Draft Initial Study/Negative Declaration

John S. Gibson Container Parking Lot Project

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DRAFT INITIAL STUDY/NEGATIVE DECLARATION

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

1.0 INTRODUCTION

The City of Los Angeles Harbor Department (LAHD) has prepared this Draft Initial Study/Negative Declaration (IS/ND) to address potential environmental impacts associated with the proposed installation of a fully paved, striped, and fenced approximately 393-stall container parking lot to be used for loading/unloading and parking of shipping containers, as well as an extensive planted landscape area, located at 1599 West John Gibson Boulevard, San Pedro (proposed Project). LAHD is the lead agency under the California Environmental Quality Act (CEQA).

Site access to the proposed Project site would be provided via driveway along John S. Gibson Boulevard. The proposed Project would also include retaining walls up to approximately 30 feet in height and fill slopes up to 45 feet in height. Retaining wall structures would include six Mechanically Stabilized Earth (MSE) retaining walls up to approximately 30 feet in height. AIGGRE San Pedro Industrial Owner LLC (AIGGRE) proposes to develop the existing approximately 18.66-acre property, then lease or sell the property to an operator. The objectives of the proposed Project are the following: to optimize the use of existing land that supports container storage at the proposed Project site; to provide landscaping that would improve the site conditions and slope stabilization; to provide a facility that would alleviate truck traffic congestion by providing storage of shipping containers and to increase the efficiency of goods movement in the Port by providing off-terminal maritime support to help meet the demands of Port marine terminals now and in the future.

1.1 CEQA PROCESS

This document has been prepared in accordance with California Environmental Quality Act (CEQA), Public Resources Code Section 21000 *et seq*. and the State CEQA Guidelines, California Code of Regulations (CCR) Section 15000 *et seq.* and the City of Los Angeles CEQA Thresholds Guide (2006). Under CEQA, the lead agency is the public agency with primary responsibility over approval of a proposed Project. Pursuant to Section 15367, the CEQA lead agency for the proposed Project is the LAHD. The LAHD will consider the information in this document when determining whether to approve and issue appropriate permits for the proposed Project.

One of the main objectives of CEQA is to disclose to the public and decision-makers potential environmental effects of proposed activities. CEQA requires that the potential environmental effects of a project be evaluated prior to implementation. Preparation of an IS is guided by Section 15063 of the CEQA Guidelines, whereas Sections 15070-15075 guide the process for the preparation of a ND or MND. Where appropriate and supportive to an understanding of the issues, reference will be made to the statute, the CEQA Guidelines, or appropriate case law. This IS/ND includes a discussion of the proposed Project's potential impact on the existing environment. The LAHD has determined that an IS/ND is the appropriate level of CEQA document for the proposed

Project because potential environmental impacts resulting from proposed Project implementation would be below significance thresholds.

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 December 16, 2021, and end on January 17, 2022. This Draft IS/ND will be distributed to responsible public agencies, other interested or involved agencies, organizations, and private individuals for review and will be made available for general public review online at the Port website at http://www.portoflosangeles.org. A copy of the document is also available for public review at the Harbor Department Environmental Management Division located at 425 South Palos Verdes Street, San Pedro, CA 90731. 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.

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 on January 17, 2022. All correspondence, through mail or email, should include the project title "John S. Gibson Container Parking Lot Project" in the subject line.

Written comments submitted by mail must be postmarked on or before January 17, 2022, and addressed to:

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

Written comments sent via email on or before January 17, 2022 should be addressed to ceqacomments@portla.org. For additional information, please contact LAHD Environmental Management Division at (310) 732-3675.

Responses to all public comments on the Draft IS/ND will be included in the Final IS/ND and considered by the LAHD prior to making a decision as to whether necessary approvals should be granted for the proposed Project. The IS/ND will only be approved when the LAHD "finds that there is no substantial evidence that the proposed Project will have a significant effect on the environment and that the IS/ND reflects the lead agency's independent judgement and analysis."

1.2 DOCUMENT FORMAT

This IS/ND contains the following sections:

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

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 form. If the proposed Project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected.

Section 5. Proposed Findings. This section presents the proposed findings regarding environmental impacts.

Section 6. Preparers and Contributors. This section provides a list of key personnel involved in the preparation of this document.

Section 7. Acronyms and Abbreviations. This section provides a list of acronyms and abbreviations used throughout this document.

Section 8. References. This section provides a list of reference materials used during the preparation of this document.

Appendices:

- Appendix A: Air Quality Calculations
- Appendix B: Noise and Vibration Calculations
- Appendix C: California Natural Diversity Database Records Search
- Appendix D: Site Reconnaissance Photos

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 only applicable if there is substantial evidence that an effect may be significant, and no feasible mitigation measures can be identified to reduce impacts to a less-than-significant level. Upon completion of the IS, no impacts were identified that fall into this category.

***Less-than-Significant Impact After Mitigation Incorporated*.** This category applies where the incorporation of mitigation measures would reduce an effect from a “Potentially Significant Impact” to a “Less-than-Significant Impact.” The lead agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced). 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 Initial Study/Negative Declaration (IS/ND) has been prepared to evaluate the potential environmental impacts associated with the construction and operation of the approximately 18.66-acre 393-stall container parking lot and planted landscape area located at 1599 West John Gibson Boulevard in the Port of Los Angeles (Port) in San Pedro, California. The proposed Project would include an approximately 405,602-square-foot (SF) concrete parking lot to load, unload, and store trucks and shipping containers; retaining wall structures; an access road; utilities; and an approximately 407,227-SF landscape area with native plants, as available. The 407,227-SF landscape area would cover just over 50 percent of the total site area, allowing the Project to remain consistent with the existing Port Master Plan (PMP) Open Space land use. The proposed Project would be located on a vacant site.

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 is located in the community of San Pedro within the city of Los Angeles adjacent to the San Pedro Bay, approximately 20 miles south of downtown Los Angeles. The San Pedro neighborhood is bounded by Harbor City and Wilmington to the north, the Pacific Ocean to the south, Long Beach to the east, and Rancho Palos Verdes to the west. Figure 1 shows the regional location of the proposed Project within the PMP.

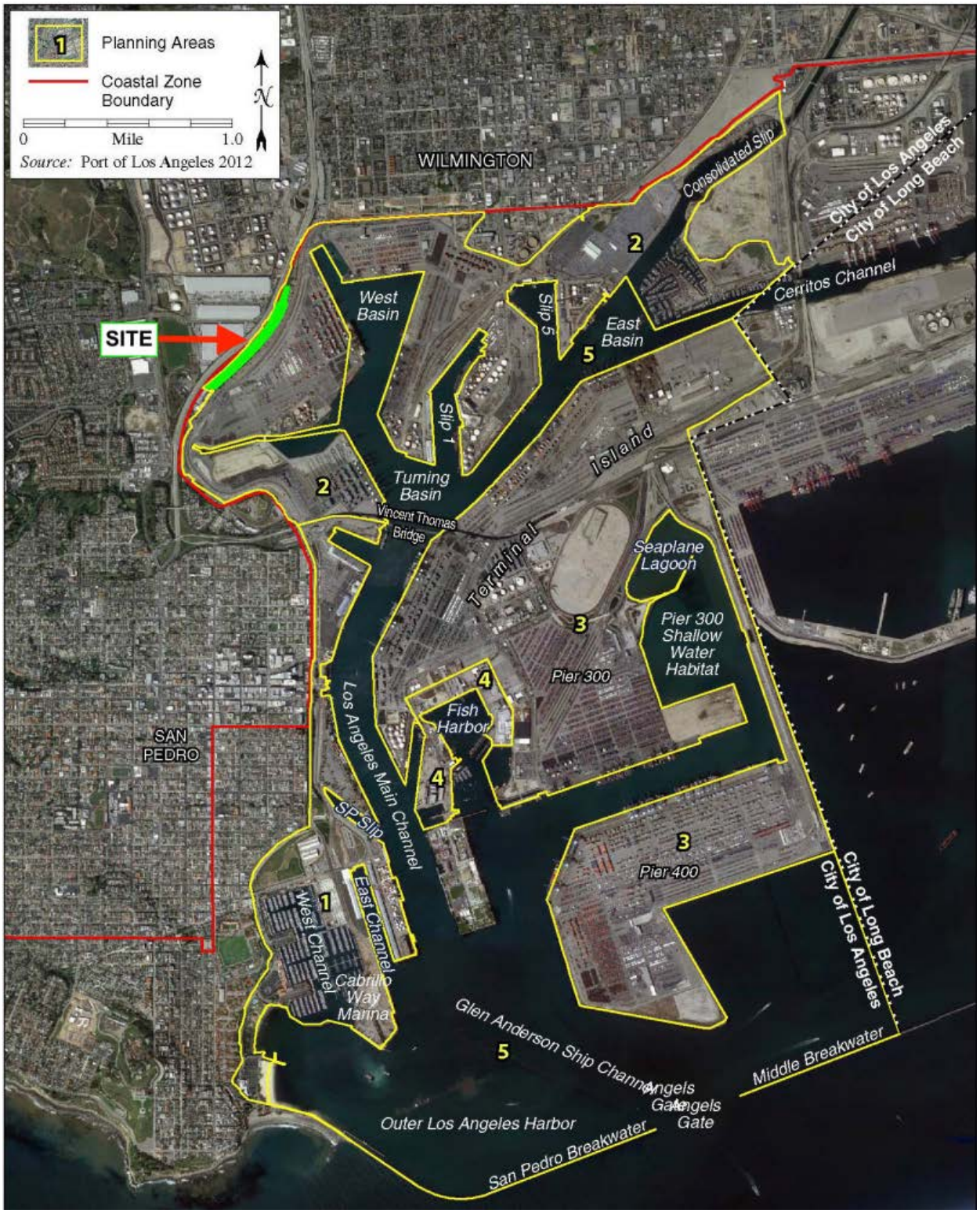


Figure 1. Regional Location of the Proposed Project

Project Setting

The proposed Project site is in the western portion of Planning Area 2, which encompasses the West Basin and Wilmington areas. The proposed Project site is bounded by Interstate (I)-110 to the north and west, John S. Gibson Boulevard to the east, and existing container terminals to the south (Figure 2). Overall access to the proposed Project is provided by State Route (SR)-47 and Long Beach Freeway (I-170) to the east, the Harbor Freeway (I-110) to the west, and the San Diego Freeway (I-405) to the north. Facilities near the proposed Project area include Berths 121-131, which consists of container terminals (POLA, 2019). The proposed Project site is adjacent north of Yang Ming Lines commercial office building (2001 John S. Gibson Boulevard #1) and the Harbor Community Police Station (2175 John S. Gibson Boulevard). The proposed Project would construct a driveway off of John S. Gibson Boulevard to provide access to the proposed paved parking lot.

Figure 2. Site Plan

Land Use and Zoning

Although the proposed Project site is not located on Port of Los Angeles property, the proposed Project is located within the PMP, which is part of the City of Los Angeles General Plan. The PMP established policies and guidelines to direct the future development of the Port (POLA, 2018). The PMP includes five planning areas. The proposed Project site is located within the western portion of the PMP's Planning Area 2 in the West Basin and Wilmington areas (Figure 1). The West Basin consists of container terminals while the remaining Wilmington areas consist of a variety of uses ranging from liquid bulk at Berths 148-150, and liquid and dry bulk uses on Mormon Island, to recreational boating and open space along Anchorage Road. The proposed Project site is located within Planning Area 2 and currently has the designated land use of Open Space (POLA, 2018). The proposed Project is located on Assessor's Parcel Numbers 7440-016-001, 7440-016-002, 7440-016-003 (all designated General/Bulk Cargo – Non Hazardous Industrial and Commercial and zoned Heavy Industrial [Q]M3-1VL), and 7412-024-007 (designated General/Bulk Cargo – Non Hazardous Industrial and Commercial and zoned Light Industrial [Q]M2-1VL) (City of Los Angeles, 2021a).

2.1.2 EXISTING CONDITIONS

The proposed Project site is located at 1599 John S. Gibson Boulevard in the City of San Pedro (Figure 2). I-110 and John S. Gibson Boulevard border the proposed Project site to the north and south, respectively. The proposed Project site is currently undeveloped and vacant except for remnants of two abandoned cellular communication towers, a partially paved access road, and surface and buried abandoned oil pipelines and utilities. Three concrete culverts cross under the Harbor Freeway and outlet to the proposed Project site (LGC, 2019). The site is vegetated and consists of sour fig (ice plant) and sparse dry scrub vegetation with a mix of native and non-native species. The majority of the vegetation is composed of non-native species such as brome grasses, Russian thistle, tree tobacco, and acacia. Native species such as telegraph weed, cudweed, and big saltbush are also present but in limited numbers. Non-native fig trees border the southern portion of the site adjacent to John S. Gibson Boulevard and eucalyptus trees border the adjacent development. Site topography consists of a nearly level terrace area adjacent to I-110 with an approximately 2:1 slope along the southeastern side of the site descending to John S. Gibson Boulevard (LGC, 2019). A previous site investigation indicated that soils in the northern and central portions of the proposed Project site are impacted with total petroleum hydrocarbons (TPH) and volatile organic compounds (VOCs) (Ninyo & Moore, 2002). In addition, Western Fuel Oil Company, located across the Harbor Freeway to the west, maintains two groundwater monitoring wells situated at the northern portion of the proposed Project site. The Western Fuel Oil Company site is listed as an open case on the State Water Resources Control Board's (SWRCB's) Geotracker website. Groundwater samples collected from the two monitoring wells contain TPH and VOCs (SCS Engineers, 2021). The groundwater conditions directly beneath the proposed Project site are unknown.

2.1.3 PROJECT BACKGROUND AND OBJECTIVES

Project Background

AIGGRE intends to construct a new truck and container parking lot to provide additional storage of shipping containers for trucks operating within the Port. The site is currently vacant with vegetation.

Project Objectives

The proposed Project objectives are as follows:

- Optimize the use of existing land that supports container storage at the Project site;
- Provide a facility that would alleviate truck traffic congestion by providing storage of shipping containers;
- Provide landscaping that would improve the site conditions and slope stabilization; and
- 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.

2.2 PROJECT DESCRIPTION

2.2.1 CONSTRUCTION

Construction of the proposed Project would demolish existing abandoned structures, construct an access road from John S. Gibson Boulevard, grade and pave the site, install retaining walls and lights, and plant the landscape area. Staging for equipment and materials and parking for workers would be located in the southwest portion of the proposed Project site adjacent to John S. Gibson Boulevard. All development would comply with the City of Los Angeles Low Impact Development ordinance stormwater management strategy requirements.

The Applicant has agreed to implement the following best management practices (BMPs) during construction of the project:

- **Conduct Nesting Bird Surveys.** The federal Migratory Bird Treaty Act (MBTA) prohibits the take (including killing, capturing, selling, trading and transport) of protected migratory bird species, including active nests, without prior authorization by the Department of Interior U. S. Fish and Wildlife Service. 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.

  As part of the proposed Project in compliance with state and federal laws protecting nesting birds, the Applicant would have a qualified avian biologist conduct preconstruction surveys for nesting birds if construction activities are conducted between February 15 and September 1. Prior to vegetation or ground disturbing activities, a qualified biologist would conduct surveys for the presence of active bird nests within the proposed Project site. Surveys would be conducted no later than 1 week prior to the clearing, removal, or grubbing of any vegetation or ground disturbance. If active nests of species protected

under the MBTA and/or similar provisions of the California Fish and Game Code (i.e., native birds) are detected, the Applicant 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. Periodic monitoring would be conducted to ensure the nest is not disturbed. The buffer would remain until a qualified biologist determines that the young have fledged or the nest is no longer active. If an active nest is encountered (regardless of time of year or previous survey[s]) all activity would cease until a qualified biologist can make a determination as to the status and necessary next steps in accordance with the regulations.

- **Conduct Pre-Construction Survey.** To avoid or limit potential impacts to special-status species, the Applicant would have a qualified biologist conduct preconstruction surveys for special-status species. These surveys are required regardless of the timing of the initial project site clearing. The qualified biologist would survey the project site for special-status species and if any special-status species are found they would be relocated to nearby open space (i.e. Palos Verdes peninsula) or would be allowed to leave the site on their own.

- **Worker Environmental Awareness Program.** Prior to the initiation of construction, all construction personnel shall be trained by a qualified archaeologist meeting federal criteria under 36 CFR 61 regarding the recognition of possible buried cultural resources (i.e., prehistoric and/or historical artifacts, objects, or features) and protection of all archaeological resources during construction. Training shall inform all construction personnel of the procedures to be followed upon the discovery of cultural materials. All personnel shall be instructed that unauthorized removal or collection of artifacts is a violation of State law. Any excavation contract (or contracts for other activities that may have subsurface soil impacts) shall include clauses that require construction personnel to attend the Workers' Environmental Awareness Program, so they are aware of the potential for inadvertently exposing buried archaeological deposits.

- **Inadvertent Discovery of Unknown Cultural Resources.** If previously unidentified cultural resources are uncovered during construction activities, construction work within 50 feet of the find would be halted and directed away from the discovery until a Secretary of the Interior qualified archaeologist assesses the significance of the resource. The archaeologist, in consultation with the Port, and any other responsible public agency, would make the necessary plans for treatment of the find(s) and for the evaluation and mitigation of impacts if the find(s) is found to be eligible to the National or California Registers, qualify as a unique archaeological resource under CEQA (PRC §21083.2), or is determined to be tribal cultural resource as defined in PRC §21074.

- **Treatment of Human Remains.** All human remains discovered are to be treated with respect and dignity. Upon discovery of human remains, all work within 50 feet of the discovery area must cease immediately, nothing is to be disturbed, and the area must be secured. The County Coroner's Office must be called. The Coroner has two working days to examine the remains after notification. The appropriate land manager/owner of the site is to be called and informed of the discovery. It is very important that the suspected remains, and the area around them, are undisturbed and the proper authorities called to the scene as soon as possible, because it could be a crime scene. The Coroner would determine if the remains are archaeological/historic or of modern origin and if there are any criminal or jurisdictional questions.

After the Coroner has determined that the remains are archaeological/historic-era, the Coroner would make recommendations concerning the treatment and disposition of the remains to the person responsible for the excavation, or to his or her authorized representative. If the Coroner believes the remains to be those of a Native American, he/she shall contact the Native American Heritage Commission (NAHC) by telephone within 24 hours.

The NAHC would immediately notify the person it believes to be the most likely descendant (MLD) of the remains. The MLD has 48 hours from the time given to access the site to make recommendations to the landowner for treatment or disposition of the human remains. If the descendant does not make recommendations within 48 hours, the landowner shall reinter the remains in an area of the property secure from further disturbance. If the landowner does not accept the descendant's recommendations, the owner or the descendant may request mediation by NAHC.

- **Soil Management Plan.** The Applicant would prepare a Soil Management Plan that outlines how project construction crews would identify, handle, and dispose of potentially impacted soil and groundwater found in upland areas. Due to the presence of known with total petroleum hydrocarbons (TPH) and volatile organic compounds (VOC) soil contamination in a proposed landscaping area the potential for aerially deposited lead (ADL) contamination along the I-110 freeway, the plan would include the following requirements:

  - Modify the Health and Safety plan to be prepared under the Protocol Plan for Unknown Hazardous Materials (PPUHM) to apply to known contamination also and include locations and information about known soil contamination;
  - Conduct soil testing to verify levels of ADL contaminated soil in areas of soil disturbance along the I-110; and identify required handling and disposal of any lead contaminated soils:
  - Identify areas of grading or excavating in areas of known TPH, VOC, or ADL contamination, including areas of excavation for irrigation and landscaping;
  - Identify the anticipated field screening methods and appropriate regulatory limits to be applied to determine proper handling and disposal of contaminated soil;
  - Soil spoils from areas of known contamination will be stockpiled and tested to determine appropriate disposal, where disposal will be in accordance with all applicable regulations; and
  - Include requirements for documenting and reporting of locations, sampling results, reporting actions, disposal of contaminated materials.

  The Soil Management Plan would also include all pertinent protocols from the PPUHM notification of regulatory agencies. The Soil Management Plan would be submitted to the Port 30 days prior to the start of construction for review, comment, and approval.

- **Noise Barrier.** The Applicant has committed to installing a temporary barrier per *Federal Highway Administration Noise Barrier Design Handbook* and maintain it throughout the construction process. The Applicant would also ensure all equipment used onsite would have properly operating and maintained mufflers consistent with manufacturer standards.

Demolition and Site Preparation. The construction contractor would prepare the site for construction by removing existing structures, such as footings, pavement, fences, utilities, and

signs while complying with BMPs for stormwater pollution prevention. Prior to removal of existing underground utilities, the construction contractor would contact the associated utility company to verify the location and obtain all permits required for utility removal. After all necessary structures are removed, the contractor would leave the site in a smooth graded condition with positive drainage.

Access Road. The proposed Project would construct an access road and driveway off John S. Gibson Boulevard to allow vehicles to access the proposed Project site. Portland concrete cement (PCC) pavement would be used for the access road. Temporary lane closures on John S. Gibson Boulevard would be required to accommodate temporary construction activities. The Applicant will obtain an encroachment permit with the City of Los Angeles prior to any temporary lane closures. The proposed Project would implement a traffic control plan to ensure acceptable traffic conditions and safety of motorists on John S. Gibson Boulevard during construction. The driveway design, which would be stop-controlled at John S. Gibson Boulevard (permitting right-turns in and out only), is subject to review by the Los Angeles Department of Transportation (LADOT) and would comply with all requirements, ensuring safe movement of all vehicles.

Parking Lot. A concrete paved parking lot would be constructed on approximately 405,602-square feet of the proposed Project site. PCC pavement would be used for the parking lot and placed over approximately 12 inches of compacted subgrade.

MSE Retaining Walls. Retaining wall structures would include six MSE retaining walls up to approximately 30 feet in height installed at the proposed Project site. These walls would be installed along a portion of the northern property line adjacent to I-110, within the landscaped areas west and east of and generally bordering the proposed driveway, and along the southern property line adjacent to John S. Gibson Boulevard east of the proposed driveway. Approximately 3,433 cubic yards of material would be imported. During construction of the walls, the contractor would control stormwater drainage near the walls by collecting and discharging stormwater away from the wall and reinforced backfill.

Planted Landscape Area. The approximately 407,227-SF water-efficient landscape area would be planted with vegetation consisting of ornamental and native drought-tolerant species. Native hydroseed mix would be applied to the unpaved portions surrounding the parking lot. Existing mature trees along John S. Gibson Boulevard would be protected in place during construction and operation. An irrigation system would be installed, and reclaimed rainwater would be used to irrigate the landscape area. If reclaimed water is not reasonably available, then potable water will be used in its place. The irrigation system would be installed in accordance with the requirements of City rules and regulations for use of recycled water and local building codes. The proposed Project has been designed to be water-efficient by the use of an automatic irrigation controller. Irrigation heads would be selected to effectively water all plant material with minimal overspray. A 2-inch layer of mulch in all planting areas would be placed to retain moisture. Slopes 3:1 or greater would have jute netting or other slope stabilization devices, and slopes 2:1 would have erosion control blankets (Hunter Landscape, 2020).

Table 2-1 provides the proposed construction tasks for the proposed Project. Construction is anticipated to take place between March 2022-October 2022. All construction activities would occur Monday through Friday, 7:00 AM to 5:00 PM.

Table 2-1. Construction Schedule: Estimated March 2022-October 2022

On-Site Construction Task	Days
Mobilization	5
Survey/Stake Limits of Construction	3
Temporary Water Connection	1
Demolition, Clear/Grub, Haul-off	18
Pre-Water	7
Rough Grade, Excavation, Walls	80
Utilities Trenching, Install, Inspect, and Backfill	65
Construct and Install MSE Walls	80
Import/Export	70
Survey for Site Concrete and Fence	5
Fencing and Gates	20
Light Poles and Structures	18
Form and Pour Concrete: Driveways, Curbs, and Gutters	29
Finish Grade	20
Install Irrigation and Testing	30
Planting and Inspection	30
Finish Asphalt Concrete and Portland Cement Concrete Paving	25
Signage and Striping	5
Off-Site Construction Task	
Set Up Traffic Control	5
Demolition and Remove/Relocate Existing Items	35
Utilities Trenching, Install, Inspect, and Backfill	60
Form and Pour Concrete: Driveways, Curbs, and Gutters	32
Finish Asphalt Concrete and Portland Cement Concrete Paving	28
Signage and Striping	5

A Stormwater Pollution Prevention Plan (SWPPP) has been developed for the proposed Project to comply with the General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities (General Permit) Order No. 2009-0009-DWQ as amended in 2010 and 2012 (NPDES No. CAS000002) issued by the SWRCB. The SWPPP is designed to address pollutants and their sources, non-stormwater discharges, and BMPs (Thienes Engineering, Inc., 2018).

Hazardous Materials Protocols. The proposed Project would follow the Protocol Plan for Unknown Hazardous Materials prepared by KPRS Construction Services Inc. if unknown hazardous materials are discovered during construction (KPRS Construction Services Inc., 2021c). Protocols would address the following:

- Unknown hazardous materials and emergency situations
- Requirements for a health and safety plan and worker training
- Preliminary identification of unknown hazardous materials
- Verification of unknown hazardous materials
- Notification requirements

2.2.2 OPERATION

Under the proposed Project, a to-be-determined company would operate the site as a parking lot for the loading, unloading, and parking of shipping containers. The parking lot would have approximately 393 spaces accommodating shipping containers up to 40 feet long. Primarily, shipping containers will be parked on top of chassis. Fully loaded shipping containers could be stacked up to three-container-high, and empty containers could be stacked up to five-container-high (City of Los Angeles, 2020a).

The proposed Project would provide additional space to alleviate truck traffic congestion and reduce the distance required for trucks to access shipping containers. Typical Port trucking operations consist of trucks traveling to their respective container terminals to pick up their containers. In the reverse, the trucks leaving their respective container terminals could drop off the containers at the proposed Project site via John S. Gibson Boulevard. The proposed Project would allow trucks to load, unload, and store shipping containers.

Constructing the parking lot would enable overall increased storage capabilities for shipping containers. Assuming containers are stacked a maximum of five high when stored, a maximum of approximately 1,965 containers can be stored within the parking lot. Cargo handling equipment would include two zero-emissions battery-electric top handlers. No additional on-site equipment is anticipated to support proposed Project operation.

Container operations would occur year-round, 24 hours a day, seven days a week. Operations would require a maximum of two employees onsite at a given time. Two employees would be onsite during the 8-hour day shift and one employee would be onsite during the graveyard shift. A mobile covered structure with restrooms would be provided onsite for employees.

The proposed Project is expected to generate approximately 446 daily one-way truck trips (LAHD Goods Movement Division, 2021). There will be 358 daily one-way truck trips to the site, and there will be an increase of an additional 88 daily truck trips added to container yard capacity constrained terminals since they will benefit from a slight increase in capacity. Two employees are expected per 8-hour day shift, and one employee is expected per 8-hour graveyard shift, for a total of 10 one-way passenger trips daily.

Using the site volume trip generation and distribution to/from marine terminals and external locations outside the Port of Los Angeles and Long Beach, driveway peak hour volumes were estimated as follows: 20 trips (12 in/8 out), 27 trips (13 in/14 out), and 16 trips (6 in/10 out) during the morning, midday and afternoon peak hours respectively.

Maintenance activities of the planted landscape area would include trimming, weeding, and inspections starting 60 days after planting is completed. Maintenance and repairs of the irrigation system would be conducted on an as-needed basis. The property owner would conduct all planting and irrigation maintenance during operation.

