APPLICATION SUMMARY REPORT
Prepared in Accordance With the
Certified Port Master Plan and California Coastal Act of 1976

For

PORT OF LONG BEACH
PIER G INFRASTRUCTURE IMPROVEMENTS

This narrative and attached documents, including the project description, site visit, and staff analysis, constitutes an Application Summary Report with Proposed Staff Recommendations prepared in accordance with the certified Port Master Plan (PMP) and California Coastal Act of 1976. Based upon data contained herein, the proposed project has been determined not to have any significant adverse environmental impacts and is in conformance with the stated policies of the PMP. This document was circulated for public review and becomes effective upon adoption by the Long Beach Harbor Commission.

ISSUED FOR PUBLIC REVIEW: MARCH 20, 2000

BY: DIRECTOR OF PLANNING

Robert Kanter

APPLICATION SUMMARY REPORT ADOPTED ON: _____, 20____

BY: CITY OF LONG BEACH BOARD OF HARBOR COMMISSIONERS

_____

Application No. 00-021

Port of Long Beach
Pier G Infrastructure Improvements

I. Project Background

The Port of Long Beach (Port) leases property on Pier G (Figure 1) for the handling of dry-bulk products. Since the late 1970's petroleum coke (coke), a by-product of oil refining, has been exported through the Pier G facilities. The storage, handling, and transport of coke has been governed by South Coast Air Quality Management District (SCAQMD) Rule 1158 since 1983. In June 1999, as a result of public pressure, SCAQMD amended Rule 1158 and imposed a series of new operational and infrastructure requirements for the storage, handling, and transport of coke, coal, and sulfur that must be met by certain deadlines. Accordingly, the Port has applied for a Harbor Development Permit to make improvements to the infrastructure on Pier G as required by Amended Rule 1158. These improvements are expected to reduce coke dust emissions from the handling and storage of petroleum coke.

II. Project Description

In order to comply with the requirements of Rule 1158, the Port has identified the following areas in need of improvement:

- Replace or upgrade existing truck washes.
- Enclose the existing railcar dump.
- Enclose the existing truck dumps.
- Install misting systems at all dump locations.
- Convert the existing coal storage shed to handle coke.
- Install a misting system in the existing coal shed.
- Construct a new enclosed truck dump for the coal shed.
- Upgrade the existing Pier G conveyor system.
- Upgrade Shiploader #2 and install a misting system.
- Conduct interim improvements to Shiploader #1 prior to replacement.
- Deactivate open coke storage pile Pad #7.
- Pave and redesign the Pier G railyard.
- Pave various other areas of Pier G.

These improvements would be completed on or before the dates required by Rule 1158 (June 11, 2000 through June 11, 2004, depending on the specific measure).

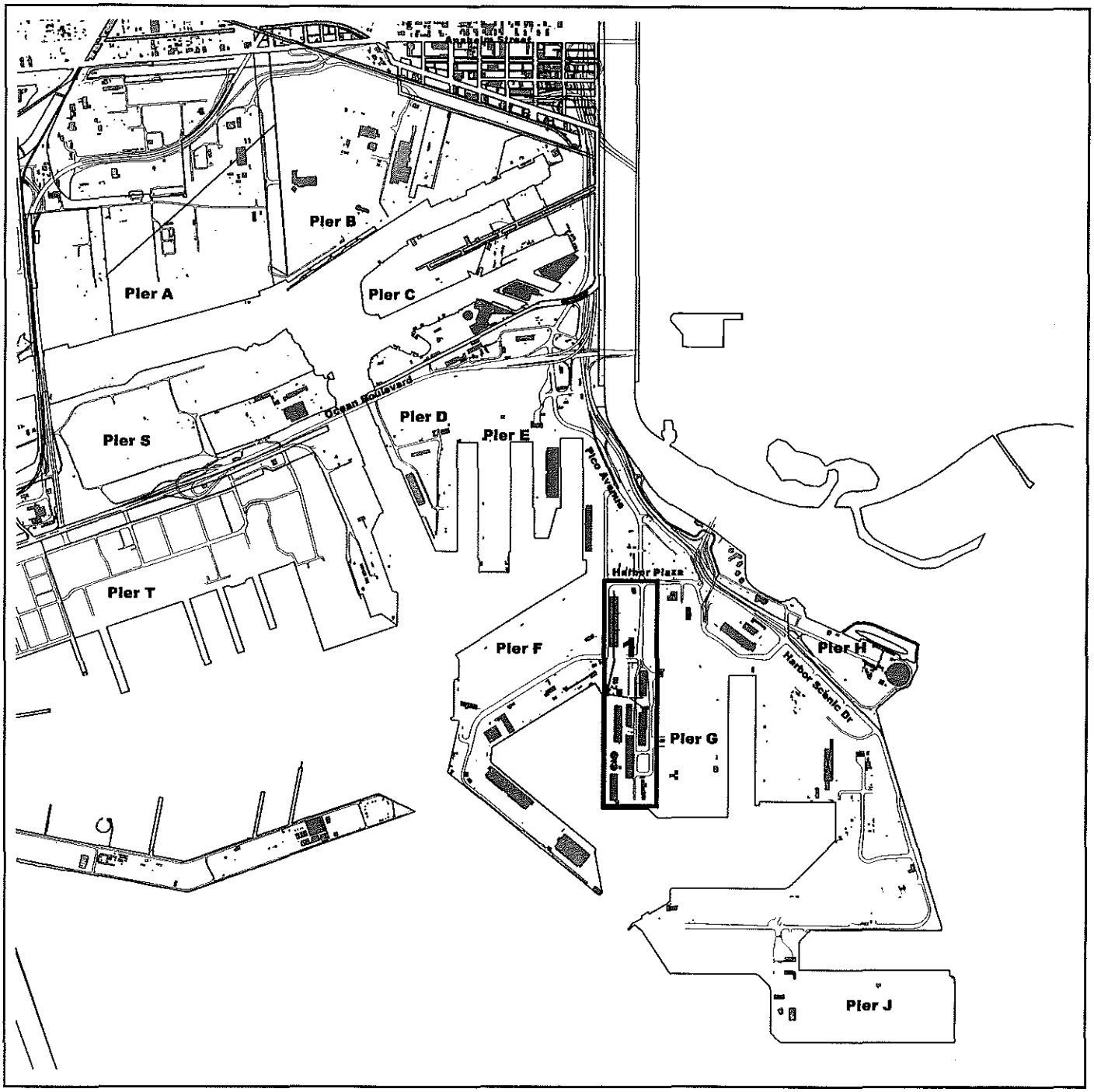

Figure 1

THE PORT OF LONG BEACH

	HDP	APPLICANT	PROJECT TITLE
1	00-021	Port of Long Beach	Pier G Infrastructure Improvements

III. Port Master Plan, Coastal Act, and California Environmental Quality Act Issues

1. Port Master Plan (PMP) Issues

The proposed project is located within the Southeast Harbor Planning District 8 of the Port of Long Beach. The permitted uses in that district include primary port facilities, port related, oil production, and ancillary port facilities. The proposed project would allow the Pier G bulk-handling facilities to meet the requirements of Rule 1158 that will allow them to continue operating. Construction of the infrastructure improvements would be consistent with the overall goals and objectives for this district and the Port Master Plan.

2. California Coastal Act Issues

Relevant sections of the California Coastal Act are cited below, with a discussion of their relationship to the proposed project.

Chapter 7, Article 14, Section 30604

"Conformance with Local Coastal Plan"

The proposed project conforms with the Port Master Plan.

Chapter 8, Article 2, Section 30708 (a)

"Minimize substantial adverse environmental impacts."

The proposed project calls for the implementation of the requirements of Rule 1158, the goal of which is to minimize coke dust emissions and reduce particulate matter in the ambient air.

Chapter 8, Article 1, Section 30701

"Existing ports shall be encouraged to modernize"

The proposed project would allow the continued operation of the Pier G dry-bulk handling facilities and export of petroleum coke under Rule 1158.

Chapter 8, Article 3, Section 30715 (3)

(a) - *Appealable developments*

The proposed project is not appealable to the Coastal Commission: the Board of Harbor Commissioners' action is final.

3. California Environmental Quality Act Issues

An Environmental Assessment addressing the impacts associated with Rule 1158 was approved by the South Coast Air Quality Management District (SCAQMD) on June 11, 1999. The following is a summary of the issues assessed:

Air Quality
The only environmental area identified as having potential significant adverse impacts due to the implementation of Rule 1158 was air quality. Construction and operational activities and vehicles would generate short-term carbon monoxide, oxides of nitrogen, volatile organic compounds, and particulate matter emissions that would exceed SCAQMD's construction and operational thresholds. However, these impacts were deemed acceptable in light of particulate matter emission reductions that are expected through rule implementation.

IV. Proposed Staff Recommendations

The Staff respectfully requests that the Board of Harbor Commissioners take the following action with respect to this project:

1. Find, and adopt as its findings, the analyses set forth in the Environmental Assessment for Proposed Amended Rule 1158 - Storage, Handling, and Transport of Coke, Coal, and Sulfur approved by the South Coast Air Quality Management District on June 11, 1999;

2. Find, and adopt as its findings, that the analyses contained in this Application Summary Report reflect the independent judgement of the Board of Harbor Commissioners as the governing board of the City of Long Beach Harbor Department;

3. Adopt the Application Summary Report and Proposed Staff Recommendations; and

4. Approve the issuance of a Level III Harbor Development Permit pursuant to the California Coastal Act, certified Port Master Plan, and Article XII, Section 1215 of the Long Beach City Charter, subject to the conditions listed below.

A. Standard Conditions

The permit is subject to the standard Harbor Development Permit conditions.

B. Special Conditions

1. Permittee shall comply with all requirements of South Coast Air Quality Management District Rule 1158.

2. Permittee shall coordinate with all facilities which may be affected by the permitted project. Permittee shall not interfere with any facility operations.

PUBLIC NOTICE

PORT OF LONG BEACH
LONG BEACH, CALIFORNIA

Pursuant to the Port of Long Beach certified Port Master Plan (PMP), notice is hereby given to all interested persons and organizations that an Application Summary Report and a Level II determination and Proposed Staff Recommendations under PMP have been prepared for the:

Port of Long Beach
Pier G Infrastructure Improvements

The Port of Long Beach is proposing to construct infrastructure improvements at the Pier G dry-bulk handling facilities. The proposed improvements would allow the continued operation of petroleum coke and sulfur facilities on Pier G.

Copies of the Application Summary Report and Proposed Staff Recommendations will be available to the public at the Harbor Department Administration Building, Planning Division, 925 Harbor Plaza, Long Beach, California. Please submit any comments regarding the proposed project to this office as soon as possible but no later than March 29, 2000. Persons wishing additional information may telephone the Harbor Department, Planning Division at (562) 590-4160.

DATED: March 20, 2000
By the Order of the Board of Harbor Commissioners
Richard D. Steinke, Executive Director

JOSEPH LOMBARDI
APPLIED INDUSTRIAL MATERIALS CORP
320 GOLDEN SHORE STE 120
LONG BEACH CA 90802

SUSAN A GONZALES
ARCO CQC KILN
PO BOX 1028
WILMINGTON CA 90748

BUD GODOWN
BOLIDEN SULEX INC
1237 PIER G AVE
LONG BEACH CA 90802

SCOTT LEBBIN
KICH CARBON INC
1020 PIER F AVE BERTH F211
LONG BEACH CA 90802 6275

AL GARNIER
METRO STEVEDORE CO
720 E E ST
WILMINGTON CA 90744

CHRIS LYTLE
SEA LAND SERV INC
PO BOX 1251
LONG BEACH CA 90801

AL PADILLA
CALIF COASTAL COMMISSION
200 OCEANGATE STE 100
LONG BEACH CA 90802 4416

RAY HOLLAND
COLB PUBLIC WORKS
333 W OCEAN BLVD 9TH FL
LONG BEACH CA 90802

SHELBA POWELL
COLB CLERK
333 W OCEAN BLVD
LONG BEACH CA 90802

GENE ZELLER
COLB PLANNING & BUILDING
333 W OCEAN BLVD
LONG BEACH CA 90802

CAPT JIM MAY
LB BUREAU OF FIRE PROTECTION
925 HARBOR PLAZA 1ST FL
LONG BEACH CA 90802

MICHAEL KRAUSE
SCAQMD
21865 E COPELY DR
DIAMOND BAR CA 91765 4182

LONG BEACH MARINA
450 E SHORELINE DR
LONG BEACH CA 90802

ANGELA CORON
DEPT OF HEALTH & HUMAN SERVICES
2525 GRAND AVE
LONG BEACH CA 90815

DON MUCHMORE
HARBOR PLACE #209
525 E SEASIDE WAY
LONG BEACH CA 90802

MR GEORGE RENDELL
525 E SEASIDE WAY UNIT 2304
LONG BEACH CA 90802

MS EMILY R REED
525 E SEASIDE WAY UNIT 1209
LONG BEACH CA 90802

MR HENRY LAGER
31 ROYCROFT
BELMONT SHORES CA 90803

MR HENRY HUTTON
3151 MARNA PL
LONG BEACH CA 90808

MR EUGENE DANN
PO BOX 21799
LONG BEACH CA 90801

MS MARIA VARGAS
415 SOUTH STREET
LONG BEACH CA 90805

MR DAVID SUNDSTROM
ECO LINK
707 W 4TH ST UNIT 20
LONG BEACH CA 90802

MR JASON MANACK
CABRILLO HIGH SCHOOL
2001 SANTA FE
LONG BEACH CA 90810

MR ROBERT CAMPBELL
WILSON CLASSICAL HIGH SCHOOL
4400 E 10TH ST
LONG BEACH CA 90804

MR JOSEPH HOWER
ENVIRON CORP
2010 MAIN ST STE 900
IRVINE CA 92614 7215

THE PORT OF LONG BEACH

HARBOR DEVELOPMENT PERMIT

925 HARBOR PLAZA LONG BEACH, CALIFORNIA 90802
TELEPHONES (562)590-4160 (562)437-0041 FAX:(562)901-1728

1. PERMIT NUMBER	2. ISSUE DATE	3. EXPIRATION DATE	NOTE
HDP-00-021	04/03/2000	04/03/2002	

4. TYPE OF ACTION:

X PURSUANT TO CALIFORNIA COASTAL ACT OF 1976 AND CERTIFIED PORT MASTER PLAN

X PURSUANT TO SECTION 1215 OF THE LONG BEACH CITY CHARTER

LEVEL III COASTAL DEVELOPMENT PERMIT

_ APPEALABLE UNDER COASTAL ACT SECTION 30715

5. PERMITTEE: PORT OF LONG BEACH	8. PERMITTEE PHONE: (562) 437-0041
6. LEGAL INTEREST: Owner	9. CONTACT PERSON: E. Dan Allen
7. PERMITTEE ADDRESS: 925 Harbor Plaza Long Beach, CA ZIP 90802	10. TITLE/AFFILIATION: Chief Harbor Enginee 11. PHONE: (562) 590-4139

12. DESCRIPTION OF APPROVED WORK:

Construct improvements to the Pier G dry-bulk handling facilities, including improvements to truck washes and conveyors, enclosure of truck and railcar dumps, installation of misting systems, improvements to the shiploaders, deactivation of Pad 7, replacement of Shiploader #1, and various paving improvements.

13. LOCATION OF APPROVED WORK:
Pier G Bulk-Handling Facilities, Long Beach, California

14. DRAWINGS: HD 8-413-1 (one sheet)

15. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION:

_ CATEGORICALLY EXEMPT _____ [CLASS]

_ NEGATIVE DECLARATION, ADOPTED _____ [DATE]

X ENVIRONMENTAL IMPACT REPORT, CERTIFIED BY South Coast AQMD [LEAD AGENCY] 06/11/1999 [DATE]

16. MANDATORY FINDINGS:

X THE PROJECT CONFORMS WITH THE CERTIFIED PORT MASTER PLAN

X THE PROJECT CONFORMS WITH THE POLICIES OF THE COASTAL ACT

X THE PROJECT CONFORMS WITH THE ESTABLISHED POLICIES OF THE Southeast HARBOR PLANNING DISTRICT

X THE PROJECT _ WILL X WILL NOT HAVE ANY SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS

_ PUBLIC HEARING NOT REQUIRED PURSUANT TO THE PROVISIONS OF THE CERTIFIED PORT MASTER PLAN

_ THE EXECUTIVE DIRECTOR AUTHORIZED ISSUANCE OF THIS PERMIT ON _____

X A PUBLIC HEARING WAS HELD ON _____ AT _____

X THE BOARD OF HARBOR COMMISSIONERS AUTHORIZED ISSUANCE OF THIS PERMIT ON 04/03/2000

BY A 3 TO 0 VOTE

_ _____

_ _____

17. THIS PERMIT IS ISSUED SUBJECT TO PERMITTEE OBTAINING THE FOLLOWING APPROVALS, AS NECESSARY, AND COMPLYING WITH STATED PERMIT TERMS AND CONDITIONS

X L.B. DEPARTMENT OF PLANNING AND BUILDING
_ L.B. BUREAU OF FIRE PREVENTION
_ REGIONAL WATER QUALITY CONTROL BOARD
_ AIR QUALITY MANAGEMENT DISTRICT
_ U.S. ARMY CORPS OF ENGINEERS
_ OTHER _____

X THOSE STANDARD CONDITIONS SHOWN ON THE ATTACHED PAGE OF THIS PERMIT.

X THOSE SPECIAL CONDITIONS SHOWN ON THE ATTACHED PAGE[S] OF THIS PERMIT.

18. ACKNOWLEDGEMENTS

Robert Kanter
DIRECTOR OF PLANNING

04/05/2000
DATE

I, E. D. Allen [PERMITTEE/AGENT] HEREBY ACKNOWLEDGE RECEIPT OF HDP-00-021 AND HAVE ACCEPTED ITS CONTENTS AND CONDITIONS.

E. D. Allen
SIGNATURE OF PERMITTEE/AGENT

4/6/00
DATE

PLANNING COPY

THE PORT OF LONG BEACH

HARBOR DEVELOPMENT PERMIT

925 HARBOR PLAZA LONG BEACH, CALIFORNIA 90802
TELEPHONES (562)590-4160 (562)437-0041 FAX:(562)901-1728

1. PERMIT NUMBER	2. ISSUE DATE	3. EXPIRATION DATE	NOTE
HDP-00-021	04/03/2000	04/03/2002	

SPECIAL CONDITIONS:

1 Permittee shall comply with all requirements of South Coast Air Quality Management District Rule 1158.

2 Permittee shall coordinate with all facilities which may be affected by the permitted project. Permittee shall not interfere with any facility operations.

ACKNOWLEDGEMENTS

Robert Kanter	04/05/2000	E. Allen	4/6/00
DIRECTOR OF PLANNING	DATE	SIGNATURE OF PERMITTEE/AGENT	DATE

PLANNING COPY

THE PORT OF LONG BEACH

HARBOR DEVELOPMENT PERMIT

925 HARBOR PLAZA LONG BEACH, CALIFORNIA 90802
TELEPHONES (562)590-4160 (562)437-0041 FAX:(562)901-1728

1. PERMIT NUMBER	2. ISSUE DATE	3. EXPIRATION DATE	NOTE
HDP-01-062	10/13/2003	10/13/2005	

4. TYPE OF ACTION:
- X PURSUANT TO CALIFORNIA COASTAL ACT OF 1976 AND CERTIFIED PORT MASTER PLAN
- X PURSUANT TO SECTION 1215 OF THE LONG BEACH CITY CHARTER
  LEVEL II COASTAL DEVELOPMENT PERMIT
- _ APPEALABLE UNDER COASTAL ACT SECTION 30715

5. PERMITTEE: Oxbow Carbon & Minerals, Inc.	8. PERMITTEE PHONE: (562) 495-4846
6. LEGAL INTEREST: Permittee	9. CONTACT PERSON: Bruce Taverner
7. PERMITTEE ADDRESS 211 East Ocean Boulevard, Suite 262 Long Beach, CA ZIP 90802	10. TITLE/AFFILIATION: Manager, Southern California 11. PHONE: (562) 495-4846

12. DESCRIPTION OF APPROVED WORK:
Demolish the existing petroleum coke storage facility and replace it with a 66,700-square-foot storage barn.

13. LOCATION OF APPROVED WORK:
1090 Pier G Avenue, Long Beach, CA

14. DRAWINGS: Four unnumbered drawings; 03-042B-01:05

15. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION:
- _ CATEGORICALLY EXEMPT _____ [CLASS]
- X NEGATIVE DECLARATION, ADOPTED 10/13/2003 [DATE]
- _ ENVIRONMENTAL IMPACT REPORT, CERTIFIED BY _____ [LEAD AGENCY] _____ [DATE]

16. MANDATORY FINDINGS:
- X THE PROJECT CONFORMS WITH THE CERTIFIED PORT MASTER PLAN
- X THE PROJECT CONFORMS WITH THE POLICIES OF THE COASTAL ACT
- X THE PROJECT CONFORMS WITH THE ESTABLISHED POLICIES OF THE Southeast HARBOR PLANNING DISTRICT
- X THE PROJECT _ WILL X WILL NOT HAVE ANY SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS
- X PUBLIC HEARING NOT REQUIRED PURSUANT TO THE PROVISIONS OF THE CERTIFIED PORT MASTER PLAN
- X THE EXECUTIVE DIRECTOR AUTHORIZED ISSUANCE OF THIS PERMIT ON 10/13/2003
- _ A PUBLIC HEARING WAS HELD ON _____ AT _____
- X THE BOARD OF HARBOR COMMISSIONERS AUTHORIZED ISSUANCE OF THIS PERMIT ON 10/13/2003
  BY A 4 TO 0 VOTE
- _ _____
- _ _____

17. THIS PERMIT IS ISSUED SUBJECT TO PERMITTEE OBTAINING THE FOLLOWING APPROVALS, AS NECESSARY, AND COMPLYING WITH STATED PERMIT TERMS AND CONDITIONS

X L.B. DEPARTMENT OF PLANNING AND BUILDING	_ AIR QUALITY MANAGEMENT DISTRICT
_ L.B. BUREAU OF FIRE PREVENTION	_ U.S. ARMY CORPS OF ENGINEERS
_ REGIONAL WATER QUALITY CONTROL BOARD	X OTHER Dig Alert

- X THOSE STANDARD CONDITIONS SHOWN ON THE ATTACHED PAGE OF THIS PERMIT.
- X THOSE SPECIAL CONDITIONS SHOWN ON THE ATTACHED PAGE[S] OF THIS PERMIT.

18. ACKNOWLEDGEMENTS

Robert Tanner — 10/14/2003
DIRECTOR OF PLANNING — DATE

I, BRUCE TAVERNER [PERMITTEE/AGENT] HEREBY ACKNOWLEDGE RECEIPT OF HDP-01-062 AND HAVE ACCEPTED ITS CONTENTS AND CONDITIONS.

[signature] — Oct 14/03
SIGNATURE OF PERMITTEE/AGENT — DATE

PLANNING COPY

THE PORT OF LONG BEACH

925 HARBOR PLAZA LONG BEACH, CALIFORNIA 90802
TELEPHONES (562)590-4160 (562)437-0041 FAX:(562)901-1728

HARBOR DEVELOPMENT PERMIT

1. PERMIT NUMBER	2. ISSUE DATE	3. EXPIRATION DATE	NOTE
HDP-01-062	10/13/2003	10/13/2005	

SPECIAL CONDITIONS:

1 Permittee shall restore all ground surfaces to existing conditions. Except as approved by the Port of Long Beach Engineering Division, all work shall be conducted in accordance with the latest edition of the "Green Book" Standard Specifications for Public Works Construction.

2 Permittee shall be responsible for all damage to underground structures and utility lines occurring as a result of the proposed project.

3 Prior to calling Dig Alert, permittee shall inform the Port's "Dig Alert Coordinator", (562) 590-4169, of all excavation activities. When calling Dig Alert, permittee shall provide Dig Alert with the Harbor Development Permit Number. After calling Dig Alert, permittee shall mark the excavation area with the Dig Alert "Ticket Number".

4 Permittee must revise and recertify the facility's Storm Water Pollution Prevention Plan (SWPPP). That plan shall include a description and map of structures and activities associated with the permitted project and shall specify all applicable best management practices to prevent storm water pollution. Revisions to the SWPPP must be submitted to the Director of Planning prior to the start of operation of the permitted project.

5 Permittee shall coordinate with all facilities which may be affected by the permitted project. Permittee shall not interfere with any facility operations.

7 Permittee shall submit a Construction Storm Water Plan (CSWP) to the Director of Planning, for approval, prior to the start of construction. The CSWP shall include Best Management Practices, as appropriate, to control runoff during construction activities.

8 Permittee shall contact the Port of Long Beach Surveys Section at (562) 590-4169 72 hours prior to project commencement to schedule an as-built survey.

9 Permittee shall conduct project site preparation and construction activities in a manner which minimizes dust and the release of materials into harbor waters.

10 Prior to project commencement, permittee shall submit two copies of a traffic management plan to the Director of Planning for approval.

11 Permittee shall obtain all necessary permits and mitigation offsets necessary for the project from the South Coast Air Quality Management District and submit copies to the Director of Planning prior to the start of operation.

ACKNOWLEDGEMENTS

Robert Kanter	10/14/2003		Oct 14/03
DIRECTOR OF PLANNING	DATE	SIGNATURE OF PERMITTEE/AGENT	DATE

PLANNING COPY

Port of Long Beach

RECEIVED JUN 24 1985 PLANNING DIVISION

DEVELOPMENT PERMIT

P.O. BOX 570 - LONG BEACH, CALIFORNIA 90801

TELEPHONES: (213) 437-0041 - (213) 775-3469 - (714) 531-4191 - (714) 531-4194 - TELEX: 65-6452 PORTOBEACH LGB

1. NUMBER	2. DATE OF ISSUANCE	3. DATE OF EXPIRATION	EXTENSION:
HDP- 84169	6/3/85	6/3/87	

DISTRIBUTION: WHITE ORIGINAL - (LBHD), GREEN - (PORT PLANNING), YELLOW - (APPLICANT COPY), PINK - (LBHD INSPECTION COPY), GOLD - (PORT PLANNING)

4. TYPE OF ACTION:

☒ PURSUANT TO SECTION 1215 OF THE LONG BEACH CITY CHARTER
☒ PURSUANT TO CALIFORNIA COASTAL ACT OF 1976 AND CERTIFIED PORT MASTER PLAN (PMP)
LEVEL III COASTAL DEVELOPMENT PERMIT
EXEMPT FROM ☐ L.B. CITY CHARTER SEC. 1215 ☒ APPEALABLE COASTAL ACT AND PMP

5. PERMITTEE: Sulexport Inc.	**8. PERMITTEE PHONE** (415) 591-5505
6. LEGAL INTEREST: Lessee	**9. CONTACT PERSON:** Robert Roy
7. PERMITTEE ADDRESS:	**10. TITLE/AFFILIATION:** Treasurer
1250 San Carlos Avenue	Sulexport Inc.
San Carlos, CA **ZIP** 94070	**11. PHONE:** (415) 591-5505

12. DESCRIPTION OF APPROVED WORK:

Construction of a sulfur prilling plant receiving liquid sulfur processing it to solid sulfur pellets. Construction of associated receiving, storage and conveying system.

☐ SEE ATTACHED DESCRIPTION

13. LOCATION OF APPROVED WORK (ADDRESS, COORDINATES, ETC.):

Pier G, Berth 214

14. EXHIBIT REFERENCE NUMBERS: 1542-A010 to 1542-P090 inclusive

15. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION:

☐ CATEGORICALLY EXEMPT ______ (ITEM)
☒ NEGATIVE DECLARATION, ADOPTED April 1, 1985 (DATE)
☐ ENVIRONMENTAL IMPACT REPORT, CERTIFIED BY ______ (LEAD AGENCY) ______ (DATE)

16. THE BOARD OF HARBOR COMMISSIONERS FINDS THAT:

☒ THE PROPOSED DEVELOPMENT CONFORMS WITH THE PORT OF LONG BEACH CERTIFIED MASTER PLAN.
☐ THE PROJECT IS IN CONFORMITY WITH THE POLICIES OF THE COASTAL ACT.
☒ THE PROJECT IS IN CONFORMITY WITH THE ESTABLISHED POLICIES OF THE Southeast HARBOR PLANNING DISTRICT.
☐ ______

☐ PUBLIC HEARING NOT REQUIRED FOR LEVEL I DEVELOPMENTS PURSUANT TO THE PROVISIONS OF THE CERTIFIED PORT MASTER PLAN.
☒ A PUBLIC HEARING WAS HELD ON 3/4/85 AT Port of Long Beach
☐ PERMIT APPLICATION NO. 84169 WAS APPROVED ON 6/3/85 BY A 4 TO 0 VOTE.

17. THIS PERMIT IS ISSUED SUBJECT TO YOUR OBTAINING THE FOLLOWING APPROVALS AND/OR COMPLYING WITH STATED TERMS AND CONDITIONS:

☒ L. B. DEPARTMENT OF PLANNING AND BUILDING
☒ L. B. BUREAU OF FIRE PREVENTION
☐ REGIONAL WATER QUALITY CONTROL BOARD
☒ AIR QUALITY MANAGEMENT DISTRICT
☐ CALIFORNIA COASTAL COMMISSION
☐ U.S. ARMY CORPS OF ENGINEERS
☐ U.S. COAST GUARD
☐ OTHER ______
☒ THOSE **STANDARD CONDITIONS** SHOWN ON THE **REVERSE** SIDE OF THIS PERMIT.
☒ THOSE **SPECIAL CONDITIONS** SHOWN ON **PAGE 2 (ATTACHED)** OF THIS PERMIT.

18. ACKNOWLEDGEMENTS:

[signature] 6/14/85
DIRECTOR OF PORT PLANNING DATE

I, SULEXPORT CORPORATION **(PERMITTEE/AGENT) HEREBY ACKNOWLEDGE RECEIPT OF PERMIT NO.** 84169 **AND HAVE ACCEPTED ITS CONTENTS AND CONDITIONS.**

[signature] President June 18 1985
PERMITTEE/AGENT DATE

DISTRIBUTION: WHITE ORIGINAL - (LBHD), GREEN - (PORT PLANNING), YELLOW - (APPLICANT COPY), PINK - (LBHD INSPECTION COPY), GOLD - (PORT PLANNING)

G04454

HD-P-15

Port of Long Beach

P.O. BOX 570·LONG BEACH, CALIFORNIA 90801

TELEPHONES: (213) 437-0041·(213) 775-3469·(714) 531-4191·(714) 531-4194-TELEX: 65-8452 PORTOBEACH LGB

DEVELOPMENT PERMIT

HDP- 84169	DATE 6/3/85	NOTE:	PAGE 2 of 2

DISTRIBUTION: WHITE-ORIGINAL -(LBHD), GREEN-(PORT PLANNING), YELLOW -(APPLICANT COPY), PINK --(LBHD INSPECTION COPY), GOLD -(PORT PLANNING)

OFFICE USE ONLY

SPECIAL CONDITIONS:

a) Conformance with Long Beach Fire Department requirements.

b) No molten sulfur will be unloaded or prilled unless the air pollution control equipment is in full operation.

c) The exterior of the project area will be kept free of sulfur dust accumulation at all times.

d) Submission of final plans and specifications for approval by the Director of Engineering and the Director of Port Planning shall be made 30 days prior to construction.

e) No horizontal surfaces which will allow sulfur dust accumulation will be allowed within the storage silos.

f) Separate dust suppression and fire suppression sprinklers for the storage silos are required.

g) Conveyor systems shall be completely enclosed up to the point of merging with the existing Pier G shiploader conveyor system.

h) Sulfur receipt by rail car is prohibited unless application is made to the Director of Port Planning and approval is given by the Board of Harbor Commissioners.

i) Truck receipt of sulfur is limited to 40 trucks per day.

ACKNOWLEDGEMENTS:

DIRECTOR OF PORT PLANNING	DATE	PERMITTEE/AGENCY	DATE
[signature]	6/14/85	[signature] President	6/18/85

DISTRIBUTION: WHITE ORIGINAL -(LBHD), GREEN-(PORT PLANNING), YELLOW -(APPLICANT COPY), PINK --(LBHD INSPECTION COPY), GOLD -(PORT PLANNING)

Port of Long Beach

DEVELOPMENT PERMIT

P.O. BOX 570·LONG BEACH, CALIFORNIA 90801
TELEPHONES: (213) 437-0041·(213)-775-3469·(714) 531-4191·(714) 531-4194· TELEX: 65-6452 PORTOBEACH LGB

1. NUMBER	2. DATE OF ISSUANCE	3. DATE OF EXPIRATION	EXTENSION:
HDP- 86047	7/21/86	7/21/88	

DISTRIBUTION: WHITE ORIGINAL-(LBHD), GREEN-(PORT PLANNING), YELLOW-(APPLICANT COPY), PINK-(LBHD INSPECTION COPY), GOLD-(PORT PLANNING)

4. TYPE OF ACTION:

☐ PURSUANT TO SECTION 1215 OF THE LONG BEACH CITY CHARTER
☒ PURSUANT TO CALIFORNIA COASTAL ACT OF 1976 AND CERTIFIED PORT MASTER PLAN (PMP)
LEVEL II COASTAL DEVELOPMENT PERMIT.
EXEMPT FROM ☐ L.B. CITY CHARTER SEC. 1215 ☐ APPEALABLE COASTAL ACT AND PMP

5. PERMITTEE: SSM Coal North America, Inc.	**8. PERMITTEE PHONE** (213) 437-0540
6. LEGAL INTEREST: Leasee	**9. CONTACT PERSON:** Mr. Tom Berhalter
7. PERMITTEE ADDRESS: 444 W. Ocean Boulevard, Long Beach, CA	**10. TITLE/AFFILIATION:** Vice President/SSM Carbon Operations
ZIP 90802	**11. PHONE:** (213) 437-0549

12. DESCRIPTION OF APPROVED WORK: Construction of a single dry bulk storage facility with a capacity of no less than 80,000 metric tons. Installation of a truck dump and lump separation station. Construction of an enclosed conveyer system. Removal of about 6700 ft. of rail. ☐ SEE ATTACHED DESCRIPTION

13. LOCATION OF APPROVED WORK (ADDRESS, COORDINATES, ETC.):

~~Pier J~~, Berths 212-215
Pier G

14. EXHIBIT REFERENCE NUMBERS: Engineer Drawing Nos. 4-8292-1 through 4-8292-6

15. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION:

☐ CATEGORICALLY EXEMPT (ITEM)
☒ NEGATIVE DECLARATION, ADOPTED 7/21/86 (DATE) 7/21/86
☐ ENVIRONMENTAL IMPACT REPORT, CERTIFIED BY (LEAD AGENCY) (DATE)

16. THE BOARD OF HARBOR COMMISSIONERS FINDS THAT:

☒ THE PROPOSED DEVELOPMENT CONFORMS WITH THE PORT OF LONG BEACH CERTIFIED MASTER PLAN.
☒ THE PROJECT IS IN CONFORMITY WITH THE POLICIES OF THE COASTAL ACT.
☒ THE PROJECT IS IN CONFORMITY WITH THE ESTABLISHED POLICIES OF THE Southeast HARBOR PLANNING DISTRICT.
☒ This project as proposed will have no significant adverse environmental impacts
☐ PUBLIC HEARING NOT REQUIRED FOR LEVEL I DEVELOPMENTS PURSUANT TO THE PROVISIONS OF THE CERTIFIED PORT MASTER PLAN.
☒ A PUBLIC HEARING WAS HELD ON 6/30/86 AT 925 Harbor Plaza, Long Beach, CA 90801
☒ PERMIT APPLICATION NO. 86047 WAS APPROVED ON 7/21/86 BY A 5 TO 0 VOTE.

17. THIS PERMIT IS ISSUED SUBJECT TO YOUR OBTAINING THE FOLLOWING APPROVALS AND/OR COMPLYING WITH STATED TERMS AND CONDITIONS:

☒ L. B. DEPARTMENT OF PLANNING AND BUILDING
☒ L. B. BUREAU OF FIRE PREVENTION
☐ REGIONAL WATER QUALITY CONTROL BOARD
☒ AIR QUALITY MANAGEMENT DISTRICT
☐ CALIFORNIA COASTAL COMMISSION
☐ U.S. ARMY CORPS OF ENGINEERS
☐ U.S. COAST GUARD
☐ OTHER
☒ THOSE **STANDARD CONDITIONS** SHOWN ON THE **REVERSE** SIDE OF THIS PERMIT.
☒ THOSE **SPECIAL CONDITIONS** SHOWN ON **PAGE 2 (ATTACHED)** OF THIS PERMIT.

