Draft Initial Study/Negative Declaration

Terminal Way Chassis Support Facility Project

Prepared By:

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

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APP No. 210317-509

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1.0 INTRODUCTION

The City of Los Angeles Harbor Department (LAHD) has prepared this Initial Study/Negative Declaration (IS/ND) to address potential environmental impacts of the proposed development of a chassis support facility generally located at 740 Terminal Way, San Pedro, in the Port of Los Angeles (Port). LAHD is the lead agency under the California Environmental Quality Act (CEQA).

The proposed Project would permit three sites located generally at and between the eastern edge of the custom house facility at 300 Ferry Street and 740 Terminal Way to be operated as a chassis support facility by a tenant which will be chosen through a formal Request for Proposal process. The sites are Harbor Department-owned property located on the western portion of Terminal Island (POLA, 2019).

The primary objectives of the proposed project are the following:

1. issue a Term Permit for the operation of the proposed chassis support facility for up to five years;

2. optimize the use of existing land to support chassis storage at the proposed project site;

3. provide a full-service depot that would increase the efficiency of terminal operations by providing storage, maintenance, repair and stop/start functionality of chassis on Terminal Island in the Port; and

4. increase the efficiency of goods movement in the Port by providing of-terminal maritime support to help meet the demands of Port maritime terminals now and in the future.

For the purposes of CEQA, the proposed project assumes the future use of the project site as a chassis support facility. In this evaluation, the proposed project involves the storage, repair, and maintenance of chassis and the operation of a supporting office space.

1.1 CEQA PROCESS

This document has been prepared in accordance with CEQA, California Public Resources Code Section 21000 *et seq*., the CEQA Guidelines (14 California Code of Regulations [CCR] 15000 *et seq*.), and City of Los Angeles CEQA Thresholds Guide (2006). One of the main objectives of CEQA is to disclose the potential environmental effects of proposed activities to the public and decision-makers. CEQA requires that the potential environmental effects of a project be evaluated prior to the project's implementation. This IS/ND includes a discussion of the proposed Project's potential impacts on the existing environment. LAHD has determined that an IS/ND is the appropriate CEQA document for the proposed Project because potential environmental impacts resulting from proposed Project implementation would be below significance thresholds without mitigation.

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

The preparation of an IS is guided by Section 15063 of the State CEQA Guidelines, whereas Sections 15070-15075 guide the process for the preparation of a ND or Mitigated ND (14 CCR 15000, *et seq.*). Where appropriate and supportive to an understanding of the issues, reference will be made to the statute, the State CEQA Guidelines, City of Los Angeles Guidance, or appropriate case law.

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

In accordance with the CEQA statutes and Guidelines, this IS/ND will be circulated for a period of 30 days for public review and comment. The public review period is scheduled to begin on September 16, 2021 and conclude on October 15, 2021. This IS/ND will be distributed to responsible public agencies, other interested or involved agencies, organizations, and private individuals for review and will be made available for general public review online on the Port's website at http://www.portoflosangeles.org. A copy of the document is also available for public review at the Harbor Department Environmental Management Division (EMD) located at 425 S. Palos Verdes Street, San Pedro. Due to COVID-19, please send your request to ceqacomments@portla.org or call (310) 732-3675 to schedule an appointment to pick up a copy.

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

In reviewing the IS/ND, affected public agencies and interested members of the public should focus on the sufficiency of the document in identifying and analyzing potential project impacts on the environment. Comments on the IS/ND should be submitted in writing either through mail or email prior to the end of the 30-day public review period and must be postmarked by October 15, 2021.

Please submit written comments to:

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

Written comments may also be sent via email to ceqacomments@portla.org. All correspondence, through mail or email, should include the project title "Terminal Way Chassis Support Facility Project" in the subject line. For additional information, please contact LAHD Environmental Management Division at (310) 732-3675.

1.2 DOCUMENT FORMAT

This IS/ND contains the following sections:

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

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

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

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

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

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

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

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

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

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

Less-than-Significant Impact with Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less-than-Significant Impact." The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less-than-significant level (mitigation measures from earlier analyses may be cross-referenced). There were no significant adverse effects identified from the proposed Project; therefore, no mitigation measures are included.

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

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

2.0 PROJECT DESCRIPTION

2.1 PROJECT OVERVIEW

This IS/ND has been prepared to evaluate the potential environmental impacts associated with the proposed Project, which involves the development of a chassis support facility on a total of approximately 13.5 acres. The proposed Project is composed of three sites located at 740 Terminal Way in the Port. Chassis support facility activities, which would include chassis dispatch, stacking and storage, maintenance, other roadability services, and stop/start functionality would occur on an approximately 9.55-acre site located at 740 Terminal Way and on an approximately 3.55-site located northeast of the eastern termination of Eldridge Street in San Pedro, CA 90731 on Terminal Island. Located at the eastern end of Eldridge Street is a 2,900 square foot (sf) office space that would be operated under the proposed project. There are three non-exclusive right-of-way roads leading to the proposed project which would be utilized to access the project.

The proposed Project would be operated as a chassis support facility by a tenant who will be chosen through a formal Request for Proposal (RFP) process. For the purposes of this analysis, the proposed Project would require the issuance of a Term Permit for the site preparation and operation of the proposed chassis support facility, which would be active for up to five years. Therefore, this IS/ND assumes five years of operation for the analysis.

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

2.1.1 Project Location

Regional Setting

The proposed Project would be located at the Port, on Terminal Island, 20 miles south of downtown Los Angeles (Figure 1 and Figure 2). The Port encompasses 7,500 acres, including 3,300 acres of water and 43 miles of waterfront. It has approximately 270 commercial berths and 27 terminals, including leased facilities to handle containers, automobiles, dry bulk, breakbulk and liquid bulk products, and cruise ships, as well as extensive transportation infrastructure for intermodal cargo movement by truck and rail. The Port also accommodates boat repair yards and provides slips for 3,800 recreational vessels, 78 commercial fishing boats, 35 miscellaneous types of small-service craft, and 15 charter vessels for sport fishing and harbor cruises. The Port also accommodates water-dependent recreational, visitor-serving, community, and educational facilities, such as a public beach, the Cabrillo Beach Youth Waterfront Sports Center, Cabrillo Marine Aquarium, Los Angeles Maritime Museum, 22nd Street Park, and Wilmington Waterfront Park.

The LAHD, a proprietary department of the City, is charged with operation, maintenance, and management of the Port. As landlord, the LAHD leases properties to more than 300 tenants, including private terminal, tug, marine cargo, and cruise industry operators. The LAHD administers the Port under California Constitution Article X, California PRC Section 6306

("Tidelands Trust Statute"), and grants to the City from the California legislature. The LAHD is chartered to develop and operate the Port in a manner that benefits maritime uses, including the support and access facilities needed to accommodate the demands of import and export waterborne commerce.

Project Setting

The Project site is located at 740 Terminal Way. The site is bounded by Navy Way to the east, Ferry Street to the west, Terminal Way to the south, and State Route (SR) 47 to the north (Figures 1 and 2). Overall access to the proposed Project is provided by SR-47 to the north, Navy Way to the east, Terminal Way to the South, and Ferry Street to the west (Figure 1).

The Project site is comprised of two main sites and a supporting site (Figure 2), with three supporting access roads. The total acreage to be permitted amounts to approximately 13.5 acres of land. The proposed Project site includes one building, which would be used as an office space for the proposed project. The site located adgent to the end of Eldridge Street (Site 2; Figure 2) has been operated as a storage yard for wheeled cargo containers and as a chassis storage, maintenance, and repair facility (chassis yard). Hydrogen fueling activites have also occurred at Site 2. The site located at 740 Terminal Way (Site 1; Figure 2) has been vacant since 2010.

Land Use and Zoning

The proposed Project would be within an area covered by the Port of Los Angeles Port Master Plan (PMP; Port of Los Angeles 2018). The PMP is one of 35 community plans that make up the General Plan of the City (Port of Los Angeles 2018).

The PMP establishes policies and guidelines to direct future development of the Port. The original plan became effective in April 1980, after it was approved by the Board of Harbor Commissioners and certified by the California Coastal Commission. The PMP includes five planning areas. The Project site falls into Planning Area 3 of the PMP.

Planning Area 3 is the largest planning area, consisting of approximately 1,940 acres and more than 9.5 miles of usable waterfront. This planning area focuses on container operations. The Project site is subject to both the Maritime Support and Liquid Bulk land use designations as indicated in the PMP. The Project site is on Assessor's Parcel Number (APN) 7440-022-BRK, which is designated General/Bulk Cargo – Non Hazardous (Industrial and Commercial) and is zoned qualified-heavy industrial ([Q]M3-1) under the City of Los Angeles Zoning Ordinance (City of Los Angeles, 2020).

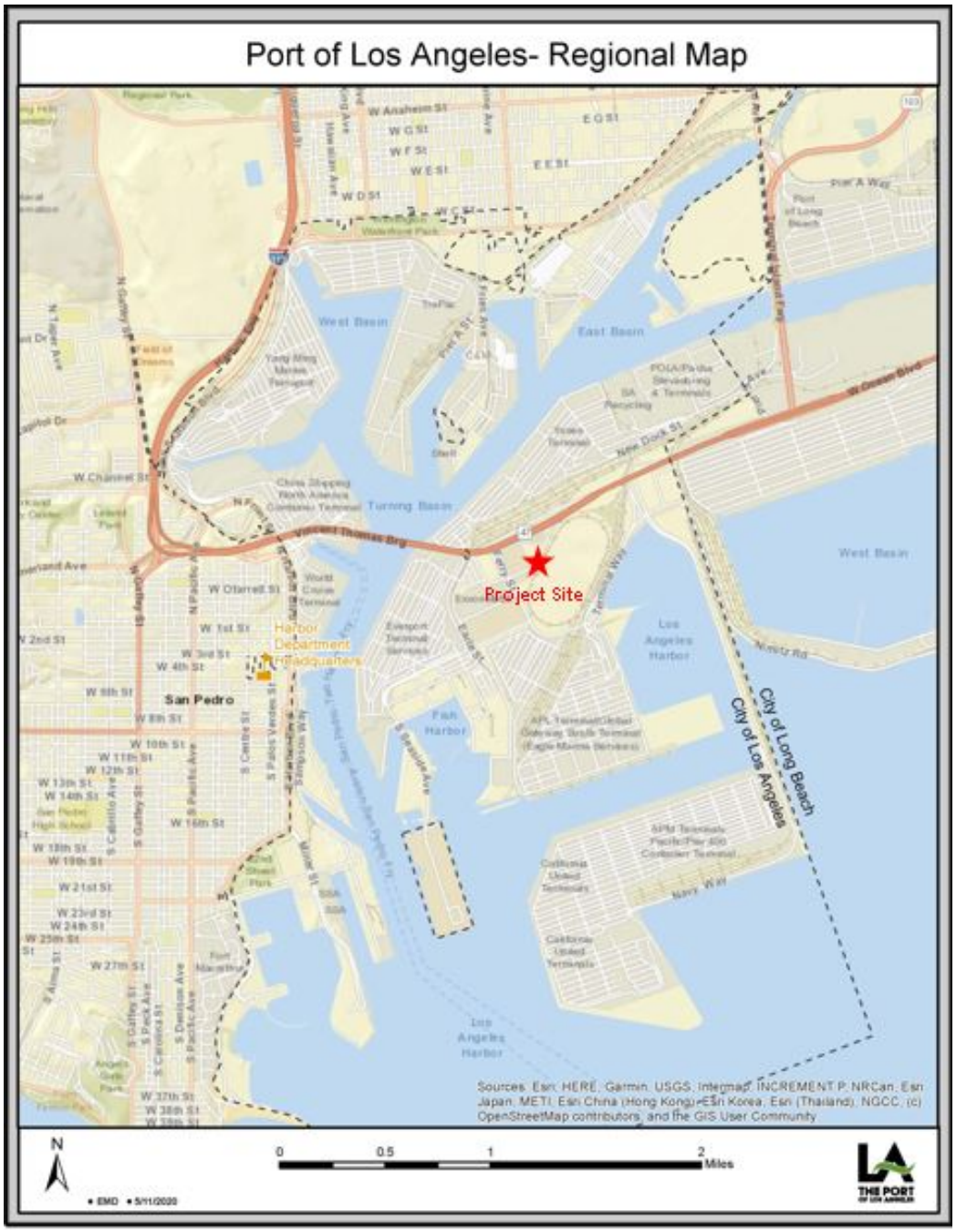

Figure 1. Regional Location of the Proposed Project

2.1.2 Existing Conditions

The Project site is comprised of two main sites, an addiitional support site, and access roads (Figure 2). Site 1, approximately 9.55 acres of land covered with loose Crushed Miscellaneous Base (CMB), is currently vacant. Site 2, approximately 3.55 acres of land paved with asphalt and approximately 1 acre of land covered with loose CMB, was operated by Eco Flow Transportation LLC under Space Assignment 19-31 where they performed temporary parking, container storage,

and portable hydrogen fueling operations. Chassis yard operations occured year-round, Monday through Friday from 7:00 AM to 6:00 PM. Site 3 is 0.28 acres of land paved with asphalt, on which a 2,900 sf building is located in addition to a paved area which supports as-needed employee parking. The building is currently vacant. No other buildings are located on any of the sites. There are three non-exclusive access roads which provide access to the sites. The total acreage to be permitted amounts to approximately 13.5 acres of land.

Table 2.1-1. Proposed Project Sites*

Site ID	Map Color	Site Size (acres)	Building Size (square feet)
Site 1	Blue	9.55	N/A
Site 2	Green	3.55	N/A
Site 3	Red	0.28	2,900
Total:		13.38	2,900
Approx. Total:		13.5	2,900

*Excluding non-exclusive access roads

2.1.3 Project Background and Objectives

Project Background

740 Terminal Way (Site 1)

Records indicate that the currently vacant site located at 740 Terminal Way (See Figure 2, Site 1) was first operated by the Harbor Department in 1928 as Allen Field, a land and sea airport. In 1935, the U.S. Navy began operating at the site and installed new buildings and infrastructure, including underground storage tanks, to support the airfield. By 1960, the site was vacated by the U.S. Navy. After 1960, the site was demolished and utilized as a storage area for various Harbor Department operations. The last operation to occur at the site prior to its current vacant state was a LAXT Dry Bulk Handling Facility (LAXT), which was operational between 1994 and 2010 (Pacific Edge, 2017). LAXT operations included receiving, storing, blending, conveying and loading ships with various grades of coal and petroleum coke (Pacific Edge, 2017). These operations began scaling back in 2008, and the operating and all supporting structures were demolished in 2010 (Pacific Edge, 2017).

End of Eldridge Street (Site 2)

The site located adjacent to the end of Eldridge Street (See Figure 2, Site 2), has been operated by Eco Flow since 2015, where Eco Flow has performed the following operations: wheeled cargo container storage, parking, portable hyrogen fueling operations, chassis storage, limited emergency chassis maintenance, and chassis repairs, under various permits.

Eastern Edge of Eldridge Street (Site 3)

The supporting site located on the eastern side of Eldridge Street (see Figure 2, Site 3) houses a building which was built in 1996 to support LAXT operations as an off-site office building. LAXT ceased operating in that supporting office building when their lease was terminated at 740 Terminal Way (Site 1) in 2010. C&M used the building as a satellite office for two years spanning from approximately 2015 to 2016. The building has since sat vacant.

Project Objectives

The primary objectives of the proposed Project are the following:

1. issue a Term Permit for the operations of the proposed chassis support facility for up to five years;

2. optimized the use of existing land to support chassis storage at the Project site;

3. provide a full-service depot that would increase the efficiency of terminal operations by providing storage, maintenance, repair, and stop/start functions of chassis on Terminal Island in the Port; and

4. increase the efficiency of goods movement in the Port by providing off-terminal maritime support to help meet the demands of Port marine terminals now and in the future.

For the purposes of CEQA the proposed Project assumes the future use of the project site as a chassis support facility. In this evaluation, the proposed Project involves the storage, repair, and maintenance of chassis and the operation of a supporting office space.

2.2 PROJECT DESCRIPTION

2.2.1 Construction

The Project site would be organized into three sites, with various improvements implemented as needed to support chassis yard operations. At Site 1 (Figure 2), improvements are anticipated to include the following: installation of approximately 35 light poles (of a maximum of 30’ in height) and as-needed installation of conduit through directional drilling; installation of chain-link fencing; construction of an approximately 20,000 sf canopy structure; installation of a stormwater drainage system to lead to an existing out-fall; installation of at least one Radio Frequency Identification (RFID) reader; and maintenance of existing loose CMB, as needed. Light poles connecting to conduit are anticipated to be installed, but should hard lighting not be feasible, solar powered lighting will be installed in place. Site 2 (Figure 2) improvements are anticipated to be limited to installation of fencing to close fencing gaps around the site perimeter, and maintenance of existing loose CMB or pavement as needed. Construction at Site 3 (Figure 2) would include minor cosmetic improvements to the existing office space. Additional construction would include the installation of traffic signal poles to regulate tunnel access at the southern non-exclusive access road (Figure 2). Minor maintenance as-needed would be performed on non-exclusive access

roads leading to and from the project site as part of the proposed Project. Removal of trees and brush would be performed, as needed, to support chassis storage operations. An approximately one-acre lay-down area would be utilized for proposed construction operations. Low-Impact Development infrastructure would be installed as needed on any of the Sites 1 through 3. Figure 2 depicts the current site locations, Sites 1, 2, and 3, which combined comprise approximately 13.5 acres.

Construction of the proposed Project would span approximately four months. Construction activities would take place between 7:00 AM through 6:00PM Monday through Friday and as needed between 8:00 AM and 6:00 PM on Saturdays.

Figure 2. Proposed Project Sites

2.2.2 Operation

Under the proposed Project, a tenant currently being chosen through a formal RFP process would operate the Sites 1 and 2 as chassis depots with operations that include dispatch, storage, maintenance, repairs, other roadability services, and stop and start functionality. Assuming chassis are stacked to a maximum of five chassis high when stored, a total of approximately 400 chassis can be stored per acre of land. Thus, the existing 9.55 acres at Site 1 can store approximately 3,820 chassis and the 3.55 acres at Site 2 can store approximately 1,420 chassis, for a total of 5,240 chassis between the two sites.

Yard equipment to support operations would include two 30,000-pound forklifts, two 10,000-pound forklifts, and two utility tractor rigs (UTRs). A mobile fuel service truck would provide diesel and propane for on-site equipment. No additional on-site equipment is anticipated to support the proposed project.

Chassis operations with implementation of the proposed Project would occur year-round, Monday through Friday with operations occurring from 7:00 AM to 3:00 AM. Operations on weekends may also occur as needed. The building located on Site 3 would be utilized as an office space for employees. A total of 22 employees are estimated to be required for the proposed project. Additionally, the proposed project would comply with the Clean Truck Program (CTP). Only drayage trucks registered in the Ports Drayage Truck Registry or having a day pass shall be admitted to the project location. This may be achieved by installing a RFID reader at the entrance to the project site or having a gate attendant confirm truck status to ensure that only drayage trucks compliant with the CTP enter the project site.

Site 1 is anticipated to generate approximately 496 one-way truck trips daily, and Site 2 is anticipated to generate approximately 184 one-way truck trips daily. In total, the project would generate 680 one-way truck trips daily. Site 3 would see 44 employee one-way automobile trips daily. Truck trips to and from the Project site would be truck trips already traveling to the Harbor District and are considered minor diversions from their existing trips.

Ongoing maintenance occurring on the site during the duration of the permit may include additional maintenance and repairs to site as required.

Operations under the proposed Project would occur under a new Term Permit for an initial term of two years with three, consecutive one-year extension options.

2.3 PROJECT PERMITS AND APPROVALS

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

Anticipated permits and approvals issued by the lead agency required to implement the proposed Project are listed below.

- LAHD Term Permit
- LAHD Coastal Development Permit
- LAHD Harbor Engineer Permit
- Los Angeles Department of Building and Safety (LADBS) Building Permit

3.0 INITIAL STUDY CHECKLIST

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

1	**Project Title:**	Terminal Way Chassis Support Facility
2	**Lead Agency Name and Address:**	Los Angeles Harbor Department Environmental Management Division 425 South Palos Verdes Street San Pedro, California 90731
3	**Contact Person and Phone Number:**	Zoe Irish (310) 732-3097
4	**Project Location:**	740 Terminal Way (bounded by Navy Way to the east, Ferry Street to the west, Terminal Way to the south, and State Route 47 to the north)
5	**Project Sponsor:**	Los Angeles Harbor Department Cargo and Industrial Real Estate Division 425 South Palos Verdes Street San Pedro, California 90731
6	**Port Master Plan Designation:**	Planning Area 3, Port of Los Angeles
7	**Zoning:**	Qualified Heavy Industrial Zone ([Q]M3-1) (APN #7440-022-BRK)
8	**Description of Project:**	Issuance of a Term Permit for the development of the proposed chassis support facility which would be active for up to five years.
9	**Surrounding Land Uses/Setting**	The Project sites are located on the western portion of Terminal Island. Overall access to the proposed Project is provided by SR-47 to the north, Navy Way to the east, Terminal Way to the South, and Ferry Street to the west. Operations in this area include container handling, chassis storage, maritime support, and other mixed uses. The Project site is comprised of two sites. Site 1 (10 acres of land covered with CMB) is currently vacant, and Site 2 (3 acres of land covered with aslphalt paving and CMB) is currently operated by Eco Flow under SA 19-31 as a cargo handling facility.
10	**Other Public Agencies Whose Approval may be Required**	LADBS SCAQMD
11	**Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to**	One of the seven tribal organizations identified by the NAHC, the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh) requested consultation. A consultation meeting occurred on June 10, 2021. Kizh representatives

	Public Resources Code section 21808.3.1?	expressed desire to confirm origination of existing fill located on Site 1 of the project site (740 Terminal Way) due to extent of potential minor construction activities that may be conducted on the project site. In a subsequent meeting held over the phone on August 25, 2021 followed by an email on August 30, 2021, LAHD confirmed the source of fill as Los Angeles harbor dredged fill and industrial-grade fill and further documented an extensive soil disturbance. LAHD requested conclusion of consultation activities on August 25, 2021 with the option to hold a pre-construction meeting prior to any construction activity at Site 1.