2.3 PROJECT PERMITS AND APPROVALS

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

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

- Caltrans Encroachment Permit
- LAHD Coastal Development Permit
- Construction Stormwater General Permit
- Los Angeles Department of Building and Safety Permit(s) (includes compliance with the City of Los Angeles Low Impact Development ordinance)
- Los Angeles Department of Transportation Building Permit Approval
- Bureau of Engineering B-Permit
- Bureau of Engineering Storm Drain Connection Permit

3.0 INITIAL STUDY CHECKLIST

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

1	**Project Title:**	John S. Gibson Container Parking Lot Project
2	**Lead Agency Name and Address:**	City of Los Angeles Harbor Department (LAHD) 425 S. Palos Verdes St., San Pedro, CA 90731
3	**Contact Person and Phone Number:**	Leah Kohler, Project Manager, Environmental Management Division, LAHD, (310) 732-7673
4	**Project Location:**	1599 W. John S Gibson Blvd. Los Angeles, CA 90731
5	**Project Sponsor's Name and Address**	AIGGRE San Pedro Industrial Owner LLC 1944 North Tustin Street, Suite 122 Orange, CA 92865
6	**Port Master Plan Designation**	Planning Area 3, POLA
7	**Zoning:**	M2 – Light Industrial M3 – Heavy Industrial (APN # 7440016001; 7440016002; 7440016003; 7412024007)
8	**Description of Project**	The proposed project would install a fully paved, striped and fenced 393 stall container parking lot to be used for loading/unloading and parking of shipping containers. Site access to the proposed project site will be provided via driveway along John Gibson Boulevard. The proposed project would also include Mechanically Stabilized Earth (MSE) retaining walls up to approximately 27 feet in height with a 2:1 (H:V) ascending slope up to approximately 32 feet in height above.
9	**Surrounding Land Uses/Setting**	The proposed Project site is located in four currently vacant parcels within the Port Master Plan's Planning Area 2 in the West Basin and Wilmington areas. The Project site is bounded by I-110 to the north and west, John S. Gibson Boulevard to the east, and existing container terminals to the south. The proposed Project site is adjacent north of Yang Ming Lines commercial office building (2100 John S. Gibson Boulevard #1) and the Harbor Community Police Station (2175 John S. Gibson Boulevard). Access to the Project site is provided by State Route (SR)-47 and Long Beach Freeway (I-170) to the east, Harbor Freeway (I-110) to the west, and San Diego Freeway (I-405) to the north.
10	**Other Public Agencies Whose Approval is Required**	Los Angeles Department of Building and Safety, Los Angeles Bureau of Engineering, Los Angeles Department of

		Transportation, Caltrans, State Water Resources Control Board, South Coast Air Quality Management District
11	**Have California Native American Tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code 21808.3.1?**	Yes (see Section 4.18)

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

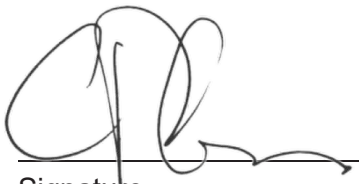
On the basis of this initial evaluation:

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. ☐



12-7-2021

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 After Mitigation	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 After Mitigation	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 After Mitigation	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 After Mitigation	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 After Mitigation	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 After Mitigation	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 After Mitigation	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 After Mitigation	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?	☐	☐	☐	☒

	Potentially Significant Impact	Less-than-Significant Impact After Mitigation	Less-than-Significant Impact	No Impact
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?	☐	☐	☐	☒
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 Project site is currently undeveloped but is surrounded by industrial and cargo uses. Construction activities would involve paving and grading a portion of the site and installing MSE walls. Motorists traveling along I-110 and John S. Gibson Boulevard would be exposed to views of construction activity and equipment, but this impact would be short-term and temporary, lasting approximately seven months.

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 and private vantages, including panoramic views from public roads in hillside residential areas of San Pedro. The public roads on the hillsides of San Pedro that have views of the Pacific Ocean at the Port and the proposed Project site are generally at least 2 miles from the coastline and 1.5 miles from the Project site. At these distances, the proposed Project would not substantially interrupt views of the Pacific Ocean, as it would be a very minor part of the overall landscape. As such, visual changes would not adversely affect the quality of the viewshed from these vantage points. Because the site's current land use is designated Open Space and is undeveloped, operation of the proposed Project would introduce a new industrial use. The parking of trucks and loading, unloading, and stacking of shipping containers would increase the intensity in land use and introduce new views of container transport and storage activity. However, the overall area is surrounded by industrial Port facilities and industrial uses. Although the proposed Project would introduce a new use within a designated Open Space, shipping container storage operations would occur on less than 50 percent of the total area and would not impact a scenic vista. The remaining Project area would be revegetated and landscaped, improving the visual quality of the site. Project operations would be similar in nature to the existing surrounding visual landscape and would visually blend into the panorama of the working port uses and activities. No impacts to a scenic vista would occur under the proposed Project, and no mitigation is required.

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

No Impact. The Project site does not contain any substantial trees, rock outcroppings, or historic buildings, and the Project site is not visible from any eligible or designated State scenic highway. The nearest designated State scenic highway is located approximately 26 miles northwest of the Project (State Highway 27) (Caltrans, 2021). The nearest eligible State scenic highway (State Highway 1) is approximately 8 miles northeast of the Project site (Caltrans, 2021). In addition to Caltrans-designated State scenic highways, the City of Los Angeles has city-designated scenic highways, but the Project site is not visible from any city-designated scenic highways (City of Los

Angeles, 2016). 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?

Less-than-Significant Impact. The proposed Project would be located on City of Los Angeles parcels zoned Heavy Industrial ([Q]M3-1VL) and Light Industrial ([Q]M2-1VL) and have a PMP-designated Open Space land use. City of Los Angeles zoning regulations allow for a maximum height of 45 feet for the proposed Project, and the PMP's Open Space land use would allow for under 50 percent of development (City of Los Angeles, 2020b). The proposed Project would not conflict with the existing City zoning. The Project's landscape area would cover just over 50 percent of the total site area, allowing the Project to remain consistent with the existing PMP-designated Open Space land use.

The site is currently undeveloped and vegetated but is surrounded by urbanized and industrialized development. Facilities near the Project site include Berths 121-131, which consist of West Basin Container Terminals (POLA, 2019). Project construction and operation would be visible to vehicular travelers along the adjacent I-110 and John S. Gibson Boulevard. However, the seven-month construction period would be temporary and short-term. Construction equipment would not substantially degrade the existing visual character of the overall area, which is characterized by industrial shipping container activities.

During operations, trucks would transport shipping containers to the parking lot 24 hours a day, seven days a week. Fully loaded containers could be stacked up to three-container-high, and empty containers could be stacked up to five-container-high (City of Los Angeles, 2020a). According to the City of Los Angeles Department of Planning zoning regulations, the maximum height for areas with heavy and light industrial uses is 45 feet (City of Los Angeles, 2020b). Each container would be 8 feet, 6 inches high. Assuming a maximum stacking of five-container-high, the total height would be 42.5 feet, which would be consistent with City zoning height district regulations. The containers would be visible in the foreground to motorists along the approximately 0.5-mile segment of I-110 adjacent to the Project site and would block passing motorists' distant views of the Pacific Ocean as well as change the existing views of the site. However, existing views of the ocean along this segment already include views of Port facilities, which consist of container cranes and containers. Additionally, adjacent viewers along I-110 are not considered sensitive viewers, as views of the Project site would be relatively brief and temporary. The containers and paved concrete parking lot would be visible to travelers along John S. Gibson Boulevard. However, because the Project site is on a sloped area, the majority of parking and storage activities would not be immediately visible to motorists along the lower elevations of John S. Gibson Boulevard. Public views of the Project site from I-110 and John S. Gibson Boulevard would be brief and intermittent, as the majority of viewers would be traveling in vehicles that would pass by the containers and trucks in the Project site.

Furthermore, the approximately 18.66-acre Project site would include an approximately 405,604-SF (9.31-acre) parking lot and an approximately 407,227-SF (9.35-acre) landscape area. The landscape area would cover just over 50 percent of the total site area, allowing the Project to remain consistent with the existing PMP-designated Open Space land use (POLA, 2018). The landscape area would be planted with native plants, as available, that would improve the site's existing aesthetic quality. Therefore, impacts to the existing visual character or quality would be less than significant, and the proposed Project would not conflict with applicable zoning and other regulations governing scenic quality. The impact would be less than significant, and no mitigation is required.

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

Less-than-Significant Impact. The nighttime lighting environment in the Project vicinity consists mainly of ambient light produced from street lighting, container-handling operations, and other facility lighting at the Port. The major source of illumination at the Port is the extensive system of down lights and flood lights attached to the tops of tall light poles throughout the terminals that are visible from a distance from I-110 and John S. Gibson Boulevard. Bright, high-intensity boom lights are attached on top of shipping cranes along the edge of terminals and channels along the harbor. The proposed Project would install up to 17 pole mounted light-emitting diode (LED) fixtures in the parking lot and driveway to provide illumination during evening and overnight operations (Pacific Electrical Engineering, 2019). The LED fixtures are designed to face downward directly onto the parking lot and driveway, minimizing spillover and avoiding glare to surrounding areas. Although the proposed Project would add new lighting to the site, the proposed light fixtures would not cause substantial light or glare to nearby receptors such as motorists. Therefore, the impact would be less than significant, and no mitigation is required.

4.2 Agriculture and Forestry Resources

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

No Impact. The Project site does not contain any farmland and is not located within any agricultural land use designation. The Project would be located in an Open Space area surrounded by industrial development with existing container terminal facilities and operations, offices, and a police station. According to the California Department of Conservation (DOC) Important Farmland Map, the proposed Project is located within Urban and Built-Up Land (DOC, 2018). Therefore, the proposed Project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impacts would occur, and no mitigation is required.

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

No Impact. The Williamson Act, also known as the California Land Conversion Act of 1969 (14 CCR Section 51200 *et seq*.), preserves agricultural and open space lands from the conversion to urban land uses by establishing a contract between local governments and private landowners to voluntarily restrict their land holdings to agricultural or open space use (DOC, 2021). The Project site is not located on any lands with Williamson Act contracts. The Project site is located in a highly developed area currently designated as Qualified Heavy Industrial ([Q]M3-1VL) and Qualified Light Industrial ([Q]M2-1VL) and does not support any agricultural uses. As such, the proposed Project would not conflict with existing zoning for agricultural use or a Williamson Act contract. No impacts would occur, and no mitigation is required.

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

No Impact. As discussed in Section 4.2(b) above, the Project site is currently designated as Qualified Heavy Industrial ([Q]M3-1VL) and Qualified Light Industrial ([Q]M2-1VL). 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, of timberland zoned Timberland Production. No impact would occur, and no mitigation is required.

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

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

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

No Impact. As discussed in Sections 4.2(a) through (d) above, the Project site 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 impact 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 project is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD) which implements, and periodically updates, the Air Quality Management Plan (AQMP) for the South Coast Air Basin (SCAB). 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. Portable equipment with small internal combustion engines (under 50 horsepower) that may be used during construction would be exempt from permitting through SCAQMD Rule 219. Compliance with the applicable SCAQMD rules, for projects that otherwise are within the growth projections for the air basin, indicates a project would not conflict with the applicable air quality plan.

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

The proposed Project includes the construction and operation of an 18.66-acre container parking lot and planted landscape area. This development would be used to alleviate truck traffic congestion and increase efficiency. The proposed Project, which is designed to support container shipping operations at the Port, would not cause directly or indirectly substantial growth within the air basin. Therefore, the proposed Project's operation would not conflict with the AQMP.

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

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

Table 4.3-1. SCAQMD Air Quality Significance Thresholds

	Mass Daily Thresholds [a]	
Pollutant	**Construction [b]**	**Operation [c]**
NO_x	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day

SO_x	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs), Odor, and GHG Thresholds		
TACs (includes carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
GHG	10,000 MT/yr CO_{2eq} for industrial facilities	
Ambient Air Quality Standards for Criteria Pollutants [d]		
NO_2 1-hour average annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM_{10} 24-hour average annual average	 10.4 µg/m^3 (construction)[e] & 2.5 µg/m^3 (operation) 1.0 µg/m^3	
$PM_{2.5}$ 24-hour average	 10.4 µg/m^3 (construction)[e] & 2.5 µg/m^3 (operation)	
SO_2 1-hour average 24-hour average	 0.25 ppm (state) and 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	 25 µg/m^3 (state)	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day Average Rolling 3-month average	 1.5 µg/m^3 (state) 0.15 µg/m^3 (federal)	

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

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

Construction

Construction of the proposed project includes demolition of existing structures, grading and paving, construction of access roads and retaining walls, and landscaping. Proposed construction activities are estimated to be completed over approximately seven months (March 2022 to October 2022). The construction emissions were estimated using the SCAQMD approved California Emissions Estimator Model (CalEEMod version 2020.4.0). The CalEEMod output is provided in Appendix A. CalEEMod inputs utilized project owner defined equipment. Table 4.3-2

shows the proposed off-road equipment fleet expected for all construction tasks, including grading, paving, wall installation, landscaping, and utilities installation.

Table 4.3-2. Off-Road Equipment

Construction Task	Equipment Type
Demolition	Loader (Bobcat 570 RT) Excavator (John Deere 130 G)
Shoring	Drill Rig Truck Crane Ready Mix Trucks Excavator Skip Loader
Asphalt	Skip Loader Paving Machine Hot Asphalt 10-Wheeler Wheel Ride-on Roller Drum Ride-on Roller
Concrete	Backhoe (JCB 314 CX) Skip Loader Ready Mix Trucks (Diesel semi-trucks – Mack or Peterbilt)
Earthwork	Loader (CAT 980) Skip Loader Excavator (CAT 345) Scrappers (CAT 623) Dozer (D6 and D8) Water Truck Compactor (824) Blade Ride-on Roller Street Sweeper
Site Utilities	Backhoe Excavator
MSE Walls	Loader Telescopic Reachlift with Forks 54” Ride-on Compactor Dozer (D6) Excavator Water Truck (2,000 gallons) Track Loader (Bobcat)
Landscaping	Backhoe (Bobcat G Series) Skip Loader
Electrical	Backhoe/Drill Rig (Bobcat G Series) Skip Loader

Source: KPRS, 2021a

Table 4.3-3 shows the peak daily emissions associated with proposed Project construction. The table shows that all pollutant emissions would be below the significance thresholds without mitigation. Therefore, construction activities would not result in a cumulatively considerable contribution to the existing pollution burden in the SCAB. Impacts would be less than significant, and no mitigation is required.

Table 4.3-3. Construction Emissions (Pounds per Day)

	VOC	NO_X	CO	SO_2	PM10	PM2.5
Maximum Daily Emissions	39.96	88.70	78.57	0.21	12.70	7.41
Significance Thresholds	75	100	550	150	150	55
Exceeds Threshold? (YES/NO)	NO	NO	NO	NO	NO	NO

Source: Appendix A; SCAQMD, 2019
Acronyms: NOx = nitrogen oxides, PM10 = particulate matter 10 micros or less in diameter, PM2,5 = fine particulate matter 2.5 microns or less, VOC = volatile organic compounds, CO = carbon monoxide, SOx = sulfur oxides.

Operation

Emissions during the operation would occur due to heavy-duty truck trips traveling to load, unload, and store shipping containers the site. Cargo handling equipment at the site would be limited to zero-emissions battery-electric top handlers. The proposed Project is expected to generate approximately 446 daily one-way truck trips (LAHD Goods Movement Division, 2021) plus 10 one-way passenger trips daily. Emissions from these mobile sources emissions were estimated assuming a default heavy-duty truck fleet and light-duty vehicles in CalEEMod. The CalEEMod output is provided in Appendix A.

Table 4.3-4 shows the peak daily emissions associated with proposed Project operation. The table shows that all pollutant emissions would be below the significance thresholds without mitigation. Therefore, Project operation 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 4.3-4. Operation Emissions (Pounds per Day)

	VOC	NO_X	CO	SO_2	PM10	PM2.5
Maximum Daily Emissions	1.98	38.00	20.22	0.13	3.10	1.16
Significance Thresholds	55	55	550	150	150	55
Exceeds Threshold? (YES/NO)	NO	NO	NO	NO	NO	NO

Source: Appendix A; SCAQMD, 2019

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

Less-than-Significant Impact. For evaluation of criteria pollutant concentrations, the SCAQMD Localized Significance Thresholds (LSTs) indicate whether a project's emissions could result in substantial pollutant concentrations for nearby sensitive receptors. The LSTs were established by SCAQMD for each different local source receptor area (SRA) in the region (SCAQMD, 2009). The LSTs represent on-site emission levels that could cause ambient air quality standard exceedances or substantial contributions to existing exceedances at given distances from the site to nearby receptor locations for four pollutants (NOx, PM10, PM2.5 and CO). There are separate construction and operations thresholds for PM10 and PM2.5. The proposed Project is located in SRA 4, South Coastal LA County, and the nearest sensitive receptors are residences 270 meters west of the site.

Construction

Table 4.3-5 compares the maximum daily construction emissions of the Project with the applicable LST screening thresholds for short-term construction. The LST threshold chosen is for a site that is 5 acres of larger, with a sensitive receptor 300 meters from the edge of the project boundary. This table shows that criteria pollutant emissions from proposed Project construction would be below the LST and would not expose sensitive receptors to substantial pollutant concentrations. This construction impact would be less than significant, and no mitigation is required.

Table 4.3-5. Localized Construction Emissions (Pounds per Day)

	NOx	PM10	PM2.5	CO
Construction Emissions Increase	88.70	12.70	7.41	78.57
Sensitive Receptor Localized Significance Threshold[1]	141	92	39	4,184
Exceeds Threshold? (YES/NO)	NO	NO	NO	NO

Source: Appendix A; SCAQMD, 2009

1 – Determined for a 5-acre site located 200 meters from the nearest sensitive receptor for the South Coastal LA County Source Receptor Area (SCAQMD LST Table Value).

Operation

Table 4.3-6 presents the peak daily emissions and corresponding LST analysis for proposed Project operation. The table includes all onsite and offsite emissions and shows that all pollutant emissions increases would be below the LST. 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 4.3-6. Localized Operation Emissions (Pounds per Day)

	NOx	PM10	PM2.5	CO
Operations Emissions Increase	38.00	3.10	1.16	20.22
Sensitive Receptor Localized Significance Threshold[1]	141	22	10	4,184
Exceeds Threshold? (YES/NO)	NO	NO	NO	NO

Source: Appendix A; SCAQMD, 2009

1 – Determined for a 5-acre site located 200 meters from the nearest sensitive receptor for the South Coastal LA County Source Receptor Area (SCAQMD LST Table Value).

Health Risk Assessment for TAC Concentrations

The proposed Project's construction and operation would include diesel particulate matter (DPM), which is categorized as a toxic air contaminant (TAC). From a health risk perspective, the emissions impacts would be limited to the emissions DPM from the diesel-fueled construction equipment and heavy-duty truck traffic accessing the site, and the primary health risks to receptors near the site would be driven by the DPM emissions from onsite equipment and vehicles because transportation emissions during on-highway (offsite) travel would be spread over a large area, rather than being concentrated at the Project site.

A screening level Health Risk Assessment of the proposed Project's DPM emissions increase was completed. The on-site DPM emissions would increase during construction and operation. For construction-phase emissions that would occur during approximately seven months, the

potential cancer risk over a 30-year exposure duration for sensitive residential receptors near the project boundaries would be limited by the duration of construction. For long-term operation, the incremental cancer risk over a 30-year exposure duration for sensitive receptors near the Project boundaries would be caused by the mobile source exhaust-related emissions (see Appendix A for CalEEMod output and screening level Health Risk Assessment). Based on the quantified emission rates, Project-related DPM concentrations at the nearest sensitive receptor would not result in an excessive incremental cancer risk. The potential incremental cancer risk at the nearest residential receptor would be approximately 2.1 in 1 million, which is within the SCAQMD threshold of significance of 10 in 1 million cancer cases for the Maximum Incremental Cancer Risk (MICR).

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

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

Less-than-Significant. Construction and operation activities of the proposed Project would increase air pollutant emissions due to the increased diesel and gasoline fuel combustion. Some individuals might find such emissions to be objectionable in nature, if encountered in high concentrations. However, the distance between proposed Project emission sources and the nearest sensitive receptors (200 meters) is far enough to allow for adequate dispersion of these emissions to below objectionable odor levels. Additionally, the majority of on-site and off-site emissions sources are mobile which serves to better disperse the emissions. Therefore, the proposed Project would not create objectionable odors or other emissions affecting a substantial number of people. Impacts would be less than significant, and no mitigation is required.

4.4 Biological Resources

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

Less-than-Significant Impact. The proposed Project involves construction of an approximately 405,604-SF concrete parking lot to load, unload, and store 18-wheel trucks and shipping containers. Additionally, the remaining approximately 407,227 SF would be landscaped with native plants, as available (Figure 2). Construction of the parking lot would permanently impact the vegetation and habitat within the proposed Project site.

A records search of the California Natural Diversity Database (CNDDB) and other resources was conducted in September of 2021 (CDFW, 2021a). The results of this search are included (Appendix C). In addition, historic aerial imagery of the Project site was reviewed. A reconnaissance-level biological survey and habitat assessment was completed on September 23, 2021, by qualified biologists from Aspen Environmental Group (Aspen). The purpose of the survey was to assess habitat suitability for special-status species, map the vegetation, assess the site

for jurisdictional drainages, and survey for special-status species (Site Reconnaissance Photos provided in Appendix D).

The Project site is vegetated by a combination of native and non-native species. Non-native species include ice plants (*Carpobrotus edulis*), gum tree (*Eucalyptus* sp.), wattle (*Acacia* sp.), mustard (*Hirschfeldia incana*), tree tobacco (*Nicotiana glauca*), and non-native grasses (*Bromus* sp.). Native species include telegraph weed (*Heterotheca grandiflora*), cudweed (*Pseudognaphalium canescens*), and big saltbush (*Atriplex lentiformes*). Several patches of open sand are also present that support micro-habitat for several native species. Most of the habitat is disturbed and dominated by non-native species, however, native species such as California kingsnake (*Lampropeltis getula*), southern California shoulder band snail (*Helminthoglypta tudiculata*), and side blotched lizard (*Uta stansburiana*) were observed.

Special-Status Plants

The proposed Project is not expected to impact any plants listed by the California Department of Fish and Wildlife (CDFW) or the United States Fish and Wildlife Service (USFWS) as threatened or endangered. There is a limited potential that the proposed Project may impact a plant species with a California Rare Plant Rank (CRPR) of 3 (Review List). Lewis' evening-primrose (*Camissoniopsis lewisii*) was potentially observed on the proposed Project site during the site visit. The survey was completed outside of the flowering period for this species and the evening-primrose (*Camissoniopsis* sp.) observed on-site could not be identified to a particular species. Regardless, plants with a CRPR are currently under review and have no formal protection and do not require analysis under CEQA. Several additional special-status plants have a low potential to occur but are not expected because of the poor quality of the habitat present, the fact that most of the soil in the Project site was imported when the adjacent Interstate 110 was constructed, and the fact that these species were not observed during the survey. Therefore, no impacts would occur to listed plants or special-status plants with a CRPR of 1 or 2.

Special-Status Wildlife

There is a low to moderate potential that Southern California legless lizard (*Anniella stebbinsi*) and coast horned lizard (*Phrynosoma blainvillii*), both CDFW Species of Special Concern, could be present. These species were not observed during the recent survey but both of these species are secretive and could have been overlooked. These species have also not been observed recently in the vicinity of the Project site. There is also a low potential that monarchs (*Danaus plexippus*), a candidate species for federal listing, may utilize the gum trees (*Eucalyptus* sp.) and other ornamental species for overwintering habitat. Lastly, pocketed free-tailed bat (*Nyctinomops femorosaccus*) and big free-tailed bat (*Nyctinomops macrotis*), both CDFW Species of Special Concern have a low potential to forage over the Project site and no potential to roost on the site because of a lack of suitable roost sites. Regardless, the BMP discussed in Section 2.2.1, conducting a pre-construction survey, would minimize any potential impacts to these species, should they be present.

In addition to special-status wildlife, 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). The MBTA broadly defines "migratory bird" as "any species or family of birds that live, reproduce or migrate within or across international borders at some point during their annual life cycle" and thus applies to most native bird species. 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. With the exception of a few non-native birds such as the house sparrow (*Passer domesticus*), the take of any birds or active bird nests or young is regulated by these statutes. The proposed Project site provides suitable nesting habitat for several common bird species. Regardless, the BMP discussed in Section 2.2.1, conducting nesting bird surveys, would minimize any potential impacts to nesting birds, should they be present.

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

Less-than-Significant Impact. The proposed Project site does not contain any natural riparian habitat or other sensitive natural communities. The site does contain at least two concrete drainage structures that appear to have been constructed to capture sheet flows and runoff from the open space immediately adjacent to Interstate 110 (see Appendix D and Figure 3 below). These concrete structures run parallel to the Interstate and lead to corrugated metal pipes (CMPs) that appear to convey these flows to a storm drain system under John S. Gibson Blvd. These structures show no evidence of recent flows and may not function on any regular interval. The proposed Project would construct a new stormwater capture system which appears to tie into these existing CMPs and eventually reach the nearby storm drain. It is unlikely that these structures would be jurisdictional drainages because they do not appear to convey regular storm flows, are entirely paved with concrete, and provide no wildlife habitat value. Any impacts to these drainage structures would be less than significant.

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 federally protected wetlands in the proposed Project site as defined by Section 404 of the Clean Water Act. 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.

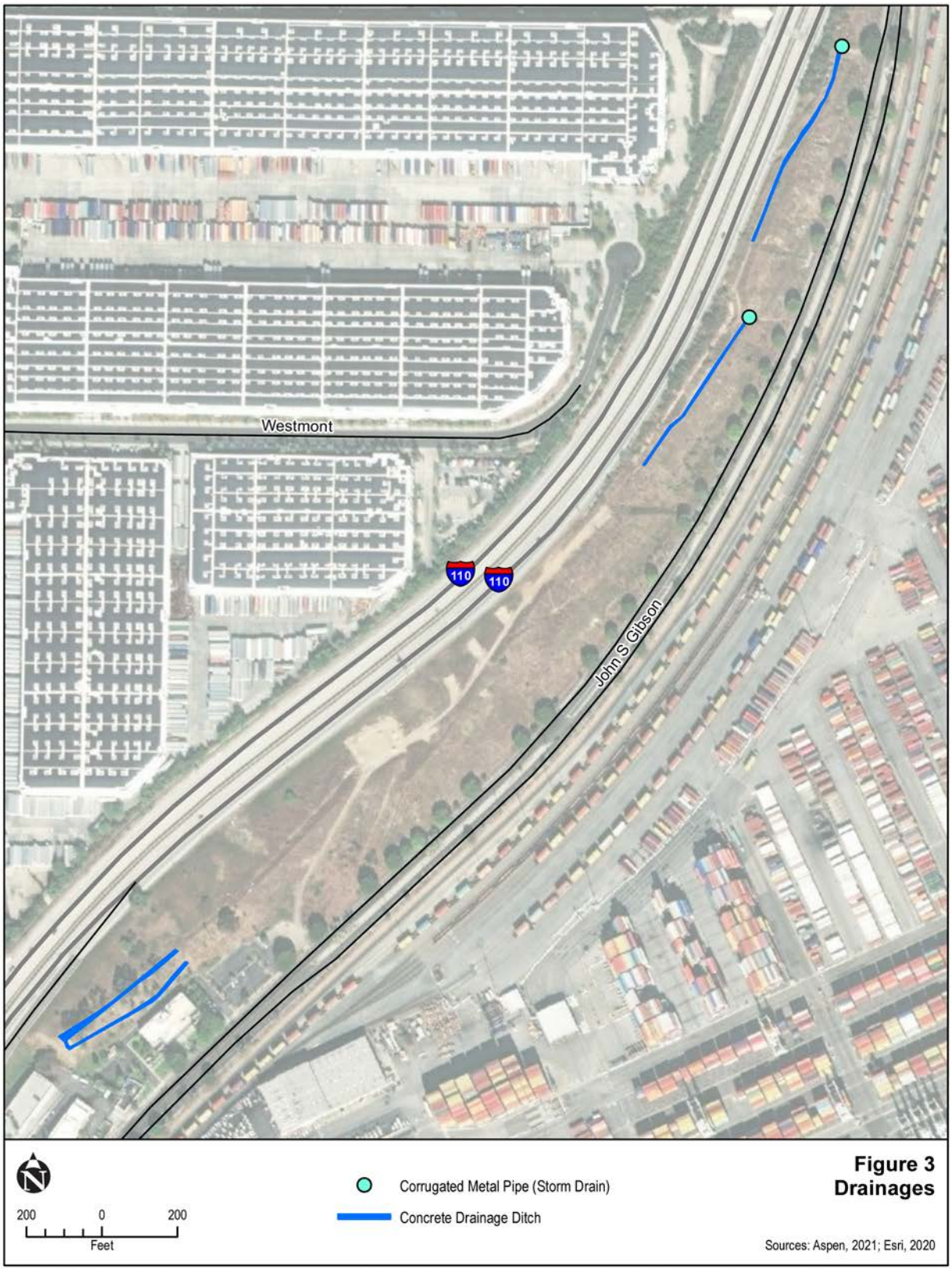


Figure 3. Drainages

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 proposed Project site is surrounded by dense, highly developed industrial area and does not overlap with an established migratory wildlife corridor or nursery sites. The proposed Project site may provide limited dispersal habitat for wildlife species and habitat for common wildlife species. These common wildlife species are widespread throughout the region and any impacts would be less than significant. 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 only biological resources protected by the City ordinance (Ordinance No. 177404) pertain to specific tree species. No protected tree species are present on the Project site. There are multiple ornamental tree species adjacent to the eastern edge of the proposed Project site, but none are protected by City Ordinance, and most of these species would remain as part of the proposed Project. Therefore, the proposed Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. Therefore, no impacts would occur, and no mitigation is required.