18. ACKNOWLEDGEMENTS:

DIRECTOR OF PORT PLANNING — DATE July 22 1986

I, Thomas D. Berhalter (PERMITTEE/AGENT) HEREBY ACKNOWLEDGE RECEIPT OF PERMIT NO. HDP 86047 AND HAVE ACCEPTED ITS CONTENTS AND CONDITIONS.

PERMITTEE/AGENT — DATE August 28 1986

DISTRIBUTION: WHITE ORIGINAL-(LBHD), GREEN-(PORT PLANNING), YELLOW-(APPLICANT COPY), PINK-(LBHD INSPECTION COPY), GOLD-(PORT PLANNING)

HD-P-15

Port of Long Beach

DEVELOPMENT PERMIT

P.O. BOX 570-LONG BEACH, CALIFORNIA 90801
TELEPHONES: (213) 437-0041-(213)-775-3469-(714) 531-4191-(714) 531-4194-TELEX: 65-6452 PORTOBEACH LGB

1. NUMBER	2. DATE OF ISSUANCE	3. DATE OF EXPIRATION	EXTENSION:
HDP- 86047	7/21/86	7/21/88	

DISTRIBUTION: WHITE ORIGINAL -(LBHD), GREEN-(PORT PLANNING), YELLOW -(APPLICANT COPY), PINK -(LBHD INSPECTION COPY), GOLD -(PORT PLANNING)

4. TYPE OF ACTION:

☐ PURSUANT TO SECTION 1215 OF THE LONG BEACH CITY CHARTER
☒ PURSUANT TO CALIFORNIA COASTAL ACT OF 1976 AND CERTIFIED PORT MASTER PLAN (PMP)
LEVEL II COASTAL DEVELOPMENT PERMIT
EXEMPT FROM ☐ L.B. CITY CHARTER SEC. 1215 ☐ APPEALABLE COASTAL ACT AND PMP

5. PERMITTEE: SSN Coal North America, Inc.	**8. PERMITTEE PHONE (213)** 437-0540
6. LEGAL INTEREST: Leasee	**9. CONTACT PERSON:** Mr. Tom Berhalter
7. PERMITTEE ADDRESS: 444 W. Ocean Boulevard	**10. TITLE/AFFILIATION:** Vice President/SSN
Long Beach, CA	Carbon Operations
ZIP 90802	**11. PHONE:** (213) 437-0549

12. DESCRIPTION OF APPROVED WORK: Construction of a single dry bulk storage facility with a capacity of no less than 80,000 metric tons. Installation of a truck dump and lump separation station. Construction of an enclosed conveyor system. Removal of about 6700 ft. of rail. ☐ SEE ATTACHED DESCRIPTION

13. LOCATION OF APPROVED WORK (ADDRESS, COORDINATES, ETC.):
Pier J, Berths 212-215

14. EXHIBIT REFERENCE NUMBERS: Engineer Drawing Nos. 4-8292-1 through 4-8292-6

15. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION:
☐ CATEGORICALLY EXEMPT _____ (ITEM)
☒ NEGATIVE DECLARATION, ADOPTED 7/21/86 (DATE)
☐ ENVIRONMENTAL IMPACT REPORT, CERTIFIED BY _____ (LEAD AGENCY) _____ (DATE)

16. THE BOARD OF HARBOR COMMISSIONERS FINDS THAT:
☒ THE PROPOSED DEVELOPMENT CONFORMS WITH THE PORT OF LONG BEACH CERTIFIED MASTER PLAN.
☒ THE PROJECT IS IN CONFORMITY WITH THE POLICIES OF THE COASTAL ACT.
☒ THE PROJECT IS IN CONFORMITY WITH THE ESTABLISHED POLICIES OF THE Southeast HARBOR PLANNING DISTRICT.
☒ This project as proposed will have no significant adverse environmental impacts
☐ PUBLIC HEARING NOT REQUIRED FOR LEVEL I DEVELOPMENTS PURSUANT TO THE PROVISIONS OF THE CERTIFIED PORT MASTER PLAN.
☒ A PUBLIC HEARING WAS HELD ON 6/30/86 AT 925 Harbor Plaza, Long Beach, CA 90831
☒ PERMIT APPLICATION NO. 86047 WAS APPROVED ON 7/21/86 BY A 5 TO 0 VOTE.

17. THIS PERMIT IS ISSUED SUBJECT TO YOUR OBTAINING THE FOLLOWING APPROVALS AND/OR COMPLYING WITH STATED TERMS AND CONDITIONS:

☒ L. B. DEPARTMENT OF PLANNING AND BUILDING	☐ CALIFORNIA COASTAL COMMISSION
☒ L. B. BUREAU OF FIRE PREVENTION	☐ U.S. ARMY CORPS OF ENGINEERS
☐ REGIONAL WATER QUALITY CONTROL BOARD	☐ U.S. COAST GUARD
☒ AIR QUALITY MANAGEMENT DISTRICT	☐ OTHER _____

☒ THOSE **STANDARD CONDITIONS** SHOWN ON THE **REVERSE** SIDE OF THIS PERMIT.
☒ THOSE **SPECIAL CONDITIONS** SHOWN ON **PAGE 2 (ATTACHED)** OF THIS PERMIT.

18. ACKNOWLEDGEMENTS:

[signature] July 23 1986
DIRECTOR OF PORT PLANNING — DATE

I, Thomas V. Berhalter (PERMITTEE/AGENT) HEREBY ACKNOWLEDGE RECEIPT OF PERMIT NO. HDP 86047 AND HAVE ACCEPTED ITS CONTENTS AND CONDITIONS.

[signature] August 26 1986
PERMITTEE/AGENT — DATE

DISTRIBUTION: WHITE ORIGINAL -(LBHD), GREEN-(PORT PLANNING), YELLOW -(APPLICANT COPY), PINK -(LBHD INSPECTION COPY), GOLD -(PORT PLANNING)

HD-P-15

Port of Long Beach

DEVELOPMENT PERMIT

P.O. BOX 570 LONG BEACH, CALIFORNIA 90801
TELEPHONES: (213) 437-0041 (213) 775-3469 FAX: (213) 437-3231 TELEX: 65-6452 PORTOBEACH LGB

1. NUMBER	2. DATE OF ISSUANCE	3. DATE OF EXPIRATION	EXTENSION:
HDP- 90022	5/21/90	5/21/92	

DISTRIBUTION: WHITE ORIGINAL -(LBHD), GREEN-(PORT PLANNING), YELLOW -(APPLICANT COPY), PINK -(LBHD INSPECTION COPY), GOLD -(PORT PLANNING)

4. TYPE OF ACTION:

☐ PURSUANT TO SECTION 1215 OF THE LONG BEACH CITY CHARTER
☒ PURSUANT TO CALIFORNIA COASTAL ACT OF 1976 AND CERTIFIED PORT MASTER PLAN (PMP)
LEVEL II COASTAL DEVELOPMENT PERMIT
EXEMPT FROM ☐ L.B. CITY CHARTER SEC. 1215 ☐ APPEALABLE COASTAL ACT AND PMP_____

5. PERMITTEE: Applied Industrial Materials Corp.	**8. PERMITTEE PHONE (**) 213 436-5234
6. LEGAL INTEREST: Lessee	**9. CONTACT PERSON:** Joe Lombardi
7. PERMITTEE ADDRESS:	**10. TITLE/AFFILIATION:**
1270 Pier G Avenue	Manager/West Coast Operations
Long Beach, CA **ZIP** 90802	**11. PHONE:** (213) 436-5234

12. DESCRIPTION OF APPROVED WORK: Construction of 22 foot high containment walls around an existing open petroleum coke storage pile (Pad No. 14), a truck dump station, a screening station, and a conveyor system to link Pad No. 14 to an existing AIMCOR petroleum coke shed. ☐ SEE ATTACHED DESCRIPTION

13. LOCATION OF APPROVED WORK (ADDRESS, COORDINATES, ETC.):
Berths 212-215, Pier G, Long Beach

14. EXHIBIT REFERENCE NUMBERS: 4-1741-1, 4-1741-2, 4-1741-3 and 4-1741-4

15. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION:
☐ CATEGORICALLY EXEMPT _____ (ITEM)
☒ NEGATIVE DECLARATION, ADOPTED 5/21/90 (DATE)
☐ ENVIRONMENTAL IMPACT REPORT, CERTIFIED BY_____(LEAD AGENCY)_____(DATE)

16. THE BOARD OF HARBOR COMMISSIONERS FINDS THAT:
☒ THE PROPOSED DEVELOPMENT CONFORMS WITH THE PORT OF LONG BEACH CERTIFIED MASTER PLAN.
☒ THE PROJECT IS IN CONFORMITY WITH THE POLICIES OF THE COASTAL ACT.
☒ THE PROJECT IS IN CONFORMITY WITH THE ESTABLISHED POLICIES OF THE Southeast HARBOR PLANNING DISTRICT.
☒ THE PROJECT ☐ WILL ☒ WILL NOT HAVE ANY SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS.
☐ _____
☐ PUBLIC HEARING NOT REQUIRED FOR LEVEL I DEVELOPMENTS PURSUANT TO THE PROVISIONS OF THE CERTIFIED PORT MASTER PLAN.
☒ A PUBLIC HEARING WAS HELD ON 4/30/90 AT 925 Harbor Plaza, Long Beach
☒ PERMIT APPLICATION NO. 90022 WAS APPROVED ON 5/21/90 BY A 5 TO 0 VOTE.

17. THIS PERMIT IS ISSUED SUBJECT TO YOUR OBTAINING THE FOLLOWING APPROVALS AND/OR COMPLYING WITH STATED TERMS AND CONDITIONS:

☒ L. B. DEPARTMENT OF PLANNING AND BUILDING	☐ CALIFORNIA COASTAL COMMISSION
☒ L. B. BUREAU OF FIRE PREVENTION	☐ U.S. ARMY CORPS OF ENGINEERS
☒ REGIONAL WATER QUALITY CONTROL BOARD	☐ U.S. COAST GUARD
☒ AIR QUALITY MANAGEMENT DISTRICT	☐ OTHER_____

☒ THOSE **STANDARD CONDITIONS** SHOWN ON THE **REVERSE** SIDE OF THIS PERMIT.
☒ THOSE **SPECIAL CONDITIONS** SHOWN ON **PAGE 2 (ATTACHED)** OF THIS PERMIT.

18. ACKNOWLEDGEMENTS:

Geraldine Knatz — 5-30-90
DIRECTOR OF PORT PLANNING — DATE

I, VINCENT P. KENNEDY **(PERMITTEE/AGENT) HEREBY ACKNOWLEOGE RECEIPT OF PERMIT NO.** HDP-90022 **AND HAVE ACCEPTED ITS CONTENTS AND CONDITIONS.**

Vincent P. Kennedy — 6-12-90
PERMITTEE/AGENT — DATE

DISTRIBUTION: WHITE ORIGINAL -(LBHD), GREEN-(PORT PLANNING), YELLOW -(APPLICANT COPY), PINK -(LBHD INSPECTION COPY), GOLD -(PORT PLANNING)

Port of Long Beach

DEVELOPMENT PERMIT

P.O. BOX 570 - LONG BEACH, CALIFORNIA 90801

TELEPHONES: (213) 437-0041 - (213) 775-3469 - (714) 531-4191 - (714) 531-4194 - TELEX: 65-6452 PORTOBEACH LGB

HDP- 90022	DATE 5/21/90	NOTE:	PAGE 2 of 2

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OFFICE USE ONLY

Special Conditions:

1. If during the course of construction, permittee shall discover or believe that the material being excavated at the project site contains extremely hazardous wastes or hazardous wastes as those terms have been or are defined by the Administrator of the Environmental Protection Agency, the California Department of Health Services or any other person or agency having jurisdiction of the management of hazardous material, permittee, at its cost, shall (i) promptly notify the Director of Planning of permittee's discovery or belief; (ii) at the request of the Director of Planning, initiate chemical and/or physical analyses of the suspected contaminated material; (iii) promptly submit all laboratory or other test results upon receipt thereof to the Director of Planning; (iv) develop and submit for approval by the Director of Planning a remediation plan providing for the disposal and/or treatment of the contaminated material; (v) treat and dispose of or remove such material in accordance with regulations and order of governmental agencies having jurisdiction; (vi) if material is removed, replace all such contaminated material with clean fill material structurally suitable for the project and shall cause the excavation to be backfilled and compacted; and (vii) promptly submit copies of all waste manifests to the Director of Planning.

2. Permittee shall be responsible for all damage to underground structures and utility lines occurring as a result of project constructions.

3. Permittee shall restore all ground surfaces disturbed by excavation to existing conditions.

4. Permittee shall conduct site preparation and construction activities in a manner which minimizes dust and release of materials into harbor waters.

5. Permittee shall fully enclose the screening station, conveyor, and truck dump as proposed.

6. Should any modification to this project be required by the South Coast Air Quality Management District (SCAQMD), permittee shall apply for an amendment to this permit.

7. Permittee shall contact the Port of Long Beach Traffic Engineer at (213) 590-4152 regarding traffic control prior to the commencement of project construction. Permittee shall comply with the Work Area Traffic Control Handbook (WATCH).

8. Permittee shall submit final construction drawings to the Director of Planning for approval prior to the commencement of project construction.

9. Permittee shall minimize fugitive dust emissions resulting from construction activities by using water trucks or sprinkling systems to keep all areas of vehicle movement damp enough to prevent dust being raised when leaving the site and by wetting down project areas in the late morning and after work is completed for the day. Permittee shall submit to the Director of Planning monthly written reports covering daily watering times, amount of water used, and area covered by the watering.

ACKNOWLEDGEMENTS:

[signature]	5-30-90	[signature]	
DIRECTOR OF PORT PLANNING	DATE	PERMITTEE/AGENCY	DATE

DISTRIBUTION: WHITE ORIGINAL -(LBHD), GREEN-(PORT PLANNING), YELLOW -(APPLICANT COPY), PINK —(LBHD INSPECTION COPY), GOLD -(PORT PLANNING)

THE PORT OF LONG BEACH

HARBOR DEVELOPMENT PERMIT

925 HARBOR PLAZA LONG BEACH, CALIFORNIA 90802
TELEPHONES: (213) 590-4160 (213) 437-0041 FAX: (213) 495-4925

1. PERMIT NUMBER	2. ISSUE DATE:	3. EXPIRATION DATE:	NOTE
HDP- 90022	5/21/90	7/24/92 Extension	Amendment 1

4. TYPE OF ACTION:

- ☒ PURSUANT TO SECTION 1215 OF THE LONG BEACH CITY CHARTER
- ☒ PURSUANT TO CALIFORNIA COASTAL ACT OF 1976 AND CERTIFIED PORT MASTER PLAN
  LEVEL II COASTAL DEVELOPMENT PERMIT
- ☒ APPEALABLE UNDER COASTAL ACT SECTION 30715

5. PERMITTEE: AMCOR	**8. PERMITTEE PHONE:** (310) 436-5234
6. LEGAL INTEREST: Lessee	**9. CONTACT PERSON:** Joe Lombardi
7. PERMITTEE ADDRESS:	**10. TITLE/AFFILIATION:**
1270 Pier G Avenue	Director/West Coast Operations
Long Beach, CA ZIP 90802	**11. PHONE:** (310) 436-5234

12. DESCRIPTION OF APPROVED WORK: ☐ SEE ATTACHED DESCRIPTION

Construction of 22-foot high containment walls around an existing open petroleum coke storage pile (Pad No. 14), a truck dump station with truck loading system, and a screening station.

13. LOCATION OF APPROVED WORK:

Berths 212-215, Pier G, Long Beach

14. DRAWINGS: 4-1741-1, 4-1741-2, 4-1741-3 and 4-1741-4

15. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION:

- ☐ CATEGORICALLY EXEMPT _____ [CLASS]
- ☒ NEGATIVE DECLARATION, ADOPTED 5/21/90 [DATE]
- ☐ ENVIRONMENTAL IMPACT REPORT, CERTIFIED BY _____ [LEAD AGENCY] _____ [DATE]

16. MANDATORY FINDINGS:

- ☒ THE PROJECT CONFORMS WITH THE CERTIFIED PORT MASTER PLAN
- ☒ THE PROJECT CONFORMS WITH THE POLICIES OF THE COASTAL ACT
- ☒ THE PROJECT CONFORMS WITH THE ESTABLISHED POLICIES OF THE Southeast HARBOR PLANNING DISTRICT
- ☒ THE PROJECT ☐ WILL ☒ WILL NOT HAVE ANY SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS
- ☐ PUBLIC HEARING NOT REQUIRED PURSUANT TO THE PROVISIONS OF THE CERTIFIED PORT MASTER PLAN
- ☐ THE EXECUTIVE DIRECTOR AUTHORIZED ISSUANCE OF THIS PERMIT ON _____
- ☒ A PUBLIC HEARING WAS HELD ON 4/30/90 AT 925 Harbor Plaza
- ☒ THE BOARD OF HARBOR COMMISSIONERS AUTHORIZED ISSUANCE OF THIS PERMIT ON 5/21/90
  BY A 5 TO 0 VOTE
- ☒ The Board of Harbor Commissioners granted this extension 3/23/92
- X The Executive Director authorized this amendment on 3/9/92

17. THIS PERMIT IS ISSUED SUBJECT TO PERMITTEE OBTAINING THE FOLLOWING APPROVALS, AS NECESSARY, AND COMPLYING WITH STATED PERMIT TERMS AND CONDITIONS:

- ☒ L.B. DEPARTMENT OF PLANNING AND BUILDING
- ☒ L.B. BUREAU OF FIRE PREVENTION
- ☒ REGIONAL WATER QUALITY CONTROL BOARD
- ☒ AIR QUALITY MANAGEMENT DISTRICT
- ☐ U.S. ARMY CORPS OF ENGINEERS
- ☐ OTHER _____
- ☒ THOSE **STANDARD CONDITIONS** SHOWN ON THE **REVERSE** SIDE OF THIS PERMIT.
- ☒ THOSE **SPECIAL CONDITIONS** SHOWN ON THE ATTACHED **PAGE(S)** OF THIS PERMIT.

18. ACKNOWLEDGEMENTS

Geraldine Knatz — 3-26-92
DIRECTOR OF PLANNING — DATE

I, Joseph Lombardi [PRINTED NAME] **(PERMITTEE/AGENT) HEREBY ACKNOWLEDGE RECEIPT OF**

HDP 90022 **AND HAVE ACCEPTED ITS CONTENTS AND CONDITIONS.**

Joseph Lombardi — 4/21/92
SIGNATURE OF PERMITTEE/AGENT — DATE

DISTRIBUTION: WHITE ORIGINAL: LBHD; GREEN: PLANNING; **YELLOW: APPLICANT;** PINK: LBHD INSPECTION; GOLD: PLANNING

THE PORT OF LONG BEACH

HARBOR DEVELOPMENT PERMIT

925 HARBOR PLAZA LONG BEACH, CALIFORNIA 90802
TELEPHONES: (213) 590-4160 (213) 437-0041 FAX: (213) 495-4925

1. PERMIT NUMBER	2. ISSUE DATE:	3. EXPIRATION DATE:	NOTE
HDP- 90022	5/21/90	7/24/92	Amendment 1
		Extension	

Special Conditions:

1. If during the course of construction, permittee shall discover or believe that the material being excavated at the project site contains extremely hazardous wastes or hazardous wastes as those terms have been or are defined by the Administrator of the Environmental Protection Agency, the California Department of Health Services or any other person or agency having jurisdiction of the management of hazardous material, permittee, at its cost, shall (i) promptly notify the Director of Planning of permittee's discovery or belief; (ii) at the request of the Director of Planning, initiate chemical and/or physical analyses of the suspected contaminated material; (iii) promptly submit all laboratory or other test results upon receipt thereof to the Director of Planning; (iv) develop and submit for approval by the Director of Planning a remediation plan providing for the disposal and/or treatment of the contaminated material; (v) treat and dispose of or remove such material in accordance with regulations and order of governmental agencies having jurisdiction; (vi) if material is removed, replace all such contaminated material with clean fill material structurally suitable for the project and shall cause the excavation to be backfilled and compacted; and (vii) promptly submit copies of all waste manifests to the Director of Planning.

2. Permittee shall be responsible for all damage to underground structures and utility lines occurring as a result of project constructions.

3. Permittee shall restore all ground surfaces disturbed by excavation to existing conditions.

4. Permittee shall conduct site preparation and construction activities in a manner which minimizes dust and release of materials into harbor waters.

5. Permittee shall fully enclose the screening station, conveyor, and truck dump as proposed.

6. Should any modification to this project be required by the South Coast Air Quality Management District (SCAQMD), permittee shall apply for an amendment to this permit.

7. Permittee shall contact the Port of Long Beach Traffic Engineer at (213) 590-4152 regarding traffic control prior to the commencement of project construction. Permittee shall comply with the Work Area Traffic Control Handbook (WATCH).

8. Permittee shall submit final construction drawings to the Director of Planning for approval prior to the commencement of project construction.

9. Permittee shall minimize fugitive dust emissions resulting from construction activities by using water trucks or sprinkling systems to keep all areas of vehicle movement damp enough to prevent dust from being raised when leaving the site and by wetting down project areas in the late morning and after work is completed for the day. Permittee shall submit to the Director of Planning monthly written reports covering daily watering times, amount of water used, and area covered by the watering.

ACKNOWLEDGEMENTS

DIRECTOR OF PLANNING	DATE	SIGNATURE OF PERMITTEE/AGENT	DATE
	3-26-92		4/21/92

DISTRIBUTION: WHITE ORIGINAL: LBHD; GREEN: PLANNING; YELLOW: APPLICANT; PINK: LBHD INSPECTION, GOLD: PLANNING

THE PORT OF LONG BEACH

HARBOR DEVELOPMENT PERMIT

925 HARBOR PLAZA LONG BEACH, CALIFORNIA 90802
TELEPHONES: (213) 590-4160 (213) 437-0041 FAX: (213) 495-4925

1. PERMIT NUMBER	2. ISSUE DATE:	3. EXPIRATION DATE:	NOTE
HDP- 91046	11/23/92	11/23/94	

4. TYPE OF ACTION:

- [X] PURSUANT TO SECTION 1215 OF THE LONG BEACH CITY CHARTER
- [X] PURSUANT TO CALIFORNIA COASTAL ACT OF 1976 AND CERTIFIED PORT MASTER PLAN
  LEVEL II COASTAL DEVELOPMENT PERMIT
- [ ] APPEALABLE UNDER COASTAL ACT SECTION 30715

5. PERMITTEE: Port of Long Beach	**8. PERMITTEE PHONE:** (310) 437-0041
6. LEGAL INTEREST: Owner	**9. CONTACT PERSON:** Dan Allen
7. PERMITTEE ADDRESS:	**10. TITLE/AFFILIATION:**
925 Harbor Plaza	Chief Harbor Engineer
Long Beach, CA ZIP 90802	**11. PHONE:** (310) 590-4139

12. DESCRIPTION OF APPROVED WORK: [X] SEE ATTACHED DESCRIPTION

13. LOCATION OF APPROVED WORK:
Pier G, Long Beach.

14. DRAWINGS: Three unnumbered drawings

15. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION:

- [ ] CATEGORICALLY EXEMPT _____ (CLASS)
- [X] NEGATIVE DECLARATION, ADOPTED 11/23/92 (DATE)
- [ ] ENVIRONMENTAL IMPACT REPORT, CERTIFIED BY _____ (LEAD AGENCY) _____ (DATE)

16. MANDATORY FINDINGS:

- [X] THE PROJECT CONFORMS WITH THE CERTIFIED PORT MASTER PLAN
- [X] THE PROJECT CONFORMS WITH THE POLICIES OF THE COASTAL ACT
- [X] THE PROJECT CONFORMS WITH THE ESTABLISHED POLICIES OF THE Southeast HARBOR PLANNING DISTRICT
- [X] THE PROJECT [ ] WILL [X] WILL NOT HAVE ANY SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS
- [X] PUBLIC HEARING NOT REQUIRED PURSUANT TO THE PROVISIONS OF THE CERTIFIED PORT MASTER PLAN
- [ ] THE EXECUTIVE DIRECTOR AUTHORIZED ISSUANCE OF THIS PERMIT ON _____
- [ ] A PUBLIC HEARING WAS HELD ON _____ AT _____
- [X] THE BOARD OF HARBOR COMMISSIONERS AUTHORIZED ISSUANCE OF THIS PERMIT ON 11/23/92
  BY A 5 TO Ø VOTE
- [ ] _____

17. THIS PERMIT IS ISSUED SUBJECT TO PERMITTEE OBTAINING THE FOLLOWING APPROVALS, AS NECESSARY, AND COMPLYING WITH STATED PERMIT TERMS AND CONDITIONS:

- [X] L.B. DEPARTMENT OF PLANNING AND BUILDING
- [X] L.B. BUREAU OF FIRE PREVENTION
- [ ] REGIONAL WATER QUALITY CONTROL BOARD
- [X] AIR QUALITY MANAGEMENT DISTRICT
- [ ] U.S. ARMY CORPS OF ENGINEERS
- [ ] OTHER _____
- [X] THOSE **STANDARD CONDITIONS** SHOWN ON THE **REVERSE** SIDE OF THIS PERMIT.
- [X] THOSE **SPECIAL CONDITIONS** SHOWN ON THE ATTACHED **PAGE(S)** OF THIS PERMIT.

18. ACKNOWLEDGEMENTS

G Kratt — DIRECTOR OF PLANNING — 12-1-92 — DATE

I, E.D. Allen (PRINTED NAME) **(PERMITTEE/AGENT) HEREBY ACKNOWLEDGE RECEIPT OF HDP** 91046 **AND HAVE ACCEPTED ITS CONTENTS AND CONDITIONS.**

E.D. Allen — SIGNATURE OF PERMITTEE/AGENT — 12/2/92 — DATE

DISTRIBUTION: WHITE ORIGINAL: LBHD; GREEN: PLANNING; **YELLOW: APPLICANT;** PINK: LBHD INSPECTION; GOLD: PLANNING

THE PORT OF LONG BEACH

HARBOR DEVELOPMENT PERMIT

925 HARBOR PLAZA LONG BEACH, CALIFORNIA 90802
TELEPHONES: (213) 590-4160 (213) 437-0041 FAX: (213) 495-4925

1. PERMIT NUMBER	2. ISSUE DATE:	3. EXPIRATION DATE:	NOTE
HDP- 91046	11/23/92	11/23/94	

Description of Approved Work:

Construct a 150,000-ton-capacity, covered coal storage shed. The shed would include two rotary plow reclaimers for blending the coal and conveyors to connect the shed to rotary car dumper and to the existing conveyor system that feeds the shiploaders. A new, electric-powered, traveling shiploader would be installed, and the existing railyard reconfigured.

Special Conditions:

1. Permittee shall minimize fugitive dust emissions resulting from demolition and fill activities by using water trucks or sprinkling systems to keep all areas subject to vehicle movement damp enough to prevent dust being raised when leaving the site and by wetting down project areas in the late morning and after work is completed for the day. Permittee shall submit to the Director of Planning a monthly, written report describing daily watering times, amount of water used, and area covered by the watering.

2. Permittee shall submit landscaping and sprinkler system plans to the Director of Planning, prior to the start of project construction. Permittee shall not undertake any construction until such plans have been approved by the Director of Planning, whose approval shall not be withheld unreasonably.

3. Permittee shall submit a Storm Water Pollution Prevention Plan to the Director of Planning, for approval, prior to the start of facility operation. The Plan shall include Best Management Practices for the control of material accumulation around the coal shed, shiploader and wharf.

ACKNOWLEDGEMENTS

DIRECTOR OF PLANNING — DATE 12-1-92 — SIGNATURE OF PERMITTEE/AGENT — DATE 12/2/92

DISTRIBUTION: WHITE ORIGINAL: LBHD; GREEN: PLANNING; **YELLOW: APPLICANT;** PINK: LBHD INSPECTION; GOLD: PLANNING

HD-PP-15a (5/91)

THE PORT OF LONG BEACH

HARBOR DEVELOPMENT PERMIT

925 HARBOR PLAZA LONG BEACH, CALIFORNIA 90802
TELEPHONES [310] 590-4160 [310]437-0041 FAX [310]495-4925

1. PERMIT NUMBER	2. ISSUE DATE	3. EXPIRATION DATE	NOTE
HDP- 97042	7/31/97	7/31/97	

4 TYPE OF ACTION:

X PURSUANT TO SECTION 1215 OF THE LONG BEACH CITY CHARTER

X PURSUANT TO CALIFORNIA COASTAL ACT OF 1976 AND CERTIFIED PORT MASTER PLAN
LEVEL II COASTAL DEVELOPMENT PERMIT

__ APPEALABLE UNDER COASTAL ACT SECTION 30715

5. PERMITTEE: Metropolitan Stevedore Co.	8. PERMITTEE PHONE: (310) 435-8721
6. LEGAL INTEREST: Permittee	9. CONTACT PERSON: Robert Waterman
7. PERMITTEE ADDRESS: 1045 Pier G Avenue, Berths G213-214 Long Beach, CA ZIP 90802	10. TITLE/AFFILIATION: Terminal Manager 11. PHONE: (562) 983-8400

12. DESCRIPTION OF APPROVED WORK: X SEE ATTACHED DESCRIPTION
Facility Modifications

13. LOCATION OF APPROVED WORK:
1045 Pier G, Berth G213, Long Beach

14. DRAWINGS: 27140-1, 27140-2, and five unnumbered drawings

15. CALIFORNIA ENVIRONMENTAL QUALITY ACT DETERMINATION:

__ CATEGORICALLY EXEMPT [CLASS]

X NEGATIVE DECLARATION, ADOPTED 7/28/97 [DATE]

__ ENVIRONMENTAL IMPACT REPORT, CERTIFIED BY [LEAD AGENCY] [DATE]

16. MANDATORY FINDINGS:

X THE PROJECT CONFORMS WITH THE CERTIFIED PORT MASTER PLAN

X THE PROJECT CONFORMS WITH THE POLICIES OF THE COASTAL ACT

X THE PROJECT CONFORMS WITH THE ESTABLISHED POLICIES OF THE [illegible] HARBOR PLANNING DISTRICT

X THE PROJECT __ WILL X WILL NOT HAVE ANY SIGNIFICANT ADVERSE ENVIRONMENTAL IMPACTS.

X PUBLIC HEARING NOT REQUIRED PURSUANT TO THE PROVISIONS OF THE CERTIFIED PORT MASTER PLAN

X THE EXECUTIVE DIRECTOR AUTHORIZED ISSUANCE OF THIS PERMIT ON 7/28/97

__ A PUBLIC HEARING WAS HELD ON AT

X THE BOARD OF HARBOR COMMISSIONERS AUTHORIZED ISSUANCE OF THIS PERMIT ON 7/28/97
BY A 6 TO 0 VOTE

__
__

17. THIS PERMIT IS ISSUED SUBJECT TO PERMITTEE OBTAINING THE FOLLOWING APPROVALS, AS NECESSARY, AND COMPLYING WITH STATED PERMIT TERMS AND CONDITIONS:

X L.B. DEPARTMENT OF PLANNING AND BUILDING
X L.B. BUREAU OF FIRE PREVENTION
X REGIONAL WATER QUALITY CONTROL BOARD
__ AIR QUALITY MANAGEMENT DISTRICT
__ U.S. ARMY CORPS OF ENGINEERS
X OTHER [illegible]

X THOSE STANDARD CONDITIONS SHOWN ON THE REVERSE SIDE OF THIS PERMIT.

X THOSE SPECIAL CONDITIONS SHOWN ON THE ATTACHED PAGE[S] OF THIS PERMIT.

18. ACKNOWLEDGEMENTS

[signature] 7/4/97
DIRECTOR OF PLANNING DATE

I, [signature] [PERMITTEE/AGENT] HEREBY ACKNOWLEDGE RECEIPT OF

HDP 97042 AND HAVE ACCEPTED ITS CONTENTS AND CONDITIONS.

[signature] 8/6/97
SIGNATURE OF PERMITTEE/AGENT DATE

DISTRIBUTION: WHITE-ORIGINAL; BLUE-CITY; GREEN-PLANNING; YELLOW-APPLICANT; PINK-FIELD INSPECTION; GOLD-PLANNING

THE PORT OF LONG BEACH

HARBOR DEVELOPMENT PERMIT

925 HARBOR PLAZA LONG BEACH, CALIFORNIA 90802
TELEPHONES [310] 590-4160 [310]437-0041 FAX:[310]495-4925

1. PERMIT NUMBER	2. ISSUE DATE	3. EXPIRATION DATE	NOTE
HDP: 97042	7/21/97	7/21/07	

DESCRIPTION OF APPROVED WORK:

Facility modifications to include the construction of a one-million-gallon storage tank, installation of 4 clarifier and processing pumps, three 1,000 linear foot pipelines, demolition of an existing operations building, construction of a new 14,000 sq. ft. maintenance building and a new 10,200 sq. ft. operations building, and all associated utility hook-ups.

SPECIAL CONDITIONS:

1. Prior to the start of construction, Permittee shall submit to the Director of Planning final construction drawings for both the storm water tank and the new buildings.

2. Prior to the start of construction, Permittee shall submit a copy of the Los Angeles Regional Water Quality Control Board permit for the proposed storm water storage tank system to the Director of Planning.

3. Prior to the start of operation, Permittee shall submit a plan for the containment of fugitive dust during project construction.

4. Applicant shall submit a landscaping plan for the proposed project to the Director of Planning for approval prior to the start of construction. The Plan shall conform to the Port of Long Beach water landscape program.

5. Permittee shall ensure that no vehicle maintenance activities occur within the bioswales except in the service bays inside the new maintenance building.

6. Permittee shall use berms and valves when performing any painting activities during the construction of the proposed project.

7. Permittee shall not discharge during peak storm periods.

8. Permittee shall restore all ground surfaces to existing conditions.

9. Permittee shall be responsible for all damage to underground structures and utility lines occurring as a result of the proposed project.

10. Permittee shall coordinate with all facilities which may be affected by the permitted project. Permittee shall not interfere with any facility operations.

11. Permittee shall contact the Port of Long Beach Surveys Section at (562) 590-4169 72 hours prior to project commencement to schedule as-built surveys.

ACKNOWLEDGEMENTS

DIRECTOR OF PLANNING — DATE 7/31/97

SIGNATURE OF PERMITTEE/AGENT — DATE 8/6/97

DISTRIBUTION: WHITE ORIGINAL: LBHD; GREEN: PLANNING; YELLOW: APPLICANT; PINK: LBHD INSPECTION; GOLD: PLANNING

NEGATIVE DECLARATION

Prepared in Accordance With the

California Environmental Quality Act of 1970

As Amended

And

APPLICATION SUMMARY REPORT

Prepared in Accordance With the

Certified Port Master Plan and California Coastal Act of 1976

For

OXBOW CARBON & MINERALS

PETROLEUM COKE BARN REPLACEMENT

This narrative and attached documents, including the project description, site visit, and staff analysis, constitute a Negative Declaration, prepared in accordance with the California Environmental Quality Act; and an Application Summary Report, with staff recommendations prepared in accordance with the certified Port Master Plan and the California Coastal Act. Based upon the data contained herein, the proposed project has been determined not to have significant adverse environmental impacts and conforms to the stated policies of the Port Master Plan. This document was circulated for public review and becomes effective upon adoption by the Long Beach Harbor Commission.