3.1 Environmental Factors Potentially Affected

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

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

3.2 Determination

On the basis of this initial evaluation:

☒ I find that the proposed Project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☐ I find that although the proposed Project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the Proposed Project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. I find that the Proposed Project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the Proposed Project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier ENVIRONMENTAL IMPACT REPORT or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the Proposed Project, nothing further is required.

09/08/2021

Signature Date

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

Evaluation of Environmental Impacts:

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

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

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

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

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

	Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
e. Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. **Would the project:**				
a. Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard?	☐	☐	☒	☐
c. Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
d. Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☒	☐
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in the City or regional plans, policies, regulations or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?	☐	☐	☐	☒
c. Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☐	☐	☒

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

	Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	☐	☐	☐	☒
f. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☐	☐	☒
8. GREENHOUSE GAS EMISSIONS. Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b. Conflict with any applicable plan, policy or regulation of an agency adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐
9. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☐	☒	☐
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code §65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
g. Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☐	☒

	Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
10. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☐	☒	☐
b. Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:				
(i) result in substantial erosion or siltation on- or off-site;	☐	☐	☐	☒
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☐	☒
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
(iv) impede or redirect flood flows?	☐	☐	☒	☐
d. In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☒	☐
e. Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒
11. LAND USE PLANNING. Would the project:				
a. Physically divide an established community?	☐	☐	☐	☒
b. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒

	Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
12. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	☒
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?	☐	☐	☐	☒
13. NOISE. Would the project result in:				
a. Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b. Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☐	☒
c. For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
14. POPULATION AND HOUSING. Would the project:				
a. Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b. Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
15. PUBLIC SERVICES. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives for any of the public services:				
a. Fire protection?	☐	☐	☒	☐
b. Police protection?	☐	☐	☐	☒
c. Schools?	☐	☐	☐	☒
d. Parks?	☐	☐	☐	☒
e. Other public facilities?	☐	☐	☐	☒

	Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
16. RECREATION				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☐	☒
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	☐	☐	☐	☒
17. TRANSPORTATION. Would the project:				
a. Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	☐	☐	☐	☒
b. Conflict or be inconsistent with CEQA Guidelines §15064.3, subdivision (b)?	☐	☐	☐	☒
c. Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
d. Result in inadequate emergency access?	☐	☐	☐	☒
18. TRIBAL CULTURAL RESOURCES				
a. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code §21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
(i) listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code §5020.1(k), or	☐	☐	☐	☒
(ii) a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code §5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☒	☐

	Potentially Significant Impact	Less–than-Significant Impact with Mitigation Incorporated	Less-than-Significant Impact	No Impact
19. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b. Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	☐	☐	☒	☐
c. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d. Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e. Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐
20. WILDFIRE. If located in or near State responsibility areas or lands classified as very high fire hazard severity zones, **would the project:**				
a. Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
b. Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of wildfire?	☐	☐	☐	☒
c. Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines, or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☐	☒
d. Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☐	☒

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

4.0 ENVIRONMENTAL ANALYSIS AND DISCUSSION OF IMPACTS

4.1 AESTHETICS

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

No Impact. The Conservation Element of the City of Los Angeles General Plan defines a scenic vista as a panoramic public view with access to natural features, including views of the ocean, striking or unusual natural terrain, or unique urban or historic features (City of Los Angeles, 2001).

The general Project area is highly developed and characterized by industrial and cargo uses and does not consist of any protected or designated scenic vistas. The Project site is located on Terminal Island within the working Port environment. The Project site, which consists of a total of three sites and two designated ingress/egress roads, would be operated as a chassis support facility with a supporting office space. The only major existing structure on the Project site is the aforementioned office building, which is immediately visible from Eldridge Street. The office building is consistent with the visual characteristics of the surroundings, as other areas in and around the Port have similar buildings. Construction activity for the proposed project is anticipated to include installation of perimeter lighting, which would remain consistent with existing and surrounding industrial aesthetics. Proposed project operations would include the stacking of chassis, which would be stacked to a maximum of five high; this would be approximately 20 feet high. The development and operation of a chassis support facility would not change the viewshed, and would remain consistent with those that currently exist within the Port.

There are no sensitive public viewpoints or scenic vistas in the immediate Project vicinity; however, panoramic views of the Port and Pacific Ocean are available from distant public vantages, including panoramic views from hillside residential areas of San Pedro. The operation of the proposed Project site would remain consistent in nature to the existing visual landscape and would visually blend into the panorama of the working Port uses and activities. No impacts would occur, and no mitigation is required.

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

No Impact. The Project site is not visible from an eligible or designated State scenic highway. The nearest designated State scenic highway is located approximately 28 miles northwest of the Project (State Highway 27 post miles 1.0-3.5). The nearest eligible State scenic highway (State Highway 1 from State Highway 19 near Long Beach to I-5 south of San Juan Capistrano) is approximately 7 miles northeast of the Project site (Caltrans, 2019). In addition to California Department of Transportation (Caltrans)-designated State scenic highways, the City of Los Angeles has city-designated scenic highways, but the Project site is not visible from any of these highways. As such, there are no scenic resources, including but not limited to trees, rock outcroppings, or historic buildings, within a State scenic highway that could be substantially damaged by the Project. No impacts would occur, and no mitigation is required.

c. In non-urbanized areas, would the project substantially degrade the existing visual character or quality of the public views of the site and its surroundings? (Public views are those that

are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

No Impact. As described above in the responses to questions 4.1a and 4.1b, the Project site is in an industrial and built-out area of the Port where there are no designated scenic vistas or scenic resources. The Project site has a general plan designation of General/Bulk Cargo for Hazardous Industrial and Commercial and Commercial Fishing (City of Los Angeles 2020), and is zoned for heavy industrial uses ([Q] M3-1) under the City of Los Angeles Zoning Ordinance (City of Los Angeles 2019). There are no applicable regulations related to scenic resources at the Project site. The landscape at the Port is highly engineered to support maritime freight-related operations. The appearance of many freight operations is industrial and functional in nature and characterized by exposed infrastructure, open storage, unfinished or unadorned building materials, and safety-related high-visibility colors for mobile equipment such as cranes, containers, and railcars.

The objective of the proposed Project is the development of a chassis support facility, which would be similar in nature to the existing visual landscape and would blend into the panorama of other Port uses and activities. Therefore, the proposed Project would not degrade the existing visual character or quality of the site and its surroundings or conflict with applicable zoning and other regulations governing scenic quality. No impacts would occur, and no mitigation is required.

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

Less-than-significant Impact. Current lighting on the Project site consists of lighting located at Site 2 and minimal lighting at the building in Site 3. The proposed project would introduce new sources of lighting at Site 1, but this addition of lighting would be negligible in comparison to other existing lighting at the Port. The nighttime lighting environment in the Project vicinity consists mainly of ambient light produced from street lighting adjacent to the Project site, container-handling operations, and other facility lighting at the Port. The major source of illumination at the Port is the extensive system of down lights and flood lights attached to the tops of tall light poles throughout the terminals. Bright, high-intensity boom lights are attached on top of shipping cranes along the edge of terminals and channels along the harbor. While the proposed Project would introduce new lighting to the project site area, the increase in lighting would be negligible when compared to existing lighting at the Port. Therefore, no new sources of substantial light or glare would affect day or nighttime views of the area. Less-than-significant impacts would occur, and no mitigation is required.

4.2 AGRICULTURE AND FORESTRY RESOURCES

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

No Impact. The Project site does not contain any Farmland and is located within the urban setting of the Port. The proposed Project is located in a highly developed area with existing chassis storage, maintenance, and repair operations occurring at the site. Although the California

Department of Conservation's Farmland Mapping and Monitoring Program has not mapped the Project site, the developed, urban character of the surrounding area suggests that the appropriate Farmland Mapping and Monitoring Program mapping designation would be Urban and Built-Up Land (DOC, 2016). Therefore, the proposed Project would not convert Farmland to non-agricultural use. No impacts would occur, and no mitigation is required.

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

No Impact. The Williamson Act, also known as the California Land Conversion Act of 1969 (14 CCR Section 51200 *et seq*.), preserves agricultural and open space lands from the conversion to urban land uses by establishing a contract between local governments and private landowners to voluntarily restrict their land holdings to agricultural or open space use. Williamson Act contracts only apply to agricultural or related open spaces (DOC, 2020a). The Project site is not located on any lands with Williamson Act contracts. The Project site is located in a highly developed area designated as [Q]M3-1 (Qualified Heavy Industrial) and does not support any agricultural uses. As such, the proposed Project would not conflict with any lands zoned for agricultural use or a Williamson Act contract. No impacts would occur, and no mitigation is required.

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

No Impact. As discussed in Section 4.2(b) above, the Project site is currently designated as [Q]M3-1 (Qualified Heavy Industrial). The Project site does not support timberland or forest land. Therefore, the proposed Project would not conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production. No impacts would occur, and no mitigation is required.

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

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

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

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

4.3 AIR QUALITY

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

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

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

The SCAQMD rules and regulations include requirements for stationary equipment, certain materials used (such as paints/coatings), and for fugitive dust and nuisance control. These regulations contain both requirements and exemptions for certain types of equipment that may be used during implementation of the proposed Project. Compliance with the applicable SCAQMD rules, for projects that otherwise are within the growth projections for the air basin, indicates a project would not conflict with the applicable air quality plan.

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

Clean Air Action Plan

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

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

proposed Project is not expected to conflict with any CAAP initiative that is developed to help the City and Port meet emission reduction goals. For example, the CAAP established an initiative to implement an updated CTP with prioritization of zero emission trucks. Such an initiative would apply and be implemented Port-wide across the Ports of Los Angeles and Long Beach, and as the truck fleet moves toward an increasing zero-emission composition, truck trips to the proposed Project would reflect an increasingly cleaner truck mix, with corresponding reductions in pollutant emissions.. Further, the Project would incorporate other clean air initiatives as they are implemented Port-wide to address emission reductions from Port operations... Thus, the proposed Project is not expected to conflict with the CAAP's emission reduction goals and initiatives.

While the Proposed Project would have less-than-significant impacts for obstructing the implementation of applicable air quality plan or clean air programs, LAHD has included Lease Measure (LM) AQ-1 to allow for replacement of cargo handling equipment anytime new or replacement equipment is purchased. The following Lease Measure is consistent with the CAAP 2017 Update, as it would help reach its goal of zero-emission cargo-handling equipment by 2030.

> **LM AQ-1**: Cleanest Available Cargo Handling Equipment.
>
> Subject to zero and low NOx emissions feasibility assessments that shall be carried out by LAHD, with input from Tenant. As part of the CAAP process, Tenant shall replace cargo handling equipment with the cleanest available equipment anytime new or replacement equipment is purchased. The first preference is for zero-emission equipment, the second preference is for low NOx equipment, and the final preference for the cleanest available if zero or low NOx equipment is not feasible, provided that LAHD shall conduct engineering assessments to confirm that such equipment is capable of installation at the terminal. The proposed Project involves the development of a chassis support facility, where the following operations will be performed: chassis dispatch, stacking and storage, maintenance, other roadability services, and stop/start functions. These activities may be subject to SCAQMD permitting and would comply with all SCAQMD regulations as necessary. As discussed above, the proposed Project is not expected to be in conflict with the CAAP's emission reduction goals and initiatives. Additionally, the proposed project would comply with the CTP. Only drayage trucks registered in the Ports Drayage Truck Registry or having a day pass shall be admitted to the project location. This may be achieved by installing a RFID reader at the entrance to the project site or having a gate attendant confirm truck status to ensure that only drayage trucks compliant with the CTP enter the project site.

The proposed Project, which is designed to support container shipping operations at the Port, would not cause direct or indirect substantial growth within the air basin since the project would comply with the applicable SCAQMD rules. Therefore, the proposed Project's operation would not conflict with the AQMP or the CAAP. Impacts would be less than significant, and no mitigation is required.

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

Less-than-Significant Impact. The SCAB is designated as a federal nonattainment area for ozone and fine particulate matter 2.5 microns or less in diameter (PM2.5), and a state nonattainment area for ozone, particulate matter 10 microns or less in diameter (PM10), and PM2.5. The Los Angeles County area of the SCAB, which includes the Port, is also in federal nonattainment for lead. SCAQMD has developed maximum daily emissions significance thresholds for all criteria pollutants (see Table 4.3-1) for both the assessment of construction and operation impacts. The proposed Project would not produce substantial lead emissions; therefore, lead is not a pollutant of concern for the proposed Project.

Table 4.3-1. SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds [a]		
Pollutant	**Construction [b]**	**Operation [c]**
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs (includes carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO_{2eq} for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants [d]		
NO_2 1-hour average annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM_{10} 24-hour average annual average	 10.4 µg/m^3 (construction)[e] & 2.5 µg/m^3 (operation) 1.0 µg/m^3	
$PM_{2.5}$ 24-hour average	 10.4 µg/m^3 (construction)[e] & 2.5 µg/m^3 (operation)	
SO_2 1-hour average 24-hour average	 0.25 ppm (state) and 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	 25 µg/m^3 (state)	

CO	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards:
1-hour average	20 ppm (state) and 35 ppm (federal)
8-hour average	9.0 ppm (state/federal)
Lead	
30-day Average	1.5 µg/m^3 (state)
Rolling 3-month average	0.15 µg/m^3 (federal)

[a] Source: SCAQMD CEQA Handbook (South Coast AQMD, 2019)
[b] Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).
[c] For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.
[d] Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.
[e] Ambient air quality threshold based on SCAQMD Rule 403

KEY: lbs/day – pounds per day	ppm – parts per million	µg/m^3 – microgram per cubic meter
MT/yr CO_{2eq} – metric tons per year of CO_2 equivalents	≥ - greater than or equal to	> greater than

Operation

The proposed Project involves the development of a chassis support facility which would support movement of chassis and containers through container terminals on Terminal Island. Anticipated operations under the proposed Project would increase daily truck one-way truck trips to and from the Project site from a baseline of 518 one-way truck trips to an estimated 680 one-way truck trips, resulting in a daily increase of 162 one-way truck trips (Appendix A). Sites 1 and 3 are currently vacant and see no daily truck trips to the Sites, but Site 2 is currently operated as a chassis storage facility. The cause of this increase is the anticipated chassis facility operations to be performed at Site 1, and the addition of stop/start functionality at Sites 1 and 2. Site 3 would house an office space, and would create no additional truck trips leading directly to and from the project site in relation to truck trips already leading to Sites 1 or 2.

The additional truck trips from the stop/start function would cause an increase in employees and working hours relative to operations currently being conducted at Site 2. The number of employees working at the site is proposed to increase to 22 employees per day for the entire site. The existing facility work schedule at Site 2, Monday through Friday 7:00 AM to 4:00 PM, would increase to 7:00 AM to 3:00 AM for the entire proposed Project site.

Additional yard equipment would be operated under the proposed project to accommodate for the conversion of Site 1 from vacant lot to a chassis storage and support facility in addition to the inclusion of a stop/start function at Sites 1 and 2. The development of a chassis support facility would see an increase in daily truck trips to the project area relative to current truck trips conducted in response to existing cargo container storage yard operations at 740 Terminal Way. This increased yard equipment use would also cause additional deliveries of diesel and propane, as the equipment fuel tanks are refueled directly from the fuel delivery trucks.

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

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

Table 4.3-2 provides the estimated daily baseline and post-Project operation emissions. The operation emission calculations are provided in Appendix B. The table shows that all pollutant emissions would be below the significance thresholds without mitigation. Therefore, operation activities would not result in a cumulatively considerable contribution to the existing pollution burden in the SCAB. Impacts would be less than significant, and no mitigation is required.

Table 4.3-2
Peak Operational Emissions (pounds per day) compared to CEQA Thresholds

	NO_x	VOC	SO_X	CO	PM_{10}	$PM_{2.5}$
Peak Daily Operational Emissions	32.8	7.8	0.1	44.1	0.6	0.5
SCAQMD Max. Daily CEQA Operational Significance Threshold	55	55	150	550	150	55
Exceeds CEQA Threshold?	**No**	**No**	**No**	**No**	**No**	**No**

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

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

Localized Significance Threshold Analysis for Criteria Pollutants

SCAQMD has developed a screening methodology that can be used to assess project local criteria pollutant impacts without the need for dispersion modeling. This Localized Significance Thresholds (LSTs) methodology is based on determined tabulated thresholds for peak daily on-site emissions for given site area sizes (1-acre, 2-acre, and 5-acre) at given distances from receptors (25 meters, 50 meters, 100 meters, 200 meters, and 500 meters). The LSTs are provided in a series of look-up tables for emissions of NO_X, CO, PM10, and PM2.5 (SCAQMD, 2009). If a project's on-site emissions are below the LST look-up table emission levels, then the project is considered not to violate or substantially contribute to a violation of an ambient air quality standard.

The following assumptions were used in the LST analysis for the proposed Project:

- The Project site is in SCAQMD's defined Source-Receptor Area 4 (South Coastal Los Angeles County)
- The distance to the nearest sensitive receptors, residences living in apartments near West 1st Street and North Center Street in San Pedro, CA 90731, is approximately 1.9 kilometers (1,900 meters), so the LST values for sensitive receptors were determined using the SCAQMD LST table values for 500-meter receptor distances.
- The LST impact analysis for the two LST pollutants with short-term ambient air quality standards, NO_X and CO that have 1-hour standards, also includes the evaluation of impacts on

the nearest off-site workers that could encounter the downwind effects of Project emissions for an hour. The nearest off-site workers are located at 300 Ferry Street, which shared a perimeter border with 740 Terminal Way, and therefore is at closest less than 25meters southwest of the facility for the construction and operation analysis.

- Construction assumptions assumed a 15.75 acre development.
- For operation and construction, the largest project area size in the SCAQMD LST tables, 5-acres, was used.

Construction

Table 4.3-3 presents the peak daily on-site emissions and corresponding LST analysis for proposed Project construction. The table shows that all pollutant emissions would be below the LST significance thresholds without mitigation. Therefore, criteria pollutant emissions from proposed Project construction would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant, and no mitigation is required.

Table 4.3-3
Peak On-Site Construction Emissions **(pounds per day) compared to LSTs**

	NO_x	CO	PM_{10}	$PM_{2.5}$
Peak Daily Construction Emissions	46.5	31.7	21.9	12.0
SCAQMD Localized Significance Threshold (sensitive receptor)	277	10,198	191	120
SCAQMD Localized Significance Threshold (off-site worker)	202	2,613	58	18
Exceeds LSTs Thresholds?	**No**	**No**	**No**	**No**

Notes: Conservatively, all construction emissions assumed to occur on-site.Source Receptor Area (SRA 4) used for Port Area
Nearest off-site worker assumed to be located at 300 Ferry Street (approx. 25 m)
Nearest off-site sensitive receptors = residences < 1,900 meters away (apts. near W. 1st and N. Centre Street)
The construction area is 15.75 acres, so 5 acre site look up table used (100 m to offsite worker and 500 m to residences)

Operation

Table 4.3-4 presents the peak daily on-site emissions and corresponding LST analysis for proposed Project operation. The table shows that all pollutant emissions increases would be below the LST significance thresholds without mitigation. Therefore, criteria pollutant emissions from proposed Project operation would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant, and no mitigation is required.

Table 4.3-4
Peak Operational Emissions **(pounds per day) compared to LSTs**

	NO_x	CO	PM_{10}	$PM_{2.5}$
Peak Daily Operational Emissions	32.8	44.1	0.6	0.5
SCAQMD Localized Significance Threshold (sensitive receptor)	277	10,198	46	29
SCAQMD Localized Significance Threshold (off-site worker)	202	2,613	14	5
Exceeds LSTs Thresholds?	**No**	**No**	**No**	**No**

Notes: Source Receptor Area (SRA 4) used for Port Area
Nearest off-site worker assumed to be located at 300 Ferry Street (less than 25 feet)
Nearest off-site sensitive receptors = residences < 1,900 meters away (apts. near W. 1st and N. Centre Street)

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

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

Less-than-Significant Impact. Construction and operation activities of the proposed Project would increase air pollutant emissions due to the increased diesel, gasoline, and propane fuel combustion. Some individuals might find such emissions to be objectionable in nature, if encountered in high concentrations. However, the distance between proposed Project emission sources and the nearest sensitive receptor (1,900 meters) is far enough to allow for adequate dispersion of these emissions to below objectionable odor levels. Furthermore, the existing industrial setting of the proposed Project represents an already complex odor environment. For example, existing nearby container terminals include freight and goods movement activities that use diesel trucks and diesel cargo-handling equipment that generate similar diesel exhaust odors as the proposed Project. Within this context, the proposed Project would not likely result in changes to the overall odor environment in the vicinity. Therefore, the proposed Project would not create objectionable odors affecting a substantial number of people. Additionally, the on-site and off-site emissions sources are all mobile which serves to better disperse the emissions. The proposed Project would create a small amount of fugitive dust during construction and no substantial amounts of other types of nuisance emissions during construction and operation that could affect offsite receptors. Therefore, the proposed Project would not create objectionable odors or other emissions affecting a substantial number of people. Impacts would be less than significant, and no mitigation is required.