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

No Impact. There are no adopted Habitat Conservation Plans, Natural Community Conservation Plans, or other similar plans that overlap with the Project area in the Port of Los Angeles (CDFW, 2021b; USFWS, 2021). The nearest conservation plan area is the Rancho Palos Verdes Natural Community Conservation Plan area, which is located approximately six 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 proposed Project site is not in or adjacent to a SEAs, therefore, 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]?

Less-than-Significant Impact. The Project area is in the western portion of the Port's Planning Area 2, which encompasses the West Basin and Wilmington areas. The Project area is bounded by Interstate (I)-110 to the north and west, John S. Gibson Boulevard to the east, and existing container terminals to the south. Currently, the Project area is undeveloped, vegetated, and vacant except for remnants of two abandoned cellular communication towers, a partially paved access road, and surface and buried oil pipelines and utilities. Ground disturbance that would occur within the Project are for the construction of the parking lot, access road, retaining walls, and landscaping. Please refer to Section 2 for more detail on the Project location and description.

On August 12, 2021, Aspen requested a record search be conducted by staff at the South Central Coastal Information Center for the Project area and the surrounding 0.5-mile radius. Aspen received and reviewed the results of the record search on October 5, 2021, as well as supplemental record search and literature information provided by the Port. The record search and literature information did not show the presence of any eligible or listed resources within the Project area but did identify 13 previously recorded resources within 0.5-mile radius, 10 of which are prehistoric in age. Therefore, the Project would not impact known historical resources.

The area being developed has not been heavily disturbed and it is not known at this time whether or not potential resources may be located at the site. However, the BMPs discussed under Section 2.2.1 would help ensure that should resources exist, a less-than-significant impact 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?

Less-than-Significant Impact.

As stated above, the record search and literature information did not show the presence of any previously recorded cultural resources within the Project area. Therefore, the Project would not impact known archaeological resources.

The area being developed has not been heavily disturbed and it is not known at this time whether or not potential resources may be located at the site. However, the BMPs discussed under Section 2.2.1 would help ensure that should resources exist, a less-than-significant impact would occur and no mitigation is required.

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

Less-than-Significant Impact. No known human remains, or informal, undocumented cemeteries were identified within the Project area as a result of the record search or literature review. Prehistoric aged sites have been documented within a 0.5-mile radius of the Project area, some of which contain subsurface archaeological deposits. The area being developed has not been heavily disturbed and it is not known at this time whether or not potential human remains may be located at the site. However, the BMPs discussed under Section 2.2.1 would help ensure that in the unlikely event that human remains exist, a less-than-significant impact would occur and no mitigation is required.

4.6 Energy

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

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

diesel and gasoline. Electricity use is not forecasted to be necessary during the limited project construction activities, in part due to construction being completed during daylight hours. Operation of the site would increase on-site and off-site fuel use due to container movement and parking.

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 zero-carbon or renewable fuel sources. Therefore, over time, some of the Project's on-site and off-site fuel use would be in the form of renewable fuels that would decrease the Project's use of non-renewable fuels. The proposed Project would not use non-renewable energy resources in a wasteful or inefficient manner during construction or operation. These construction and operation energy uses do 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. The proposed Project would not require the removal of any existing renewable energy infrastructure, such as solar panels or wind turbines. The proposed Project does not propose the construction of new or modified buildings, 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. Energy consumption during construction activities would be used efficiently and would represent a negligible portion of State-wide energy consumption. The proposed Project would alleviate truck traffic congestion and increase the efficiency of goods movement in the Port. Therefore, the Project-related use of energy resources would not conflict with energy plans. This 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 in a seismically active region with several nearby active fault zones. The closest fault to the Project site, Palos Verdes Fault Zone traverses the Port and the Palos Verdes peninsula in a general northwest to southeast manner (USGS, 2021a). The Palos Verdes Fault is an active northwest-southeast trending right-lateral strike-slip fault that involves onshore and offshore sections, extending from northern Santa Monica Bay, across the Palos Verdes Peninsula, and offshore again through the Los Angeles and Long Beach Harbors and is considered a significant seismic hazard to Southern California (Brothers et al., 2015). Although the Palos Verdes Fault is considered active it is not currently mapped within an Alquist-Priolo Earthquake Fault Zone (CGS, 2021). Several strands of the Palo Verde Fault cross the Project site; two of the strands are mapped as potentially active Late

Quaternary faults with inferred locations and one strand is mapped as an active Holocene fault with well constrained location crossing the site just north of the Yang Ming Lines office building. The Project site may therefore be subject to potential surface fault rupture in the event of an earthquake on the Palo Verdes Fault. However, the Project would not construct any habitable structures or structures that would increase the risk of loss, injury, or death in the event of surface rupture. Retaining walls constructed on the Project site would be designed and constructed per recommendations from the required geotechnical studies and per the City of Los Angeles Grading Division Soils Report Approval Letter (City of Los Angeles, 2020). Therefore, impacts associated with the potential for surface fault rupture 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 seismically active region with several nearby active faults, with the nearest being the Palos Verdes Fault Zone. Other faults include the Newport-Inglewood Fault Zone, Compton Thrust, the Puente Hills Blind Thrust, the Upper and Lower Elysian Park Thrusts, and the Elsinore Fault Zone (USGS, 2021a). These fault zones and other regional faults have the potential to cause strong seismic ground shaking in the Project area. However, the proposed Project would not include the construction of any new habitable structures. Development of the site would only involve landscaping, parking areas, an access road, and several retaining walls. As mentioned above, the retaining walls would be designed and constructed following recommendations of the required geotechnical study and per the City of Los Angeles Grading Division Approval Letter (City of Los Angeles, 2020). 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. According to the California Geological Survey (CGS), although most of the Port area is with a liquefaction zone, the Project site is not located within a liquefaction zone (CGS, 2021). The Project site would therefore not be subject to damage related to ground failure during a liquefaction event. A small portion of the site at and near the proposed access road is mapped as being within a seismically induced landslide hazard zone (CGS, 2021). However, previous geotechnical investigations conducted at the Project site (LGC, 2005 and 2007) indicate that the no landslides were mapped in this area during their filed work and that the topography of this area has been significantly altered since the hazard maps were produced in 1999. No habitable structures are proposed to be added to the site and the only substantial structures proposed to be added to the Project site are the retaining walls. The retaining walls would be designed and constructed following recommendations of the required geotechnical studies and per the City of Los Angeles Grading Division Approval Letter (City of Los Angeles, 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 measures are necessary.

(iv) Landslides?

Less-than-Significant Impact. The Project site is sloping with natural or graded slopes that could be susceptible to landslides. Previous geotechnical investigations for the Project site (LGC, 2005 and 2007) did not map any existing landslides on the Project site and their slope stability analyses indicated that the slopes within the Project site area are grossly stable. Grading at the Project site would follow the approved grading plans and geotechnical recommendations. Therefore, the proposed Project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides. Impacts would be less than significant, and no mitigation is required.

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

Less-than-Significant Impact. Common causes of soil erosion from construction include movement of soil off-site via stormwater, wind, and vehicles. The proposed Project includes demolition of existing site structures and site grading as part of proposed Project construction activities and subsequent loosened soils may be subject to wind or water erosion. Per the General Permit for Stormwater Discharges Associated with Construction and Land Disturbance Activities a SWPPP has been developed for construction of the proposed Project which includes BMPs related to sediment and erosion control for the Project site. Additionally, SCAQMD fugitive dust rules would be required during proposed Project construction. During operation of the proposed Project, the site would be paved with landscaped areas along the southwestern slope to John Gibson Blvd and no ground disturbance that could cause erosion would occur during operational activities. Implementation of the Project-specific SWPPP and required SCAQMD fugitive dust rules reduce erosion impacts to less than significant, and no mitigation measures are necessary.

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

Less-than-Significant Impact. As discussed in Sections 4.7(a)(iii) and 4.7(a)(iv) above, the Project site is not located within a liquefaction zone but does have a small, mapped landslide zone (CGS, 2021). Geotechnical evaluation of the Project site did not identify any existing landslides or slope stability issues on the Project site and found the areas to be graded to be grossly stable (LGC, 2005 and 2007). Grading at the Project site would follow the approved grading plans and geotechnical recommendations. Project activities would have a low likelihood of causing lateral spreading, subsidence, liquefaction, or collapse due to unstable soils. The Project would not include the construction of any new habitable structures. Retaining walls on the Project site would be designed and constructed per geotechnical recommendations the retaining walls would be designed and constructed following recommendations of the required geotechnical studies and per the City of Los Angeles Grading Division Approval Letter (City of Los Angeles, 2020). Therefore, impacts associated with the risk of unstable geologic units or 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. Soil testing during the geotechnical investigation conducted on the site in 2005 (LGC, 2005), indicated very low expansion potential and LGC concluded that the onsite soils should be expected to have very low to low potential for expansion. Therefore, impacts associated with the risk of expansive soil would be less than significant and no substantial risk to life or property would be present. 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. 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?

Less-than-Significant Impact. The proposed Project would not destroy a unique paleontological site. The Project site is located in a highly developed area on a previously disturbed, partially graded site with existing dirt roads and paths and pipeline infrastructure. The proposed Project is located adjacent to and between the I-100 freeway and John S. Gibson Boulevard. The geologic units identified on the site consist of artificial fill, colluvium, and Quaternary terrace deposits. Most of the site is underlain by the Quaternary non-marine Terrace deposits consisting of weakly cemented fine sandy siltstone and fine-grained sandstone (LGC, 2007). No paleontological resources are mapped within the Quaternary non-marine Terrace deposits in or around the Project site (USGS, 1946). Additionally, the young age of the geologic units, the previous disturbance, and presence of constructed fill in portions of the site reduces the chance of encountering significant intact paleontological resources. The site possesses no unique geologic features. For these reasons, there is a less-than-significant impact related to destruction or damage to unique paleontological resources, 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?

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:

- 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. However, no regulations or requirements have been adopted by relevant public agencies to implement those plans for specific projects, within the meaning of CEQA Guidelines Section 15064.4(b)(3)[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.

SCAQMD recommends a GHG emissions significance threshold of 10,000 metric tons of carbon dioxide equivalent (MTCO2e) emissions per year (SCAQMD, 2019) for determining the significance of proposed industrial facilities. This threshold is based on project-life amortized average annual emissions including construction and operational phases. Construction and operation-phase emissions are shown in Table 4.8-1.Estimates are based on use of the SCAQMD approved California Emissions Estimator Model (CalEEMod version 2020.4.0), with output shown in Appendix A. The total Project-related GHG emissions, including amortized construction would be well below the SCAQMD recommended GHG emissions significance threshold.

Table 4.8-1. Greenhouse Gas Emissions

Emissions Source	GHG Emissions (Metric Tons CO_2e)
Construction Emissions (on-road and off-road)	1,164
Operation Emissions (per year)	2,765
Amortized Annual Construction Emissions [1]	38.8
Annual Subtotal[2]	2803.8
SCAQMD GHG Emissions Significance Threshold	10,000
Exceeds Thresholds?	No

Source: Appendix A ; SCAQMD, 2019.
1 – Amortized emissions are the construction emissions divided over the project life (30 years for industrial projects per SCAQMD guidance).
2 – Operation Emissions (per year) added to the Amortized Annual Construction Emissions

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

A summary of Project compliance with all potentially applicable GHG emissions reductions measures is provided in Table 4.8-2.

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	The Project applicant and construction contractor would be required to comply with applicable idling regulations.
Use of Low Carbon or Alternative Fuels (Low Carbon Fuel Standard)	The facility and facility users would use California fuels that are subject to the Low Carbon Fuel Standard regulations. While these regulations are new and have not yet caused a large penetration of low carbon/renewable fuels, over the project life the Project's GHG emissions from transportation and onsite equipment would be reduced as low carbon fuel availability use increases statewide.
Waste Reduction/Increase Recycling (including construction and demolition waste reduction)	Solid waste generated during construction of the proposed Project would be minimal and would be disposed of in accordance with the City of Los Angeles requirements discussed below.
Increase Water Use Efficiency	Not directly applicable to the proposed Project, as there would be little or no water use for construction or 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, 2019)	The City of Los Angeles' Sustainable City pLAn is intended to guide operational, policy, and financial decisions to create a more sustainable Los Angeles. Although the Plan is mostly focused on city property, buildings, and public transportation, the plan includes the 80 percent from baseline emissions reduction goal and notes three primary GHG emissions reduction initiatives, two of which would apply to facility emissions sources: 1) 100% zero emissions cargo handling equipment (CHE) by 2030 2) 100% zero emissions on-road drayage trucks by 2035 The facility does not have control of the drayage trucks that access the site; however, as this initiative is implemented Port-wide the facilities truck trip related emissions would also be reduced. The proposed Project would include two zero-emissions battery-electric top handlers as new cargo handling equipment. A facility modification that requires a CEQA evaluation, such as this one, is not the mechanism that LAHD uses to trigger site compliance with these long-term GHG emissions reduction initiatives. The LAHD will address the implementation of this port-wide cargo handling equipment emissions reduction initiative for all effected 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. The facility will be required to comply with this emissions reduction initiative by 2030.
City of Los Angeles Construction and Demolition	The City of Los Angeles approved a Citywide construction and demolition waste recycling ordinance in 2010. This ordinance that requires ALL mixed C&D waste generated within city limits be taken to City-certified C&D waste processors. LA

Table 4.8-2. Applicable GHG Emissions Reduction Strategies

Strategy	Compliance with Strategy
(C and D) Waste Recycling Ordinance (City of Los Angeles, 2017)	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 during construction and operation at the site would be from vehicle fluids. Additionally, construction activities would be conducted using BMPs in accordance with the Project SWPPP, City guidelines, as detailed in the LAMC regulations (Chapter 5, Section 57, Division 4 and 5; Chapter 6, Article 4). All hazardous materials used during construction will be handled in accordance with all applicable government regulations. 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 Project specific SWPPP by implementing standard BMPs to minimize runoff of contaminants and clean up any spills. Applicable BMPs would include but are not limited to vehicle and equipment fueling and maintenance; material delivery, storage, and use; spill prevention and control; solid and hazardous waste management; and contaminated soil management. Therefore, implementation of construction standards would minimize the potential for an accidental release of petroleum products, hazardous materials, and/or explosion during construction activities at the Project site.

The proposed Project would enable offloading and storage of cargo containers on a paved site. Other than minor leaks form trucks, hazardous material use or handling during operation is unlikely, however operation of the proposed Project would require compliance with all existing hazardous material and waste laws and regulations, including but not limited to regulations and requirements under LAHD, Los Angeles Fire Department (LAFD), Department of Toxic Substances Control (DTSC), U.S. Department of Transportation, and Environmental Protection Agency (EPA). The proposed Project would comply with these laws and regulations, which would ensure that potential hazardous materials handling would occur in an acceptable manner. These safety regulations that govern the shipping, transport, and handling of hazardous materials would

limit the severity and frequency of potential releases of hazardous materials resulting in increased exposure of people to health hazards.

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. Construction activities could result in minor releases of small amounts of hazardous materials associated with motorized equipment during construction. Operation could result in minor leaks of spill from trucks during container loading and offloading activities. The limited quantities of hazardous materials that would be associated with construction and operation would not represent a significant hazard to the public or environment in the event of an accidental spill or 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. Impacts from accidental releases or spills would be less than significant, and no mitigation is required.

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

No Impact. The Project site is not located within one-quarter mile of an existing or proposed school, and hazardous emissions and handling of hazardous or acutely hazardous materials are not anticipated within one-quarter mile of an existing or proposed school. The nearest school is Taper Elementary School at 1824 N Taper Avenue, San Pedro, located approximately 0.6 miles west of the Project site. Therefore, no impact would occur as related to emissions of hazardous materials or acutely hazardous materials within 0.25 mile of an existing or proposed school, 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?

Less-than-Significant 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”) maintained by the DTSC (DTSC, 2021). A Phase II Environmental Site Assessment (ESA) for John S. Gibson Boulevard/I-110 Freeway access ramp and SR-47/I-110 Freeway connector improvements included three borings near the shoulder of the I-110 adjacent to the Project site with soil sampling and testing for a future retaining wall (Group Delta, 2009). Soils within the upper 1 to 1.5 feet were found to be impacted with lead with total levels exceeding 80 mg/kg and California Waste Extraction Test (CAWET) lead levels greater than 5 mg/l, which would require special handling and disposal, and may require disposal as hazardous waste. If similar ADL levels are present on the Project site, excavated soils from this area would require special handling and disposal.

A Phase II ESA investigation for the Project site was conducted in 2017 by SCS Engineers and included soil sampling and testing for total petroleum hydrocarbons (TPH) and volatile organic

compounds (VOCs). The results of the soil testing indicated the presence of TPH and VOCs contaminants above regulatory levels within the soil at only one boring, located in the northern portion of the Project site in an area of proposed landscaping along John S Gibson Boulevard (SCS Engineers, 2017). The Phase II ESA concluded that a Soil Management Plan (SMP) should be developed for the site and implemented during planned excavation and grading; the Phase II ESA also recommends that the SMP also consider potential impacts due to ADL along the freeway. Excavation and grading of the Project site could encounter contaminated soil.

The Applicant's contractor would implement a Protocol Plan for Unknown Hazardous Materials (PPUHM) during Project construction to address the potential to encounter unknown contaminated soil. The PPUHM includes preparation of a Health and Safety Plan to address worker training and hazardous materials and includes protocols to be enacted if possible unknown hazardous material is discovered during site demolition or grading. The PPUHM does not address issues related to potential ADL along the I-110 freeway and does not address excavation, handling and disposal of the known TPH and VOC contaminated soil in the proposed landscaping area. A Soil Management Plan would be prepared as a BMP and implemented to identify and address handling and disposal of soil contaminated by ADL contaminated soil. Incorporation of the BMP discussed under Section 2.2.1 would ensure that impacts related to contaminated soil would remain less than significant.

Additionally, the proposed Project site is located within a City of Los Angeles Bureau of Engineering Methane Zone. A methane hazard zone is a specific area within the City of Los Angeles that has a high risk of explosion hazard due to known concentrations of methane gas underground. Methane gas buildup underground can be the result of oil fields, oil field activities decay of materials in landfills. The proposed Project does not include any enclosed buildings or structures where methane gas could accumulate or buildup creating an explosive or asphyxiation hazard, and as thus would not be subject to the City of Los Angeles methane ordinances. Hazards due to methane seepage at the proposed Project site would be less than significant. No mitigation is required.

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

No Impact. The Project site is not located within 2 miles of a public airport or within an airport land use plan. The nearest airports are Torrance Municipal Airport, approximately 3.5 miles to the northwest, and Long Beach Airport, approximately 7.7 miles to the northeast. Therefore, the proposed Project would not be within the vicinity of a public airport, and aviation safety hazard and noise impacts would not occur. No impact 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?

Less-than-Significant Impact. The Project site would be located within a previously developed site not containing any public roadways. The proposed Project is not expected to substantially affect traffic circulation (see Section 4.17, Transportation) or increase demand on existing

emergency response services during construction (see Section 4.15, Public Services). While most construction activities would take place outside of public roadways, periodic temporary construction or operation activities may result in temporary blockage or closure John S Gibson Boulevard. The proposed Project would implement a traffic control plan to ensure acceptable traffic conditions and safety of motorists on John S. Gibson Boulevard during construction. Impacts related to emergency response or evacuation plans are less than significant, 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 adjacent to 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 proposed Project would not expose people or structures to a significant risk of loss injury, or death involving wildland fires. No impact 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. Construction of the proposed Project would require grading and paving a currently undeveloped sloped site which may result in degraded surface water quality through stormwater runoff and erosion. Construction equipment may accidentally leak or spill fluids such as lubricants, oil, and fuel that can contaminate stormwater runoff. Because the proposed Project would include over 1 acre of paved surface, a SWPPP has been prepared to comply with the Construction General Permit Order No. 2009-0009-DWQ as amended in 2010 and 2012 (National Pollutant Discharge Elimination System [NPDES] No. CAS000002) Issued by the SWRCB. The SWPPP is designed to address pollutants and their sources, non-stormwater discharges, and BMPs (Thienes Engineering, Inc., 2018). SWPPP construction BMPs include, but are not limited to, installing hydraulic mulch, soil binders, fiber rolls, and gravel bag berms, and conducting street sweeping and vacuuming. These BMPs would reduce or eliminate sediment pollutants in stormwater discharges by providing erosion and sediment control. Additionally, the SWPPP includes temporary non-stormwater BMPs to control sediment from entering non-stormwater discharges into storm drainage systems and waterways. Drip pans or absorbent pads would be used for vehicles and activities that involve grease, oil, solvents, or other vehicle fluids. All vehicle maintenance and fueling operations would be conducted at least 50 feet away from inlets and drainage facilities on a level graded area (Thienes Engineering, Inc., 2018). During construction of the MSE walls, the contractor would control stormwater drainage near the walls by collecting and discharging stormwater away from the wall and reinforced backfill. All development would comply with the City of Los Angeles Low Impact Development ordinance stormwater management strategy requirements.

During operations, vehicles could inadvertently leak small amounts of oil, lubricants, and fuel, and stormwater runoff could convey trash. The proposed Project would comply with the regulations and requirements under LAFD, DTSC, U.S. Department of Transportation, EPA, and City of Los Angeles Low Impact Development ordinance to minimize contaminants entering stormwater runoff. Additionally, the proposed Project would implement post-construction SWPPP BMPs as required by the Construction General Permit, which are permanent measures installed to reduce or eliminate pollutant discharges from the site after construction is completed. Storm drain inserts, consisting of pond runoff areas and/or sediment filters, would be installed in and around storm drain inlets, which would primarily minimize sediment and trash from entering the storm drain via runoff. The proposed Project would not violate any water quality standards or waste discharge requirements. 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 Project vicinity is located south of the Dominguez Gap Barrier and experiences seawater intrusion in the San Pedro Bay, making it non-potable. The Project site is also not used or designated for groundwater recharge. Grading activities would not reach groundwater, and no water is expected to be withdrawn from the local groundwater supply, as the Project would not require dewatering. No substantial additional water use is anticipated during operations. The planted landscape area would be irrigated with a water-efficient irrigation system using reclaimed rainwater. The proposed Project would have a less-than-significant impact to groundwater, and no mitigation is required.

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

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

Less-than-Significant Impact. The proposed Project would cause ground disturbance during construction of the parking lot, MSE walls, and landscape area. The site would be graded prior to paving, which would cause erosion and siltation. However, construction activities would comply with the requirements of the Construction General Permit (Order No. 2009-0009-DWQ as amended in 2010 and 2012) by implementing BMPs to avoid any potential substantial erosion and siltation. Construction BMPs for erosion and sediment control include, but are not limited to, installing hydraulic mulch, soil binders, fiber rolls, and gravel bag berms, and conducting street sweeping and vacuuming. These BMPs would reduce or eliminate sediment pollutants from entering stormwater runoff that would enter the Harbor.

The proposed Project would increase the amount of impervious surface at the site by constructing the approximately 405,227-SF paved parking lot and driveway. Because more than 500 SF of paving would occur, all development would comply with the City of Los Angeles Low Impact Development ordinance requirements that would minimize off-site erosion and siltation. During

operations, the paved portion of the Project site would not cause erosion or siltation, as there would be no exposed soil. Additionally, as required by the Construction General Permit, the proposed Project would install storm drain inserts (a post-construction SWPPP BMP), consisting of pond runoff areas and/or sediment filters, would be installed in and around storm drain inlets, which would primarily minimize sediment and trash from entering the storm drain via runoff. The unpaved approximately 407,227-SF landscape area may initially temporarily cause erosion and siltation, but once the vegetation is established, erosion and siltation would not be substantial, as vegetation would stabilize the soil. Impacts to the existing drainage pattern of the site that would result in erosion or siltation would be less than significant. 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?

Less-than-Significant Impact. The proposed Project would alter the existing drainage pattern of the site by constructing an impervious parking lot and driveway covering approximately 405,227 SF of the Project site. The new impervious surface would increase the rate of surface runoff. However, the proposed Project would utilize existing storm drains and construct new catch basins, rain cisterns, and storm drains to direct stormwater to the landscape area for irrigation or offsite to prevent on-site flooding. Because more than 500 SF of paving would occur, all development would also comply with the City of Los Angeles Low Impact Development ordinance requirements which would minimize surface runoff and reduce impacts. Off-site flooding would not occur, as stormwater would be transported using existing drainage facilities into an existing storm drain network which eventually discharges to the Harbor. Therefore, the proposed Project would have a less-than-significant impact with respect to drainage patterns or resulting in on- or off-site flooding, and no mitigation is required.

(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

Less-than-Significant Impact. During construction, a portion of the Project site would be graded and paved, which could increase the likelihood of polluted runoff from sedimentation and contaminants from motorized construction equipment and disturbed soil. Construction of the proposed Project would require a Construction General Permit and would comply with a SWPPP and City of Los Angeles Low Impact Development ordinance requirements as part of its management of stormwater runoff during construction and operations. The proposed Project would implement SWPPP BMPs to address potential stormwater pollutants during construction. SWPPP construction BMPs include, but are not limited to, installing hydraulic mulch, soil binders, fiber rolls, and gravel bag berms, and conducting street sweeping and vacuuming. These BMPs would reduce or eliminate sediment pollutants in runoff by providing erosion and sediment control. Additionally, the SWPPP includes temporary non-stormwater BMPs to control sediment from entering non-stormwater discharges into storm drainage systems and waterways. With implementation of SWPPP BMPs, construction would not provide substantial additional sources of polluted runoff. Therefore, construction of the proposed Project would not exceed the capacity of the stormwater drainage system.

Operation of the proposed Project would not result in a substantial source of runoff or source of polluted runoff. The parking lot would increase the amount of impervious surface at the Project site. However, it would not cause a substantial increase in runoff because existing drainages would be utilized, and new catch basins, rain cisterns, and storm drains would be constructed to direct runoff off site. Irrigation for the landscape area would use captured and reclaimed rainwater. During operation of the Project, trucks would travel to the parking lot, and shipping containers would be stored on site. The trucks may have insubstantial amounts of lubricants that may contribute to runoff in the event of heavy rains. However, compliance with the regulations and requirements under LAFD, DTSC, U.S. Department of Transportation, EPA, City of Los Angeles Low Impact Development ordinance, and the facility's existing SWPPP and BMPs would minimize substantial amounts of hazardous pollution in runoff. The proposed Project would have less-than-significant impacts to stormwater drainage capacity and runoff pollution.

