

CHAPTER 2

ENVIRONMENTAL CHECKLIST FORM

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INTRODUCTION

The environmental checklist provides a standard evaluation tool to identify a project's adverse environmental impacts. This checklist identifies and evaluates potential adverse environmental impacts that may be created by the proposed project.

GENERAL INFORMATION

Project Title:	Shippers Transport Express Container Storage Project
Lead Agency Name:	City of Carson
Lead Agency Address:	701 E. Carson St., Carson, California 90745
Contact Person:	Max Castillo, Assistant Planner
Contact Phone Number:	(310) 952-1761, extension 1317
Project Location:	2149 East Sepulveda Boulevard, Carson CA 90810
Project Sponsor's Name:	Shippers Transport Express 1150 East Sepulveda
Project Sponsor's Address:	Carson, CA 90810
General Plan Designation:	Heavy Industrial
Zoning:	Manufacturing, Heavy
Description of Project:	Shippers will use a site at 2149 East Sepulveda Blvd. (project site) for container storage. Ships carrying containers come into the Port of Long Beach. These imported containers will be picked up by Shippers and temporarily staged at the project site until they can be delivered to their ultimate destination. The project site will be a container storage yard for approximately 700 containers.
Surrounding Land Uses and Setting:	Land uses surrounding the proposed project site are heavy manufacturing and include refineries, storage tank facilities, and container transfer facilities.
Other Public Agencies Whose Approval is Required:	None
Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, is there a plan	Tribes that requested notice of projects within the City have been noticed per the requirements of AB52 and no request for formal consultation has been received by the City during the comment period.

for consultation that includes, for example, the determination of significance of impacts to tribal cultural resources, procedures for confidentiality, etc.?

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The following environmental impact areas have been assessed to determine their potential to be affected by the proposed project. As indicated by the checklist on the following pages, environmental topics marked with a "✓" may be adversely affected by the proposed project. An explanation relative to the determination of impacts can be found following the checklist for each area.

- | | | |
|---|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture and Forestry Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Energy |
| <input type="checkbox"/> Geology & Soils | <input type="checkbox"/> Greenhouse Gas Emissions | <input type="checkbox"/> Hazards & Hazardous Materials |
| <input type="checkbox"/> Hydrology & Water Quality | <input type="checkbox"/> Land Use & Planning | <input type="checkbox"/> Mineral Resources |
| <input type="checkbox"/> Noise | <input type="checkbox"/> Population & Housing | <input type="checkbox"/> Public Services |
| <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation | <input type="checkbox"/> Tribal Cultural Resources |
| <input type="checkbox"/> Utilities & Services Systems | <input type="checkbox"/> Wildfire | <input type="checkbox"/> Mandatory Findings of Significance |

DETERMINATION

On the basis of this initial evaluation:

- I find the proposed project **COULD NOT** have a significant effect on the environment, and that 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 significant effects 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 EIR or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.


Signature:

11/4/19
Date:

Date:

EVALUATION OF ENVIRONMENTAL IMPACTS:

- 1) A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will 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 where the incorporation of mitigation measures has reduced an effect from “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 (mitigation measures from “Earlier Analyses,” as described in (5) below, may be cross-referenced).
- 5) Earlier analyses may be used where, pursuant to the 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 they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the 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 Measures Incorporated,” describe the mitigation measures which 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, where 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 less than significance.

ENVIRONMENTAL CHECKLIST AND DISCUSSION

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less-than-Significant Impact	No Impact
I. AESTHETICS. Except as provided in PRC §21099, would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage to scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings along a scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 a 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.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare that would adversely affect daytime or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

1.1 Significance Criteria

The proposed project impacts on aesthetics will be considered significant if:

The project will block views from a scenic highway or corridor.

The project will adversely affect the visual continuity of the surrounding area.

The impacts on light and glare will be considered significant if the project adds lighting which would add glare to residential areas or sensitive receptors.

1.2 Setting and Impacts

1. a) and b). No Impact. There are no scenic resources, such as trees, rock outcroppings, or historic buildings in the vicinity of the proposed project. There are no designated scenic resources or scenic vistas within the City of Carson (City of Carson, 2004). The nearest officially designated Scenic Highway to the Carson Area is Route 2 (Angeles Crest Scenic Byway) near La Canada/Flintridge, in the northeastern portion of Los Angeles County (Caltrans, 2019). It is approximately 25 miles north of Carson to the most southern portion of Route 2. Therefore, the project site is not visible from Route 2 due to the distance as well as the presence of numerous large buildings of downtown Los Angeles, and the intervening topography (hills and mountains) between downtown Los Angeles and the beginning of Route 2 near La Canada/Flintridge.

Route 110, the Arroyo Seco Historic Parkway, is a designated Historic Parkway, as it is the first freeway in California. The Historic Parkway is located in the City of Pasadena and runs approximately six miles north along Interstate 110 (Caltrans, 2019). It is approximately 18 miles north of the project site to the most southern portion of the Arroyo Seco Historic Parkway. Therefore, the project site is not visible from the historic portion of Route 110 due to the distance as well as the presence of numerous large buildings of downtown Los Angeles, and the intervening topography (hills and mountains) between downtown Los Angeles and the beginning of the Arroyo Seco Historic Parkway.

The nearest roadway, which is eligible for State Scenic Highway Designation, to the project site is Route 1 (Pacific Coast Highway at State Route 19 – Lakewood Boulevard, in Long Beach) in the southernmost portion of Los Angeles County. It is approximately five miles from the project site to the intersection of State Route 19, where Route 1 becomes eligible to become a State Scenic Highway. The project site is not visible from Route 1 at State Route 19 due to the distance, numerous structures, and topography between the two locations. There are no officially designated Scenic Highways or highways eligible for State Scenic Highway Designation in the vicinity of the project site. Because of the substantial distance between the proposed project and the aforementioned scenic highways, no significant adverse impacts to scenic highways are expected.

1. c) No Impact. The proposed changes to the project site are minor modifications to an existing industrial site, and include installation of four modular enclosures, wheel stops and K rail. All operational activities will take place within the boundaries of the existing property. Operation of the facility would not significantly change the current aesthetic character of the facility. The project site has been most recently used as a laydown area to support construction activities at the Tesoro Refinery. Thus, the proposed project would continue to use of the project site for industrial uses, specifically the temporary storage of containers. Therefore, the proposed project will not degrade or change the existing character of the site or its surroundings.

1. d) No Impact. Modifications to project site are not anticipated to require additional lighting. Minor construction activities would take place during daylight hours within the

existing 2149 E. Sepulveda Blvd. property. Additional outdoor light sources are not expected to be required as part of the facility modifications. However, should they be necessary, any new lighting would adhere to the City's Zoning Code Section 9147, Exterior Lighting, that requires light sources be shielded, oriented towards the project site and away from adjacent properties to avoid light spill, etc. Therefore, no significant impacts to light and glare are anticipated from the proposed project.

1.3 Mitigation Measures

No significant adverse impacts to aesthetics and light and glare are expected to occur as a result of the construction or operation of the project; therefore, no mitigation measures are required.

CHAPTER 2: ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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II. AGRICULTURE and FOREST RESOURCES.

In determining whether impacts on 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Conflict with existing zoning for agricultural use or conflict with a Williamson Act contract? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| c) Conflict with existing zoning for, or cause rezoning of, forest land as defined in Public Resources Code section 12220(g), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| d) Result in the loss of forest land or conversion of forest land to non-forest use? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
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2.1 Significance Criteria

Project-related impacts on agricultural resources will be considered significant if any of the following conditions are met:

The proposed project conflicts with existing zoning or agricultural use or Williamson Act contracts.

The proposed project will convert prime farmland, unique farmland or farmland of statewide importance as shown on the maps prepared pursuant to the farmland mapping and monitoring program of the California Resources Agency, to non-agricultural use.

The proposed project would involve changes in the existing environment, which due to their location or nature, could result in conversion of farmland to non-agricultural uses.

The proposed project would convert forest land to non-forest land or result in changes that could result in the conversion of forest land to non-forest land.

2.2 Environmental Setting and Impacts

2. a), b) & e) No Impact. Land in the vicinity of the proposed project site is zoned for heavy industrial use and no agricultural uses occur in the area. The proposed project will continue the use of the site for industrial activities and no agricultural uses are located on or adjacent to the project site. Land uses surrounding the project site are industrial/heavy manufacturing and include petroleum coke storage, petroleum tank storage, and container transfer facilities, as well as the Alameda Corridor. The proposed project does not conflict with an existing agricultural zone or Williamson Act contract and does not include converting agricultural land for non-agricultural uses. The project is not expected to result in any impacts to agricultural resources.

2. c) & d) No Impact. Land in the vicinity of the project site is zoned for heavy industrial use. The proposed project will continue the use of the site for industrial activities and no forest or timber land uses are located within or adjacent to the project site. The surrounding land uses are all industrial. The proposed project does not conflict with existing zoning for forest resources, does not include the loss of forest land or convert forest land to non-forest land. The project would not result in any impacts to forest land resources as no such resources existing in the vicinity of the project site.

2.3 Mitigation Measures

No significant adverse impacts to agriculture and forest resources are expected to occur as a result of the construction or operation of the project; therefore, no mitigation measures are required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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III. AIR QUALITY.

When available, the significance criteria established by the applicable air quality management 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is a non-attainment area for an applicable federal or state ambient air quality standard?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Result in other emissions (such as those leading to odors adversely affecting substantial number of people?)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

3.1 Significance Criteria

Impacts will be evaluated and compared to the significance criteria in Table 2-1 as established by the South Coast Air Quality Management District (SCAQMD). If impacts equal or exceed any of the criteria in Table 2-1, they will be considered significant.

TABLE 2-1

Air Quality Significance Thresholds

Mass Daily Thresholds ^(a)		
Pollutant	Construction ^(b)	Operation ^(c)
NO _x	100 lb/day	55 lb/day
VOC	75 lb/day	55 lb/day
PM ₁₀	150 lb/day	150 lb/day
PM _{2.5}	55 lb/day	55 lb/day
SO _x	150 lb/day	150 lb/day
CO	550 lb/day	550 lb/day
Lead	3 lb/day	3 lb/day
Toxic Air Contaminants, Odor, and GHG Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk \geq 10 in 1 million Chronic and Acute Hazard Index \geq 1.0 (project increment) Cancer Burden \geq 0.5 excess cancer cases (in areas \geq 1 in 1 million)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality for Criteria Pollutants ^(d)		
NO ₂ 1-hour average annual average	In attainment; significant if project 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 annual average	10.4 $\mu\text{g}/\text{m}^3$ (construction) ^(e) and 2.5 $\mu\text{g}/\text{m}^3$ (operation) 1.0 $\mu\text{g}/\text{m}^3$	
PM _{2.5} 24-hour average	10.4 $\mu\text{g}/\text{m}^3$ (construction) ^(e) and 2.5 $\mu\text{g}/\text{m}^3$ (operation)	
SO ₂ 1-hour average 24-hour average	0.25 ppm (state) and 0.075 ppm (federal – 99 th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	25 $\mu\text{g}/\text{m}^3$ (state)	
CO 1-hour average 8-hour average	In attainment; significant if project 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 $\mu\text{g}/\text{m}^3$ (state) 0.15 $\mu\text{g}/\text{m}^3$ (federal)	

a) Source: SCAQMD 2019.

b) Construction thresholds apply to both the SCAB and Coachella Valley (Salton Sea and Mojave Desert Air Basin)

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.

f) .