14.4 BIOLOGICAL RESOURCES

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

Less-than-Significant Impact. The proposed Project involves the development of an approximately 13.5-acre chassis support facility (Figure 2). Development of the facility is anticipated involve the installation of drainage to meet an existing outfall and perimeter lighting at Site 1, installation of traffic signal poles to regulate tunnel access at the southern access road, and minor cosmetic improvements to an existing building on Site 3, and as-needed maintenance of existing ground cover on all sites. Additionally, minor removal of brush and trees will be conducted to facilitate chassis support facility operations. A site visit was conducted on May 24, 2021 to confirm what improvements would be required to develop the proposed project and to record existing brush and trees on the project site.

Most of the terrestrial area within the Port contains facilities and infrastructure associated with highly disturbed lots (POLA, 2018). The Project area is similar, and the property would consists of paved sites or sites covered with CMB where chassis storage, maintenance, and repair and stop/start functionality would occur, in addition to storage of parts and tools, and operation of an office space for workers. The property is surrounded by paved roads in a heavily industrial area containing many surrounding commercial and private businesses and other Port-related facilities. To identify status of biological resources on the project site, the PMP's Biological Survey was reviewed on June 1, 2021.

Special-Status Plants

The proposed Project would not directly or indirectly impact plants identified as special-status species by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS). Due to the highly disturbed nature of the property and ongoing disturbance from Port activities, vegetation is limited to sparse patches of nonnative grasses and herbaceous weeds. There are several ornamental trees and shrubs to the west of the southern access road. These trees and shrubs, which are not listed as special-status species, may be removed as needed to facilitate project operations (Rincon, 2021). There is no suitable habitat within or adjacent to the Project area that could support special-status plant species. Therefore, no impacts would occur to special-status plants.

Special-Status Wildlife

Due to the highly developed nature of the property, wildlife use within the vicinity of the Project area is limited. The Project area lacks suitable foraging habitat for most species and any activity is expected to be limited to disturbance-tolerant species. Some species may transit over the site briefly, but are unlikely to stay or forage within the Project vicinity. The California least tern (*Sterna antillarum browni*) is considered endangered, and a designated nesting site is located on the southernmost portion of Pier 400, approximately 2 miles south of the Project area (POLA, 2018).

This species also uses the Seaplane Lagoon (approximately 700 meters east of the Project site within POLA property) to forage for fish. The Project area does not contain any suitable nesting or foraging habitats for California least tern, and this species would not be impacted by Project activities. The California brown pelican (*Pelecanus occidentalis californicus*), which is considered a sensitive species, has a low potential to occur in the proposed Project area, but has been observed flying within one mile of the proposed project area. This species may fly over the proposed Project site and roost or forage nearby; however, the proposed Project area does not contain any suitable nesting, roosting, or foraging habitat (Rincon, 2021). Therefore, impacts to special-status wildlife would be less than significant. For a list of other Special Status Bird Species observed in the Port area, see the table below.

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

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

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

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

The federal Migratory Bird Treaty Act (MBTA) prohibits take of any migratory bird, including active nests, except as permitted by regulation (e.g., waterfowl or upland game bird hunting). California Fish and Game Code Section 3503.5 prohibits take or possession of birds of prey or their eggs;

and Section 3513 prohibits take or possession of any migratory nongame bird. “Take” means hunt, pursue, catch, capture, or kill, or attempt to hunt, pursue, catch, capture, or kill. No take would occur as a result of the proposed Project. There is potential suitable nesting habitat (for nesting, loafing, foraging, etc.) at the Project site due the presence of trees or brush on the perimeter of the project site. Birds could potentially nest in this vegetation which includes non-native ornamental species. Trees and brush noted on the May 24, 2021 site are located along the western edge of the southern access road, which is an access site to Sites 1 and 2 that would be utilized by trucks entering and existing the proposed project site. Should the trees and/or brush impede truck access to the proposed project site, removal of trees and/or brush may occur. Therefore, in compliance with state and federal laws protecting nesting birds, the Port would conduct pre-construction surveys for nesting birds if construction activities are conducted between January 1 and September 15. If nesting birds are detected, the Port would implement no-disturbance buffers until the nests have fledged (Rincon, 2021). The size of the buffers would be based on the judgement of a qualified biologist. The biologist would determine the buffer based on the species’ ecology, its tolerance to disturbance, and the type of construction activity that is occurring. Periodic monitoring would be conducted to ensure the nest is not disturbed. Due to the heavily disturbed nature of the Project area and similarity between existing operations and construction (i.e., use of existing on-site forklifts and UTR), impacts to nesting birds would be less than significant, and no mitigation is required.

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

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

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

No Impact. There are no state or federally protected wetlands on the Project area. The nearest wetland is the Salinas de San Pedro (also referred to as Cabrillo Marsh), located approximately 2.75 miles southwest of the Project site (POLA, 2018; USFWS, 2020). The proposed Project would not have a substantial adverse effect on any state or federally protected wetlands through direct removal, filling, hydrological interruption, or other means. Therefore, no impacts would occur, and no mitigation is required.

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

Less-than-significant Impact. The Project area is located in a dense, highly developed industrial area and does not overlap with an established migratory wildlife corridor or nursery. The few ornamental trees outside of the Project area along the western edge likely support only periodic nesting birds due to existing development activities. Should the trees and/or brush impede truck access to the proposed project site, removal of trees and/or brush may occur. Should tree or brush removal be required to support proposed project operations, the Port would conduct pre-construction surveys for nesting birds if construction activities are conducted between January 1 and September 15 (Rincon, 2021). If nesting birds are detected, the Port would implement no-disturbance buffers until the nests have fledged. The size of the buffers would be based on the judgement of a qualified biologist. The biologist would determine the buffer based on the species' ecology, its tolerance to disturbance, and the type of construction activity that is occurring. In regards to marine species, the proposed Project is entirely terrestrial and would therefore not impact any marine species. Due to the overall lack of suitable habitat, the proposed Project would not interfere substantially with the movement of any native resident or migratory fish or wildlife species, or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. Should removal of trees or brush occur, monitoring for any nesting bird species and appropriate measures in response to monitoring would be conducted. Therefore, impacts would be less than significant, and no mitigation is required.

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

No Impact. The proposed Project involves the development of an approximately 13.5-acre chassis support facility in an already heavily developed area. The only biological resources protected by the City ordinance (Ordinance No. 177404) pertain to specific tree species. There are multiple ornamental trees adjacent to the eastern edge of the Project site but are outside of the Project footprint. None of these tree species are protected by City Ordinance (Rincon, 2021). Therefore, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, no impacts would occur, and no mitigation is required.

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

No Impact. There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other similar plans that overlap with the Project area in the POLA (USFWS, 2019a; 2019b). The nearest conservation plan area is the Rancho Palos Verdes Natural Community Conservation Plan area, which is located approximately 4 miles west of the Project area (City of Rancho Palos Verdes, 2018). The County of Los Angeles (County) has established official, designated areas, referred to as Significant Ecological Areas (SEAs), within the County that contain rare or unique biological resources. The Terminal Island (Pier 400) California least tern

nesting site is the only SEA in the Port. Because the proposed Project is not in the vicinity of any existing or proposed SEAs, no impacts would occur, and no mitigation is required.

4.5 CULTURAL RESOURCES

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

No Impact. The proposed Project would not cause a substantial adverse change or effect to a historical resource. The proposed Project area is located on the northern portion of Terminal Island, which is an artificial landform composed of harbor dredged and industrial-grade fill.

No identified reports have been located that discuss the presence of historically eligible or listed resources at 740 Terminal Way. There is one structure located on the proposed Project site, a building which was constructed in 1996 (Pacific Edge, 2017), which will be used during proposed Project operations as an office building. As the structure is less than 50 years in age, it has not yet been evaluated for eligibility of listing under the California Register of Historical Resources (CRHR) or Los Angeles Historic-Cultural Monuments (LAHCM).

Since there are no significant historical resources located within the Project area, the proposed Project would not cause a substantial adverse change in the significance of an historical resource. Therefore, no impacts would occur, and no mitigation is required.

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

No Impact. The proposed Project would not cause a substantial adverse change or effect to an archaeological resource. As discussed above, the Project area is located on the northern portion of Terminal Island, which is an artificial landform composed of harbor dredged and industrial-grade fill. No identified reports have been located that discuss the presence of historically eligible or listed resources at 740 Terminal Way. However, because the proposed project sites are composed of harbor dredged and industrial-grade fill and because minimal ground disturbance is planned, it can be anticipated that the proposed Project would not cause a substantial adverse change in the significance of an archaeological resource. No impacts would occur, and no mitigation is required.

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

No Impact. The proposed Project would not disturb any human remains. As discussed above, the Project area is within an already disturbed and developed context and the soil within the Project area is composed of harbor dredged and industrial-grade fill. The proposed Project has minimal ground disturbance planned and background archival research failed to find any potential for human remains (e.g., the existence of formal cemeteries). Further, in compliance with existing laws and regulations, the following stand conditions would be adhered to as part of the proposed Project.

CR-1: Stop Work in Area if Prehistoric and/or Archaeological Resources are Encountered. In the unlikely event that any artifact, or an unusual amount of bone, shell, or non-native stone is encountered during construction, work shall be immediately stopped, the area secured, and work relocated to another area until the found materials can be assessed by individuals competent to assess their value. Examples of such cultural materials might include concentrations of grinding stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; historical trash pits containing bottles and/or ceramics; or structural remains. The contractor shall stop construction within 10 meters (30 feet) of the exposure of these finds until a qualified archaeologist can be retained by the Project developer to evaluate the find (see 36 CFR 800.11.1 and California Code of Regulations, Title 14, Section 15064.5(f)).

If the resources are found to be significant, they shall be avoided or shall be mitigated consistent with Section 106 or State Historic Preservation Officer Guidelines. If the Project developer so chooses, all construction equipment operators may attend a preconstruction meeting presented by a professional archaeologist retained by the Project developer that to review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction.

To avoid or reduce this potential impact, the Project developer may elect to retain a qualified archaeologist and notify the Gabrieleño Band of Mission Indians – Kizh Nation, and any other applicable Tribal representatives. The Construction Manager/Contractor shall instruct construction personnel as part of normal construction procedures to halt/redirect construction activities if any materials are uncovered that are suspect of being associated with historical or prehistoric occupation. If materials are found, the construction contractor shall contact the Construction Manager, Environmental Management Division, and archeologist.

Therefore, the proposed Project would have no impacts and no mitigation is required.

4.6 ENERGY

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

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

Construction and operation would require the use of diesel, gasoline, and propane. Electricity use is not forecasted to be necessary during the limited Project construction activities, in part due to construction being completed during daylight hours. However, due to operating hours extending

through 3:00 AM, electricity use for on-site lighting located at Site 2 and 3 is anticipated. Perimeter lighting will be installed on Site 1, which may require use of electricity if plugged into conduits. A maximum of 35 light poles connected to hard lighting would be required to provide lighting at Site 2. The maximum draw of 35 lights connected to conduit would generate electrical usage of 10.5 kWh, which is negligible in comparison to existing Port electrical draw.

During the proposed Project's approximately four month construction period, a small amount of diesel and gasoline would be used to fuel the on-site construction equipment, off-site hauling vehicles, and worker automobiles. Construction of the proposed Project would consume be negligible relative to proposed Project fuel use (Appendix B).

The proposed Project is forecasted to increase the truck traffic to the project site area, as well as increase the on-site equipment use related to the increased movement and storage of truck chassis relative to existing cargo storage operations at Site 2. Current annual on-site fuel use is negligible and less than the amounts calculated for proposed Project operations, whose projected fuel usage does not produce emission that would exceed SCAQMD significant thresholds. (Appendix B). Further, fuel use anticipated to be utilized for proposed Project construction and operation is negligible in comparison to existing construction activities occurring in the Southern California air basin.

Implementation of the State of California's Low Carbon Fuel Standard regulations and the State's long-term goal for carbon neutrality will cause motor vehicle fuels used in California to transition to renewable fuel sources. A tenant has not yet been chosen operate at the proposed Project site, and negotiations regarding low carbon fuel have not been conducted.

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

b. Would the project conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

Less-than-Significant Impact. The proposed Project would not conflict with adopted state or local renewable energy or energy plans. Additionally, the proposed Project would not conflict with any Port's energy plans, including the Energy Management Action Plan. The proposed Project would not require the removal of any existing renewable energy infrastructure, such as solar panels or wind turbines. The proposed Project does not propose the construction of new or modified building, so energy efficiency requirements under the California Green Building Code and Appliance Efficiency Regulations (Title 24 and Title 20 of the California Code of Regulations, respectively) would not apply. The POLA Development Bureau (Construction and Engineering Divisions) is responsible for design, inspection, management, and oversight of construction projects to ensure projects comply with energy efficiency requirements. Energy consumption during construction activities would be used efficiently and would represent a negligible portion of state-wide energy consumption. Therefore, these uses do not conflict with energy plans and impact would be less than significant, and no mitigation is required.

4.7 GEOLOGY AND SOILS

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

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

Less-than-Significant Impact. The Project site is located within a seismically active region with several active fault lines. The Palos Verdes Fault Zone traverses the Port in a general northwest to southeast orientation from the West Turning Basin to Pier 400 and runs west of the Project site (POLA, 2018) by approximately 900 meters. The Alquist-Priolo Earthquake Fault Zone traverses the Port in a general northwest to southeast orientation from Palos Verdes Drive through the southern tip of Terminal Island, and runs through the Project site (City of Los Angeles, 1996). The proposed Project would require installation of lighting at Site 1, which would be stabilized to prevent tipping over during a seismic event. Therefore, there would be no project related constructed structures that would increase the risk of loss, injury, or death in the event of surface rupture. Impacts associated with the risk of surface rupture due to faulting would be less than significant, and no mitigation is required.

(ii) Strong seismic ground shaking?

Less-than-Significant Impact. As discussed in Section 4.7(a)(i) above, the Project site is located in a region with several active fault lines and lies directly within the Alquist-Priolo Fault Zone. The Project site is susceptible to potential strong seismic ground shaking. However, the proposed Project would not include the construction of any new habitable structures. A 20,000 sf canopy would be installed on Site 2, but the structure is not habitable and would be installed in compliance with all applicable seismic requirements. Further site development would be minimal. Therefore, the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking. Impacts would be less than significant, and no mitigation is required.

(iii) Seismic-related ground failure, including liquefaction?

Less-than-Significant Impact. Liquefaction is the loss of soil strength or stiffness due to a buildup of pore-water pressure during strong ground-shaking activity and is typically associated with loose, granular, and saturated soils. According to the California Department of Conservation, the Port is located within a liquefaction zone (DOC, 2019). The Project site is included within this area and may be subject to potential liquefaction hazards. However, the proposed project construction activities, which include minor installation of fencing, light towers, drainage, traffic control tunnel lighting, and maintenance to existing CMB are anticipated to be minor and would not cause any substantial adverse risks to public safety relating to ground failure during a liquefaction event. A 20,000 sf canopy would be installed on Site 2 to support chassis support facility operations, but the canopy would be installed to seismic safety requirements. No other substantial structures are proposed to be added to the Project site. The proposed Project is for the development of a chassis support facility where the following operations would be conducted:

chassis dispatch, stacking and storage, maintenance, other roadability services, and stop/start functionality. There is a structure located on Site 3 of the project site, an office building which was constructed in 1996 to seismic-code (LADBS, 2020). In the event of a seismic-related ground failure, no major structures would experience failure that would pose any danger to people on-site. Impacts would be less than significant, and no mitigation is required.

(iv) Landslides?

No Impact. According to the California Department of Conservation, the Port is not located within a landslide zone (DOC, 2019). The Project site is relatively flat with no significant natural or graded slopes that could be susceptible to landslides. Therefore, the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. No impacts would occur, and no mitigation is required.

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

Less-than-Significant Impact. The majority of the Project site and surroundings are paved with asphalt or covered with CMB, which would not be removed under the proposed Project. The proposed Project would require as-needed maintenance of asphalt and CMB to maintain ground cover. Erosion and sediment controls would be used during construction to reduce the amount of soils disturbed and prevent disturbed soils from entering storm drains as 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 RWQCB to control soil erosion due to stormwater. Construction activities would be conducted in accordance with the Construction General Permit requirements for construction projects. Compliance with the existing site-specific Storm Water Pollution Prevention Plan (SWPPP) that specifies logistics and schedule for construction activities would minimize potential for erosion and sedimentation. It would implement best management practices (BMPs) for the installation, monitoring, and maintenance of control measures. The existing SWPPP's control measures would be installed at the construction sites prior to ground disturbance. Should LID compliance be required for the proposed project, all LID components would follow the guidance outlined in the *Environmental Guidance for Industrial Fill Material*, which would prevent inadvertent placement or reuse of contaminated soil/fill material on Port property (LAHD, 2019). Thus, the potential for contaminated soils and erosion would be minimized to the greatest extent possible and the proposed Project would not result in substantial soil erosion or the loss of topsoil. The impact would be less than significant, and no mitigation is required.

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

Less-than-Significant Impact. As discussed in Sections 4.7(a)(iii) and (a)(iv) above, the Project site is not located within a landslide zone, but is located within a liquefaction zone (DOC, 2019). Project activities would have a low likelihood of causing a landslide, lateral spreading, subsidence, liquefaction, or collapse due to unstable soils. Perimeter fencing would be installed as needed at Sites 1 and 2, but fencing would not be extensive and nature and require minimal ground disturbance. No large permanent structures would be constructed, and only temporary movable

structures such a removable canopy and lighting which would be added to the site during construction activities. The Project features would not cause or accelerate geologic hazards and would be constructed in accordance with design and engineering criteria and applicable building and safety requirements. Therefore, impacts associated with the risk of unstable soil would be less than significant, and no mitigation is required.

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

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

Although the proposed Project could be located on expansive soil, the project would not involve construction of any new habitable structures. Fencing, maintenance of ground cover, installation of traffic control lighting, installation of perimeter lighting on Site 1, and construction of a temporary canopy would not pose any direct or indirect risks to life or property as a result of expansive soil. Therefore, no substantial risk to life or property would be present. Impacts associated with the risk of expansive soil would be less than significant, and no mitigation is required.

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

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

f. Would the project directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

No Impact. The proposed Project would not destroy a unique paleontological site. The Project site is located in a highly developed area located on Terminal Island, an artificially elevated landform of harbor dredged and industrial-grade fill, created between approximately 1915-1929 and 1947-1967 and is a previously graded, highly disturbed site. The previous disturbance on the proposed Project site and presence of harbor dredged and industrial-grade fill reduces the chance of encountering intact paleontological resources. The site possesses no known unique geologic features. Further, no paleontological resources are known to exist in or around the Project site. For these reasons, no impacts would occur, and no mitigation is required.

4.8 GREENHOUSE GAS EMISSIONS

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

Less-than-Significant Impact. The proposed Project is for development of a chassis storage facility, which would provide chassis dispatch, storage, maintenance, other roadability services, and stop/start functionality to support existing container terminals on Terminal Island. Site 1 and 2 of the proposed Project site are currently vacant, and Site 2 currently houses a cargo storage facility. Increased Greenhouse gas (GHG) emissions would be produced by proposed Project construction and operational activities due to the development of a chassis support facility at the site. The proposed Project would see an increase in trucks entering and exiting the project site to drop off and pick up chassis from the project site and work required by the on-site off-road equipment (forklifts and UTR) to move, stack, and unstack chassis. The proposed Project would not substantially increase the use of indirect sources of GHG emissions such as electricity or water, nor would the Project substantially reduce CO_2 (carbon dioxide) uptake through a change in land use (i.e. drastically reducing vegetative CO_2 intake).

CEQA Significance Thresholds

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

- The extent to which a project may increase or reduce GHG emissions compared with the existing environmental setting;
- Whether project emissions exceed a threshold of significance that the lead agency determines applicable to a project; and
- The extent to which a project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions. Such requirements must be adopted by the relevant public agency through a public review process and must reduce or mitigate the project's incremental contribution of GHG emissions.

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

The SCAQMD has adopted a CEQA significance threshold of 10,000 metric tons per year (MT/yr) of carbon dioxide equivalent (CO_2e) for industrial projects where SCAQMD is the lead agency (SCAQMD 2008). This IS/ND used this threshold to evaluate the proposed Project's GHG emissions under CEQA. Estimated GHG emissions below this threshold would be considered to produce less-than-significant impacts to GHG levels. LAHD has determined the SCAQMD-adopted industrial threshold of 10,000 MT/yr CO_2e to be suitable for the proposed Project for the following reasons:

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

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

- The SCAQMD industrial source threshold is appropriate for projects with sources that use primarily diesel fuel. Although most of the sources that were considered by the SCAQMD in the development of the 10,000 MT/yr threshold are natural gas-fueled, both natural gas and diesel combustion produce CO_2 as the dominant GHG (The Climate Registry, 2020). Furthermore, the conversion of all GHGs to CO_2e ensures that all GHG emissions are weighted accurately.