ISSUED FOR PUBLIC REVIEW: SEPTEMBER 2, 2003

BY: DIRECTOR OF PLANNING: Robert Kanter

APPLICATION SUMMARY REPORT ADOPTED ON: OCTOBER 13, 2003

BY: CITY OF LONG BEACH
BOARD OF HARBOR COMMISSIONERS

Application No. 01-062

OXBOW CARBON & MINERALS

PETROLEUM COKE BARN REPLACEMENT

I. PROJECT OVERVIEW

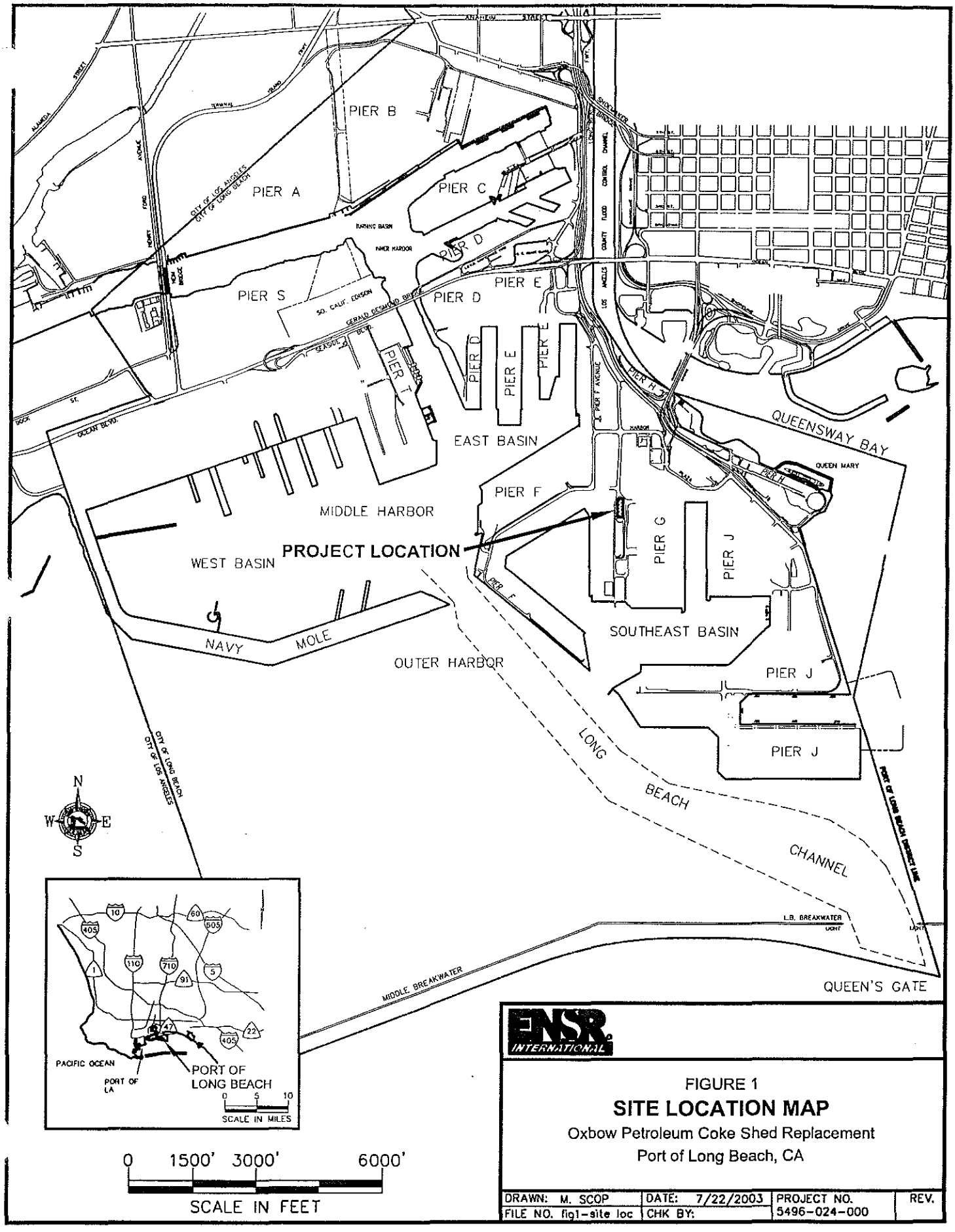
Ultramar Petroleum (in turn owned by Valero Energy) has leased from the Port of Long Beach (Port) the petroleum coke storage facility at 1090 Pier G Avenue (**Figures 1** and **2**). Oxbow Carbon and Minerals (Oxbow) has in turn leased the facility from Ultramar and purchases petroleum coke from Valero's Wilmington Refinery. One of the terms of Ultramar's lease with the Port is that they must replace the facility to bring it into compliance with Rule 1158 of the South Coast Air Quality Management District (SCAQMD)[1].

The coke storage facility is currently empty and was last used in late 2002. The facility is in disrepair with side and roof panels damaged or missing (**Photos 1 through 4**). The facility would be demolished and replaced with a fully contained storage and handling facility that would be compliant with Rule 1158. The project would result in an approximately 90 percent increase in capacity (from 26,500 metric tons [MT] to 50,000 MT) within a footprint roughly 15 percent larger than the existing facility (from 57,600 square feet [ft^2] to 66,700 ft^2). The larger capacity would allow Oxbow to use larger, 45,000 dead-weight-ton (DWT), ships compared to the 30,000 DWT ships previously used. Because the extra capacity would be used for storage and there would be no change in total throughput of coke compared to when the facility was last operating at full capacity, the larger ships would call less frequently (once in 45 days rather than the once in 30 days).

II. PROJECT DESCRIPTION

The project site is located at 1090 Pier G Avenue. The entire facility covers approximately 118,000 square feet (ft^2), with the coke storage shed occupying approximately 57,600 ft^2 (**Figure 3**). The shed is constructed of corrugated steel walls and roof supported on a steel beam skeleton. There are several conveyor systems that move the coke into and out of the facility. Due to the current condition of the facility and the stringent requirements of Rule 1158, the existing coke storage facility would be demolished and replaced with a state-of-the-art petroleum coke storage and transfer facility. The existing truck dump, hoppers, and associated conveyors would not be modified, aside from enclosing the conveyors for compliance with Rule 1158. Conveyors not in a vault or tunnel would be equipped with hood covers, drop pans and wind skirts.

[1] Rule 1158 requires that facilities that store, handle, and transport petroleum coke be fully enclosed and employ emission reducing devices and procedures to minimize coke dust release.



ENSR INTERNATIONAL

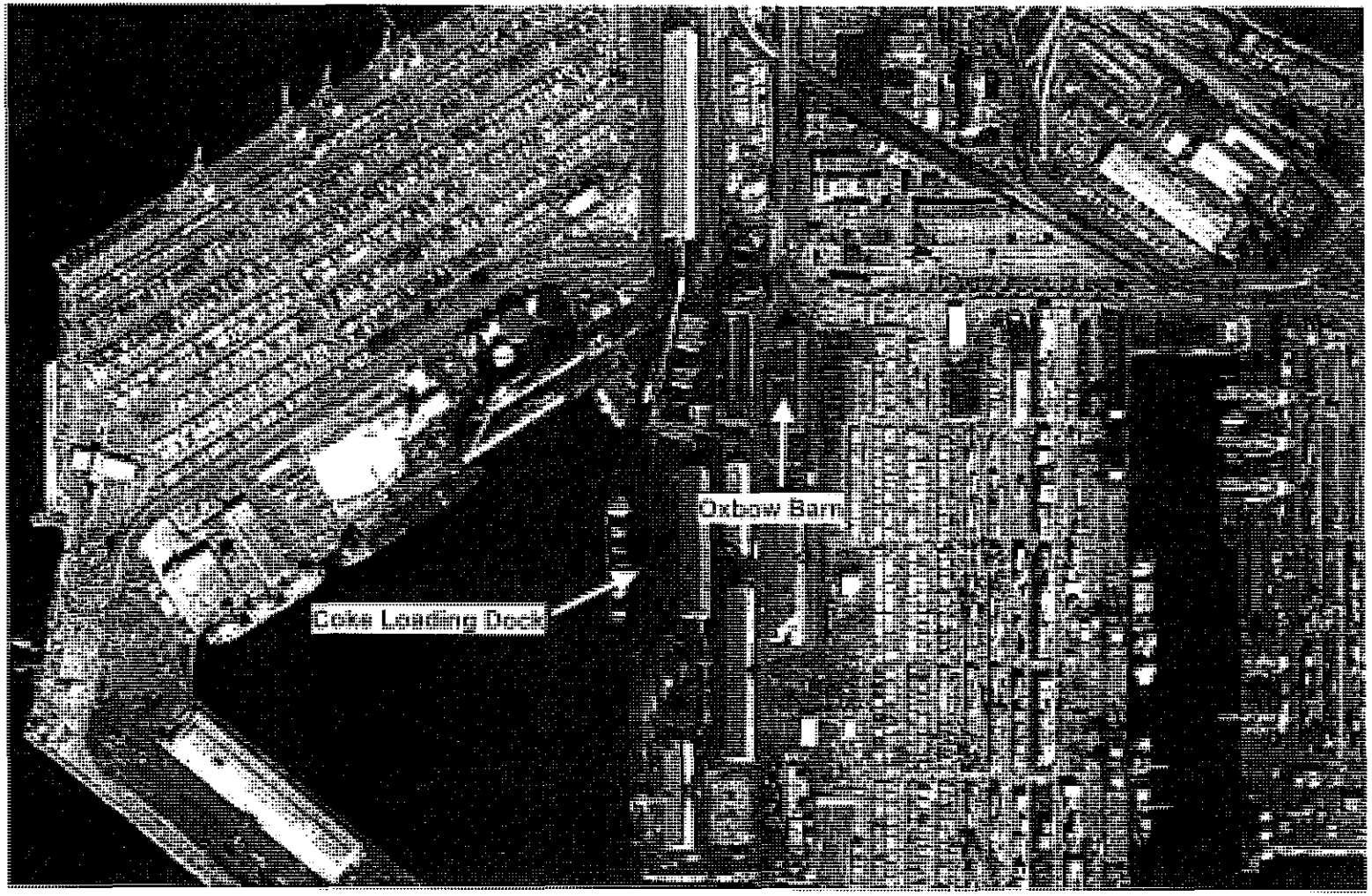
FIGURE 1

SITE LOCATION MAP

Oxbow Petroleum Coke Shed Replacement

Port of Long Beach, CA

DRAWN: M. SCOP	DATE: 7/22/2003	PROJECT NO.	REV.
FILE NO. fig1-site loc	CHK BY:	5496-024-000	



Source: GlobeXplorer, Air Photo USA, 2002

ENSR INTERNATIONAL

FIGURE 2

AERIAL PHOTOGRAPH

Oxbow Petroleum Coke Shed Replacement
Port of Long Beach, CA

Drawn by: M. Scop	Date: 7/30/2003	Project number 05496-024-000
Figure Name: fig2-aerial.dsf	Checked by: G.A.	

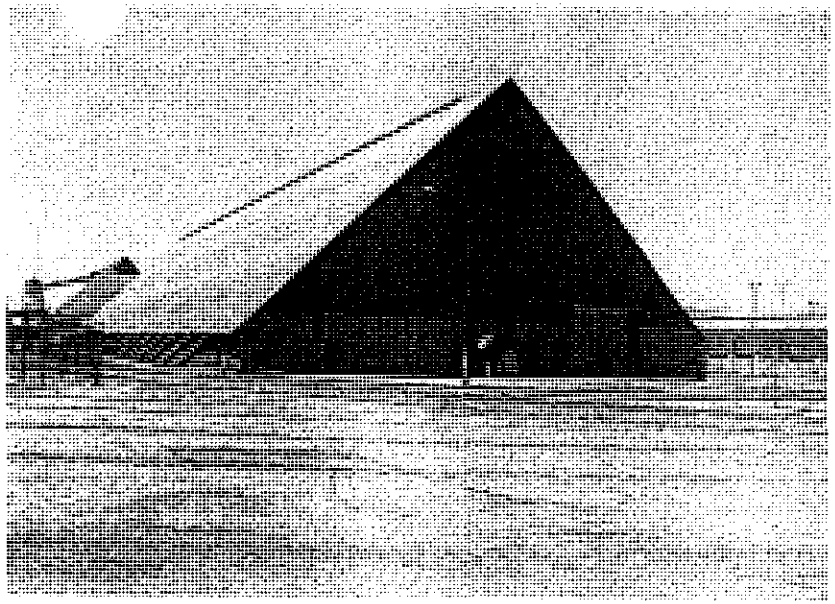


Photo 1 – Barn Exterior

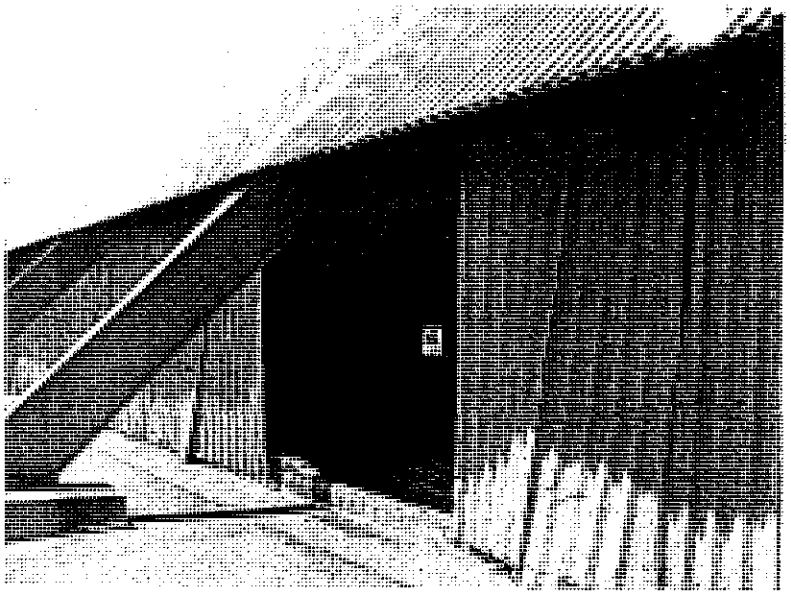


Photo 2 – Damaged Side Panel

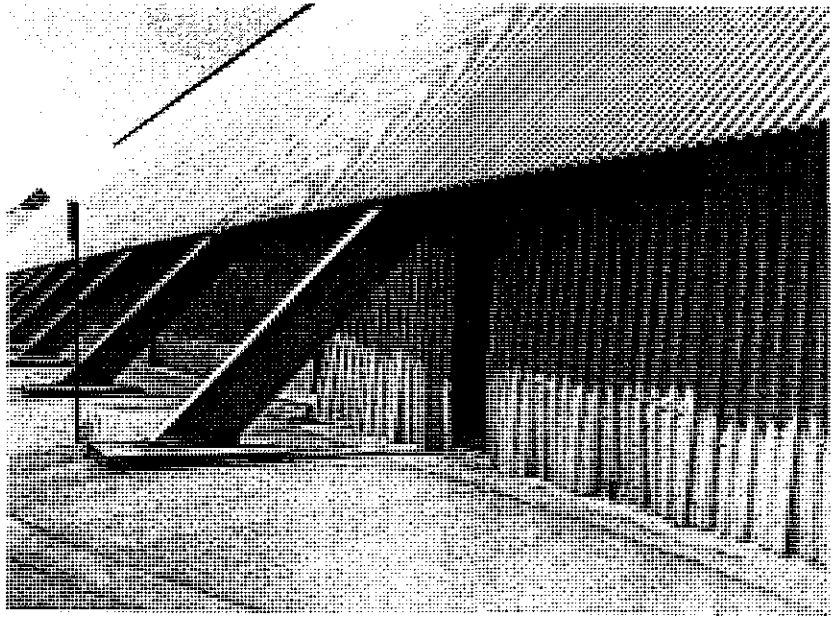


Photo 3 – Missing Side Panel

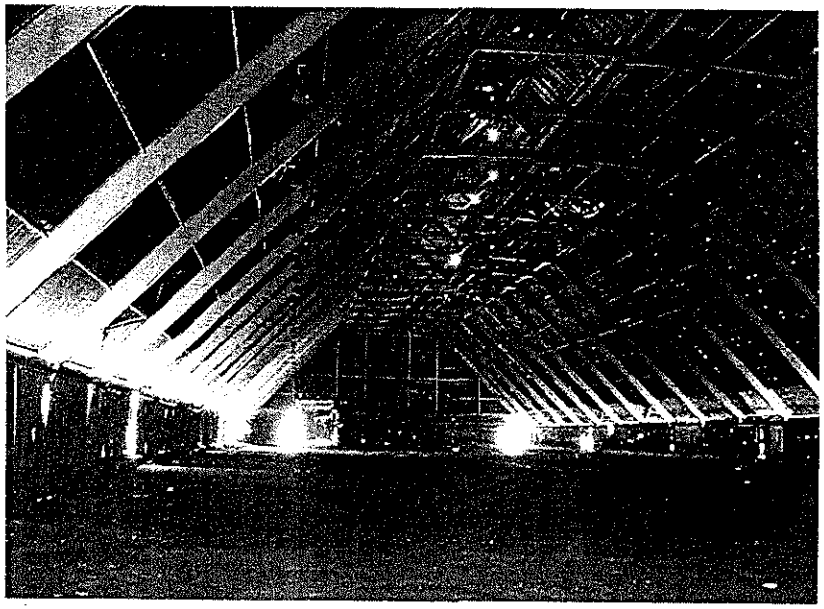
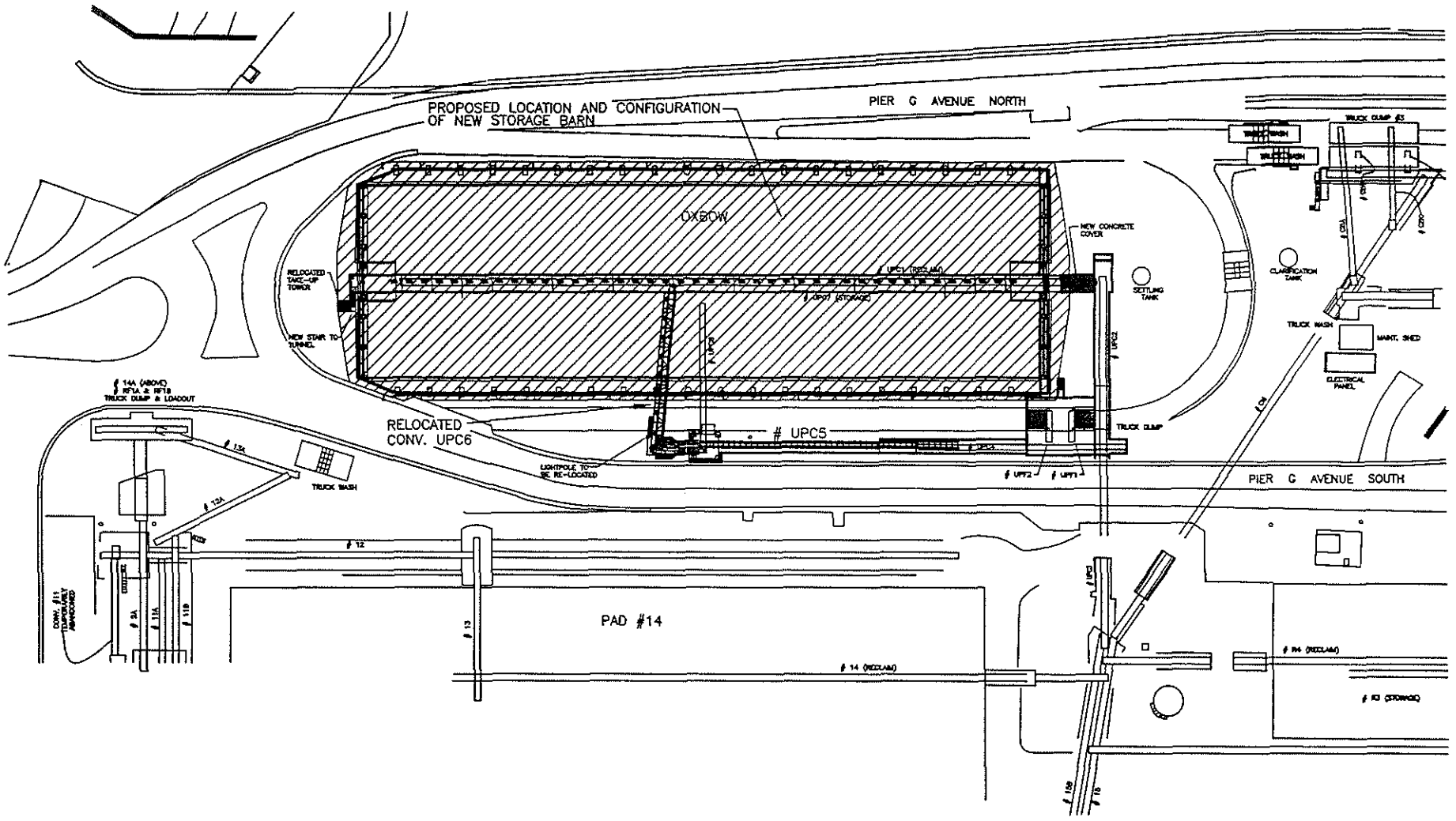


Photo 4 – Barn Interior



ENSR INTERNATIONAL

FIGURE 3

SITE LAYOUT

Oxbow Petroleum Coke Shed Replacement

Port of Long Beach, CA

DRAWN: M. SCOP	DATE: 8/22/2002	PROJECT NO.	REV.
FILE NO. site layout	CHK BY:	05496-024-000	

Conveyors C5 and C6, which transport coke into the facility, would be substantially modified to accommodate the new building (**Figures 3** and **4**).

Demolition

Demolition of the existing facility would require approximately 3 weeks. Materials removed would be sent either to a recycling facility or an appropriate landfill. Standard methods to minimize dust emissions would be utilized such as regular wetting of surfaces that have the potential to produce dust and covering debris-haul trucks. The small amount of coke dust remaining within the building would be removed prior to demolition, and would be disposed of in an appropriate landfill.

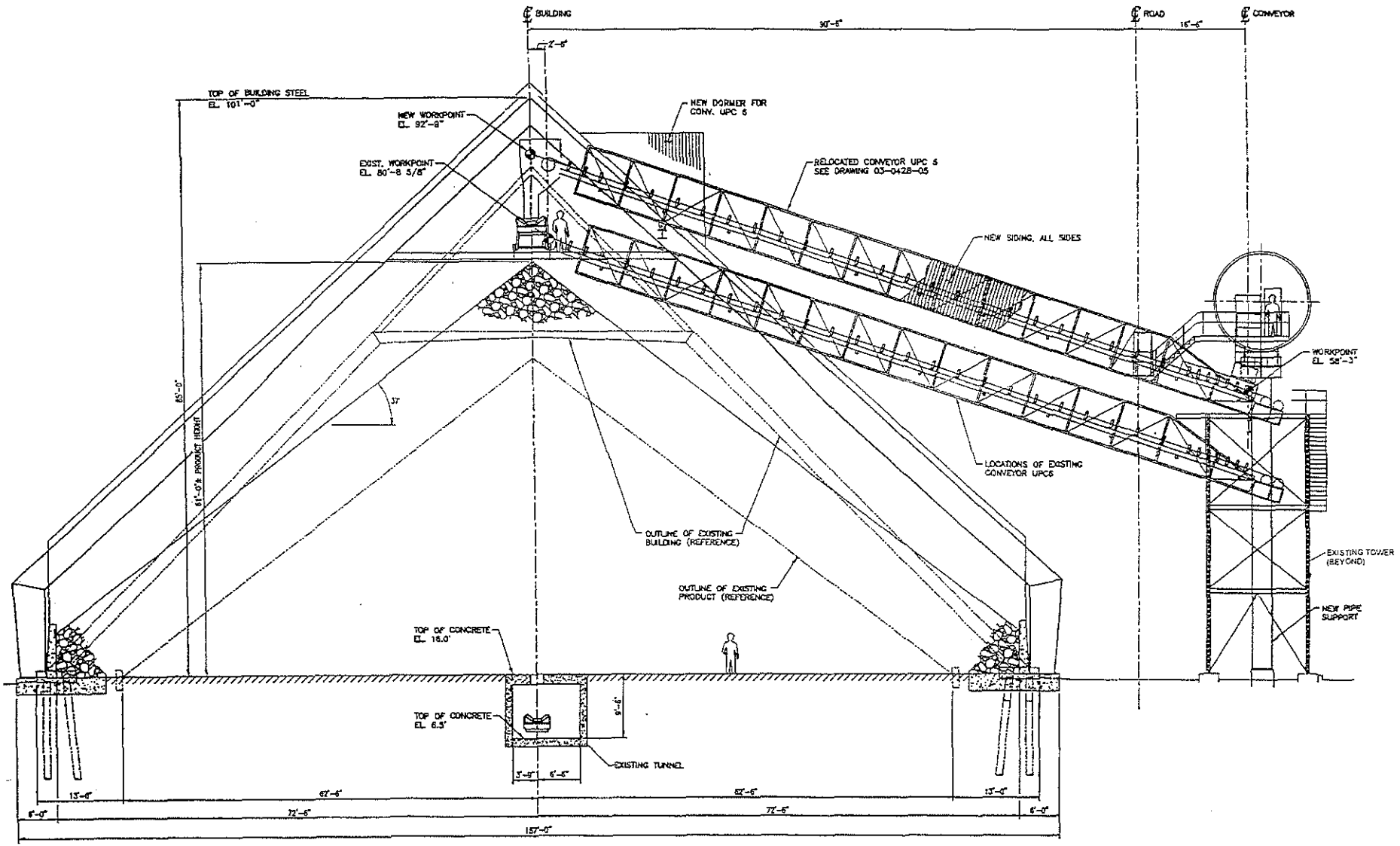
Construction

Oxbow proposes to replace the existing facility with a fully enclosed facility of approximately 66,700 ft^2. The proposed new facility would have a maximum height of 85 feet (**Figure 4**). Construction would require 10 to 12 months and would be accomplished using standard steel erection and concrete construction methods. The sides of the new facility would be constructed of reinforced concrete walls varying in height from 8 feet along the sides of the building to approximately 24 feet at the ends. As described above, the various conveyor systems would be upgraded or replaced with enclosed systems to eliminate dust release.

Utilities would be provided from the same sources as supply the existing facility, and only minor modifications would be required to the existing utility systems to accommodate the new structures.

Operation

Upon completion of construction, the facility would resume operation in the same manner as it was operating before being vacated in late 2002.



APPROXIMATE SCALE: 1" = 22'

ENSR INTERNATIONAL

FIGURE 4

BUILDING CROSS SECTION

Oxbow Petroleum Coke Shed Replacement
Port of Long Beach, CA

Drawn by: M. Scop	Date: 7/30/2003	Project number 05496-024-000
Figure Name: fig4-Xsec.dsf	Checked by:	

III. IMPACT DISCUSSION

This environmental analysis of the proposed project will focus on the topics identified on the attached Environmental Assessment Checklist. The checklist uses the following terms:

- Potentially Significant Impact: Impacts would be potentially significant and feasible mitigation has not been identified.
- Potentially Significant Unless Mitigation Incorporated: Impacts would be adverse and potentially significant, but can feasibly be mitigated to less than significant.
- Less than Significant Impact: Impacts would be adverse, but less than significant.
- No Impact: No adverse impacts, or only beneficial impacts, would occur.

Environmental Assessment Checklist

1. **EARTH.** *Will the proposal result in:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Unstable earth conditions or in changes in geologic substructures?				X
b) Disruption, displacement, compaction, or overcovering of the soil?				X
c) Changes in topography or ground surface relief features?				X
d) Destruction, covering, or modification of any unique geologic or physical features?				X
e) Any increase in wind or water erosion of soils, either on or off the site?			X	

f)	Changes in deposition or erosion of beach sands, or changes in siltation, deposition, or erosion that may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?				X
g)	Exposure of people or property to geologic hazards, such as earthquakes, landslides, mudslides, ground failure, or similar hazards?				X

a-c) Construction activities would temporarily disturb the site during earthwork, particularly construction of foundations for the facilities and the installation of utilities. The proposed project site is flat, and there would be no substantial grading as part of project. The site preparation activities would not cause unstable earth conditions, changes in geologic substructures, changes in topography or in ground surface relief. Impacts from soil disruption, displacement, or compaction would be less than significant.

d) The project area consists of compacted fill. No unique geologic or physical features exist on the project site.

e) Project construction could cause minor wind and water erosion of on-site soils during grading, foundations construction, and utilities installation. However, Oxbow would be required to submit a Construction Storm Water Plan (CSWP) for Port approval detailing Best Management Practices (BMP) to control runoff during construction. No significant impacts are expected, due to the implementation of standard erosion control measures, such as sand bag barriers, storm drain inlet protection, and regular site sweeping.

f) The proposed project would not cause changes in deposition or erosion of beach sands, or changes in siltation, deposition or erosion that may modify the channel of a river or stream or the bed of the ocean or any bay, inlet, or lake.

g) The project is proposed in a region susceptible to geologic hazards such as earthquakes. The facility would be designed and constructed in accordance with the applicable codes and standards for facilities in seismically active Southern California. As such it would not expose people to geologic hazards beyond those experienced throughout Southern California.

2.	**AIR.** *Will the proposal result in:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Substantial air emissions or deterioration of ambient air quality?				X
b)	Generation of construction emissions?			X	
c)	The creation of objectionable odors?				X
d)	Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?				X

a) As previously discussed, the purpose of the project is to bring the facility into compliance with SCAQMD's Rule 1158. Completion of the project would result in reductions in emissions of coke dust through the modification and upgrade of all storage areas, conveyors, and truck wash areas so that they are fully compliant with Rule 1158. Thus, the project would result in a benefit to air quality from that source.

The largest change in operational emissions would be related to the change in size and schedule for the ships carrying the coke out of the Port. Oxbow estimates that one 45,000 DWT vessel would be calling at the POLB roughly every 45 days, rather than the 30,000 DWT ships that currently transport the coke approximately every 30 days. Therefore, 12 ships per year currently calling would be reduced to eight ships per year. However, larger ships require larger engines, which tend to have greater emissions.

The potential increase in peak daily bulk freighter emissions was estimated using correlations between marine vessel capacity and engine rating, along with emission factors developed for the U.S. Environmental Protection Agency in "Analysis of Commercial Marine Vessels Emissions and Fuel Consumption Data" (EPA420-R-00-002, February 2000). The engine rating for a 30,000 DWT bulk freighter was estimated to be about 12,100 horsepower, while the rating for a 45,000 DWT freighter was estimated to be about 13,600 horsepower. Time and engine load during the various phases of entering and leaving the Port of Long Beach were estimated from data developed for the SCAQMD in "Marine Vessel Emissions Inventory Update to 1996 Report: Marine Vessel Emissions Inventory and Control Strategies" (September 1999). Estimated time at berth was based on a loading rate of 18,000 tons of coke during a 24-hour working day. It was also assumed that two tugboats would provide assistance during maneuvering when entering and

leaving the Port. The estimated peak daily marine vessel emissions, including emissions from the freighters' main and auxiliary engines and from tugboats, are presented in **Table** 1.

The estimated daily emission increase ranges between approximately four and seven percent of the estimated historic peak daily emissions. Given the uncertainty and variability of the data used to calculate the estimates, the increases are minimal and well within the uncertainty of the method.

Although the larger ships would generate somewhat more emissions on a daily basis, per year, the project would result in fewer ship calls. Accordingly, the appropriate basis for comparison is the estimated annual emissions, which are presented in **Table 2.** On an annual basis, the project would reduce emissions of priority pollutants by approximately 20 percent. Accordingly, this project is expected to benefit air quality and would not prevent the achievement of the goals in the South Coast Air Quality Management Plan.

Table 1 – Estimated Daily Emissions (lbs/day)

Ship size	CO	VOC	NOx	SOx	PM10
30,000 DWT Freighter	135	14	1764	1490	30
45,000 DWT Freighter	143	15	1830	1548	31
Increase	8	1	66	58	1

Table 2 - Estimated Annual Emissions (lbs/ year)

Number of annual ship calls	CO	VOC	NOx	SOx	PM10
12 (1 per month, 30,000 DWT)	3,254	343	42,654	36,038	715
8 (1 per 45 days, 45,000 DWT)	2,600	269	35,207	29,691	590
Reduction	654	74	7,447	6,347	125

b) Air pollutant emissions during project construction would result from:

i. construction equipment exhaust,

ii. minor earthmoving activities needed as part of site preparation and foundation excavation,

iii. construction employee personal vehicles used to commute to/from the site, and

iv. trucks delivering materials and equipment.

Construction emissions were estimated based on the equipment schedule provided in **Attachment A,** along with emission factors from the SCAQMD CEQA Air Quality Handbook. It was assumed that the three construction phases (demolition, concrete and steel erection) would proceed sequentially without any overlap. It was also assumed that two construction workers would be commuting to the site for each piece of construction equipment. The estimated peak daily emissions and the SCAQMD significance thresholds are presented in **Table 3**. Project construction emissions would be well below the significance thresholds and would therefore not cause a significant air quality impact.

Table 3 – Construction Emissions (lbs/day)					
	CO	**VOC**	**NOx**	**SOx**	**PM10**
Construction Emissions	54	16	81	7	46
Significance Threshold	550	75	100	150	150
Significant (Yes/No)	No	No	No	No	No

Fugitive dust from the demolition of the existing facilities also would generate air emissions. These emissions would be short term, and are not expected to exceed emission thresholds. Consistent with Port policy, dust formation would be minimized through the implementation of the following two dust reduction measures:

- Conduct project site preparation and construction activities in a manner which minimizes dust and the release of materials into harbor waters.

- Minimize fugitive dust emissions resulting from construction activities by using water trucks or sprinkling systems to keep all areas of vehicle movement damp enough to prevent dust from being raised when leaving the site, and by wetting down project areas in the late morning and after work is completed for the day. Permittee shall submit to the Director of Planning monthly written reports covering daily watering times, amount of water used, and areas covered by the watering.

c) The proposed project would not generate objectionable odors that would affect nearby sensitive receptors.

d) The proposed project would not alter air movement, moisture, or temperature, or result in a change in climate, either locally or regionally.

3.	**WATER.** Will the proposal result in:	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Changes in currents, or the course of direction of water movements, in either marine or fresh waters?				X
b)	Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?				X
c)	Alterations to the course or flow of floodwaters?				X
d)	Changes in the amount of surface water in any water body?				X
e)	Discharge into surface waters, or in any alteration of surface water quality, including, but not limited to, temperature, dissolved oxygen or turbidity?				X
f)	Alteration of the direction or rate of flow of groundwater?				X
g)	Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?				X
h)	Substantial reduction in the amount of water otherwise available for public water supplies?				X
i)	Exposure of people or property to water-related hazards such as flooding or tidal waves?				X
j)	Substantial increases in mass inflow to public wastewater treatment facilities				X

a) There are no freshwater bodies on or near the site. The site is located adjacent to the marine waters of the southeast basin. The project would cause no changes in currents or the course of water movements in marine waters.

b, d) There would be no changes in absorption rates, drainage patterns, and/or the rate and amount of runoff since the project site is flat (only minor site preparation grading is required) and already paved.

c) No alterations would occur to the course or flow of floodwaters.

d & e) There would be no intake from or water discharge to surface waters as a result of the proposed project. Water for dust control and maintenance of product moisture content would be provided from the existing water recycling system on Pier G. Excess water would be returned directly to the system through the existing drainage system. Oxbow would be required to prepare a Storm Water Pollution Prevention Plan (SWPPP) for the project site to manage non-point source stormwater discharges. The SWPPP would be submitted to the Port as part of project permit conditions, and the Port would monitor SWPPP compliance under its Master Storm Water Program. In addition, as previously noted, Oxbow would be required to submit an CSWP for Port approval detailing BMPs to control runoff during project construction. Vessels are prohibited from discharging bilge water and wastewater while in Port.

f, g, and h) The proposed project would not utilize or otherwise affect the flow or quantity of groundwater. Project water supplies would be obtained from the City of Long Beach Water Department. Project construction or operation would not result in a substantial reduction in the amount of water otherwise available for public water supplies.

i) The proposed project would not expose people to flooding, tidal waves, or other water-related hazards.

j) Oxbow would continue to discharge wastewater as in 2002, so there would be no change in wastewater discharge as a result of the project. Oxbow would also continue to use water to wash down coke transport trucks; that water, as well as other water collected from the site, would be retained and handled as in 2002. Thus, there would be no change in mass inflow to public wastewater treatment facilities as a result of the project.