KEY: ppm = parts per million; $\mu\text{g}/\text{m}^3$ = microgram per cubic meter; lb/day = pounds per day; MT/yr CO₂eq = metric tons per year of CO₂ equivalents, \geq greater than or equal to, $>$ greater than

3.2 Environmental Setting and Impacts

3. a) No Impact. The project is located in the South Coast Air Basin. The most recent air plan for the South Coast Air Basin is the 2016 Air Quality Management Plan (AQMP). The 2016 AQMP demonstrates that the applicable ambient air quality standards can be achieved in the South Coast Air Basin within the timeframes required under federal law (SCAQMD, 2016). An inventory of existing emissions in the South Coast Air Basin is included in the baseline inventory in the AQMP. The AQMP identifies emission reductions from existing sources and air pollution control measures that are necessary in order to comply with the state and federal ambient air quality standards (SCAQMD, 2016). The control strategies in the AQMP are based on projections from the local general plans provided by the cities and counties in the district. Projects that are consistent with the local General Plans are consistent with the air quality related regional plans. The City of Carson General Plan designates the project site as heavy industrial. The proposed project would continue the use of the site for heavy industrial activities and are consistent with the Carson General Plan. Additionally, growth projections from local general plans adopted by cities in the district are some of the inputs used to develop the AQMP. As indicated in the Population and Housing section, the proposed project will not require additional employees. Therefore, the proposed project will not cause increases in the growth projections in the City of Carson General Plan, and is consistent with the AQMP. Further, as discussed in 3 b) and c) below, the proposed project will not exceed the SCAQMD-established regional significance thresholds for criteria air pollutants.

3. b) and c) Less Than Significant. Construction Emissions: Construction activities will be limited to the installation of the four modular enclosures (security and restroom facilities), which are portable pre-constructed structures that will be moved on to the Site. In addition, Shippers will install wheel stops and K rail. This material would be transported to the Site via several trucks. Assuming three trucks per day, the daily emissions during the construction period would range from approximately 2 lbs/day for NO_x and less than 1 lb/day for all other pollutants¹. Therefore, construction emissions are expected to be well below the SCAQMD significance thresholds identified in Table 2-1 so no significant construction-related emissions would be expected.

Operational Emissions

The potential emissions associated with the operation of the project could result in emissions of carbon monoxide (CO), particulate matter less than 10 microns in diameter (PM₁₀), particulate matter less than 2.5 microns in diameter (PM_{2.5}), volatile organic compounds (VOCs), nitrogen oxides (NO_x) and sulfur oxides (SO_x). In order to determine the potential for operational air quality impacts, the emissions were calculated using California Emission Estimator Model (CalEEMod version 2016.3.2).

¹ Based on emissions factors for heavy, heavy duty trucks from the EMFAC2007 model for the 2019 fleet year available from the SCAQMD at: [http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/emfac-2007-\(v2-3\)-emission-factors-\(on-road\)](http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/emfac-2007-(v2-3)-emission-factors-(on-road)); and assuming 50 miles per day.

CalEEMod is a statewide land use emissions computer model designed to provide a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential criteria pollutant emissions associated with both construction and operations from a variety of land use projects. The model quantifies direct emissions from construction and operation activities (including vehicle use), as well as indirect emissions, such as greenhouse gas (GHG) emissions from energy use, solid waste disposal, vegetation planting and/or removal, and water use. Further, the model identifies mitigation measures to reduce criteria pollutant and GHG emissions along with calculating the benefits achieved from mitigation measures chosen by the user. The model requires land use inputs to calculate the construction and operational emissions associated with the project.

CalEEMod was developed for the California Air Pollution Officers Association (CAPCOA) in collaboration with the California Air Districts. Default data (e.g., emission factors, trip lengths, meteorology, source inventory, etc.) have been provided by the various California Air Districts to account for local requirements and conditions. Therefore, CalEEMod is an acceptable model to estimate operational emissions for the proposed project. All emission calculations are presented in Appendix A.

The emissions related to the operation of the proposed project include emissions from mobile sources and area sources (natural gas use, landscaping activities, etc.). The land use of the Site will not change, therefore, the area source air pollutant emissions generated by the proposed project are not expected to change because there is no natural gas use or landscaping, and no architectural coatings would be used at the site. Therefore, no emissions from area sources have been included for the proposed project. Six workers (light auto and light duty trucks) will be added and approximately 200 containers are expected to be moved at the site. Approximately 700² truck trips per day (heavy-heavy duty trucks) are expected to move the containers on/off the proposed project site. The workers are expected to travel 30.4 miles per day each. Note that the CalEEMod default fleet mix has been revised to include only heavy, heavy duty trucks as those are the only trucks that are expected to be used to transport containers to/from the site.

Under the baseline conditions, trucks travel from the Port of Long Beach to the existing Shippers site (1150 E. Sepulveda Boulevard) via the Terminal Island Freeway, where containers are temporarily parked. Trucks then deliver the containers from the 1150 E. Sepulveda site via Alameda Street to the southern California Freeway system and to their final destination.

Truck trips to the Shippers facility include trips to deliver containers from the Port to the site (Trip A) and trips to remove the containers from the Shippers site and deliver them to customers (Trip B). Under the proposed project, trucks would travel from the Port of

² The project would result in approximately 700 truck trips per day. The CalEEMod model used an estimated 715 truck trips per day because earlier versions of the site plan showed slightly higher container parking levels. The use of 715 truck trips per day in the CalEEMod model provides a conservative (slight overestimate) of the air quality emissions associated with the project.

Long Beach to the new Shippers site at 2149 E. Sepulveda Boulevard instead of the existing 1150 E. Sepulveda Boulevard site (Trip A). Trucks would then deliver the containers from the 2149 E. Sepulveda site via Alameda Street to the southern California Freeway system and their final destination (Trip B). The distance from the exit of the existing site (1150 E. Sepulveda Blvd) to the entrance of the proposed site (2149 E. Sepulveda Blvd.) is approximately 1.2 miles; therefore, the inbound Trip A will be 1.2 miles shorter. The distance from existing site to the exit of the proposed site is approximately 1.1 miles; therefore, the outbound Trip B will be 1.1 miles shorter. Therefore, trucks that transport containers to the 2149 E. Sepulveda site will travel approximately 2.3 miles less than trucks that currently use the 1150 E. Sepulveda site (Trip A would be 1.2 miles less when delivering containers from the Port and Trip B would be 1.1 miles less when delivering the containers to their final destination) (see Figure 2-1).

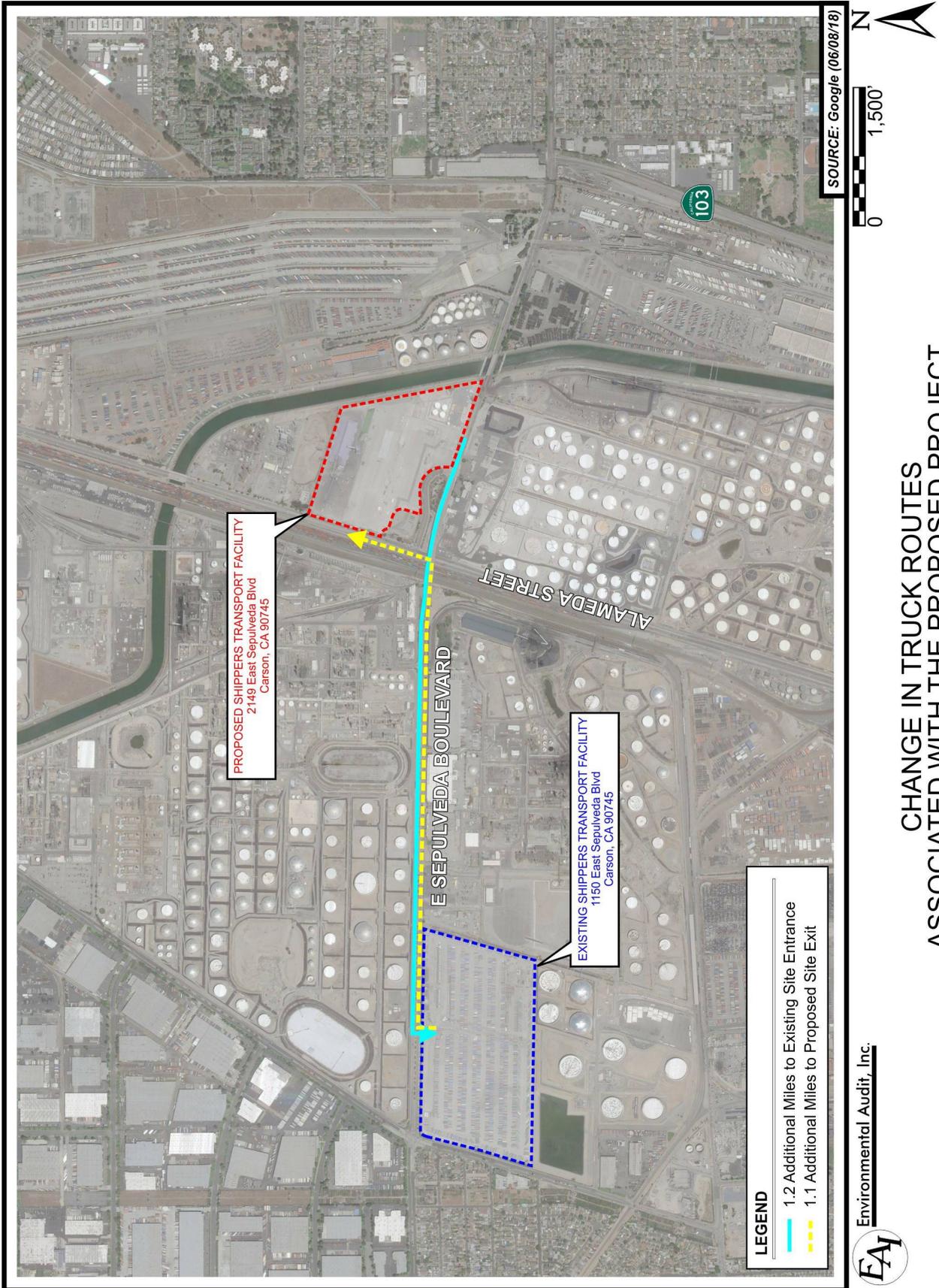
The operational emissions for the proposed project were estimated using CalEEMod for operating year 2019. The peak net difference of operational emissions for the existing operations (1150 E. Sepulveda Blvd) to the proposed project site at 2149 E. Sepulveda Blvd. are compared to the SCAQMD CEQA thresholds in Table 2-2. The estimated net change in operational emissions associated with the proposed project is expected to be less than the SCAQMD CEQA thresholds so that no significant impacts on air quality are expected during the operation of the proposed project.

TABLE 2-2

Operational Emissions Changes Associated with the Proposed Project

Activity	Emissions (lbs/day, 24 hr/day)					
	CO	VOC	NO _x	SO _x	PM ₁₀	PM _{2.5}
6 Workers	0.6	<0.1	<0.1	<0.1	0.1	<0.1
Relocated Trucks	-16.7	-2.1	-87.5	-0.1	-1.6	-0.5
Net Project Emissions	-16.1	-2.0	-87.5	-0.1	-1.5	-0.5
SCAQMD Threshold	550	55	55	150	150	55
Significant?	NO	NO	NO	NO	NO	NO

See Appendix A for model results. Negative numbers indicate a reduction in emissions. The land use of the Site will not change, therefore, the area source air pollutant emissions generated by the proposed project are not expected to change because there is no natural gas use or landscaping, and no architectural coatings would be used at the site. Therefore, no emissions from area sources have been included for the proposed project.



CHANGE IN TRUCK ROUTES
ASSOCIATED WITH THE PROPOSED PROJECT



Figure 2-1

As previously discussed, the proposed project will not change the land use of the proposed project. No new TAC emissions are expected to be created from the proposed project. Since emissions from activities at the site are not expected to change significantly; the proposed project is not expected to expose sensitive receptors to additional emissions. As shown in Table 2-2, the proposed project is expected to result in a decrease in overall air pollutant emissions. Further, the closest sensitive receptor (Stephens Middle School) to the proposed project site (2149 E. Sepulveda) is located approximately 3,000 feet away at 1830 W. Columbia Street, Long Beach. Air quality impacts to sensitive receptors, as well as, impacts related to toxic air contaminants are expected to be less than significant, as the proposed project will result in a decrease in air pollutant emissions.