(iv) impede or redirect flood flows?

No Impact. The Project area is within a Federal Emergency Management Agency (FEMA) Area of Minimal Flood Hazard (Zone X) and is not located within a FEMA Special Flood Hazard Area (FEMA, 2021). The proposed Project would serve as a truck and container parking and storage lot and would not construct any large habitable structures that could impede or redirect flood flows. Therefore, there would be no 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?

No Impact. Due to the absence of an adjacent lake or other enclosed water body, the Project site would not be susceptible to seiche. The Project site is not located within a tsunami inundation area (DOC, 2021). Therefore, the Project would not result in any major release of pollutants due to inundation. No impact would occur, and no mitigation is required.

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

No Impact. Responsibility for the protection of surface water and groundwater quality in California rests with the SWRCB and nine Regional Water Quality Control Boards (RWQCB). Region-specific water quality regulations are contained in Water Quality Control Plans (Basin Plans) that recognize regional beneficial uses, water quality characteristics, and water quality problems. The Los Angeles RWQCB's Basin Plan contains the Region's water quality regulations and programs to implement the regulations. The Basin Plan is designed to preserve and enhance water quality and protect the beneficial uses of all regional waters. According to regulatory requirements and as part of its management of stormwater runoff, construction of the proposed Project would require a Construction General Permit (Order No. 2009-0009-DWQ as amended in 2010 and 2012) and a SWPPP, and City of Los Angeles Low Impact Development ordinance requirements would be implemented as required, all of which would minimize pollutant loading. The proposed Project would comply with the Construction General Permit by implementing construction and post-construction BMPs required by the SWPPP. Therefore, the proposed Project would not interfere with any water quality or groundwater management plan.

4.11 Land Use and Planning

a. Would the project physically divide an established community?

No Impact. The proposed Project is located in a heavy industrial area that does not contain any established communities. The physical division of an established community typically refers to the construction of a linear feature, such as a major highway or railroad tracks, or removal of a means of access, such as a local road or bridge, that would impair mobility within an existing community or between a community and outlying area. Under the existing conditions, the Project site is not used as a connection between established communities. Instead, connectivity in the surrounding area is facilitated via local roadways, such as John S. Gibson Boulevard and I-110. The proposed Project would occur on four undeveloped parcels and include operation activities that remain consistent with the surrounding uses. The Project would not physically divide an established community or any existing uses. No significant adverse impacts would occur, and no mitigation measures are necessary.

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?

Less-than-Significant Impact. The Project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The Project parcel is zoned Qualified Heavy Industrial ([Q]M3-2) and Qualified Light Industrial ([Q]M2-1VL) under the City of Los Angeles Zoning Ordinance. The current site's PMP land use is designated Open Space and is undeveloped. Construction and operation of the proposed Project would introduce a new industrial use. However, the overall area is surrounded by industrial Port facilities and industrial uses. Although the proposed Project would introduce a new use within a designated Open Space, operations would occur on less than 50 percent of the total area, and the proposed Project would not conflict with the site's designated land use or zoning. The landscape area would cover just over 50 percent of the total site area, allowing the proposed Project to remain consistent with the existing PMP-designated Open Space land use (Port of Los Angeles, 2018). The proposed Project would not conflict with the land use of the site or its surroundings and would not conflict with the *Port Master Plan* or any applicable land use plans. Therefore, impacts would be less than significant. No mitigation is necessary.

4.12 Mineral Resources

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

No Impact. According to the California Department of Conservation's Geologic Energy Management Division (CalGEM) Well Finder, the Project site is located immediately adjacent to and just south of the Wilmington Oil Field. There are no mapped oil or gas wells on the Project site (CalGEM, 2021). The proposed Project would neither result in a land use conflict with the existing oil extraction in the Wilmington Oil Field to the north nor would it preclude future oil extraction on adjacent or potential underlying deposits. A review of the United States Geological Survey Mineral Resources Data System did not reveal any known mineral occurrences or past or

present mines at or near the Project site (USGS, 2021b). According to the City of Los Angeles General Plan Conservation Element, the Project site is not located within a Mineral Resource Zone (City of Los Angeles, 2001). No impact would occur, and no mitigation is required.

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

No Impact. The proposed Project would not result in the loss of availability of a locally important mineral resource recovery site. As discussed in Section 4.12(a) above, the Project site is not located within a mineral resource zone (City of Los Angeles, 2001) nor are any mineral occurrences or mines mapped at the site (USGS, 2021b). Although the Project site is located immediately adjacent to the Wilmington Oil Field, there are no wells on the Project site and the closest wells to the Project site are idle core holes and plugged dry wells (CalGEM, 2021). Project activities would not impact any existing oil reserves as the site is not located with an existing oil fields and no ground disturbance would occur that would preclude future oil extraction from the adjacent Wilmington Oil Field. Therefore, the implementation of the proposed Project would not result in the loss of availability of a locally important mineral resource recovery site. No impact would occur, and no mitigation is required.

4.13 Noise

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

Less-than-Significant Impact. The City of Los Angeles adopted a Noise Element as part of their General Plan in November 1998 (City of Los Angeles, 1998). The noise element provides an overview of various noise sources (current and anticipated) along with standards and policies. The following policies are applicable to the proposed Project:

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

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

Chapter IV, Article I, Section 41.40 of the Los Angeles Municipal Code limits construction activities to the hours of 7:00 AM to 9:00 PM Monday through Friday, and 8:00 AM to 6:00 PM on Saturday (no work is allowed on Sundays or national holidays) (City of Los Angeles, 2021b). Construction activities at the Project site would comply as they would be conducted Monday through Friday 7:00 AM to 5:00 PM.

The Los Angeles Municipal Code Section 112.05, Maximum Noise Level of Powered Equipment or Powered Hand Tools, details that the maximum noise level from construction, industrial, and agricultural machinery (e.g., crawler-tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers,

trenchers, compactors, scrapers, wagons, pavement breakers, compressors and pneumatic or other powered equipment) as well as powered equipment of 20 horsepower (HP) or less intended for infrequent use (e.g., chain saws, log chippers and powered hand tools) may produce in or within a distance of 500 feet from a City residential zone is 75 A-weighted decibels (dBA) at a distance of 50 feet, unless compliance is technically infeasible. Technically infeasible means that the noise limitations cannot be attained during use of the equipment even with the use of mufflers, shields, sound barriers, and/or other noise reduction devices or techniques (City of Los Angeles, 2021b).

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

Project construction activities are estimated to be completed over approximately seven months (March 2022 to October 2022). Construction activities could result in temporary increases in ambient noise levels in the Project area on a short-term basis, resulting from use of construction equipment as shown in Project Description Table 2-2. Maximum noise from these types of construction equipment ranges from 74 to 84 dBA at 50 feet from the source (FHWA, 2006). The nearest sensitive receptors include recreationists at the Gaffey Street Community Gardens west and southwest of the Project site (approximately 575 feet) and at the Gaffey Street Field of Dreams ballpark located approximately 565 feet away northwest of I-110. These areas are both zoned M2-2D-CPIO (Light Industrial) (City of Los Angeles, 2021a), with presumed ambient noise levels (day/night) of 65 dBA (City of Los Angeles, 2006 – Exhibit I.1-3). Construction noise levels at the closest sensitive receptors were estimated to be approximately 64.6 dBA (see Appendix B) but would be reduced by at least 5 dB due to intervening structures such as I-110 and having no view of the Project site (FHWA, 2011). This is below the presumed ambient noise levels at the identified sensitive receptors. Furthermore, the Applicant has committed to installing a temporary barrier per *Federal Highway Administration Noise Barrier Design Handbook* (BMP under Section 2.2.1) and maintain it throughout the construction process. The Applicant would also ensure all equipment used onsite would have properly operating and maintained mufflers consistent with manufacturer standards. Additionally, equipment would be staged in the southwest corner of the Project site, away from sensitive receptors. As such, on-site construction noise would not result in a substantial temporary increase in ambient noise levels and construction noise impacts would be less than significant.

Off-site noise would be generated during construction from the approximately 8,062 one-way truck trips associated with hauling equipment, materials, and export of materials off site. Based on the location of the Project site, these trips would likely occur between I-110 and along John S. Gibson Boulevard, where there are no sensitive receptors. Noise from trucks along these major roadways would result in similar noise levels as is currently experienced. As such, these trips would not generate temporary increase in ambient noise levels in excess of established standards.

The Project site would operate as a container parking lot for the loading, unloading, and parking of shipping containers. Fully loaded shipping containers could be stacked up to three containers high and empty containers stacked up to six containers high. Operations would occur year-round, 24 hours a day, seven days a week. Operations include a maximum of two employees onsite during the day and one during the graveyard shift.

Operational impacts would consist of approximately 446 total daily one-way truck trips consisting of trucks traveling to and from their respective container terminals (LAHD Goods Movement Division, 2021). New on-site equipment would include up to two battery-electric top handlers to stack containers. Operation noise levels at the closest sensitive receptors were estimated to be approximately 59.0 dBA (see Appendix B) but would be reduced by at least 5 dB due to intervening structures such as I-110 and having no view of the Project site (FHWA, 2011). This is well below the presumed ambient noise levels at the identified sensitive receptors (65 dBA). As such, on-site noise from operations would not result in a substantial permanent increase in ambient noise levels and operations noise impacts would be less than significant. No mitigation is required.

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

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

Operations at the Project site would be limited to use of battery-electric top handlers, which would generate vibration levels on the order of 0.003 in/sec at 25 feet (based on small bulldozer; Caltrans, 2013), which is well below the threshold. Less than significant groundborne vibration or groundborne noise levels would occur during operations, and no mitigation is required.

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

No Impact. The Project site is not located within an airport land use plan. The nearest public airports are Torrance Municipal Airport – Zamperini Field, located over 3 miles to the northwest, and Long Beach Airport, located over 7 miles to the northeast. A private heliport, Catalina Sea and Air Terminal Heliport, is located at Berth 95, approximately 1.0 mile southwest of the Project site. The helicopters fly primarily north-south over the Main Channel to Catalina Island. Given the distance between the Project site and the identified airports and heliport, workers at the Project site would not be exposed to excessive noise levels from airplanes or helicopters. No impact 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. No residential uses or other land uses typically associated with directly inducing population growth are included as part of the proposed Project. Construction workers would likely come from the County of Los Angeles and surrounding areas. A substantial number of construction workers requiring relocation to the area is not anticipated. A maximum of two employees would be onsite at any given time during operations and are anticipated to already have established housing. As such, a substantial number of people would not relocate to the area as a result of the proposed Project. The Project would not construct any residential or commercial structures that would cause a substantial population growth in the area. Therefore, no impact relating to unplanned population growth is anticipated. Mitigation is not required.

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

No Impact. The proposed Project would construct a parking lot to provide storage for shipping containers and a planted landscape area to improve slope stabilization. No housing exists within the Project site or in the vicinity, and no replacement housing would be necessary. There are liveaboard boat residents in some marinas within the Port, but the proposed Project would not displace liveaboards located at these marinas. As such, the proposed Project would not displace existing housing and would not necessitate the construction of replacement housing elsewhere. No impact would occur, and no mitigation is required.

4.15 Public Services

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to

maintain acceptable service ratios, response times, or other performance objectives for any of the public services:

a) Fire protection?

Less-than-Significant Impact. The Los Angeles Fire Department (LAFD) provides fire protection and paramedic services within the City of Los Angeles and the Port. LAFD Station 36, located at 1005 North Gaffey Street, is the closest station to the Project site, located approximately 0.6 mile southwest (LAFD, 2021a). The Project site is within the service area of LAFD. During construction and operation, the proposed Project would continue to be served by LAFD. Although the proposed Project could potentially result in a slight increase in demand for emergency service associated with the new operations, this increase is expected to be nominal because the proposed Project would not construct any flammable habitable structures and operations would consist of truck parking and shipping container storage. The proposed Project's construction activities and operations would not result in the need for new or physically altered governmental facilities that would cause significant environmental impacts. Therefore, impacts associated with the construction or expansion of LAFD facilities would be less than significant, and no mitigation is required.

b) Police Protection?

No Impact. The Los Angeles Police Department (LAPD) Harbor Division is the primary law enforcement agency for Harbor City, Harbor Gateway, San Pedro, Terminal Island, and Wilmington (LASD, 2021). The Harbor Community Police Station is located approximately 450 feet southwest of the Project site at 2175 John S. Gibson Boulevard. The Harbor Division works to reduce violent crime and property crime

Similar to fire protection services, the Project site is already within the service area of LAPD, and once operational, it would continue to be served. Additionally, the proposed Project would not directly or indirectly induce population growth in the City. The proposed Project operation would be similar to that of surrounding uses that involve the processing and transport of shipping containers. The proposed Project would not increase the demand for police services and would require neither the expansion of existing facilities nor the construction of new police facilities. No impact to police facilities would occur, and no mitigation is required.

c) Schools?

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

d) Parks?

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

e) Other Public Facilities?

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

4.16 Recreation

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

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

4.17 Transportation

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

Less-than-Significant Impact. The 2020 LADOT Transportation Assessment Guidelines state that a project that "generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent" and not in conflict. The 2020 LADOT Transportation Assessment Guidelines include three screening criteria questions that are answered in order to help guide whether the project conflicts with City circulation system policies. If the answer is "no" to all of the following questions, a "no impact" determination can be made (LADOT, 2020).

(1) Does the project 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 a Coastal Development Permit, which is a discretionary action. However, this discretionary action does not require the decision maker to amend any project component to conform to the purpose, intent, or provision of any existing general plan. Therefore, the proposed Project would comply with all required City 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. Direct landside access to the Project site is provided via John S. Gibson Boulevard. The proposed Project would not require any modifications or closures to the public right-of-way. There would be no in-street construction activities. 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 (e.g., dedications and/or improvements in the right-of-way, reconfigurations of curb line)?

The proposed Project does not include any modifications to existing roadways that support current or future bike lanes or bus stops and is not required to make any voluntary or required modifications to the public right-of-way. The proposed Project does not propose to include dedications or physical modifications to the public right-of-way, nor is it required.

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

Less-than-Significant Impact. CEQA Guidelines Section 15064.3 subdivision (b), provides criteria for analyzing transportation impacts. The guidelines state that a significant impact may occur if vehicle miles traveled (VMT) exceed an applicable threshold of significance.

The intent of State CEQA Guidelines Section 15064.3, subdivision (b)(1) and Threshold T-2.1 in the 2020 LADOT Transportation Assessment Guidelines is to assess whether a land use or office project would have a potential impact. The guidelines include two screening criteria questions that must be answered in order to determine consistency with State CEQA Guidelines Section 15063.3, subdivision (b)(1); the 2020 LADOT Transportation Assessment 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?

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

The LADOT threshold of 250 daily vehicle trips was proposed for automobiles (as OPR does not require VMT analysis of commercial trucks in CEQA documents). Therefore, based on OPR verbal guidance, heavy-duty truck trips are not included in this transportation analysis, but are analyzed in other resource areas, such as Air Quality, Greenhouse Gas Emissions, Noise, and Energy (OPR, 2020).

Construction of the proposed Project would generate approximately 40 vehicle trips during a peak day. During operation of the proposed Project, there would be an estimated five employees, resulting in a daily peak of 10 vehicle trips. Therefore, the proposed Project would not generate a net increase of 250 or more daily vehicle trips during construction or operation. There are no impacts 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)?

Less-than-Significant Impact. The 2020 LADOT Transportation Assessment Guidelines provide two screening criteria questions that must be answered in order to determine 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?

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

The proposed Project would include a driveway connecting John S. Gibson Boulevard to the parking lot. The driveway design, which would be stop-controlled at John S. Gibson Boulevard (permitting right-turns in and out only), is subject to review by the LADOT and would comply with all requirements, ensuring safe movement of all vehicles. In addition, the Project is not required to make any voluntary or required modifications to the public right-of-way. Therefore, the proposed Project would result in a less-than-significant impact, and no mitigation is required.

d. Would the project result in inadequate emergency access?

Less-than-Significant Impact. The proposed Project require temporary lane closures on John S. Gibson Boulevard during construction, which may obstruct or slow down emergency access. A traffic control plan has been prepared and would be implemented to ensure safety and adequate emergency access during construction. Therefore, the proposed Project would have a less-than-significant impact 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 August 18, 2021, the NAHC responded that the Sacred Lands File search was negative and provided a list of five tribal organizations identified as potentially having an interest in the proposed Project. These tribes included: Gabrieleño Band of Mission Indians-Kizh Nation, 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 Soboba Band of Luiseno Indians. Pursuant to AB 52 and Public Resources Code Section 21080.3.1(d), on August 24, 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 included a brief description of the proposed Project, information on how to contact the lead agency, and a Project location map. The letters noted that requests for consultation needed to be received within 30 days of the date of receipt of the notification letter. The formally notified tribes 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

As of December 2021, the Port did not receive any formal requests for consultation on the proposed Project.

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

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

Less-than-Significant Impact. As discussed in Section 4.5, Cultural Resources, the record search and literature information did not show the presence of any eligible or listed resources within the Project area. The area being developed has not been heavily disturbed and it is not known at this time whether or not potential resources may be located at the site. However, the BMPs discussed under Section 2.2.1 would help ensure that should unknown buried resources exist, a less-than-significant impact would occur 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 record search and literature information did not show the presence of any eligible or listed resources within the Project area. The area being developed has not been previously disturbed and it is not known at this time whether or not potential resources may be located at the site. However, the BMPs discussed under Section 2.2.1 would help ensure that should unknown buried resources exist, a less-than-significant impact would occur. Furthermore, there are no known tribal cultural resources within the Project area. Therefore, the proposed Project would have a less-than-significant impact 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. No new or expanded wastewater treatment, natural gas, or telecommunications facilities would be required. The Project site is located on four vacant parcels with some existing storm drains. The proposed Project would require the construction of additional storm drains, catch basins, rain cisterns, and an irrigation system to facilitate stormwater away from the impervious surface of the proposed parking lot and to irrigate the landscape area, as well as electrical components for the new light fixtures. Construction of these components would not cause substantial adverse environmental effects and would provide some beneficial effects such as water conservation and stormwater management. The proposed Project would not relocate or construct new or expanded water, wastewater treatment, stormwater drainage, electric power, natural gas, or telecommunications facilities. A maximum of two employees would be on site during operations and would not require a substantial need for expanded utility facilities. Therefore, impacts relating to construction of new or expanded utilities systems would be less than significant. No mitigation is required.

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

Less-than-Significant Impact. The proposed Project would have sufficient water supplies for the foreseeable future. The proposed Project would not construct any major facilities that would require excessive water consumption. The proposed Project may have a slight increase in water demand during construction activities while additional workers are on site. However, this period would be short term and temporary, lasting approximately seven months. Once operations begin, it is expected that there would be a negligible increase in demand for water, as the number of employees would be minimal and irrigation for the planted landscape area would primarily rely on reclaimed rainwater. If reclaimed water is unavailable, potable water would be used. Drought-tolerant vegetation used in the landscape area would not require excessive irrigation that could substantially reduce water supplies for reasonably foreseeable future development. Parking lot operations would not require the use of water. Therefore, the Project would have a less-than-

significant impact on water supplies given its minimal water consumption. No mitigation measures are required.

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

Less-than-Significant Impact. The City of Los Angeles Bureau of Sanitation's Terminal Island Water Reclamation Plant (TIWRP) provides wastewater treatment services to the Harbor area, including the proposed Project (Los Angeles Sanitation, 2021). The proposed Project would not involve any activities that would require an Industrial Waste Permit from the Bureau of Sanitation. The proposed Project would not exceed wastewater treatment requirements, as wastewater from the Project site would be related to construction workers and operations employees, not industrial processes. Therefore, the proposed Project would not exceed or alter wastewater treatment requirements of the Los Angeles RWQCB. The development of the Project site and operation of the shipping container parking lot would have no direct impacts to wastewater treatment. The only potential increase in wastewater would occur during operation of the proposed Project with the addition of two employees. This increase would be negligible and not substantial. No other additional sources of wastewater would result from implementation of the proposed Project. Additionally, as previously discussed in Section 4.14(a), the proposed Project would not directly or indirectly induce population growth. Therefore, impacts associated with wastewater treatment capacity would be less than significant, and no mitigation is required.

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

Less-than-Significant Impact. The proposed Project would not generate solid waste in excess of State or local standards or impair solid waste reduction goals. All excavated material would be used for fill, and no material would be exported for disposal. The proposed Project would not generate a substantial amount of solid waste in excess of State or local standards or impair solid waste reduction goals. The Project would be served by a landfill with sufficient permitted capacity to accommodate the Project's waste during construction and operation. Impacts would be less than significant, and no mitigation is required.

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

No Impact. The proposed Project would be required to conform to the policies and programs of the City of Los Angeles' Solid Waste Integrated Resources Plan (SWIRP). Compliance with the SWIRP would ensure sufficient capacity to service the proposed Project (City of Los Angeles, 2013). Construction activities are anticipated to generate a nominal amount of solid waste. The proposed Project would comply with all applicable codes pertaining to solid waste disposal. These codes include Chapter VI Article 6 Garbage, Refuse Collection of the City of Los Angeles Municipal Code, Part 13 Title 42 - Public Health and Welfare of the California Health and Safety Code, and Chapter 39 Solid Waste Disposal - of the United States Code. The proposed Project

would also be compliant with AB 939, the California Solid Waste Management Act, which requires each city in the State to divert at least 50 percent of their solid waste from landfill disposal through source reduction, recycling, and composting. AB 341 builds upon AB 939 and requires jurisdictions to implement mandatory commercial recycling with a statewide 75 percent diversion rate (from landfill disposal) by 2020. Therefore, the proposed Project would be consistent with the procedures and policies detailed in these codes, the SWIRP, and related laws pertaining to solid waste disposal. The proposed Project would have no impact, 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. Public Resources Code Sections 4201-4204 direct the California Department of Forestry and Fire Protection (CAL FIRE) to map fire hazard based on relevant factors such as fuels, terrain, and weather. The proposed Project is neither located within or near a CAL FIRE State responsibility area nor classified as a Very High Fire Severity Zone (VHFSZ) within its Local Responsibility Area (CAL FIRE, 2021; LAFD, 2021b). The nearest boundary of a VHFSZ is in west San Pedro, approximately 2 miles southwest of the Project site. Therefore, the Project site is not located in or near State responsibility areas or lands classified as very high fire hazard severity zones, and therefore, there is no wildfire impact, 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 discussed in Section 4.4 (Biological Resources), most of the habitat within the Project site is disturbed and dominated by non-native species, but may support native species. Implementing BMPs, such as conducting a pre-construction survey and conducting nesting bird surveys would minimize potential impacts to special-status wildlife and nesting birds that may occur within the site. Therefore, the proposed Project would not

substantially reduce the habitat of a fish or wildlife species. Wildlife within and in the vicinity of the Project site include common bird species, some of which are considered migratory. Construction activities would comply with the MBTA to avoid disturbing any active nests on site. As such, the proposed Project would not cause the population of any species to drop below self-sustaining levels or reduce the population or range of special-status species.

The proposed Project would involve ground disturbing activities. The area being developed has not been heavily disturbed and it is not known at this time whether or not potential resources may be located at the site. However, the BMPs discussed under Section 2.2.1 would help ensure that should resources exist, a less-than-significant impact would occur and no mitigation is required. As discussed in Section 4.5 (Cultural Resources), a record search was conducted, and literature information was provided by the Port. The record search and literature information did not show the presence of any eligible or listed resources within the Project area. As such, no impacts would occur to major examples of California history or prehistory.

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

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

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

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

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

5.0 PROPOSED FINDING

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

6.0 PREPARERS AND CONTRIBUTORS

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7.0 ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
ADL	aerially deposited lead
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BMP	best management practice
C&D	construction and demolition
CAL FIRE	California Department of Forestry and Fire
CALGEM	Department of Conservation Geologic Energy Management Division
CARB	California Air Resources Board
CDFW	California Department of Fish and Wildlife
CEQA	California Environmental Quality Act
CGS	California Geological Survey
CHE	cargo handling equipment
CMP	corrugated metal pipe
CNDDB	California Natural Diversity Database
CNEL	Community Noise Equivalent Level
CO	carbon monoxide
CO_2	carbon dioxide
CRPR	California Rare Plant Rank
dBA	A-weighted decibels
DOC	California Department of Conservation
DPM	diesel particulate matter
DTSC	Department of Toxic Substances Control
EIR	environmental impact report
EPA	Environmental Protection Agency
ESA	Environmental Site Assessment
FEMA	Federal Emergency Management Agency
FHWA	Federal Highway Administration
GHG	greenhouse gas
HP	horsepower
in	inch
IS	Initial Study
IS/ND	Initial Study/Negative Declaration
LADOT	Los Angeles Department of Transportation
LAFD	Los Angeles Fire Department
LAHD	Los Angeles Harbor Department
LAMC	Los Angeles Municipal Code
LAPD	Los Angeles Police Department
LASAN	Los Angeles Sanitation
LED	light-emitting diode
lb	pounds
MBTA	Migratory Bird Treaty Act
MLD	most likely descendent
MSE	Mechanically Stabilized Earth
MS4	Municipal Separate Storm Sewer System
NAHC	Native American Heritage Commission
ND	Negative Declaration
NO_X	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System

OPR	Office of Planning and Research
PCC	Portland concrete cement
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
PPUHM	Protocol Plan for Unknown Hazardous Materials
RWQCB	Regional Water Quality Control Board
SB	Senate Bill
SCAB	South Coast Air Basin
SCAQMD	South Coast Air Quality Management District
SEA	Significant Ecological Areas
sec	second
SF	square foot/square feet
SMP	Soil Management Plan
SO_X	sulfur oxides
SR	State Route
SWIRP	Solid Waste Integrated Resource Plan
SWPPP	Storm Water Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TAC	toxic air contaminant
TAG	Transportation Assessment Guidelines
TIWRP	Terminal Island Water Reclamation Plant
TPH	total petroleum hydrocarbons
USFWS	United States Fish and Wildlife Service
VHFSZ	Very High Fire Severity Zone
VMT	vehicle miles traveled
VOC	volatile organic compound
WRAP	Water Resources Action Plan

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Appendix A

Air Quality Calculations

John Gibson Container Lot - Los Angeles-South Coast County, Annual

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

John Gibson Container Lot

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	815.00	1000sqft	18.71	815,000.00	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					
CO2 Intensity (lb/MWhr)	0	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - San Pedro Bay - LA County
Start Date : March 2022

Land Use - 407,227 sq ft landscape
405,602 sq ft parking lot
Round to 815,000 total sq ft

Construction Phase - Construction schedule March2022-Oct2022

Off-road Equipment - table 4.3.1

Off-road Equipment - table 4.3.1

Off-road Equipment - table 4.3.1

Off-road Equipment - table 4.3.1

Off-road Equipment - table 4.3.1

Off-road Equipment -

Off-road Equipment - table 4.3.1

John Gibson Container Lot - Los Angeles-South Coast County, Annual

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

Off-road Equipment - table 4.3.1

Off-road Equipment - table 4.3.1

Off-road Equipment - table 4.3.1

Trips and VMT - Total 8062 trips for equipment and haul

Grading - table 4.3.2

Architectural Coating - Concrete and Asphalt 405602sqft - half of covering allocated to each phase as they do not overlap.
Landscaping 407227 sqft.