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

Project GHG Emissions

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

Table 4.8-1 shows the proposed Project's yearly estimated operational GHG emissions. The table shows that total estimated annual GHG emissions would be 910.66 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 the proposed Project would be less than significant and no mitigation is required.

Table 4.8-1 Proposed Project GHG Emissions

Proposed Project GHG Emissions (per year)	**Peak Annual CO2e Emissions (metric tons/year)**
Operational GHG Emissions	< 906
Construction GHG Emissions (amortized over 30 Years)	4.66
GHG Totals	910.66
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/
30-year amortization per SCAQMD's Draft Oct 2008 Interim CEQA Greenhouse Gas (GHG) Significance Threshold Guidance Document. Annual operations assumed to be 250 days/year.

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

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

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

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

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

Table 4.8-2**. Applicable GHG Emissions Reduction Strategies**

Strategy	Compliance with Strategy
State AB 32 Plan Strategies (CARB, 2017)	
Vehicle Climate Change Standards	These are CARB enforced standards; vehicles that access the project site and are required to comply with the standards and would comply with these strategies.
Limit Idling Time for Commercial Vehicles (13 CCR § 2485) and Off-Road Equipment (13 CCR § 2449)	The construction contractors and the drayage truck operators would be required to comply with applicable idling regulations for on-road vehicles during project construction and operation. Certain vehicle types, such as concrete mixer trucks that would be used during construction are exempt from these idling restriction regulations. These vehicle types are exempt since idling would be necessary to complete the vehicle function. Additionally, the construction contractor would be required to comply with applicable off-road equipment idling regulations during project construction and operation.
Use of Low Carbon or Alternative Fuels (Low Carbon Fuel Standard)	The Project's primary source of GHG emissions is from transportation fuel use. The facility and facility users would use California fuels that are subject to the Low Carbon Fuel Standard regulations. While these regulations are new and have not yet caused a large penetration of low carbon/renewable fuels, over the Project life the project's GHG emissions from transportation and onsite equipment would be reduced as low carbon fuel availability use increases statewide.
Waste Reduction/Increase Recycling (including construction and demolition waste reduction)	Solid waste generated during construction of the proposed Project would be disposed of in accordance with the City of Los Angeles requirements discussed below under the Construction and Demolition (C and D) Waste Recycling Ordinance.
Increase Water Use Efficiency	Not directly applicable to the proposed Project, as the majority of the water used by the Project is required by regulation for fugitive dust control during project construction, and there would be little or no increase in water use for future operation requirements at the Project site.
Electricity Use/Renewables Performance Standard	The Project's electricity would come from Los Angeles Department of Water and Power, a California publicly owned utility that is subject to the Renewables Performance Standard that requires increasing renewable energy procurement targets over time and so reduces GHG emissions from electricity generation. Therefore, the electricity used at the site would comply with state electricity sector GHG reduction strategies.
Port of Los Angeles and City of Los Angeles Plans and Strategies	
LA's Green New Deal Sustainable City pLAn (City of Los Angeles, 2019a)	The City of Los Angeles' Sustainable City pLAn is intended to guide operational, policy, and financial decisions to create a more sustainable Los Angeles. Although the Plan is mostly focused on city property, buildings, and public transportation, the plan includes the 80 percent from baseline emissions reduction goal and notes three primary GHG emissions reduction initiatives, two of which would apply to facility emissions sources: 1) 100% zero emissions cargo handling equipment (CHE) by 2030 2) 100% zero emissions on-road drayage trucks by 2035 LAHD will address the implementation of this port-wide cargo handling equipment emissions reduction initiative for all affected tenants. Implementation will include the replacement of existing fossil fuel powered CHE with electrically powered CHE and the use of renewable fuels to replace fossil fuel use.
San Pedro Bay Ports Clean Air Action Plan (CAAP) (POLA and POLB, 2017)	The CAAP has several policy initiatives related to GHG emissions reductions. The policy initiatives that apply to the project's GHG emissions sources are the same as those listed above for the Sustainable City pLAn.

Table 4.8-2**. Applicable GHG Emissions Reduction Strategies**

Strategy	Compliance with Strategy
City of Los Angeles Construction and Demolition (C and D) Waste Recycling Ordinance	The City of Los Angeles approved a Citywide construction and demolition waste recycling ordinance in 2010. This ordinance that requires ALL mixed C&D waste generated within city limits be taken to City-certified C&D waste processors. LA Sanitation (LASAN) is responsible for the C&D waste recycling policy. All haulers and contractors responsible for handling C&D waste must obtain a Private Waste Hauler Permit from LASAN prior to collecting, hauling and transporting C&D waste, and C&D waste can only be taken to City certified C&D processing facilities.
City of Los Angeles General Plan – Mobility Element (City of Los Angeles, 2016)	The City of Los Angeles General Plan, Mobility Element was developed to improve the way people, goods, and resources are moved in Los Angeles. The proposed Project would be consistent with this General Plan Element.

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

4.9 HAZARDS AND HAZARDOUS MATERIALS

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

Less-than-Significant Impact. There is an extremely low likelihood that Project activities would involve the use of significant quantities of hazardous materials. The only source of hazardous materials would be from equipment and vehicles at the site during construction and operation. During operations of chassis storage, maintenance, and stop/start operations, small quantities of hazardous materials, including containerized propane, gasoline, lubricating oils and grease, and welding gases (compressed acetylene and oxygen) may be used. These hazardous materials would be managed safely in accordance with local, state, and federal regulations. Fuel associated with refueling of trucks and equipment during construction would only be present on site during refueling periods and would not be stored on site. Additionally, construction activities would be conducted using BMPs in accordance with City guidelines, as detailed in the Los Angeles Municipal Code (LAMC) regulations (Chapter 5, Section 57, Division 4 and 5; Chapter 6, Article 4). Federal and state regulations that govern the storage of hazardous materials in containers (i.e., the types of materials and the size of packages containing hazardous materials), secondary confinement requirements, and the separation of containers holding hazardous materials, would limit the potential adverse impacts of contamination to a relatively small area. Project activities would comply with the State General Permit for Storm Water Discharges Associated with Construction Activity and an existing site-specific SWPPP through implementation of standard BMPs, which would minimize runoff of contaminants and require clean-up of any spills. Applicable BMPs include but are not limited to conducting an inventory of products used; implementing proper storage and containment; properly cleaning all leaks from equipment and vehicles; implementing spill prevention and control practices; properly managing solid and hazardous waste; and properly managing contaminated soil (SWRCB, 2013). Therefore, implementation of construction standards would minimize the potential for an accidental release of petroleum products and hazardous materials during construction activities at the Project site.

The proposed Project would involve the development and operation of a chassis support facility, with operations including dispatch, storage, maintenance, other roadability services, and stop/start functionality. Site 1 is covered with CMB, Site 2 is partially covered with CMB and asphalt, and Site 3 is paved with asphalt. Required maintenance and repair activities on equipment or chassis would occur on paved property. Operation of the proposed Project would require compliance with all existing hazardous material and waste laws and regulations, including but not limited to regulations and requirements under LAHD, Los Angeles Fire Department (LAFD), California Department of Toxic Substances Control (DTSC), California Highway Patrol (CHP) U.S. Department of Transportation (US DOT), Los Angeles Regional Water Quality Control Board (LARWQCB), and Environmental Protection Agency (EPA). The proposed Project would comply with these laws and regulations, ensuring potential hazardous materials handling occurs in an acceptable manner. Implementation of these safety regulations that govern the shipping, transport, and handling of hazardous materials would limit the severity and frequency of potential releases of hazardous materials thereby reducing the potential to expose people to health hazards.

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

Construction and operation of the proposed Project would comply with applicable regulations, and therefore would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials. As such, impacts would be less than significant, and no mitigation is required.

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

Less-than-Significant Impact. The proposed Project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials. Installation of fencing will be conducted along portions of the perimeter of Sites 1 and 2 for security, and installation of light towers will be conducted on Site 1 to support night-time operations. These operations would be monitored if and when use of hazardous materials was required, and therefore present limited potential to release small

amounts of hazardous materials. Furthermore, the minor construction operations required to develop the proposed chassis support facility and associated use of motorized equipment during construction would have limited potential to release small amounts of hazardous materials. The limited quantities of hazardous materials associated with construction and maintenance operations would not represent a significant hazard to the public or environment in the event of an accidental release. All storage, handling, and disposal of these materials are regulated by the DTSC, EPA, Occupational Safety and Health Administration, and the Los Angeles City and County Fire Departments. Mandatory compliance with all federal, state, and local regulations on the transport, use, and disposal of hazardous materials would reduce the likelihood of an accidental release of hazardous materials into the environment.

An environmental baseline investigation was published in November of 2017 which included assessment of 750 Eldridge Street (now Site 1) to determine the baseline condition of existing soil, soil vapor, and groundwater on the project site (Pacific Edge, 2017). The investigation discusses several previous investigations which were conducted at 750 Eldridge Street, and discusses baseline sampling that Pacific Edge conducted in 2017.

Potential contaminants of concerns (COCs) were identified in Pacific Edge's report based on the 750 Eldridge Street's, or Site 1's, site history and sampling results. Previous uses of Site 1 include the following: an airfield, petroleum coke bulk handling facility, temporary storage of import soil and dredged material, sewage sludge drying, container storage, and automobile storage. Findings of on-site contamination disclosed in previous investigations which exceed regulatory screening criteria including (but not limited to) Environmental Screening Levels (ESLs) and Regional Screening Levels (RSLs) are summarized as follows:

Phase II Site Investigation (SCS Engineers, 1991): Multiple soil samples were collected at a maximum depth of 10 feet below ground surface (bgs). The maximum detected total petroleum hydrocarbon (TPH) concentration in samples collected from 10 feet bgs was 6,600 milligrams per kilogram (mg/kg). .

Soil and Groundwater Investigation (Geofon Inc., 1993): Groundwater samples displayed concentrations of mercury and selenium that slightly exceeded NPDES requirements.

Baseline Site Characterization (Shaefer-Dixon Associates, 1993): TPH was detected at a maximum concentration of 3,700 mg/kg in soil samples collected at 5 feet bgs in new fill, but the report determined that this concentration was anomalously high and not representative of the site.

Site Characterization (The Source Group, Inc., 2005 and 2006): Carcinogenic PAHs were detected in some soil samples collected from 6 and 20 inches bgs, at concentrations above EPA Region IX 2004 industrial soil Preliminary Remediation Goals (PRGs).

Baseline Environmental Site Characterization (Locus, 2011): TPH concentrations in soil samples collected from 1 to 65 feet bgs were detected at a maximum concentration of 8,700 mg/kg.

TPH and low levels of metals, volatile organic compounds (VOCs), semi-volatile organic compounds (SVOCs), polycyclic aromatic hydrocarbons (PAHs), pesticides, and polychlorinated

biphenyls (PCBs) were detected at Site 1 in past investigations. Low concentration of trichloroethylene (TCE) and elevated mercury and selenium concentrations were detected in groundwater in 1991. Tier 2 industrial ESLs (February 2016, rev. 3) and RSLs (June 2017) for soil, soil vapor, and groundwater samples were sampled to identify potential health risks to future construction workers, site users, and aquatic receptors. Pacific Edge concluded that the potential for human health risk at Site 1 is low, based on very few compounds detected at a concentration that significantly exceed screening values and minor frequency of these detections (Pacific Edge, 2017).

Construction activities in Site 1 include the installation of as-needed perimeter fencing, lighting, drainage which will connect to an existing stormwater drainage outfall. These activities would require minor ground disturbance, and ground disturbance that would occur on non-native harbor dredged and industrial-grade fill. Furthermore, these construction activities would require approximately four months to be completed. Exposure to contaminated soil or groundwater on site would be brief in nature, and not pose health risks due to the short-term exposure period. Further, any soil that is excavated would be characterized and disposed of in compliance with existing regulatory guidelines. Therefore, impacts would be less than significant, and no mitigation is required.

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

No Impact. The Project site is not located within one-quarter mile of an existing or proposed school, and hazardous emissions and handling of hazardous or acutely hazardous materials is not anticipated within one-quarter mile of an existing or proposed school. The nearest school is Port of Los Angeles High School located on 250 West 5th Street, San Pedro, which is approximately 1.5 miles west of the Project site. No schools are located close to the Project site, so no impacts would occur, and no mitigation is required.

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

No Impact. The Project site is not included on the list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 (i.e., “Cortese List”), which is maintained by the California DTSC (DTSC, 2020). The proposed Project would not create a significant hazard to the public or environment related to the disturbance of a Cortese Listed Site. No impacts would occur, and no mitigation is required.

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

No Impact. The Project site is not located within an airport land use plan or within 2 miles of an airport. The nearest public airports are Torrance Municipal Airport – Zamperini Field Airport – approximately 6 miles to the northwest, and Long Beach Airport, approximately 8 miles to the northeast. Therefore, the proposed Project would not be within the vicinity of a public airport and

safety hazard and noise impacts would not occur. No impacts would occur, and no mitigation is required.

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

No Impact. The Project site would be located within previously developed sites, not containing any public roadways. Three non-exclusive access roads sites are included in the proposed project, , but no anticipated work is required on these roads that would necessitate road closure. No road closures or any work involving adjacent streets are proposed that would interfere with emergency response. No impacts would occur, and no mitigation is required.

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

No Impact. The proposed Project is located within a highly developed port with no wildland areas that are susceptible to wildland fires. According to the City of Los Angeles General Plan's Safety Element, the Project site is not located within a designated Wildland Fire Hazards zone (City of Los Angeles, 1996). Therefore, no wildland fires would threaten the safety of the Project site. The Project would not expose people or structures to a significant risk of loss injury, or death involving wildland fires. No impacts would occur, and no mitigation is required.

4.10 HYDROLOGY AND WATER QUALITY

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

Less-than-Significant Impact. The proposed Project would not violate any water quality standards or waste discharge requirements during construction or operations. According to the Environmental Baseline Investigation conducted by Pacific Edge Engineering, Inc. the groundwater sample from the soil boring tests conducted in Site 1 reveal concentrations of total petroleum hydrocarbons exceeding the NPDES maximum daily discharge limit of 100 micrograms/liter (Pacific Edge, 2017). Although this finding indicates the presence of contaminated groundwater, the environmental screening level is based on the direct human health exposure for drinking water. The shallow groundwater beneath the site is not currently used for potable water purposes, and the proposed Project would not convert the use of the groundwater for potable purposes. Furthermore, groundwater was encountered in the soil borings across the site at depths between 8 and 15 feet below ground surface (Pacific Edge, 2017). Ground disturbing activities would not reach these depths, and therefore, no contact with groundwater or dewatering would occur.

Proposed project construction activities at Site 1 include installation of a stormwater drain leading to an existing outfall, construction and placement of a 20,000 canopy, installation of minor fencing on the eastern perimeter, and installation of perimeter, installation of a RFID reader, and access tunnel lighting. Construction activities would be conducted in accordance with the Construction General Permit requirements for construction projects, which include application of BMPs. BMP requirements that would be implemented include erosion and sediment controls, non-stormwater

management, and waste management. Construction activities would also comply with the existing facility's SWPPP and BMPs to prevent pollutants in stormwater discharge from causing or contributing to violations of water quality objectives. Operations will be conducted in accordance with SWRCB Industrial General Permit Order No. 2014-0057-DWQ. By following the Best Management Practices and the iterative process outlined in the Industrial General Permit, potential pollutants would be managed in accordance with SWRCB regulations. Therefore, impacts related to water quality standards and waste discharge requirements would be less than significant, and no mitigation is required.

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

Less-than-Significant Impact. The proposed Project would not deplete groundwater supplies or interfere substantially with groundwater recharge. Groundwater in the harbor area is located south of the Dominguez Gap Barrier and experiences seawater intrusion from San Pedro Bay, rendering it unsuitable for potable uses. Further, the Project site is not used or designated for groundwater recharge. Water would not be withdrawn from the local groundwater supply. The Project would have less-than-significant impacts, and no mitigation is required.

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

(i) result in substantial erosion or siltation on- or off-site;

No Impact. There are no streams or rivers located nearby that would be affected by the proposed Project. The proposed Project would not alter the existing drainage pattern of the site in a manner that would cause substantial erosion. As required by the Construction General Permit requirements for construction projects, BMPs such as erosion and sediment controls would be implemented to avoid substantial erosion and siltation during construction. Runoff from the Project site would be carried by the constructed storm drain on Site 1, and existing storm drains on other Sites, to the local storm drain system for conveyance and discharge to the nearby Harbor. Furthermore, there are no downstream rivers that could be adversely affected. No impacts 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 off-site?

No Impact. The proposed Project would not substantially increase the rate or amount of surface runoff that would result in flooding on- or off-site. All of the proposed Project site is currently covered in CMB or paved with asphalt, which would be maintained as part of proposed Project operations. A stormwater drainage system would be installed on Site 1 to reduce on-site flooding by guiding stormwater towards an existing stormwater outfall on Site 1. With the addition of a stormdrain that would tie into an existing on-site storm drain system, and no other substantial alteration of existing ground cover on the proposed Project site, on- or off-site flooding would overall be reduced in response to the proposed Project. No impacts 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;

Less-than-Significant Impact. The majority of the Project site is currently covered with CMB or paved with asphalt. Implementation of the proposed Project would only require as-needed maintenance of existing ground cover. As such, the proposed Project would not see any increase of impervious surfaces. Construction activities proposed for the proposed project include the installation of a drainage system on Site 1, which would lead to an existing on-site stormwater outfall. The installation of one storm drain on Site 1 would reduce flooding on the proposed Project site by diverting stormwater to an existing stormdrain. Therefore, no impacts are anticipated after paving occurs.

Construction of the proposed Project would require a Construction General Permit and would comply with an existing SWPPP as part of its management of stormwater runoff during construction and operations. Therefore, the proposed Project would not have any components that would create any amount of runoff water that would exceed the capacity of stormwater drainage systems. Implementation of the existing site-specific SWPPP and BMPs would minimize substantial amounts of pollutants in runoff. The proposed Project would have less-than-significant impacts related to runoff water, and no mitigation is required.

(iv) or impede or redirect flood flows?

Less-than-Significant Impact. The proposed Project site is within the Federal Emergency Management Agency (FEMA) Zone X, which is located within an Area of Minimal Flood Hazard (FEMA, 2021). The proposed Project would not construct and place any new substantial structures that would impede or redirect flood flows. The installation of fencing around various perimeter edges of the proposed Project site would not affect flood flows. As discussed in Section 4.10(c)(ii), a new stormwater drainage system may be installed in Site 1 and connected to the existing storm drainage system, maintaining existing patterns of the site. During operations, the operation of a chassis support facility would also not substantially impede or redirect flood flows as there would be no new large permanent structures. Therefore, there would be a less-than-significant impact on flood flows, and no mitigation is required.

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

Less-than-Significant Impact. Due to the absence of an adjacent lake or other enclosed water body, the Project site would not be susceptible to seiche. The lack of nearby topographical features typically associated with mudflow (e.g., hillside, riverbanks) would result in a very low probability for mudflow to affect the Project site. According to the California Department of Conservation, the Project site is located within a tsunami inundation area (DOC, 2009). Components proposed to be constructed are fencing, installation of drainage, placement of lighting, and construction and placemen of a temporary canopy on Site 1, installation of fencing at Site 2, installation of traffic control tunnel lighting at a southern access road, and as needed-maintenance of ground cover on the entire proposed Project site. Project operation would involve the operation of a chassis support facility, which would not involve the use or storage of any

substantial amounts of hazardous pollutants. The only substances that may be released would be lubricants and grease, which are expected to be negligible. Therefore, the proposed Project would not result in any major release of pollutants due to inundation by a seiche, tsunami, or flood. Impacts would be less than significant, and no mitigation is required.

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

No Impact. Responsibility for the protection of surface water and groundwater quality in California rests with the SWRCB and nine RWQCBs. According to regulatory requirements and as part of its management of stormwater runoff, construction of the proposed Project would require a RWQCB Construction General Permit, operations would require coverage expansion under SWRCB Industrial General Permit Order No. 2014-0057-DWQ and an existing SWPPP would be implemented as required, all of which would minimize pollutant loading. Therefore, the proposed Project would not interfere with any water quality or groundwater management plan. No impacts would occur, and no mitigation is required.

4.11 LAND USE AND PLANNING

a. Would the project physically divide an established community?

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

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

No Impact. The Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Project site is zoned [Q]M3-1 (Qualified Heavy Industrial) under the City of Los Angeles Zoning Ordinance and would continue to have the same land uses as existing conditions (City of Los Angeles, 2020). The proposed Project site is located in the PMP's Planning Area 3 on Terminal Island. This planning area includes cargo handling, maritime support activities, and other mixed uses. The Project site is located within the Maritime Support and Liquid Bulk land uses as indicated in the PMP (POLA, 2018). Operations associated the development of a chassis support facility would be consistent with the Project's site land use designation. Site 1 and 3 are currently vacant, and Site 2 is currently operated as a cargo storage facility. The conversation of use of the facility from storage of cargo containers to chassis would not change the overall land use of the project site.