4.	**PLANT AND ANIMAL LIFE.** *Will the proposal result in:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Changes in the diversity of species or number of any species?				X
b)	A reduction of the numbers of any unique, rare, or endangered species?				X
c)	Introduction of new species into an area, or be a barrier to the normal replenishment of existing species?			X	
d)	Changes in existing wildlife habitat?				X

a, b, d) The site is located on fill material. It is thoroughly developed, and is entirely paved. There are no natural habitats or unique, rare, or endangered plants or animals within the project boundary. There would be no change in the diversity or number of terrestrial species, including special status species. New terrestrial species would not be introduced to the area nor would the project result in changes to existing wildlife habitat.

c) Ships calling at the Port have the potential to introduce invasive species in their ballast water. The project would result in one third fewer ship calls, but each ship would be substantially larger. While larger ships would be expected to discharge more water, the larger volumes of water would be offset to some extent by the decreased frequency of ballast water discharge. Furthermore, ships entering the Port must comply with ballast water discharge requirements adopted by the U.S. Coast Guard, California State Lands Commission and the POLB, which should minimize the potential for invasive species to enter the Port. Based on these considerations, the project is not expected to result in a significantly increased potential for the introduction of new species into the Port.

5. **NOISE.** *Will the proposal result in:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Any increase in existing noise levels?			X	
b) Exposure of people to severe noise levels?				X
c) Nonconformance with applicable noise ordinances?				X

a & b) The proposed project site is located in an active industrial area with ambient noise levels typical of such an area. It is adjacent to facilities with routine truck traffic into and out of the industrial facilities, and is surrounded by the routes used by many of those trucks. There are no residences, or sensitive receptors such as schools, or hospitals within one mile of the project site.

Demolition and construction activities would temporarily increase noise levels in the area. Noise levels generated by typical construction equipment range from approximately 70 to 90 dBA at a distance of 50 feet. Noise levels decrease at a rate of approximately 6 dBA per doubling of distance through geometric spreading losses. At a distance of 500 feet, the noise levels would be reduced to a range of 50 to 70 dBA, which is less than background noise levels. For the following reasons the project would not result in significant noise impacts nor would it expose people to severe noise levels:

- the existing noise from truck and automobile traffic,
- the lack of nearby residences or other sensitive receptors,
- the short-term nature of project construction, and
- the attenuation of noise over distance.

c) Construction and operations at the proposed project site would not exceed applicable local noise ordinances. Demolition/construction and operations would comply with California Occupational Safety and Health Administration (Cal-OSHA) occupational noise protection requirements. Standard good practice would be employed to ensure that construction and operations phase equipment, including noise reduction devices and components, are properly maintained in good working order.

6. **LIGHT and GLARE.** *Will the proposal result in:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) The production of new light or glare?				X

a) The site is in the middle of an actively used industrial area and the existing building and surrounding area are already well lighted. There would be minimal or no additional lighting required for the proposed project. Because of the heavy use of the surrounding industrial facilities, the proposed project would result in no increase light and/or glare above current levels.

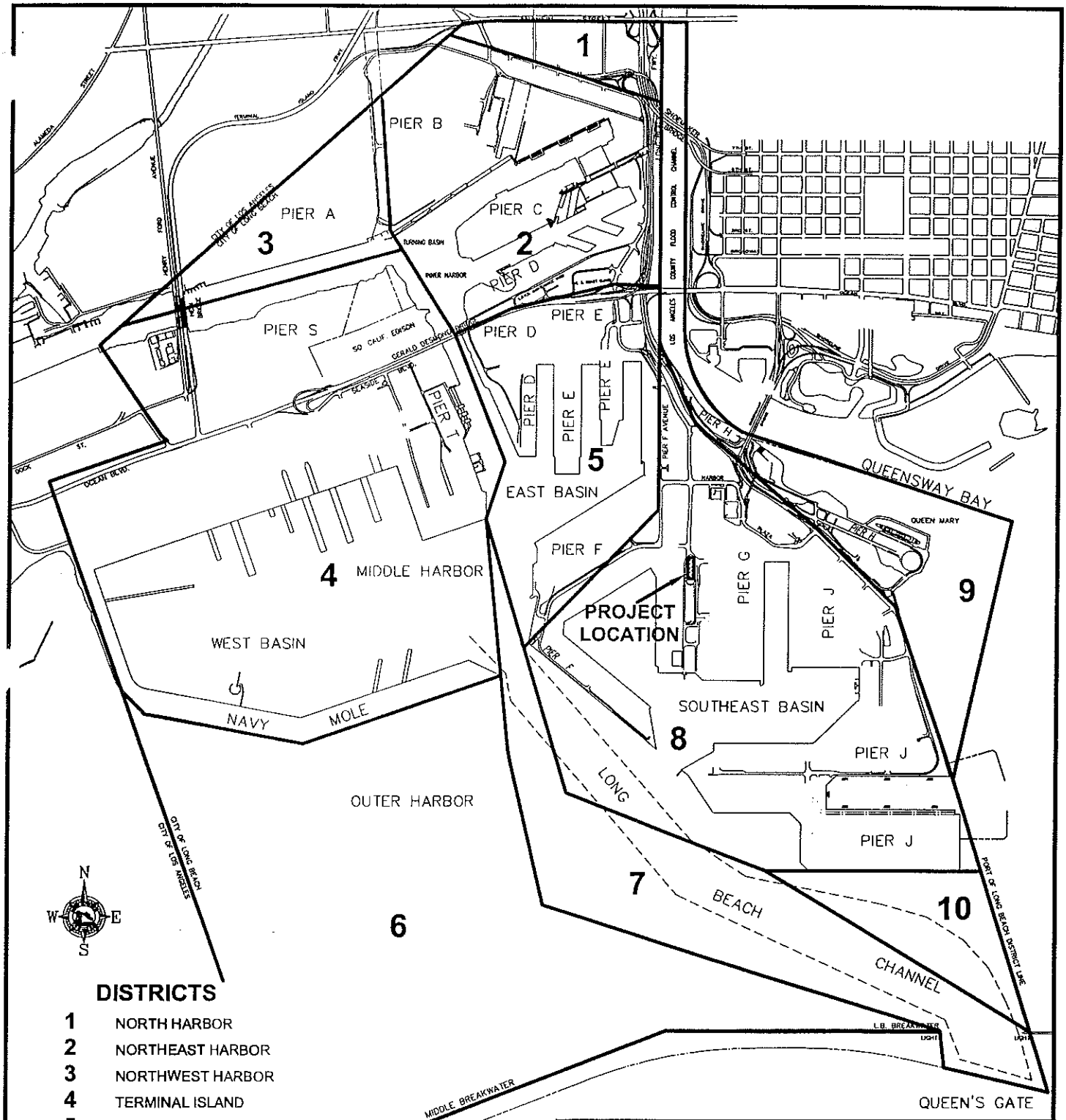
7. **LAND USE DESIGN.** *Will the proposal result in:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Nonconformance with:				
(1) Adopted General Plan and elements?				X
(2) Zoning Ordinances?				X
(3) Relevant regional plans and policies?				X
b) Incompatibility with adjacent land uses (i.e., preservation of privacy, spatial cohesiveness, and personal safety)?				X
c) Changes in intensity of development (i.e., rate and density of development)?				X
d) Insufficient building setbacks for sunlight and views?				X
e) Insufficient natural air circulation in and around buildings?				X
f) Any changes in parking facilities in terms of number, design, and access from the street?				X

a, b) The proposed project conforms to the overall goals of the current Port Master Plan (PMP), local zoning ordinances, and relevant regional plans. The site is in the Port's District 8 – Southeast Harbor Planning District (**Figure 5**). The facility is a "primary port facility", which is one of the identified uses in District 8. Because the project would not change the use of the facility, but would provide a more environmentally protective means to handle petroleum coke, the project is consistent with the PMP.

c – f) The proposed project would replace an existing structure and would therefore not change the intensity of development of the site. It would also not substantially change factors such as building setbacks affecting available sunlight or views, natural air circulation, parking facilities, or access.

8. **NATURAL RESOURCES.** *Will the proposal result in:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Increases in the rate of use of any natural resources?				X

a) The proposed project would not consume substantial quantities of natural resources beyond the typical building materials used in project structures (e.g., concrete, steel).



DISTRICTS

1	NORTH HARBOR
2	NORTHEAST HARBOR
3	NORTHWEST HARBOR
4	TERMINAL ISLAND
5	MIDDLE HARBOR
6	SOUTHWEST HARBOR
7	NAVIGATION AREA
8	SOUTHEAST HARBOR
9	QUEENSWAY BAY
10	OUTER HARBOR

0 1500' 3000' 6000'

SCALE IN FEET

ENSR INTERNATIONAL

FIGURE 5

POLB PLANNING DISTRICTS

Oxbow Petroleum Coke Shed Replacement

Port of Long Beach, CA

DRAWN: M. SCOP	DATE: 7/30/2003	PROJECT NO.	REV.
FILE NO. fig5-planning	CHK BY:	5496-024-000	

9.	**HUMAN HEALTH AND SAFETY.** *Will the proposal result in:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Creation of, or exposure to, potential health hazards (excluding mental health)?			X	
b)	Creation of risk of an explosion or the release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions on land or water?			X	
c)	Exposure to hazards from oil or gas pipelines or oil well facilities?				X
d)	A change in response times for emergency services or possible interference with an emergency response plan or an emergency evacuation plan?				X
e)	Nonconformance with the Port Risk Management Plan?				X

a) The project would not cause significant potential health hazards. The objective of this project is to decrease the potential for the release of coke dust. Based on these considerations, the project would result in a net benefit to human health and safety.

b – e) Petroleum coke has been handled at this facility historically and would continue to be handled after the completion of project construction. Petroleum coke is a relatively benign material, with little or no toxicity depending upon the specific composition of the product under consideration. The product would be stored and handled using facilities and practices consistent with AQMD Rule 1158, which will minimize the release of coke and coke dust. Accordingly, the transportation and storage of petroleum coke at the proposed facility would not represent a significant health risk to workers or the general pubic. **Attachment B** contains the Material Data Safety Sheet for Ultramar's Petroleum Coke.

10. **HAZARDOUS MATERIALS/ ENVIRONMENTAL CONTAMINATION.** *Will the proposal result in:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) The use, storage, or distribution of hazardous or toxic materials?			X	
b) The potential to encounter or create soil, sediment, surface water, or ground water contamination at the project site?				X

a) The project would involve the replacement of an existing building for the receipt, onsite storage, and export of petroleum coke, a material derived from the petroleum refining process. The following discussion briefly presents information about the environmental hazards of coke, although the project would result in lower potential for exposure of the general public to coke and coke dust.

The specific toxicity of petroleum coke is dependent upon its source material and its processing. Green coke has a somewhat higher content of volatile organics than does calcined coke. However, neither form has been shown to be toxic to laboratory animals, nor is there evidence of carcinogencity or mutagenticty. Petroleum cokes contain various levels of trace metals, although these levels have not been shown to be acutely or chronically toxic to laboratory animals.

Because petroleum coke is highly processed to remove nearly all its petroleum products, the product is considered unlikely to result in the release of significant contamination to the environment. With proper handling methods, particularly to minimize dust formation, the handling, storage, and distribution of petroleum coke would not be expected to result in soil, sediment, surface water, or ground water contamination at the site.

b) There is no known contamination on the project site. However, as is the case on any site previously used for industrial purposes, there is the possibility of encountering contaminated soil during grading and excavations for installation of utilities, and for footings and foundations of project structures. If such unexpected contamination were encountered during project construction, it would be investigated to determine the nature and extent of contamination. After needed investigations were completed, the appropriate remedial measures would be taken, in accordance with applicable laws and regulations.

11. **POPULATION AND HOUSING.** *Will the proposal result in:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Alteration of the location, distribution, density, or growth rate of the human population of an area?				X
b) Effects to existing housing or create a demand for additional housing?				X

a, b) The small construction work force (average construction work force of two dozen workers and a peak of 40 workers) would draw on the large southern California regional construction worker pool. Operational employment would be minimal (6 workers), which would return the work force to its original strength in late 2002. For these reasons, neither construction nor long-term operation of the proposed facilities would affect local population size or distribution, or create new demand for additional housing.

12. **TRANSPORTATION / CIRCULATION.** Will the proposal result in:		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Generation of substantial additional vehicular movement?			X	
b)	Effects on existing parking facilities or a demand for new parking?				X
c)	Substantial impacts upon existing transportation systems?			X	
d)	Alterations to present patterns of circulation or movement of people and/or goods?				X
e)	Alterations to waterborne, rail, or air traffic?				X
f)	Any increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?			X	

a, c) Project construction would generate additional vehicular movement from construction workers commuting to/from the site, from deliveries of equipment and materials to the site, and from demolition or construction activities at the site extending into or otherwise affecting the roadways surrounding the building site. There would be a peak of approximately 40 workers for roughly one month during the 10 to 12-month construction period. There also would be approximately two-dozen trucks per day removing debris for the three weeks of demolition and four truck deliveries per day during construction. These truck trips would be spread over the day and not concentrated during the daily AM and PM peak traffic periods. Assuming that 10 percent of the daily truck trips would occur during peak hours, a single work shift, and an average automobile occupancy of 1.2 persons per vehicle, the traffic volumes on the surrounding streets during the AM or PM peak traffic periods would be approximately 37 vehicle trips. Non-construction workday traffic at the adjacent intersection of Harbor Plaza and Pico Avenue operates at an acceptable Level of Service (LOS) C. An additional 37 vehicle trips during peak traffic periods would not alter this LOS and would result in a less than significant impact on traffic flows at this intersection and in the project vicinity.

During both construction and operation, primary vehicular access to the site would be from South Pico Avenue or Harbor Plaza to Pier G Avenue. In addition to providing access to the project site, THUMS offices, and the adjacent industrial facilities, Pier G Avenue is used by trucks delivering coke to the various coke barns adjacent to the project site. Pier G Avenue also provides emergency access to the International Transportation Service, Inc. container terminal on Pier G and Pier J. Traffic flow along Pier G Avenue operates at a Level of Service (LOS) A with coke delivery trucks averaging at most one every few minutes.

Because the Oxbow coke barn separates the two one-way traffic lanes along Pier G Avenue, demolition or construction activities could require occasionally shutting down a portion of Pier G Avenue. To ensure that there are no significant impacts to traffic along Pier G Avenue during demolition or construction, Oxbow will be required to submit a construction traffic management plan that indicates how traffic flow will be maintained at an acceptable level for the adjacent facilities.

b) Because the project would return the barn to its recent level of operations, no operational-phase traffic impacts are expected. Similarly, there would be no demand for new parking or otherwise affect existing parking.

d, e, f) Because the project would return the coke barn to its recent level of service it would not result in an increase of truck traffic or change the patterns of circulation or movement of people or goods. The project will allow for longer product storage time, subsequently reducing the number of ship calls and therefore improving waterborne traffic. In addition, it would not increase truck trips and therefore traffic hazards to motor vehicles, bicyclists, or pedestrians.

13.	**PUBLIC SERVICES.** *Will the proposal have an effect upon or result in a need for new or altered governmental services in any of the following areas*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Fire protection?				X
b)	Police protection?				X
c)	Schools?				X
d)	Parks or other recreational facilities?				X
e)	Maintenance of public facilities, including roads?				X
f)	Other governmental services?				X

a – f) The proposed project would be constructed on the existing site using existing infrastructure and other government services. The demolition and construction phase is expected to last 10 to 12 months, but would not result in demands for or impacts to public services. Also, since the project would return the barn to its recent level of operations, there would be no new operational-phase impacts to public services.

14. **ENERGY.** *Will the proposal result in:*		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a)	The use of substantial amounts of fuel or energy?				X
b)	A substantial increase in the demand upon existing sources of energy, or require the development of new sources of energy?				X
c)	A change in local/regional energy supplies?				X
d)	A change in efficiency of energy use?				X

a – d) The proposed project would result in the consumption of fuels and energy during demolition and reconstruction of the barn. The amount consumed would be minimal in comparison to typical fuel and energy use in the Port. There would be fuels and energy consumed when the barn becomes operational, but the consumption would be no greater than has occurred when the facility was recently in operation. Furthermore, Oxbow has indicated that with the use of newer, more efficient equipment, energy consumption would be approximately 13 percent lower than when the barn was most recently in operation. Project energy consumption has been estimated to be approximately 2,296 megawatt hours per year, which would be a reduction of 344 megawatt hours over previous energy usage.

15.	**UTILITIES and SERVICE SYSTEMS.** *Will the proposal result in a need for new systems, or substantial alterations to the following utilities:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Power or natural gas?				X
b)	Communications systems?				X
c)	Water?				X
d)	Sewer or septic tanks?				X
e)	Storm water drainage?				X
f)	Solid waste and disposal?				X

a – f) The proposed project would involve few or no changes to utility systems. These systems are in place and have provided adequate service to the existing coke barn. There may be minor changes to accommodate the demolition and reconstruction of the facility, but the impacts would be minimal and temporary.

The project would impose no new demands on infrastructure compared to demands by the facility last year.

16.	**ECONOMIC CONSIDERATIONS.** *Will the proposal result in:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Impacts on tax and general revenue to the City?				X
b)	Impacts on local/regional economy?				X
c)	Impacts on employment opportunities?				X

a – c) The proposed project would be funded by Oxbow and would not result in costs to public agencies. It would return to service a coke barn that provides lease revenues to the Port. The

facility is currently not operating, so the project would result in the reemployment of approximately one-half dozen employees. Thus, the project would provide a positive economic benefit.

17. **AESTHETICS.** *Will the proposal result in:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) The obstruction of any scenic vista or view open to the public?				X
b) The creation of an aesthetically offensive site open to public view?				X

a – b) The new coke barn would have a height of 85 feet, approximately 8 feet shorter than the existing structure, which has a height of 93 feet (**Figure 4**). The facility is located within the industrialized Port area adjacent to other coke barns. There would be no substantial change from current conditions and the facility would be consistent with the industrialized visual environment of the Port. The project would not obstruct scenic views or vistas, nor create an aesthetically offensive site.

18. **RECREATION.** *Will the proposal result in:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a) Any impact upon the quality or quantity of existing recreational opportunities?				X

a) The site is not on or adjacent to recreational facilities. The proposed project would have no impact on existing or planned recreational opportunities.

19.	**CULTURAL RESOURCES.** *Will the proposal result in:*	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Alteration or destruction of a prehistoric or historic archaeological site?				X
b)	Adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?				X
c)	Physical changes which would affect unique ethnic cultural values?				X
d)	The restriction of existing religious or sacred uses within the potential impact area?				X

a – d) The project site is entirely on fill material. Accordingly, the proposed project is not expected to result in the alteration or destruction of a prehistoric or historic archaeological site, nor would it physically or aesthetically affect a prehistoric or historic building, structure, or object.

Because it is entirely on fill material, the project would not affect ethnic or cultural values and there are no existing religious or sacred uses within the project site.

20. MANDATORY FINDINGS OF SIGNIFICANCE		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less than Significant Impact	No Impact
a)	Does the project have the potential to 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, 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 pre-history?				X
b)	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively, brief, definitive period of time. Long-term impacts will endure well into the future.)				X
c)	Does the project have impacts which are individually limited, but cumulatively considerable? (A project may affect two or more separate resources where the impact on each resource is relatively small, but where the effect on the total of those impacts on the environment is significant.)				X

d)	Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?			X	

a – c) The project would replace an existing petroleum coke barn and result in a reduction in coke dust emissions. The new barn would have a larger capacity, allowing Oxbow to reduce the number of ships calling annually, and thereby reduce annual emissions of criteria pollutants. Based on these considerations, there would be few or no environmental impacts; the project would not achieve short-term goals to the disadvantage of long-term goals, or result in cumulatively considerable impacts.

d) The proposed project has the potential for limited, short-term environmental effects on air quality from dust during demolition and construction, and on traffic during construction. However, the level of effects on these issue areas could be mitigated to a level of insignificance by the implementation of dust control measures and a traffic control plan. Potential impacts from liquefaction could also be mitigated to a level of insignificance if Oxbow performs a detailed geotechnical study and incorporates the recommendations of the study into the final facility design. Impacts related to the other issue areas discussed above would be less than significant.

21. DISCUSSION OF ENVIRONMENTAL EVALUATION.

A discussion of the checklist items is provided in the individual issue areas above.

Tentative recommendations:

Negative Declaration:	X
Environmental Impact Report:	

Signature

Environmental Specialist Assistant

Title

IV. PORT MASTER PLAN AND COASTAL ACT ISSUES

1. Port Master Plan Issues

The proposed coke barn would be located within Port of Long Beach Southeast Harbor Planning District (District 8). The Environmental Element goals of the Port Master Plan relevant to the proposed development include efforts to decrease pollutant emissions from existing and future sources. As a bulk cargo exporting facility, the Oxbow coke barn is a permitted use within District 8. Compliance with relevant Port Master Plan goals would be achieved by conforming to Oxbow's existing operating guidelines.

2. California Coastal Act Issues

The proposed project has few issues related to the California Coastal Act (CCA). Relevant sections of the CCA are listed below, with a brief discussion of each.

Section 30604

Conformance with Local Coastal Plan

The proposed project conforms with the Port Master Plan.

Section 30708

(a) – Environmental Impacts

The above Negative Declaration prepared pursuant to CEQA has shown no significant adverse environmental impacts.

Section 30715

(a) – Appealable Development

The proposed project is not appealable to the Coastal Commission; the Board of Harbor Commissioners' action is final.

V. PROPOSED STAFF RECOMMENDATIONS

The staff recommends that the Board of Harbor Commissioners take the following actions on this project:

1. Findings and Declaration

The Board of Harbor Commissioners finds and adopts as its findings that the project description, project background, and analysis of Port planning issues and related projects, as set forth in the Negative Declaration/Application Summary Report attached hereto, which are incorporated by reference as if fully set forth herein.

The Board of Harbor Commissioners finds and adopts as its findings that the analyses contained in this Negative Declaration/Application Summary Report reflect the independent judgement of the Board of Harbor Commissioners acting as the governing board of the City of Long Beach Harbor Department.

2. Approvals with Conditions

Grant a Level II Harbor Development Permit subject to the conditions below for the proposed development on the grounds that the proposed development, as conditioned, would be in conformance with the Coastal Act and the permitted uses of the Southeast Harbor Planning District.

Standard Conditions

The permit is subject to the standard Harbor Development Permit Conditions.

Special Conditions

1. Permittee shall conduct project site preparation and construction activities in a manner which minimizes dust and the release of materials into harbor waters.

2. Permittee shall minimize fugitive dust emissions resulting from construction activities by using water trucks or sprinkling systems to keep all areas of vehicle movement damp enough to prevent dust from being raised when leaving the site and by wetting down project areas in the late morning and after work is completed for the day. Permittee shall submit to the Director of Planning monthly written reports covering daily watering times, amount of water used, and areas covered by the watering.

3. Permittee shall be responsible for all damage to underground structures and utility lines occurring as a result of the proposed project.

4. Prior to calling Dig Alert, permittee shall inform the Port's "Dig Alert Coordinator", (562) 590-4169, of all excavation activities. When calling Dig Alert, permittee shall provide Dig Alert with

the Harbor Development Permit Number. After calling Dig Alert, permittee shall mark the excavation area with the Dig Alert "Ticket Number".

5. Permittee must revise and recertify the facility's Storm Water Pollution Prevention Plan (SWPPP). That plan shall include a description and map of structures and activities associated with the permitted project and shall specify all applicable best management practices to prevent storm water pollution. Revisions to the SWPPP must be submitted to the Director of Planning prior to the start of operation of the permitted project.

6. Permittee shall coordinate with all facilities which may be affected by the permitted project. Permittee shall not interfere with any facility operations.

7. Permittee shall submit a Construction Storm Water Plan (CSWP) to the Director of Planning, for approval, prior to the start of construction. The CSWP shall include Best Management Practices, as appropriate, to control runoff during construction activities.

8. Prior to project commencement, permittee shall submit two copies of a Traffic Management Plan to the Director of Planning for approval.

9. Permittee shall obtain all necessary permits and mitigation offsets necessary for the project from the South Coast Air Quality Management District and submit copies to the Director of Planning prior to the start of operation.

ATTACHMENT A

ESTIMATED CONSTRUCTION SCHEDULE

Equipment Scheduling Breakdown
(Hours/Day)

DEMO	Week 1					Week 2					Week 3				
(1) Loader	16	16	16	16	16	16	16	16	16	16	16	16	16	16	
(2) Semi-Truck	8	8	8	8	8	8	8	8	8	8	8	8	8	8	

CONCRETE	Week 1					Week 2					Week 3					Week 4					Week 5					Week 6					Week 7					Week 8				
(1) Backhoe	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
(2) Bobcat	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
(3) Water Truck	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8							
(4) Concrete Trucks																																							

STEEL ERECTION	Week 1					Week 2					Week 3					Week 4					Week 5					Week 6					Week 7					Week 8				
(1) Supply Trucks	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16	16															
(2) Cutting Torches	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32																								
(3) Welding Machines	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32	32														
(4) 40 Ton Hydro	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
(5) 25 Ton Hydro	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
(6) 125 Ton Hydro	8	8	8	8	8	8	8	8	8	8	8																												
(7) Fork Lift	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8											
(8) Pick-up Trucks	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8

No. Workers	Week 1					Week 2					Week 3					Week 4					Week 5					Week 6					Week 7					Week 8				
Demolition	4	4	4	4	4	4	4	4	4	4	4	4	4	4																									
Concrete	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	4	4	4	4	4
Steel Erection	26	26	26	26	26	26	26	26	26	26	26	24	24	24	24	24	16	16	16	16	16	16	16	16	16	16	8	8	6	6	6	6	6	6	6	6	6	6	6

Source: Personal communication from Tom Brandlein (Oxbow) with Ms. Kim Guignard (POLB)

Week 9					Week 10					Week 11					Week 12					Week 13					Week 14					Week 15					Week 16					Week 17					
8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8																
24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24

Week 9					Week 10					Week 11					Week 12					Week 13					Week 14					Week 15					Week 16					Week 17					
8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8
8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8									
8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8	8

Week 9					Week 10					Week 11					Week 12					Week 13					Week 14					Week 15					Week 16					Week 17					
10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	10	8	8	8	8	8	8	8	8	8	8	8	8	8	8
6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	4	4	4	4	4	4	4	4	4

Week 18				Week 19					Week 20					Week 21					Week 22					Week 23					Week 24					Week 25					Week 26				
8	8	8	8	8	8	8	8	8																																	
24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24	24

Week 18			
8	8	8	8
8	8	8	8

Week 18				Week 19					Week 20					Week 21					Week 22					Week 23					Week 24					Week 25					Week 26				
8	8	8	8	8	8	8	8	8	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6	6
4	4	4	4																																						

ATTACHMENT B
MATERIAL SAFETY DATA SHEET

A Member of the Ultramar Diamond Shamrock Group of Companies

MATERIAL SAFETY DATA SHEET

1. CHEMICAL PRODUCT AND COMPANY IDENTIFICATION

MSDS NUMBER: U8024

MSDS DATE: 01-01-02

PRODUCT NAME: PETROLEUM COKE

24 HOUR EMERGENCY PHONE : (210) 979-8346

TRANSPORTATION EMERGENCIES: CALL CHEMTREC AT 1-800-424-9300

MSDS ASSISTANCE: (210) 592-4593

MANUFACTURER'S NAME/ADDRESS:
ULTRAMAR, INC.
P.O BOX 696000
San Antonio, Texas 78269-6000.

CHEMICAL NAME: Petroleum Coke **CAS NUMBER:** 64741-79-3

SYNONYMS/COMMON NAMES: Petroleum Coke Uncalcined; Petroleum Coke (Uncalcined); Petroleum Coke, Uncalcined; Coke, Petroleum; Coke; Petroleum Coke (Fuel Grade); ULT 18335

CHEMICAL FORMULA: C_{30} and greater Hydrocarbons

2. COMPOSITION, INFORMATION ON INGREDIENTS

Component or Material Name	%	CAS Number	ACGIH Limits			OSHA Exposure Limits			
			TLV	STEL	Units	PEL	STEL	C/P	Units
Petroleum Coke	100	64741-79-3	NA	NA		NA	NA	NA	NA

Product contains Coal Tar Pitch Volatiles which has a PEL and TLV of 0.2 mg/M^3 (benzene soluble fraction) for an 8 -hr. TWA.

3. HAZARDS IDENTIFICATION

HEALTH HAZARD DATA:
Main health effect is irritation of the respiratory system, eyes, and skin.
MEDICAL CONDITION GENERALLY AGGRAVATED BY EXPOSURE: Medical conditions which have the same symptoms and effects as those outlined under the health hazard information section can be aggravated by exposure to this product.
MEDICAL CONDITION GENERALLY AGGRAVATED BY EXPOSURE: Medical conditions which have the same symptoms and effects as those outlined under the health hazard information section can be aggravated by exposure to this product.
MEDICAL LIMITATION: N/A

ROUTES OF EXPOSURE

INHALATION: No toxic effects from single, short-term exposures have been reported. The dust may irritate the respiratory tract. Repeated or prolonged exposure to coke dust may aggravate an existing bronchitis due to other causes such as infectious diseases or smoking.
SKIN CONTACT: No skin effects have been reported from single, short-term exposure. Repeated or prolonged exposure may cause irritation. The polycyclic aromatic hydrocarbons that may be released may cause photo-sensitization of the skin
SKIN ABSORPTION: Not significant.
EYE CONTACT: Repeated or prolonged exposure to dust or polynuclear aromatic hydrocarbons produced under certain conditions may cause conjunctivitis.
INGESTION: No effects reported.

EFFECTS OF OVEREXPOSURE

ACUTE: Causes irritation of the respiratory system , skin, and eyes.
CHRONIC: Product contains Polynuclear aromatics which may cause fibrosis of the lungs and skin cancer.

CARCINOGENICITY STATEMENT: Petroleum Coke is not listed as carcinogenic by NTP, IARC, NIOSH, OSHA, and ACGIH.

4. FIRST AID MEASURES

EYES: Wash eyes immediately with large amounts of water or normal saline, occasionally lifting upper and lower lids, until no evidence of chemical remains. **GET MEDICAL ATTENTION IMMEDIATELY.**

SKIN: Wash skin with soap and water for at least 15 minutes while removing contaminated clothing and shoes. Get medical attention, if needed. Thoroughly clean and dry contaminated clothing and shoes before reuse.

INHALATION: Remove from exposure immediately. Use a bag valve mask or similar device to perform artificial respiration (rescue breathing) if needed. GET MEDICAL ATTENTION

INGESTION: Never give anything by mouth to an unconscious person. If swallowed, DO NOT induce vomiting. If vomiting occurs spontaneously, keep airway clear. Wash out mouth until all taste is gone. **SEEK MEDICAL ATTENTION IMMEDIATELY.**

NOTES TO PHYSICIAN: N/A

5. FIRE AND EXPLOSION DATA

FLASH POINT: N/A

AUTOIGNITION TEMPERATURE: 1238 F (670 C) (dust cloud)

FLAMMABLE LIMITS IN AIR, % BY VOLUME-UPPER: N/A

LOWER: N/A

FIRE FIGHTING MEASURES: Move container from fire area if it can be done without risk. Do not scatter spilled material with high-pressure water streams. Dike for later disposal. Use extinguishing agents appropriate for surrounding fire. Avoid inhalation of material or combustion by-products. Stay upwind and keep out of low areas.

EXTINGUISHING MEDIA: Use regular dry chemical, carbon dioxide, water, regular foam. Pressure-demand, self-contained breathing apparatus should be provided for fire fighters in buildings or confined areas where product is stored. Large fires: Use regular foam or flood with fine water spray.

UNUSUAL FIRE AND EXPLOSION HAZARD: Negligible fire hazard. Dust/air mixtures may ignite or explode.

6. ACCIDENTAL RELEASE MEASURES

Subject to California Safe Drinking Water and Toxic Enforcement Act of 1986 (Proposition 65), Keep out of water supplies and sewers. Keep away all sources of ignition and stay upwind of spill area. Minimize dust generation and transfer to appropriate containers.

7. HANDLING AND STORAGE INFORMATION

Protect containers of product against physical damage. Store and handle in accordance with all current regulations and standards. Keep separated from incompatible substances and sources of ignition.

8. EXPOSURE CONTROLS/PERSONAL PROTECTION

VENTILATION REQUIREMENTS: Work in well ventilated areas. Use good engineering to process, transfer and store. Provide local exhaust or process enclosure ventilation system. Ensure compliance with applicable exposure limits.

SPECIFIC PERSONAL PROTECTIVE EQUIPMENT

RESPIRATORY: Under conditions of frequent use or heavy exposure, respiratory protection may be needed. Respiratory protection is ranked in order from minimum to maximum. Consider warning properties before use.
EYE: Face shield and goggles or chemical goggles should be worn where particulates or dust may be generated.
GLOVES: Impervious gloves such as neoprene or rubber gloves should be worn during routine handling of this product.
OTHER CLOTHING AND EQUIPMENT: Standard work clothing. Shoes contaminated with this product that can not be decontaminated should be discarded. Clothing contaminated with this product should be removed, washed in soap and water and dried before reuse. Contaminated clothing should be stored in well ventilated areas. Shower and eyewash facilities should be accessible.
SPECIAL WORK PRACTICES: N/A

EXPOSURE MONITORING

BIOLOGICAL: No applicable procedure.
PERSONAL/AREA: For determination of Coal tar Pitch Volatiles: Particulate filter; Benzene extraction solvent; Gravimetric measurement; NIOSH Method # 5023.

9. PHYSICAL AND CHEMICAL PROPERTIES

BOILING RANGE @ 760 mm Hg: N/A
VAPOR DENSITY (Air=1): N/A
MELTING POINT: NA
EVAPORATION RATE (BuAc=1): N/A
REID VAPOR PRESSURE: N/A
% VOLATILES BY VOL.: N/A
SOLUBILITY IN H_2O % BY WT.: Insoluble
DENSITY: N/A
pH: NA
APPEARANCE AND ODOR: Charcoal-colored, porous solid with very little odor.

10. STABILITY AND REACTIVITY INFORMATION

REACTIVITY: Stable at normal temperatures and pressure.
CONDITIONS TO AVOID: Avoid heat, flames, sparks and other sources of ignition. Avoid contact with incompatible materials.
INCOMPATIBILITIES: halogens, oxidizing materials, fluorine.
HAZARDOUS DECOMPOSITION: Thermal decomposition products: oxides of nitrogen, carbon, sulfur.
POLYMERIZATION: Will not polymerize.

11. TOXICOLOGICAL INFORMATION

Chronic inhalation of high levels may result in a mild lung fibrosis. A two-year study was conducted on rats and monkeys which were exposed to 10.2 or 30.7 mg/m3 petroleum coke dust. No significant toxic effects were observed in monkeys at either exposure level. Rats exhibited inflammatory responses in the lungs at 10.2 mg/m3, and metaplastic changes at 30.7 mg/m3 after 18 months. The changes were nonneoplastic. Respiratory tract cancers may result from repeated exposure to the polynuclear aromatic hydrocarbons which may be released under certain conditions.

For more detailed information, contact MSDS Assistance at (210) 592-4593.

12. ECOLOGICAL INFORMATION

For detailed information, contact MSDS Assistance at (210) 592-4593.

13. DISPOSAL CONSIDERATIONS

Shipment, storage, disposal, and cleanup actions of waste materials are regulated under local, state and federal rules. Contact the appropriate agencies if uncertain of applicability. Waste product and contaminated material having a flash point below 140°F is considered a hazardous waste. DOT Hazardous Waste Number D001 applies. Consult 40 CFR 262 for EPA disposal requirements. Keep all sources of ignition away from spill or release.

14. TRANSPORT INFORMATION

DOT PROPER SHIPPING NAME	NA
DOT HAZARD CLASS*	NA
DOT PACKING GROUP (PG)	NA
I.D. NUMBER	NA
REQUIRED LABELING	NA

15. REGULATORY INFORMATION

TSCA (Toxic Substances Control Act) Inventory
Petroleum Coke is listed in the TSCA inventory.
SARA (Superfund Amendments and Reauthorization Act) TITLE III
This product is reportable under SARA Title III, Sections 311 & 312 as a hazardous substance.

Hazard Categories Applicable under 40 CFR 370.2 (SARA Section 311):

Acute Health	Chronic Health	Pressure	Fire	Reactive
Yes	No	No	No	No

Components listed under 40 CFR 372.65 (SARA Section 313):

This product does not contain chemicals identified as toxic by EPA under 40 CFR Part 372 and is not subject to the reporting requirements of this section.