Vehicle Trips - 460 offsite trips daily/815 for 815,000 sqft is 0.56/size /day mullt by 2 to get the two trip lengths 1.12
trip from offsite to site, then 0.5 miles on site
2943 vmt / 446 is 6.6 miles for port trucks

2943 vmt day

Consumer Products - parking container lot

Area Coating - no interior

Water And Wastewater - water for restroom around 20 gal a day

Solid Waste - few indoor employees

Fleet Mix - 3% worker commute
97% port traffic

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	407,500.00	407,227.00
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	407,500.00	202,801.00
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	407,500.00	202,801.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	1,222,500.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	1,222,500.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	1,222,500.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	0.00
tblArchitecturalCoating	EF_Residential_Exterior	50.00	0.00
tblArchitecturalCoating	EF_Residential_Exterior	50.00	0.00
tblArchitecturalCoating	EF_Residential_Exterior	50.00	0.00
tblArchitecturalCoating	EF_Residential_Interior	50.00	0.00
tblArchitecturalCoating	EF_Residential_Interior	50.00	0.00

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

tblArchitecturalCoating	EF_Residential_Interior	50.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	407500	0
tblAreaCoating	Area_Nonresidential_Interior	1222500	0
tblAreaCoating	Area_Parking	0	407500
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	NumDays	20.00	32.00
tblConstructionPhase	NumDays	20.00	60.00
tblConstructionPhase	NumDays	300.00	25.00
tblConstructionPhase	NumDays	300.00	80.00
tblConstructionPhase	NumDays	300.00	18.00
tblConstructionPhase	NumDays	20.00	34.00
tblConstructionPhase	NumDays	30.00	145.00
tblConstructionPhase	NumDays	30.00	90.00
tblConstructionPhase	NumDays	10.00	80.00
tblConsumerProducts	ROG_EF	1.98E-05	0
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	0
tblFleetMix	HHD	8.0120e-003	0.97
tblFleetMix	LDA	0.54	0.02
tblFleetMix	LDT1	0.06	0.01
tblFleetMix	LDT2	0.19	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.0830e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	3.3740e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	9.2500e-004	0.00
tblFleetMix	SBUS	6.9800e-004	0.00
tblFleetMix	UBUS	6.1100e-004	0.00

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

tblGrading	AcresOfGrading	217.50	9.80
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblSolidWaste	SolidWasteGenerationRate	1,010.60	0.00
tblTripsAndVMT	HaulingTripNumber	0.00	30.00
tblTripsAndVMT	HaulingTripNumber	0.00	64.00
tblTripsAndVMT	HaulingTripNumber	0.00	50.00
tblTripsAndVMT	HaulingTripNumber	0.00	6,500.00
tblTripsAndVMT	HaulingTripNumber	0.00	20.00
tblTripsAndVMT	HaulingTripNumber	0.00	0.44
tblTripsAndVMT	HaulingTripNumber	0.00	15.00
tblTripsAndVMT	HaulingTripNumber	0.00	42.00
tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	VendorTripNumber	0.00	0.40
tblTripsAndVMT	VendorTripNumber	0.00	0.20
tblTripsAndVMT	VendorTripNumber	0.00	0.10
tblTripsAndVMT	VendorTripNumber	0.00	0.11
tblTripsAndVMT	VendorTripNumber	134.00	0.00
tblTripsAndVMT	VendorTripNumber	134.00	0.78
tblTripsAndVMT	VendorTripNumber	0.00	0.69
tblTripsAndVMT	VendorTripNumber	0.00	0.17
tblTripsAndVMT	WorkerTripNumber	10.00	40.00

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

tblTripsAndVMT	WorkerTripNumber	68.00	40.00
tblTripsAndVMT	WorkerTripNumber	10.00	40.00
tblTripsAndVMT	WorkerTripNumber	25.00	40.00
tblTripsAndVMT	WorkerTripNumber	13.00	40.00
tblTripsAndVMT	WorkerTripNumber	342.00	40.00
tblTripsAndVMT	WorkerTripNumber	342.00	40.00
tblTripsAndVMT	WorkerTripNumber	68.00	40.00
tblTripsAndVMT	WorkerTripNumber	68.00	40.00
tblVehicleTrips	CC_TL	8.40	0.50
tblVehicleTrips	CC_TTP	28.00	53.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CW_TL	16.60	6.60
tblVehicleTrips	CW_TTP	59.00	47.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	6.42	1.12
tblVehicleTrips	SU_TR	5.09	1.12
tblVehicleTrips	WD_TR	3.93	1.12
tblWater	IndoorWaterUseRate	188,468,750.00	7,300.00

2.0 Emissions Summary

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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					
2022	1.4833	5.4228	4.8293	0.0127	0.6322	0.2170	0.8492	0.2915	0.1999	0.4914	0.0000	1,146.1275	1,146.1275	0.2827	0.0359	1,163.9030
Maximum	**1.4833**	**5.4228**	**4.8293**	**0.0127**	**0.6322**	**0.2170**	**0.8492**	**0.2915**	**0.1999**	**0.4914**	**0.0000**	**1,146.1275**	**1,146.1275**	**0.2827**	**0.0359**	**1,163.9030**

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					
2022	1.4833	5.4228	4.8293	0.0127	0.6322	0.2170	0.8492	0.2915	0.1999	0.4914	0.0000	1,146.1265	1,146.1265	0.2827	0.0359	1,163.9020
Maximum	**1.4833**	**5.4228**	**4.8293**	**0.0127**	**0.6322**	**0.2170**	**0.8492**	**0.2915**	**0.1999**	**0.4914**	**0.0000**	**1,146.1265**	**1,146.1265**	**0.2827**	**0.0359**	**1,163.9020**

	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**

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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)
2	1-13-2022	4-12-2022	0.2450	0.2450
3	4-13-2022	7-12-2022	2.3972	2.3972
4	7-13-2022	9-30-2022	3.1502	3.1502
		Highest	3.1502	3.1502

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	0.0954	9.0000e-005	0.0104	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0202	0.0202	5.0000e-005	0.0000	0.0216
Energy	0.0789	0.7175	0.6027	4.3100e-003		0.0545	0.0545		0.0545	0.0545	0.0000	781.1074	781.1074	0.0150	0.0143	785.7491
Mobile	0.1995	6.1236	3.0121	0.0190	0.4787	0.0233	0.5019	0.1313	0.0222	0.1536	0.0000	1,888.0501	1,888.0501	0.0945	0.2984	1,979.3434
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	2.3200e-003	0.0000	2.3200e-003	2.4000e-004	1.0000e-005	9.9400e-003
Total	**0.3739**	**6.8412**	**3.6253**	**0.0233**	**0.4787**	**0.0778**	**0.5565**	**0.1313**	**0.0768**	**0.2081**	**2.3200e-003**	**2,669.1778**	**2,669.1801**	**0.1098**	**0.3128**	**2,765.1240**

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	0.0954	9.0000e-005	0.0104	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0202	0.0202	5.0000e-005	0.0000	0.0216
Energy	0.0789	0.7175	0.6027	4.3100e-003		0.0545	0.0545		0.0545	0.0545	0.0000	781.1074	781.1074	0.0150	0.0143	785.7491
Mobile	0.1995	6.1236	3.0121	0.0190	0.4787	0.0233	0.5019	0.1313	0.0222	0.1536	0.0000	1,888.0501	1,888.0501	0.0945	0.2984	1,979.3434
Waste						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Water						0.0000	0.0000		0.0000	0.0000	2.3200e-003	0.0000	2.3200e-003	2.4000e-004	1.0000e-005	9.9400e-003
Total	**0.3739**	**6.8412**	**3.6253**	**0.0233**	**0.4787**	**0.0778**	**0.5565**	**0.1313**	**0.0768**	**0.2081**	**2.3200e-003**	**2,669.1778**	**2,669.1801**	**0.1098**	**0.3128**	**2,765.1240**

	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	3/1/2022	4/15/2022	5	34	
2	Fencing	Building Construction	3/1/2022	4/4/2022	5	25	
3	Site Utilities	Site Preparation	3/10/2022	6/29/2022	5	80	

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

4	Earthwork	Grading	4/10/2022	10/28/2022	5	145	
5	Shoring	Grading	5/10/2022	9/12/2022	5	90	
6	MSE Walls	Building Construction	6/10/2022	9/29/2022	5	80	
7	Electrical	Building Construction	6/12/2022	7/6/2022	5	18	
8	Concrete	Architectural Coating	7/30/2022	9/13/2022	5	32	
9	Landscaping	Architectural Coating	8/7/2022	10/28/2022	5	60	
10	Asphalt	Architectural Coating	9/19/2022	10/28/2022	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 9.8

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 202,801; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Excavators	2	8.00	158	0.38
Demolition	Skid Steer Loaders	2	8.00	65	0.37
Site Utilities	Excavators	2	8.00	158	0.38
Site Utilities	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Earthwork	Excavators	1	8.00	158	0.38
Earthwork	Off-Highway Trucks	1	8.00	402	0.38
Earthwork	Other Construction Equipment	1	8.00	172	0.42
Earthwork	Plate Compactors	1	8.00	8	0.43
Earthwork	Rollers	1	8.00	80	0.38
Earthwork	Rubber Tired Dozers	1	8.00	247	0.40
Earthwork	Rubber Tired Loaders	1	8.00	203	0.36
Earthwork	Scrapers	1	8.00	367	0.48
Earthwork	Skid Steer Loaders	1	8.00	65	0.37

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

Earthwork	Sweepers/Scrubbers	1	8.00	64	0.46
Shoring	Bore/Drill Rigs	1	8.00	221	0.50
Shoring	Cranes	1	8.00	231	0.29
Shoring	Excavators	1	8.00	158	0.38
Shoring	Off-Highway Trucks	1	8.00	402	0.38
Shoring	Skid Steer Loaders	1	8.00	65	0.37
MSE Walls	Aerial Lifts	1	8.00	63	0.31
MSE Walls	Excavators	1	8.00	158	0.38
MSE Walls	Off-Highway Trucks	1	8.00	402	0.38
MSE Walls	Plate Compactors	1	8.00	8	0.43
MSE Walls	Rubber Tired Dozers	1	8.00	247	0.40
MSE Walls	Rubber Tired Loaders	1	8.00	203	0.36
MSE Walls	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Electrical	Rubber Tired Loaders	1	8.00	203	0.36
Electrical	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Concrete	Cement and Mortar Mixers	2	8.00	9	0.56
Concrete	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Landscaping	Skid Steer Loaders	1	8.00	65	0.37
Landscaping	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Asphalt	Paving Equipment	4	8.00	132	0.36
Asphalt	Rollers	4	8.00	80	0.38
Asphalt	Rubber Tired Loaders	2	8.00	203	0.36

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	4	40.00	0.00	30.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Utilities	4	40.00	0.20	50.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

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

Earthwork	10	40.00	0.10	6,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Shoring	5	40.00	0.11	20.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
MSE Walls	7	40.00	0.00	0.44	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Electrical	2	40.00	0.78	15.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Concrete	4	40.00	0.69	42.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Landscaping	2	40.00	0.17	12.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Asphalt	10	40.00	0.40	64.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Fencing			134.00	0.00	14.70	6.90				

3.1 Mitigation Measures Construction

3.2 Demolition - 2022

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	9.2500e-003	0.0920	0.1578	2.5000e-004		4.0900e-003	4.0900e-003		3.7700e-003	3.7700e-003	0.0000	21.6035	21.6035	6.9900e-003	0.0000	21.7782
Total	**9.2500e-003**	**0.0920**	**0.1578**	**2.5000e-004**		**4.0900e-003**	**4.0900e-003**		**3.7700e-003**	**3.7700e-003**	**0.0000**	**21.6035**	**21.6035**	**6.9900e-003**	**0.0000**	**21.7782**

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

3.2 Demolition - 2022

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	7.0000e-005	2.6500e-003	5.9000e-004	1.0000e-005	2.6000e-004	2.0000e-005	2.8000e-004	7.0000e-005	2.0000e-005	9.0000e-005	0.0000	0.9265	0.9265	5.0000e-005	1.5000e-004	0.9715
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	2.3300e-003	1.9400e-003	0.0252	7.0000e-005	7.4500e-003	5.0000e-005	7.5000e-003	1.9800e-003	4.0000e-005	2.0200e-003	0.0000	6.1681	6.1681	1.8000e-004	1.7000e-004	6.2224
Total	**2.4000e-003**	**4.5900e-003**	**0.0258**	**8.0000e-005**	**7.7100e-003**	**7.0000e-005**	**7.7800e-003**	**2.0500e-003**	**6.0000e-005**	**2.1100e-003**	**0.0000**	**7.0946**	**7.0946**	**2.3000e-004**	**3.2000e-004**	**7.1939**

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	9.2500e-003	0.0920	0.1578	2.5000e-004		4.0900e-003	4.0900e-003		3.7700e-003	3.7700e-003	0.0000	21.6035	21.6035	6.9900e-003	0.0000	21.7782
Total	**9.2500e-003**	**0.0920**	**0.1578**	**2.5000e-004**		**4.0900e-003**	**4.0900e-003**		**3.7700e-003**	**3.7700e-003**	**0.0000**	**21.6035**	**21.6035**	**6.9900e-003**	**0.0000**	**21.7782**

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

3.2 Demolition - 2022

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	7.0000e-005	2.6500e-003	5.9000e-004	1.0000e-005	2.6000e-004	2.0000e-005	2.8000e-004	7.0000e-005	2.0000e-005	9.0000e-005	0.0000	0.9265	0.9265	5.0000e-005	1.5000e-004	0.9715
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	2.3300e-003	1.9400e-003	0.0252	7.0000e-005	7.4500e-003	5.0000e-005	7.5000e-003	1.9800e-003	4.0000e-005	2.0200e-003	0.0000	6.1681	6.1681	1.8000e-004	1.7000e-004	6.2224
Total	**2.4000e-003**	**4.5900e-003**	**0.0258**	**8.0000e-005**	**7.7100e-003**	**7.0000e-005**	**7.7800e-003**	**2.0500e-003**	**6.0000e-005**	**2.1100e-003**	**0.0000**	**7.0946**	**7.0946**	**2.3000e-004**	**3.2000e-004**	**7.1939**

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

3.3 Fencing - 2022

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
Vendor					7.4700e-003	0.0000	7.4700e-003	1.8300e-003	0.0000	1.8300e-003	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
Total					**7.4700e-003**	**0.0000**	**7.4700e-003**	**1.8300e-003**	**0.0000**	**1.8300e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

3.3 Fencing - 2022

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
Vendor					7.4700e-003	0.0000	7.4700e-003	1.8300e-003	0.0000	1.8300e-003	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
Total					**7.4700e-003**	**0.0000**	**7.4700e-003**	**1.8300e-003**	**0.0000**	**1.8300e-003**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

3.4 Site Utilities - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0294	0.2762	0.4395	6.6000e-004		0.0141	0.0141		0.0130	0.0130	0.0000	58.1509	58.1509	0.0188	0.0000	58.6210
Total	**0.0294**	**0.2762**	**0.4395**	**6.6000e-004**	**0.0000**	**0.0141**	**0.0141**	**0.0000**	**0.0130**	**0.0130**	**0.0000**	**58.1509**	**58.1509**	**0.0188**	**0.0000**	**58.6210**

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

3.4 Site Utilities - 2022

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	1.2000e-004	4.4200e-003	9.9000e-004	2.0000e-005	4.3000e-004	3.0000e-005	4.6000e-004	1.2000e-004	3.0000e-005	1.5000e-004	0.0000	1.5442	1.5442	8.0000e-005	2.5000e-004	1.6192
Vendor	2.0000e-005	4.1000e-004	1.4000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.1528	0.1528	1.0000e-005	2.0000e-005	0.1595
Worker	5.4800e-003	4.5700e-003	0.0594	1.6000e-004	0.0175	1.1000e-004	0.0177	4.6600e-003	1.1000e-004	4.7600e-003	0.0000	14.5131	14.5131	4.1000e-004	3.9000e-004	14.6409
Total	**5.6200e-003**	**9.4000e-003**	**0.0605**	**1.8000e-004**	**0.0180**	**1.4000e-004**	**0.0182**	**4.7900e-003**	**1.4000e-004**	**4.9300e-003**	**0.0000**	**16.2101**	**16.2101**	**5.0000e-004**	**6.6000e-004**	**16.4196**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0294	0.2762	0.4395	6.6000e-004		0.0141	0.0141		0.0130	0.0130	0.0000	58.1508	58.1508	0.0188	0.0000	58.6210
Total	**0.0294**	**0.2762**	**0.4395**	**6.6000e-004**	**0.0000**	**0.0141**	**0.0141**	**0.0000**	**0.0130**	**0.0130**	**0.0000**	**58.1508**	**58.1508**	**0.0188**	**0.0000**	**58.6210**

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

3.4 Site Utilities - 2022

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	1.2000e-004	4.4200e-003	9.9000e-004	2.0000e-005	4.3000e-004	3.0000e-005	4.6000e-004	1.2000e-004	3.0000e-005	1.5000e-004	0.0000	1.5442	1.5442	8.0000e-005	2.5000e-004	1.6192
Vendor	2.0000e-005	4.1000e-004	1.4000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.1528	0.1528	1.0000e-005	2.0000e-005	0.1595
Worker	5.4800e-003	4.5700e-003	0.0594	1.6000e-004	0.0175	1.1000e-004	0.0177	4.6600e-003	1.1000e-004	4.7600e-003	0.0000	14.5131	14.5131	4.1000e-004	3.9000e-004	14.6409
Total	**5.6200e-003**	**9.4000e-003**	**0.0605**	**1.8000e-004**	**0.0180**	**1.4000e-004**	**0.0182**	**4.7900e-003**	**1.4000e-004**	**4.9300e-003**	**0.0000**	**16.2101**	**16.2101**	**5.0000e-004**	**6.6000e-004**	**16.4196**

3.5 Earthwork - 2022

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					0.4418	0.0000	0.4418	0.2406	0.0000	0.2406	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2555	2.5431	1.9936	4.5100e-003		0.1133	0.1133		0.1043	0.1043	0.0000	395.6433	395.6433	0.1275	0.0000	398.8298
Total	**0.2555**	**2.5431**	**1.9936**	**4.5100e-003**	**0.4418**	**0.1133**	**0.5551**	**0.2406**	**0.1043**	**0.3449**	**0.0000**	**395.6433**	**395.6433**	**0.1275**	**0.0000**	**398.8298**

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

3.5 Earthwork - 2022

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	0.0150	0.5749	0.1282	2.0200e-003	0.0559	4.0600e-003	0.0600	0.0154	3.8800e-003	0.0192	0.0000	200.7412	200.7412	0.0107	0.0319	210.4993
Vendor	1.0000e-005	3.7000e-004	1.2000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.1384	0.1384	0.0000	2.0000e-005	0.1445
Worker	9.9400e-003	8.2800e-003	0.1077	2.9000e-004	0.0318	2.1000e-004	0.0320	8.4400e-003	1.9000e-004	8.6300e-003	0.0000	26.3050	26.3050	7.5000e-004	7.1000e-004	26.5367
Total	**0.0249**	**0.5835**	**0.2360**	**2.3100e-003**	**0.0878**	**4.2700e-003**	**0.0920**	**0.0238**	**4.0700e-003**	**0.0279**	**0.0000**	**227.1846**	**227.1846**	**0.0114**	**0.0326**	**237.1804**

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					0.4418	0.0000	0.4418	0.2406	0.0000	0.2406	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.2555	2.5431	1.9936	4.5100e-003		0.1133	0.1133		0.1043	0.1043	0.0000	395.6428	395.6428	0.1275	0.0000	398.8293
Total	**0.2555**	**2.5431**	**1.9936**	**4.5100e-003**	**0.4418**	**0.1133**	**0.5551**	**0.2406**	**0.1043**	**0.3449**	**0.0000**	**395.6428**	**395.6428**	**0.1275**	**0.0000**	**398.8293**

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

3.5 Earthwork - 2022

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	0.0150	0.5749	0.1282	2.0200e-003	0.0559	4.0600e-003	0.0600	0.0154	3.8800e-003	0.0192	0.0000	200.7412	200.7412	0.0107	0.0319	210.4993
Vendor	1.0000e-005	3.7000e-004	1.2000e-004	0.0000	5.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.1384	0.1384	0.0000	2.0000e-005	0.1445
Worker	9.9400e-003	8.2800e-003	0.1077	2.9000e-004	0.0318	2.1000e-004	0.0320	8.4400e-003	1.9000e-004	8.6300e-003	0.0000	26.3050	26.3050	7.5000e-004	7.1000e-004	26.5367
Total	**0.0249**	**0.5835**	**0.2360**	**2.3100e-003**	**0.0878**	**4.2700e-003**	**0.0920**	**0.0238**	**4.0700e-003**	**0.0279**	**0.0000**	**227.1846**	**227.1846**	**0.0114**	**0.0326**	**237.1804**

3.6 Shoring - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0629	0.5927	0.5371	1.6000e-003		0.0231	0.0231		0.0212	0.0212	0.0000	140.9132	140.9132	0.0456	0.0000	142.0526
Total	**0.0629**	**0.5927**	**0.5371**	**1.6000e-003**	**0.0000**	**0.0231**	**0.0231**	**0.0000**	**0.0212**	**0.0212**	**0.0000**	**140.9132**	**140.9132**	**0.0456**	**0.0000**	**142.0526**

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

3.6 Shoring - 2022

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	5.0000e-005	1.7700e-003	3.9000e-004	1.0000e-005	1.7000e-004	1.0000e-005	1.8000e-004	5.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.6177	0.6177	3.0000e-005	1.0000e-004	0.6477
Vendor	1.0000e-005	2.5000e-004	8.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0945	0.0945	0.0000	1.0000e-005	0.0987
Worker	6.1700e-003	5.1400e-003	0.0668	1.8000e-004	0.0197	1.3000e-004	0.0199	5.2400e-003	1.2000e-004	5.3600e-003	0.0000	16.3273	16.3273	4.7000e-004	4.4000e-004	16.4710
Total	**6.2300e-003**	**7.1600e-003**	**0.0673**	**1.9000e-004**	**0.0199**	**1.4000e-004**	**0.0201**	**5.3000e-003**	**1.3000e-004**	**5.4300e-003**	**0.0000**	**17.0395**	**17.0395**	**5.0000e-004**	**5.5000e-004**	**17.2174**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0629	0.5927	0.5371	1.6000e-003		0.0231	0.0231		0.0212	0.0212	0.0000	140.9131	140.9131	0.0456	0.0000	142.0524
Total	**0.0629**	**0.5927**	**0.5371**	**1.6000e-003**	**0.0000**	**0.0231**	**0.0231**	**0.0000**	**0.0212**	**0.0212**	**0.0000**	**140.9131**	**140.9131**	**0.0456**	**0.0000**	**142.0524**

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

3.6 Shoring - 2022

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	5.0000e-005	1.7700e-003	3.9000e-004	1.0000e-005	1.7000e-004	1.0000e-005	1.8000e-004	5.0000e-005	1.0000e-005	6.0000e-005	0.0000	0.6177	0.6177	3.0000e-005	1.0000e-004	0.6477
Vendor	1.0000e-005	2.5000e-004	8.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0945	0.0945	0.0000	1.0000e-005	0.0987
Worker	6.1700e-003	5.1400e-003	0.0668	1.8000e-004	0.0197	1.3000e-004	0.0199	5.2400e-003	1.2000e-004	5.3600e-003	0.0000	16.3273	16.3273	4.7000e-004	4.4000e-004	16.4710
Total	**6.2300e-003**	**7.1600e-003**	**0.0673**	**1.9000e-004**	**0.0199**	**1.4000e-004**	**0.0201**	**5.3000e-003**	**1.3000e-004**	**5.4300e-003**	**0.0000**	**17.0395**	**17.0395**	**5.0000e-004**	**5.5000e-004**	**17.2174**

3.7 MSE Walls - 2022

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	0.0840	0.8039	0.6108	1.5400e-003		0.0344	0.0344		0.0317	0.0317	0.0000	134.6276	134.6276	0.0433	0.0000	135.7093
Total	**0.0840**	**0.8039**	**0.6108**	**1.5400e-003**		**0.0344**	**0.0344**		**0.0317**	**0.0317**	**0.0000**	**134.6276**	**134.6276**	**0.0433**	**0.0000**	**135.7093**

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

3.7 MSE Walls - 2022

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	9.0000e-005	2.0000e-005	0.0000	0.0000	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0309	0.0309	0.0000	0.0000	0.0324
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	5.4800e-003	4.5700e-003	0.0594	1.6000e-004	0.0175	1.1000e-004	0.0177	4.6600e-003	1.1000e-004	4.7600e-003	0.0000	14.5131	14.5131	4.1000e-004	3.9000e-004	14.6409
Total	**5.4800e-003**	**4.6600e-003**	**0.0594**	**1.6000e-004**	**0.0175**	**1.1000e-004**	**0.0177**	**4.6600e-003**	**1.1000e-004**	**4.7600e-003**	**0.0000**	**14.5440**	**14.5440**	**4.1000e-004**	**3.9000e-004**	**14.6733**

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	0.0840	0.8039	0.6108	1.5400e-003		0.0344	0.0344		0.0317	0.0317	0.0000	134.6275	134.6275	0.0433	0.0000	135.7091
Total	**0.0840**	**0.8039**	**0.6108**	**1.5400e-003**		**0.0344**	**0.0344**		**0.0317**	**0.0317**	**0.0000**	**134.6275**	**134.6275**	**0.0433**	**0.0000**	**135.7091**

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

3.7 MSE Walls - 2022

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	9.0000e-005	2.0000e-005	0.0000	0.0000	0.0000	1.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0309	0.0309	0.0000	0.0000	0.0324
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	5.4800e-003	4.5700e-003	0.0594	1.6000e-004	0.0175	1.1000e-004	0.0177	4.6600e-003	1.1000e-004	4.7600e-003	0.0000	14.5131	14.5131	4.1000e-004	3.9000e-004	14.6409
Total	**5.4800e-003**	**4.6600e-003**	**0.0594**	**1.6000e-004**	**0.0175**	**1.1000e-004**	**0.0177**	**4.6600e-003**	**1.1000e-004**	**4.7600e-003**	**0.0000**	**14.5440**	**14.5440**	**4.1000e-004**	**3.9000e-004**	**14.6733**

3.8 Electrical - 2022

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	4.1000e-003	0.0423	0.0339	8.0000e-005		1.7200e-003	1.7200e-003		1.5900e-003	1.5900e-003	0.0000	7.4046	7.4046	2.3900e-003	0.0000	7.4644
Total	**4.1000e-003**	**0.0423**	**0.0339**	**8.0000e-005**		**1.7200e-003**	**1.7200e-003**		**1.5900e-003**	**1.5900e-003**	**0.0000**	**7.4046**	**7.4046**	**2.3900e-003**	**0.0000**	**7.4644**

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

3.8 Electrical - 2022

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	3.0000e-005	1.3300e-003	3.0000e-004	0.0000	1.3000e-004	1.0000e-005	1.4000e-004	4.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.4633	0.4633	2.0000e-005	7.0000e-005	0.4858
Vendor	1.0000e-005	3.6000e-004	1.2000e-004	0.0000	4.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.1341	0.1341	0.0000	2.0000e-005	0.1399
Worker	1.2300e-003	1.0300e-003	0.0134	4.0000e-005	3.9400e-003	3.0000e-005	3.9700e-003	1.0500e-003	2.0000e-005	1.0700e-003	0.0000	3.2655	3.2655	9.0000e-005	9.0000e-005	3.2942
Total	**1.2700e-003**	**2.7200e-003**	**0.0138**	**4.0000e-005**	**4.1100e-003**	**4.0000e-005**	**4.1600e-003**	**1.1000e-003**	**3.0000e-005**	**1.1300e-003**	**0.0000**	**3.8628**	**3.8628**	**1.1000e-004**	**1.8000e-004**	**3.9199**

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	4.1000e-003	0.0423	0.0339	8.0000e-005		1.7200e-003	1.7200e-003		1.5900e-003	1.5900e-003	0.0000	7.4046	7.4046	2.3900e-003	0.0000	7.4644
Total	**4.1000e-003**	**0.0423**	**0.0339**	**8.0000e-005**		**1.7200e-003**	**1.7200e-003**		**1.5900e-003**	**1.5900e-003**	**0.0000**	**7.4046**	**7.4046**	**2.3900e-003**	**0.0000**	**7.4644**