Furthermore, these activities would be consistent with the permitted activities described in the PMP. The proposed Project would not alter the land use of the site or its surroundings and would not conflict with the PMP (POLA, 2018) or any applicable land use plans. Therefore, no impacts would occur, and no mitigation is required.

4.12 MINERAL RESOURCES

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

No Impact. According to the California Department of Conservation Geologic Energy Management Division (CALGEM), the Project site is not within an oil field and no oil and gas wells are located within its boundaries. The proposed Project would neither result in a land use conflict with any existing oil extraction nor would it preclude future oil extraction on underlying deposits. According to the City of Los Angeles General Plan Conservation Element, the Project site is located directly west to the Wilmington Oil Field, which is located within an Oil Drilling District in a Mineral Resource Zone (City of Los Angeles, 2001). However, the proposed project site is not located near any existing wells and is not located within the Mineral Resource Zone, therefore the proposed Project would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state. No impacts would occur, and no mitigation is required.

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

No Impact. As described in Section 4.12(a), the Project site is not located within a Mineral Resource Zone (City of Los Angeles, 2001). Further, the Project site is not located within an oil field and does not contain any oil or gas wells within its boundaries. The proposed Project would neither result in a land use conflict with the existing oil extraction nor would it preclude future oil extraction on underlying deposits. Therefore, the proposed Project would not result in the loss of availability of any locally important mineral resource recovery sites and would have no impact on the availability of mineral resources. No impacts would occur, and no mitigation is required.

4.13 NOISE

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

Less-than-Significant Impact. The City regulates construction noise via the Los Angeles Municipal Code (LAMC, Chapter IV, Article 1, Section 41.40; Chapter XI, Article 2, Section 112.05). Under the noise provisions, construction equipment noise levels are limited to a maximum noise level of 75 dBA (A-weighted decibel) if located within 500 feet of any residential zone of the City, if technically feasible, and construction is limited to Monday through Saturday exclusive of holidays. However, major public works projects conducted by the City are exempt from this Sunday and holiday restriction, and construction in districts zoned for industrial uses, as is the Project site, is exempt from all noise provisions. The nearest residential receptors are residences living in apartments near West 1st Street and North Center Street in San Pedro, CA

90731,) approximately 1,900 feet from the Project site. Therefore, the proposed Project would not be subject to the maximum noise limits or time restrictions in the LAMC.

The L.A. CEQA Thresholds Guide (2006) does not require a full noise evaluation if construction is not located within 500 feet of a residential zone. Since no residential area is located within 500 feet of the Project site, no quantitative analysis was completed.

Operational impacts would produce approximately 680 truck one-way trips per day and approximately 44 employee automobile one-way trips per day. All truck trips are assumed to be vehicle trips already traveling to the Harbor District and are considered to be minor diversions of their existing trips. Further, residential receptors are located almost 2,000 feet away from the Project site. Therefore, there would be no increase in operational truck noise and in any case, truck noise across that distance would be attenuated to below local noise ordinance thresholds. Accordingly, impacts would be less than significant and no mitigation is required.

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

No Impact. Vibration-sensitive land uses include high-precision manufacturing facilities or research facilities with optical and electron microscopes. None of these occur in the project area. Therefore, the significance threshold for “excessive ground-borne vibration” depends on whether a nuisance, annoyance, or physical damage to any buildings could occur. The City of Los Angeles does not specify a significance criterion of vibration, but Caltrans developed guidelines for construction activities and estimates that vibration levels exceeding 0.3 inches per second (in/sec) can damage older residential structures and cause substantial annoyance to humans (Caltrans, 2013). Such vibration levels would not occur at the proposed Project site. No impacts would occur, and no mitigation is required.

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

No Impact. The Project site is not located within an airport land use plan. The nearest public airports are Torrance Municipal Airport – Zamperini Field Airport – located 6 miles to the northwest, and Long Beach Airport, located approximately 8 miles to the northeast from the proposed project site. Although not considered a private airstrip, a private heliport called Catalina Sea and Air Terminal Heliport is located at Berth 95, approximately 0.85 miles west of the Project site. The helicopters fly primarily north-south over the Main Channel to Catalina Island. Given the distance between the Project site and the identified airports and heliport, workers at the Project site would not be exposed to excessive noise levels from airplanes or helicopters. No impacts would occur, and no mitigation is required.

4.14 POPULATION AND HOUSING

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

No Impact. The proposed Project involves the development of a chassis support facility, which includes chassis dispatch, stacking and storage, maintenance, other roadability services, and stop/start functionality. No residential uses or other land uses typically associated with directly inducing population growth (e.g., homes and businesses) are included as part of the proposed Project. The proposed Project would employ approximately 22 employees. Given the proposed Project's location within a well-established urban community with a large population base and existing housing stock and established infrastructure, would not induce population growth in the area. Due to the short duration of construction (a maximum of approximately four months), it is unlikely that any construction worker would relocate to the area. Furthermore, there is an adequate supply of workers in the Project vicinity given the developed urban nature of the surroundings. The proposed chassis support facility would not substantially increase the number of workers working in the larger Port complex. Therefore, no impacts would occur, and no mitigation is required.

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

No Impact. As discussed in Section 4.14(a) above, the proposed Project involves the development of a chassis support facility, which includes chassis dispatch, stacking and storage, maintenance, other roadability services, and stop/start functionality. There is no housing within the Project site boundaries that would be displaced as a result of the proposed Project. There is no formal housing within the Port, although there are liveaboard boat residents in some marinas within the Port. The proposed Project would not displace liveaboards located at these marinas. No replacement housing would be needed or required with implementation of the proposed Project. As such, the proposed Project would not displace existing housing and would not necessitate the construction of replacement housing elsewhere. No impacts would occur, and no mitigation is required.

4.15 PUBLIC SERVICES

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

a) Fire Protection?

Less-than-Significant Impact. The LAFD provides fire protection and paramedic services to the Project site. The closest station is LAFD Fire Station 40 (330 Ferry Street), which is located directly west of the Project site (LAFD, 2020). The Project site is already within the service area of the LAFD. During construction, emergency access to the Project site vicinity would be

maintained for emergency service vehicles. Following the completion of the proposed Project, there would be no substantial adverse impacts for new or altered fire protection services. Once operational, the proposed Project would continue to be served by the LAFD. Additionally, as previously discussed in Section 4.14(a), the proposed Project would not directly or indirectly induce population growth in the City. Although the proposed Project could potentially result in a slight increase in demand for emergency service associated with the development of the proposed project, this increase is expected to be nominal relative to surrounding land uses. The proposed Project's minimal construction activities and operations would not result in the need for new or physically altered governmental facilities that would cause significant environmental impacts. It is anticipated that the proposed Project would be adequately served by existing LAFD facilities, equipment, and personnel. Therefore, impacts would be less than significant, and no mitigation is required.

b) Police Protection?

No Impact. The Los Angeles Port Police (Port Police) is the primary law enforcement agency providing law enforcement and security for the Port. The Port Police is comprised of more than 300 sworn officers and provides security operations along its jurisdiction of approximately 12 square miles of landside property and 43 miles of waterfront (POLA, 2020). The Port Police headquarters is located at 330 S. Centre Street (between 3rd and 5th Streets), which is approximately 1.4 miles west of the Project site. The Port Police Dive Unit facility boats and offices/lockers are located on 954 South Seaside Avenue, which is approximately 1 miles southwest of the Project site on Terminal Island. The Los Angeles Police Department (LAPD) provides service to an area encompassing 468 square miles and 21 community areas including San Pedro (LAPD, 2020a). The Project site is located within the LAPD Harbor Division Area, which encompasses approximately 27 square miles and including San Pedro, Wilmington, Harbor City, and the Harbor Gateway (LAPD, 2020b).

Similar to fire protection services, the Project site is already within the service area of the Port Police and LAPD, and once operational, it would continue to be served. The Project would not increase demand for new police protection services, as it would not directly or indirectly induce population growth in the City. The proposed Project operation would be similar in nature to those currently existing in the proposed project site area. The proposed Project would not increase the demand for police services and would require neither the expansion of existing police facilities nor the construction of new police facilities. No impacts would occur, and no mitigation is required.

c) Schools?

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

d) Parks?

No Impact. As discussed in Section 4.14(a), the proposed Project does not include development of residential uses that would create increased demand for new parks. Therefore, there would be no increase in residential use, and an increase in patronage at park facilities is not expected to result. No impacts associated with the construction or expansion of park facilities would occur, and no mitigation is required.

e) Other Public Facilities?

No Impact. As previously discussed in Section 4.14(a), the proposed Project does not include development of uses that would cause a substantial population growth that would increase the use of libraries, community centers, or other public facilities. A substantial increase in patronage at these public facilities is not expected. Therefore, no impacts associated with the construction or expansion of public facilities would occur, and no mitigation is required.

4.16 RECREATION

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

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

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

No Impact. As discussed in Section 4.16(a), the Project site does not operate as a recreational facility, and the proposed Project does not include recreational facilities or require the construction or expansion of any recreational facilities. No impacts would occur, and no mitigation is required.

4.17 TRANSPORTATION

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

No Impact. The 2020 LADOT guidelines state that a project that "generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent" and not in conflict. The 2020 LADOT guidelines include 3 screening criteria questions that are answered in order to help guide whether the project conflicts with City circulation system policies.

1. Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent and provisions of the General Plan?

The proposed Project requires the consideration of the project and subsequent issuance of permitting, which is by definition a discretionary action. However, this discretionary action does not require the decision maker to amend any project component to conform to the purpose, intent, or provision of any existing General Plan. Therefore, the proposed project would comply with all required City circulation system policies and does not deviate from any known General Plan.

2. Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

The proposed Project would not alter existing transportation routes or transportation options, nor would it alter access to public safety. Access to the proposed Project site would be through existing non-exclusive right of way access roads, which would remain open to the public for the duration of the proposed Project. Therefore, the proposed Project would not directly conflict with a transportation plan, policy or program adopted to support multimodal transportation options or public safety.

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

While access to the proposed Project site would be through public non-exclusive right-of-way, the proposed Project would not make any voluntary modifications to public right-of-ways. There is no anticipated modification planned to the public right-of-way roads.

All responses to the screening criteria questions are “no”, and therefore, this project does not conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities. No impact would occur and no mitigation is required.

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

No Impact. The intent of CEQA Guidelines section 15064.3, subdivision (b)(1) and Threshold T-2.1 in the 2020 LADOT guidelines is to assess whether a land use or office project would have a potential impact. The guidelines include two screening criteria questions that shall be answered in order to determine consistency with CEQA Guidelines Section 15063.3, subdivision (b)(1); the 2020 LADOT guidelines state that if the answer is “no” to either question, then further analysis will not be required for this threshold, and a “no impact” determination can be made.

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

Based on Technical Guidance from the Office of Planning Research, vehicle miles traveled and vehicle trips used in the Transportation Section will be for passenger vehicles and light duty trucks only (OPR, 2018). The proposed project is anticipated to require 22 employees on-site and two light-duty truck fuel deliveries per day, which would result in a total of 44 one-way trips per day. Therefore, the proposed project would generate less than 250 trips per day. Although drayage and other heavy duty trucks are excluded from consideration in this criteria, it is important to note that the drayage truck trips to and from this site are diverted trips by trucks that are already in the Harbor District, and therefore do not represent an increase in truck trips. No impact will occur and no further analysis or mitigation is required.

2. Would the project generate a net increase in daily VMT?

The proposed project anticipates that employee and delivery vehicles (which are the target vehicles under CEQA Guidelines Section 15064.3) would generate approximately 906 VMT per day.

Because the response to the first screening question under this threshold is “no”, based on the responses to the screening criteria questions, this project maintains consistency with CEQA Guidelines Section 15063.3, subdivision (b)(1). No impact would occur and no mitigation is required.

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

No Impact. The 2020 LADOT guidelines provide two screening criteria questions that shall be answered in order to determine assess whether the project would result in impacts due to geometric design hazards or incompatible uses.

1. Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

A portion of the proposed Project is being developed on Site 2, which is currently accessible through ingress/egress roads. Sites 1 and 3 are currently vacant, but will also be accessible through ingress/egress roads. These private roads are located within with Port complex and see limited public traffic. There are no new driveways, and no new vehicle access to the property is proposed from the public right-of-way.

2. Is the project proposing to make any voluntary or required modifications to the public right-of-way (i.e., street dedications, reconfigurations of curb line, etc.)?

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

Based on the above screening criteria questions, the proposed Project would not substantially increase hazards due to a geometric design feature or incompatible uses. No impact would occur and no mitigations is required.

d. Would the project result in inadequate emergency access?

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

4.18 TRIBAL CULTURAL RESOURCES

This section evaluates impacts to tribal cultural resources associated with the implementation of the proposed Project. Pursuant to Assembly Bill (AB) 52, a lead agency is required to consult with a California Native American tribe that is traditionally and culturally affiliated with the geographic area of the Project if the tribe requested to the lead agency, in writing, to be informed by the lead agency of proposed projects in that geographic area. As part of Native American consultation associated with the proposed Project, the Native American Heritage Commission (NAHC) was contacted and a consultation list received of tribes that are traditionally and culturally affiliated with the geographic area of the proposed Project.

The Port sent an email to the NAHC requesting an updated search of the Sacred Lands File and a current AB 52 Tribal Consultation List identifying any tribal groups or persons who have expressed an interest in receiving notification about projects being undertaken or applications being reviewed by the Port. On April 1, 2021, the NAHC responded that the Sacred Lands File search was negative and provided a list of seven tribal organizations identified as potentially having an interest in the proposed Project. These tribes included: Gabrieleño Band of Mission Indians-Kizh Nation, Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrielino/Tongva Nation, Gabrielino Tongva Indians of California Tribal Council, Gabrielino-Tongva Tribe, Santa Rosa Band of Cahuilla Indians, and the Soboba Band of Luiseno Indians. Pursuant to AB 52 and Public Resources Code Section 21080.3.1(d), on April 9, 2021, the Port mailed certified AB 52 letters to representatives of tribes identified by the NAHC and that had previously submitted a written request to the Port to receive notification of proposed projects. The letters and emails included a brief description of the proposed Project, information on how to contact the lead agency, and a Project location map. The letters and emails noted that requests for consultation needed to be received within 30 days of the date of receipt of the notification letter. The formally notified tribes include the following:

- Gabrieleño Band of Mission Indians – Kizh Nation
- Gabrieleno/Tongva San Gabriel Band of Mission Indians
- Gabrielino/Tongva Nation
- Gabrielino Tongva Indians of California Tribal Council
- Gabrielino-Tongva Tribe
- Santa Rosa Band of Cahuilla Indians
- Soboba Band of Luiseno Indians.

On April 23, 2021, the Port received a formal request for consultation on the proposed Project from the Gabrieleño Band of Mission Indians – Kizh Nation (Kizh) through email. No other requests for consultation on the proposed Project were received. A consultation meeting was scheduled on June 10, 2021, in which the Kizh's history of the proposed Project's location was discussed. Kizh representatives expressed desire to confirm origination of existing harbor dredged and industrial-grade fill located on Site 1 of the project site due to extent of potential construction activities at that site. Kizh representatives discussed the potential that fill utilized on the project site originated in locations where Native American Tribal Cultural Resources (TCR) may be present, and asked that LAHD representatives confirm origination of fill on Site 1. LAHD research confirmed that the Site 1 has up to 25 feet of Los Angeles harbor dredged fill and industrial-grade fill which overlays any original soil, in addition to a history of extensive soil disturbance. Kizh Nation consultation activities with the LAHD were concluded with the option to hold a pre-construction meeting prior to any construction activity at Site 1. Any meeting would be led by a Kizh representative, and be held to educate workers of Kizh history and instruct construction works on what procedures to follow in the case that any TCR are uncovered as a result of construction activity. The LAHD does not anticipate any TCR would be uncovered as a result of proposed Project construction activities. However, in compliance with existing laws and regulations, the following stand conditions would be adhered to as part of the proposed Project.

> **CR-1**: Stop Work in Area if Prehistoric and/or Archaeological Resources are Encountered. In the unlikely event that any artifact, or an unusual amount of bone, shell, or non-native stone is encountered during construction, work shall be immediately stopped, the area secured, and work relocated to another area until the found materials can be assessed by individuals competent to assess their value. Examples of such cultural materials might include concentrations of grinding stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; historical trash pits containing bottles and/or ceramics; or structural remains. The contractor shall stop construction within 10 meters (30 feet) of the exposure of these finds until a qualified archaeologist can be retained by the Project developer to evaluate the find (see 36 CFR 800.11.1 and California Code of Regulations, Title 14, Section 15064.5(f)).
>
> If the resources are found to be significant, they shall be avoided or shall be mitigated consistent with Section 106 or State Historic Preservation Officer Guidelines. If the Project developer so chooses, all construction equipment operators may attend a preconstruction meeting presented by a professional archaeologist retained by the Project developer that to review types of cultural resources and artifacts that would be considered potentially significant, to ensure operator recognition of these materials during construction.
>
> To avoid or reduce this potential impact, the Project developer may elect to retain a qualified archaeologist and notify Gabrieleño Band of Mission Indians – Kizh Nation, and any other applicable Tribal representatives. The Construction Manager/Contractor shall instruct construction personnel as part of normal construction procedures to halt/redirect construction activities if any materials are uncovered that are suspect of being associated with historical or prehistoric occupation. If materials are found, the construction contractor

shall contact the Construction Manager, Environmental Management Division, and archeologist.

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

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

No Impact. As discussed in Section 4.5, Cultural Resources, the potential to discover an unknown tribal cultural resource within the Project site is very low, since the site is previously disturbed and underlain by harbor dredged and industrial-grade fill, and only minimal ground disturbance is planned. The record search and literature information for the Port and did not indicate the presence of any eligible or listed historic resources within the Project area. Since there are no significant historical resources located within the Project area, and only minimal ground disturbance is planned, the proposed Project would have no impacts on tribal cultural resources and no mitigation is required.

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

Less-than-significant Impact. As discussed previously, the proposed Project has a very low potential to discover an unknown or buried tribal resource. Due to existing harbor dredged and industrial-grade fill and extensive previous soil disturbance with no associated records of uncovered TCR, it is highly unlikely that any TCR would be uncovered as a result of proposed Project construction activities or operation. Through consultation activities with the Kizh, whose tribe historically lived and traveled through in the proposed project site area, it was offered that a Kizh representative may elect to hold a pre-construction meeting prior to any construction activities to educate construction workers on Kizh history in the project site and procedure to follow should any TCR be uncovered as a result of construction activities. Because of the presence of harbor dredged and industrial-grade fill on-site and extensive previous ground disturbance whose records indicate no mention of uncovered TCR, impacts would be less than significant and no mitigation is required.

4.19 UTILITIES AND SERVICE SYSTEMS

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

Less-than-Significant Impact. The proposed Project would not require any new or expanded wastewater treatment, stormwater drainage, natural gas, or telecommunications facilities. The

Project site is located in a developed area that is served by existing utilities. Drainage would be installed on Site 1 and would connect to the existing storm drain system located in Site 1. As discussed in Section 4.10(c)(iii), the proposed Project would not substantially increase the rate or volume of stormwater runoff that would adversely affect the storm flow system. As such, no new or expanded stormwater runoff systems in addition to existing stormwater systems would be necessary. The development of a proposed chassis support facility would require 22 daily employees. Lighting would be installed at Site 2 to support night-time operations. Should lighting be connected to on-site electrical conduit, the electrical draw on the electrical grid would be negligible relative to existing port uses. Therefore, existing utilities would be adequate to serve the proposed uses and nominal increase in employees. Project would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater natural gas, or telecommunications facilities, and would have a negligible impact on the existing electrical grid. Impacts would be less than significant, and no mitigation is required.

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

Less-than-Significant Impact. The proposed Project would have sufficient water supplies for the foreseeable future. The proposed Project would not construct any major facilities that would require excessive water consumption. A small amount of water would be used during operation for as-needed compaction, grading, and dust suppression associated with operating on CMB. Furthermore, any water use required to support construction activities prior to project operation would be temporary. Water use during operations would consist of typical municipal water use in the existing building used for offices and a break area. The employment of 22 employees required for the proposed project would not substantially increase demand for water. Therefore, the Project would have a less-than-significant impact on water supplies given its minimal water consumption, and no mitigation is required.

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

Less-than-Significant Impact. The Project site is serviced by the City of Los Angeles Bureau of Sanitation's Terminal Island Water Reclamation Plant (TIWRP). The proposed Project does not involve any industrial process that may require an Industrial Waste Permit from the Bureau of Sanitation. The proposed Project would not substantially alter the current discharge from TIWRP and would not exceed wastewater treatment requirement, as wastewater from the site would be related to employees, not industrial processes. Therefore, the proposed Project would not exceed or substantially alter wastewater treatment requirements of the LARWQCB. A maximum of 22 employees would be operational on the proposed project site during a standard day of operation. No substantial increases in wastewater production or need for treatment are anticipated due to the relatively small number of employees expected to work during construction and operations. Additionally, as previously discussed in Section 4.14(a), the proposed Project would not directly or indirectly induce population growth in the area. The proposed Project would not result in a determination by the wastewater treatment provider that it has adequate capacity to serve the

proposed Project's projected demand. Impacts would be less than significant, and no mitigation is required.