3. d) Less Than Significant. No emissions are expected during either the construction or operational phases that are expected to generate odors. Emissions are limited to construction equipment and mobile sources so that no significant odor impacts are expected.

3.3 Mitigation Measures

No significant adverse impacts to air quality are expected to occur as a result of the construction or operation of the project; therefore, no mitigation measures are required.

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	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal wetlands, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflicting with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

4.1 Significance Criteria

The impacts on biological resources will be considered significant if any of the following criteria apply:

The project results in a loss of plant communities or animal habitat considered to be rare, threatened or endangered by federal, state or local agencies.

The project interferes substantially with the movement of any resident or migratory wildlife species.

The project adversely affects aquatic communities through construction or operation of the project.

4.2 Environmental Setting and Impacts

4. a), b), c), d), e), and f) No Impact. The proposed project will be located in a heavy industrial area, entirely within the boundaries of the existing property. The property has been graded and paved and is void of vegetation with the exception of landscape vegetation along the property fence line on Alameda Street. The project will result in minor modifications to allow the use of the site for the temporary storage of containers and no vegetation exists at the site where the containers would be parked or would be removed. The existing landscape vegetation would remain at the site.

The proposed project is not expected to have a significant adverse impact, either directly or through habitat modifications, on any species identified as a special status species as habitat is nonexistent. The proposed project will not have an adverse effect, either directly or indirectly or through habitat modifications, on any sensitive biological species, riparian habitat, or other sensitive natural habitat. The project will not result in the addition or the elimination of water ponds that could be used by animals or migratory fowl. Further, the proposed project will not adversely affect federally protected wetlands as defined in §404 of the Clean Water Act, as no wetlands exist in the vicinity of the proposed project. While the Dominguez Channel is located adjacent to the project site, it is concrete-lined in this portion of the Channel and does not support wetland species. As discussed in Section X. Hydrology/Water Quality, the project site is currently paved and will remain paved. Therefore, there will be no increase in paved area at the site and stormwater runoff would be the same as the existing conditions and, thus, no impacts on biological resources present in the Dominguez Channel.

No significant plant or animal resources, locally designated species, natural communities, wetland habitats, or animal migration corridors would be adversely affected by the proposed project. There are no rare, endangered, or threatened species in the vicinity of the proposed project. The project would not impact any local policies or ordinances that protect biological resources or conflict with the provisions of a Habitat Conservation Plan or other similar plan. Because the area in and near the project site is devoid of native habitat, impacts to other, non-listed species are not expected. Based on the preceding

discussion, no significant adverse impacts on biological resources are expected from the proposed project.

4.3 Mitigation Measures

No significant adverse impacts to biological resources are expected to occur as a result of the construction or operation of the project; therefore, no mitigation measures are required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES. Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

5.1 Significance Criteria

Impacts to cultural resources will be considered significant if:

The project results in the disturbance of a significant prehistoric or historic archaeological site or a property of historic or cultural significance to a community or ethnic or social group.

Unique paleontological resources are present that could be disturbed by construction of the proposed project.

The project would disturb human remains.

5.2 Environmental Setting and Impacts

5 a) No Impact. CEQA Guidelines state that “generally, a resource shall be considered ‘historically significant’ if the resource meets the criteria for listing in the California Register of Historical Resources including the following:

- A) Is associated with events that have made a significant contribution to the broad patterns of California’s history and cultural heritage;
- B) Is associated with the lives of persons important in our past;

- C) Embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;
- D) Has yielded or may be likely to yield information important in prehistory or history” (CEQA Guidelines §15064.5).

Generally, resources (buildings, structures, equipment) that are less than 50 years old are not eligible for listing in the National Register of Historic Places³ unless they can be shown to be exceptionally important) (SCVTA/FTA, 2004). The buildings, structures, and equipment associated with the proposed project are not listed on registers of historic resources, and do not meet the eligibility criteria presented above (e.g., associated with historically important events or people, embodying distinctive characteristics of a type, period, or method of construction), and would not yield historically important information. No buildings are located at the project site and the proposed project would not remove or modify any existing buildings. No historic structures will be removed or modified as a consequence of the project; therefore, no significant impacts to historic cultural resources are expected as a result of implementing the proposed project.

5. b) and c) No Impact. No grading is required as the site has already been graded and paved. Construction activities are limited to at- and above-grade activities such as moving portable modular enclosures and installing wheel stops and K rail on to the site. The project will result in a change in tenants but is not expected to result in an impact on cultural resources as no grading and no construction activities are required (including grading, trenching, excavation, etc.). No formal cemeteries or burial grounds, or evidence of informal cemeteries or burial grounds, is located within the project site. Therefore, the proposed project is not expected to disturb any human remains, since no ground disturbance activities are expected to occur.

5.3 Mitigation Measures

No significant adverse impacts to cultural resources are expected to occur as a result of the construction or operation of the project; therefore, no mitigation measures are required.

³ The eligibility criteria of the California Register criteria are modeled on those of the eligibility criteria of the National Register of Historic Places.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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VI. ENERGY.

Would the project:

- | | | | | | |
|----|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) | Result in potentially significant environmental impact due to wasteful, inefficient or unnecessary consumption of energy resources, during project construction or operations? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) | Conflict with or obstruct a state or local plan for renewable energy or energy efficiency? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

6.1 Significance Criteria

The impacts to energy resources will be considered significant if any of the following criteria are met:

- The project conflicts with adopted energy conservation plans or standards.
- The project results in substantial depletion of existing energy resource supplies.
- An increase in demand for utilities impacts the current capacities of the electric and natural gas utilities.
- The project uses non-renewable resources in a wasteful and/or inefficient manner.

6.2 Environmental Setting and Impacts

6. a) No Impact: Shippers Transport Express is proposing to move a their existing container storage activities to the project site, which will be used to temporarily store approximately 700 containers until they can be delivered to their ultimate destination. Electricity is currently supplied to the project site for lighting purposes and no new electrical or gas connections would be required. Electricity is currently used for lighting and offices at the 1150 E. Sepulveda Blvd site, the use of which will be discontinued at the existing site upon Shippers departure. Electricity will continue to be used for lighting purposes and for the modular enclosures (security and restroom facilities) at the 2149 E. Sepulveda Blvd. site. Therefore, the use of electricity and natural gas is not expected to increase. The electricity demand will continue to be met by local suppliers and is expected to be limited to the operation of the lighting and modular enclosures. Thus, the electricity would not be used in a wasteful or inefficient manner and the project would not have a significant impact on electricity or use electricity in a wasteful manner.

Currently, containers delivered to the ports are temporarily staged at the existing Shippers site at 1150 East Sepulveda Boulevard until they can be delivered to their ultimate destination. Trucks travel from the Port of Long Beach via the Terminal Island 103 Freeway to the Shippers facility at the corner of Wilmington Boulevard and Sepulveda. Under the proposed project, a portion of the containers previously stored at 1150 E. Sepulveda Boulevard will now be temporarily stored at the project site, located at the corner of Alameda Street and Sepulveda Boulevard. Trucks will travel from the Port of Long Beach to the project site for temporary storage via the Terminal Island 103 Freeway to Sepulveda Blvd. The project site is located approximately one mile closer to Alameda Street than the 1150 E. Sepulveda site. Therefore, the approximately 700 trucks that would deliver/pick up containers at the project site would travel approximately one mile less to/from the Shippers site, resulting in a reduction of approximately two miles per container movement (one mile to deliver to the site and one mile to transport from the site), resulting in a reduction in vehicle miles travelled of approximately 1,400 miles per day. The reduction in vehicle miles to store and transport the containers also translates into a reduction in fuel used to transport containers, providing a beneficial impact on energy.

6. b) No Impact. The proposed project is not expected to conflict with any adopted energy conservation plan or existing energy standard. There is no known energy conservation plan or existing energy standard that would apply to the project site, as it involves the continued use of the site for truck container parking. The City of Carson has developed a Climate Action Plan (City of Carson, 2017), which encourages increased energy efficiency and conservation. First, the project would result in a reduction of employees so fewer employees would be using electricity. As discussed above, the location of the project site is closer to the Port of Long Beach, so that the proposed project would result in a reduction in approximately 1,400 vehicle miles traveled per day to temporarily store and transport containers to their final destination. No increase in energy is expected to be required for the proposed project; therefore, the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

6.3 Mitigation Measures

No significant adverse impacts to energy resources are expected to occur as a result of the construction or operation of the project; therefore, no mitigation measures are required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GEOLOGY AND SOILS. Would the project:				
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in onsite or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the California Building Code, creating substantial direct or indirect risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems in areas where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

7.1 Significance Criteria

The impacts on the geological environment will be considered significant if any of the following criteria apply:

Topographic alterations would result in significant changes, disruptions, displacement, excavation, compaction or over covering of large amounts of soil.

Unique geological resources (paleontological resources or unique outcrops) are present that could be disturbed by the construction of the proposed project.

Exposure of people or structures to major geologic hazards such as earthquake surface rupture, ground shaking, liquefaction or landslides.

Secondary seismic effects could occur which could damage facility structures, e.g., liquefaction.

Other geological hazards exist which could adversely affect the facility, e.g., landslides, mudslides.

7.2 Environmental Setting and Impacts

7. a) No Impact. The Los Angeles area is located within a seismically active region. The most significant potential geologic hazard at the project site is seismic shaking from future earthquakes generated by active or potentially active faults in the region. Seismic records have been available for the last 200 years, with improved instrumental seismic records available for the past 50 years. Based on past earthquake data, most of the earthquake epicenters occurred along the San Andreas, San Jacinto, Whittier-Elsinore and Newport-Inglewood faults (Jones and Hauksson, 1986). All of these faults are elements of the San Andreas fault system. Past experience indicates that there has not been any substantial damage, structural or otherwise, to the project site as a result of earthquakes. However, faults in the Los Angeles area are potential sources of strong ground shaking, including the following: 1) the San Andreas fault; 2) the Newport-Inglewood fault; 3) the Malibu-Santa Monica-Raymond Hills fault; 4) the Palos Verdes fault; 5) the Whittier-Elsinore fault; 6) the Sierra Madre fault; 7) the San Fernando fault; 8) the Elysian Park fault; and 9) the Torrance-Wilmington fault. The site is not located within the earthquake fault zones delineated as part of the Alquist-Priolo Special Study area for the Newport-Inglewood fault zone and is not expected to be subject to significant surface fault displacement. However, the site could be subject to seismic shaking due to future earthquakes.

In addition to the known surface faults, shallow-dipping concealed “blind” thrust faults have been postulated to underlie portions of the Los Angeles Basin. Because there exist few data to define the potential extent of rupture planes associated with these concealed thrust faults, the maximum earthquake that they might generate is largely unknown.

Based on the historical record, it is highly probable that earthquakes will affect the Los Angeles region in the future. Research shows that damaging earthquakes will occur on or near recognized faults which show evidence of recent geologic activity. The proximity of major faults to the project site increases the probability that an earthquake may adversely affect the site. There is the potential for damage to the facility in the event of an earthquake. Impacts of an earthquake could include structural failure, spill, etc.

Shippers is proposing to make minor renovations to the site to provide security and parking spaces. The project will not require the construction of any new buildings or structures. Therefore, the project will not result in an increase in seismic hazards at the site. Additionally, the site is flat and would not be subject to slope instability or landslides. See Section 7.c below for a discussion of liquefaction.

7. b) No Impact. The project site is currently paved and no modification to the paving is required to park containers and no other construction activities are required. Therefore, since the project site will not be disturbed, no impacts on topography and soils are expected. No significant change in topography would occur that could substantially increase wind erosion or runoff. Relative to operational activities, no change in surface runoff is expected because the project will not result in a change in surface conditions. Thus, significant impact on soil erosion is not expected.