3.8 Electrical - 2022

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	3.0000e-005	1.3300e-003	3.0000e-004	0.0000	1.3000e-004	1.0000e-005	1.4000e-004	4.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.4633	0.4633	2.0000e-005	7.0000e-005	0.4858
Vendor	1.0000e-005	3.6000e-004	1.2000e-004	0.0000	4.0000e-005	0.0000	5.0000e-005	1.0000e-005	0.0000	2.0000e-005	0.0000	0.1341	0.1341	0.0000	2.0000e-005	0.1399
Worker	1.2300e-003	1.0300e-003	0.0134	4.0000e-005	3.9400e-003	3.0000e-005	3.9700e-003	1.0500e-003	2.0000e-005	1.0700e-003	0.0000	3.2655	3.2655	9.0000e-005	9.0000e-005	3.2942
Total	**1.2700e-003**	**2.7200e-003**	**0.0138**	**4.0000e-005**	**4.1100e-003**	**4.0000e-005**	**4.1600e-003**	**1.1000e-003**	**3.0000e-005**	**1.1300e-003**	**0.0000**	**3.8628**	**3.8628**	**1.1000e-004**	**1.8000e-004**	**3.9199**

3.9 Concrete - 2022

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	0.4700					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1500e-003	0.0654	0.0815	1.2000e-004		3.3400e-003	3.3400e-003		3.1100e-003	3.1100e-003	0.0000	10.2114	10.2114	2.9800e-003	0.0000	10.2859
Total	**0.4771**	**0.0654**	**0.0815**	**1.2000e-004**		**3.3400e-003**	**3.3400e-003**		**3.1100e-003**	**3.1100e-003**	**0.0000**	**10.2114**	**10.2114**	**2.9800e-003**	**0.0000**	**10.2859**

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

3.9 Concrete - 2022

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	1.0000e-004	3.7100e-003	8.3000e-004	1.0000e-005	3.6000e-004	3.0000e-005	3.9000e-004	1.0000e-004	3.0000e-005	1.2000e-004	0.0000	1.2971	1.2971	7.0000e-005	2.1000e-004	1.3602
Vendor	2.0000e-005	5.7000e-004	1.9000e-004	0.0000	7.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	0.0000	3.0000e-005	0.0000	0.2108	0.2108	1.0000e-005	3.0000e-005	0.2201
Worker	2.1900e-003	1.8300e-003	0.0238	6.0000e-005	7.0100e-003	5.0000e-005	7.0600e-003	1.8600e-003	4.0000e-005	1.9000e-003	0.0000	5.8053	5.8053	1.7000e-004	1.6000e-004	5.8564
Total	**2.3100e-003**	**6.1100e-003**	**0.0248**	**7.0000e-005**	**7.4400e-003**	**9.0000e-005**	**7.5200e-003**	**1.9800e-003**	**7.0000e-005**	**2.0500e-003**	**0.0000**	**7.3132**	**7.3132**	**2.5000e-004**	**4.0000e-004**	**7.4366**

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	0.4700					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.1500e-003	0.0654	0.0815	1.2000e-004		3.3400e-003	3.3400e-003		3.1100e-003	3.1100e-003	0.0000	10.2114	10.2114	2.9800e-003	0.0000	10.2859
Total	**0.4771**	**0.0654**	**0.0815**	**1.2000e-004**		**3.3400e-003**	**3.3400e-003**		**3.1100e-003**	**3.1100e-003**	**0.0000**	**10.2114**	**10.2114**	**2.9800e-003**	**0.0000**	**10.2859**

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

3.9 Concrete - 2022

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	1.0000e-004	3.7100e-003	8.3000e-004	1.0000e-005	3.6000e-004	3.0000e-005	3.9000e-004	1.0000e-004	3.0000e-005	1.2000e-004	0.0000	1.2971	1.2971	7.0000e-005	2.1000e-004	1.3602
Vendor	2.0000e-005	5.7000e-004	1.9000e-004	0.0000	7.0000e-005	1.0000e-005	7.0000e-005	2.0000e-005	0.0000	3.0000e-005	0.0000	0.2108	0.2108	1.0000e-005	3.0000e-005	0.2201
Worker	2.1900e-003	1.8300e-003	0.0238	6.0000e-005	7.0100e-003	5.0000e-005	7.0600e-003	1.8600e-003	4.0000e-005	1.9000e-003	0.0000	5.8053	5.8053	1.7000e-004	1.6000e-004	5.8564
Total	**2.3100e-003**	**6.1100e-003**	**0.0248**	**7.0000e-005**	**7.4400e-003**	**9.0000e-005**	**7.5200e-003**	**1.9800e-003**	**7.0000e-005**	**2.0500e-003**	**0.0000**	**7.3132**	**7.3132**	**2.5000e-004**	**4.0000e-004**	**7.4366**

3.10 Landscaping - 2022

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.0300e-003	0.0781	0.1088	1.6000e-004		3.7400e-003	3.7400e-003		3.4400e-003	3.4400e-003	0.0000	13.6521	13.6521	4.4200e-003	0.0000	13.7625
Total	**7.0300e-003**	**0.0781**	**0.1088**	**1.6000e-004**		**3.7400e-003**	**3.7400e-003**		**3.4400e-003**	**3.4400e-003**	**0.0000**	**13.6521**	**13.6521**	**4.4200e-003**	**0.0000**	**13.7625**

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

3.10 Landscaping - 2022

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	3.0000e-005	1.0600e-003	2.4000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3706	0.3706	2.0000e-005	6.0000e-005	0.3886
Vendor	1.0000e-005	2.6000e-004	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0974	0.0974	0.0000	1.0000e-005	0.1017
Worker	4.1100e-003	3.4300e-003	0.0446	1.2000e-004	0.0132	9.0000e-005	0.0132	3.4900e-003	8.0000e-005	3.5700e-003	0.0000	10.8848	10.8848	3.1000e-004	3.0000e-004	10.9807
Total	**4.1500e-003**	**4.7500e-003**	**0.0449**	**1.2000e-004**	**0.0133**	**1.0000e-004**	**0.0134**	**3.5300e-003**	**9.0000e-005**	**3.6200e-003**	**0.0000**	**11.3528**	**11.3528**	**3.3000e-004**	**3.7000e-004**	**11.4710**

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	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	7.0300e-003	0.0781	0.1088	1.6000e-004		3.7400e-003	3.7400e-003		3.4400e-003	3.4400e-003	0.0000	13.6521	13.6521	4.4200e-003	0.0000	13.7625
Total	**7.0300e-003**	**0.0781**	**0.1088**	**1.6000e-004**		**3.7400e-003**	**3.7400e-003**		**3.4400e-003**	**3.4400e-003**	**0.0000**	**13.6521**	**13.6521**	**4.4200e-003**	**0.0000**	**13.7625**

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

3.10 Landscaping - 2022

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	3.0000e-005	1.0600e-003	2.4000e-004	0.0000	1.0000e-004	1.0000e-005	1.1000e-004	3.0000e-005	1.0000e-005	4.0000e-005	0.0000	0.3706	0.3706	2.0000e-005	6.0000e-005	0.3886
Vendor	1.0000e-005	2.6000e-004	9.0000e-005	0.0000	3.0000e-005	0.0000	3.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.0974	0.0974	0.0000	1.0000e-005	0.1017
Worker	4.1100e-003	3.4300e-003	0.0446	1.2000e-004	0.0132	9.0000e-005	0.0132	3.4900e-003	8.0000e-005	3.5700e-003	0.0000	10.8848	10.8848	3.1000e-004	3.0000e-004	10.9807
Total	**4.1500e-003**	**4.7500e-003**	**0.0449**	**1.2000e-004**	**0.0133**	**1.0000e-004**	**0.0134**	**3.5300e-003**	**9.0000e-005**	**3.6200e-003**	**0.0000**	**11.3528**	**11.3528**	**3.3000e-004**	**3.7000e-004**	**11.4710**

3.11 Asphalt - 2022

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	0.4700					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0294	0.2986	0.3103	5.9000e-004		0.0141	0.0141		0.0130	0.0130	0.0000	51.7860	51.7860	0.0168	0.0000	52.2047
Total	**0.4994**	**0.2986**	**0.3103**	**5.9000e-004**		**0.0141**	**0.0141**		**0.0130**	**0.0130**	**0.0000**	**51.7860**	**51.7860**	**0.0168**	**0.0000**	**52.2047**

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

3.11 Asphalt - 2022

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	1.5000e-004	5.6600e-003	1.2600e-003	2.0000e-005	5.5000e-004	4.0000e-005	5.9000e-004	1.5000e-004	4.0000e-005	1.9000e-004	0.0000	1.9765	1.9765	1.0000e-004	3.1000e-004	2.0726
Vendor	1.0000e-005	3.1000e-004	1.0000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1146	0.1146	0.0000	2.0000e-005	0.1196
Worker	2.0600e-003	1.7100e-003	0.0223	6.0000e-005	6.5700e-003	4.0000e-005	6.6200e-003	1.7500e-003	4.0000e-005	1.7900e-003	0.0000	5.4424	5.4424	1.6000e-004	1.5000e-004	5.4903
Total	**2.2200e-003**	**7.6800e-003**	**0.0236**	**8.0000e-005**	**7.1600e-003**	**8.0000e-005**	**7.2500e-003**	**1.9100e-003**	**8.0000e-005**	**1.9900e-003**	**0.0000**	**7.5335**	**7.5335**	**2.6000e-004**	**4.8000e-004**	**7.6826**

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	0.4700					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0294	0.2986	0.3103	5.9000e-004		0.0141	0.0141		0.0130	0.0130	0.0000	51.7859	51.7859	0.0168	0.0000	52.2046
Total	**0.4994**	**0.2986**	**0.3103**	**5.9000e-004**		**0.0141**	**0.0141**		**0.0130**	**0.0130**	**0.0000**	**51.7859**	**51.7859**	**0.0168**	**0.0000**	**52.2046**

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

3.11 Asphalt - 2022

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	1.5000e-004	5.6600e-003	1.2600e-003	2.0000e-005	5.5000e-004	4.0000e-005	5.9000e-004	1.5000e-004	4.0000e-005	1.9000e-004	0.0000	1.9765	1.9765	1.0000e-004	3.1000e-004	2.0726
Vendor	1.0000e-005	3.1000e-004	1.0000e-004	0.0000	4.0000e-005	0.0000	4.0000e-005	1.0000e-005	0.0000	1.0000e-005	0.0000	0.1146	0.1146	0.0000	2.0000e-005	0.1196
Worker	2.0600e-003	1.7100e-003	0.0223	6.0000e-005	6.5700e-003	4.0000e-005	6.6200e-003	1.7500e-003	4.0000e-005	1.7900e-003	0.0000	5.4424	5.4424	1.6000e-004	1.5000e-004	5.4903
Total	**2.2200e-003**	**7.6800e-003**	**0.0236**	**8.0000e-005**	**7.1600e-003**	**8.0000e-005**	**7.2500e-003**	**1.9100e-003**	**8.0000e-005**	**1.9900e-003**	**0.0000**	**7.5335**	**7.5335**	**2.6000e-004**	**4.8000e-004**	**7.6826**

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	0.1995	6.1236	3.0121	0.0190	0.4787	0.0233	0.5019	0.1313	0.0222	0.1536	0.0000	1,888.0501	1,888.0501	0.0945	0.2984	1,979.3434
Unmitigated	0.1995	6.1236	3.0121	0.0190	0.4787	0.0233	0.5019	0.1313	0.0222	0.1536	0.0000	1,888.0501	1,888.0501	0.0945	0.2984	1,979.3434

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Heavy Industry	912.80	912.80	912.80	1,118,717	1,118,717
Total	912.80	912.80	912.80	1,118,717	1,118,717

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	6.60	0.50	6.90	47.00	53.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Heavy Industry	0.020000	0.010000	0.000000	0.000000	0.000000	0.000000	0.000000	0.970000	0.000000	0.000000	0.000000	0.000000	0.000000

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	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0789	0.7175	0.6027	4.3100e-003		0.0545	0.0545		0.0545	0.0545	0.0000	781.1074	781.1074	0.0150	0.0143	785.7491
NaturalGas Unmitigated	0.0789	0.7175	0.6027	4.3100e-003		0.0545	0.0545		0.0545	0.0545	0.0000	781.1074	781.1074	0.0150	0.0143	785.7491

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	1.46374e+007	0.0789	0.7175	0.6027	4.3100e-003		0.0545	0.0545		0.0545	0.0545	0.0000	781.1074	781.1074	0.0150	0.0143	785.7491
Total		**0.0789**	**0.7175**	**0.6027**	**4.3100e-003**		**0.0545**	**0.0545**		**0.0545**	**0.0545**	**0.0000**	**781.1074**	**781.1074**	**0.0150**	**0.0143**	**785.7491**

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	1.46374e+007	0.0789	0.7175	0.6027	4.3100e-003		0.0545	0.0545		0.0545	0.0545	0.0000	781.1074	781.1074	0.0150	0.0143	785.7491
Total		**0.0789**	**0.7175**	**0.6027**	**4.3100e-003**		**0.0545**	**0.0545**		**0.0545**	**0.0545**	**0.0000**	**781.1074**	**781.1074**	**0.0150**	**0.0143**	**785.7491**

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	8.8509e +006	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Heavy Industry	8.8509e +006	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0954	9.0000e-005	0.0104	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0202	0.0202	5.0000e-005	0.0000	0.0216
Unmitigated	0.0954	9.0000e-005	0.0104	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0202	0.0202	5.0000e-005	0.0000	0.0216

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	0.0944					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.6000e-004	9.0000e-005	0.0104	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0202	0.0202	5.0000e-005	0.0000	0.0216
Total	**0.0954**	**9.0000e-005**	**0.0104**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0202**	**0.0202**	**5.0000e-005**	**0.0000**	**0.0216**

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	0.0944					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Landscaping	9.6000e-004	9.0000e-005	0.0104	0.0000		4.0000e-005	4.0000e-005		4.0000e-005	4.0000e-005	0.0000	0.0202	0.0202	5.0000e-005	0.0000	0.0216
Total	**0.0954**	**9.0000e-005**	**0.0104**	**0.0000**		**4.0000e-005**	**4.0000e-005**		**4.0000e-005**	**4.0000e-005**	**0.0000**	**0.0202**	**0.0202**	**5.0000e-005**	**0.0000**	**0.0216**

7.0 Water Detail

7.1 Mitigation Measures Water

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	2.3200e-003	2.4000e-004	1.0000e-005	9.9400e-003
Unmitigated	2.3200e-003	2.4000e-004	1.0000e-005	9.9400e-003

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Heavy Industry	0.0073 / 0	2.3200e-003	2.4000e-004	1.0000e-005	9.9400e-003
Total		**2.3200e-003**	**2.4000e-004**	**1.0000e-005**	**9.9400e-003**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	MT/yr			
General Heavy Industry	0.0073 / 0	2.3200e-003	2.4000e-004	1.0000e-005	9.9400e-003
Total		**2.3200e-003**	**2.4000e-004**	**1.0000e-005**	**9.9400e-003**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	Total CO2	CH4	N2O	CO2e
	MT/yr			
Mitigated	0.0000	0.0000	0.0000	0.0000
Unmitigated	0.0000	0.0000	0.0000	0.0000

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	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Waste Disposed	Total CO2	CH4	N2O	CO2e
Land Use	tons	MT/yr			
General Heavy Industry	0	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

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

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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

John Gibson Container Lot

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	815.00	1000sqft	18.71	815,000.00	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					
CO2 Intensity (lb/MWhr)	0	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics - San Pedro Bay - LA County
Start Date : March 2022

Land Use - 407,227 sq ft landscape
405,602 sq ft parking lot
Round to 815,000 total sq ft

Construction Phase - Construction schedule March2022-Oct2022

Off-road Equipment - table 4.3.1

Off-road Equipment - table 4.3.1

Off-road Equipment - table 4.3.1

Off-road Equipment - table 4.3.1

Off-road Equipment - table 4.3.1

Off-road Equipment -

Off-road Equipment - table 4.3.1

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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

Off-road Equipment - table 4.3.1

Off-road Equipment - table 4.3.1

Off-road Equipment - table 4.3.1

Trips and VMT - Total 8062 trips for equipment and haul

Grading - table 4.3.2

Architectural Coating - Concrete and Asphalt 405602sqft - half of covering allocated to each phase as they do not overlap.
Landscaping 407227 sqft.

Vehicle Trips - 460 offsite trips daily/815 for 815,000 sqft is 0.56/size /day mullt by 2 to get the two trip lengths 1.12
trip from offsite to site, then 0.5 miles on site
2943 vmt / 446 is 6.6 miles for port trucks

2943 vmt day

Consumer Products - parking container lot

Area Coating - no interior

Water And Wastewater - water for restroom around 20 gal a day

Solid Waste - few indoor employees

Fleet Mix - 3% worker commute
97% port traffic

Table Name	Column Name	Default Value	New Value
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	407,500.00	407,227.00
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	407,500.00	202,801.00
tblArchitecturalCoating	ConstArea_Nonresidential_Exterior	407,500.00	202,801.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	1,222,500.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	1,222,500.00	0.00
tblArchitecturalCoating	ConstArea_Nonresidential_Interior	1,222,500.00	0.00
tblArchitecturalCoating	EF_Nonresidential_Exterior	100.00	0.00
tblArchitecturalCoating	EF_Residential_Exterior	50.00	0.00
tblArchitecturalCoating	EF_Residential_Exterior	50.00	0.00
tblArchitecturalCoating	EF_Residential_Exterior	50.00	0.00
tblArchitecturalCoating	EF_Residential_Interior	50.00	0.00
tblArchitecturalCoating	EF_Residential_Interior	50.00	0.00

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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

tblArchitecturalCoating	EF_Residential_Interior	50.00	0.00
tblAreaCoating	Area_Nonresidential_Exterior	407500	0
tblAreaCoating	Area_Nonresidential_Interior	1222500	0
tblAreaCoating	Area_Parking	0	407500
tblConstructionPhase	NumDays	20.00	30.00
tblConstructionPhase	NumDays	20.00	32.00
tblConstructionPhase	NumDays	20.00	60.00
tblConstructionPhase	NumDays	300.00	25.00
tblConstructionPhase	NumDays	300.00	80.00
tblConstructionPhase	NumDays	300.00	18.00
tblConstructionPhase	NumDays	20.00	34.00
tblConstructionPhase	NumDays	30.00	145.00
tblConstructionPhase	NumDays	30.00	90.00
tblConstructionPhase	NumDays	10.00	80.00
tblConsumerProducts	ROG_EF	1.98E-05	0
tblConsumerProducts	ROG_EF_PesticidesFertilizers	5.152E-08	0
tblFleetMix	HHD	8.0120e-003	0.97
tblFleetMix	LDA	0.54	0.02
tblFleetMix	LDT1	0.06	0.01
tblFleetMix	LDT2	0.19	0.00
tblFleetMix	LHD1	0.02	0.00
tblFleetMix	LHD2	6.0830e-003	0.00
tblFleetMix	MCY	0.02	0.00
tblFleetMix	MDV	0.13	0.00
tblFleetMix	MH	3.3740e-003	0.00
tblFleetMix	MHD	0.01	0.00
tblFleetMix	OBUS	9.2500e-004	0.00
tblFleetMix	SBUS	6.9800e-004	0.00
tblFleetMix	UBUS	6.1100e-004	0.00

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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

tblGrading	AcresOfGrading	217.50	9.80
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	2.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	3.00	1.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	4.00	2.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblSolidWaste	SolidWasteGenerationRate	1,010.60	0.00
tblTripsAndVMT	HaulingTripNumber	0.00	30.00
tblTripsAndVMT	HaulingTripNumber	0.00	64.00
tblTripsAndVMT	HaulingTripNumber	0.00	50.00
tblTripsAndVMT	HaulingTripNumber	0.00	6,500.00
tblTripsAndVMT	HaulingTripNumber	0.00	20.00
tblTripsAndVMT	HaulingTripNumber	0.00	0.44
tblTripsAndVMT	HaulingTripNumber	0.00	15.00
tblTripsAndVMT	HaulingTripNumber	0.00	42.00
tblTripsAndVMT	HaulingTripNumber	0.00	12.00
tblTripsAndVMT	VendorTripNumber	0.00	0.40
tblTripsAndVMT	VendorTripNumber	0.00	0.20
tblTripsAndVMT	VendorTripNumber	0.00	0.10
tblTripsAndVMT	VendorTripNumber	0.00	0.11
tblTripsAndVMT	VendorTripNumber	134.00	0.00
tblTripsAndVMT	VendorTripNumber	134.00	0.78
tblTripsAndVMT	VendorTripNumber	0.00	0.69
tblTripsAndVMT	VendorTripNumber	0.00	0.17
tblTripsAndVMT	WorkerTripNumber	10.00	40.00

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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

tblTripsAndVMT	WorkerTripNumber	68.00	40.00
tblTripsAndVMT	WorkerTripNumber	10.00	40.00
tblTripsAndVMT	WorkerTripNumber	25.00	40.00
tblTripsAndVMT	WorkerTripNumber	13.00	40.00
tblTripsAndVMT	WorkerTripNumber	342.00	40.00
tblTripsAndVMT	WorkerTripNumber	342.00	40.00
tblTripsAndVMT	WorkerTripNumber	68.00	40.00
tblTripsAndVMT	WorkerTripNumber	68.00	40.00
tblVehicleTrips	CC_TL	8.40	0.50
tblVehicleTrips	CC_TTP	28.00	53.00
tblVehicleTrips	CNW_TTP	13.00	0.00
tblVehicleTrips	CW_TL	16.60	6.60
tblVehicleTrips	CW_TTP	59.00	47.00
tblVehicleTrips	DV_TP	5.00	0.00
tblVehicleTrips	PB_TP	3.00	0.00
tblVehicleTrips	PR_TP	92.00	100.00
tblVehicleTrips	ST_TR	6.42	1.12
tblVehicleTrips	SU_TR	5.09	1.12
tblVehicleTrips	WD_TR	3.93	1.12
tblWater	IndoorWaterUseRate	188,468,750.00	7,300.00

2.0 Emissions Summary

John Gibson Container Lot - 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					
2022	39.9606	88.6982	78.5694	0.2108	9.1513	3.5594	12.7048	4.1363	3.2784	7.4094	0.0000	20,849.9702	20,849.9702	5.2840	0.5600	21,148.8732
Maximum	**39.9606**	**88.6982**	**78.5694**	**0.2108**	**9.1513**	**3.5594**	**12.7048**	**4.1363**	**3.2784**	**7.4094**	**0.0000**	**20,849.9702**	**20,849.9702**	**5.2840**	**0.5600**	**21,148.8732**

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					
2022	39.9606	88.6982	78.5694	0.2108	9.1513	3.5594	12.7048	4.1363	3.2784	7.4094	0.0000	20,849.9702	20,849.9702	5.2840	0.5600	21,148.8732
Maximum	**39.9606**	**88.6982**	**78.5694**	**0.2108**	**9.1513**	**3.5594**	**12.7048**	**4.1363**	**3.2784**	**7.4094**	**0.0000**	**20,849.9702**	**20,849.9702**	**5.2840**	**0.5600**	**21,148.8732**

	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**

John Gibson Container Lot - 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	0.5252	7.6000e-004	0.0832	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		0.1784	0.1784	4.7000e-004		0.1901
Energy	0.4325	3.9316	3.3026	0.0236		0.2988	0.2988		0.2988	0.2988		4,717.9372	4,717.9372	0.0904	0.0865	4,745.9735
Mobile	1.0251	34.0705	16.8299	0.1049	2.6760	0.1290	2.8051	0.7328	0.1234	0.8562		11,482.8121	11,482.8121	0.5693	1.8151	12,037.9341
Total	**1.9827**	**38.0029**	**20.2157**	**0.1285**	**2.6760**	**0.4281**	**3.1042**	**0.7328**	**0.4225**	**1.1553**		**16,200.9277**	**16,200.9277**	**0.6602**	**1.9016**	**16,784.0977**

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	0.5252	7.6000e-004	0.0832	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		0.1784	0.1784	4.7000e-004		0.1901
Energy	0.4325	3.9316	3.3026	0.0236		0.2988	0.2988		0.2988	0.2988		4,717.9372	4,717.9372	0.0904	0.0865	4,745.9735
Mobile	1.0251	34.0705	16.8299	0.1049	2.6760	0.1290	2.8051	0.7328	0.1234	0.8562		11,482.8121	11,482.8121	0.5693	1.8151	12,037.9341
Total	**1.9827**	**38.0029**	**20.2157**	**0.1285**	**2.6760**	**0.4281**	**3.1042**	**0.7328**	**0.4225**	**1.1553**		**16,200.9277**	**16,200.9277**	**0.6602**	**1.9016**	**16,784.0977**

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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	3/1/2022	4/15/2022	5	34	
2	Fencing	Building Construction	3/1/2022	4/4/2022	5	25	
3	Site Utilities	Site Preparation	3/10/2022	6/29/2022	5	80	
4	Earthwork	Grading	4/10/2022	10/28/2022	5	145	
5	Shoring	Grading	5/10/2022	9/12/2022	5	90	
6	MSE Walls	Building Construction	6/10/2022	9/29/2022	5	80	
7	Electrical	Building Construction	6/12/2022	7/6/2022	5	18	
8	Concrete	Architectural Coating	7/30/2022	9/13/2022	5	32	
9	Landscaping	Architectural Coating	8/7/2022	10/28/2022	5	60	
10	Asphalt	Architectural Coating	9/19/2022	10/28/2022	5	30	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 9.8

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 0; Non-Residential Outdoor: 202,801; Striped Parking Area: 0 (Architectural Coating – sqft)

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Excavators	2	8.00	158	0.38

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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

Demolition	Skid Steer Loaders	2	8.00	65	0.37
Site Utilities	Excavators	2	8.00	158	0.38
Site Utilities	Tractors/Loaders/Backhoes	2	8.00	97	0.37
Earthwork	Excavators	1	8.00	158	0.38
Earthwork	Off-Highway Trucks	1	8.00	402	0.38
Earthwork	Other Construction Equipment	1	8.00	172	0.42
Earthwork	Plate Compactors	1	8.00	8	0.43
Earthwork	Rollers	1	8.00	80	0.38
Earthwork	Rubber Tired Dozers	1	8.00	247	0.40
Earthwork	Rubber Tired Loaders	1	8.00	203	0.36
Earthwork	Scrapers	1	8.00	367	0.48
Earthwork	Skid Steer Loaders	1	8.00	65	0.37
Earthwork	Sweepers/Scrubbers	1	8.00	64	0.46
Shoring	Bore/Drill Rigs	1	8.00	221	0.50
Shoring	Cranes	1	8.00	231	0.29
Shoring	Excavators	1	8.00	158	0.38
Shoring	Off-Highway Trucks	1	8.00	402	0.38
Shoring	Skid Steer Loaders	1	8.00	65	0.37
MSE Walls	Aerial Lifts	1	8.00	63	0.31
MSE Walls	Excavators	1	8.00	158	0.38
MSE Walls	Off-Highway Trucks	1	8.00	402	0.38
MSE Walls	Plate Compactors	1	8.00	8	0.43
MSE Walls	Rubber Tired Dozers	1	8.00	247	0.40
MSE Walls	Rubber Tired Loaders	1	8.00	203	0.36
MSE Walls	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Electrical	Rubber Tired Loaders	1	8.00	203	0.36
Electrical	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Concrete	Cement and Mortar Mixers	2	8.00	9	0.56
Concrete	Tractors/Loaders/Backhoes	2	8.00	97	0.37

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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

Landscaping	Skid Steer Loaders	1	8.00	65	0.37
Landscaping	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Asphalt	Paving Equipment	4	8.00	132	0.36
Asphalt	Rollers	4	8.00	80	0.38
Asphalt	Rubber Tired Loaders	2	8.00	203	0.36