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

Less-than-Significant Impact. The proposed Project would not generate solid waste in excess of State or local standards or impair solid waste reduction goals. Operation waste associated with minimal construction activities (which include installation of fencing, lighting, and stormwater drainage) would be negligible, and the proposed Project would be served by a landfill with sufficient permitted capacity to accommodate the proposed Project's waste during construction and operation. Impacts would be less than significant, and no mitigation is required.

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

Less-than-Significant Impact. The proposed Project would be required to conform to the policies and programs of the Solid Waste Integrated Resource Plan (SWIRP). Compliance with the SWIRP would ensure sufficient permitted capacity to service the proposed Project (City of Los Angeles, 2013). Further, there is minimal solid waste associated with construction activities. The proposed Project would comply with federal, state, and local statutes and regulations related to solid waste. More specifically, the proposed Project would be compliant with all applicable codes pertaining to solid waste disposal. These codes include Chapter VI Article 6 Garbage, Refuse Collection of the LAMC, Part 13 Title 42 - Public Health and Welfare of the California Health and Safety Code, and Chapter 39 Solid Waste Disposal - of the United States Code. The proposed Project would also be compliant with AB 939, the California Solid Waste Management Act, which requires each city in the state to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting. AB 341 builds upon AB 939 and requires jurisdictions to implement mandatory commercial recycling with a statewide 75 percent diversion rate (from landfill disposal) by 2020. The proposed Project would implement and be consistent with the procedures and policies detailed in these codes, the City's recycling and solid waste diversion efforts, and related laws pertaining to solid waste disposal. Therefore, the impact would be less than significant, and no mitigation is required.

4.20 WILDFIRE

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

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

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

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

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

No Impact. PRC Sections 4201-4204 direct the California Department of Forestry and Fire Protection to map fire hazard based on relevant factors such as fuels, terrain, and weather. The Port is not located in or near a state responsibility area or lands classified as a Very High Fire Severity Zone within its Local Responsibility Area (California Department of Forestry and Fire Protection, 2020; LAFD, 2019). Therefore, the Project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones. No impacts would occur, and no mitigation is required.

4.21 MANDATORY FINDINGS OF SIGNIFICANCE

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

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

The proposed Project current is covered with asphalt paving or CMB, underlain by artificial harbor dredged and industrial-grade fill. The only building present on the project site, which will be utilized as an office building for the proposed project, is not yet eligible for analysis for listing under the CRHR and LAHCM as it was built in 1996. No significant historical resources are located within the Project area, and as such, no impacts would occur to major examples of California history or prehistory.

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

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

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

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

Less-than-Significant Impact. Based on the issue area analyses in Section 4, Environmental Analysis and Discussion of Impacts, the proposed Project is not anticipated to have significant impacts that would cause substantial adverse effects on human beings, either directly or indirectly. All impacts related to the proposed Project are less than significant, and no mitigation is required.

5.0 PROPOSED FINDING

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

6.0 PREPARERS AND CONTRIBUTORS

This IS/ND was prepared by City of Los Angeles Harbor Department. Members of the professional staff are listed below.

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7.0 ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
bgs	below ground surface
BMP	best management practices
C&D	construction and demolition
CAAP	Clean Air Action Plan
CALGEM	Department of Conservation Geologic Energy Management Division
CARB	California Air Resources Board
CCR	California Code of Regulations
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CHE	cargo handling equipment
CMB	crushed miscellaneous base
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
CO_2e	carbon dioxide equivalent
CRHR	California Register of Historical Resources
CTP	Clean Truck Program
dBA	A-weighted decibels
DOC	California Department of Conservation
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
ECOS	Environmental Conservation Online System
EIR	environmental impact report
EPA	Environmental Protection Agency
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
FMCSA	Federal Motor Carrier Safety Administration
GHG	greenhouse gas
HMI	Hazardous Materials Inventory
HP	horsepower
HRA	health risk assessment
in	inch
IS	Initial Study
IS/ND	Initial Study/Negative Declaration
LA	Los Angeles
LADOT	Los Angeles Department of Transportation
LAFD	Los Angeles Fire Department
LAHCM	Los Angeles Historic-Cultural Monuments
LAHD	Los Angeles Harbor Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LARWQCB	Los Angeles Regional Water Quality Control Board
LASAN	Los Angeles Sanitation
lb	pounds
LID	low impact development

LST	Localized Significance Thresholds
m^3	cubic meter
MBTA	Migratory Bird Treaty Act
µg	microgram
MT	metric tons
mg/kg	milligrams per kilogram
NAHC	Native American Heritage Commission
ND	Negative Declaration
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
OEHHA	Office of Environmental Health Hazard Assessment
OPR	Office of Planning and Research
PAH	Polycyclic Aromatic Hydrocarbon
PCB	Polychlorinated Biphenyl
PM	particulate matter
PM10	particulate matter 10 microns or less in diameter
PM2.5	fine particulate matter 2.5 microns or less in diameter
PMP	Port Master Plan
POLA	Port of Los Angeles
POLB	Port of Long Beach
ppm	parts per million
PRC	Public Resources Code
REC	Recognized Environmental Conditions
RFID	Radio Frequency Identification
RFP	Request for Proposal
RRP	Release Response Plan
RSL	Regional Screening Level
RWQCB	Regional Water Quality Control Board
SA	Space Assignment
SB	Senate Bill
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SEA	Significant Ecological Areas
sec	second
SO_X	sulfur oxides
SR	State Route
SVOC	Semi-Volatile Organic Compound
SWIRP	Solid Waste Integrated Resource Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	Toxic Air Contaminant
TIWRP	Terminal Island Water Reclamation Plant
TPH	Total Petroleum Hydrocarbons
USEPA	United States Environmental Protection Agency
USFWS	United States Fish and Wildlife Service
UST	underground storage tank
UTR	utility tractor rig
VMT	vehicle miles traveled
VOC	volatile organic compound
yr	year
ZIMAS	Zoning Information Map Access System

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Appendices

Appendix A. VMT Analysis

Appendix B. Air Calculations

Appendix A

VMT Analysis

VMT change
calculations
Proposed Concept
2021-22

946 0.179167

					Inbound								Outbound								
					Distance without		Distance with Chassis Yard		Detour (mi)		VMT change		Distance without		Distance with Chassis Yard		Detour (mi)		VMT change		
Destination	% share	Yard trips	% from east	in/out split	from east	from west	from east	from west	If coming from east	If coming from west	If coming from east	If coming from west	to east	to west	to east	to west	If leaving to east	If leaving to west	If leaving to east	If leaving to west	total VMT change (mi)
Fenix[*1]	27%	252	75%	50%	9.5	11.1	10.28	10.979	0.8	0.0	24.6	0.0	10.5	11.1	10.12	10.92	0.0	0.0	0.0	0.0	24.6
Everport[*1]	27%	252	75%	50%	0	0	0.179	0.1792	0.2	0.2	5.6	5.6	0	0			0.0	0.0	0.0	0.0	11.3
Trapac	10%	93	75%	50%	8	7.5	15.02	15.921	7.0	8.4	82.0	98.3	8	7.4	15.32	16.32	7.3	8.9	85.5	104.2	369.9
WBCT	10%	93	75%	50%	11.2	7.6	12.82	13.621	1.6	6.0	18.9	70.3	9.4	7.6	12.92	13.92	3.5	6.3	41.1	73.8	204.1
YTI	26%	243	75%	50%	8	10.3	12.42	13.221	4.4	2.9	134.2	88.7	8.1	11.2	12.42	13.42	4.3	2.2	131.2	67.4	421.4
APMT	0%	0	75%	50%	11.5	13.3	13.88	14.379	2.4	1.1	0.0	0.0	11.6	13.3	13.32	14.32	1.7	1.0	0.0	0.0	0.0
Pier A	0%	0	63%	50%	7.7	9.3			0.0	0.0	0.0	0.0	7.6	9.2			0.0	0.0	0.0	0.0	0.0
Pier C	0%	0	63%	50%	5.6	10.5			0.0	0.0	0.0	0.0	6.3	12.1			0.0	0.0	0.0	0.0	0.0
POLB (Piers E, G, J)	0%	0	63%	50%	6.7	12.2			0.0	0.0	0.0	0.0	6.8	12.8			0.0	0.0	0.0	0.0	0.0
Pier T	0%	0	63%	50%	9.1	12.3			0.0	0.0	0.0	0.0	16.5	12.3			0.0	0.0	0.0	0.0	0.0

100% (if PCMC proceeding, assume APMT = 0%, redistribute to the other 3 on TI)

Total VMT change 1031.3

VMT change per truck trip 1.10

934 trips

		from Alameda/ 103	from 710	
	from 110			
East-We	6%	3%	15%	Take these % and normalize, to get E/W splits in col. D above

18	Acres
51.9	Drayage truck trips per acre (from Innovated empirical data)
467	Drayage trucks
934	Drayage truck trips
0.6	VMT change per on-site dray truck trip for proposed site (from Google Maps estimate)
1.1	VMT change per off-site dray truck trip for propsed site (from'VMT Change' sheet)

Estimate based on 18 acres of operations

Emission Source	#	Unit			Total VMT	ROG	Nox	CO	Sox	PM10	PM2.5
Employees	26	Emp.	33.2	daily VMT/emp	863.2	8.07	8.69	115.51	0.62	29.19	7.45
Fuel Trucks	3	trucks	14	daily VMT/truck	42.0	0.03	0.45	0.12	0.03	0.09	0.03
Dray-On-site total	467	trucks	0.57	daily VMT/truck	268.3	0.49	15.97	7.19	0.03	0.29	0.08
Dray-Off-site	934	trips	1.1	daily VMT/trip	1031.3	0.11	6.89	1.56	0.04	1.06	0.30
CHE	18	ac				3.99	21.30	25.23	0.06	0.35	0.31
Daily Emissions						12.69	53.31	149.60	0.78	30.98	8.18
Thresholds						55	55	550	150	150	55

Appendix B

Air Calculations

Eldridge Street* Support Yard - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Terminal Way Support Yard

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	20.00	1000sqft	15.75	20,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - client provided site acreage of 15.75

Construction Phase - Client indicated building construction will take 10 days rather than 300 day default

Off-road Equipment - No demolition required for this project

Grading - No more than 15 acres of grading needed - Provided by client

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	300.00	10.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	PhaseEndDate	3/17/2023	12/24/2021
tblConstructionPhase	PhaseEndDate	1/20/2023	11/14/2021
tblConstructionPhase	PhaseEndDate	10/1/2021	9/25/2021
tblConstructionPhase	PhaseEndDate	11/26/2021	11/4/2021
tblConstructionPhase	PhaseEndDate	2/17/2023	12/4/2021
tblConstructionPhase	PhaseEndDate	10/15/2021	10/5/2021
tblConstructionPhase	PhaseStartDate	2/18/2023	12/5/2021
tblConstructionPhase	PhaseStartDate	11/27/2021	11/5/2021
tblConstructionPhase	PhaseStartDate	10/16/2021	10/6/2021
tblConstructionPhase	PhaseStartDate	1/21/2023	11/15/2021
tblConstructionPhase	PhaseStartDate	10/2/2021	9/26/2021
tblGrading	AcresOfGrading	90.00	15.00
tblLandUse	LotAcreage	0.46	15.75
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00

2.0 Emissions Summary

Eldridge Steet Support Yard - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2015	1.1330	0.8412	1.5800e-003	0.2032	0.0526	0.2558	0.1028	0.0485	0.1513	0.0000	138.5075	138.5075	0.0415	2.0000e-004	139.6050
Maximum	**0.2015**	**1.1330**	**0.8412**	**1.5800e-003**	**0.2032**	**0.0526**	**0.2558**	**0.1028**	**0.0485**	**0.1513**	**0.0000**	**138.5075**	**138.5075**	**0.0415**	**2.0000e-004**	**139.6050**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2021	0.2015	1.1330	0.8412	1.5800e-003	0.2032	0.0526	0.2558	0.1028	0.0485	0.1513	0.0000	138.5073	138.5073	0.0415	2.0000e-004	139.6048
Maximum	**0.2015**	**1.1330**	**0.8412**	**1.5800e-003**	**0.2032**	**0.0526**	**0.2558**	**0.1028**	**0.0485**	**0.1513**	**0.0000**	**138.5073**	**138.5073**	**0.0415**	**2.0000e-004**	**139.6048**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

Eldridge Steet Support Yard - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Quarter	Start Date	End Date	Maximum Unmitigated ROG + NOX (tons/quarter)	Maximum Mitigated ROG + NOX (tons/quarter)
1	9-6-2021	9-30-2021	0.1113	0.1113
		Highest	0.1113	0.1113

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0816	0.0000	2.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-004	5.0000e-004	0.0000	0.0000	5.3000e-004
Energy	1.9400e-003	0.0176	0.0148	1.1000e-004		1.3400e-003	1.3400e-003		1.3400e-003	1.3400e-003	0.0000	87.3423	87.3423	3.6200e-003	7.5000e-004	87.6550
Mobile	0.0565	0.0712	0.6420	1.4300e-003	0.1481	1.0400e-003	0.1491	0.0395	9.6000e-004	0.0405	0.0000	133.5388	133.5388	8.5600e-003	5.5500e-003	135.4062
Waste						0.0000	0.0000		0.0000	0.0000	5.0342	0.0000	5.0342	0.2975	0.0000	12.4720
Water						0.0000	0.0000		0.0000	0.0000	1.4673	18.9023	20.3696	0.1516	3.6700e-003	25.2528
Total	**0.1400**	**0.0888**	**0.6570**	**1.5400e-003**	**0.1481**	**2.3800e-003**	**0.1505**	**0.0395**	**2.3000e-003**	**0.0418**	**6.5015**	**239.7839**	**246.2854**	**0.4613**	**9.9700e-003**	**260.7864**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	0.0816	0.0000	2.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-004	5.0000e-004	0.0000	0.0000	5.3000e-004
Energy	1.9400e-003	0.0176	0.0148	1.1000e-004		1.3400e-003	1.3400e-003		1.3400e-003	1.3400e-003	0.0000	87.3423	87.3423	3.6200e-003	7.5000e-004	87.6550
Mobile	0.0565	0.0712	0.6420	1.4300e-003	0.1481	1.0400e-003	0.1491	0.0395	9.6000e-004	0.0405	0.0000	133.5388	133.5388	8.5600e-003	5.5500e-003	135.4062
Waste						0.0000	0.0000		0.0000	0.0000	5.0342	0.0000	5.0342	0.2975	0.0000	12.4720
Water						0.0000	0.0000		0.0000	0.0000	1.4673	18.9023	20.3696	0.1516	3.6700e-003	25.2528
Total	**0.1400**	**0.0888**	**0.6570**	**1.5400e-003**	**0.1481**	**2.3800e-003**	**0.1505**	**0.0395**	**2.3000e-003**	**0.0418**	**6.5015**	**239.7839**	**246.2854**	**0.4613**	**9.9700e-003**	**260.7864**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/6/2021	9/25/2021	7	20	
2	Site Preparation	Site Preparation	9/26/2021	10/5/2021	7	10	
3	Grading	Grading	10/6/2021	11/4/2021	7	30	

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4	Building Construction	Building Construction	11/5/2021	11/14/2021	7	10	
5	Paving	Paving	11/15/2021	12/4/2021	7	20	
6	Architectural Coating	Architectural Coating	12/5/2021	12/24/2021	7	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 15

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 30,000; Non-Residential Outdoor: 10,000; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	0	0.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	0	0.00	158	0.38
Grading	Excavators	2	8.00	158	0.38
Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37

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EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	8.00	3.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2021

Unmitigated Construction Off-Site

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

Mitigated Construction On-Site

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

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2021

Mitigated Construction Off-Site

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

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7179	16.7179	5.4100e-003	0.0000	16.8530
Total	**0.0194**	**0.2025**	**0.1058**	**1.9000e-004**	**0.0983**	**0.0102**	**0.1085**	**0.0505**	**9.4000e-003**	**0.0599**	**0.0000**	**16.7179**	**16.7179**	**5.4100e-003**	**0.0000**	**16.8530**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	2.9000e-004	3.6500e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8392	0.8392	3.0000e-005	2.0000e-005	0.8470
Total	**3.3000e-004**	**2.9000e-004**	**3.6500e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**9.9000e-004**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8392**	**0.8392**	**3.0000e-005**	**2.0000e-005**	**0.8470**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0194	0.2025	0.1058	1.9000e-004		0.0102	0.0102		9.4000e-003	9.4000e-003	0.0000	16.7178	16.7178	5.4100e-003	0.0000	16.8530
Total	**0.0194**	**0.2025**	**0.1058**	**1.9000e-004**	**0.0983**	**0.0102**	**0.1085**	**0.0505**	**9.4000e-003**	**0.0599**	**0.0000**	**16.7178**	**16.7178**	**5.4100e-003**	**0.0000**	**16.8530**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	3.3000e-004	2.9000e-004	3.6500e-003	1.0000e-005	9.9000e-004	1.0000e-005	9.9000e-004	2.6000e-004	1.0000e-005	2.7000e-004	0.0000	0.8392	0.8392	3.0000e-005	2.0000e-005	0.8470
Total	**3.3000e-004**	**2.9000e-004**	**3.6500e-003**	**1.0000e-005**	**9.9000e-004**	**1.0000e-005**	**9.9000e-004**	**2.6000e-004**	**1.0000e-005**	**2.7000e-004**	**0.0000**	**0.8392**	**0.8392**	**3.0000e-005**	**2.0000e-005**	**0.8470**

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0629	0.6960	0.4632	9.3000e-004		0.0298	0.0298		0.0274	0.0274	0.0000	81.7425	81.7425	0.0264	0.0000	82.4034
Total	**0.0629**	**0.6960**	**0.4632**	**9.3000e-004**	**0.0983**	**0.0298**	**0.1281**	**0.0505**	**0.0274**	**0.0779**	**0.0000**	**81.7425**	**81.7425**	**0.0264**	**0.0000**	**82.4034**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1100e-003	9.8000e-004	0.0122	3.0000e-005	3.2900e-003	2.0000e-005	3.3100e-003	8.7000e-004	2.0000e-005	8.9000e-004	0.0000	2.7972	2.7972	9.0000e-005	8.0000e-005	2.8233
Total	**1.1100e-003**	**9.8000e-004**	**0.0122**	**3.0000e-005**	**3.2900e-003**	**2.0000e-005**	**3.3100e-003**	**8.7000e-004**	**2.0000e-005**	**8.9000e-004**	**0.0000**	**2.7972**	**2.7972**	**9.0000e-005**	**8.0000e-005**	**2.8233**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0983	0.0000	0.0983	0.0505	0.0000	0.0505	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0629	0.6960	0.4632	9.3000e-004		0.0298	0.0298		0.0274	0.0274	0.0000	81.7424	81.7424	0.0264	0.0000	82.4033
Total	**0.0629**	**0.6960**	**0.4632**	**9.3000e-004**	**0.0983**	**0.0298**	**0.1281**	**0.0505**	**0.0274**	**0.0779**	**0.0000**	**81.7424**	**81.7424**	**0.0264**	**0.0000**	**82.4033**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.1100e-003	9.8000e-004	0.0122	3.0000e-005	3.2900e-003	2.0000e-005	3.3100e-003	8.7000e-004	2.0000e-005	8.9000e-004	0.0000	2.7972	2.7972	9.0000e-005	8.0000e-005	2.8233
Total	**1.1100e-003**	**9.8000e-004**	**0.0122**	**3.0000e-005**	**3.2900e-003**	**2.0000e-005**	**3.3100e-003**	**8.7000e-004**	**2.0000e-005**	**8.9000e-004**	**0.0000**	**2.7972**	**2.7972**	**9.0000e-005**	**8.0000e-005**	**2.8233**

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.5000e-003	0.0872	0.0829	1.3000e-004		4.7900e-003	4.7900e-003		4.5100e-003	4.5100e-003	0.0000	11.5819	11.5819	2.7900e-003	0.0000	11.6517
Total	**9.5000e-003**	**0.0872**	**0.0829**	**1.3000e-004**		**4.7900e-003**	**4.7900e-003**		**4.5100e-003**	**4.5100e-003**	**0.0000**	**11.5819**	**11.5819**	**2.7900e-003**	**0.0000**	**11.6517**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0000e-005	9.1000e-004	2.9000e-004	0.0000	9.0000e-005	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.2943	0.2943	1.0000e-005	4.0000e-005	0.3072
Worker	1.5000e-004	1.3000e-004	1.6200e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3730	0.3730	1.0000e-005	1.0000e-005	0.3764
Total	**1.9000e-004**	**1.0400e-003**	**1.9100e-003**	**0.0000**	**5.3000e-004**	**1.0000e-005**	**5.5000e-004**	**1.5000e-004**	**1.0000e-005**	**1.6000e-004**	**0.0000**	**0.6672**	**0.6672**	**2.0000e-005**	**5.0000e-005**	**0.6836**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	9.5000e-003	0.0872	0.0829	1.3000e-004		4.7900e-003	4.7900e-003		4.5100e-003	4.5100e-003	0.0000	11.5819	11.5819	2.7900e-003	0.0000	11.6517
Total	**9.5000e-003**	**0.0872**	**0.0829**	**1.3000e-004**		**4.7900e-003**	**4.7900e-003**		**4.5100e-003**	**4.5100e-003**	**0.0000**	**11.5819**	**11.5819**	**2.7900e-003**	**0.0000**	**11.6517**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.0000e-005	9.1000e-004	2.9000e-004	0.0000	9.0000e-005	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.2943	0.2943	1.0000e-005	4.0000e-005	0.3072
Worker	1.5000e-004	1.3000e-004	1.6200e-003	0.0000	4.4000e-004	0.0000	4.4000e-004	1.2000e-004	0.0000	1.2000e-004	0.0000	0.3730	0.3730	1.0000e-005	1.0000e-005	0.3764
Total	**1.9000e-004**	**1.0400e-003**	**1.9100e-003**	**0.0000**	**5.3000e-004**	**1.0000e-005**	**5.5000e-004**	**1.5000e-004**	**1.0000e-005**	**1.6000e-004**	**0.0000**	**0.6672**	**0.6672**	**2.0000e-005**	**5.0000e-005**	**0.6836**