7. c) No Impact. Soil liquefaction can accompany strong earth movement caused by earthquakes. Liquefaction is a mechanism of ground failure whereby earthquake-induced ground motion transforms loose, water-saturated granular material to a liquid state. Liquefaction would most likely occur in unconsolidated granular sediments that are water saturated less than 30 feet below ground surface (Tinsley et al., 1985). The pore water pressure can increase in certain soils during extended periods of ground shaking which can change the soil from a solid to liquid state. Structures that are built on soils subject to liquefaction can sink during an earthquake and be damaged since the soils cannot support their weight.

The California Division of Mines and Geology has prepared seismic hazard map zones for areas in California as required by the Seismic Hazards Mapping Act (Public Resources Code §§ 2690-2699.6). The proposed project site is located in the Long Beach Quadrangle and the area has been mapped for seismic hazards by the Division of Mines and Geology. The Hazard Map for the area shows that the facility is located within an area where there has been historic occurrence of liquefaction, or local geological, geotechnical and groundwater conditions that have a potential for permanent ground displacements in the event of an earthquake (California Division of Mines and Geology, Map of Seismic Hazard Zones, Long Beach Quadrangle, March 25, 1999). The project will not result in the construction on new buildings so no increase in the potential for liquefaction impacts are expected.

In addition, the project site is not expected to experience a landslide or mudflow conditions since the topography of the project area is flat and located within a heavy

industrial district with little loose soil. No other unique geological resources have been identified at the facility. Thus, the project is not expected to result in significant adverse impacts due to unstable geologic or soils conditions.

7. d) No Impact. The project will not result in the construction of new buildings. Therefore, the proposed project will not create substantial risk to life or property as a result of expansive soils and; thus, would not result in significant adverse impacts due to expansive soils.

7. e) No Impact. Sanitary wastewater from the facility is discharged to the Los Angeles County Sanitation District sewer system so installation of alternative wastewater treatment systems is not included as part of the proposed project. Because wastewater associated with the proposed project will be discharged to an existing sewer system, the ability of soils to support septic tanks or other alternative wastewater disposal systems has no bearing on the proposed project.

7. f) No Impact. No grading is required as the site has already been graded and paved. The project will result in a change in tenants but is not expected to result in an impact on paleontological resources or other unique geological features because no ground disturbance activities (grading, excavation, trench, etc.) are expected to be required.

7.3 Mitigation Measures

No significant adverse impacts to geology and soils are expected to occur as a result of the construction or operation of the project; therefore, no mitigation measures are required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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VIII. GREENHOUSE GAS EMISSIONS.

Would the project:

- | | | | | | |
|----|---|--------------------------|--------------------------|-------------------------------------|--------------------------|
| a) | Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |
| b) | Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> | <input type="checkbox"/> |

8.1 Significance Criteria

On September 28, 2010, the SCAQMD recommended interim screening level thresholds of 3,000 metric tons of CO₂ equivalent (MTCO₂eq) emissions per year (SCAQMD, 2008). Projects with incremental increases below this threshold will not be cumulatively considerable. These thresholds were developed as part of the SCAQMD GHG CEQA Significance Threshold Working Group. The working group was formed to assist the SCAQMD’s efforts to develop a GHG significance threshold. The thresholds were developed to be consistent with CEQA requirements for developing significance thresholds; are supported by substantial evidence; and provide guidance to CEQA practitioners and lead agencies with regard to determining whether GHG emissions from a project are significant. The objective of the SCAQMD’s interim GHG significance threshold is to achieve a GHG emission capture rate of 90 percent of GHG emissions from all land use types. The 3,000 MTCO₂eq is appropriate as it was developed for all land use types and includes commercial warehousing, including truck/trailer parking facilities.

8.2 Environmental Setting and Impacts

Global climate change refers to changes in average climatic conditions on earth as a whole, including temperature, wind patterns, precipitation and storms. Global warming, a related concept, is the observed increase in average temperature of the earth’s surface and atmosphere. One identified cause of global warming is an increase of GHGs in the atmosphere. The six major GHGs identified by the Kyoto Protocol are carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur hexafluoride (SF₆), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs). The GHGs absorb longwave radiant energy reflected by the earth, which warms the atmosphere. GHGs also radiate longwave radiation both upward to space and back down toward the surface of the earth.

The downward part of this longwave radiation absorbed by the atmosphere is known as the "greenhouse effect." Some studies indicate that the potential effects of global climate change may include rising surface temperatures, loss in snow pack, sea level rise, more extreme heat days per year, and more drought years.

California has committed to reducing its GHG emissions to 1990 levels by 2020, to 40 percent below 1990 levels by 2030, and to 80 percent below 1990 levels by 2050. This commitment was enacted in AB 32, the Global Warming Solutions Act of 2006, which adopted the 2020 target; in 2016's SB 32 (Pavley), which adopted the 2030 target; and in Executive Order S-3-05, which adopted the 2050 target.

To achieve these emission reduction goals, the California legislature has directed the California Air Resources Board (CARB) to develop a Scoping Plan setting forth regulatory measures that CARB will implement, along with other measures, to reduce the state's GHG emissions. One of the principal regulatory measures is CARB's Cap and Trade program, which requires industrial GHG sources to obtain "allowances" equal to their GHG emissions. The amount of available allowances is subject to a "cap" on total emissions statewide, which CARB will reduce each year. Regulated facilities will either have to reduce their emissions or purchase allowances on the open market, which will give them a financial incentive to reduce emissions and will ensure that total annual emissions from the industrial sector will not exceed the declining statewide cap.

California has adopted regulatory measures aimed at reducing GHG emissions from mobile sources. These measures include standards for motor vehicle emissions and the state's Low Carbon Fuel Standard, which set limits on the carbon intensity of transportation fuels. California has also adopted SB 375, the Sustainable Communities and Climate Protection Act of 2008, which requires regional transportation and land use planning agencies to develop coordinated plans, called "Sustainable Communities Strategies," to reduce GHG emissions from the transportation sector by promoting denser development and alternatives to driving.

8. a) and b Less Than Significant. The GHG emissions for the existing and proposed project were estimated using CalEEMod (see Appendix A) for operating year 2019 and are summarized in Table 2-3. Construction activities will be limited to the installation of the four modular enclosures, which are portable pre-constructed structures that will be moved on to the Site. This material would be transported to the Site via several trucks. Assuming three trucks per day and a 20-day construction period, the GHG emissions would be less than 6 metric tons CO₂eq⁴.

The estimated operational GHG emissions from activities associated the six workers is 24.4 metric tons CO₂eq per year. The estimated reduction in operational GHG emissions

⁴Based on emissions factors for heavy, heavy duty trucks from the EMFAC2007 model for the 2019 fleet year available from the SCAQMD at: [http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/emfac-2007-\(v2-3\)-emission-factors-\(on-road\)](http://www.aqmd.gov/home/rules-compliance/ceqa/air-quality-analysis-handbook/emfac-2007-(v2-3)-emission-factors-(on-road)); assuming 50 miles per day and a 20-day construction period.

from moving the 200 containers to the project site is 2,263.7 metric tons CO₂eq per year. The estimated GHG emissions due to operation of the project at the project site are expected to be about 2,233.3 metric tons less per year than the current operations (see Table 2-3). The GHG emissions associated with the proposed project are not expected to exceed GHG significance threshold of 3,000 metric tons of GHG emissions per year proposed by the SCAQMD. Therefore, no significant increase in GHG emissions and related climate change impacts are expected due to the proposed project.

TABLE 2-3

GHG Emissions Associated with the Proposed Project

ACTIVITY	GHG EMISSIONS (metric tons CO₂eq/year)
GHGs from Construction Activities	6
GHGs from 6 Workers	24.4
GHGs from Relocated Trucks	-2,263.7
GHG Emissions Associated with Proposed Project	-2,233.3
CEQA Significance Threshold	3,000
Significant?	NO

See Appendix A for detailed emission calculations. Negative numbers indicate a reduction in emissions.

The City of Carson has developed a Climate Action Plan, which provides a number of measures to reduce GHG emissions. The largest source of GHG emissions in the City is from commercial energy use (City of Carson, 2017). As discussed in Section 6 – Energy above, electricity is currently supplied to the project site for lighting purposes and no new electrical or gas connections would be required. Therefore, there would be no increase in use of electricity and natural gas associated with the proposed project. Further, the proposed project would result in a reduction in GHG emissions. Therefore, the project would be consistent with the City’s Climate Action Plan. No other Plan for reducing GHG emissions directly applies to the proposed project.

8.3 Mitigation Measures

No significant adverse impacts to GHG emissions are expected to occur as a result of the construction or operation of the project; therefore, no mitigation measures are required.

CHAPTER 2: ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HAZARDS & 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or involve handling hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) 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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, be within two miles of a public airport or public use airport, and result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

9.1 Significance Criteria

The impacts associated with hazards will be considered significant if any of the following occur:

Non-compliance with any applicable design code or regulation.

Non-conformance to National Fire Protection Association standards.

Non-conformance to regulations or generally accepted industry practices related to operating policy and procedures concerning the design, construction, security, leak detection, spill containment or fire protection.

Exposure to hazardous chemicals in concentrations equal to or greater than the Emergency Response Planning Guideline (ERPG) 2 levels.

9.2 Environmental Setting and Impacts

9. a) and b) Less Than Significant. Exposure to the public or the environment to hazardous materials can occur through transportation accidents; inappropriate disposal methods; improper handling of hazardous materials or hazardous wastes; and through emergency events, e.g., explosions or fires. The major types of public safety risks consist of impacts from toxic substance releases, fires and explosions. The project is not expected to result in an increase in the use of hazardous materials at the site.

Shippers Transport Express is proposing to move their existing container and truck storage activities to the project site, which will be used to temporarily store approximately 700 containers until they can be delivered to their ultimate destination. The project site would be used for the temporary storage of containers and would not be used for truck maintenance activities or to fuel trucks. The project site would be expected to store small quantities of hazardous materials for cleaning, for example, but is not expected to bring in new hazardous materials. Therefore, there will be no change in the type of hazardous material used, stored, or the hazards associated with their use as a result of the proposed project.

Operations at the project site would be subject to safety regulations that govern the storage and handling of hazardous materials, which would limit the severity and frequency of potential releases of hazardous materials that could result in increased exposure of people to health hazards (i.e., LAFD regulations and requirements, and DOT regulations). For example, the DOT Hazardous Materials Regulations (Title 49 CFR Parts 100-185) regulate almost all aspects of terminal operations. Parts 172 (Emergency Response), 173 (Packaging Requirements), 177 (Highway Transportation), 178 (Packaging Specifications) and 180 (Packaging Maintenance) would all apply to the project activities. Compliance with these requirements are expected to minimize project hazard impacts to less than significant.

9. c) No Impact. The project site is not located within a one-quarter mile of an existing or proposed school site. The closest school to the site is the Stephens Middle School, located at 1830 W. Columbia Street, Long Beach, approximately about 0.57 miles east of the project site. Since the proposed project will not create emissions of acutely hazardous materials, or handle hazardous or acutely hazardous materials, substances or waste within one-quarter of a mile of an existing or proposed school, no potential hazards impacts are expected to affect schools.