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	4	40.00	0.00	30.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Site Utilities	4	40.00	0.20	50.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Earthwork	10	40.00	0.10	6,500.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Shoring	5	40.00	0.11	20.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
MSE Walls	7	40.00	0.00	0.44	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Electrical	2	40.00	0.78	15.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Concrete	4	40.00	0.69	42.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Landscaping	2	40.00	0.17	12.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Asphalt	10	40.00	0.40	64.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Fencing			134.00	0.00	14.70	6.90				

3.1 Mitigation Measures Construction

John Gibson Container Lot - 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 - 2022

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	0.5441	5.4112	9.2847	0.0145		0.2409	0.2409		0.2216	0.2216		1,400.8131	1,400.8131	0.4531		1,412.1393
Total	**0.5441**	**5.4112**	**9.2847**	**0.0145**		**0.2409**	**0.2409**		**0.2216**	**0.2216**		**1,400.8131**	**1,400.8131**	**0.4531**		**1,412.1393**

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	4.0100e-003	0.1542	0.0352	5.5000e-004	0.0154	1.1000e-003	0.0166	4.2300e-003	1.0600e-003	5.2900e-003		60.0860	60.0860	3.1900e-003	9.5300e-003	63.0067
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	0.1482	0.1117	1.4475	3.8700e-003	0.4471	2.8700e-003	0.4500	0.1186	2.6400e-003	0.1212		394.0533	394.0533	0.0114	0.0107	397.5254
Total	**0.1522**	**0.2659**	**1.4827**	**4.4200e-003**	**0.4626**	**3.9700e-003**	**0.4665**	**0.1228**	**3.7000e-003**	**0.1265**		**454.1393**	**454.1393**	**0.0146**	**0.0202**	**460.5321**

John Gibson Container Lot - 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 - 2022

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	0.5441	5.4112	9.2847	0.0145		0.2409	0.2409		0.2216	0.2216	0.0000	1,400.8131	1,400.8131	0.4531		1,412.1393
Total	**0.5441**	**5.4112**	**9.2847**	**0.0145**		**0.2409**	**0.2409**		**0.2216**	**0.2216**	**0.0000**	**1,400.8131**	**1,400.8131**	**0.4531**		**1,412.1393**

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	4.0100e-003	0.1542	0.0352	5.5000e-004	0.0154	1.1000e-003	0.0166	4.2300e-003	1.0600e-003	5.2900e-003		60.0860	60.0860	3.1900e-003	9.5300e-003	63.0067
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	0.1482	0.1117	1.4475	3.8700e-003	0.4471	2.8700e-003	0.4500	0.1186	2.6400e-003	0.1212		394.0533	394.0533	0.0114	0.0107	397.5254
Total	**0.1522**	**0.2659**	**1.4827**	**4.4200e-003**	**0.4626**	**3.9700e-003**	**0.4665**	**0.1228**	**3.7000e-003**	**0.1265**		**454.1393**	**454.1393**	**0.0146**	**0.0202**	**460.5321**

John Gibson Container Lot - 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 Fencing - 2022

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
Vendor					0.6112	0.0000	0.6112	0.1500	0.0000	0.1500			0.0000			0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total					**0.6112**	**0.0000**	**0.6112**	**0.1500**	**0.0000**	**0.1500**			**0.0000**			**0.0000**

John Gibson Container Lot - 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 Fencing - 2022

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
Vendor					0.6112	0.0000	0.6112	0.1500	0.0000	0.1500			0.0000			0.0000
Worker					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Total					**0.6112**	**0.0000**	**0.6112**	**0.1500**	**0.0000**	**0.1500**			**0.0000**			**0.0000**

3.4 Site Utilities - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.7343	6.9052	10.9862	0.0166		0.3521	0.3521		0.3239	0.3239		1,602.5084	1,602.5084	0.5183		1,615.4655
Total	**0.7343**	**6.9052**	**10.9862**	**0.0166**	**0.0000**	**0.3521**	**0.3521**	**0.0000**	**0.3239**	**0.3239**		**1,602.5084**	**1,602.5084**	**0.5183**		**1,615.4655**

John Gibson Container Lot - 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 Site Utilities - 2022

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	2.8400e-003	0.1092	0.0249	3.9000e-004	0.0109	7.8000e-004	0.0117	3.0000e-003	7.5000e-004	3.7500e-003		42.5610	42.5610	2.2600e-003	6.7500e-003	44.6298
Vendor	3.9000e-004	0.0102	3.4800e-003	4.0000e-005	1.2800e-003	9.0000e-005	1.3700e-003	3.7000e-004	9.0000e-005	4.6000e-004		4.2108	4.2108	1.4000e-004	6.1000e-004	4.3953
Worker	0.1482	0.1117	1.4475	3.8700e-003	0.4471	2.8700e-003	0.4500	0.1186	2.6400e-003	0.1212		394.0533	394.0533	0.0114	0.0107	397.5254
Total	**0.1514**	**0.2311**	**1.4759**	**4.3000e-003**	**0.4593**	**3.7400e-003**	**0.4631**	**0.1219**	**3.4800e-003**	**0.1254**		**440.8250**	**440.8250**	**0.0138**	**0.0181**	**446.5505**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	0.7343	6.9052	10.9862	0.0166		0.3521	0.3521		0.3239	0.3239	0.0000	1,602.5084	1,602.5084	0.5183		1,615.4655
Total	**0.7343**	**6.9052**	**10.9862**	**0.0166**	**0.0000**	**0.3521**	**0.3521**	**0.0000**	**0.3239**	**0.3239**	**0.0000**	**1,602.5084**	**1,602.5084**	**0.5183**		**1,615.4655**

John Gibson Container Lot - 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 Site Utilities - 2022

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	2.8400e-003	0.1092	0.0249	3.9000e-004	0.0109	7.8000e-004	0.0117	3.0000e-003	7.5000e-004	3.7500e-003		42.5610	42.5610	2.2600e-003	6.7500e-003	44.6298
Vendor	3.9000e-004	0.0102	3.4800e-003	4.0000e-005	1.2800e-003	9.0000e-005	1.3700e-003	3.7000e-004	9.0000e-005	4.6000e-004		4.2108	4.2108	1.4000e-004	6.1000e-004	4.3953
Worker	0.1482	0.1117	1.4475	3.8700e-003	0.4471	2.8700e-003	0.4500	0.1186	2.6400e-003	0.1212		394.0533	394.0533	0.0114	0.0107	397.5254
Total	**0.1514**	**0.2311**	**1.4759**	**4.3000e-003**	**0.4593**	**3.7400e-003**	**0.4631**	**0.1219**	**3.4800e-003**	**0.1254**		**440.8250**	**440.8250**	**0.0138**	**0.0181**	**446.5505**

3.5 Earthwork - 2022

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					6.0938	0.0000	6.0938	3.3180	0.0000	3.3180			0.0000			0.0000
Off-Road	3.5239	35.0766	27.4982	0.0623		1.5631	1.5631		1.4389	1.4389		6,015.4763	6,015.4763	1.9380		6,063.9251
Total	**3.5239**	**35.0766**	**27.4982**	**0.0623**	**6.0938**	**1.5631**	**7.6569**	**3.3180**	**1.4389**	**4.7568**		**6,015.4763**	**6,015.4763**	**1.9380**		**6,063.9251**

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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

3.5 Earthwork - 2022

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	0.2038	7.8343	1.7863	0.0279	0.7847	0.0561	0.8407	0.2151	0.0536	0.2688		3,052.6473	3,052.6473	0.1618	0.4844	3,201.0315
Vendor	1.9000e-004	5.1000e-003	1.7400e-003	2.0000e-005	6.4000e-004	5.0000e-005	6.9000e-004	1.8000e-004	4.0000e-005	2.3000e-004		2.1054	2.1054	7.0000e-005	3.0000e-004	2.1977
Worker	0.1482	0.1117	1.4475	3.8700e-003	0.4471	2.8700e-003	0.4500	0.1186	2.6400e-003	0.1212		394.0533	394.0533	0.0114	0.0107	397.5254
Total	**0.3522**	**7.9510**	**3.2356**	**0.0318**	**1.2324**	**0.0590**	**1.2914**	**0.3339**	**0.0563**	**0.3902**		**3,448.8060**	**3,448.8060**	**0.1733**	**0.4954**	**3,600.7545**

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					6.0938	0.0000	6.0938	3.3180	0.0000	3.3180			0.0000			0.0000
Off-Road	3.5239	35.0766	27.4982	0.0623		1.5631	1.5631		1.4389	1.4389	0.0000	6,015.4763	6,015.4763	1.9380		6,063.9251
Total	**3.5239**	**35.0766**	**27.4982**	**0.0623**	**6.0938**	**1.5631**	**7.6569**	**3.3180**	**1.4389**	**4.7568**	**0.0000**	**6,015.4763**	**6,015.4763**	**1.9380**		**6,063.9251**

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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

3.5 Earthwork - 2022

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	0.2038	7.8343	1.7863	0.0279	0.7847	0.0561	0.8407	0.2151	0.0536	0.2688		3,052.6473	3,052.6473	0.1618	0.4844	3,201.0315
Vendor	1.9000e-004	5.1000e-003	1.7400e-003	2.0000e-005	6.4000e-004	5.0000e-005	6.9000e-004	1.8000e-004	4.0000e-005	2.3000e-004		2.1054	2.1054	7.0000e-005	3.0000e-004	2.1977
Worker	0.1482	0.1117	1.4475	3.8700e-003	0.4471	2.8700e-003	0.4500	0.1186	2.6400e-003	0.1212		394.0533	394.0533	0.0114	0.0107	397.5254
Total	**0.3522**	**7.9510**	**3.2356**	**0.0318**	**1.2324**	**0.0590**	**1.2914**	**0.3339**	**0.0563**	**0.3902**		**3,448.8060**	**3,448.8060**	**0.1733**	**0.4954**	**3,600.7545**

3.6 Shoring - 2022

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.3975	13.1700	11.9345	0.0357		0.5129	0.5129		0.4718	0.4718		3,451.7830	3,451.7830	1.1164		3,479.6924
Total	**1.3975**	**13.1700**	**11.9345**	**0.0357**	**0.0000**	**0.5129**	**0.5129**	**0.0000**	**0.4718**	**0.4718**		**3,451.7830**	**3,451.7830**	**1.1164**		**3,479.6924**

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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

3.6 Shoring - 2022

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	1.0100e-003	0.0388	8.8600e-003	1.4000e-004	3.8900e-003	2.8000e-004	4.1700e-003	1.0700e-003	2.7000e-004	1.3300e-003		15.1328	15.1328	8.0000e-004	2.4000e-003	15.8684
Vendor	2.1000e-004	5.6100e-003	1.9100e-003	2.0000e-005	7.0000e-004	5.0000e-005	7.6000e-004	2.0000e-004	5.0000e-005	2.5000e-004		2.3160	2.3160	8.0000e-005	3.3000e-004	2.4174
Worker	0.1482	0.1117	1.4475	3.8700e-003	0.4471	2.8700e-003	0.4500	0.1186	2.6400e-003	0.1212		394.0533	394.0533	0.0114	0.0107	397.5254
Total	**0.1494**	**0.1561**	**1.4583**	**4.0300e-003**	**0.4517**	**3.2000e-003**	**0.4549**	**0.1198**	**2.9600e-003**	**0.1228**		**411.5020**	**411.5020**	**0.0123**	**0.0134**	**415.8112**

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio- CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					0.0000	0.0000	0.0000	0.0000	0.0000	0.0000			0.0000			0.0000
Off-Road	1.3975	13.1700	11.9345	0.0357		0.5129	0.5129		0.4718	0.4718	0.0000	3,451.7830	3,451.7830	1.1164		3,479.6924
Total	**1.3975**	**13.1700**	**11.9345**	**0.0357**	**0.0000**	**0.5129**	**0.5129**	**0.0000**	**0.4718**	**0.4718**	**0.0000**	**3,451.7830**	**3,451.7830**	**1.1164**		**3,479.6924**

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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

3.6 Shoring - 2022

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	1.0100e-003	0.0388	8.8600e-003	1.4000e-004	3.8900e-003	2.8000e-004	4.1700e-003	1.0700e-003	2.7000e-004	1.3300e-003		15.1328	15.1328	8.0000e-004	2.4000e-003	15.8684
Vendor	2.1000e-004	5.6100e-003	1.9100e-003	2.0000e-005	7.0000e-004	5.0000e-005	7.6000e-004	2.0000e-004	5.0000e-005	2.5000e-004		2.3160	2.3160	8.0000e-005	3.3000e-004	2.4174
Worker	0.1482	0.1117	1.4475	3.8700e-003	0.4471	2.8700e-003	0.4500	0.1186	2.6400e-003	0.1212		394.0533	394.0533	0.0114	0.0107	397.5254
Total	**0.1494**	**0.1561**	**1.4583**	**4.0300e-003**	**0.4517**	**3.2000e-003**	**0.4549**	**0.1198**	**2.9600e-003**	**0.1228**		**411.5020**	**411.5020**	**0.0123**	**0.0134**	**415.8112**

3.7 MSE Walls - 2022

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	2.1002	20.0965	15.2695	0.0385		0.8610	0.8610		0.7929	0.7929		3,710.0384	3,710.0384	1.1923		3,739.8467
Total	**2.1002**	**20.0965**	**15.2695**	**0.0385**		**0.8610**	**0.8610**		**0.7929**	**0.7929**		**3,710.0384**	**3,710.0384**	**1.1923**		**3,739.8467**

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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

3.7 MSE Walls - 2022

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	6.0000e-005	2.1800e-003	5.0000e-004	1.0000e-005	1.3000e-004	2.0000e-005	1.4000e-004	4.0000e-005	1.0000e-005	5.0000e-005		0.8512	0.8512	5.0000e-005	1.4000e-004	0.8926
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	0.1482	0.1117	1.4475	3.8700e-003	0.4471	2.8700e-003	0.4500	0.1186	2.6400e-003	0.1212		394.0533	394.0533	0.0114	0.0107	397.5254
Total	**0.1483**	**0.1139**	**1.4480**	**3.8800e-003**	**0.4472**	**2.8900e-003**	**0.4501**	**0.1186**	**2.6500e-003**	**0.1213**		**394.9045**	**394.9045**	**0.0115**	**0.0108**	**398.4180**

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	2.1002	20.0965	15.2695	0.0385		0.8610	0.8610		0.7929	0.7929	0.0000	3,710.0384	3,710.0384	1.1923		3,739.8467
Total	**2.1002**	**20.0965**	**15.2695**	**0.0385**		**0.8610**	**0.8610**		**0.7929**	**0.7929**	**0.0000**	**3,710.0384**	**3,710.0384**	**1.1923**		**3,739.8467**

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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

3.7 MSE Walls - 2022

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	6.0000e-005	2.1800e-003	5.0000e-004	1.0000e-005	1.3000e-004	2.0000e-005	1.4000e-004	4.0000e-005	1.0000e-005	5.0000e-005		0.8512	0.8512	5.0000e-005	1.4000e-004	0.8926
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	0.1482	0.1117	1.4475	3.8700e-003	0.4471	2.8700e-003	0.4500	0.1186	2.6400e-003	0.1212		394.0533	394.0533	0.0114	0.0107	397.5254
Total	**0.1483**	**0.1139**	**1.4480**	**3.8800e-003**	**0.4472**	**2.8900e-003**	**0.4501**	**0.1186**	**2.6500e-003**	**0.1213**		**394.9045**	**394.9045**	**0.0115**	**0.0108**	**398.4180**

3.8 Electrical - 2022

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	0.4561	4.7006	3.7692	9.3700e-003		0.1916	0.1916		0.1763	0.1763		906.9033	906.9033	0.2933		914.2360
Total	**0.4561**	**4.7006**	**3.7692**	**9.3700e-003**		**0.1916**	**0.1916**		**0.1763**	**0.1763**		**906.9033**	**906.9033**	**0.2933**		**914.2360**

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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

3.8 Electrical - 2022

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	3.7900e-003	0.1456	0.0332	5.2000e-004	0.0146	1.0400e-003	0.0156	4.0000e-003	1.0000e-003	5.0000e-003		56.7479	56.7479	3.0100e-003	9.0000e-003	59.5064
Vendor	1.5200e-003	0.0398	0.0136	1.5000e-004	5.0000e-003	3.7000e-004	5.3600e-003	1.4400e-003	3.5000e-004	1.7900e-003		16.4222	16.4222	5.5000e-004	2.3700e-003	17.1417
Worker	0.1482	0.1117	1.4475	3.8700e-003	0.4471	2.8700e-003	0.4500	0.1186	2.6400e-003	0.1212		394.0533	394.0533	0.0114	0.0107	397.5254
Total	**0.1535**	**0.2971**	**1.4943**	**4.5400e-003**	**0.4667**	**4.2800e-003**	**0.4710**	**0.1240**	**3.9900e-003**	**0.1280**		**467.2234**	**467.2234**	**0.0150**	**0.0221**	**474.1734**

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	0.4561	4.7006	3.7692	9.3700e-003		0.1916	0.1916		0.1763	0.1763	0.0000	906.9033	906.9033	0.2933		914.2360
Total	**0.4561**	**4.7006**	**3.7692**	**9.3700e-003**		**0.1916**	**0.1916**		**0.1763**	**0.1763**	**0.0000**	**906.9033**	**906.9033**	**0.2933**		**914.2360**

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

3.8 Electrical - 2022

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	3.7900e-003	0.1456	0.0332	5.2000e-004	0.0146	1.0400e-003	0.0156	4.0000e-003	1.0000e-003	5.0000e-003		56.7479	56.7479	3.0100e-003	9.0000e-003	59.5064
Vendor	1.5200e-003	0.0398	0.0136	1.5000e-004	5.0000e-003	3.7000e-004	5.3600e-003	1.4400e-003	3.5000e-004	1.7900e-003		16.4222	16.4222	5.5000e-004	2.3700e-003	17.1417
Worker	0.1482	0.1117	1.4475	3.8700e-003	0.4471	2.8700e-003	0.4500	0.1186	2.6400e-003	0.1212		394.0533	394.0533	0.0114	0.0107	397.5254
Total	**0.1535**	**0.2971**	**1.4943**	**4.5400e-003**	**0.4667**	**4.2800e-003**	**0.4710**	**0.1240**	**3.9900e-003**	**0.1280**		**467.2234**	**467.2234**	**0.0150**	**0.0221**	**474.1734**

3.9 Concrete - 2022

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	29.3745					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4469	4.0877	5.0928	7.6400e-003		0.2089	0.2089		0.1944	0.1944		703.5105	703.5105	0.2053		708.6441
Total	**29.8214**	**4.0877**	**5.0928**	**7.6400e-003**		**0.2089**	**0.2089**		**0.1944**	**0.1944**		**703.5105**	**703.5105**	**0.2053**		**708.6441**

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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

3.9 Concrete - 2022

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	5.9700e-003	0.2294	0.0523	8.2000e-004	0.0230	1.6400e-003	0.0246	6.3000e-003	1.5700e-003	7.8700e-003		89.3780	89.3780	4.7400e-003	0.0142	93.7225
Vendor	1.3400e-003	0.0352	0.0120	1.4000e-004	4.4200e-003	3.2000e-004	4.7400e-003	1.2700e-003	3.1000e-004	1.5800e-003		14.5273	14.5273	4.8000e-004	2.1000e-003	15.1638
Worker	0.1482	0.1117	1.4475	3.8700e-003	0.4471	2.8700e-003	0.4500	0.1186	2.6400e-003	0.1212		394.0533	394.0533	0.0114	0.0107	397.5254
Total	**0.1555**	**0.3763**	**1.5118**	**4.8300e-003**	**0.4745**	**4.8300e-003**	**0.4793**	**0.1261**	**4.5200e-003**	**0.1307**		**497.9586**	**497.9586**	**0.0166**	**0.0270**	**506.4117**

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	lb/day										lb/day					
Archit. Coating	29.3745					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.4469	4.0877	5.0928	7.6400e-003		0.2089	0.2089		0.1944	0.1944	0.0000	703.5105	703.5105	0.2053		708.6441
Total	**29.8214**	**4.0877**	**5.0928**	**7.6400e-003**		**0.2089**	**0.2089**		**0.1944**	**0.1944**	**0.0000**	**703.5105**	**703.5105**	**0.2053**		**708.6441**

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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

3.9 Concrete - 2022

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	5.9700e-003	0.2294	0.0523	8.2000e-004	0.0230	1.6400e-003	0.0246	6.3000e-003	1.5700e-003	7.8700e-003		89.3780	89.3780	4.7400e-003	0.0142	93.7225
Vendor	1.3400e-003	0.0352	0.0120	1.4000e-004	4.4200e-003	3.2000e-004	4.7400e-003	1.2700e-003	3.1000e-004	1.5800e-003		14.5273	14.5273	4.8000e-004	2.1000e-003	15.1638
Worker	0.1482	0.1117	1.4475	3.8700e-003	0.4471	2.8700e-003	0.4500	0.1186	2.6400e-003	0.1212		394.0533	394.0533	0.0114	0.0107	397.5254
Total	**0.1555**	**0.3763**	**1.5118**	**4.8300e-003**	**0.4745**	**4.8300e-003**	**0.4793**	**0.1261**	**4.5200e-003**	**0.1307**		**497.9586**	**497.9586**	**0.0166**	**0.0270**	**506.4117**

3.10 Landscaping - 2022

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2343	2.6042	3.6251	5.1800e-003		0.1246	0.1246		0.1147	0.1147		501.6302	501.6302	0.1622		505.6861
Total	**0.2343**	**2.6042**	**3.6251**	**5.1800e-003**		**0.1246**	**0.1246**		**0.1147**	**0.1147**		**501.6302**	**501.6302**	**0.1622**		**505.6861**

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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

3.10 Landscaping - 2022

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	9.1000e-004	0.0350	7.9700e-003	1.2000e-004	3.5000e-003	2.5000e-004	3.7500e-003	9.6000e-004	2.4000e-004	1.2000e-003		13.6195	13.6195	7.2000e-004	2.1600e-003	14.2815
Vendor	3.3000e-004	8.6700e-003	2.9500e-003	3.0000e-005	1.0900e-003	8.0000e-005	1.1700e-003	3.1000e-004	8.0000e-005	3.9000e-004		3.5792	3.5792	1.2000e-004	5.2000e-004	3.7360
Worker	0.1482	0.1117	1.4475	3.8700e-003	0.4471	2.8700e-003	0.4500	0.1186	2.6400e-003	0.1212		394.0533	394.0533	0.0114	0.0107	397.5254
Total	**0.1495**	**0.1553**	**1.4584**	**4.0200e-003**	**0.4517**	**3.2000e-003**	**0.4549**	**0.1198**	**2.9600e-003**	**0.1228**		**411.2520**	**411.2520**	**0.0122**	**0.0134**	**415.5429**

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	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.2343	2.6042	3.6251	5.1800e-003		0.1246	0.1246		0.1147	0.1147	0.0000	501.6302	501.6302	0.1622		505.6861
Total	**0.2343**	**2.6042**	**3.6251**	**5.1800e-003**		**0.1246**	**0.1246**		**0.1147**	**0.1147**	**0.0000**	**501.6302**	**501.6302**	**0.1622**		**505.6861**

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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

3.10 Landscaping - 2022

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	9.1000e-004	0.0350	7.9700e-003	1.2000e-004	3.5000e-003	2.5000e-004	3.7500e-003	9.6000e-004	2.4000e-004	1.2000e-003		13.6195	13.6195	7.2000e-004	2.1600e-003	14.2815
Vendor	3.3000e-004	8.6700e-003	2.9500e-003	3.0000e-005	1.0900e-003	8.0000e-005	1.1700e-003	3.1000e-004	8.0000e-005	3.9000e-004		3.5792	3.5792	1.2000e-004	5.2000e-004	3.7360
Worker	0.1482	0.1117	1.4475	3.8700e-003	0.4471	2.8700e-003	0.4500	0.1186	2.6400e-003	0.1212		394.0533	394.0533	0.0114	0.0107	397.5254
Total	**0.1495**	**0.1553**	**1.4584**	**4.0200e-003**	**0.4517**	**3.2000e-003**	**0.4549**	**0.1198**	**2.9600e-003**	**0.1228**		**411.2520**	**411.2520**	**0.0122**	**0.0134**	**415.5429**

3.11 Asphalt - 2022

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	31.3328					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	1.9608	19.9042	20.6878	0.0393		0.9399	0.9399		0.8647	0.8647		3,805.6175	3,805.6175	1.2308		3,836.3878
Total	**33.2936**	**19.9042**	**20.6878**	**0.0393**		**0.9399**	**0.9399**		**0.8647**	**0.8647**		**3,805.6175**	**3,805.6175**	**1.2308**		**3,836.3878**

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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

3.11 Asphalt - 2022

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	9.7000e-003	0.3728	0.0850	1.3300e-003	0.0373	2.6700e-003	0.0400	0.0102	2.5500e-003	0.0128		145.2747	145.2747	7.7000e-003	0.0231	152.3363
Vendor	7.8000e-004	0.0204	6.9500e-003	8.0000e-005	2.5600e-003	1.9000e-004	2.7500e-003	7.4000e-004	1.8000e-004	9.2000e-004		8.4216	8.4216	2.8000e-004	1.2100e-003	8.7906
Worker	0.1482	0.1117	1.4475	3.8700e-003	0.4471	2.8700e-003	0.4500	0.1186	2.6400e-003	0.1212		394.0533	394.0533	0.0114	0.0107	397.5254
Total	**0.1587**	**0.5049**	**1.5395**	**5.2800e-003**	**0.4870**	**5.7300e-003**	**0.4927**	**0.1296**	**5.3700e-003**	**0.1349**		**547.7496**	**547.7496**	**0.0194**	**0.0350**	**558.6523**

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	31.3328					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	1.9608	19.9042	20.6878	0.0393		0.9399	0.9399		0.8647	0.8647	0.0000	3,805.6175	3,805.6175	1.2308		3,836.3878
Total	**33.2936**	**19.9042**	**20.6878**	**0.0393**		**0.9399**	**0.9399**		**0.8647**	**0.8647**	**0.0000**	**3,805.6175**	**3,805.6175**	**1.2308**		**3,836.3878**

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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

3.11 Asphalt - 2022

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	9.7000e-003	0.3728	0.0850	1.3300e-003	0.0373	2.6700e-003	0.0400	0.0102	2.5500e-003	0.0128		145.2747	145.2747	7.7000e-003	0.0231	152.3363
Vendor	7.8000e-004	0.0204	6.9500e-003	8.0000e-005	2.5600e-003	1.9000e-004	2.7500e-003	7.4000e-004	1.8000e-004	9.2000e-004		8.4216	8.4216	2.8000e-004	1.2100e-003	8.7906
Worker	0.1482	0.1117	1.4475	3.8700e-003	0.4471	2.8700e-003	0.4500	0.1186	2.6400e-003	0.1212		394.0533	394.0533	0.0114	0.0107	397.5254
Total	**0.1587**	**0.5049**	**1.5395**	**5.2800e-003**	**0.4870**	**5.7300e-003**	**0.4927**	**0.1296**	**5.3700e-003**	**0.1349**		**547.7496**	**547.7496**	**0.0194**	**0.0350**	**558.6523**

John Gibson Container Lot - 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	1.0251	34.0705	16.8299	0.1049	2.6760	0.1290	2.8051	0.7328	0.1234	0.8562		11,482.8121	11,482.8121	0.5693	1.8151	12,037.9341
Unmitigated	1.0251	34.0705	16.8299	0.1049	2.6760	0.1290	2.8051	0.7328	0.1234	0.8562		11,482.8121	11,482.8121	0.5693	1.8151	12,037.9341

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Heavy Industry	912.80	912.80	912.80	1,118,717	1,118,717
Total	912.80	912.80	912.80	1,118,717	1,118,717