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0126**	**0.1292**	**0.1465**	**2.3000e-004**		**6.7800e-003**	**6.7800e-003**		**6.2400e-003**	**6.2400e-003**	**0.0000**	**20.0235**	**20.0235**	**6.4800e-003**	**0.0000**	**20.1854**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-004	4.9000e-004	6.0900e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3986	1.3986	4.0000e-005	4.0000e-005	1.4117
Total	**5.6000e-004**	**4.9000e-004**	**6.0900e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.3986**	**1.3986**	**4.0000e-005**	**4.0000e-005**	**1.4117**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.0126	0.1292	0.1465	2.3000e-004		6.7800e-003	6.7800e-003		6.2400e-003	6.2400e-003	0.0000	20.0235	20.0235	6.4800e-003	0.0000	20.1854
Paving	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0126**	**0.1292**	**0.1465**	**2.3000e-004**		**6.7800e-003**	**6.7800e-003**		**6.2400e-003**	**6.2400e-003**	**0.0000**	**20.0235**	**20.0235**	**6.4800e-003**	**0.0000**	**20.1854**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	5.6000e-004	4.9000e-004	6.0900e-003	2.0000e-005	1.6400e-003	1.0000e-005	1.6600e-003	4.4000e-004	1.0000e-005	4.5000e-004	0.0000	1.3986	1.3986	4.0000e-005	4.0000e-005	1.4117
Total	**5.6000e-004**	**4.9000e-004**	**6.0900e-003**	**2.0000e-005**	**1.6400e-003**	**1.0000e-005**	**1.6600e-003**	**4.4000e-004**	**1.0000e-005**	**4.5000e-004**	**0.0000**	**1.3986**	**1.3986**	**4.0000e-005**	**4.0000e-005**	**1.4117**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0927					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1900e-003	0.0153	0.0182	3.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004	0.0000	2.5533	2.5533	1.8000e-004	0.0000	2.5576
Total	**0.0949**	**0.0153**	**0.0182**	**3.0000e-005**		**9.4000e-004**	**9.4000e-004**		**9.4000e-004**	**9.4000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.8000e-004**	**0.0000**	**2.5576**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2021

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	7.0000e-005	8.1000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1865	0.1865	1.0000e-005	1.0000e-005	0.1882
Total	**7.0000e-005**	**7.0000e-005**	**8.1000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1865**	**0.1865**	**1.0000e-005**	**1.0000e-005**	**0.1882**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	0.0927					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	2.1900e-003	0.0153	0.0182	3.0000e-005		9.4000e-004	9.4000e-004		9.4000e-004	9.4000e-004	0.0000	2.5533	2.5533	1.8000e-004	0.0000	2.5576
Total	**0.0949**	**0.0153**	**0.0182**	**3.0000e-005**		**9.4000e-004**	**9.4000e-004**		**9.4000e-004**	**9.4000e-004**	**0.0000**	**2.5533**	**2.5533**	**1.8000e-004**	**0.0000**	**2.5576**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2021

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.0000e-005	7.0000e-005	8.1000e-004	0.0000	2.2000e-004	0.0000	2.2000e-004	6.0000e-005	0.0000	6.0000e-005	0.0000	0.1865	0.1865	1.0000e-005	1.0000e-005	0.1882
Total	**7.0000e-005**	**7.0000e-005**	**8.1000e-004**	**0.0000**	**2.2000e-004**	**0.0000**	**2.2000e-004**	**6.0000e-005**	**0.0000**	**6.0000e-005**	**0.0000**	**0.1865**	**0.1865**	**1.0000e-005**	**1.0000e-005**	**0.1882**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0565	0.0712	0.6420	1.4300e-003	0.1481	1.0400e-003	0.1491	0.0395	9.6000e-004	0.0405	0.0000	133.5388	133.5388	8.5600e-003	5.5500e-003	135.4062
Unmitigated	0.0565	0.0712	0.6420	1.4300e-003	0.1481	1.0400e-003	0.1491	0.0395	9.6000e-004	0.0405	0.0000	133.5388	133.5388	8.5600e-003	5.5500e-003	135.4062

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Heavy Industry	78.60	128.40	101.80	394,243	394,243
Total	78.60	128.40	101.80	394,243	394,243

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Heavy Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Heavy Industry	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.0000	0.0000		0.0000	0.0000	0.0000	68.1741	68.1741	3.2500e-003	3.9000e-004	68.3728
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	68.1741	68.1741	3.2500e-003	3.9000e-004	68.3728
NaturalGas Mitigated	1.9400e-003	0.0176	0.0148	1.1000e-004		1.3400e-003	1.3400e-003		1.3400e-003	1.3400e-003	0.0000	19.1683	19.1683	3.7000e-004	3.5000e-004	19.2822
NaturalGas Unmitigated	1.9400e-003	0.0176	0.0148	1.1000e-004		1.3400e-003	1.3400e-003		1.3400e-003	1.3400e-003	0.0000	19.1683	19.1683	3.7000e-004	3.5000e-004	19.2822

Eldridge Steet Support Yard - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Heavy Industry	359200	1.9400e-003	0.0176	0.0148	1.1000e-004		1.3400e-003	1.3400e-003		1.3400e-003	1.3400e-003	0.0000	19.1683	19.1683	3.7000e-004	3.5000e-004	19.2822
Total		**1.9400e-003**	**0.0176**	**0.0148**	**1.1000e-004**		**1.3400e-003**	**1.3400e-003**		**1.3400e-003**	**1.3400e-003**	**0.0000**	**19.1683**	**19.1683**	**3.7000e-004**	**3.5000e-004**	**19.2822**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	tons/yr										MT/yr					
General Heavy Industry	359200	1.9400e-003	0.0176	0.0148	1.1000e-004		1.3400e-003	1.3400e-003		1.3400e-003	1.3400e-003	0.0000	19.1683	19.1683	3.7000e-004	3.5000e-004	19.2822
Total		**1.9400e-003**	**0.0176**	**0.0148**	**1.1000e-004**		**1.3400e-003**	**1.3400e-003**		**1.3400e-003**	**1.3400e-003**	**0.0000**	**19.1683**	**19.1683**	**3.7000e-004**	**3.5000e-004**	**19.2822**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Heavy Industry	217200	68.1741	3.2500e-003	3.9000e-004	68.3728
Total		**68.1741**	**3.2500e-003**	**3.9000e-004**	**68.3728**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Heavy Industry	217200	68.1741	3.2500e-003	3.9000e-004	68.3728
Total		**68.1741**	**3.2500e-003**	**3.9000e-004**	**68.3728**

6.0 Area Detail

6.1 Mitigation Measures Area

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	0.0816	0.0000	2.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-004	5.0000e-004	0.0000	0.0000	5.3000e-004
Unmitigated	0.0816	0.0000	2.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-004	5.0000e-004	0.0000	0.0000	5.3000e-004

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	9.2700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0723					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-004	5.0000e-004	0.0000	0.0000	5.3000e-004
Total	**0.0816**	**0.0000**	**2.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**5.0000e-004**	**5.0000e-004**	**0.0000**	**0.0000**	**5.3000e-004**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	9.2700e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0723					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	2.0000e-005	0.0000	2.6000e-004	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	5.0000e-004	5.0000e-004	0.0000	0.0000	5.3000e-004
Total	**0.0816**	**0.0000**	**2.6000e-004**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**5.0000e-004**	**5.0000e-004**	**0.0000**	**0.0000**	**5.3000e-004**

7.0 Water Detail

7.1 Mitigation Measures Water

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

Eldridge Steet Support Yard - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	Total CO2	CH4	N2O	CO2e
Category	MT/yr			
Mitigated	20.3696	0.1516	3.6700e-003	25.2528
Unmitigated	20.3696	0.1516	3.6700e-003	25.2528

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Heavy Industry	4.625 / 0	20.3696	0.1516	3.6700e-003	25.2528
Total		**20.3696**	**0.1516**	**3.6700e-003**	**25.2528**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Heavy Industry	4.625 / 0	20.3696	0.1516	3.6700e-003	25.2528
Total		**20.3696**	**0.1516**	**3.6700e-003**	**25.2528**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	5.0342	0.2975	0.0000	12.4720
Unmitigated	5.0342	0.2975	0.0000	12.4720

Eldridge Steet Support Yard - Los Angeles-South Coast County, Annual

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Heavy Industry	24.8	5.0342	0.2975	0.0000	12.4720
Total		**5.0342**	**0.2975**	**0.0000**	**12.4720**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Heavy Industry	24.8	5.0342	0.2975	0.0000	12.4720
Total		**5.0342**	**0.2975**	**0.0000**	**12.4720**

9.0 Operational Offroad

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

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

Eldridge Steet Support Yard - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Eldridge Steet Support Yard

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	20.00	1000sqft	15.75	20,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - client provided site acreage of 15.75

Construction Phase - Client indicated building construction will take 10 days rather than 300 day default

Off-road Equipment - No demolition required for this project

Grading - No more than 15 acres of grading needed - Provided by client

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	300.00	10.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	PhaseEndDate	3/17/2023	12/24/2021
tblConstructionPhase	PhaseEndDate	1/20/2023	11/14/2021
tblConstructionPhase	PhaseEndDate	10/1/2021	9/25/2021
tblConstructionPhase	PhaseEndDate	11/26/2021	11/4/2021
tblConstructionPhase	PhaseEndDate	2/17/2023	12/4/2021
tblConstructionPhase	PhaseEndDate	10/15/2021	10/5/2021
tblConstructionPhase	PhaseStartDate	2/18/2023	12/5/2021
tblConstructionPhase	PhaseStartDate	11/27/2021	11/5/2021
tblConstructionPhase	PhaseStartDate	10/16/2021	10/6/2021
tblConstructionPhase	PhaseStartDate	1/21/2023	11/15/2021
tblConstructionPhase	PhaseStartDate	10/2/2021	9/26/2021
tblGrading	AcresOfGrading	90.00	15.00
tblLandUse	LotAcreage	0.46	15.75
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00

2.0 Emissions Summary

Eldridge Steet Support Yard - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	9.4964	46.4573	31.7412	0.0641	19.8582	2.0458	21.9041	10.1558	1.8822	12.0380	0.0000	6,220.9009	6,220.9009	1.9491	0.0115	6,271.2539
Maximum	**9.4964**	**46.4573**	**31.7412**	**0.0641**	**19.8582**	**2.0458**	**21.9041**	**10.1558**	**1.8822**	**12.0380**	**0.0000**	**6,220.9009**	**6,220.9009**	**1.9491**	**0.0115**	**6,271.2539**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	9.4964	46.4573	31.7412	0.0641	19.8582	2.0458	21.9041	10.1558	1.8822	12.0380	0.0000	6,220.9009	6,220.9009	1.9491	0.0115	6,271.2539
Maximum	**9.4964**	**46.4573**	**31.7412**	**0.0641**	**19.8582**	**2.0458**	**21.9041**	**10.1558**	**1.8822**	**12.0380**	**0.0000**	**6,220.9009**	**6,220.9009**	**1.9491**	**0.0115**	**6,271.2539**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

Eldridge Steet Support Yard - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4470	2.0000e-005	2.0400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6600e-003
Energy	0.0106	0.0965	0.0810	5.8000e-004		7.3300e-003	7.3300e-003		7.3300e-003	7.3300e-003		115.7776	115.7776	2.2200e-003	2.1200e-003	116.4656
Mobile	0.4608	0.5140	5.1972	0.0117	1.1970	8.2400e-003	1.2052	0.3188	7.6500e-003	0.3265		1,205.8433	1,205.8433	0.0735	0.0461	1,221.4052
Total	**0.9184**	**0.6105**	**5.2802**	**0.0123**	**1.1970**	**0.0156**	**1.2126**	**0.3188**	**0.0150**	**0.3338**		**1,321.6253**	**1,321.6253**	**0.0757**	**0.0482**	**1,337.8755**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4470	2.0000e-005	2.0400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6600e-003
Energy	0.0106	0.0965	0.0810	5.8000e-004		7.3300e-003	7.3300e-003		7.3300e-003	7.3300e-003		115.7776	115.7776	2.2200e-003	2.1200e-003	116.4656
Mobile	0.4608	0.5140	5.1972	0.0117	1.1970	8.2400e-003	1.2052	0.3188	7.6500e-003	0.3265		1,205.8433	1,205.8433	0.0735	0.0461	1,221.4052
Total	**0.9184**	**0.6105**	**5.2802**	**0.0123**	**1.1970**	**0.0156**	**1.2126**	**0.3188**	**0.0150**	**0.3338**		**1,321.6253**	**1,321.6253**	**0.0757**	**0.0482**	**1,337.8755**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

Eldridge Steet Support Yard - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/6/2021	9/25/2021	7	20	
2	Site Preparation	Site Preparation	9/26/2021	10/5/2021	7	10	
3	Grading	Grading	10/6/2021	11/4/2021	7	30	
4	Building Construction	Building Construction	11/5/2021	11/14/2021	7	10	
5	Paving	Paving	11/15/2021	12/4/2021	7	20	
6	Architectural Coating	Architectural Coating	12/5/2021	12/24/2021	7	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 15

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 30,000; Non-Residential Outdoor: 10,000; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	0	0.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	0	0.00	158	0.38
Grading	Excavators	2	8.00	158	0.38

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	8.00	3.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

Eldridge Steet Support Yard - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

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

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

Eldridge Steet Support Yard - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2021

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

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

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

Eldridge Steet Support Yard - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**19.6570**	**2.0445**	**21.7015**	**10.1025**	**1.8809**	**11.9834**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0676	0.0518	0.7765	1.9000e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		192.4717	192.4717	5.6700e-003	4.9100e-003	194.0765
Total	**0.0676**	**0.0518**	**0.7765**	**1.9000e-003**	**0.2012**	**1.3800e-003**	**0.2026**	**0.0534**	**1.2700e-003**	**0.0546**		**192.4717**	**192.4717**	**5.6700e-003**	**4.9100e-003**	**194.0765**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

Eldridge Steet Support Yard - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**19.6570**	**2.0445**	**21.7015**	**10.1025**	**1.8809**	**11.9834**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0676	0.0518	0.7765	1.9000e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		192.4717	192.4717	5.6700e-003	4.9100e-003	194.0765
Total	**0.0676**	**0.0518**	**0.7765**	**1.9000e-003**	**0.2012**	**1.3800e-003**	**0.2026**	**0.0534**	**1.2700e-003**	**0.0546**		**192.4717**	**192.4717**	**5.6700e-003**	**4.9100e-003**	**194.0765**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**6.5523**	**1.9853**	**8.5377**	**3.3675**	**1.8265**	**5.1940**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0751	0.0575	0.8627	2.1100e-003	0.2236	1.5300e-003	0.2251	0.0593	1.4100e-003	0.0607		213.8574	213.8574	6.3000e-003	5.4500e-003	215.6405
Total	**0.0751**	**0.0575**	**0.8627**	**2.1100e-003**	**0.2236**	**1.5300e-003**	**0.2251**	**0.0593**	**1.4100e-003**	**0.0607**		**213.8574**	**213.8574**	**6.3000e-003**	**5.4500e-003**	**215.6405**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**6.5523**	**1.9853**	**8.5377**	**3.3675**	**1.8265**	**5.1940**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0751	0.0575	0.8627	2.1100e-003	0.2236	1.5300e-003	0.2251	0.0593	1.4100e-003	0.0607		213.8574	213.8574	6.3000e-003	5.4500e-003	215.6405
Total	**0.0751**	**0.0575**	**0.8627**	**2.1100e-003**	**0.2236**	**1.5300e-003**	**0.2251**	**0.0593**	**1.4100e-003**	**0.0607**		**213.8574**	**213.8574**	**6.3000e-003**	**5.4500e-003**	**215.6405**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.3000e-003	0.1732	0.0579	6.0000e-004	0.0192	2.5900e-003	0.0218	5.5300e-003	2.4800e-003	8.0100e-003		64.8723	64.8723	2.2100e-003	9.3500e-003	67.7135
Worker	0.0300	0.0230	0.3451	8.4000e-004	0.0894	6.1000e-004	0.0900	0.0237	5.7000e-004	0.0243		85.5430	85.5430	2.5200e-003	2.1800e-003	86.2562
Total	**0.0383**	**0.1962**	**0.4030**	**1.4400e-003**	**0.1086**	**3.2000e-003**	**0.1118**	**0.0292**	**3.0500e-003**	**0.0323**		**150.4153**	**150.4153**	**4.7300e-003**	**0.0115**	**153.9697**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.3000e-003	0.1732	0.0579	6.0000e-004	0.0192	2.5900e-003	0.0218	5.5300e-003	2.4800e-003	8.0100e-003		64.8723	64.8723	2.2100e-003	9.3500e-003	67.7135
Worker	0.0300	0.0230	0.3451	8.4000e-004	0.0894	6.1000e-004	0.0900	0.0237	5.7000e-004	0.0243		85.5430	85.5430	2.5200e-003	2.1800e-003	86.2562
Total	**0.0383**	**0.1962**	**0.4030**	**1.4400e-003**	**0.1086**	**3.2000e-003**	**0.1118**	**0.0292**	**3.0500e-003**	**0.0323**		**150.4153**	**150.4153**	**4.7300e-003**	**0.0115**	**153.9697**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2556**	**12.9191**	**14.6532**	**0.0228**		**0.6777**	**0.6777**		**0.6235**	**0.6235**		**2,207.2109**	**2,207.2109**	**0.7139**		**2,225.0573**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0563	0.0431	0.6471	1.5800e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		160.3931	160.3931	4.7300e-003	4.0900e-003	161.7304
Total	**0.0563**	**0.0431**	**0.6471**	**1.5800e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**160.3931**	**160.3931**	**4.7300e-003**	**4.0900e-003**	**161.7304**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2556**	**12.9191**	**14.6532**	**0.0228**		**0.6777**	**0.6777**		**0.6235**	**0.6235**	**0.0000**	**2,207.2109**	**2,207.2109**	**0.7139**		**2,225.0573**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0563	0.0431	0.6471	1.5800e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		160.3931	160.3931	4.7300e-003	4.0900e-003	161.7304
Total	**0.0563**	**0.0431**	**0.6471**	**1.5800e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**160.3931**	**160.3931**	**4.7300e-003**	**4.0900e-003**	**161.7304**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.2700					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**9.4889**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.5100e-003	5.7500e-003	0.0863	2.1000e-004	0.0224	1.5000e-004	0.0225	5.9300e-003	1.4000e-004	6.0700e-003		21.3857	21.3857	6.3000e-004	5.5000e-004	21.5641
Total	**7.5100e-003**	**5.7500e-003**	**0.0863**	**2.1000e-004**	**0.0224**	**1.5000e-004**	**0.0225**	**5.9300e-003**	**1.4000e-004**	**6.0700e-003**		**21.3857**	**21.3857**	**6.3000e-004**	**5.5000e-004**	**21.5641**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

3.7 Architectural Coating - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.2700					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**9.4889**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.5100e-003	5.7500e-003	0.0863	2.1000e-004	0.0224	1.5000e-004	0.0225	5.9300e-003	1.4000e-004	6.0700e-003		21.3857	21.3857	6.3000e-004	5.5000e-004	21.5641
Total	**7.5100e-003**	**5.7500e-003**	**0.0863**	**2.1000e-004**	**0.0224**	**1.5000e-004**	**0.0225**	**5.9300e-003**	**1.4000e-004**	**6.0700e-003**		**21.3857**	**21.3857**	**6.3000e-004**	**5.5000e-004**	**21.5641**

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4608	0.5140	5.1972	0.0117	1.1970	8.2400e-003	1.2052	0.3188	7.6500e-003	0.3265		1,205.8433	1,205.8433	0.0735	0.0461	1,221.4052
Unmitigated	0.4608	0.5140	5.1972	0.0117	1.1970	8.2400e-003	1.2052	0.3188	7.6500e-003	0.3265		1,205.8433	1,205.8433	0.0735	0.0461	1,221.4052

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Heavy Industry	78.60	128.40	101.80	394,243	394,243
Total	78.60	128.40	101.80	394,243	394,243

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Heavy Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Heavy Industry	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0106	0.0965	0.0810	5.8000e-004		7.3300e-003	7.3300e-003		7.3300e-003	7.3300e-003		115.7776	115.7776	2.2200e-003	2.1200e-003	116.4656
NaturalGas Unmitigated	0.0106	0.0965	0.0810	5.8000e-004		7.3300e-003	7.3300e-003		7.3300e-003	7.3300e-003		115.7776	115.7776	2.2200e-003	2.1200e-003	116.4656