STATE REGULATIONS

California Proposition 65: This product contains chemicals known to the State of California to cause cancer, birth defects , or other reproductive harm. These chemicals are identified as follows:

SOOTS, TARS, MINERAL(MILDLY OR UNTREATED) OILS (cancer)

16. OTHER INFORMATION

NFPA (National Fire Protection Association) Hazard Ratings Codes

Health	Fire	Reactivity	Other
1	1	0	Blank

Based on "Standard System for the Identification of the Fire Hazards of Materials, NFPA No. 704 M

THIS MATERIAL SAFETY DATA SHEET WAS PREPARED BY ULTRAMAR DIAMOND SHAMROCK CORPORATION IN ACCORDANCE WITH 29 CFR 1910.1200. ALL INFORMATION, RECOMMENDATIONS AND SUGGESTIONS APPEARING HEREIN CONCERNING THIS PRODUCT ARE BASED UPON TESTS AND DATA BELIEVED TO BE RELIABLE, HOWEVER, IT IS THE USER'S RESPONSIBILITY TO DETERMINE THE SAFETY, TOXICITY AND SUITABILITY FOR HIS OWN USE OF THE PRODUCT DESCRIBED HEREIN. SINCE THE ACTUAL USE BY OTHERS IS BEYOND OUR CONTROL, NO GUARANTEE EXPRESSED OR IMPLIED IS MADE BY ULTRAMAR DIAMOND SHAMROCK AS TO THE EFFECTS OF SUCH USE, THE RESULTS TO BE OBTAINED OR THE SAFETY AND TOXICITY OF THE PRODUCT NOR DOES ULTRAMAR DIAMOND SHAMROCK ASSUME ANY LIABILITY ARISING OUT OF USE BY OTHERS OF THE PRODUCT REFERRED TO HEREIN. NOR IS THE INFORMATION HEREIN TO BE CONSTRUED AS ABSOLUTELY COMPLETE SINCE ADDITIONAL INFORMATION MAY BE NECESSARY OR DESIRABLE WHEN PARTICULAR OR EXCEPTIONAL CONDITIONS OR CIRCUMSTANCES EXIST OR BECAUSE OF APPLICABLE LAWS OR GOVERNMENT REGULATIONS.

Definitions of Material Safety Data Sheet Terminology

GOVERNMENT AGENCIES AND PRIVATE ASSOCIATIONS

ACGIH - American Conference of Governmental Industrial Hygienists, (private association)
DOT - United States Department of Transportation
EPA - United States Environmental Protection Agency
IARC - International Agency for Research on Cancer, (private association)
NFPA - National Fire Protection Association, (private association)
MSHA - Mine Safety and Health Administration, U.S. Department of Labor
NIOSH - National Institute of Occupational Safety and Health, U.S. Department of Health and Human Services
NTP - National Toxicology Program, (private association)
OSHA - Occupational Safety and Health Administration, U.S. Department of Labor

HAZARD AND EXPOSURE INFORMATION

Acute Hazard - An adverse health effect which occurs rapidly as a result of short term exposure.
CAS # - American Chemical Society's Chemical Abstract service registry number which identifies the product and/or ingredients.
Ceiling - The concentration that should not be exceeded during any part of the working exposure **Chronic Hazard** - An adverse health effect which generally occurs as a result of long term exposure or short term exposure with delayed health effects and is of long duration
Fire Hazard - A material that poses a physical hazard by being flammable, combustible, phyrophoric or an oxidizer as defined by 29 CFR 1910.1200
Hazard Class - DOT hazard classification
Hazardous Ingredients - Names of ingredients which have been identified as health hazards
IDLH- Immediately Dangerous to Life and Health, the airborne concentration below which a person can escape without respiratory protection and exposure up to 30 minutes, and not suffer debilitating or irreversible health effects. Established by NIOSH.
mg/m^3 - Milligrams of contaminant per cubic meter of air, a mass to volume ratio
N/A - Not available or no relevant information found **NA** - Not applicable
PEL - OSHA permissible exposure limit; an action level of one half this value may be applicable
ppm - Part per million (one volume of vapor or gas in one million volumes of air)
Pressure Hazard - A material that poses a physical hazard due to the potential of a sudden release of pressure such as explosive or a compressed gas as defined by 29 CFR 1910.1200
Reactive Hazard - A material that poses a physical hazard due to the potential to become unstable reactive, water reactive or that is an organic peroxide as defined by 29 CFR 1910.1200.
STEL - The ACGIH Short-Term Exposure Limit, a 15-minute Time-Weighted Average exposure which should not be exceeded at any time during a workday, even if the 8-hour TWA is less than the TLV.
TLV - ACGIH Threshold Limit Value, represented herein as an 8-hour TWA concentration.
8-hour TWA - The time weighted average concentration for a normal 8-hour workday and a 40-hour workweek, to which nearly all workers may be repeatedly exposed, day after day, without adverse effect.
W - DO NOT ADD WATER - water reactive materials may produce toxic gas, extreme heat, or chemical reaction on contact with water.

#81116

PORT OF LONG BEACH **MEMORANDUM** LONG BEACH, CALIFORNIA

DATE January 5, 1982

TO Board of Harbor Commissioners

FROM Leland R. Hill, Director of Port Planning

SUBJECT Long Beach Harbor Department;
Project Review Under The Port Master Plan and California Coastal Act of 1976; Final Staff Recommendations

1. Brief Project Description:

   Pier G Bulk Facility Modification (Various elements as per attached)

2. Project Location:

   Pier G / Berths 212-215

3. Administrative Action:

   A. The application has been reviewed and is complete.
   The 42-day hearing period expires NA.
   Public Hearing is scheduled for January 11, 1982.
   Continuations, (if any) were granted as follows:

   a. November 30, 1981 b. December 7, 1981 c. _____

   B. Project has been found to be:

   Non-Appealable ● ; Appealable ○

   C. Port Master Plan Determination:

   Level I ○ ; Level II ● ; Level III ○

   D. CEQA conformance and status: ND for BHC certification 1/11/82

4. Applicant:

Long Beach Harbor Department (213) 437-0041
Applicant's Full Name Telephone Number

P. O. Box 570; Long Beach, CA 90801
Address

Or C. F. Connors, Chief Harbor Engineer
Representative's Name Telephone Number

SAME
Address

APPLICATION SUMMARY REPORT

Port of Long Beach
Pier G Bulk Facility Modifications

Project Description

The Port of Long Beach proposes to increase coal handling capabilities at its bulkloading facility on Pier G (see Figure 1) to 5.0 million metric tons (mmt/y) over the existing 2.1 mmt/y. The increased coal exports will be accomplished through the following (see Figures 2-6):

1. The construction of a second traveling shiploader with support piles and crane beams;

2. The installation of conveyors to link storage areas and car dumps to the new shiploader allowing an increase in stacking and reclaiming flexibility;

3. The expansion of the Pier A railyard and the addition of a second lead railroad track between 8th Street and Seaside Boulevard to accommodate increased rail traffic;

4. Rerouting of Pier A and Windham Avenues to eliminate two grade crossings at 1) Pier A Avenue and El Embarcadero, and 2) Pier A Avenue and Windham Avenue intersections;

5. Increasing the dockside water depth from -34 feet to -50 feet through the use of a cantilever bulkhead, and ±40,000 cubic yards of dredging in order to accommodate fully laden bulk carriers to a size of 100,000 deadweight tons (dwt);

6. Use of existing coke stockpile #14 for either coke or coal;

7. Modifications of stacker/reclaimer (6c) to reduce coal dust generation;

8. Installation of dust suppression system to treat coal prior to stockpiling or loading onto ships; and

9. Installation of a water quality treatment system to handle discharge from storm drains.

The 5.0 mmt/y of coal loaded onto ships will be brought to the Port entirely by train. This throughput will increase round trip rail traffic by 1.12 coal trains per day for 355 days/year for at least

three (3) years or until a new coal terminal elsewhere in the Port is completed.[1] If a new terminal is not constructed, this traffic would continue indefinitely. The present level of 3.5 mmt/y of petroleum coke delivered by truck and the 370,000 metric tons per year of white bulk (soda ash, potash, etc.) delivered by train is expected to remain fairly static. No modifications to coke or white bulk storage or handling capability are presently planned.

Project Background

The Port of Long Beach owns a dry bulk export facility located on Pier G, Berth 212-215 which is operated by Metropolitan Stevedore Company. The facility is presently exporting approximately 2 mmt/y of coal and 3 mmt/y of petroleum coke in addition to minor amounts of other dry bulk commodities. The facility has sufficient wharf length and water depth to accommodate two full loaded bulk carrier vessels of up to 50,000 deadweight tons (dwt) each. Ships anchored at Berths 212-215 are currently loaded by one traveling shiploader.

Now and in future years, the demand for coal is expected to steadily increase. There is a great demand in Pacific Rim countries for steam coal as an alternative fuel source to oil. The Western United States has an abundant supply of coal which can be transported to west coast ports by train for shipment to the Pacific Rim countries.

In order to satisfy the near term demand for coal in the Pacific Rim, the Port of Long Beach plans to expand its short-term export capacity at its existing terminal on Pier G. With some modifications, this dry bulk facility will have the capacity to export 5 mmt/y of coal by 1983 in addition to the existing level of coke and white bulk exports.

With regard to long-term demand, the Port has plans to construct a new coal terminal. This facility is proposed to be constructed in the back area of Berths 88-92 along the Cerritos Channel. It is planned that this coal facility will have the eventual capacity to export up to 30 mmt/y of coal. The intitial 10 mmt/y phase of this facility is anticipated to be completed in 1985. This project will be the subject of a separate environmental and Coastal Act review.

Should the Long Beach International Coal Project prove infeasible, the maximum volume of coal exported over Pier G of 5 mmt/y could continue indefinitely. If Pier G were to continue exporting coal, capacity could be expanded beyond 5 mmt/y with further modifications. However, to reach this amount of throughput, increased delays would occur to ships waiting to be loaded and trains wishing to unload.

[1] Increases in train traffic are based upon information supplied by the California Public Utilities Commission. Train traffic can vary widely depending upon season and prevailing economic conditions.

Port Planning Issues and Related Projects

The proposed project is located within the Southeast Harbor Planning District which encompasses Pier F and G and portions of Piers A and J (see Figure 7). This district generally features transit sheds and warehouses for general cargo operations; dry bulk facilities for the storage and conveying of grain, coke, coal and other bulk products; container freight stations and scales for containerized cargo operation; and specialized port-related equipment, buildings (including offices), and oil production equipment.

The Port Master Plan (PMP) designates the present use for the project site as Primary Port due to the integral nature of ship-to-terminal requirements at Pier G. The proposed use will serve to enhance the Primary Port emphasis at Berths 212-215 by increasing site productivity.

In depth analysis of project impacts and proposed mitigation in relation to Section 30708 of the California Coastal Act (CCA), occurs in the Negative Declaration dated November 23, 1981, and is incorporated by reference, as though fully set forth herein. This analysis includes discussion of such impacts as air quality, water quality, wildlife, noise, surface traffic, waterborne traffic, land use and visual quality.

CCA Section 30715(d) states that once the PMP is certified, certain categories of projects can be appealed to the Coastal Commission (CCC) by an aggrieved person; this project does not conform to any such category and is therefore determined to be non-appealable. A decision by the Board of Harbor Commissioners is final.

CEQA

As earlier indicated, Port Planning staff have determined that the subject project requires a Negative Declaration under the provisions of the California Environmental Quality Act (CEQA). The Negative Declaration was distributed by responsible agencies and interested parties on November 23, 1981.

PMP

Pursuant to the Guidelines for Implementation of the PMP; Section 6N, the proposed project is, by definition, determined to require a Level II Coastal Development Permit.

FINAL STAFF RECOMMENDATIONS

The Staff recommends that the Board of Harbor Commissioners adopt the following minute order:

1. Findings and Declarations

The Board of Harbor Commissioners finds and adopts as its findings the Project Description, Project Background and analysis of Port Planning Issues and Related Projects, as set forth in the Application Summary Report attached hereto, which are incorporated by reference as though fully set forth herein.

2. Approval with Conditions

The Board of Harbor Commissioners hereby grants a Level II Coastal Development Permit, subject to the conditions below for the proposed development on grounds the proposed development, as conditioned, will be in conformity with the California Coastal Act, and the permitted uses for the Southeast Harbor Planning District; and the project will result in significant environmental impacts which have been mitigated.

3. Standard Conditions

The permit is subject to the Standard Conditions as outlined in the attached Exhibit 'A'.

4. Special Conditions

The permit is subject to the Special Conditions as outlined in the attached Exhibit 'B'.

EXHIBIT A

Standard Conditions

The proposed development is subject to the following conditions imposed pursuant to the Port Master Plan and the California Coastal Act of 1976.

a. This permit is issued subject to the applicant obtaining all other agencies' approvals and/or permits, and construction shall not be commenced until such approvals and permits have been obtained.

b. All construction and operation shall occur in accord with the approved plans as found in the Project Description.

c. Work authorized by this permit must commence within two years from the date of the Board of Harbor Commissioner's vote upon the application, unless otherwise specified. If construction has not commenced, this permit will expire two years from the date of said vote. Any extension of time of said commencement date must be applied for prior to the expiration of the permit.

d. This permit may not be assigned to another person except as provided in the Board of Harbor Commissioner's Port Master Plan Implementation Guidelines and in Section 13170 of Title 14, California Administrative Code, to the extent applicable.

e. This permit shall not become effective until the ORIGINAL of this permit has been returned to the Board of Harbor Commissioners, upon which all permittees or agent(s) authorized in the permit application have acknowledged that they have received a copy of the permit and have accepted the contents. The Permittee may retain a copy of the fully-signed permit or may request that a copy be provided by the Board of Harbor Commissioners at the time the ORIGINAL is returned. Provided, however, if the project is appealable, the permit shall become effective after the tenth (10) working day after notification of approval, unless an appeal is filed with the California Coastal Commission within that time.

EXHIBIT B

Special Conditions

The proposed development is subject to the following special conditions imposed pursuant to the California Environmental Quality Act, the Port Master Plan, and the California Coastal Act of 1976:

A. Air Quality

1. Implementation of dust control modifications as stated on Page 8 of the before referenced Negative Declaration.

2. Permittee agrees to cease operation of dredging equipment when ambient air quality anywhere in a downwind portion of the South Coast Air Basin is at a Stage 1 (or higher) alert level, as defined by the South Coast Air Quality Management District.

B. Water Quality

1. Installation of drainage water treatment system to adequately treat water discharges within limits of the National Pollutant Discharge Elimination System (NPDES) permits for Pier G.

2. Compliance with dredging discharge permits to be issued by Los Angeles Region of the California Water Quality Control Board.

C. Noise

1. All unit coal trains serving the proposed project on the Union Pacific San Pedro Branch will adhere to Union Pacific's 20 mph speed limit.

2. Rail capacity improvements at port bulk terminals will eliminate the need for regular unit coal train switching activity on the San Pedro branch.

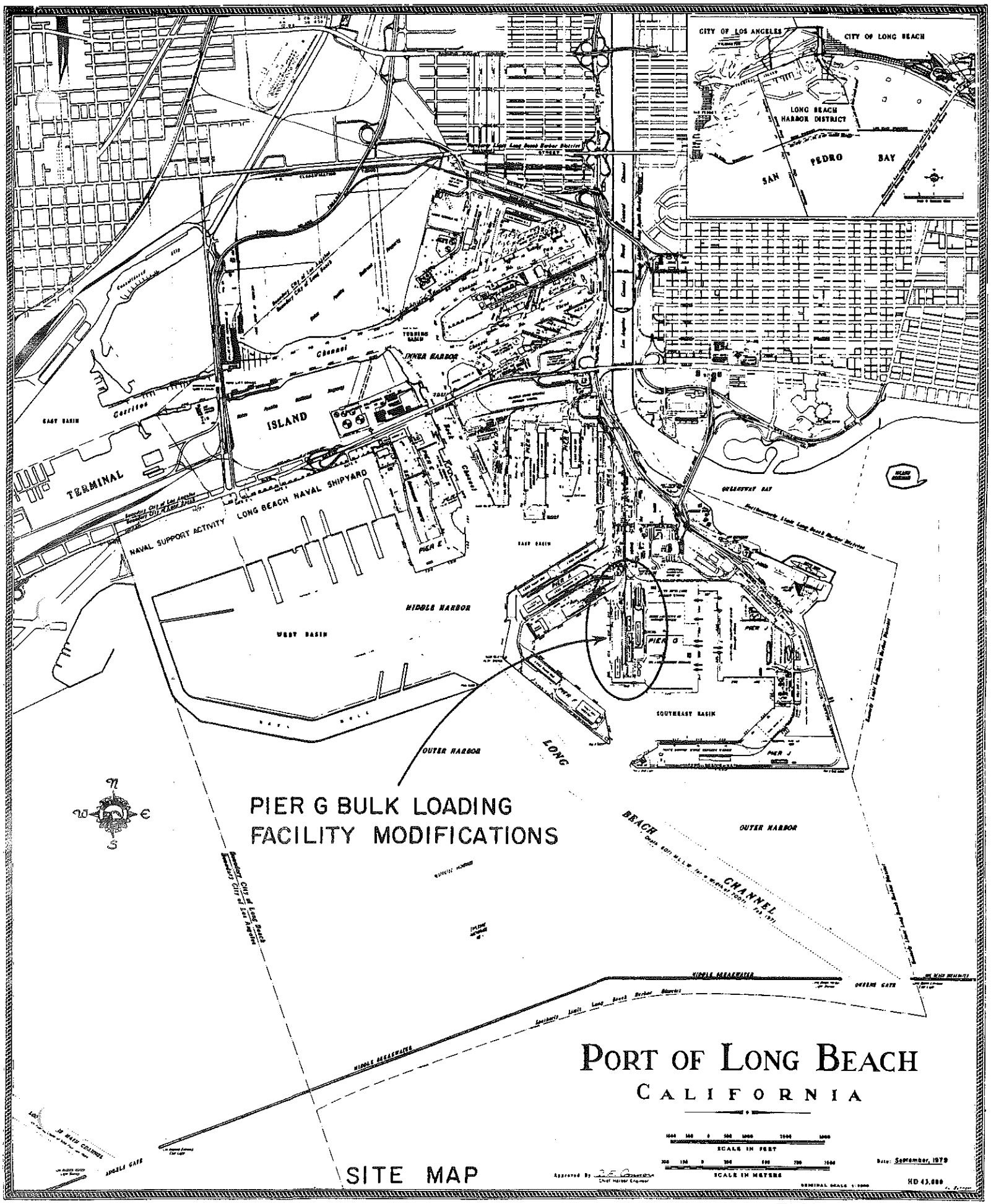
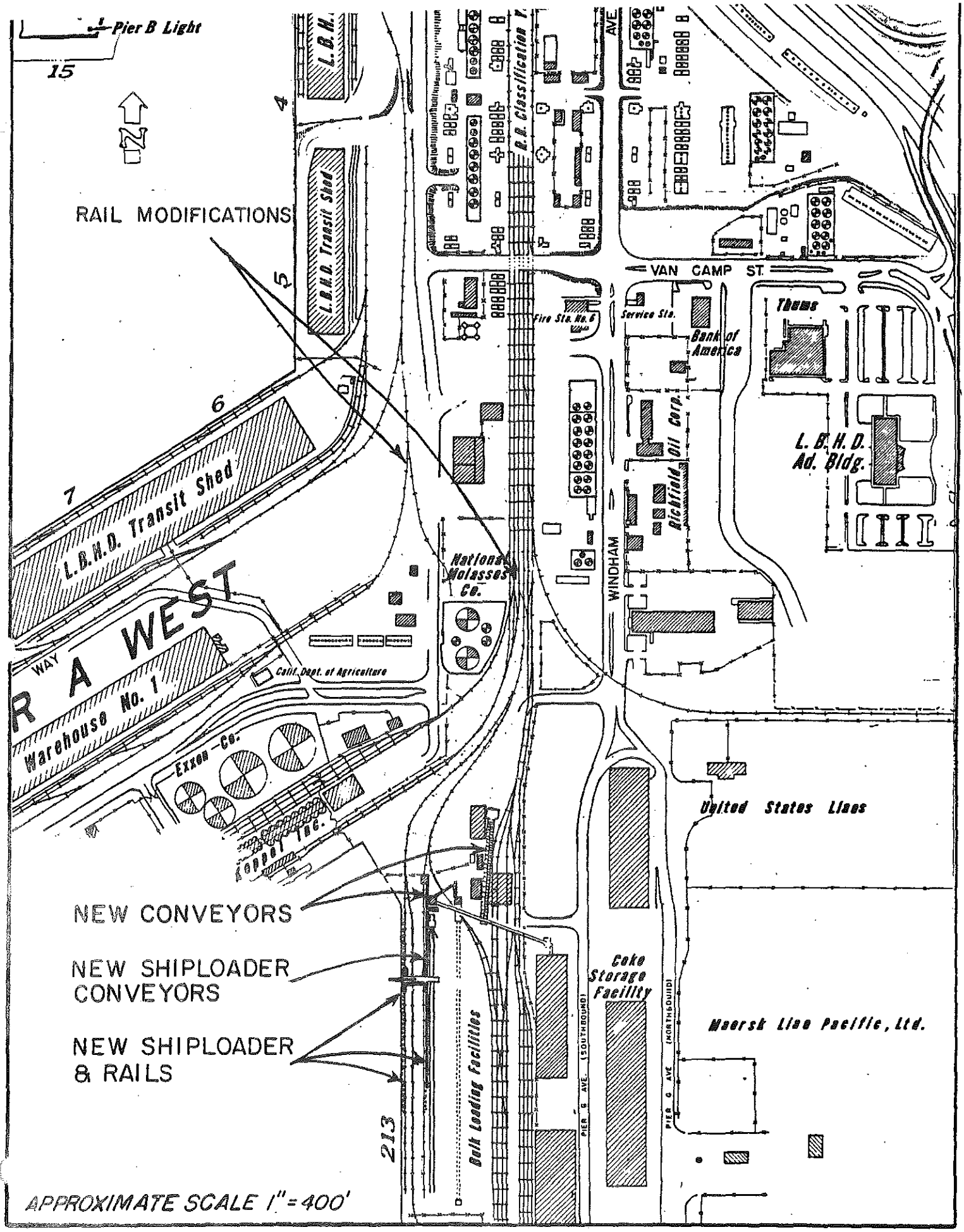
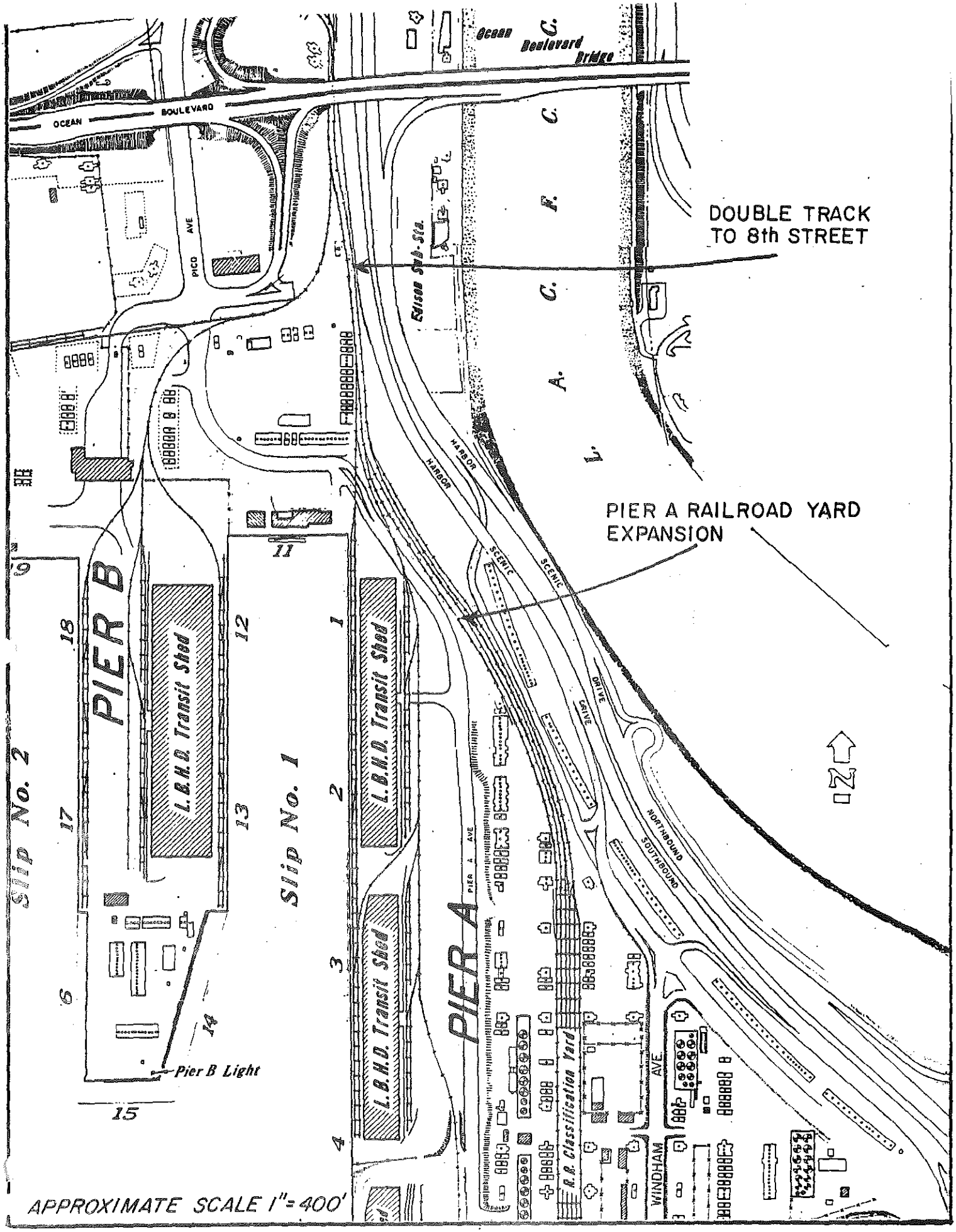

CITY OF LOS ANGELES
CITY OF LONG BEACH
LONG BEACH HARBOR DISTRICT
SAN PEDRO BAY
TERMINAL ISLAND
EAST BASIN
INNER HARBOR
LONG BEACH NAVAL SHIPYARD
NAVAL SUPPORT ACTIVITY
MIDDLE HARBOR
WEST BASIN
SOUTHEAST BASIN
OUTER HARBOR
LONG BEACH CHANNEL
PIER G BULK LOADING FACILITY MODIFICATIONS
PORT OF LONG BEACH
CALIFORNIA
SCALE IN FEET
SCALE IN METERS
Date: September, 1979
HD 43,080
SITE MAP

FIGURE 1



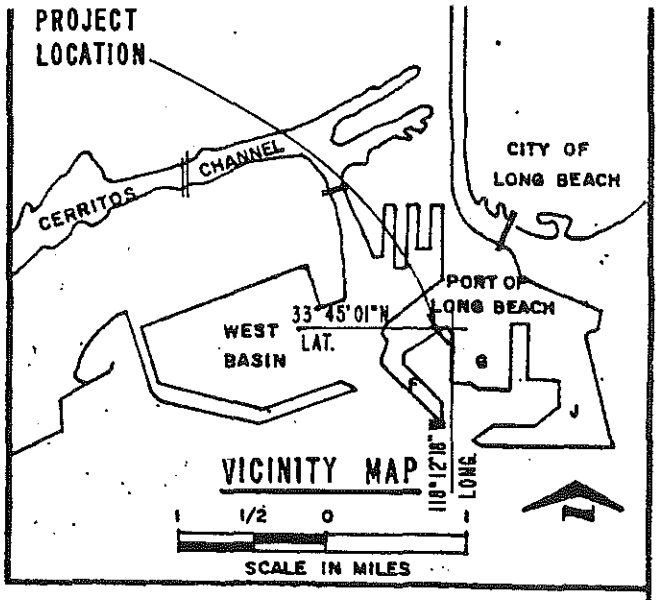
BULK FACILITY & RAIL MODIFICATIONS

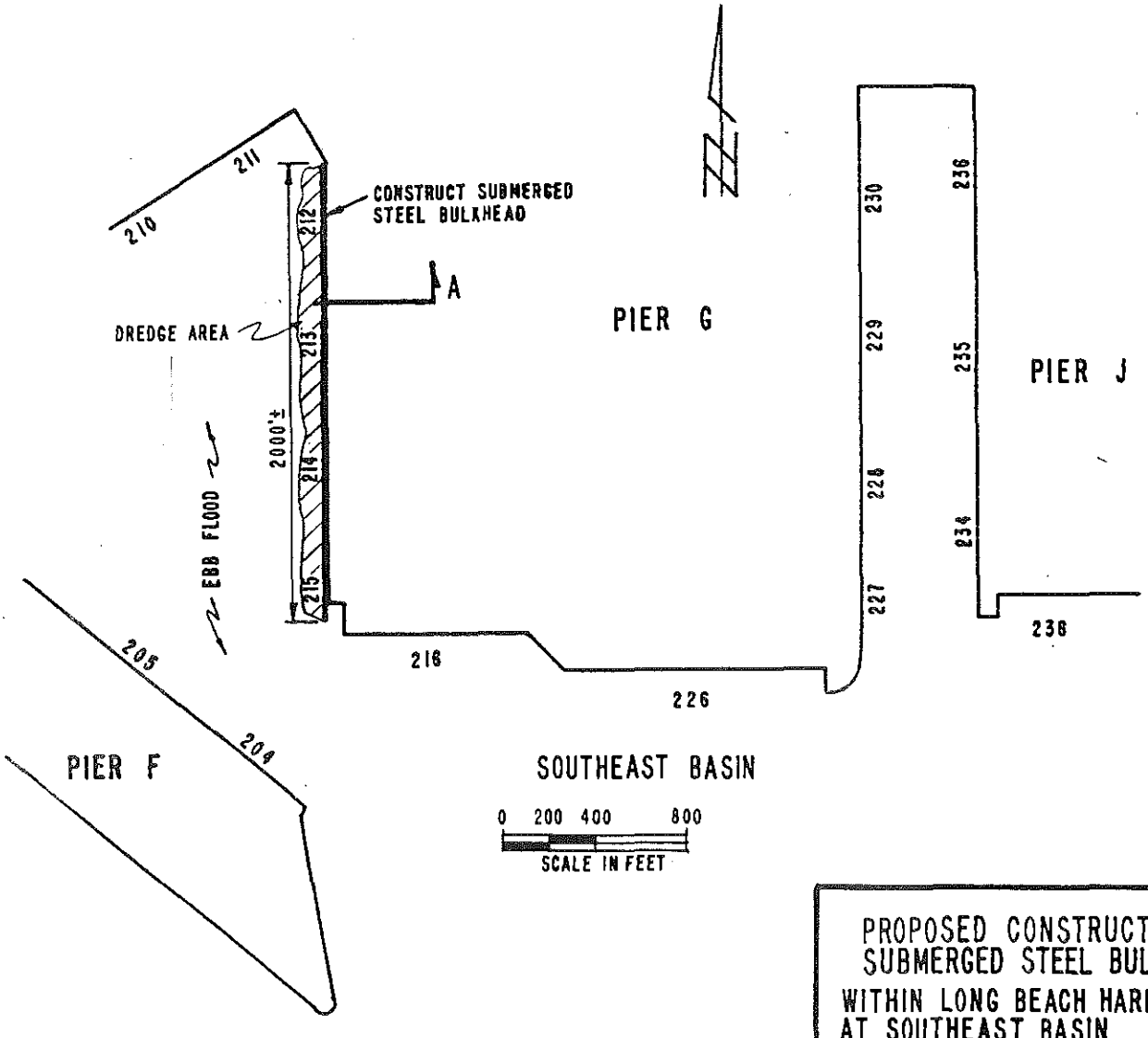
FIGURE 2



PIER A RAIL & ROAD MODIFICATIONS

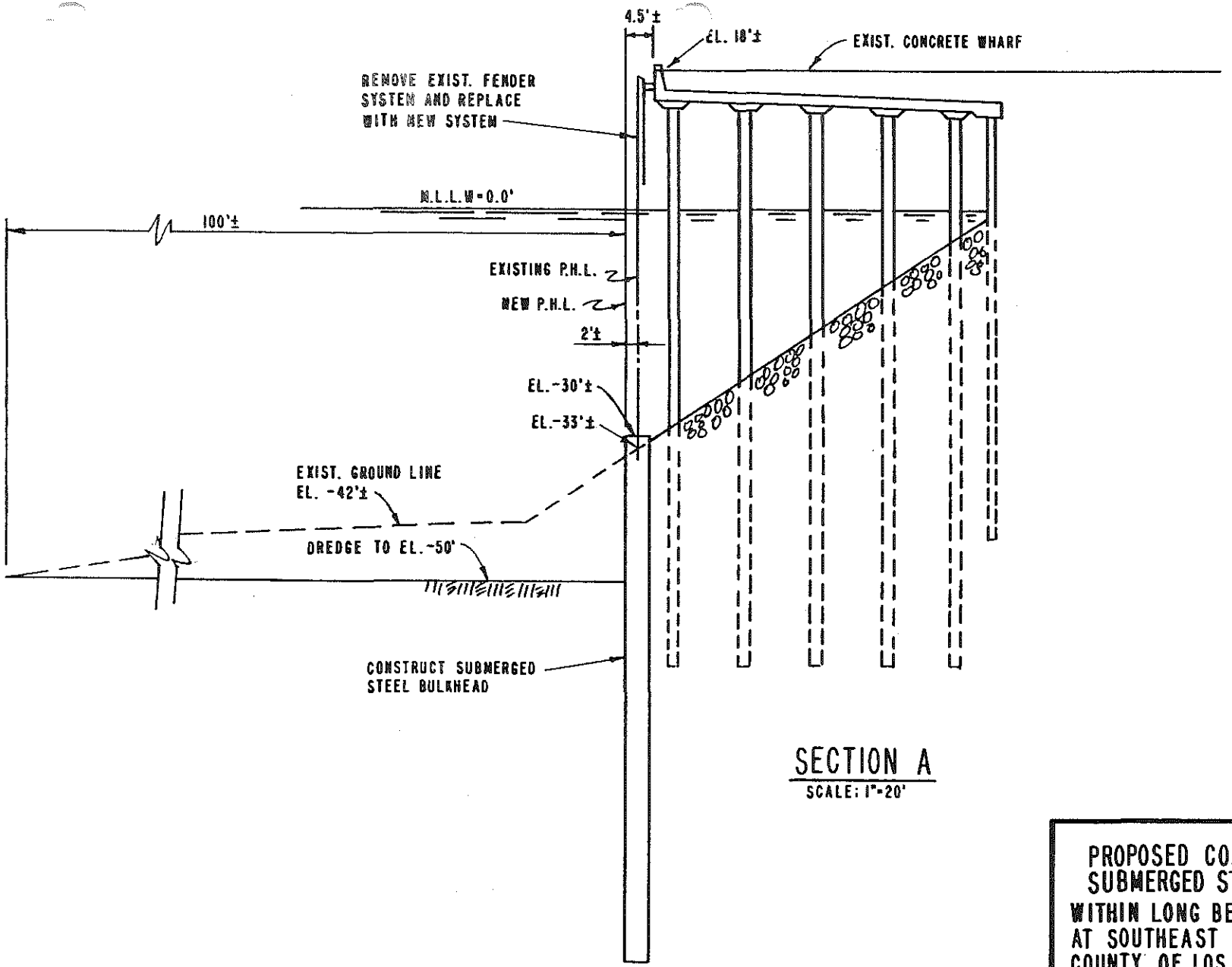
FIGURE 3





PROPOSED CONSTRUCTION OF SUBMERGED STEEL BULKHEAD
WITHIN LONG BEACH HARBOR DISTRICT
AT SOUTHEAST BASIN
COUNTY OF LOS ANGELES
STATE OF CALIFORNIA