9. d) No Impact. Government Code §65962.5 refers to a list of facilities which may be subject to the Resource Conservation and Recovery Act (RCRA) corrective action program. The project site and surrounding areas have been used for heavy industrial activities for a number of years. The project site does not include any sites identified on a hazardous site list compiled pursuant to California Government Code §65962.5.⁵ The nearest sites included on a hazardous site list are at the following addresses:

- Kinder Morgan Liquid Terminals LLC/GATX Tank Storage Terminal, 2000 E. Sepulveda Blvd, Carson: (approximately 500 feet from the project site). The site has been used for the storage and distribution of petroleum products. The historic use for petroleum-related activities resulted in contaminated soils and groundwater. The site has undergone remediation under an Order of Abatement No. 90-152 from the California Regional Water Quality Control Board.
- Phillip West Industrial Services, 2222 E. Sepulveda Blvd, Carson: (approximately 1,900 feet from project site). The facility was a hazardous waste facility with no reported violations that has been closed.
- Tesoro Refining & Marketing – Sulfur Recovery Plant, 23208 S. Alameda Street, Carson: (approximately 1,100 feet north of the project site). The facility provides sulfur processing for the adjacent Tesoro Refinery. Site remediation activities appear to have been completed.
- Tesoro Carson Refinery, 1801 E. Sepulveda Blvd, Carson: (approximately 800 feet west of project site). The site is a petroleum refinery and is permitted to handle hazardous materials/waste. Remediation of contamination associated with surface impoundments was conducted under the oversight of DTSC. The site has undergone soil and groundwater remediation under an Order of Abatement from the California Regional Water Quality Control Board.
- Phillips 66 Co., Los Angeles Refinery, Carson Plant, 1520 E. Sepulveda Blvd, Carson: (approximately 1,800 feet southwest of project site). The site is a petroleum refinery and is permitted to handle hazardous materials/waste. Remediation of contamination associated with process water pond conducted under the oversight of DTSC. The site has undergone soil and groundwater remediation under an Order of Abatement from the California Regional Water Quality Control Board.

⁵ California Department of Toxic Substances Control, EnviroStor data base. Available at: <https://www.envirostor.dtsc.ca.gov/public/map/?myaddress=2149+East+Sepulveda+Carson>

- Three Rivers Trucking, Inc., 2300 W. Willow St., Long Beach: (approximately 2,800 feet southeast of project site). The site had a permit to handle hazardous waste, but appears to be no longer in business.
- Wilmington Class & Hold Yard, Los Angeles, CA: (approximately 1,700 feet northeast of the project site, within the current ICTF facility). The site a former U.S. military and Department of Defense site used to store military equipment. Army facility to have been a military site. It does not appear that the site has been investigated for contamination as its being used for industrial uses.

The above sites have been the subject of regulatory review, clean-up, and remediation. The project site will have no impact on these sites or any remediation activities at these sites and would not create a significant hazard to the public or the environment.

9. e) No Impact. The proposed project site is not located within an airport land use plan or within two miles of a public or private use airport. The closest airport to the project site is the Long Beach Airport located about four miles east of the site. All operation activities will occur within the confines of the project site. No additional residents or workers would be exposed to excessive noise due to airport operations due to the proposed project. Therefore, no safety hazards impacts are expected from the proposed project on any airport.

9. f) No Impact. The proposed project will not impair or physically interfere with an adopted emergency response plan or emergency evaluation plan. Containers would be parked onsite and would not block street access nor emergency access. Container parking will be within the identified parking spaces so that access/egress to/from the project site will be maintained. Therefore, no significant impacts on emergency response or evacuation plans are expected.

9. g) No Impact. The proposed project will not increase the existing risk of wildland fires. The proposed project site is located within an existing developed area of the City of Carson. The site is surrounded by industrial land uses. No wildlands are located in the immediate or surrounding area. For these reasons, the project would not expose people or structures to wildland fires. Therefore, no potential significant adverse impacts resulting from wildland fire hazards are expected from the proposed project.

9.3 Mitigation Measures

No significant adverse impacts to hazards and hazardous materials are expected to occur as a result of the construction or operation of the project; therefore, no mitigation measures are required.

CHAPTER 2: ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
X. HYDROLOGY AND WATER QUALITY.				
Would the project:				
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner that would:				
i) result in substantial erosion or siltation onsite or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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;	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

10.1 Significance Criteria

Potential impacts on water resources will be considered significant if any of the following criteria apply:

Water Quality:

The project will cause degradation or depletion of ground water resources substantially affecting current or future uses.

The project will cause the degradation of surface water substantially affecting current or future uses.

The project will result in a violation of National Pollutant Discharge Elimination System (NPDES) permit requirements.

The capacities of existing or proposed wastewater treatment facilities and the sanitary sewer system are not sufficient to meet the needs of the project.

The project results in substantial increases in the area of impervious surfaces, such that interference with groundwater recharge efforts occurs.

The project results in alterations to the course or flow of floodwaters.

Water Demand:

The existing water supply does not have the capacity to meet the increased demands of the project, or the project would use a substantial amount of potable water.

The project increases demand for water by more than 300,000 gallons per day.

10.2 Environmental Setting and Impacts

10. a) Water Quality Standards and Waste Discharge Requirements

No Impact. Wastewater discharges from the project site are limited to sanitary wastewater discharges and stormwater runoff. The wastewater discharges associated with the project site are not expected to change due to the proposed new tenant. The site does not currently have any connections to the sanitary sewer system and no connections are proposed. Therefore, the proposed project is not increase sanitary wastewater discharged from the site.

The project site is currently paved and rain water runoff flows west to east via sheet flow. Urban runoff from the project site discharges into storm drains and flows to the Dominguez Channel , which ultimately discharges to the Los Angeles Harbor/Pacific

Ocean. Contaminated runoff can have harmful effects on drinking water, recreational water, and fish and wildlife. Urban runoff can include a wide array of environmental pollutants depending on the site conditions and magnitude of rain events. Major pollutants typically found in runoff from urban areas include sediments, nutrients, oxygen-demanding substances, heavy metals, petroleum hydrocarbons, pathogens, and bacteria.

Construction activities will be limited to the installation of the four modular enclosures, wheel stops, and K rail. No major construction activities, such as grading or trenching are required, so no short-term water quality impacts associated with construction activities (e.g., erosion or siltation) would occur.

The project site is currently paved and will remain paved. Therefore, there will be no increase in paved area at the site and stormwater runoff would be the same as the existing conditions. Therefore, the project would not result in an increase in stormwater runoff and would not impact the storm drain system or result in an increase in pollutants from the site. Therefore, the impacts of stormwater runoff on water quality would be less than significant.

10. b) Ground Water Supplies

No Impact. The City receives its water from the Central and West Coast ground water basins managed by the Water Replenishment District of Southern California (WRD) and from the Metropolitan Water District of Southern California (MWD). Water services are not provided at the project site and the proposed project would not require any additional water service. Drinking water will be purchased and supplied for the four portable modular enclosures and the site will not use the water services from the city. During operation, six employees are expected to be employed at the site. The proposed project will not increase the landscape area so that no increase in water use is expected for landscape maintenance. Therefore, the proposed project will not increase water demand or result in an impact on the local groundwater table or result in an impact on ground water recharge.

10. c) Surface Water

Less Than Significant. The proposed site and surrounding area discharges storm water runoff to the Dominguez Channel. The Los Angeles River and the Dominguez Channel are the major drainages that flow into the Los Angeles-Long Beach Harbor complex. Sediments and contaminants are transported into the harbor with the flows from the Los Angeles River and, to a lesser degree, the Dominguez Channel.

The proposed project would not result in a change to the drainage pattern of the site. The storm water drainage would remain west to east and be discharged into the existing storm drain system. No increase in storm water is expected as the site is currently paved and no increase in area that is paved would occur. No new storm drain connection would be

required for the proposed project. Therefore, the proposed project is not expected to result in a substantial increase in stormwater runoff.

10. d) Flooding

No Impact. The project site is not located within the 100-year hazard flood zone area. The Flood Insurance Rate Map for the project site shows that it is in Zone X (area with a reduced flood risk due to levee).⁶ The proposed project does not include the construction of any structures, including residential structures; therefore, the project would not place housing or any other structures within a 100-year flood hazard area and would not impede or redirect flood flows.

According to the City's Standardized Emergency Management System Multi-Hazard Functional Plan, the City is not subject to inundation associated with dam failure (City of Carson, 2004). There are no dams within or adjacent to the City. Therefore, the project would not expose people or structures to flooding due to dam failure.

There are no open ponds at the site, so the potential for seicheing is considered to be less than significant. The proposed project site is located approximately 4 miles from the Long Beach Harbor which is constructed with breakwaters that protect the port area so the potential for a tsunami to adversely affect the project site is considered less than significant.

10. e) Water Quality Control Plan or Sustainable Groundwater Management Plan

No Impact. Six workers are expected to be employed at the project site. The project site will not be connected to the City's water or sewer systems. Therefore, the proposed project will not increase water demand or result in an impact on the local groundwater table or result in an impact on ground water recharge.

As discussed in 10 a) above, the site is not connect to the sanitary sewer system. The site does not currently have any connections to the sanitary sewer system and no connections are proposed. Therefore, the proposed project will not increase sanitary wastewater discharged from the site. Further, as discussed in 10 c) above, the project would not result in an increase in storm water runoff. Therefore, the project is not expected to conflict with or obstruct implementation of a water quality control plan.

10.3 Mitigation Measures

No significant adverse impacts to hydrology and water quality are expected to occur as a result of the construction or operation of the project; therefore, no mitigation measures are required.

⁶ FEMA, Flood Insurance Rate Map 06037C1955f, accessed January 17, 2019. <https://msc.fema.gov/portal/search#searchresultsanchor>.

CHAPTER 2: ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. LAND USE AND PLANNING. Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

11.1 Significance Criteria

Land use and planning impacts will be considered significant if the project conflicts with the land use and zoning designations established by the City or County.

11.2 Environmental Setting and Impacts

11. a) No Impact. Implementation of the proposed project includes minor renovations to the site to make improvements for a new tenant. The project would occur entirely within the boundaries of the existing facility, which is in a heavy industrial area. Surrounding land uses include petroleum coke storage, petroleum tank storage, oil refineries, and container transfer facilities, as well as the Alameda Corridor. The overall character of the site would remain the same and the facility and the parking of containers would not divide any community. No new land will be acquired for the project and no zoning and/or land use changes are required. As no established communities are located on or adjacent to the property, the proposed project would not disrupt or physically divide an established community.

11. b) No Impact. The proposed project site is designated as heavy industrial by the City of Carson General Plan and is zoned as heavy manufacturing (City of Carson, 2018). Since the proposed project is consistent with existing zoning and land use requirements, it would not conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the proposed project adopted for the purpose of avoiding or mitigating an environmental effect.

11.3 Mitigation Measures

No significant adverse impacts to land use are expected to occur as a result of the construction or operation of the project; therefore, no land use mitigation measures are required.

CHAPTER 2: ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. MINERAL RESOURCES. Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

12.1 Significance Criteria

Project-related impacts on mineral resources will be considered significant if any of the following conditions are met:

The project would 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.

The proposed project results 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.

12.2 Environmental Setting and Impacts

12. a) and b) No Impact. The proposed project would make improvements to an existing industrial site. Implementation of the proposed project would occur entirely within the boundaries of the existing property. There are no known mineral resources at the project site. Therefore, the proposed project will not be located on a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Furthermore, because there are no known mineral resources at the project site, the proposed project will not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state.

12.3 Mitigation Measures

No significant adverse impacts to mineral resources are expected to occur as a result of the construction or operation of the project; therefore, no mineral resource mitigation measures are required.

CHAPTER 2: ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. NOISE. Would the project:				
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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 and expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

13.1 Significance Criteria

Carson’s Municipal Code, Ordinance No. 95-1068, limits construction noise (periods of 21 days or more) to 65 decibels at single family residential areas and 70 dBA at multi-family residential areas in the daytime (7 a.m. to 8 p.m.). Construction during evening hours are limited to 55 dBA at single family residential areas and 60 dBA at multi-family residential areas during the evening hours (8 p.m. to 7 a.m.) and all day Sunday and legal holidays.

Impacts on noise during operation will be considered significant if project operational noise levels exceed any of the local noise ordinances at the site boundary or, if the noise threshold is currently exceeded, ambient CNEL noise levels would be increased by 3.0 dBA or more at a noise sensitive receptor.

Sound level variations of less than 3 dBA are generally not detectable by the typical human ear. Therefore, project-generated noise level increase of 3 dBA or less are not considered to be significant.