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	6.60	0.50	6.90	47.00	53.00	0.00	100	0	0

4.4 Fleet Mix

Land Use	LDA	LDT1	LDT2	MDV	LHD1	LHD2	MHD	HHD	OBUS	UBUS	MCY	SBUS	MH
General Heavy Industry	0.020000	0.010000	0.000000	0.000000	0.000000	0.000000	0.000000	0.970000	0.000000	0.000000	0.000000	0.000000	0.000000

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	0.4325	3.9316	3.3026	0.0236		0.2988	0.2988		0.2988	0.2988		4,717.9372	4,717.9372	0.0904	0.0865	4,745.9735
NaturalGas Unmitigated	0.4325	3.9316	3.3026	0.0236		0.2988	0.2988		0.2988	0.2988		4,717.9372	4,717.9372	0.0904	0.0865	4,745.9735

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	40102.5	0.4325	3.9316	3.3026	0.0236		0.2988	0.2988		0.2988	0.2988		4,717.9372	4,717.9372	0.0904	0.0865	4,745.9735
Total		**0.4325**	**3.9316**	**3.3026**	**0.0236**		**0.2988**	**0.2988**		**0.2988**	**0.2988**		**4,717.9372**	**4,717.9372**	**0.0904**	**0.0865**	**4,745.9735**

John Gibson Container Lot - Los Angeles-South Coast County, Winter

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	40.1025	0.4325	3.9316	3.3026	0.0236		0.2988	0.2988		0.2988	0.2988		4,717.9372	4,717.9372	0.0904	0.0865	4,745.9735
Total		**0.4325**	**3.9316**	**3.3026**	**0.0236**		**0.2988**	**0.2988**		**0.2988**	**0.2988**		**4,717.9372**	**4,717.9372**	**0.0904**	**0.0865**	**4,745.9735**

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	0.5252	7.6000e-004	0.0832	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		0.1784	0.1784	4.7000e-004		0.1901
Unmitigated	0.5252	7.6000e-004	0.0832	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		0.1784	0.1784	4.7000e-004		0.1901

John Gibson Container Lot - 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	0.5175					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7100e-003	7.6000e-004	0.0832	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		0.1784	0.1784	4.7000e-004		0.1901
Total	**0.5252**	**7.6000e-004**	**0.0832**	**1.0000e-005**		**3.0000e-004**	**3.0000e-004**		**3.0000e-004**	**3.0000e-004**		**0.1784**	**0.1784**	**4.7000e-004**		**0.1901**

John Gibson Container Lot - 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

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	0.5175					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Consumer Products	0.0000					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Landscaping	7.7100e-003	7.6000e-004	0.0832	1.0000e-005		3.0000e-004	3.0000e-004		3.0000e-004	3.0000e-004		0.1784	0.1784	4.7000e-004		0.1901
Total	**0.5252**	**7.6000e-004**	**0.0832**	**1.0000e-005**		**3.0000e-004**	**3.0000e-004**		**3.0000e-004**	**3.0000e-004**		**0.1784**	**0.1784**	**4.7000e-004**		**0.1901**

7.0 Water Detail

7.1 Mitigation Measures Water

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

AERSCREEN Settings for Single Source, Air Quality Ambient Impact Calculations

Project Name: John S Gibson , POLA
Model Description: AERSCREEN: 40 CFR 51, Appendix W, Section 4.2.1.1 (Federal Register: Jan 17, 2017)
Model Assumptions: See U.S. EPA, AERSCREEN User's Guide (EPA-454/B-16-004), December 2016

Input / Settings

Source	**Type = VOL Configuration**	Emiss. Rate (g/s)	Height (cen) (m)	SyInit (m)	SzInit (m)
	Name : b18ac-v	1	3.66	60	1.8
			(12-ft tailpipe		(6-ft vert mix tailpipes
18	acre project				
72846	m sq.			[VOL Source: sigma-y < (dist vol.center-to-ambient) / 2.15 factor]	
269.9	m - side of sq-site	>>>>>		270	(m) sq-site
				62.79	sigma-y max
0.13	lb/day project				
0.000683	g/s				

[Use of volume sources for mobile configurations (SCAQMD, 2003) & roadway segments (BAAQMD, 2012).
[Ref: SCAQMD, Health Risk Assessment Guidance for Analyzing Cancer Risks from Mobile Source Diesel Idling Emissions for CEQA Air Quality Analysis (2003)

Rural / Urban ? = U, pop: 500,000
Minimum Receptor Distance ? = default for VOL source
Modeling NO2 chemistry ? = no
Terrain heights ? = no
Flagpole receptors ? = no
Source elevation ? = default for VOL source

Meteorology / Surface Char	Min wind sp (m/s)	MinTemp (K)	MaxTemp (K)	AnemHt (m)	Surf	Clim	Albedo --	Bowen --	Length (m)
	0.5	270	310	10					
					((surface char. per AERMET Seasonal Tables				

Surface friction velocity setting
Adjust U*? = N
[No ADJ_U* is worst-case, per AERMOD in screening mode w/ general met matrix from MAKEMET.
[Yes ADJ_U* is a regulatory option for AERMOD when using standard met data w/o turbulence and prognostic meteorological inputs (82 FR 5187)

Surface Characteristics Tables
User settings for AERMET Seasonal Tables - Dominant Surface Profile:
1) Water
2) Deciduous Forest
3) Coniferous Forest
4) Swamp

5) Cultivated Land
6) Grassland
>>> 7) Urban
8) Desert Shrubland

User settings for AERMET Seasonal Tables - Dominant Climate Profile:

1) Average Moisture
2) Wet Conditions
>>> 3) Dry Conditions

Output / AERSCREEN max_conc_distance.txt

	Concentration	Distance	Elevation	Season/Month	Zo sector	Date	H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS	HT	REF T
*	0.12347E+03	130.00	0.00	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	2.00	0.35	0.50	10.0	310.(
	0.96804E+02	150.00	0.00	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	2.00	0.35	0.50	10.0	310.(
	0.74519E+02	175.00	0.00	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	2.00	0.35	0.50	10.0	310.(
	0.59431E+02	200.00	0.00	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	2.00	0.35	0.50	10.0	310.(
	0.48693E+02	225.00	0.00	Winter	0-360	10011001	-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	2.00	0.35	0.50	10.0	310.(
	0.41099E+02	250.00	0.00	Autumn	0-360	10010212	2.17	0.106	0.300	0.020	413.	79.	-45.1	1.000	4.00	0.18	0.50	10.0	270.(
	0.36240E+02	275.00	0.00	Autumn	0-360	10010212	2.17	0.106	0.300	0.020	413.	79.	-45.1	1.000	4.00	0.18	0.50	10.0	270.(
	0.32115E+02	300.00	0.00	Autumn	0-360	10010212	2.17	0.106	0.300	0.020	413.	79.	-45.1	1.000	4.00	0.18	0.50	10.0	270.(

Output / AERSCREEN 1 hour concentrations

AERSCREEN	**1-hour**	**Annual Scaled Concentration**
Unit emission rate	Receptor (250 m)	Receptor (250 m)
1 g/s	4.11E+01 ug/m3	4.1099 ug/m3

Output / scale to project from unit emission rate

Project Source	**1-hour**	**Annual Scaled Concentration**
Project emission rate	Receptor (250 m)	Receptor (250 m)
0.0006825 g/s	0.028050068 ug/m3	0.002805007 ug/m3

Screening Level, Maximum Individual Cancer Risk

Inhalation Cancer Potency Factor :	1.1	(mg/kg-day)^-1	Ref 1.
SCAQMD 30-year CEFr :	677.4	unitless	Ref 2.
MICR :	2.09E-06		

Ref 1: OEHHA, Table 1. CONSOLIDATED TABLE OF OEHHA/ARB APPROVED RISK ASSESSMENT HEALTH VALUES
Ref 2: SCAQMD, Table 4.1 D in SCAQMD PERMIT APPLICATION PACKAGE “N” for use in conjunction with Risk Assessment Procedures (Version 8.1).

MICR = Cancer Potency (CP) x Dose (D) x 10-6
or, MICR = CP x concentration x CEFr x MPr x 10^-6
where MPr = 1.0 for multi-pathway exposure, as only DPM

TITLE: 18AC-V

********** VOLUME PARAMETERS **********

SOURCE EMISSION RATE:	1.0000 g/s	7.937 lb/hr
VOLUME HEIGHT:	3.66 meters	12.01 feet
INITIAL LATERAL DIMENSION:	60.00 meters	196.85 feet
INITIAL VERTICAL DIMENSION:	1.80 meters	5.91 feet
RURAL OR URBAN:	URBAN	
POPULATION:	500000	
INITIAL PROBE DISTANCE =	5000. meters	16404. feet

********** BUILDING DOWNWASH PARAMETERS **********

BUILDING DOWNWASH NOT USED FOR NON-POINT SOURCES

********** PROBE ANALYSIS **********

25 meter receptor spacing: 130. meters - 5000. meters

Zo SECTOR	ROUGHNESS LENGTH	1-HR CONC (ug/m3)	DIST (m)	TEMPORAL PERIOD
1*	1.000	123.5	130.0	WIN

* = worst case flow sector

********** MAKEMET METEOROLOGY PARAMETERS **********

MIN/MAX TEMPERATURE: 270.0 / 310.0 (K)

MINIMUM WIND SPEED: 0.5 m/s

ANEMOMETER HEIGHT: 10.000 meters

SURFACE CHARACTERISTICS INPUT: AERMET SEASONAL TABLES

DOMINANT SURFACE PROFILE: Urban
DOMINANT CLIMATE TYPE: Dry Conditions
DOMINANT SEASON: Winter

ALBEDO: 0.35
BOWEN RATIO: 2.00
ROUGHNESS LENGTH: 1.000 (meters)

SURFACE FRICTION VELOCITY (U*) NOT ADUSTED

METEOROLOGY CONDITIONS USED TO PREDICT OVERALL MAXIMUM IMPACT

YR	MO	DY	JDY	HR
10	01	10	10	01

H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	2.00	0.35	0.50

HT	REF TA	HT
10.0	310.0	2.0

METEOROLOGY CONDITIONS USED TO PREDICT AMBIENT BOUNDARY IMPACT

YR	MO	DY	JDY	HR
10	01	10	10	01

H0	U*	W*	DT/DZ	ZICNV	ZIMCH	M-O LEN	Z0	BOWEN	ALBEDO	REF WS
-1.30	0.043	-9.000	0.020	-999.	21.	6.0	1.000	2.00	0.35	0.50

HT	REF TA	HT
10.0	310.0	2.0

********** AERSCREEN AUTOMATED DISTANCES **********

OVERALL MAXIMUM CONCENTRATIONS BY DISTANCE

DIST (m)	MAXIMUM 1-HR CONC (ug/m3)	DIST (m)	MAXIMUM 1-HR CONC (ug/m3)
130.00	123.5	2575.00	3.747
150.00	96.80	2600.00	3.720
175.00	74.52	2625.00	3.694
200.00	59.43	2650.00	3.669
225.00	48.69	2675.00	3.644
250.00	41.10	2700.00	3.619
275.00	36.24	2725.00	3.594
300.00	32.12	2750.00	3.570
325.00	28.59	2775.00	3.547
350.00	25.84	2800.00	3.523
375.00	23.55	2825.00	3.500
400.00	21.56	2850.00	3.478
425.00	19.84	2875.00	3.455
450.00	18.33	2900.00	3.433
475.00	17.00	2925.00	3.411
500.00	15.86	2950.00	3.390
525.00	14.91	2975.00	3.369
550.00	14.05	3000.00	3.348
575.00	13.29	3025.00	3.328
600.00	12.61	3050.00	3.307
625.00	11.99	3075.00	3.287
650.00	11.44	3100.00	3.268
675.00	10.95	3125.00	3.248
700.00	10.50	3150.00	3.229
725.00	10.09	3175.00	3.210
750.00	9.728	3200.00	3.192
775.00	9.395	3225.00	3.173
800.00	9.093	3250.00	3.155
825.00	8.817	3275.00	3.137
850.00	8.564	3300.00	3.119
875.00	8.333	3325.00	3.102
900.00	8.121	3350.00	3.084
925.00	7.925	3375.00	3.067
950.00	7.744	3400.00	3.050
975.00	7.576	3425.00	3.034
1000.00	7.420	3450.00	3.017
1025.00	7.275	3475.00	3.001
1050.00	7.139	3500.00	2.985
1075.00	7.011	3525.00	2.969
1100.00	6.891	3550.00	2.953
1125.00	6.778	3575.00	2.938
1150.00	6.671	3600.00	2.922
1175.00	6.569	3625.00	2.907

1200.00	6.472	3650.00	2.892
1225.00	6.380	3675.00	2.877
1250.00	6.286	3700.00	2.863
1275.00	6.194	3725.00	2.848
1300.00	6.106	3750.00	2.834
1325.00	6.022	3775.00	2.820
1350.00	5.941	3800.00	2.806
1375.00	5.864	3825.00	2.792
1400.00	5.789	3850.00	2.778
1425.00	5.717	3875.00	2.764
1450.00	5.647	3900.00	2.751
1475.00	5.580	3925.00	2.738
1500.00	5.514	3950.00	2.725
1525.00	5.451	3975.00	2.712
1550.00	5.389	4000.00	2.699
1575.00	5.329	4025.00	2.686
1600.00	5.270	4050.00	2.673
1625.00	5.213	4075.00	2.661
1650.00	5.157	4100.00	2.649
1675.00	5.103	4125.00	2.636
1700.00	5.050	4150.00	2.624
1725.00	4.998	4175.00	2.612
1750.00	4.948	4200.00	2.600
1775.00	4.898	4225.00	2.589
1800.00	4.850	4250.00	2.577
1825.00	4.803	4275.00	2.566
1850.00	4.757	4300.00	2.554
1875.00	4.711	4325.00	2.543
1900.00	4.667	4350.00	2.532
1925.00	4.624	4375.00	2.521
1950.00	4.581	4400.00	2.510
1975.00	4.540	4425.00	2.499
2000.00	4.499	4450.00	2.488
2025.00	4.459	4475.00	2.477
2050.00	4.420	4500.00	2.467
2075.00	4.382	4525.00	2.456
2100.00	4.344	4550.00	2.446
2125.00	4.307	4575.00	2.436
2150.00	4.271	4600.00	2.425
2175.00	4.236	4625.00	2.415
2200.00	4.201	4650.00	2.405
2225.00	4.167	4675.00	2.395
2250.00	4.133	4700.00	2.386
2275.00	4.100	4725.00	2.376
2300.00	4.068	4750.00	2.366
2325.00	4.036	4775.00	2.357
2350.00	4.005	4800.00	2.347
2375.00	3.974	4825.00	2.338
2400.00	3.944	4850.00	2.328
2425.00	3.914	4875.00	2.319

2450.00	3.885	4900.00	2.310
2475.00	3.857	4925.00	2.301
2500.00	3.828	4950.00	2.292
2525.00	3.801	4975.00	2.283
2550.00	3.773	5000.00	2.274

********** AERSCREEN MAXIMUM IMPACT SUMMARY **********

CALCULATION PROCEDURE	MAXIMUM 1-HOUR CONC (ug/m3)	SCALED 3-HOUR CONC (ug/m3)	SCALED 8-HOUR CONC (ug/m3)	SCALED 24-HOUR CONC (ug/m3)	SCALED ANNUAL CONC (ug/m3)
FLAT TERRAIN	123.5	123.5	111.1	74.08	12.35

DISTANCE FROM SOURCE 130.00 meters

IMPACT AT THE AMBIENT BOUNDARY	123.5	123.5	111.1	74.08	12.35

DISTANCE FROM SOURCE 130.00 meters

Appendix B

Noise Calculations

APPENDIX B: John S. Gibson Container Parking Lot Project Noise and Vibration Calculations

NOISE CALCULATIONS

Construction Equipment	Lmax Ref dBA	Useage Per Hour	Quantity	Distance to Receptor	Equip Leq(h)
	@ 50 ft	(%)		feet	dBA
Front Loader (front-end loader)	79	40	1	565	54.0
Excavator	81	40	1	565	56.0
Scraper	84	40	1	565	59.0
Dozer	82	40	1	565	57.0
Backhoe	78	40	1	565	53.0
Water Truck (Flatbed Truck)	84	40	1	565	59.0
			Total Quantity of Equipment:	6	
			Peak Unmitigated Composite Leq(h):	**64.6**	

Operations Equipment	Lmax Ref dBA	Useage Per Hour	Quantity	Distance to Receptor	Equip Leq(h)
	@ 50 ft	(%)		feet	dBA
Battery-Electric Top Handlers (Excavator)	81	40	2	565	59.0
			Total Quantity of Equipment:	2	
			Peak Unmitigated Composite Leq(h):	**59.0**	

Source: FHWA, 2006

CONSTRUCTION VIBRATION CALCULATIONS

			Distance to: (feet)	Source 25	Receptor 100
Construction Phase	**Equipment Description**	**Equivalent Equipment**	**Number of Equipment**	**PPV (in/sec)**	**PPV (in/sec)**
Demolition	Loader	Large Bulldozer	1	0.089	0.011125
	Excavator	Large Bulldozer	1	0.089	0.011125
			Demolition Total	**N/A**	**0.022250**
Shoring	Drill Rig	Caisson drilling	1	0.089	0.011125
	Truck Crane	Loaded Truck	1	0.076	0.009500
	Ready Mix Trucks	Loaded Truck	1	0.076	0.009500
	Excavator	Large Bulldozer	1	0.089	0.011125
	Skip Loader	Small Bulldozer	1	0.003	0.000375
			Shoring Total	**N/A**	**0.041625**
Asphalt	Skip Loader	Small Bulldozer	1	0.003	0.000375
	Paving Machine	Large Bulldozer	1	0.089	0.011125
	Hot Asphalt 10-Wheeler	Loaded Truck	1	0.076	0.009500
	Wheel Ride-on Roller	Vibratory Roller	1	0.210	0.026250
	Drum Ride-on Roller	Vibratory Roller	1	0.210	0.026250
			Asphalt Total	**N/A**	**0.073500**
Concrete	Backhoe	Large Bulldozer	1	0.089	0.011125
	Skip Loader	Small Bulldozer	1	0.003	0.000375
	Ready Mix Truck	Loaded Truck	1	0.076	0.009500
			Concrete Total	**N/A**	**0.021000**
Earthwork	Loader	Large Bulldozer	1	0.089	0.011125
	Skip Loader	Small Bulldozer	1	0.003	0.000375
	Excavator	Large Bulldozer	1	0.089	0.011125
	Scrappers	Large Bulldozer	1	0.089	0.011125
	Dozer	Small Bulldozer	1	0.003	0.000375
	Water Truck	Loaded Truck	1	0.076	0.009500
	Compactor	Vibratory Roller	1	0.210	0.026250
	Blade	N/A	1	0	0.000000
	Ride-on Roller	Vibratory Roller	1	0.210	0.026250
	Street Sweeper	Loaded Truck	1	0.076	0.009500
			Earthwork Total	**N/A**	**0.105625**
Site Utilities	Backhoe	Large Bulldozer	1	0.089	0.011125
	Excavator	Large Bulldozer	1	0.089	0.011125
			Site Utilities Total	**N/A**	**0.022250**
MSE Walls	Loader	Large Bulldozer	1	0.089	0.011125
	Telescopic Reachlift	Loaded Truck	1	0.076	0.009500
	Ride-on Compactor	Vibratory Roller	1	0.210	0.026250
	Dozer	Small Bulldozer	1	0.003	0.000375
	Excavator	Large Bulldozer	1	0.089	0.011125
	Water Truck	Loaded Truck	1	0.076	0.009500
	Track Loader (Bobcat)	Large Bulldozer	1	0.089	0.011125
			MSE Walls Total	**N/A**	**0.079000**

			Distance to: (feet)	Source 25	Receptor 100
Construction Phase	**Equipment Description**	**Equivalent Equipment**	**Number of Equipment**	**PPV (in/sec)**	**PPV (in/sec)**
Landscaping	Backhoe (Bobcat)	Large Bulldozer	1	0.089	0.011125
	Skip Loader	Small Bulldozer	1	0.003	0.000375
			Landscaping Total	**N/A**	**0.011500**
Electrical	Backhoe (Bobcat)	Large Bulldozer	1	0.089	0.011125
	Skip Loader	Small Bulldozer	1	0.003	0.000375
			Electrical Total	**N/A**	**0.011500**
			MAXIMUM	**N/A**	**0.105625**
			SIGNIFICANT?	**N/A**	**NO**

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

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

Notes: N/A = Not Applicable/Available. Calculations conservatively assume all pieces of construction equipment are in operation simultaneously for a given construction task. Equivalent equipment has been conservatively assigned based on limited available information on vibration source levels from general construction equipment (Caltrans, 2013 - Table 18). Closest building where vibration impacts could occur is the Yang Ming Lines building.

Appendix C

California Natural Diversity Database Records Search

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Query Criteria: Quad IS (Long Beach (3311872) OR Redondo Beach (3311874) OR Torrance (3311873) OR San Pedro (3311863))

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Agelaius tricolor tricolored blackbird	ABPBXB0020	None	Threatened	G1G2	S1S2	SSC
Anniella stebbinsi Southern California legless lizard	ARACC01060	None	None	G3	S3	SSC
Aphanisma blitoides aphanisma	PDCHE02010	None	None	G3G4	S2	1B.2
Astragalus hornii var. hornii Horn's milk-vetch	PDFAB0F421	None	None	GUT1	S1	1B.1
Atriplex coulteri Coulter's saltbush	PDCHE040E0	None	None	G3	S1S2	1B.2
Atriplex pacifica south coast saltscale	PDCHE041C0	None	None	G4	S2	1B.2
Atriplex parishii Parish's brittlescale	PDCHE041D0	None	None	G1G2	S1	1B.1
Atriplex serenana var. davidsonii Davidson's saltscale	PDCHE041T1	None	None	G5T1	S1	1B.2
Bombus crotchii Crotch bumble bee	IIHYM24480	None	None	G3G4	S1S2	
Centromadia parryi ssp. australis southern tarplant	PDAST4R0P4	None	None	G3T2	S2	1B.1
Centromadia pungens ssp. laevis smooth tarplant	PDAST4R0R4	None	None	G3G4T2	S2	1B.1
Chloropyron maritimum ssp. maritimum salt marsh bird's-beak	PDSCR0J0C2	Endangered	Endangered	G4?T1	S1	1B.2
Cicindela hirticollis gravida sandy beach tiger beetle	IICOL02101	None	None	G5T2	S2	
Cicindela latesignata latesignata western beach tiger beetle	IICOL02113	None	None	G2G4T1T2	S1	
Coccyzus americanus occidentalis western yellow-billed cuckoo	ABNRB02022	Threatened	Endangered	G5T2T3	S1	
Crossosoma californicum Catalina crossosoma	PDCRO02020	None	None	G3	S3	1B.2
Danaus plexippus pop. 1 monarch - California overwintering population	IILEPP2012	Candidate	None	G4T2T3	S2S3	
Dithyrea maritima beach spectaclepod	PDBRA10020	None	Threatened	G1	S1	1B.1
Dudleya virens ssp. insularis island green dudleya	PDCRA040S2	None	None	G3?T3	S3	1B.2

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Euphilotes battoides allyni El Segundo blue butterfly	IILEPG201B	Endangered	None	G5T1	S1	
Glaucopsyche lygdamus palosverdesensis Palos Verdes blue butterfly	IILEPG402A	Endangered	None	G5T1	S1	
Glyptostoma gabrielense San Gabriel chestnut	IMGASB1010	None	None	G2	S2	
Gonidea angulata western ridged mussel	IMBIV19010	None	None	G3	S1S2	
Habroscelimorpha gabbii western tidal-flat tiger beetle	IICOL02080	None	None	G2G4	S1	
Horkelia cuneata var. puberula mesa horkelia	PDROS0W045	None	None	G4T1	S1	1B.1
Isocoma menziesii var. decumbens decumbent goldenbush	PDAST57091	None	None	G3G5T2T3	S2	1B.2
Lasionycteris noctivagans silver-haired bat	AMACC02010	None	None	G3G4	S3S4	
Lasthenia glabrata ssp. coulteri Coulter's goldfields	PDAST5L0A1	None	None	G4T2	S2	1B.1
Lycium brevipes var. hassei Santa Catalina Island desert-thorn	PDSOL0G0N0	None	None	G5T1Q	S1	3.1
Nama stenocarpa mud nama	PDHYD0A0H0	None	None	G4G5	S1S2	2B.2
Navarretia prostrata prostrate vernal pool navarretia	PDPLM0C0Q0	None	None	G2	S2	1B.2
Nemacaulis denudata var. denudata coast woolly-heads	PDPGN0G011	None	None	G3G4T2	S2	1B.2
Neotoma lepida intermedia San Diego desert woodrat	AMAFF08041	None	None	G5T3T4	S3S4	SSC
Nyctinomops femorosaccus pocketed free-tailed bat	AMACD04010	None	None	G5	S3	SSC
Nyctinomops macrotis big free-tailed bat	AMACD04020	None	None	G5	S3	SSC
Orcuttia californica California Orcutt grass	PMPOA4G010	Endangered	Endangered	G1	S1	1B.1
Pelecanus occidentalis californicus California brown pelican	ABNFC01021	Delisted	Delisted	G4T3T4	S3	FP
Pentachaeta lyonii Lyon's pentachaeta	PDAST6X060	Endangered	Endangered	G1	S1	1B.1
Perognathus longimembris pacificus Pacific pocket mouse	AMAFD01042	Endangered	None	G5T1	S1	SSC
Phacelia stellaris Brand's star phacelia	PDHYD0C510	None	None	G1	S1	1B.1

Selected Elements by Scientific Name

California Department of Fish and Wildlife

California Natural Diversity Database

Species	Element Code	Federal Status	State Status	Global Rank	State Rank	Rare Plant Rank/CDFW SSC or FP
Phrynosoma blainvillii coast horned lizard	ARACF12100	None	None	G3G4	S3S4	SSC
Polioptila californica californica coastal California gnatcatcher	ABPBJ08081	Threatened	None	G4G5T3Q	S2	SSC
Rhaphiomidas terminatus terminatus El Segundo flower-loving fly	IIDIP05022	None	None	G1T1	S1	
Riparia riparia bank swallow	ABPAU08010	None	Threatened	G5	S2	
Siphateles bicolor mohavensis Mohave tui chub	AFCJB1303H	Endangered	Endangered	G4T1	S1	FP
Southern Coastal Bluff Scrub Southern Coastal Bluff Scrub	CTT31200CA	None	None	G1	S1.1	
Spea hammondii western spadefoot	AAABF02020	None	None	G2G3	S3	SSC
Sternula antillarum browni California least tern	ABNNM08103	Endangered	Endangered	G4T2T3Q	S2	FP
Streptocephalus woottoni Riverside fairy shrimp	ICBRA07010	Endangered	None	G1G2	S1S2	
Suaeda esteroa estuary seablite	PDCHE0P0D0	None	None	G3	S2	1B.2
Symphyotrichum defoliatum San Bernardino aster	PDASTE80C0	None	None	G2	S2	1B.2
Tryonia imitator mimic tryonia (=California brackishwater snail)	IMGASJ7040	None	None	G2	S2	

Record Count: 52

Appendix D

Site Reconnaissance Photos

Photo 1: Typical view of vegetation within the project site including patches of non-native ice plant.

Photo 2: Typical view of vegetation within the project site including patches of non-native ice plant.

Photo 3: Typical view of non-native vegetation within the Project site.

Photo 4: Close-up view of Lewis' evening-primrose within the open sand habitat on the Project site.

Photo 5: Close-up view of the open sand habitat on the Project site.

Photo 6: Close-up view of the open sand habitat on the Project site.

Photo 7: Close-up view of the concrete drainage ditch connection to the corrugated metal pipe storm drain.

Photo 8: Close-up view of the concrete drainage ditch connection within the project site.