FIGURE 4



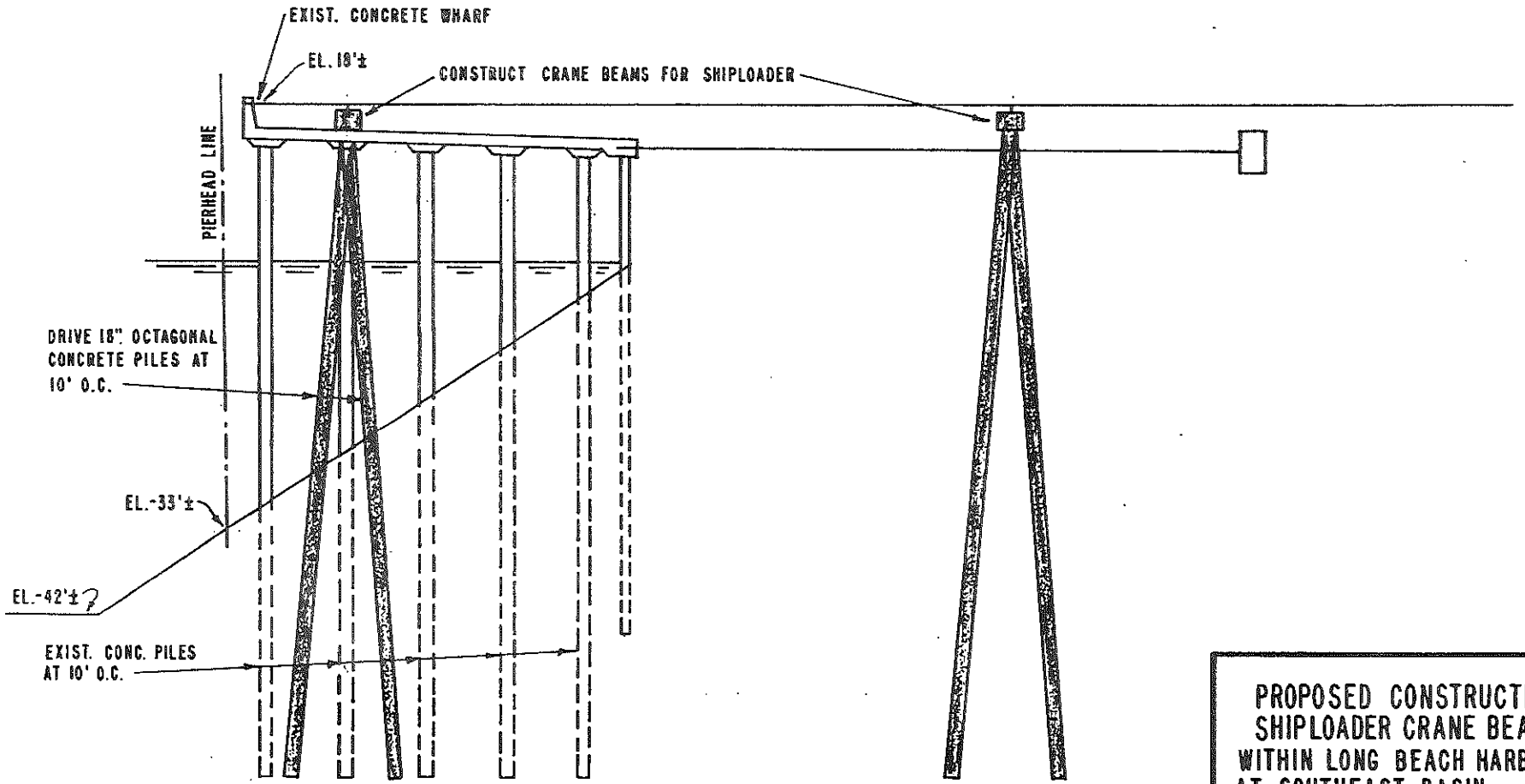
SECTION A

SCALE: 1"=20'

PROPOSED CONSTRUCTION OF SUBMERGED STEEL BULKHEAD
WITHIN LONG BEACH HARBOR DISTRICT
AT SOUTHEAST BASIN
COUNTY OF LOS ANGELES
STATE OF CALIFORNIA

FIGURE 5

FIGURE 5

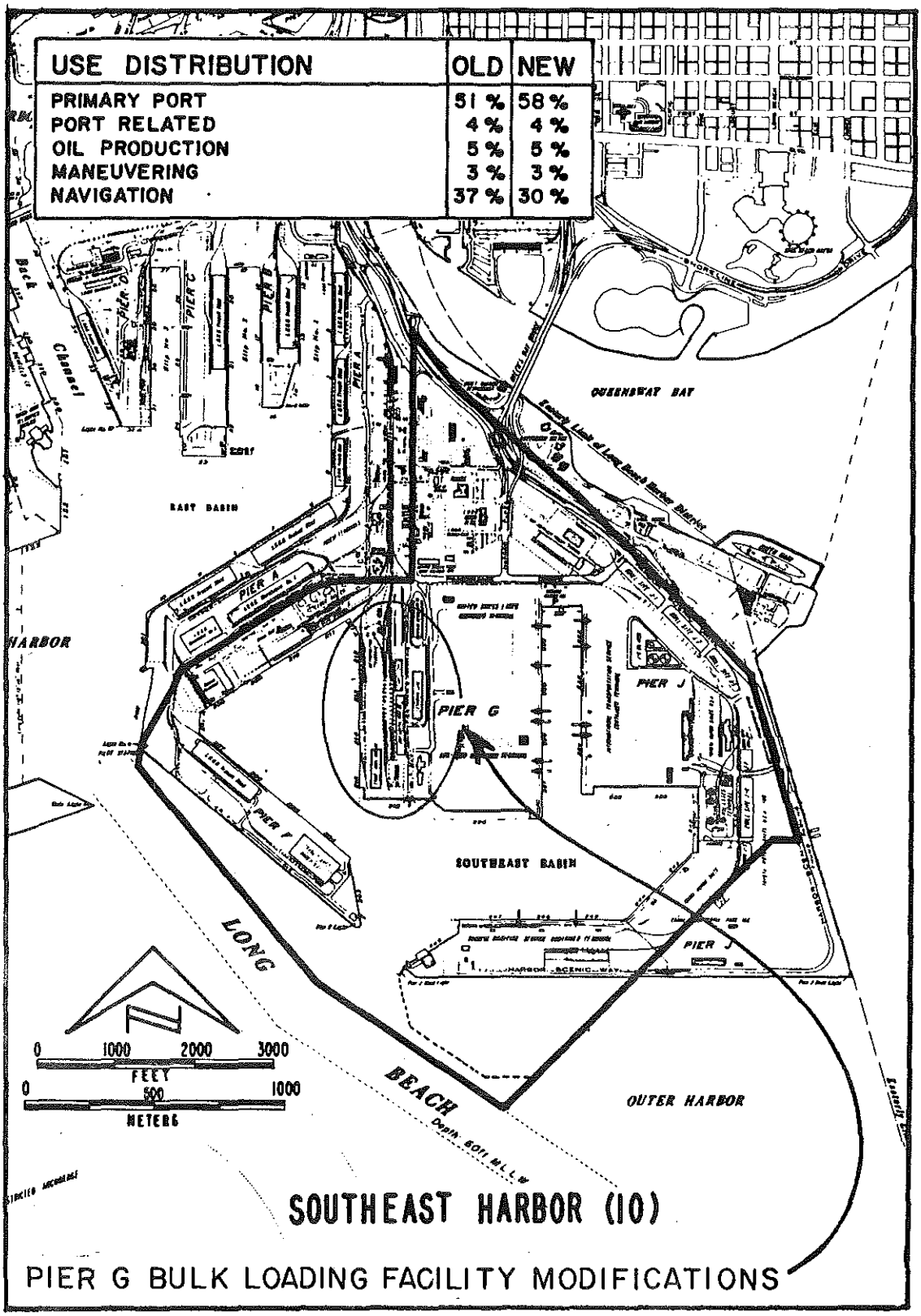


SECTION A
SCALE: 1"=20'

PROPOSED CONSTRUCTION OF
SHIPLOADER CRANE BEAMS
WITHIN LONG BEACH HARBOR DISTRICT
AT SOUTHEAST BASIN
COUNTY OF LOS ANGELES
STATE OF CALIFORNIA

FIGURE 6

FIGURE 6



SOUTHEAST HARBOR (10)

PIER G BULK LOADING FACILITY MODIFICATIONS

FIGURE 7

NEGATIVE DECLARATION
Prepared in Accordance With The
California Environmental Quality Act of 1970, As Amended

For

Port of Long Beach
Pier G Bulk Facility Modifications

This narrative and attached documents, including the project description, site visitation, staff analysis, and where appropriate, mitigation measures to be implemented, constitute a Negative Declaration which has been prepared in accordance with the California Environmental Quality Act (CEQA) of 1970, as currently amended, and State and Board of Harbor Commissioners CEQA guidelines. Based upon data contained herein, the proposed project, has been determined not to have any significant adverse impacts upon the environment. This document was circulated for public review and becomes effective upon adoption by the Long Beach Board of Harbor Commissioners.

ISSUED FOR PUBLIC REVIEW ON November 23, 19 81

BY: DIRECTOR OF PORT PLANNING

_____

ADOPTED ON _____, 19 ___

BY: CITY OF LONG BEACH BOARD OF HARBOR COMMISSIONERS

_____
Executive Secretary

Application No. 81116

CONTENTS

1.0 BACKGROUND

The Port of Long Beach owns a dry bulk export facility located on Pier G, Berths 212-215 which is operated by Metropolitan Stevedore Company. The facility is presently exporting approximately 2 million metric tons of coal and 3 million metric tons of petroleum coke per calendar year in addition to minor amounts of other dry bulk commodities. The facility has sufficient wharf length and water depth to accommodate two fully loaded bulk carrier vessels of up to 50,000 deadweight tons (dwt) each. Ships anchored at Berths 212-215 are currently loaded by one traveling shiploader.

Now and in future years, the demand for coal is expected to steadily increase. There is a great demand in the Pacific Rim countries for steam coal as an alternative fuel source to oil. The western United States has an abundant supply of coal which can be transported to west coast ports by train for shipment to the Pacific Rim countries.

In order to satisfy the near term demand for coal in the Pacific Rim, the Port of Long Beach plans to expand its short-term export capacity at its existing terminal on Pier G. With some modifications, this dry bulk export facility will have the capacity to export 5 million metric (mmt/y) tons of coal per year by 1983 in addition to the existing level of coke and white bulk exports.

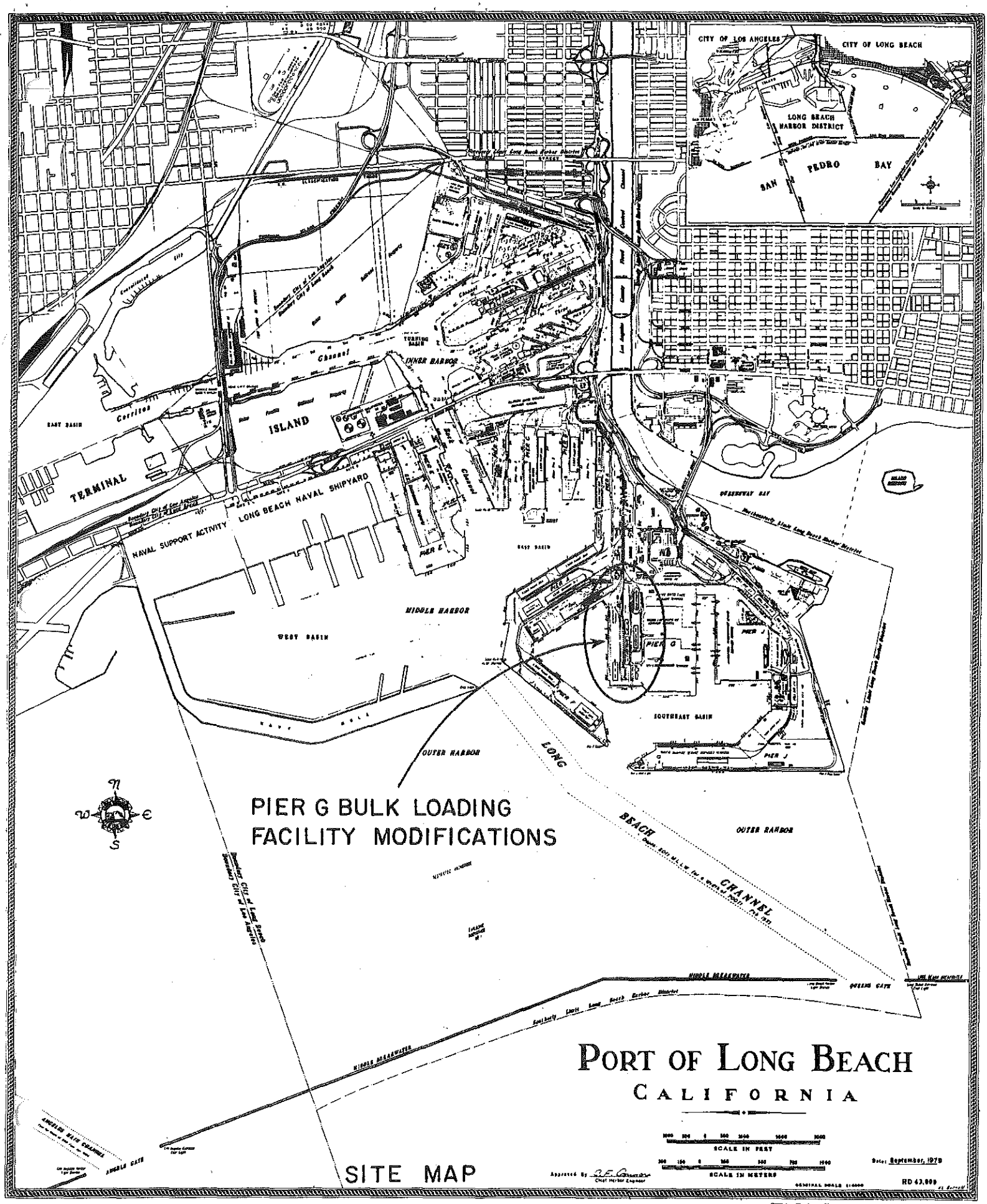
With regard to the long-term demand, the Port has plans to construct a new coal terminal. This facility is proposed to be constructed in the back area of Berths 88-92 along the Cerritos Channel. It is planned that this coal facility will have the eventual capacity to export up to 30 mmt/y of coal per year. The initial 10 mmt/y phase of this facility is anticipated to be completed in 1985. A separate draft environmental impact report is being prepared for this project.

2.0 PROJECT DESCRIPTION

The Port of Long Beach proposes to increase coal handling capabilities at its bulkloading facility on Pier G (see Figure 1) to 5 mmt/y over the existing 2.1 mmt/y. The increased coal exports will be accomplished through the following (see Figures 2-6):

1. The construction of a second traveling shiploader and support piles and crane beams;

2. The installation of conveyors to link storage areas and car dumps to the new shiploader allowing an increase in stacking and reclaiming flexibility;


CITY OF LOS ANGELES
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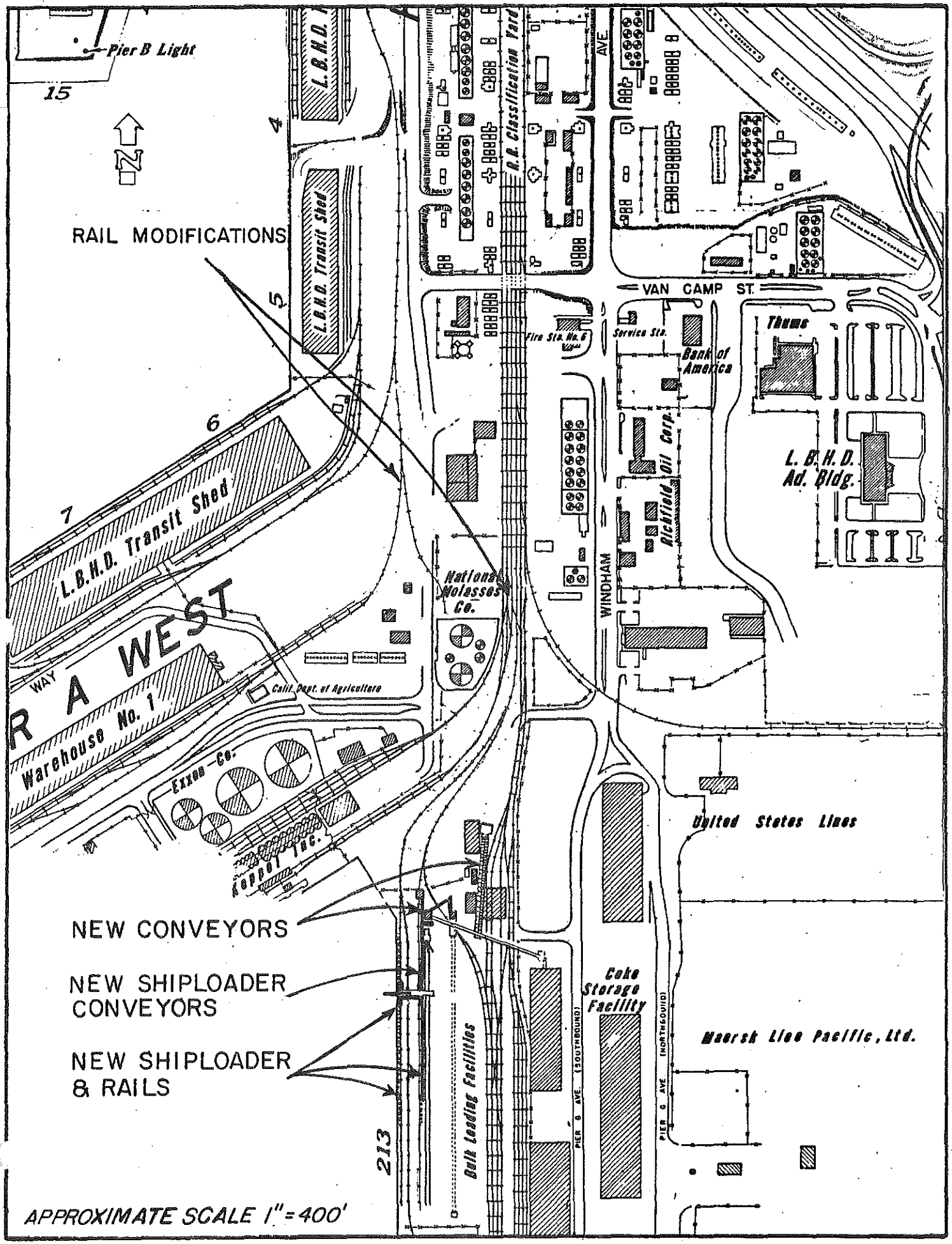
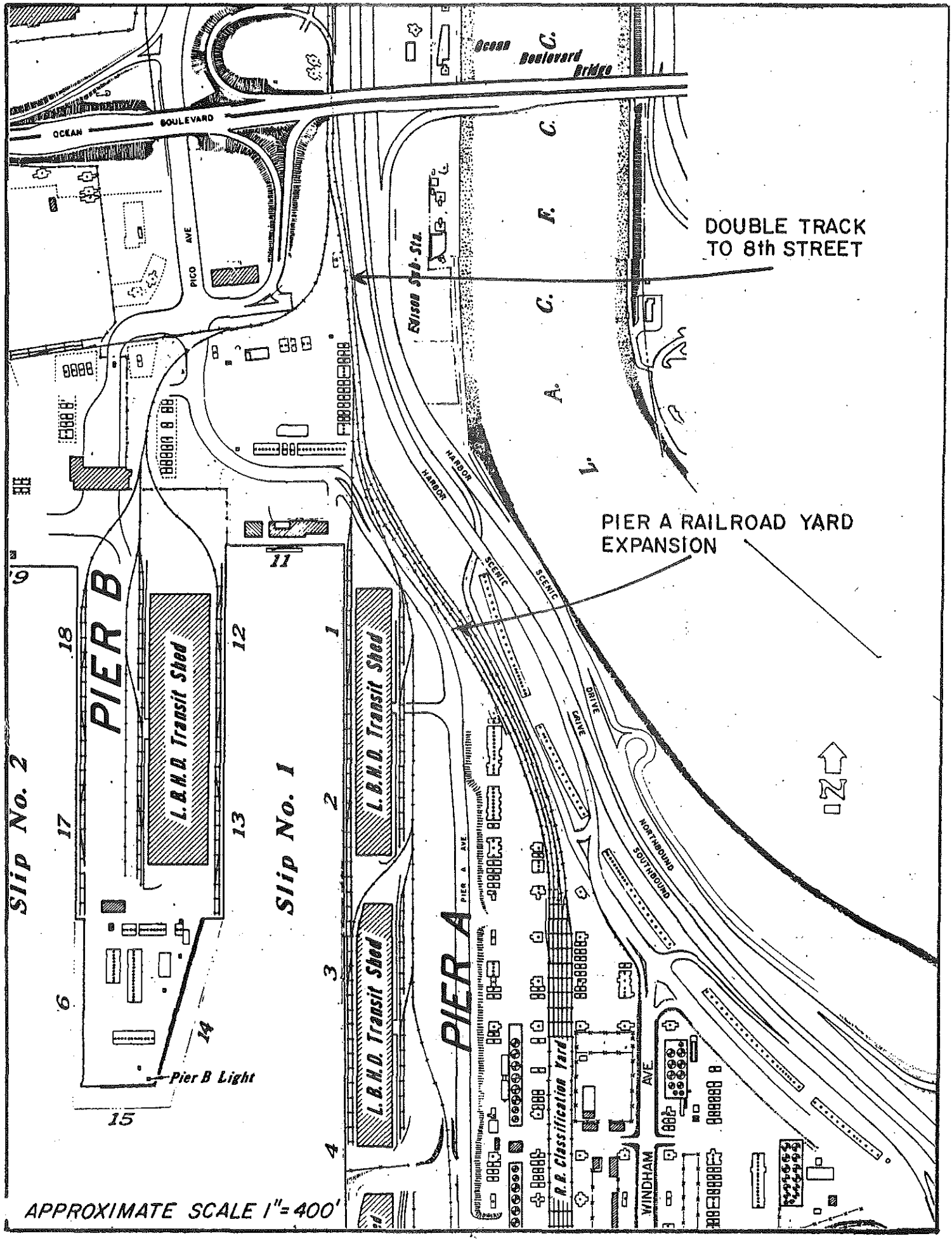
Date: September, 1979
RD 43.999
SITE MAP

FIGURE 1



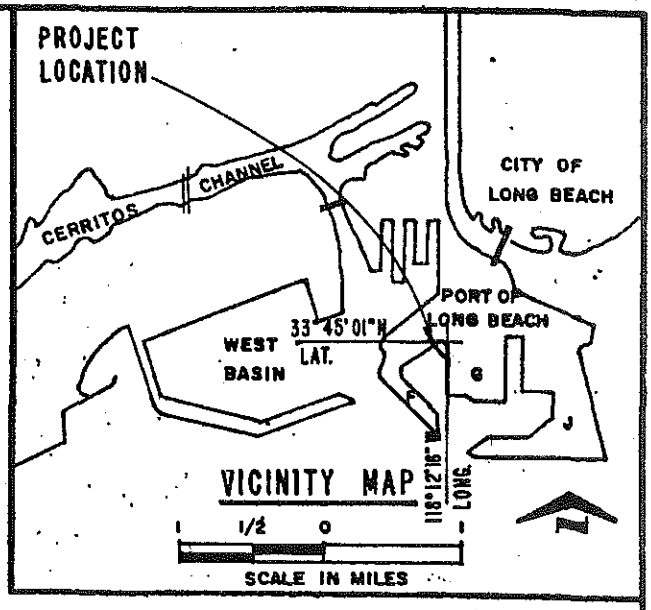
BULK FACILITY & RAIL MODIFICATIONS

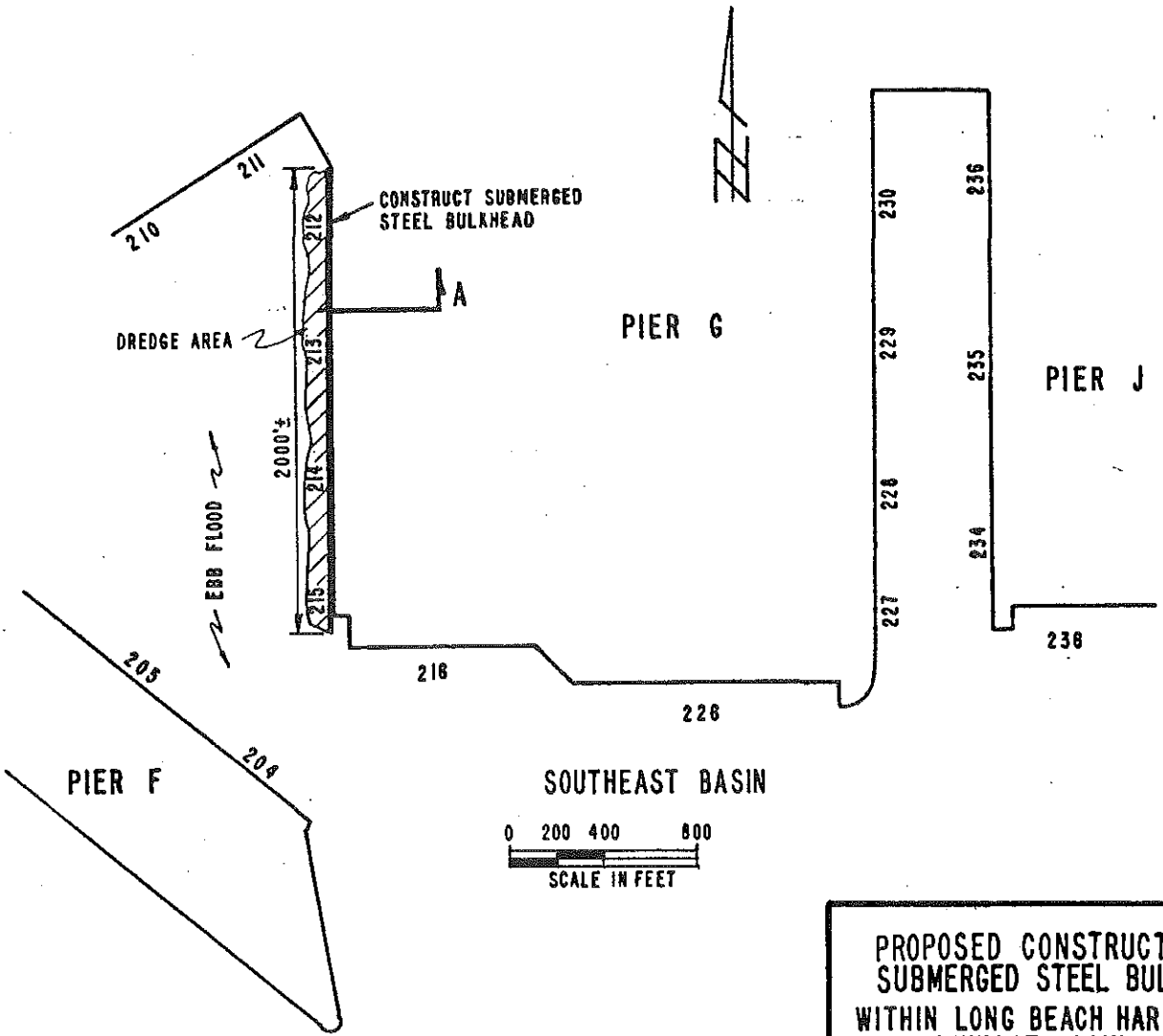
FIGURE 2



PIER A RAIL & ROAD MODIFICATIONS

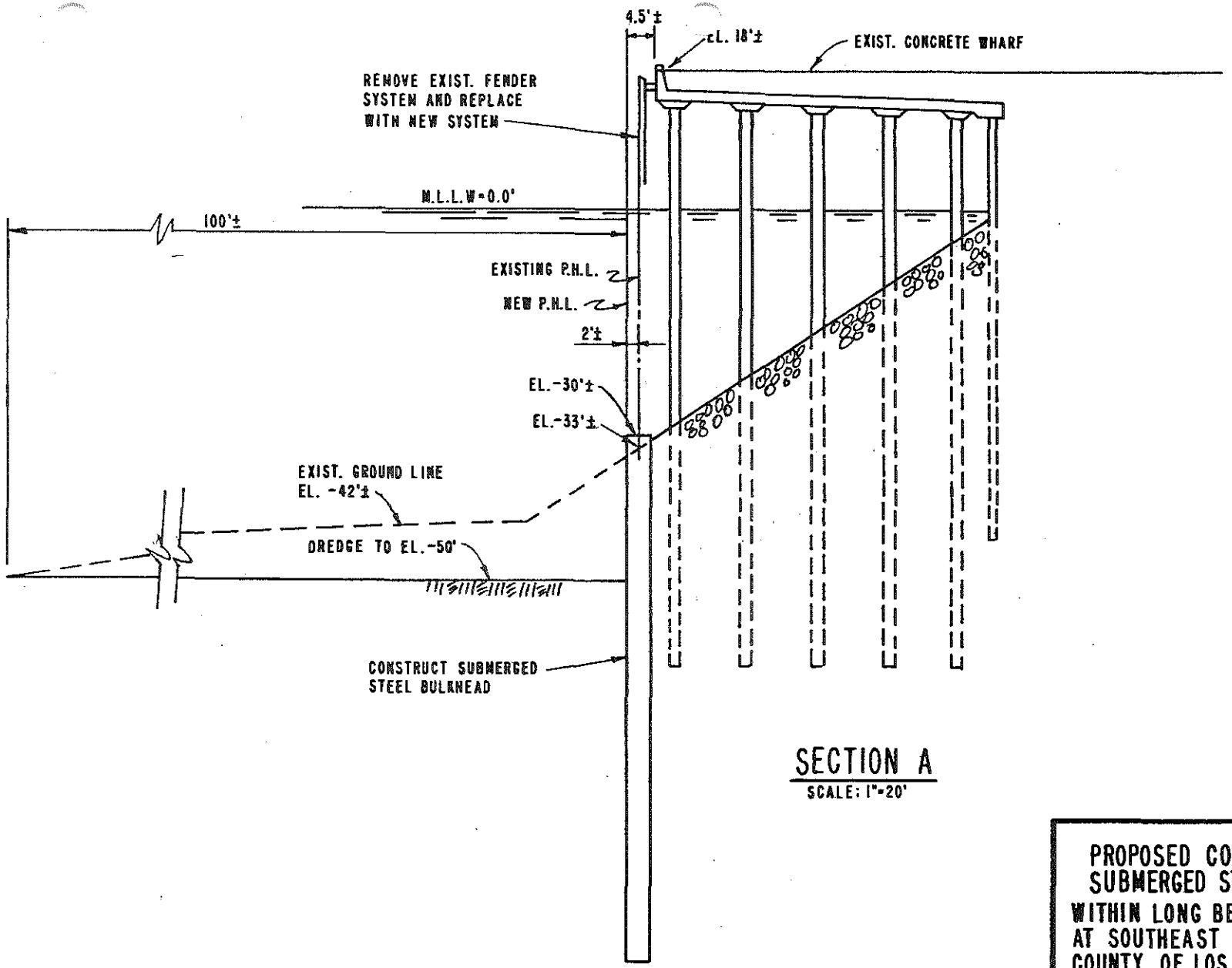
FIGURE 3





PROPOSED CONSTRUCTION OF SUBMERGED STEEL BULKHEAD
WITHIN LONG BEACH HARBOR DISTRICT
AT SOUTHEAST BASIN
COUNTY OF LOS ANGELES
STATE OF CALIFORNIA

FIGURE 4



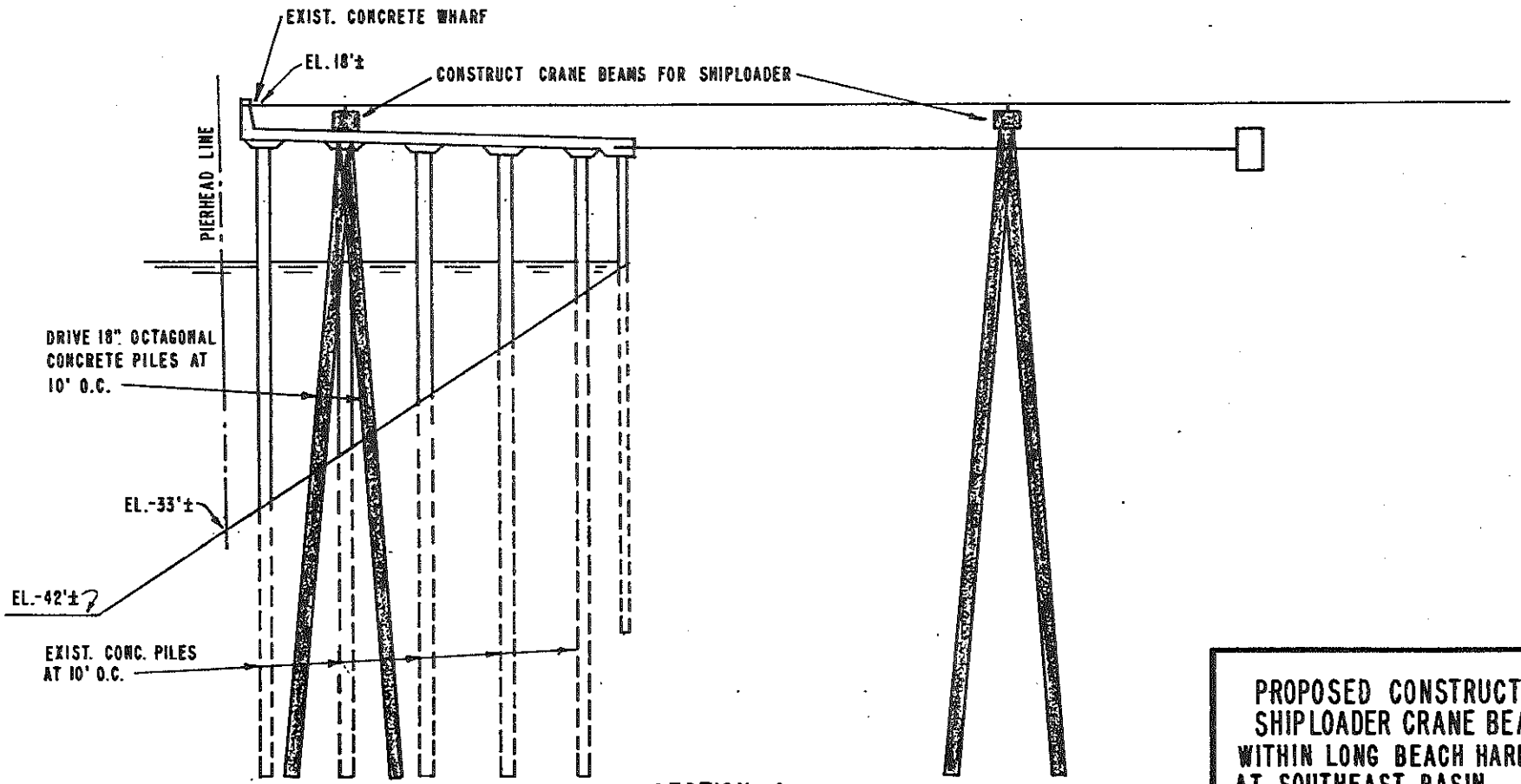
SECTION A

SCALE: 1"=20'

PROPOSED CONSTRUCTION OF SUBMERGED STEEL BULKHEAD
WITHIN LONG BEACH HARBOR DISTRICT
AT SOUTHEAST BASIN
COUNTY OF LOS ANGELES
STATE OF CALIFORNIA

FIGURE 5

FIGURE 5



SECTION A
SCALE: 1"= 20'

PROPOSED CONSTRUCTION OF
SHIPLOADER CRANE BEAMS
WITHIN LONG BEACH HARBOR DISTRICT
AT SOUTHEAST BASIN
COUNTY OF LOS ANGELES
STATE OF CALIFORNIA

FIGURE 6

FIGURE 6

3. The expansion of the Pier A railyard and the addition of a second lead railroad track between 8th Street and Seaside Boulevard to accommodate increased rail traffic;

4. Rerouting of Pier A and Windham Avenue to eliminate two grade crossings at the Pier A Avenue, El Embarcadero Avenue and Windham Avenue intersections;

5. Increasing the dockside water depth from -34 feet to -50 feet through the use of a cantilever bulkhead, and ±40,000 cubic yards of dredging in order to accommodate fully loaded bulk carriers to a size of 100,000 dwt;

6. Modifications of stacker/reclaimer (6c) to reduce coal dust generation;

7. Use of existing coke stockpile #14 for either coke or coal.

8. Installation of dust suppression system to treat coal prior to stockpiling or loading onto ships; and

9. Installation of a water quality treatment system for discharges from storm drains.

The 5 mmt/y of coal loaded onto ships will be brought to the Port entirely by train. This throughput will increase round trip rail traffic by 1.12 coal trains per day for 355 days/year for at least three years or until a new coal terminal elsewhere in the Port is completed[1]. If a new terminal is not constructed, this traffic would continue indefinitely. The present level of 3.5 mmt/y of petroleum coke delivered by truck and the 370 thousand tons per year of white bulk (soda ash, potash, etc.) delivered by train is expected to remain fairly static. No modifications to coke or white bulk storage and handling capability are presently planned.