13.2 Environmental Setting and Impacts

Noise Descriptors

Noise is a by-product of urbanization and there are numerous noise sources and receptors in an urban community. Noise is generally defined as unwanted sound. The range of sound pressure perceived as sound is extremely large. The decibel is the preferred unit for measuring sound since it accounts for these variations using a relative scale adjusted to the human range for hearing (referred to as the A-weighted decibel or dBA). The A-weighted decibel is a method of sound measurement which assigns weighted values to selected frequency bands in an attempt to reflect how the human ear responds to sound. The range of human hearing is from 0 dBA (the threshold of hearing) to about 140 dBA which is the threshold for pain.

In addition to the actual instantaneous measurements of sound levels, the duration of sound is important since sounds that occur over a long period of time are more likely to be an annoyance or cause direct physical damage or environmental stress. To analyze the overall noise levels in an area, noise events are combined for an instantaneous value or averaged over a specific time period. The time-weighted measure is referred to as equivalent sound level and represented by energy equivalent sound level (Leq). The percentage of time that a given sound level is exceeded also can be designated as L₁₀, L₅₀, L₉₀, etc. The subscript notes the percentage of time that the noise level was exceeded during the measurement period. Namely, an L₁₀ indicates the sound level is exceeded 10 percent of the time and is generally taken to be indicative of the highest noise levels experienced at the site. The L₉₀ is that level exceeded 90 percent of the time and this level is often called the base level of noise at a location. The L₅₀ sound (that level exceeded 50 percent of the time) is frequently used in noise standards and ordinances.

Environmental noise is measured on a logarithmic scale in decibels (dB). Decibels measure the relative magnitude of pressure fluctuations in a sound medium under the influence of a vibratory source. An increase of 10 decibels represents a 10-fold increase in acoustic energy, which is perceived by people as approximately a doubling of loudness over a wide range of amplitudes. Since decibels are logarithmic units, sound pressure levels are not added arithmetically. When two sounds of equal sound pressure level are added, the result is a sound pressure level that is three dB higher. For example, 60 dB plus 60 dB equals 63 dB. However, where noise levels differ, there may be little change in comparison to the louder noise source; for example when 70 dB and 60 dB sources are added, the resulting noise level equals 70.4 dB. In general, a three to five dBA change in community noise levels starts to become noticeable, while one to two dBA changes are generally not perceived.

Because the human hearing system is not equally sensitive to sound at all frequencies, the A-weighted filter system is used to express measured sound levels, in units of dBA, based on the sensitivity of the human ear. The dBA scale emphasizes mid- to high-range frequencies and de-emphasizes the low frequencies to which human hearing is less sensitive. Because A-weighted sound levels are adjusted to the sensitivity of the human

ear, they are commonly used to quantify noise events and environmental noise. However, community response also depends on the existing ambient sound level, magnitude of sound with respect to the background noise level, duration of the sound, repetitiveness, number of events, and time of day.

Existing Noise Environment

The vicinity of the proposed project is an urban environment characterized by extensive industrial, commercial, transportation-related and some residential land uses. The existing noise environment in the vicinity of the project site is dominated by refining operations and mobile sources including trucks, cranes, locomotive engines, and other heavy industrial activities. Noise sources in the area currently include: (1) rail and truck traffic along the Alameda Corridor; (2) rail traffic and related maintenance and service activities at adjacent railyards; (3) noise from adjacent industrial facilities including Tesoro and Phillips 66 refineries, GATX terminal, etc.; and (4) traffic along the Terminal Island Freeway, Interstate 405 Freeway, and other local streets, e.g., Alameda Street, Wilmington Avenue, and Sepulveda Boulevard.

Traffic, both vehicular and railroad, is a major source of noise in the area. The Interstate 405 Freeway and Terminal Island Freeway are major noise sources since they are elevated above most buildings; therefore, the traffic noise is not attenuated as quickly as noise generated at ground level. Railroad tracks associated with the Alameda Corridor are located east of the project site. Locomotive engines and trains using the railroad tracks are a source of noise in the area.

Noise-sensitive receptors or receivers are defined as residences, schools, hospitals, libraries, places of worship, and public parks. Although there are numerous sources of noise in the area, there are few sensitive receptors. The closest noise sensitive receptor to the existing Shippers site located at 1150 E. Sepulveda Boulevard project site is a residential area located approximately 250 feet west of Shippers on the east side of Wilmington Avenue.

The closest noise sensitive receptors to the proposed Shippers site at 2149 E. Sepulveda Boulevard include:

- A residential area located approximately 2,800 feet west of the proposed Shippers site in the City of Long Beach.
- Stephens Middle School located at 1830 W. Columbia Street, Long Beach, approximately 2000 feet east of the project site.

13. a) Less Than Significant.

Construction Noise Impacts

No major renovations are expected as the project site is currently vacant. Construction activities will be limited to the installation of four modular enclosures, which are portable

structures that will be moved on to the site. In addition, Shippers will install wheel stops and K rail. This material would be transported to the site via several trucks. Construction would be limited to the use of heavy duty trucks and no major construction equipment would be required so no construction-related noise would be expected.

Operational Noise Impacts

Noise would occur from on-site activities, such as truck start-ups and idling, backup alarms and gate opening and closing. The Code of Federal Regulations (CFR) 29 CFR 1926.601(b)(4) and 1926.602(a)(9) requires employers to use a reverse signal alarm audible above the surrounding noise level on vehicles having an obstructed view to the rear. Backup warning systems typically employ employee audible alarms in the form of backup beepers, that produce sound levels in the range of 63 to 67 dBA measures at 50 feet. Backup beepers tend to be audible over large distances, even when the sound may not be readily measurable.

In the case of the proposed project, approximately 700 containers that are currently temporarily parked at 1150 E. Sepulveda Boulevard, where sensitive residential receptors are located about 250 feet from the property boundary, would be temporarily parked at the 2149 E. Sepulveda Boulevard. At the 2149 E. Sepulveda Boulevard site, the closest sensitive receptor is located about 3,000 feet from the site. Therefore, the proposed project would move truck noise sources further away from sensitive receptors.

Using an estimated six dBA reduction for every doubling distance, a 67 dBA noise level associated with backup alarms would drop off to less than 31 dBA at approximately 3,000 feet (i.e., the closest sensitive receptor). Therefore, the noise levels associated with the project site would not be detectable at the sensitive receptor locations as noise levels in these low-density residential areas are typically at least 60 dBA, so that noise impacts would be less than significant.

Operational Off-site Noise Impacts

Noise monitoring was conducted at the residential area adjacent to the existing Shippers site (1150 E. Sepulveda Boulevard) in August and September 2014 for a 24-hour period. The results of the ambient noise measurements are presented in Table 2-4. The existing CNEL in the vicinity of the residential area at the corner of Wilmington Avenue/E. Pacific Street was 68 dBA.

**TABLE 2-4
Existing Noise Levels**

Location	Existing Noise Levels		
	CNEL	Leq, day ^(a)	Leq, night ^(b)
Wilmington Avenue/E. Pacific Street	68.2	65.0	60.3

Source: SCAQMD, 2017

(a) The average A-weighted noise level measured during the daytime.

(b) The average A-weighted noise level measured during the nighttime.

Under the proposed project, approximately 700 containers that are currently temporarily parked at 1150 E. Sepulveda Boulevard, would be temporarily parked at the 2149 E. Sepulveda Boulevard site instead.

Under the baseline conditions, trucks travel from the Port of Long Beach to the existing Shippers site (1150 E. Sepulveda Boulevard) via the Terminal Island Freeway, where containers are temporarily parked. Trucks then deliver the containers from the 1150 E. Sepulveda site via Alameda Street to the southern California Freeway system and to their final destination.

Under the proposed project, trucks would travel from the Port of Long Beach to the new Shippers site at 2149 E. Sepulveda Boulevard instead of the existing 1150 E. Sepulveda Boulevard site. Trucks would then deliver the containers from the 2149 E. Sepulveda site via Alameda Street to the southern California freeway system and their final destination. The distance from the existing site to the proposed site is approximately 1.2 miles. The distance from existing site to the exit of the proposed site is approximately 1.1 miles. Therefore, trucks that use the 2149 E. Sepulveda site to park containers will travel approximately 2.3 miles less than trucks that transfer containers at the 1150 E. Sepulveda site (1.2 miles less when delivering containers from the Port and 1.1 miles less when delivering the containers to their final destination). Reducing the distance that the trucks travel in Carson will reduce the overall noise impacts from trucks associated with the parking and transport of containers from the port. Further, since noise is measured on a logarithmic scale, a doubling of traffic volumes (i.e., 100 percent increase) would be needed to cause a traffic noise-related increase of 3 dBA. Thus, if the proposed project does not double traffic on the local roads or freeways (which it doesn't), then it follows that the project will not result in a perceptible increase in noise (FTA, 2018). Since the project is reducing the number of trucks that would travel to the site, noise in the general area would be expected to decrease.

13. b) Less Than Significant. Construction activities will be limited to the installation of the four modular enclosures (security and restroom facilities), which are portable structures that will be moved on to the site. In addition, Shippers will install wheel stops and K rail. This material would be transported to the site via several trucks. No major construction equipment would be required so no construction-related vibration or groundborne noise levels would be expected.

Vibration associated with operation of the project would be generated by vehicular traffic. Vehicles traveling on a smooth pavement surface are rarely the source of perceptible ground vibration. All vehicles on the project site would have rubber tires and suspension systems that isolate vibration from the ground, and would travel at a maximum speed of 15 miles per hour. Vibration impacts would be less than significant.

13. c) No Impact. The project site is not located within an airport land use plan or within two miles of a public or private use airport. The closest airport to the project site is Long Beach Airport, located approximately four miles northeast. Therefore, the

project would not expose people residing or working in the area to noise related to airports.

13.3 Mitigation Measures

No significant adverse impacts to noise are expected to occur as a result of the construction or operation of the project; therefore, no noise mitigation measures are required.

CHAPTER 2: ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. POPULATION AND HOUSING. Would the project:				
a) Induce substantial unplanned population growth in an area either directly (e.g., by proposing new homes and businesses) or indirectly (e.g. through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Displace a substantial number of existing people or housing units, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The impacts of the proposed project on population and housing will be considered significant if the following criteria are exceeded:

The demand for temporary or permanent housing exceeds the existing supply.

The proposed project produces additional population, housing or employment inconsistent with adopted plans either in terms of overall amount or location.

14.2 Environmental Setting and Impacts

14. a), and b) No Impact. No major renovations are expected as the project site is currently vacant. Construction activities will be limited to the installation of four modular enclosures, which are portable structures that will be moved onto the site. In addition, Shippers will install wheel stops and K rail. Site preparation would require several employees. Operation of the Shippers facility is expected to require six employees that would be transferred to the new site from the existing site. No new employees are expected to be hired. The existing labor pool in the southern California area is large enough to meet this demand (e.g., over 4.5 million workers in Los Angeles County)⁷. Since all potential impacts will occur at an existing industrial facility, no people or housing would be displaced due to the project. Therefore, implementation of the proposed project is not expected to have a significant adverse impact on population, population distribution, or housing.

⁷Based on 2017 Bureau of Labor Statistics https://www.bls.gov/oes/current/oes_31084.htm#00-0000

14.3 Mitigation Measures

No significant adverse impacts to population and housing are expected to occur as a result of the construction or operation of the project; therefore, no population and housing mitigation measures are required.

CHAPTER 2: ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XV. PUBLIC SERVICES. Would the project:

a. 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 following public services:

Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

15.1 Significance Criteria

Impacts on public services will be considered significant if the project results in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, or the need for new or physically altered government facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response time or other performance objectives.

15.2 Environmental Setting and Impacts

15. a) No Impact. Fire Services: There are four Los Angeles County Fire Department stations that serve the Carson area: 1) Station 127 at 2049 E. 223rd Street; 2) Station 10 at 1860 E. Del Amo; 3) Station 36 at 127 W. 223rd Street; and, 4) Station 116 at 755 E. Victoria. The closest station to the project site is Station 127 at 2049 E. 223rd Street, approximately 1.2 miles northwest of the project site. The project site and the surrounding area are located within the existing services area of the Los Angeles County Fire Department (LACFD) and is currently serviced by the LACFD.