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Heavy Industry	984.11	0.0106	0.0965	0.0810	5.8000e-004		7.3300e-003	7.3300e-003		7.3300e-003	7.3300e-003		115.7776	115.7776	2.2200e-003	2.1200e-003	116.4656
Total		**0.0106**	**0.0965**	**0.0810**	**5.8000e-004**		**7.3300e-003**	**7.3300e-003**		**7.3300e-003**	**7.3300e-003**		**115.7776**	**115.7776**	**2.2200e-003**	**2.1200e-003**	**116.4656**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Heavy Industry	0.98411	0.0106	0.0965	0.0810	5.8000e-004		7.3300e-003	7.3300e-003		7.3300e-003	7.3300e-003		115.7776	115.7776	2.2200e-003	2.1200e-003	116.4656
Total		**0.0106**	**0.0965**	**0.0810**	**5.8000e-004**		**7.3300e-003**	**7.3300e-003**		**7.3300e-003**	**7.3300e-003**		**115.7776**	**115.7776**	**2.2200e-003**	**2.1200e-003**	**116.4656**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4470	2.0000e-005	2.0400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6600e-003
Unmitigated	0.4470	2.0000e-005	2.0400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6600e-003

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

Eldridge Steet Support Yard - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0508					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9000e-004	2.0000e-005	2.0400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6600e-003
Total	**0.4470**	**2.0000e-005**	**2.0400e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**4.3800e-003**	**4.3800e-003**	**1.0000e-005**		**4.6600e-003**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

Eldridge Steet Support Yard - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0508					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9000e-004	2.0000e-005	2.0400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6600e-003
Total	**0.4470**	**2.0000e-005**	**2.0400e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**4.3800e-003**	**4.3800e-003**	**1.0000e-005**		**4.6600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

Eldridge Steet Support Yard - Los Angeles-South Coast County, Summer

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

Eldridge Steet Support Yard - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Eldridge Steet Support Yard

Los Angeles-South Coast County, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	20.00	1000sqft	15.75	20,000.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	33
Climate Zone	11			**Operational Year**	2023
Utility Company	Los Angeles Department of Water & Power				
CO2 Intensity (lb/MWhr)	691.98	**CH4 Intensity (lb/MWhr)**	0.033	**N2O Intensity (lb/MWhr)**	0.004

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - client provided site acreage of 15.75

Construction Phase - Client indicated building construction will take 10 days rather than 300 day default

Off-road Equipment - No demolition required for this project

Grading - No more than 15 acres of grading needed - Provided by client

Table Name	Column Name	Default Value	New Value
tblConstructionPhase	NumDays	300.00	10.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

Eldridge Steet Support Yard - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	NumDaysWeek	5.00	7.00
tblConstructionPhase	PhaseEndDate	3/17/2023	12/24/2021
tblConstructionPhase	PhaseEndDate	1/20/2023	11/14/2021
tblConstructionPhase	PhaseEndDate	10/1/2021	9/25/2021
tblConstructionPhase	PhaseEndDate	11/26/2021	11/4/2021
tblConstructionPhase	PhaseEndDate	2/17/2023	12/4/2021
tblConstructionPhase	PhaseEndDate	10/15/2021	10/5/2021
tblConstructionPhase	PhaseStartDate	2/18/2023	12/5/2021
tblConstructionPhase	PhaseStartDate	11/27/2021	11/5/2021
tblConstructionPhase	PhaseStartDate	10/16/2021	10/6/2021
tblConstructionPhase	PhaseStartDate	1/21/2023	11/15/2021
tblConstructionPhase	PhaseStartDate	10/2/2021	9/26/2021
tblGrading	AcresOfGrading	90.00	15.00
tblLandUse	LotAcreage	0.46	15.75
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	1.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	0.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00

2.0 Emissions Summary

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

Eldridge Steet Support Yard - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	9.4969	46.4634	31.6695	0.0640	19.8582	2.0458	21.9041	10.1558	1.8822	12.0380	0.0000	6,209.5586	6,209.5586	1.9492	0.0117	6,260.0253
Maximum	**9.4969**	**46.4634**	**31.6695**	**0.0640**	**19.8582**	**2.0458**	**21.9041**	**10.1558**	**1.8822**	**12.0380**	**0.0000**	**6,209.5586**	**6,209.5586**	**1.9492**	**0.0117**	**6,260.0253**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2021	9.4969	46.4634	31.6695	0.0640	19.8582	2.0458	21.9041	10.1558	1.8822	12.0380	0.0000	6,209.5586	6,209.5586	1.9492	0.0117	6,260.0253
Maximum	**9.4969**	**46.4634**	**31.6695**	**0.0640**	**19.8582**	**2.0458**	**21.9041**	**10.1558**	**1.8822**	**12.0380**	**0.0000**	**6,209.5586**	**6,209.5586**	**1.9492**	**0.0117**	**6,260.0253**

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

Eldridge Steet Support Yard - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4470	2.0000e-005	2.0400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6600e-003
Energy	0.0106	0.0965	0.0810	5.8000e-004		7.3300e-003	7.3300e-003		7.3300e-003	7.3300e-003		115.7776	115.7776	2.2200e-003	2.1200e-003	116.4656
Mobile	0.4544	0.5555	5.0297	0.0112	1.1970	8.2400e-003	1.2052	0.3188	7.6500e-003	0.3265		1,153.9645	1,153.9645	0.0751	0.0481	1,170.1736
Total	**0.9119**	**0.6520**	**5.1128**	**0.0118**	**1.1970**	**0.0156**	**1.2126**	**0.3188**	**0.0150**	**0.3338**		**1,269.7465**	**1,269.7465**	**0.0773**	**0.0502**	**1,286.6439**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	0.4470	2.0000e-005	2.0400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6600e-003
Energy	0.0106	0.0965	0.0810	5.8000e-004		7.3300e-003	7.3300e-003		7.3300e-003	7.3300e-003		115.7776	115.7776	2.2200e-003	2.1200e-003	116.4656
Mobile	0.4544	0.5555	5.0297	0.0112	1.1970	8.2400e-003	1.2052	0.3188	7.6500e-003	0.3265		1,153.9645	1,153.9645	0.0751	0.0481	1,170.1736
Total	**0.9119**	**0.6520**	**5.1128**	**0.0118**	**1.1970**	**0.0156**	**1.2126**	**0.3188**	**0.0150**	**0.3338**		**1,269.7465**	**1,269.7465**	**0.0773**	**0.0502**	**1,286.6439**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N20	CO2e
Percent Reduction	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	9/6/2021	9/25/2021	7	20	
2	Site Preparation	Site Preparation	9/26/2021	10/5/2021	7	10	
3	Grading	Grading	10/6/2021	11/4/2021	7	30	
4	Building Construction	Building Construction	11/5/2021	11/14/2021	7	10	
5	Paving	Paving	11/15/2021	12/4/2021	7	20	
6	Architectural Coating	Architectural Coating	12/5/2021	12/24/2021	7	20	

Acres of Grading (Site Preparation Phase): 15

Acres of Grading (Grading Phase): 15

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 30,000; Non-Residential Outdoor: 10,000; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Architectural Coating	Air Compressors	1	6.00	78	0.48
Demolition	Concrete/Industrial Saws	0	0.00	81	0.73
Building Construction	Cranes	1	7.00	231	0.29
Demolition	Excavators	0	0.00	158	0.38
Grading	Excavators	2	8.00	158	0.38

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

Building Construction	Forklifts	3	8.00	89	0.20
Building Construction	Generator Sets	1	8.00	84	0.74
Grading	Graders	1	8.00	187	0.41
Paving	Pavers	2	8.00	130	0.42
Paving	Paving Equipment	2	8.00	132	0.36
Paving	Rollers	2	8.00	80	0.38
Demolition	Rubber Tired Dozers	0	0.00	247	0.40
Grading	Rubber Tired Dozers	1	8.00	247	0.40
Site Preparation	Rubber Tired Dozers	3	8.00	247	0.40
Grading	Scrapers	2	8.00	367	0.48
Building Construction	Tractors/Loaders/Backhoes	3	7.00	97	0.37
Grading	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Site Preparation	Tractors/Loaders/Backhoes	4	8.00	97	0.37
Building Construction	Welders	1	8.00	46	0.45

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	0	0.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Preparation	7	18.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Grading	8	20.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	9	8.00	3.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	2.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

Eldridge Steet Support Yard - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2021

Unmitigated Construction On-Site

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

Unmitigated Construction Off-Site

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

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

Eldridge Steet Support Yard - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.2 Demolition - 2021

Mitigated Construction On-Site

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

Mitigated Construction Off-Site

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

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809		3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**19.6570**	**2.0445**	**21.7015**	**10.1025**	**1.8809**	**11.9834**		**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0721	0.0572	0.7120	1.8000e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		182.2636	182.2636	5.7300e-003	5.2500e-003	183.9707
Total	**0.0721**	**0.0572**	**0.7120**	**1.8000e-003**	**0.2012**	**1.3800e-003**	**0.2026**	**0.0534**	**1.2700e-003**	**0.0546**		**182.2636**	**182.2636**	**5.7300e-003**	**5.2500e-003**	**183.9707**

Eldridge Steet Support Yard - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.3 Site Preparation - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					19.6570	0.0000	19.6570	10.1025	0.0000	10.1025			0.0000			0.0000
Off-Road	3.8882	40.4971	21.1543	0.0380		2.0445	2.0445		1.8809	1.8809	0.0000	3,685.6569	3,685.6569	1.1920		3,715.4573
Total	**3.8882**	**40.4971**	**21.1543**	**0.0380**	**19.6570**	**2.0445**	**21.7015**	**10.1025**	**1.8809**	**11.9834**	**0.0000**	**3,685.6569**	**3,685.6569**	**1.1920**		**3,715.4573**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0721	0.0572	0.7120	1.8000e-003	0.2012	1.3800e-003	0.2026	0.0534	1.2700e-003	0.0546		182.2636	182.2636	5.7300e-003	5.2500e-003	183.9707
Total	**0.0721**	**0.0572**	**0.7120**	**1.8000e-003**	**0.2012**	**1.3800e-003**	**0.2026**	**0.0534**	**1.2700e-003**	**0.0546**		**182.2636**	**182.2636**	**5.7300e-003**	**5.2500e-003**	**183.9707**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

Eldridge Steet Support Yard - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265		6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**6.5523**	**1.9853**	**8.5377**	**3.3675**	**1.8265**	**5.1940**		**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0801	0.0636	0.7911	2.0000e-003	0.2236	1.5300e-003	0.2251	0.0593	1.4100e-003	0.0607		202.5151	202.5151	6.3700e-003	5.8300e-003	204.4119
Total	**0.0801**	**0.0636**	**0.7911**	**2.0000e-003**	**0.2236**	**1.5300e-003**	**0.2251**	**0.0593**	**1.4100e-003**	**0.0607**		**202.5151**	**202.5151**	**6.3700e-003**	**5.8300e-003**	**204.4119**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.4 Grading - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.5523	0.0000	6.5523	3.3675	0.0000	3.3675			0.0000			0.0000
Off-Road	4.1912	46.3998	30.8785	0.0620		1.9853	1.9853		1.8265	1.8265	0.0000	6,007.0434	6,007.0434	1.9428		6,055.6134
Total	**4.1912**	**46.3998**	**30.8785**	**0.0620**	**6.5523**	**1.9853**	**8.5377**	**3.3675**	**1.8265**	**5.1940**	**0.0000**	**6,007.0434**	**6,007.0434**	**1.9428**		**6,055.6134**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0801	0.0636	0.7911	2.0000e-003	0.2236	1.5300e-003	0.2251	0.0593	1.4100e-003	0.0607		202.5151	202.5151	6.3700e-003	5.8300e-003	204.4119
Total	**0.0801**	**0.0636**	**0.7911**	**2.0000e-003**	**0.2236**	**1.5300e-003**	**0.2251**	**0.0593**	**1.4100e-003**	**0.0607**		**202.5151**	**202.5151**	**6.3700e-003**	**5.8300e-003**	**204.4119**

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013		2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**		**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.2600e-003	0.1801	0.0598	6.0000e-004	0.0192	2.6000e-003	0.0218	5.5300e-003	2.4900e-003	8.0200e-003		64.8740	64.8740	2.2000e-003	9.3600e-003	67.7178
Worker	0.0321	0.0254	0.3164	8.0000e-004	0.0894	6.1000e-004	0.0900	0.0237	5.7000e-004	0.0243		81.0061	81.0061	2.5500e-003	2.3300e-003	81.7648
Total	**0.0403**	**0.2055**	**0.3762**	**1.4000e-003**	**0.1086**	**3.2100e-003**	**0.1119**	**0.0292**	**3.0600e-003**	**0.0323**		**145.8801**	**145.8801**	**4.7500e-003**	**0.0117**	**149.4826**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.5 Building Construction - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.9009	17.4321	16.5752	0.0269		0.9586	0.9586		0.9013	0.9013	0.0000	2,553.3639	2,553.3639	0.6160		2,568.7643
Total	**1.9009**	**17.4321**	**16.5752**	**0.0269**		**0.9586**	**0.9586**		**0.9013**	**0.9013**	**0.0000**	**2,553.3639**	**2,553.3639**	**0.6160**		**2,568.7643**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	8.2600e-003	0.1801	0.0598	6.0000e-004	0.0192	2.6000e-003	0.0218	5.5300e-003	2.4900e-003	8.0200e-003		64.8740	64.8740	2.2000e-003	9.3600e-003	67.7178
Worker	0.0321	0.0254	0.3164	8.0000e-004	0.0894	6.1000e-004	0.0900	0.0237	5.7000e-004	0.0243		81.0061	81.0061	2.5500e-003	2.3300e-003	81.7648
Total	**0.0403**	**0.2055**	**0.3762**	**1.4000e-003**	**0.1086**	**3.2100e-003**	**0.1119**	**0.0292**	**3.0600e-003**	**0.0323**		**145.8801**	**145.8801**	**4.7500e-003**	**0.0117**	**149.4826**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235		2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2556**	**12.9191**	**14.6532**	**0.0228**		**0.6777**	**0.6777**		**0.6235**	**0.6235**		**2,207.2109**	**2,207.2109**	**0.7139**		**2,225.0573**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0601	0.0477	0.5933	1.5000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		151.8864	151.8864	4.7800e-003	4.3700e-003	153.3089
Total	**0.0601**	**0.0477**	**0.5933**	**1.5000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**151.8864**	**151.8864**	**4.7800e-003**	**4.3700e-003**	**153.3089**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

3.6 Paving - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	1.2556	12.9191	14.6532	0.0228		0.6777	0.6777		0.6235	0.6235	0.0000	2,207.2109	2,207.2109	0.7139		2,225.0573
Paving	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**1.2556**	**12.9191**	**14.6532**	**0.0228**		**0.6777**	**0.6777**		**0.6235**	**0.6235**	**0.0000**	**2,207.2109**	**2,207.2109**	**0.7139**		**2,225.0573**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	0.0601	0.0477	0.5933	1.5000e-003	0.1677	1.1500e-003	0.1688	0.0445	1.0600e-003	0.0455		151.8864	151.8864	4.7800e-003	4.3700e-003	153.3089
Total	**0.0601**	**0.0477**	**0.5933**	**1.5000e-003**	**0.1677**	**1.1500e-003**	**0.1688**	**0.0445**	**1.0600e-003**	**0.0455**		**151.8864**	**151.8864**	**4.7800e-003**	**4.3700e-003**	**153.3089**

3.7 Architectural Coating - 2021

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.2700					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941		281.4481	281.4481	0.0193		281.9309
Total	**9.4889**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**		**281.4481**	**281.4481**	**0.0193**		**281.9309**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0100e-003	6.3600e-003	0.0791	2.0000e-004	0.0224	1.5000e-004	0.0225	5.9300e-003	1.4000e-004	6.0700e-003		20.2515	20.2515	6.4000e-004	5.8000e-004	20.4412
Total	**8.0100e-003**	**6.3600e-003**	**0.0791**	**2.0000e-004**	**0.0224**	**1.5000e-004**	**0.0225**	**5.9300e-003**	**1.4000e-004**	**6.0700e-003**		**20.2515**	**20.2515**	**6.4000e-004**	**5.8000e-004**	**20.4412**

3.7 Architectural Coating - 2021

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	9.2700					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2189	1.5268	1.8176	2.9700e-003		0.0941	0.0941		0.0941	0.0941	0.0000	281.4481	281.4481	0.0193		281.9309
Total	**9.4889**	**1.5268**	**1.8176**	**2.9700e-003**		**0.0941**	**0.0941**		**0.0941**	**0.0941**	**0.0000**	**281.4481**	**281.4481**	**0.0193**		**281.9309**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000
Worker	8.0100e-003	6.3600e-003	0.0791	2.0000e-004	0.0224	1.5000e-004	0.0225	5.9300e-003	1.4000e-004	6.0700e-003		20.2515	20.2515	6.4000e-004	5.8000e-004	20.4412
Total	**8.0100e-003**	**6.3600e-003**	**0.0791**	**2.0000e-004**	**0.0224**	**1.5000e-004**	**0.0225**	**5.9300e-003**	**1.4000e-004**	**6.0700e-003**		**20.2515**	**20.2515**	**6.4000e-004**	**5.8000e-004**	**20.4412**

Eldridge Steet Support Yard - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

4.0 Operational Detail - Mobile

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4544	0.5555	5.0297	0.0112	1.1970	8.2400e-003	1.2052	0.3188	7.6500e-003	0.3265		1,153.9645	1,153.9645	0.0751	0.0481	1,170.1736
Unmitigated	0.4544	0.5555	5.0297	0.0112	1.1970	8.2400e-003	1.2052	0.3188	7.6500e-003	0.3265		1,153.9645	1,153.9645	0.0751	0.0481	1,170.1736

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Heavy Industry	78.60	128.40	101.80	394,243	394,243
Total	78.60	128.40	101.80	394,243	394,243

4.3 Trip Type Information

	Miles			Trip %			Trip Purpose %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW	Primary	Diverted	Pass-by
General Heavy Industry	16.60	8.40	6.90	59.00	28.00	13.00	92	5	3

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Heavy Industry	0.544785	0.062844	0.187478	0.127235	0.023089	0.006083	0.010475	0.008012	0.000925	0.000611	0.024394	0.000698	0.003374

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

5.0 Energy Detail

Historical Energy Use: N

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.0106	0.0965	0.0810	5.8000e-004		7.3300e-003	7.3300e-003		7.3300e-003	7.3300e-003		115.7776	115.7776	2.2200e-003	2.1200e-003	116.4656
NaturalGas Unmitigated	0.0106	0.0965	0.0810	5.8000e-004		7.3300e-003	7.3300e-003		7.3300e-003	7.3300e-003		115.7776	115.7776	2.2200e-003	2.1200e-003	116.4656

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Heavy Industry	984.11	0.0106	0.0965	0.0810	5.8000e-004		7.3300e-003	7.3300e-003		7.3300e-003	7.3300e-003		115.7776	115.7776	2.2200e-003	2.1200e-003	116.4656
Total		**0.0106**	**0.0965**	**0.0810**	**5.8000e-004**		**7.3300e-003**	**7.3300e-003**		**7.3300e-003**	**7.3300e-003**		**115.7776**	**115.7776**	**2.2200e-003**	**2.1200e-003**	**116.4656**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU/yr	lb/day										lb/day					
General Heavy Industry	0.98411	0.0106	0.0965	0.0810	5.8000e-004		7.3300e-003	7.3300e-003		7.3300e-003	7.3300e-003		115.7776	115.7776	2.2200e-003	2.1200e-003	116.4656
Total		**0.0106**	**0.0965**	**0.0810**	**5.8000e-004**		**7.3300e-003**	**7.3300e-003**		**7.3300e-003**	**7.3300e-003**		**115.7776**	**115.7776**	**2.2200e-003**	**2.1200e-003**	**116.4656**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	0.4470	2.0000e-005	2.0400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6600e-003
Unmitigated	0.4470	2.0000e-005	2.0400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6600e-003

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

Eldridge Steet Support Yard - Los Angeles-South Coast County, Winter

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0508					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9000e-004	2.0000e-005	2.0400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6600e-003
Total	**0.4470**	**2.0000e-005**	**2.0400e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**4.3800e-003**	**4.3800e-003**	**1.0000e-005**		**4.6600e-003**

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	0.0508					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.3960					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	1.9000e-004	2.0000e-005	2.0400e-003	0.0000		1.0000e-005	1.0000e-005		1.0000e-005	1.0000e-005		4.3800e-003	4.3800e-003	1.0000e-005		4.6600e-003
Total	**0.4470**	**2.0000e-005**	**2.0400e-003**	**0.0000**		**1.0000e-005**	**1.0000e-005**		**1.0000e-005**	**1.0000e-005**		**4.3800e-003**	**4.3800e-003**	**1.0000e-005**		**4.6600e-003**

7.0 Water Detail

7.1 Mitigation Measures Water

The project title has been changed to Terminal Way Chassis Support Facility. The content and results remain the same.

EMFAC Off-Model Adjustment Factors for Gasoline Light Duty Vehicle to Account for the SAFE Vehicle Rule Applied

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Operational Offroad

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

10.0 Stationary Equipment

Fire Pumps and Emergency Generators

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

Boilers

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

User Defined Equipment

Equipment Type	Number

11.0 Vegetation