2.0.1 Project Duration

The proposed capacity expansion of the Pier G Bulk Facility is intended to accommodate a near term increase in coal demand from the Pacific Rim countries. By 1985 demand for coal in this region is expected to exceed the physical capability of the modified Pier G facility. To satisfy the long-term demand, the Port of Long Beach in conjunction with others, has proposed the Long Beach International Coal project which would operate at a new site in the Long Beach Inner Harbor. When the Long Beach International Coal project is operational, it is planned that all coal shipments would go out of the new terminal, leaving Pier G to handle petroleum coke and other commodities such as calcined coke, soda ash, potash, rutile ore and other

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[1]Increases in train traffic are based upon information from the California Public Utilities Commission. Train traffic can vary widely depending upon season and prevailing economic conditions.

dry bulk. In addition, if Pier G were free of coal traffic, the present bulkloader at Pier D, Berth 28 would likely be retired. If this occurs, commodities exported at Pier D (mostly white bulk) would be relocated to Pier G for storage and loading.

Should the Long Beach International Coal Project prove infeasible, the maximum volume of coal exported over Pier G of 5 mmt/y could continue indefinitely. If Pier G were to remain in business as a coal export terminal, capacity could be expanded beyond 5 mmt/y with further modifications. However, to reach this amount of throughput, increased delays would occur to ships waiting to be loaded and trains wishing to unload.

3.0 IMPACTS DISCUSSION

3.0.1. Air Quality

Pollutant emissions resulting from implementation of the proposed project will come from a variety of sources and will occur in the construction and operational phases. The construction phase will create emissions from construction equipment used in the various modification activities. Those activities will be phased and can be broken down as follows:

Activity	Starting Date 1982	Construction Duration
Drive piles & install rails for shiploader	January/February	3 months
Erect and install shiploader	February	3 months
Construct double track from 7th Street to Seaside Boulevard	February	5 months
Bulkhead Construction	April	6 months
Construct modifications to Pier A railyard from Seaside to Pier G; and modify roadways	July	9-10 months
Dredging	August	4-8 months (4-8 hrs/day)

Given the proposed construction schedule, it is expected that the worst case situation for pollutant emissions would occur during August and September when the most polluting activity would occur. Table 1 details the equipment which would be in use at this time and the resultant worst case emissions. This emission level would continue for two months when it would drop by roughly 15 percent. In another 2 to 6 months when dredging ceased, emissions would drop to a level of less than 100 lbs/day for all contaminants.

The construction related emissions will create a temporary impact on air quality in the South Coast Air Basin. In order to mitigate any significant adverse impact, dredging operations will be limited to times when air pollution episode levels have not passed the stage I level for ozone. The construction emissions are not considered to have significant impact on long-term air quality due to their temporary nature.

TABLE 1. WORST CASE DAY CONSTRUCTION EMISSIONS

Equipment	Operating Hrs/Day	Pollutant lbs/day				
		HC	NO_x	SO_x	CO	PM
Clamshell dredge[1]	8	1.2	21.4	1.4	4.7	1.5
Tugboat[3]	8	7.3	320.3	21.8	48.2	14.0
Crewboat[3]	3	1.2	51.5	3.5	7.7	2.3
Heavy duty trucks(2)[4]	8	15.8	12.0	1.5	20.6	2.8
Scraper[5]	8	5.0	49.7	3.7	11.6	3.2
Tracklaying Tractor[5]	8	.9	11.7	.7	3.0	.9
Pile driver[2]	6	1.5	18.8	1.3	4.0	1.3
Heavy duty truck[4]	4	.8	3.5	.5	5.1	.3
Crane[2]	3	3.4	42.2	1.3	9.2	3.0
TOTAL		37.1	531.1	35.7	114.1	29.3

EMISSIONS FROM CONSTRUCTION WORKER VEHICLES[6]

Number of Vehicles	Average Speed	Miles Per Day	HC	NO_x	SO^x	CO	PM
40	30	35	11.5	10.4	.6	114.1	1.3
Total all construction related emissions			48.6	541.5	36.3	228.2	30.6

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[1]Woodward-Clyde Consultants, 1979
[2]EPA AP-42, Table 3.3.3-1, January 1975
[3]Woodley, et al, 1976
[4]SCAQMD EIR Handbook, 1980, pg. 60
[5]Ibid. pg. 66
[6]Ibid. pg. 68

Operational air quality impacts will result due to increased throughput at the facility and emissions from the additional ships and trains while at the facility. The sources for increased operational emissions include increased hoteling emissions from ships, increased train activity at the terminal and increased fugitive dust from coal transfer and loading operations. A separate study was commissioned to determine the increased terminal related emissions due to the proposed project. This study, performed by Engineering-Science, Inc., used a worst case day analysis assuming essentially one additional ship being loaded with 26,000 tons of coal in one day, while ignoring modifications which will reduce particulate emissions. The worst case day emissions increase based on these assumptions can be found in Table 2. These emissions are less than the 150 lbs/day increase considered significant as defined by the South Coast Air Quality Management District (SCAQMD EIR Handbook, 1980, pg. 5).

Emissions resulting from hoteling are likely to be much less than the worst case analysis summarized herein due to reduced queuing and the use of larger more efficient ships which can result in fewer ship calls. The air pollution analysis assumed a linear increase in ship calls using the present fleet mix (average ship 36,000 dwt) to handle the expanded coal throughput. With the expanded loading capacity and the ability to berth and fully load ships up to 100,000 dwt, the total number of calls could drop substantially over what exists now. In the event that the fleet mix doesn't change, ship delays would still drop. A computer model of the terminal shows that total ship hoteling will drop by approximately 20 percent per year due to increased throughput efficiency even though coal throughput was assumed in the model to increase 138 percent (2.1 mmt/y to 5 mmt/y). In short, hoteling emissions are likely to be less in the future than at present even with the expanded throughput.

Fugitive particulate emissions will be reduced at the facility by incorporating the following measures prior to completion of the proposed project:

1. Expansion or a complete redesign of the present chemical "wet water" suppression system at the rotary dump pit to add suppression at the transfer points from belts 1, 2, 3 to belt 4. Add wet suppression to commodity drawdowns on stockpile seven, to the transfer points at belts 15 and 15b where they intersect the #9 transfer and to the transfer point from Conveyor 5b to Conveyor 6 (shiploader).

2. Install rain bird water spray system or a chemical and water fogging system to suppress dust created by reclaim operations on the #7 stockpile.

Table 2.

MAXIMUM DAILY INCREASE IN TERMINAL RELATED OPERATIONAL EMISSIONS (pounds/day)[1]

Operation Activity	Total Hydrocarbons	NO_x	SO_2	CO	Particulate Matter
Ship Hoteling	11.8	18.1	26.4	25.3	7.2
On-Site Vehicle Operation					
Heavy Equipment	1.8	19.6	1.5	4.6	1.3
Train Engines	42.3	52.3	4.0	18.6	3.8
Coal Handling					
Active	--	--	--	--	4.9
Pile Losses	--	--	--	--	16.9
Paved Road Use	--	--	--	--	15.9
Subtotal	55.9	90.0	31.9	48.5	50.0
Worker Vehicle[2] Emissions (15 round trips of 35 miles)	4.7	3.9	.2	42.7	.5
Total Increased Terminal Emissions	60.6	93.9	41.1	91.2	50.5

[1]Emission factors and analysis for the Port of Long Beach Pier G Expansion. Engineering-Science, October, 1981

[2]SCAQMD EIR Handbook, 1980 pg. 68

3. Modify stacker #6c discharge to provide a less abrupt and more protected directional change of the commodity being stacked.

The above measures will reduce particulate emissions from all coal handling and from the loading of green coke onto ships. The "wet water" spray system serves to reduce fugitive dust from coal transfer as it leaves the car dump and goes to stockpile or directly to the ship. Installation of the stormwater water treatment system will allow the terminal operator to wash down areas where dust has accumulated so as to prevent these materials from being reentrained by the wind. Presently, no major wash down operations can occur without creating water quality problems.

In summary, the worst case emissions are not considered to present a significant impact to air quality and it is quite likely that the worst case terminal related emission levels will not be reached due to changes in operations and mitigation measures incorporated into project design.

Should further information on the details of the air pollution analysis be desired, an air quality analysis report covering terminal related emissions is available from the Port of Long Beach, Port Planning Division, P.O. Box 570, Long Beach, California telephone (213) 437-0041, extension 217.

3.0.2 Water Quality

A long-term beneficial and a short-term negative environmental impact to water quality in the vicinity of Pier G will occur as a result of the proposed project. The beneficial impact will result following installation of a drainage treatment system and the short-term negative impact will result from dredging activities. In periods of dry weather, the project site is normally devoid of surface runoff. However, approximately 20,000 gallons per day of drainage from coke storage sheds and wash-down water is discharged to the ocean after solids have settled in various holding tanks. In the past this system has treated this type of drainage adequately.

However, in the last two years this system has failed to keep discharges within limits required by the drainage discharge permits for the pier. While these discharge violations can be caused by a number of reasons, it is most likely that the system is being pushed beyond its capacity due to increased commodity throughput.

In addition to violations which have occurred during dry weather, numerous recent violations of discharge requirements have occurred during storm periods. The present treatment system is not capable of controlling pollutant laden stormwater discharges.

Due to violations in discharge requirements, the Port engaged a consultant to identify the discharge sources and propose a solution. The study produced by the Port's consultant recommended a conceptual treatment system which is designed to eliminate discharge violations during both dry and wet weather. This system is designed to handle the present pollutants and increased pollutants due to expected increased throughput at the project site. Conceptual approval from the Los Angeles Region of the California Water Quality Control Board has been given for this system and the Port is proceeding with obtaining a final design and implementation schedule. Preliminary projections call for completion of this treatment system during the summer of 1983.

Following completion of the treatment system, any water draining from the project area will meet water quality discharge standards. This will result in a long-term beneficial impact to harbor water quality in the vicinity of the project area.

Construction water quality impacts will be limited to the dredging of approximately 40,000 cubic yards of harbor bottom sediments. This activity will result in disturbance and suspension of bottom sediments, an increase in turbidity, release of organic and inorganic constituents from the sediments and an increase in oxygen demand. The suspended sediments will form a plume extending down-current from the dredge area. Heavier particles will settle out more rapidly resulting in sorting of sediments according to distance from the site. This discharge will occur within conditions set by the Los Angeles Region of the California Water Quality Control Board.

The overall ecological significance of this particular dredging activity is expected to be marginal. Bioassays to determine the degree of toxicity of the dredge material are presently underway. These tests are expected to show results which will allow this material to be ocean dumped at an EPA approved site. Should this not be the case, these sediments will be disposed of at an approved land site. The possibility exists for this sediment to be used in a fill project for the Oil Island Freeman Expansion near the Long Beach downtown shoreline. This will be dependent upon project timing and sediment characteristics. If this were to occur, water quality impacts from both projects would be reduced.

3.0.3 Wildlife

The ecological impacts of this project, though not expected to be significant, will result primarily from construction

activities and to a minor extent from alteration of the physical habitat.

A recent survey of the benthic infauna in the vicinity of the dredge area (see Figure 4) showed that it is dominated by polychaete annelids. Both Cossura Candida and Tharyx sp., which are considered to be indicative of a "healthy" benthic community, were common to abundant at all of the stations sampled. Species diversity of polychaetes and molluscs was calculated for each station using the Shannon-Wiener Index. Values ranged from 1.89 to 2.97 and are similar to, or slightly higher, than diversities reported in previous studies of this area.

Dredging and marine construction activities will result in the disturbance and resuspension of some bottom sediments, removal of some bottom habitat and its assocciated infaunal community, and creation of new habitat by the addition of piling and a bulkhead.

The release of reducing chemicals or nutrients in resuspended sediments may have any of several effects on the marine biota. Some nutrients such as nitrates and phosphates may act as fertilizers stimulating increased phytoplankton productivity. The dispersion of benthic organisms into the water column by the dredging activity may attract zooplankton, fish and birds to feed on them.

Benthic organisms dredged up or buried by siltation would be killed, as well as nearby filter feeders and suspension feeders which are not necessarily buried. Organisms contained in the clouds of suspended material will probably suffer dramatically increased predation rates.

Placement of additional pilings and the bulkhead will result in the loss of a small amount of soft bottom benthic habitat but will provide additional hard substratum for the establishment of a fouling community. The community which becomes established on the new pilings should be similar to the community on existing pilings. However, the one which establishes itself on the bulkhead may be very different, due to the differences in the physical habitat and the related differences in biotic interactions in the community.

Recolonization of the clean benthic habitat created by the dredging should begin to take place almost immediately from both larval settlement and perhaps some immigration from adjacent areas. The community which establishes itself in the dredge area will not necessarily be the same as the one that was there previously. However, the addition of this community, and the one which colonizes the bulkhead, may result in an increase local species diversity. This increase in diversity and the addition of new pilings and their associated fouling community,

may attract more fish and increase overall secondary productivity in the area.

3.0.4 Noise

The proposed project will create minor increases in noise exposure from a variety of sources due to increased coal transportation activities. Noise will mainly result from the increase in train activity and the unloading of rail cars at the Pier G terminal.

Coal trains bound for the ports of Long Beach and Los Angeles utilize the Union Pacific main line through the Los Angeles Basin and switch onto the San Pedro branch to travel to the harbors. This branch travels through industrial, commercial and residential areas of cities along the line. Some residential lot lines are within 30 feet of this branch. Speeds of trains on the Union Pacific's San Pedro branch are currently limited by the railroad to 20 mph. Freight trains traveling at this speed create noise levels of 90 dBA $\pm$ at 50 feet (see Figure 7).

Passing eighty-four car unit coal trains of the type presently used and planned for future use have created peak readings in the range of 84-95 dBA measuring on a fast response scale at a distance of 50 feet. The level of noise is dependent primarily upon the speed of the train. As long as these trains adhere to the 20 mph limit, noise levels should not exceed peak readings of 90 dBA at 50 feet.

Noise from coal trains on the San Pedro Branch is not only limited to that which occurs when a train passes. Because of limited track space at bulk terminal facilities and in order to gain maximum throughput at existing facilities it has often been necessary to break unit coal trains into at least two sections. Depending upon rail space to store full and empty cars in the harbor, some cars bound for Los Angeles Harbor are left at the Manuel siding area just south of Wardlow Avenue in Long Beach. When the terminal is ready to accept more cars for unloading, the remaining full cars left at Manuel are coupled to train engines and brought to the terminal. Conversely, empty cars are left at Manuel until a full train load of empties can be assembled to travel to their destination. Coupling of these idle cars can create loud single noise events with peak readings over 100 dBA if the cars are not coupled gently. This activity can occur at any hour and frequently occurs in the evening and early morning hours. Switching and coupling can go on for 10-30 minutes at a time. These events have awakened residents near the Manuel siding area and have prompted complaints to local officials.

Expansion of the Pier A rail yard and the addition of a new lead track, to be completed as a part of this project, will continue to allow unit coal trains to move to the Pier G terminal

without breaking these trains enroute. This action will obviate the need for intermediate switching for Pier G - bound coal trains on the San Pedro branch. Also, the present and future need for intermediate switching of unit coal trains along the San Pedro branch will be decreased by rail modifications at the Los Angeles Harbor bulk facility (Berths 49-50)[2]. With the track capacity improvements described above, it will not be necessary to conduct regular switching activity for any coal trains at the Manuel siding, resulting in a concominant decrease in unit coal train switching noise. Regular switching may still be necessary for other freight activities unrelated to this project. However, efforts are being made by the rail carriers to minimize the night time portion of this activity at the Manuel siding.

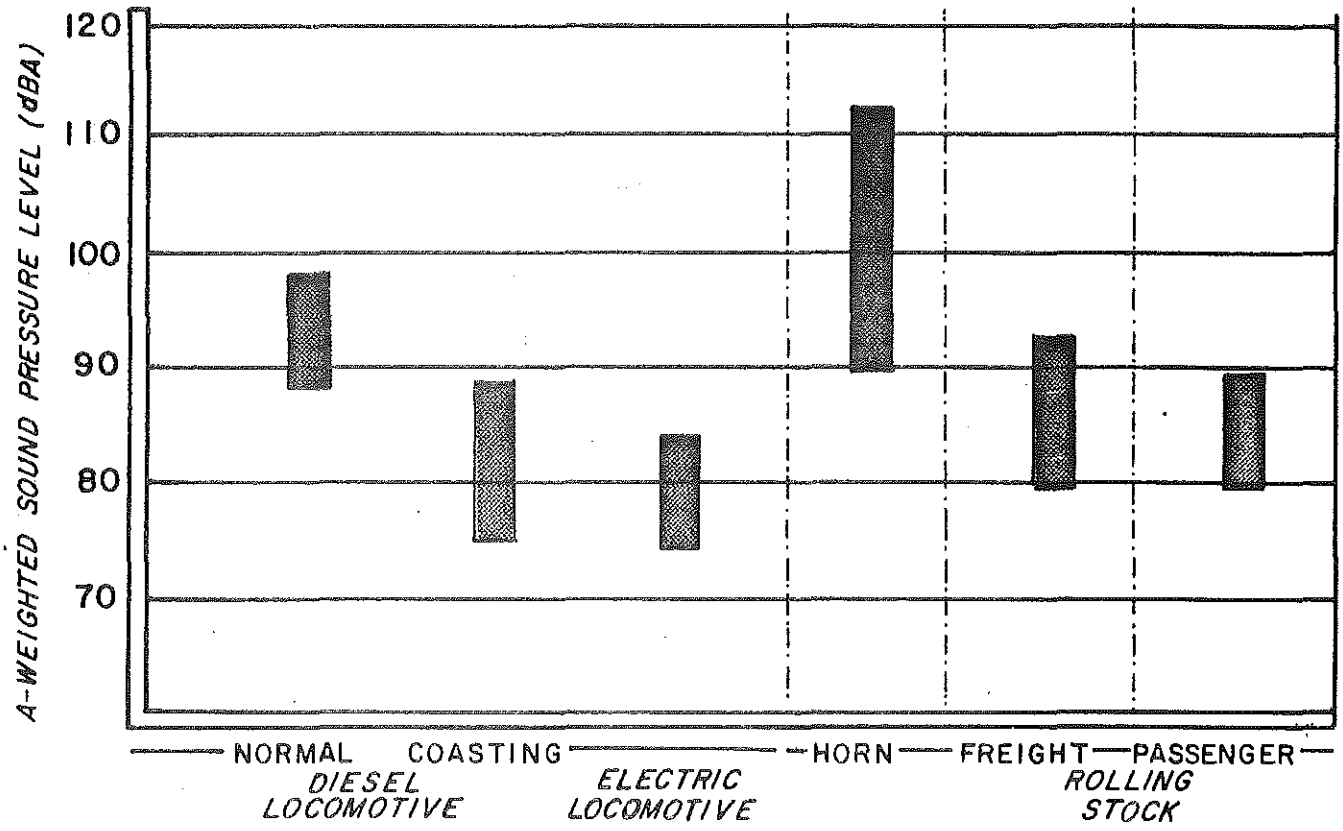
The proposed project will increase present coal unit train activity from 1.62 one way trips (.81 round trips) per day to a total of 3.85 one way (1.93 round trips) per day, an increase of 2.24 one way (1.12 round trips) per day. Total San Pedro branch line activity for all trains varies from 36 one way trips, or 18 round trips per day as the line crosses Artesia Avenue in Long Beach, 18 one way trips at South Street, 16 one way trips at Wardlow Avenue and 12 one way trips where the line enters the Port of Long Beach (see Section 3.05). This translates into a 6 percent, 12 percent, 14 percent and 19 percent increase at Artesia, South, Wardlow and the Port respectively, in total line traffic.

Noise data was collected on a 24-hour recorded basis for ten days from 10/19/81 to 10/28/81 at the Manuel sidings just south of Wardlow Avenue where both switching and through train traffic occurs. This area has residences on the easterly side of the track and appears to be the worst case site at present. The distance from the main line track to the nearest residence is about 50 feet. Using the data collected at this point, the average community noise equivalent level (CNEL)[3] was calculated at 71.3. The exposure to noise levels over 65 dBA (a level when individual noise sources dominate background noise) for five 24 hour periods ranged from 51 minutes to 3.3 hours per day. With an increase of 2.24 train trips per day approximately 6.72 minutes per day of noise exposure over 65 dBA will occur along the San Pedro branch. However, due to the anticipated changes in operation of coal unit trains into

[2]On December 17, 1980 the Los Angeles Board of Harbor Commissioners granted a Level I Coastal Development Permit for these rail modifications. This work is presently under construction.

[3]The CNEL measurement is the A-weighted average should level for a 24 hour period with a 5 dBA penalty added to each evening noise event (7-10 pm) and a 10 dBA added to night time (10 pm - 7 am) sound levels.

RAILROAD EQUIPMENT NOISE



NOISE EXPOSURE LEVELS IN dBA FOR TRAIN OPERATION AT 20-30 MPH AND PASSING AT A DISTANCE OF 50 FEET.

SOURCE: ENVIRONMENTAL PROTECTION AGENCY REPORT PB 208- 660

FIGURE 7

the port bulk terminal, the existing noise exposure at the Manuel sidings will drop when switching is decreased. Because the exact data on all switching activities at Manuel for a sufficient time period is unavailable, it is impossible to determine accurately what the reduction will be. However, the reduction is expected to be substantial as coal car switching accounts for much of the regular switching at Manuel.

Other sites along the San Pedro branch will exhibit similar noise exposure changes resulting from the increase in train traffic. These areas will experience the same exposure level increase of 6.72 minutes but the percentage change will vary depending upon location. As one moves north along the San Pedro branch, existing line activity increases and the percentage increase in noise exposure from this project decreases. Conversely, as you move south on the line the percentage change from this project increases. These percentages can also vary considerably as train traffic on any given day can vary significantly.

Although noise exposure along the rail corridor will raise somewhat due to the proposed project, the level and character of the noise is not expected to change. Residents along the corridor are for the most part less disturbed by train passages as long as adherence to speed limits are maintained and no unnecessary noise results. As the proposed project will not result in any obviously objectional train activity, such as regular switching and coupling of cars, the small time increase in noise exposure over 65 dBA (6.72 minutes) is not expected to have a significant adverse impact on the environment. To ensure that no significant impacts occur, all coal trains serving the proposed project over the Union Pacific San Pedro branch will adhere to Union Pacific's 20 mph speed limit.

Efforts will also be made through the rail carriers to ensure that all traffic utilizing this branch adheres to the speed limit and that night time switching activities are reduced to a minimum commensurate with the shipping needs of the community.

Noise increases at Pier G will also increase somewhat due to increased coal movements. This noise will be created by handling and dumping of rail cars through the rotary dump and from use of stackers, reclaimers, conveyors, skiploaders and the like to move coal from the trains to the ships. The loudest noise source is car coupling which can create instantaneous readings, above 100 dBA at 30 feet. Sources such as the bottom dump create lower noise levels of 60 dBA at 40 feet over longer periods of time.

Given the industrial character of the Pier G terminal and the lack of nearby sensitive areas, minor additional noise created at the terminal is not considered significant. Workers at the site will be protected as necessary within noise exposure limits established by CAL OSHA.

Table 3 - Grade Crossings in the Vicinity of Port of Long Beach Affected by Coal Unit Trains to Pier G Terminal

No.	California PUC Xing No.	Roadway Name
1	3A-13,2	Artesia Blvd
2	3A-14.3	South Street
3	3A-14.7	Candlewood Street
4	3A-18.05	Carson Street
5	3A-18.61	Wardlow Road
6	BH-502.46	Hobson Avenue
7	BH-502.6	Anaheim Street
8	BH-502.9	Edison Avenue (private)
9	BH-503.56	Eighth Street
10	BH-503.72C	7th Street North
11	BH-503.73C	7th Street South
12	BH-504.02C	Pico Avenue
13	BH-504.41C (1)	El Embarcadero Westbound
14	BH-504.41C (2)	El Embarcadero Eastbound
15	BH-504.60C (1)	Pier A Avenue Northbound
16	BH-504.60C (2)	Pier A Avenue Southbound

Table 4. Impacts of Additional Coal Unit Trains on Grade Crossings in the City of Long Beach

No.	Percent Increase in No. of Trains	Percent Increase in time of Interruption to Normal Traffic Flow	Projected Total Daily Time of Traffic Interruption (Min.)
1	6.1	9.9	92.5
2	12.2	19.8	51.9
3	13.8	22.2	43.8
4	13.8	22.6	47.4
5	13.8	22.3	44.4
6	18.3	29.6	33.4
7	18.3	29.8	37.5
8	18.3	29.7	34.0
9	11.0	19.2	84.1
10	11.0	19.2	84.2
11	18.3	32.0	56.0
12	18.3	32.2	61.5
13	18.3	32.0	58.6
14	18.3	32.0	57.9
15	18.3	32.0	56.1
16	18.3	32.0	55.8

Based on an average of an additional 1.12 coal trains per day to raise the Pier G coal throughput to 5 mmt/y from the late 1981 level of 2.1 mmt/y.

3.0.5 Surface Traffic

As discussed in Section 1.0, the Pier G dry bulk terminal is presently served by unit trains delivering coal and white bulk products. Coal unit trains consist of 84 coal cars (4,700 feet long) and carry a total of about 7,315 metric tons (@ 2,204.6 lbs/metric ton).

The current daily levels of coal and white bulk rail shipments through the Pier G facility based on a 355 day operating year are as follows:

- Coal: 2.1 mmt/y = 0.81 trains/day
- White Bulk: 370,000 mmt/y = 0.14 trains/day

At this level, 0.95 unit trains per day (round trips), on average, arrive at the Pier G terminal. To deliver an annual volume of 5 mmt/y of coal, an average of an additional 1.12 unit trains per day (round trips) would be required.

The impact of these additional trains as interruptions to normal traffic flow at grade crossing in the City of Long Beach has been analyzed using a digital computer simulation model.

The grade crossings examined are shown in Table 3. These sixteen (16) Long Beach grade crossings have been examined for train impact on the average daily traffic (ADT), the morning peak (AMPEAK), and afternoon peak (PMPEAK) levels. Table 4 lists the values of the Measure of Impact (MOIs) for these sixteen (16) grade crossings in Long Beach. The percent increase in number of trains is the measure based only on the number of additional trains above the current train traffic at each grade crossing. The values reflect the combined arrival and departure of trains (i.e. each train serving the Pier G terminal occupies the grade crossings as it arrives and leaves).

The percent increase in interruption to normal traffic flow reflects the fact that vehicular traffic is affected from the time the crossing gate goes down until the last vehicle in the resulting queue has accelerated to traffic speed. For the purpose of this analysis, the time required for the last vehicle in the queue to accelerate to traffic speed has been assumed as being 10 seconds. A starting interval between vehicles in the queue of two seconds has been used. The percentage increase in interruption to traffic at peak hours is essentially the same as the percent increase at average traffic levels, although the vehicular queue would be longer at peak hours.

Table 4 indicates that in every case, the percent increase in interruption to normal traffic flow is larger than the percent increase in number of trains. This is because the coal unit

trains added by the increment in coal delivery to Pier G are longer than most of the trains presently using the trackage.

The total daily time of traffic interruption is the total number of minutes per day that the vehicular flow across the grade crossing is interrupted.

To derive the number of vehicles affected by each passing of a train, the average length of each interruption may be calculated by dividing the total time of interruption by the total number of trains per day. This length may then be multiplied by the vehicular traffic flow rate. Using this derivation on the data in Table 4 and other data from the computer model it may be determined that the maximum number of additional vehicles blocked during normal traffic hours by the additional coal trains occurs at Anaheim Street where an average of 0.9 vehicles per hour are affected. Within the Port, the maximum number of additional vehicles blocked by additional coal trains will average 1.4 vehicles occurring at the Pico Avenue grade crossing. This situation is due to the very low speed of trains while in the Port. In the worst case situation during morning and afternoon peak vehicular traffic hours, the maximum number of additional vehicles blocked occurs at Carson Street[4], where 3.4 and 4.0 vehicles would be affected, respectively.

In conclusion, for grade crossings in the City of Long Beach, the impact of the additional coal unit trains to deliver a total annual volume of coal of 5 mmt/y may be expressed as follows:

- The additional coal trains represent an increase in grade crossing occupancy of between 6.1 and 18.3 percent; i.e., there will be 6.1 to 18.3 percent more trains passing the crossing, which is the increase in the number of vehicular traffic interruptions per day;

- The increase in length of total daily time of interruption to normal traffic will be between 9.9 and 32.3 percent; and

- Since the additional coal trains are longer than the average length of present trains, the average vehicular traffic queue will be longer. The maximum number of additional vehicles in such long queues will occur during afternoon peak traffic at the Carson Street Union Pacific grade crossing, where an average of 4.0 additional vehicles will be blocked; and

---

[4]Assumes ADT, AMPEAK, and PMPEAK coincident with completion of Hughes Aircraft development; Source of data is DEIR for said development (1980).

- In essence, although there will be 6 to 18 percent more interruption to vehicular traffic per day, the additional length of each vehicular traffic queue will be negligible.

3.0.6 Waterborne Traffic

Pier G, Berths 212-215 are located in the Southeast Basin of the Port of Long Beach. This basin accommodated 680 vessel visits in fiscal year 1978-79 and 620 visits in 1979-80. At this writing figures for 1980-81 vessel activity are unavailable for this basin. However, the traffic counts are expected to increase by approximately 50 ships per year due to increased coal traffic. Adding this figure to the average figure of 650 ships per year from fiscal years 78-80 gives a projected baseline figure of 700 ships for 1980-81. Given an eventual increase of 3.7 mmt/y of coal over the 1980-81 fiscal year of 1.3 mmt/y approximately 142 new vessel trips per year in the 36,000-42,000 deadweight tonnage capacity (using an average shipload of 26,000 metric tons) would occur once the project began full operation. This represents a worst case assumption based upon no change in the size of vessels visiting the Pier G facility.

As a result of dredging the area next to Berths 212-215 these berths would have the capability of handling fully loaded bulk carriers of about 100,000 dwt category. This being the case, the actual vessel traffic for the total coal throughput of 5 mmt/y could be substantially less than the 192 vessel calls which could occur if present size vessels were used.

The final mix of size and number of vessels will depend largely upon handling capabilities and cargo demand from the coal consumers. In any event, the worst case increase in ship traffic over projected 1980-81 traffic for the Southeast Basin would be 20 percent (142 new ships over 700 existing ships).

While the increase in ship traffic to this basin is significant numerically, it is not particularly significant in terms of ship traffic hazards. Pilotage practice limits one ship movement at a time in both the Southeast Basin and when transiting between Pier F and Pier J and Queens Gate (see Figure 1). Given this system, no increase in the ship to ship collision potential within the confines of the harbor is foreseen. However, as with any increase in ship traffic, the possibility for individual ship mishaps (rammings, grounds, etc.) increases in a linear fashion. This increase is not considered significant as coal is not an explosive product and poses no unique traffic hazards. In addition, no serious accident involving cargo vessels has occurred in the Port of Long Beach in the past fifteen years.

3.0.7 Land Use

The proposed project will not alter the present use of the site except to increase the productivity at the site. This results in a more intense use of the same physical area which can be deemed a positive impact to land use.

3.0.8 Visual Quality

The proposed project will result in changes to visual quality. The installation of a second shiploader (100± feet in height) and additional conveyor installations will modify the visual quality obstructing some views. The shiploader will only be visible from the taller buildings in the downtown shoreline area of Long Beach. The view from lower levels in this area and along the eastern shoreline will be obstructed by the coke storage buildings and other structures in the foreground. The shiploader and other modifications will be visible from the north, west and south. These views encompass the bulk of the harbor area and are very industrialized in character. Other structures in the harbor are taller and more massive than the new shiploader and conveyors. In this setting, the shiploader and conveyors will not stand out. Therefore, no significant impacts to visual quality are expected.

3.0.9 Economics

The Port of Long Beach will benefit economically from increased coal exports through the collection of additional revenues from dockage, wharfage, and demurrage tariff fees due to the proposed project. Businesses in Long Beach and surrounding areas will benefit from profits on increased sales of construction materials purchased for the coal terminal modifications, and from sales of items to project employees and their families. State and local governments will accrue dividends from sales tax on items purchased for the coal terminal modifications. The state will gain payroll taxes from project employees.

In the past few years, there has been a national deficit of payments due to an increase in imports over exports. The increased coal exports will aid in offsetting the national payments of importing.

The proposed project will bring about an increase in employment opportunities. Positions will be available for the construction activities and for permanent jobs at the terminal. Train operators will be required as a result of the increase in the volume of trains transporting coal into the Port. In addition, approximately 15 conveyor operators, crane operators, and stevedores will be needed to handle the increased amount of coal to be exported.

The employment of laborers for the proposed project will benefit businesses near the project area and create a need for further

2. Rail capacity improvements at port bulk terminals will eliminate the need for regular unit coal train switching activity on the San Pedro branch.