The proposed project would make improvements to an existing industrial site for the purpose of temporary truck and container parking. Implementation of the proposed

project would be consistent with the surrounding land uses and the area is surrounded with heavy industrial uses including refineries, intermodal container transport facilities and storage tank farms. Given that the project site has recently supported a use similar – if not identical – to the proposed use, the project is not expected to result in an increase in demand for fire services compared with the existing conditions. The proposed project would be required to comply with Los Angeles County Fire Department requirements for emergency access, fire water flow, fire protection standards, and other site standards. Adherence to these existing regulations would ensure that the project impacts on fire services and facilities are less than significant.

Police Services: The Los Angeles County Sheriff’s Department is the responding agency for law enforcement needs in the vicinity of the project site. Because sheriff units are in the field, response times vary depending on the location of the nearest unit. The closest Sheriff station to the project site is located at 21356 South Avalon Boulevard, approximately two miles northwest of the project site. The project site and the surrounding area are located within the existing services area of the Los Angeles County Sheriff’s Department and will continued to be serviced by the Sheriff’s Department.

Because the project site has recently supported a use similar – if not identical – to the proposed use, the project is not anticipated to increase response times to the project site or vicinity compared with the existing conditions. Entry and exit to the site will be monitored by security guards. Security fencing will be upgraded around the facility and access to the site will be controlled. The project would not result in the need for new or physically altered police protection facilities in the City. Thus, no additional or altered police protection services or facilities will be required for the project site.

Schools, Parks and Other Public Facilities: Since the proposed project is expected to require only six staff for facility operations that will be transferred from the existing site, no substantial increase in the local population is expected. Therefore, no impacts are expected to schools, parks, or other public facilities as a result of implementing the proposed project.

15.3 Mitigation Measures

No significant adverse impacts to public services are expected to occur as a result of the construction or operation of the project; therefore, no public services mitigation measures are required.

CHAPTER 2: ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVI. RECREATION. Would the project:

- | | | | | | |
|----|---|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) | 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) | Include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

16.1 Significance Criteria

The impacts to recreation will be considered significant if:

The project results in an increased demand for neighborhood or regional parks or other recreational facilities.

The project adversely effects existing recreational opportunities.

16.2 Environmental Setting and Impacts

16. a) No Impact. As previously concluded in Section 14 of this document, implementation of the proposed project is not expected to increase the local population. Therefore, implementation of the proposed project is not expected to increase the demand for neighborhood or regional parks, or other recreational facilities and it will not adversely affect existing recreational opportunities. Due to the heavy industrialization of the area, there are no other recreational opportunities at or in the immediate vicinity of the proposed project.

16. b) No Impact. Implementation of the proposed project does not include new recreational facilities or require expansion of existing recreational facilities and, thus, will not have an adverse physical effect on recreation.

16.3 Mitigation Measures

No significant adverse impacts to recreation are expected to occur as a result of the construction or operation of the project; therefore, no recreation mitigation measures are required.

CHAPTER 2: ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRANSPORTATION. Would the project:				
a) Conflict with a program, plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Would the project conflict or be inconsistent with CEQA Guidelines § 15064.3 subdivision(b)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Substantially increase hazards due to a geometric design feature (e.g. sharp curves or dangerous intersections) or incompatible uses (e.g. farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

17.1 Significance Criteria

The impacts on transportation/traffic will be considered significant if the following criteria apply:

An intersection’s volume to capacity ratio increases by 0.02 (two percent) or more when the LOS is already E or F for existing or projected conditions.

17.2 Environmental Setting and Impacts

17. a) No Impact. The Congestion Management Program (CMP) was created statewide and has been implemented locally by the Los Angeles County Metropolitan Transportation Authority. The purpose of the Congestion Management Plan (CMP) is to develop a coordinated approach to managing and decreasing traffic congestion by linking the various transportation, land use, and air quality planning programs throughout the County. The CMP requires traffic studies be prepared if a project adds 50 two-way trips during the morning or evening peak hours. As discussed in 17 b) below, the project will move the container parking from 1150 E. Sepulveda Blvd. to 2149 E. Sepulveda Blvd and is not expected to result in an increase in traffic; therefore, it would not conflict with a congestion management plan, or any other plan ordinance or policy addressing the

circulation system. Further the project would not conflict with any bicycle or pedestrian facilities at it would be located within the confines on an existing heavy industrial area.

17. b) Less Than Significant. The project will move a portion of the container parking from 1150 E. Sepulveda Blvd. to 2149 E. Sepulveda Blvd. Roadways that are currently used and will continue to be used by the project are discussed below.

Sepulveda Boulevard: Sepulveda Boulevard is an east-west street with two lanes in each direction that passes through the City of Carson and then becomes Willow Street in the City of Long Beach. Trucks are prohibited from traveling along Willow Street. Sepulveda Boulevard is classified as a major highway in the City of Carson and carries 11,000 to 19,000 vehicles per day in the vicinity of the project site (City of Carson, 2004). Sepulveda Boulevard-Willow Street provides direct access to both the Wilmington and Carson Operations.

Alameda Street: Alameda Street is oriented in a north-south direction and consists of two lanes in each direction. Alameda Street is classified as a major highway and carries 15,000 to 18,000 vehicles per day in the vicinity of the project site (City of Carson, 2004). Alameda Street extends north from Harry Bridges Boulevard and serves as a key truck route between the harbor area and downtown Los Angeles. The roadway is striped as a four lane roadway; however, its striping widens it to a six-lane facility in the vicinity of its intersections with the Pacific Coast Highway ramp and the Sepulveda Boulevard ramp. There are grade separations at all major intersections south of State Route 91. The roadway was improved as part of the Alameda Corridor Transportation Corridor project and runs adjacent to both the Carson and Wilmington Operations.

Wilmington Avenue: This north-south roadway currently is divided, four to six lanes in the project area. Wilmington Avenue is classified as a major highway (100 foot right-of-way) on the City of Carson General Plan Circulation Element. Major highways function to connect traffic from collectors to the major freeway system, as well as provide access to adjacent land uses and can move 25,000 vehicles per day or more. Wilmington Avenue is also classified as a designated truck route in the City's Circulation Element.

Traffic counts were taken on February 20, 2019 at the driveway to both the 1150 E. Sepulveda Blvd site and 2149 E. Sepulveda Blvd site. Based on the acreage of the two sites (60 acres at 1150 E. Sepulveda Blvd., and 20 acres at the 2149 E. Sepulveda Blvd. site), an estimated one third of the vehicles would be shifted to the new project site at the inbound driveway located along Sepulveda Boulevard and outbound driveway located on Alameda Street. The results of the traffic counts are shown in Table 2-5 for the existing site and Table 2-6 for the project site. Auto trips are assumed to access the project site from the north using I-405. The proposed project is assumed to reroute auto trips from Wilmington Avenue to Alameda Street.

Inbound trips from Alameda Street would be rerouted at the study intersection from the southbound right-turn lane to the left-turn lane. Inbound trips from the Terminal Island Freeway (SR-103) would be removed from the westbound through lanes of Sepulveda Boulevard since those trips would access the site prior to the study intersection rather than continuing westbound to access the existing site (1150 E. Sepulveda Blvd.). Outbound trips would exit the project site directly onto Alameda Street and, due to a raised median, would only be able to turn right in the northbound direction.

TABLE 2-5

**Traffic Counts For Existing Shippers Site
1150 E. Sepulveda Boulevard⁽¹⁾**

Type	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	15	10	25	42	22	64
Truck	38	55	93	88	81	169
Total	53	65	118	130	103	233
PCE⁽²⁾	91	120	211	218	184	402

(1) See Appendix B for detailed traffic analysis.

(2) PCE = passenger car equivalent (1 truck = 2 PCE)

TABLE 2-6

**Estimated Traffic Counts for Proposed Project
2149 E. Sepulveda Boulevard⁽¹⁾**

Type	AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total
Auto	5	5	10	15	5	20
Truck	15	20	35	30	25	55
Total	20	25	45	45	30	75
PCE⁽²⁾	35	45	80	75	55	130

(1) See Appendix B for detailed traffic analysis.

(2) PCE = passenger car equivalent (1 truck = 2 PCE)

A level of service (LOS) analysis was conducted to evaluate existing intersection operations during the a.m. and p.m. peak hours. Table 2-7 summarizes the existing level of service at the study intersections, which shows that the study intersection is currently operating and LOS D or better in both the A.M. and P.M. peak hours.

The proposed project peak hour trip generation LOS was also calculated. For inbound auto trips, five southbound left-turning vehicles in the a.m. peak hour and fifteen trips in the p.m. peak hour were added to the baseline volume. For inbound truck trips (described in PCE) from Alameda Street, fifteen PCE in the a.m. peak hour and 30 PCE in the p.m. peak hour were shifted from the southbound right-turn to Willow Street (autos) and the

Terminal Island Freeway to the site driveway via Sepulveda Boulevard. The shifting results removed trips from the southbound right-turn and westbound through movement.

Table 2-7 summarizes the LOS at the study intersections comparing baseline to baseline plus project conditions. As shown in Table 2-7, the shift in traffic conditions resulting from the movement of operations to the Project site and the space limitation of the new site as compared to the baseline conditions, result in lower demand placed on the study intersection and slightly improved intersection operations in each peak hour. Therefore, the threshold of significance would not be exceeded and there is no forecasted significant impact on traffic conditions due to the proposed project based on the City of Carson traffic analysis guidelines. See Appendix B for more a more detailed discussion of the traffic analysis.

TABLE 2-7

Existing and Project Intersection Level of Service

Intersection	Baseline Existing (2019)				Baseline with Project (2019)				AM. Change in V/C	PM Change in V/C	Significant Impact?
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour				
	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS			
Sepulveda/ Alameda Ramp	0.899	D	0.799	C	0.890	D	0.781	C	-0.018	-0.002	No

See Appendix B for more detailed traffic analysis.

Two driveways serve the project site. Under the proposed project conditions, truck access would be from the driveway on Sepulveda Boulevard (see Appendix B, Figure 1,#3) for inbound site access and the driveway on Alameda Street (see Appendix B, Figure 1, #4) would be the outbound site access. Autos would use the Sepulveda Street driveway for both inbound and outbound access.

Inbound Sepulveda Boulevard Driveway The hourly peak demand placed on the inbound driveway for the AM peak hour would be 15 trucks and five autos and for the PM peak hour it would be 30 trucks and 15 autos. Under the existing conditions, the stiped median lane does not permit left-turns. Therefore, inbound access would need to be from the westbound direction with trucks using the Terminal Island Freeway (SR 103) to access the site.

Outbound Alameda Street Driveway: No alteration to the median of Alameda Street is proposed for the project, therefore the outbound project site driveway would limit trucks to right-turn only onto northbound Alameda Street.

Finally, as discussed in Section 3.2 above, the project is expected to result in a reduction in vehicle miles travelled. Currently, containers delivered to the ports are temporarily staged at the existing Shippers site at 1150 East Sepulveda Boulevard until they can be delivered to their ultimate destination. Trucks travel from the Port of Long Beach via the Terminal Island 103 Freeway to the Shippers facility at the corner of Wilmington Boulevard and

Sepulveda. Under the proposed project, a portion of the containers previously stored at 1150 E. Sepulveda Boulevard will now be temporarily stored at the project site, located at the corner of Alameda Street and Sepulveda Boulevard. Trucks will travel from the Port of Long Beach to the project site for temporary storage via the Terminal Island 103 Freeway to Sepulveda Blvd. The project site is located approximately one mile closer to Alameda Street than the 1150 E. Sepulveda site. Therefore, the approximately 700 trucks that would deliver/pick up containers at the project site would travel approximately one mile less to/from the Shippers site, resulting in a reduction of approximately two miles per container movement (one mile to deliver to the site and one mile to transport from the site), resulting in a reduction in vehicle miles travelled of approximately 1,400 miles per day.

17. c) and d) No Impact. The proposed project is not expected to increase traffic hazards or create incompatible uses at or adjacent to the project site. The project site is an industrial area and is generally bordered by similar uses. The project would provide temporary parking for containers. The proposed project does not include construction of roadways that could include design hazards. Emergency access will be maintained through the continued use of the two existing entrances/exits. No significant impacts on emergency response or evacuation plans are expected.

17.3 Mitigation Measures

No significant adverse impacts to transportation and traffic are expected to occur as a result of the construction or operation of the project; therefore, no transportation and traffic mitigation measures are required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XVIII. 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 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), or | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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 Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

18.1 Significance Criteria

The proposed project impacts to tribal resources will be considered significant if:

The project results in the disturbance of a significant prehistoric or historic archaeological site or a property of tribal cultural significance to a community or ethnic or social group or a California Native American tribe.

Unique objects with cultural value to a California Native American tribe are present that could be disturbed by construction of the proposed project.

18.2 Environmental Setting and Impacts

The State CEQA Guidelines were amended in July 2015 to include evaluation of impacts on tribal cultural resources. Tribal cultural resources include sites, features, places,

cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe (Public Resources Code 21074). Assembly Bill (AB) 52 specifies that a project that may cause a substantial adverse change to a Tribal Cultural Resource (TCR) may result in a significant effect on the environment. AB52 requires tribes interested in development projects within a traditionally and culturally affiliated geographic area to notify a lead agency of such interest and to request notification of future projects subject to CEQA prior to determining if a negative declaration, mitigated negative declaration, or environmental impact report is required for a project. The lead agency is then required to notify the tribe within 14 days of deeming a development application subject to CEQA complete to notify the requesting tribe as an invitation to consult on the project. AB52 identifies examples of mitigation measures that will avoid or minimize impacts to a TCR and applies to projects that have a notice of preparation or a notice of intent to adopt a negative declaration/mitigated negative declaration circulated on or after July 1, 2015.

In compliance with PRC Section 21080.3.1(b), the City has provided formal notification to California Native American tribal representatives that have previously requested notification from the City regarding project within the geographic area traditionally and culturally affiliated with the tribe. The City sent notification letters to the Gabrieleno/Tongva San Gabriel Band of Mission Indians, Gabrieleno/Tongva Nation, Gabrieleno Tongva Indians of California Tribal Council, Gabrieleno-Tongva Tribe, Gabrieleno Band of Mission Indians – Kizh Nation, Soboba Band of Luiseno Indians, and Torres Martinez Desert Cahuilla Indians (hereinafter referred to as the “Tribes”) to participate in the AB52 CEQA consultation process for projects within the City. The Tribes did not request formal consultation under AB52 for the proposed project.

18. a) No Impact. As discussed in Section V, Cultural Resources, resources (buildings, structures, equipment) that are less than 50 years old are excluded from listing in the National Register of Historic Places unless they can be shown to be exceptionally important. The project will not result in the demolition of any structures. No historic structures will be removed as a consequence of the proposed project, therefore, no significant impacts to historic cultural resources are expected as a result of implementing the proposed project.

18. b) No Impact. No grading is required as the site has already been graded and paved. Construction activities will be limited to the installation of the four modular enclosures, which are portable structures that will be moved on to the site. In addition, Shippers will install wheel stops and K rail. No subsurface ground disturbance activities are proposed as part of the project. The project will result in a change in tenants but is not expected to result in an impact on tribal cultural resources. Therefore, the proposed project is not expected to impact tribal cultural resources.

18.3 Mitigation Measures

No significant adverse impacts to tribal cultural resources are expected to occur as a result of the construction or operation of the project; therefore, no tribal cultural resources mitigation measures are required.

CHAPTER 2: ENVIRONMENTAL CHECKLIST

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less-than-Significant Impact	No Impact
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XIX. UTILITIES AND SERVICE SYSTEMS.

Would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction of which could cause significant environmental effects? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

19.1 Significance Criteria

The impacts to utilities/service systems will be considered significant if any of the following criteria are met:

The capacities of existing or proposed wastewater treatment facilities and the sanitary sewer system are not sufficient to meet the needs of the project.

The existing water supply does not have the capacity to meet the increased demands of the project, or the project would use a substantial amount of potable water.

The project increases demand for water by more than 300,000 gallons per day.

The generation and disposal of hazardous and non-hazardous waste exceeds the capacity of designated landfills.

19.2 Environmental Setting and Impacts

19. a) No Impact. The proposed project would allow the parking of containers at an existing industrial facility. The water use and wastewater discharge associated with the existing building is not expected to change due to the project. As discussed in 10 a), the wastewater discharges associated with the site are not expected to change due to the proposed new tenant. The site does not currently have any connections to the sanitary sewer system and no connections are proposed. Therefore, the proposed project would not increase sanitary wastewater discharged from the site and there would be no need for expanded or new wastewater treatment facilities.

As discussed in 10 b) above, water services are not provided at the project site and the proposed project would not require any additional water service. Drinking water will be purchased and supplied for the portable four modular enclosures (security and restroom facilities) and the site will not use the water services from the city. During operation, six employees are expected to be employed at the site. Therefore, the proposed project will not increase water demand or result in the need for new or expanded water services.

As discussed in 10 c) above, the proposed project would not result in a change to the drainage pattern of the site. The storm water drainage would remain west to east and be discharged into the existing storm drain system. No increase in storm water is expected as the site is currently paved and no increase in area that is paved would occur. No new storm drain connection or storm drainage facilities would be required for the proposed project.

As discussed in 6 a) above, electricity is currently used for lighting and offices at the existing Shippers site at 1150 E. Sepulveda Blvd., the use of which will be discontinued at the site upon Shippers departure. Electricity will continue to be supplied to the project site for lighting purposes and no new electrical or gas connections would be required. Electricity will continue to be used for lighting purposes and for the on-site modular enclosures. The project will not require the use of natural gas. Therefore, the use of electricity and natural gas is not expected to increase and would not require new or expanded electricity or natural gas facilities.

19. b) No Impact. As discussed in 10 b) above, water services are not provided at the project site and the proposed project would not require any additional water service. Drinking water will be purchased and supplied for the modular enclosures and the site

will not use the water services from the city. During operation, six employees are expected to be employed at the site. Therefore, the proposed project will not increase water demand or impact water supplies during normal, dry, or multiple dry years.

19. c) No Impact. As discussed in 10 a), the wastewater discharges associated with the site are not expected to change due to the proposed new tenant. The site does not currently have any connections to the sanitary sewer system and no connections are proposed. Therefore, the proposed project would not increase sanitary wastewater discharged from the site and would not impact wastewater treatment facilities or their capacity.

19. d) No Impact. The City of Carson currently provides residential and commercial waste collection services through Waste Management Inc. Solid waste is taken to Waste Management's transfer station at 321 West Francisco Street in Carson where it is sorted. Non-recyclable materials are transported to the El Sobrante Landfill in Riverside County which has a capacity to process up to 70,000 tons of waste per week. Waste can also be taken to the Azusa Land Reclamation Management Facility in the City of Azusa. The project will result in a six employees working at the site and, therefore, not expected to result in any increase in solid waste generated by the site. Further, the parking of containers is not expected to generate any solid waste. Therefore, the project will not result in any the generation of 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 goals.

19. e). No Impact. The project would comply with applicable City requirements, as well as federal, state, and local statutes on solid waste disposal, including the California Integrated Waste Management Act and City recycling programs. Therefore, no impacts would occur.

19.3 Mitigation Measures

No significant adverse impacts to utilities and service systems are expected to occur as a result of the construction or operation or the project; therefore, no utilities and service system mitigation measures are required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
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XX. WILDFIRE. If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

- | | | | | |
|--|--------------------------|--------------------------|--------------------------|-------------------------------------|
| a) Substantially impair an adopted emergency response plan or emergency evaluation plan? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |
| 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? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> | <input checked="" type="checkbox"/> |

20.1 Significance Criteria

The impacts to wildfires will be considered significant if:

The project results in new structures located within or adjacent to lands classified as very high fire hazard severity zones

The project adversely effects emergency response or emergency evacuation plans.

20.2 Environmental Setting and Impacts

20. a), b), c), and d) No Impact. The proposed project will not increase the existing risk of wildland fires. The proposed project site is located within an existing developed area

of the City of Carson. The site is surrounded by heavy industrial uses. No wildlands are located in the immediate or surrounding area and the site is not within or near lands classified as very high fire hazard severity zones. For these reasons, the project would not expose people or structures to wild fires, would not impair and adopted emergency response plan or emergency evacuation plan for wild fires, would not exposure project occupants to pollutants from a wildfire or the uncontrolled spread of a wildfire and would not exposure people or structures to flooding or landslides as a result of post-fire slope or drainage changes. Therefore, no potential significant adverse impacts resulting from wildfires are expected from the proposed project.

19.3 Mitigation Measures

No significant adverse impacts to wildfires are expected to occur as a result of the construction or operation of the project; therefore, no wildfire mitigation measures are required.

	Potentially Significant Impact	Less Than Significant Impact With Mitigation Incorporated	Less Than Significant Impact	No Impact
XXI. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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)	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

21. MANDATORY FINDINGS OF SIGNIFICANCE

21. a) No Impact. The proposed project does not have the potential to adversely affect the environment, reduce or eliminate any plant or animal species or destroy prehistoric records of the past. The proposed project is located at a site that is part of an existing industrial facility, which has been previously disturbed, graded and developed, and the proposed project will not extend into environmentally sensitive areas but will remain within the confines of an existing heavy industrial facility that is devoid of native biological resources. The project will result in using an existing site for the parking of containers and no demolition of existing structures, grading of the site, or construction of new buildings will be required.

No historic structures will be removed as a consequence of the project; therefore, no significant impacts to historic cultural resources are expected as a result of implementing the proposed project. No grading is required as the site has already been graded and developed. Construction activities will be limited to installation of the modular enclosures (security and restroom facilities), and installing wheel stops and K rail. Proposed project activities will occur in areas of the property where the ground surface has already been graded and paved. The project will result in a change in tenants but would not result in an impact on cultural resources. For additional information, see Section 4.0 – Biological Resources and Section 5.0 – Cultural Resources.

21. b) and c) Less Than Significant. The project involves the use of an industrial site for temporary container parking. Moving the Shippers activities from 1150 E. Sepulveda Blvd. to 2149 E. Sepulveda Blvd. would not result in an increase in personnel or substantially different operations. The air quality impacts are expected to be beneficial as the project is expected to result in a decrease in vehicle miles traveled and a reduction in air emissions associated with truck travel. CEQA Guidelines indicate that cumulative impacts of a project shall be discussed when the project's incremental effect is cumulatively considerable, as defined in CEQA Guidelines §15065(c). As discussed throughout this Initial Study, the project would not result in project-related impacts that would be potentially significant. Thus, when coupled with similar less-than-significant impacts pertaining to the implementation of other related projects throughout the broader project area, the project would not considerably contribute to cumulative impacts in the greater project region. In addition, these other related projects in the general project vicinity would presumably be bound by their applicable lead agency to (1) comply with the all applicable federal, state, and local regulatory requirements; and (2) incorporate all feasible mitigation measures, consistent with CEQA, to further ensure that cumulative impacts would be reduced to less-than-significant levels. Although cumulative impacts are always possible, the project would not substantially contribute to any such cumulative impacts. Therefore, the project would neither result in individually limited nor cumulatively considerable impacts pursuant to CEQA Guidelines 15130(a)(2). Further, as discussed above, the project is expected to result in a reduction in vehicles miles traveled of approximately 1,400 miles per day (see Section XX), resulting in a decrease in emissions and an air quality benefit associated with truck travel (see Section 3.2), a reduction in fuel use (see Section 6.2), and a reduction in GHG emissions (see Section 7.2)

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