NO. _____

The Port of Long Beach

"America's most Modern Port"

ENVIRONMENTAL AFFAIRS OFFICE
SITE ANALYSIS

DATE: October 3, 1981

SITE VISIT BY: Staff

1. Existing Use and Condition of the Site:

a. Number of Buildings, Use and Size: Various sized buildings for office space, repair and materials storage.

b. Building Condition and Age: good; approximately 10 years

c. Building Height(s): Storage sheds +90'

d. Number of Existing Parking Spaces: NA

Open: _____ **Enclosed:** _____

e. Condition of:

Curbs/Gutters: good
Driveways: good
Parkways: good
Alleys: good

f. Landscaping and/or other features including landforms:

None

g. Ambient Noise and Major Sources of Noise: Moderate; bulk terminal activities and truck traffic.

h. Current Traffic Conditions: Moderate, but freely flowing traffic on Windham and Pier A Avenues. Disruptions during train blockage.

i. Existing Use and Compatibility with Surrounding Land Uses:

No change

PRELIMINARY ENVIRONMENTAL ASSESSMENT
PART III
SIGNIFICANT POTENTIAL IMPACTS

	Beneficial Impacts	Minor Impacts	Adverse Impacts (Discussion Follows)
ATMOSPHERIC RESOURCES			
a. Generation of emissions (gases, chemicals, particulates, clarity and odor) or deterioration of ambient air quality.	○	●	○
b. Alteration of air movement, moisture, temperature, change in micro climate or patterns.	○	○	○
WATER QUALITY			
a. Alteration of surface water quality.	●	○	○
b. Change in current, course or direction of water movement.	○	○	○
c. Change in absorption rates, drainage pattern or rate and amount of surface water runoff.	○	○	○
d. Change in quantity of ground water.	○	○	○
e. Exposure of people or property to water related hazards, i.e. flooding.	○	○	○
EARTH RESOURCES			
a. Unstable earth conditions or change in geologic substructures.	○	○	○
b. Disruptions, displacements, compaction of the soil.	○	○	○
c. Significant change in topography.	○	○	○
d. Destruction or modification of unique geologic or physical features.	○	○	○
e. Increase on or off the site in wind or water erosion of soils.	○	○	○
f. Change in deposition, erosion of beach sands, siltation, deposition or erosion.	○	○	○
g. Exposure of people or property to geologic hazards such as earthquakes and ground failure.	○	○	○
VEGETATION			
a. Change in diversity or number of species.	○	●	○
b. Reduction in numbers of unique or rare species.	○	○	○
5. WILDLIFE			
a. Change in diversity of species, or number of species (avifauna, terrestrial and aquatic vertebrae) benthic organisms, insects and microfauna.	○	●	○
b. Reduction in number of unique, rare or endangered species.	○	○	○
c. Deterioration of existing habitats.	○	○	○
6. NOISE			
a. Increase to ambient levels.	○	●	○
b. Exposure of populus to severe noise levels.	○	○	○
7. VISUAL QUALITY			
a. Alterations to site integrity.	○	○	○
b. Ostructions of existing views.	○	●	○
c. Degree of harmony and compatibility with adjacent uses (i.e. building height, bulking, massing, scale, alignment, style, color, exterior facade materials).	○	○	○
d. Unsightly structures visible to public view.	○	○	○
e. Mechanical equipment on rooftop visible.	○	○	○
8. CULTURAL RESOURCES			
a. Change in quality or quantity of recreational opportunities.	○	○	○
b. Change in significant archaeological or historical sites.	○	○	○
c. Change in quality or quantity of existing educational or scientific institutions.	○	○	○
9. LAND USE - DESIGN			
a. Adversely affect or non-conformity with:			
(1) Adopted General Plan and elements.	○	○	○
(2) Zoning Ordinance.	○	○	○
(3) Relevant regional plans and policies.	○	○	○
b. Compatibility with adjacent land uses (i.e. preservation of privacy, spacial cohesiveness, personal safety).	○	○	○
c. Intensity of development (i.e. rate and density of development).	●	○	○

PRELIMINARY ENVIRONMENTAL ASSESSMENT
PART III
SIGNIFICANT POTENTIAL IMPACTS
Page 2

	Beneficial Impacts	Minor Impacts	Adverse Impacts (Discussion Follows)
LAND USE - DESIGN (Cont'd).			
d. Open space per lot (i.e. amenities or recreational uses).	○	○	○
e. Sufficient building setbacks for sunlight and views.	○	○	○
f. Sufficient natural air circulation in and around buildings.	○	○	○
g. Off-street parking facilities in terms of number, design and access from street.	○	○	○
TRANSPORTATION			
a. Generation of additional vehicular movement.	○	○	○
b. Effects on existing parking facilities and demand for new parking.	○	○	○
c. Impact upon existing transportation systems.	○	○	○
d. Alterations to present patterns of circulation or movement of people and/or goods.	○	●	○
e. Increase in traffic hazards to motor vehicles, bicyclists or pedestrians.	○	○	○
UTILITY SYSTEM			
WILL THE PROPOSAL RESULT IN A NEED FOR NEW SYSTEMS, OR SUBSTANTIAL ALTERATIONS TO THE FOLLOWING:			
a. Electricity or natural gas.	○	○	○
b. Communications systems.	○	○	○
c. Water.	○	○	○
d. Sewer.	○	○	○
e. Storm water systems.	○	○	○
f. Solid Waste systems.			
PUBLIC SERVICES			
a. Increased demand for public education.	○	○	○
b. Increased fire and police protection.	○	○	○
c. Public recreation facilities management and maintenance.	○	○	○
d. Schools.	○	○	○
e. Street maintenance and trash collection.	○	○	○
f. Public Health services.	○	○	○
13. SOCIAL CONSIDERATIONS			
a. Change in human population distribution, concentration or composition.	○	○	○
b. Social needs.	○	○	○
14. ECONOMIC CONSIDERATIONS			
a. Impact on tax and general revenues accruing to the City, the Unified School District.	●	○	○
b. Impact on fiscal outlays by the City, the Unified School District.	○	○	○
c. Impact on employment opportunities.	●	○	○
15. ENERGY RESOURCES			
a. Energy consuming equipment and processes which will be used during construction, operation and/or removal of the project.	○	●	○
b. Energy intensiveness of materials and equipment.	○	○	○
c. Total energy requirements.	○	○	○
d. Effects of the project on local and regional energy supplies.	○	○	○

MANDATORY FINDINGS OF SIGNIFICANCE

		YES	MAYBE	NO
A.	Does the project have the potential to 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, 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?	___	___	X
B.	Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	___	___	X
C.	Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	___	___	X
D.	Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	___	___	X

#84169

NEGATIVE DECLARATION
Prepared in Accordancea with the
California Environmental Quality Act of 1970
As Amended

and

APPLICATION SUMMARY REPORT
Prepared in Accordance with the
Certified Port Master Plan and California Coastal Act of 1976

For

SULEXPORT PRILLING PLANT AND TERMINAL

This narrative and attached documents, including the project description, site visitation, staff analysis and where appropriate, mitigation measures to be implemented, constitutes a Negative Quality Act and an Application Summary Report with Proposed Staff Recommendations prepared in accordance with the certified Port Master Plan (PMP) and California Coastal Act of 1976. Based upon data contained herein, the proposed project has been determined not to have any significant adverse environmental impacts and is in conformance with the stated policies of the PMP. This document was circulated for public review and becomes effective upon adoption by the Long Beach Board of Harbor Commissioners.

ISSUED FOR PUBLIC REVIEW ON February 4, , 1985

BY: DIRECTOR OF PORT PLANNING

_____

NEGATIVE DECLARATION ADOPTED ON _____, ____

BY: CITY OF LONG BEACH BOARD OF HARBOR COMMISSIONERS

_____

Application No. 84169

NEGATIVE DECLARATION/APPLICATION
SUMMARY REPORT

SULEXPORT PRILLING PLANT AND TERMINAL

I. Project Description

Sulexport Corporation proposes to build a sulphur prilling plant and concrete sulphur storage silos at Pier G Berth 214, in the Port of Long Beach (see figures 1 and 2). The project will receive up to 40 tanker trucks per day of molten sulphur which will be unloaded at the Pier G facility into a surge tank. From the surge tank, the molten sulphur will pass into a prilling tank filled with water. When the hot, molten sulphur comes in contact with the water, small prills or irregular balls of sulphur are formed. The prills are then screened for size, excess water is drained and recycled, and the prills are stored in enclosed concrete silos prior to being loaded onto ships for export. The facility will utilize the portions of existing conveyor system and the number two shiploader to convey the prilled sulphur onto ships.

II. Project Background

Sulphur is a natural by-product of refining petroleum. As the local refineries switch to higher sulphur content "sour" crude oil feedstocks, more sulphur by-products will result. Additionally, strict regulation of the sulfur content of fuels produced in the South Coast Air Basin causes additional amounts of sulphur to be produced. This sulphur which is 99.89% pure can be used in numerous manufacturing processes from cosmetics to food and drugs. The majority of the export market, however, is destined for use as a feedstock for making fertilizers in countries such as India.

Since the South Coast refineries began using Alaskan oil as a primary crude source, sulphur has been produced in quantities large enough for the export market. As the higher sulphur content Santa Barbara Channel and offshore Santa Maria crude oils are refined in the Basin, more sulphur will be produced.

Sulexport formerly ran a sulphur prilling plant in Santa Fe Springs, California which has recently been shut down as a site closer to refineries and the harbor is sought. Molten sulphur was trucked from the refineries to the priller in Santa Fe Springs and then the prilled sulphur was transported in open bed trucks to the Port of Los Angeles where it was loaded on ships. The proposed project will delete the intermediate trucking step by bringing the liquid sulphur direct to the harbor, eliminating the need for open hopper trucks carrying solid sulphur.

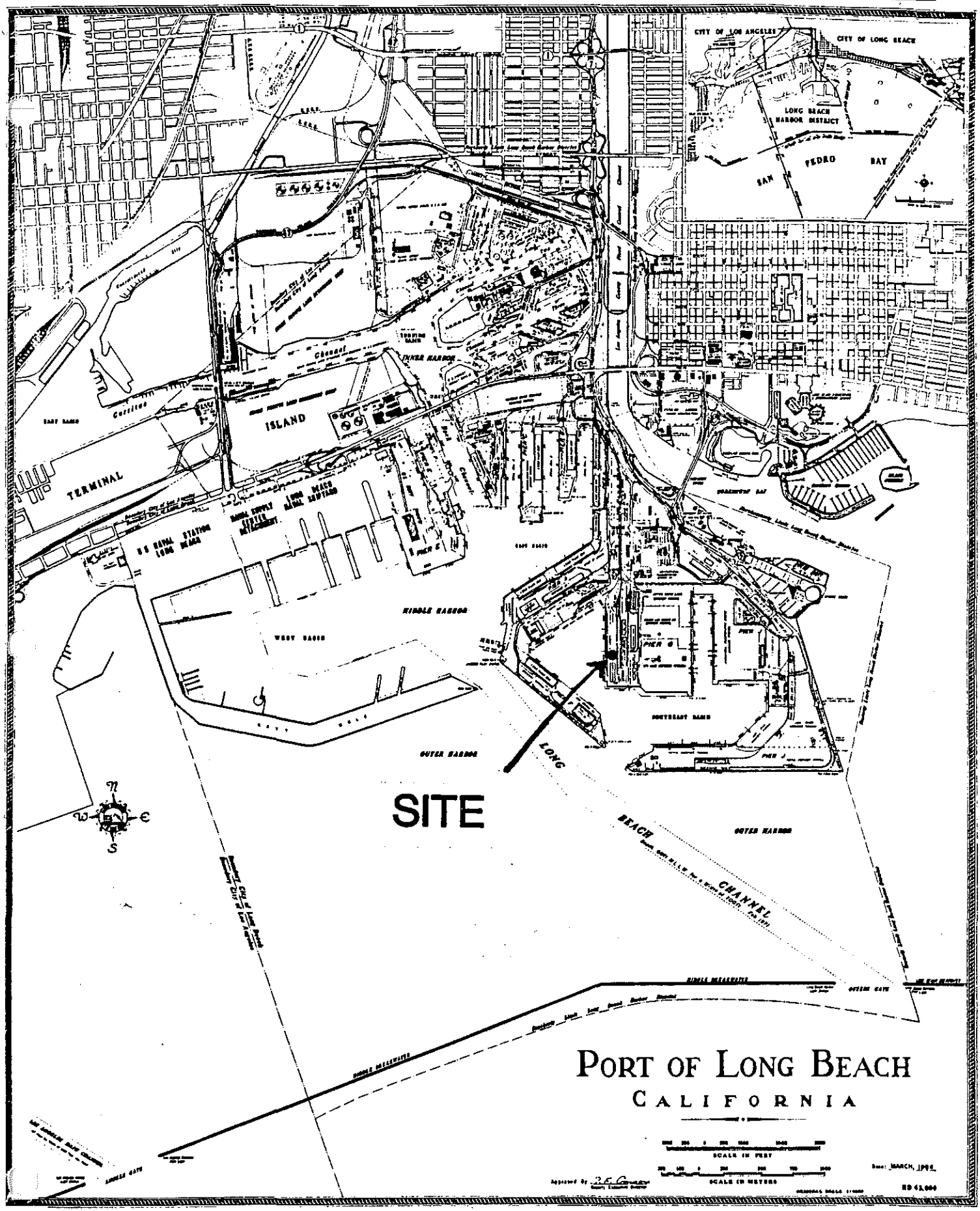


FIGURE 1

VICINITY MAP

SITE PLAN

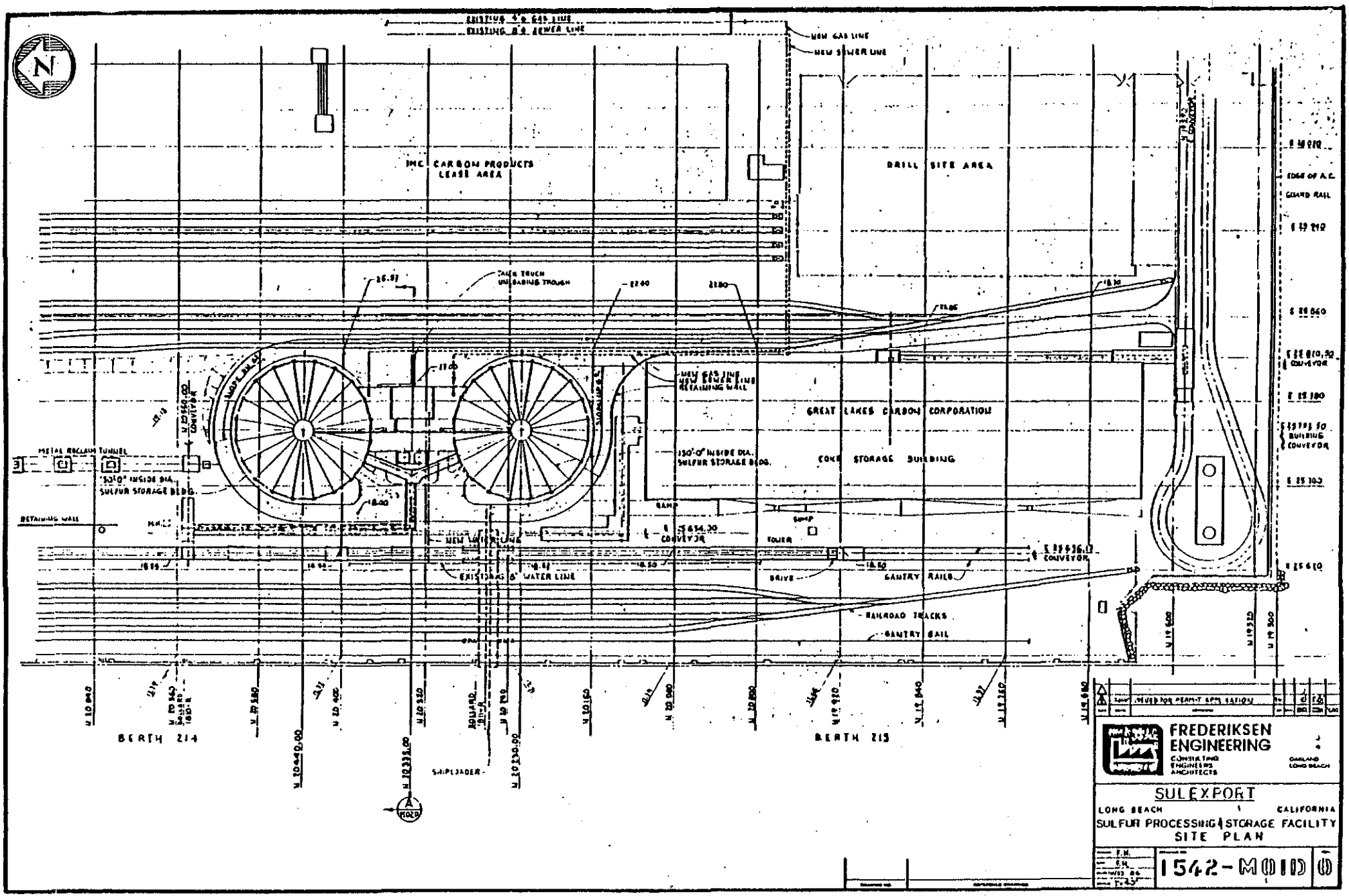


FIGURE 2

SULFUR PROCESSING & STORAGE FACILITY SITE PLAN

No. 84169

PORT PLANNING DIVISION
INITIAL STUDY and CHECKLIST

DATE: 12/17/84

SITE: Pier G Berth 214

INITIAL STUDY PREPARED BY: B. M. Buck, Associate Environmental Specialist

Project Description: Construct and operate a sulphur prilling and storage facility with connections to Pier G #1 shiploader.

Environmental Setting

1. Existing Use and Condition of the Site:

   a. Number of structures, location, use and size: Five coke storage sheds, numerous conveyors, two shiploaders

   b. Site/Structure Condition and Age: 20 years; good

   c. Site Dimensions: 63,500 sq. feet

   d. Number of Existing Parking Spaces: -

      open: - enclosed: -

   e. Condition of:

      Curbs/Gutters: -

      Pavement: good

      Storm drains: -

f. Landscaping and/or other features including landforms: none

g. Ambient Noise and Major Sources of Noise: ships, conveyors; noise level low to moderate

h. Current Traffic Conditions: moderate on feeder roadways during business hours

i. Existing Use and Projects Compatibility with Surrounding Land Uses: Bulkloading facility; compatible

2. Uses of Surrounding Properties:

	Adjacent Land Use (Precise Use)	Structure Height	Structure Condition
North:	stockpile	60'	-
South:	storage shed	70'	good
East:	storage shed	70'	good
West:	shiploader	50'	good

	Beneficial Impact	Minor Adverse Impact	Significant Adverse Impact	No Impact
1. ATMOSPHERIC RESOURCES				
Will the proposal result in:				
a. Changes in generation of emissions (gases, chemicals, particulates, clarity and odor) or deterioration of ambient air quality.	X	X		
b. Generation of construction emissions.		X		
c. Alterations of air movement, moisture, temperature, change in micro-climate or patterns.				X
2. WATER QUALITY				
Will the proposal result in:				
a. Alteration of surface water quality.				X
b. Change in current, course or direction of water movement.		X		
c. Change in absorption rates, drainage pattern or rate and amount of surface water runoff.		X		X
d. Change in quantity, quality of ground water.				
e. Change in exposure of people or property to water related hazards, e.g. flooding.				X
3. EARTH RESOURCES				
Will the proposal result in:				
a. Change in earth conditions or change in geologic substructures.				X
b. Disruptions, displacements, compaction of the soil.				X
c. Change in topography.				X
d. Modification of unique geologic or physical features.				X

	Beneficial Impact	Minor Adverse Impact	Significant Adverse Impact	No Impact
e. Change in wind or water erosion of soils.				X
f. Change in deposition, erosion of beach sands, siltation, deposition or erosion.				X
g. Change in exposure of people or property to geologic hazards such as earthquakes and ground failure.				X

4. VEGETATION and ANIMAL LIFE

Will the proposal result in:

a. Change in diversity or number of species.				X
b. Change in numbers of unique or rare species.				X
c. Change in existing plant or wildlife habitat.				X

5. NOISE

Will the proposal result in:

a. Change in ambient noise levels.		X		
b. Change in exposure of populations to noise levels.				X
c. Conformance with applicable noise ordinances and/or other regulations.				X

6. VISUAL QUALITY

Will the proposal result in:

a. Changes in light or glare from street lights or other sources.				X
b. Alterations of existing views.				X
c. A change in harmony and compatibility with adjacent uses (i.e. building height, bulk, mass, scale, alignment, style, color, exterior facade materials).				X
d. Changes in structures visible to public view.				X

	Beneficial Impact	Minor Adverse Impact	Significant Adverse Impact	No Impact
e. Visible mechanical equipment on rooftop.				X
7. CULTURAL RESOURCES/RECREATION				
Will the proposal result in:				
a. Change in quality or quantity of recreational opportunities.				X
b. Change in significant archaeological or historical sites.				X
c. Change in quality or quantity of existing educational or scientific institutions.				X
8. LAND USE - DESIGN				
Will the proposal result in:				
a. Conformance with:				
(1) Adopted General Plan and elements.				X
(2) Zoning Ordinances.				X
(3) Relevant regional plans and policies.				X
b. Compatibility with adjacent land uses (i.e. preservation or privacy, spatial cohesiveness, personal safety).				X
c. Change in intensity of development (e.g. rate and density of development).	X			
d. Change in open space (e.g. amenities or recreational uses).				X
e. Sufficient building setbacks for sunlight and views.				X
f. Sufficient natural air circulation in and around buildings.				X
g. Change in parking facilities in terms of number, design and access from street.				X

	Beneficial Impact	Minor Adverse Impact	Significant Adverse Impact	No Impact
9. TRANSPORTATION				
Will the proposal result in:				
a. Change in vehicular movement.		X		
b. Change in demand for new parking.		X		
c. Impact upon existing transportation systems.	X	X		
d. Alterations to present patterns of circulation or movement of people and/or goods.	X	X		
e. Change in traffic hazards to motor vehicles, bicyclists or pedestrians.				
f. Changes in waterborne, rail or air traffic.		X		
10. UTILITY SYSTEM				
Will the proposal result in a need for new systems, or substantial alterations to the following:				
a. Electricity or natural gas.				X
b. Communications systems.				X
c. Water.				X
d. Sewer.				X
e. Storm water systems.				X
f. Solid waste systems.				X
11. PUBLIC SERVICES				
Will the proposal result in a change in demand for:				
a. Police protection.				X
b. Fire protection.		X		
c. Public recreation facilities management and maintenance.				X
d. Street maintenance and trash collection.				X
e. Public health services.				X

	Beneficial Impact	Minor Adverse Impact	Significant Adverse Impact	No Impact
12. RISK MANAGEMENT				
Will the proposal :				
a. Create risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation)		X		
b. Change response time for emergency services or change vacuation ease.				X
c. Conform with the Port Risk Management Plan.				X
13. ECONOMIC CONSIDERATIONS				
Will the proposal result in:				
a. Impact on tax and general revenues accruing to the City.	X			
b. Impact on local/regional economy.	X			
c. Impact on employment opportunities.	X			
14. ENERGY				
Will the proposal result in:				
a. Use of substantial amounts of fuel or energy.		X		
b. Substantial changes in demand upon existing sources of energy, or demand for the development of new sources of energy.				X
c. Change in local/regional energy supplies.				X
d. Change in efficiency of energy use.				X
15. SOCIAL CONSIDERATIONS				
Will the proposal result in:				
a. Change in human population distribution, concentration or composition.				X
b. Change on existing housing, or demand for housing.				X

	Beneficial	Minor Adverse	Significant Adverse	No
c. Change in location of residential, commercial, or industrial buildings or or other facilities.	_____	_____	_____	X

16. MANDATORY FINDINGS OF SIGNIFANCE.	YES	MAYBE	NO
a. Does the project have the potential to 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, 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?	_____	_____	X
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	_____	_____	X
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	_____	_____	X
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	_____	_____	X

Note: All items checked beneficial, minor, significant, yes or maybe are discussed in further detail in the attachments.

17. DISCUSSION of ENVIRONMENTAL EVALUATION.

Tentative recommendations: Negative Declaration x EIR _____

Discrepancies noted in applicants plans:

Signature

Associate Environmental Specialist
Title

III. California Environmental Quality Act Issues

The following discusses items marked as minor adverse impacts in the initial study.

A. Air Quality

The proposed project will generate emissions from the unloading, the prilling process, shiploading and from the trucks transporting liquid sulphur to the site. The quantity of pollutant emissions is detailed in Table 1. During the unloading of liquid sulphur, trace amounts of hydrogen sulfide and sulphur dioxide gas are liberated. Hydrogen sulfide is a highly flammable, toxic gas characterized by a strong rotten-egg odor at low thresholds (0.0047 ppm). Sulphur dioxide gas is non-flammable, mildly reactive and is toxic. Its sharp irritating odor is detectable at 3 ppm. Both of these gases will be vented to an air pollution scrubber using sodium hydroxide to neutralize the gases.

The prilled sulphur has an inherent moisture content of 2.5%. This characteristic produces a virtually dustless product except when stray prills are allowed to dry and are crushed. The enclosed silos will allow the prills to remain moist to minimize dusting of the sulphur during conveying activities. Water may be added to the sulphur via the silo sprinkler system to prevent any dusting which may occur.

The transporting of liquid sulphur from the refineries to the site will result in combustion emissions from the trucks engines. Since this project is a relocation which will replace liquid sulphur truck trips of 32 round trip miles with a round trip of 10 miles and will eliminate dry sulphur truck trips of 38 miles, a significant reduction in trucking related emissions will occur.

The project contemplates about twelve sulphur ship visits per year to Pier G. These ships are now being served through berths in the Port of Los Angeles. The permanent storage system with moving shiploader at Pier G will allow faster turn around times resulting in fewer hours at berth and fewer hoteling emissions. The project will use an existing berth and therefore the maximum number of one ship per berth or two ships total at Pier G Bulk Facility berths will not change.

Construction of the project will produce minor and temporary emissions from construction equipment, motor vehicles, grading and excavation. Construction impacts to air quality of projects larger than proposed here have been found to be insignificant (Port of Long Beach 1979,1980, 1981 and 1984). Therefore, this projects construction emissions are deemed insignificant.

Table 1

Maximum Daily On-Site Air Pollutant Emissions
lbs/day

Source	Pollutant					
	Particulates	SO_x	NO_x	HC	CO	H_2S
Steam Boiler [1]	0.80	0.04	12.20	0.16	0.90	-
Steam Boiler [2]	1.00	23.66	6.77	0.16	0.88	-
Cooling Tower	2.02	-	-	-	-	-
Molten Sulphur Delivery Trucks[3]	.02	0.05	0.46	0.14	0.29	-
Shiploading	1.15	-	-	-	-	-
Wheeled loaders[4]	22.35	23.10	311.85	24.75	72.96	-
Emission Scrubber	-	-	-	-	-	0.26
TOTAL[5]	27.34	46.85	331.28	25.21	75.03	0.26

1. Natural gas fired
2. LPG Gas fired, sulphur content 0.5% by weight
3. On-site
4. Emissions attributable to Metropolitan Stevedore Company presently occuring and permitted on site
5. Natural gas fired boilers

Source: Sulexport Permit to Construct Application to SCAQMD

Note: The above emissions represent a transfer of emissions from Santa Fe Springs to the Port of Long Beach site, not an increase to the South Coast Air Basin.

B. Noise

The project will add to noise levels in the Pier G vicinity generated primarily by the moderate increase in truck traffic. As this is an industrial area with no sensitive land uses nearby, no significant impacts are expected.

C. Transportation

1. Surface Transportation

The proposed project will create a significant net decrease in vehicular traffic in the region. This is a beneficial impact. However, the project will add about 40 truck trips per day to the volume entering the Port of Long Beach. Liquid sulfur trucks will travel from area refineries, predomininantly in the Wilmington and Carson areas, proceeding south on the Long Beach Freeway to the harbor. The increase in traffic in this area is not significant.

The transport of materials on U.S. Highways is regulated by Title 49, Parts 340-397 of the Code of Federal Regulations must conform to these regulations. Trucks carrying molten sulphur to the proposed facilities must follow these regulations. Although the U.S. Department of Transportation does not classify molten sulphur as a hazardous material, special care is taken in transport due to the need to maintain temperatures of 300^{o} F.

2. Water Transportation

The proposed project will add about one ship visit per month to the Southeast Basin and Pier G Berth 214. As ship congestion is not an issue in this part of the harbor, the increase is not significant and will be counterbalanced by a loss of ship traffic in Los Angeles Harbor.

D. Risk Management

1. Liquid Sulphur

The proposed project involves the transportation of potentially hazardous commodities. Liquid sulphur brought by trucks to the project site is inert but is combustible and reacts with other chemicals and compounds in the presence of intense heat. Recovered liquid sulphur contains traces of hydrogen sulfide and sulphur dioxide gas which can collect in confined spaces such as tanks. Concentrations can reach poisonous and explosive levels. All

hydrogen sulfide and sulphur dioxide gases will be evacuated from the trucks and processed to an inert state through a sodium hydroxide scrubber during the unloading process.

Liquid sulphur in the single containment concrete tank should pose no problem as the sulphur solidifies if it cools to 250^{0} F and any breach in the containment would therefore pose no contamination hazard.

2. Solid Sulphur

Solid prilled sulphur at 2.5 percent average moisture will be stored in two tilt-up type construction concrete silos with built-up wooden roofs. Solid sulfur is also easily combustible but can be extinguished by smothering with additional sulfur or by spraying with a fine water spray. Accumulation of sulfur dust and creation of dust/air mixtures must be minimized to avoid explosive mixtures. No horizontal surfaces which collect dust within the silos will be allowed. The dust suppression sprinklers will likewise be utilized to minimize any dusting. Fire suppression sprinklers will also be required. Since the prilled product is moist enough to prevent dusting, problems may occur only if the product is allowed to dry over long periods or if mechanical action of the front end loaders within the silos crush and disturb the sulfur under their wheels while in the process of loading the conveyor belts. Strict housekeeping measures including constant sweeping and/or washdown will be practiced during pile working periods as required to minimize dust accumulation.

3. Co-mingling of Bulk Products

Concerns have been expressed regarding the co-mingling of the various bulk products handled at Pier G. The proposed project will isolate the sulfur from all other bulk materials except during shiploading when small amounts of prilled sulphur will co-mingle with small quantities of coke and/or coal spilled from conveyor belts. Unless heat in excess of 261^{0} C is applied to a coke/coal and sulphur mix, no danger exists. This is true even if water is present as both commodities are insoluble in water. In any event, any spilled materials will be cleaned up during normal housekeeping routines.

4. Risk Management Plan

Neither liquid nor solid sulphur are described as hazardous under the Ports' Risk Management Plan. The Risk Management Plan defines a commodity as hazardous if its NFPA Hazard rating is 2 or greater. Therefore, no formal risk management analysis is required.

E. Water Quality

The project site will be sloped to a central point to allow storm and washdown water to be collected. A settling and filtration system will filter this water along with process water for recycling in the prilling process. No storm drain or sewer discharge from the sulphur processing or rainfall will occur. Sediment from the filtration system will be disposed in sanitary landfill.

IV. Port Master Plan and Coastal Act Issues

A. Analysis of Port Planning Issues and Related Projects

The proposed project is located within the Southeast Harbor District which is primarily composed of primary port uses dedicated to general and bulk cargo shipments. Port Master Plan goals in this district include expansion of existing primary port uses and development of multi-company terminals. The proposed project would further these goals. Applicable portions of the California Coastal Act are outlined below with a brief analysis of each.

Coastal Act Section

30253 - Minimize Risk, Energy Use; Protect Neighborhoods and comply with Air Pollution Regulations.

The proposed project is designed to minimize risks from fires or upsets. Permit conditions will ensure compliance with safety needs. The project will also conform to South Coast Air Quality Management District requirements.

30255 - Coastal Dependent Use

As this project involves direct exporting to vessel, it is considered coastally dependent use.

30260 - Use of Existing Sites

The project will occupy an underutilized portion of a primary port facility.

30708 - Port Related Uses

The project is a primary port use utilizing existing land, mini-impacts and vessel traffic conflicts. Primary port uses are

those uses involved in the transfer of goods between land and water transportation.

30715 - Appealable Projects

The proposed project is an appealable project because it is, in part, a petrochemical production plant.

PROPOSED STAFF RECOMMENDATIONS

The Staff recommends that the Board of Harbor Commissioners adopt the following minute order.

1. Findings and Declarations

The Board of Harbor Commissioners finds and adopts as its findings the Project Description, Project Background and analysis of Port Planning Issues and Related Projects, as set forth in the Negative Declaration/ Application Summary Report attached hereto, which are incorporated by reference as though fully set forth herein.

2. Approvals with Conditions

The Board of Harbor Commissioners hereby grants a Level II Harbor Development Permit subject to the conditions below for the proposed development on the grounds the proposed development, as conditioned, will be in conformity with the California Coastal Act and the permitted uses for the Southeast Harbor Planning District.

3. Standard Conditions

The permit is subject to the Standard Conditions given in the attached Exhibit A.

4. Special Conditions

The permit is subject to the following special conditions:

a. Conformance with Long Beach Fire Department requirements.

b. No molten sulfur will be unloaded or prilled unless the air pollution control equipment is in full operation.

c. The exterior of the project area will be kept free of sulphur dust accumulation.

d. Submission of final plans and specifications for approval by by the Director of Engineering and the Director of Port Planning prior to construction.

e. No horizontal surfaces which will allow sulphur dust accumulation will be allowed within the storage silos.

f. Separate dust suppression and fire suppression sprinklers for the storage pile are required.

EXHIBIT A

STANDARD CONDITIONS

No property rights, either in real estate or material, or any exclusive privileges are granted, and the permit does not authorize any injury to private property or invasion of private rights, or any infringement of Federal State or local laws or regulations.

b) Construction drawings and final working drawings shall be submitted to the Port Planning Division for review and approval at appropriate time increments during the permit process prior to commencement of any portion of the development as shown in Item 10, on the Harbor Development Permit.

c) Permittee shall notify the Chief Harbor Engineer, by letter, of the anticipated starting date at least ten (10) days in advance of beginning work.

d) 1) As-built drawings for all construction within the Harbor District shall be submitted to the Port Planning Division for filing upon completion of work, except as provided for below.

2) Pipeline As-Builts: After the completion of said work, Permittee shall furnish the Long Beach Harbor Department with four (4) sets of survey notes and as-built drawings, signed by a licensed surveyor, who shall certify to the correctness of the horizontal and vertical alignment of the pipelines. All of said drawings shall be drawn to a scale in which the number of feet per inch shall not exceed one hundred (100). The drawings shall show the accurate alignment of the pipelines by centerline traverses and be referenced to all intersections of the street property lines and those survey points furnished by the Harbor Department. The elevations of the tops of said pipelines and facilities shall show on the drawings. All survey work, both horizontal and vertical, shall be to the latest third order of accuracy as established by the National Oceanic & Atmospheric Administration (NOAA) Survey.

e) All construction and operation shall occur in accordance with approved plans submitted under Item b), above, and Item 12 of the Harbor Development Permit (HDP).

f) The HDP is issued subject to the applicant obtaining all other agencies' approvals and/or permits under Items 16a and b of the HDP, and construction shall not be commenced until such approvals and permits have been obtained. Failure to do so will constitute automatic revocation of the HDP.

g) Work authorized by the HDP must commence within two years from the date of the Board of Harbor Commissioner's vote upon the application, unless otherwise specified. If construction has not commenced, the HDP will expire two (2) year from the date of said vote. Any extension of time of said commencement date must be applied for prior to the expiration of the HDP.

h) The Harbor Development Permit may not be assigned to another person except as provided in the Board of Harbor Commissioner's Port Master Plan Implementation Guidelines and in Section 13170 of Title 14, of the California Administrative Code, to the extent applicable.

i) The Harbor Development Permit (HDP) shall not become effective until the ORIGINAL of the permit has been returned to the Director of Port Planning, upon which all permittees or agent(s) authorized in the permit application have acknowledged that they have received a copy of the permit and have accepted its contents. The Permittee shall keep a copy of the fully signed permit for his use and have it posted or otherwise available at the project site. Provided, however, if the project is appealable, the permit shall become effective after the tenth (10th) working day following notification of approval, unless an appeal is filed with the Coastal Commission within that time.

j) The Harbor Development Permit shall not become effective until the ORIGINAL of the permit has been returned to the Board of Harbor Commissioners, upon which all permittees or agent(s) authorized in the permit application have acknowledged that they have received a copy of the permit and have accepted its contents. The Permittee shall retain a copy of the fully-signed permit for his use. Provided, however, if the project is appealable, the permit shall become effective after the tenth (10) working day after notfication of approval, unless an appeal is filed with the Coastal Commission within that time.

k) Level I permits shall become effective upon completion of review by the Board of Harbor Commissioners except where the Board has stayed the issuance of the permit.

l) Distribution and/or removal of surplus materials (fills, dirt, broken asphalt, etc.) generated by these construction activities (on Port-owned or controlled property) must have prior approval of the Chief Harbor Engineer.

#86047

NEGATIVE DECLARATION
Prepared in Accordance With the
California Environmental Quality Act of 1970
As Amended

and

APPLICATION SUMMARY REPORT
Prepared in Accordance With the
Certified Port Master Plan and California Coastal Act of 1976

For

SSM COAL NORTH AMERICA / COKE STORAGE FACILITY

This narrative and attached documents, including the project description, site visitation, staff analysis and where appropriate, mitigation measures to be implemented, constitutes a Negative Declaration, prepared in accordance with the California Environmental Quality Act and an Application Summary Report with Proposed Staff Recommendations prepared in accordance with the certified Port Master Plan (PMP) and California Coastal Act of 1976. Based upon data contained herein, the proposed project has been determined not to have any significant adverse environmental impacts and is in conformance with the stated policies of the PMP. This document was circulated for public review and becomes effective upon adoption by the Long Beach Harbor Commissioners.

ISSUED FOR PUBLIC REVIEW ON: June 2, 1986

BY: DIRECTOR OF PORT PLANNING

NEGATIVE DECLARATION ADOPTED ON _____, 19 ____

BY: CITY OF LONG BEACH BOARD OF HARBOR COMMISSIONERS

Application No. 86047

No. 86047

PORT PLANNING DIVISION
INITIAL STUDY and CHECKLIST

DATE: May 5, 1986

SITE: Pier G, Berths 212-215

INITIAL STUDY PREPARED BY: Robert Mall, Administrative Intern

Project Description: Coke - Receiving, storage and reclaim facility.

Environmental Setting

1. Existing Use and Condition of the Site:

   a. Number of structures, location, use and size: 5 dry bulk storage buildings associated conveyor systems and 2 shiploaders. Located on Pier G totalling 40 acres, used for transporting dry bulk materials.

   b. Site/Structure Condition and Age: NA

   c. Site Dimensions: 130' x 615' x 95' height (80,000 sq. ft.)

   d. Number of Existing Parking Spaces: two

      open: 2 enclosed: ø

   e. Condition of:

      Curbs/Gutters: N/A

      Pavement: Good

      Storm drains: Good

f. Landscaping and/or other features including landforms: NONE

g. Ambient Noise and Major Sources of Noise: Background noise created by operation of conveyor system and onboard generators of ships at berth.

h. Current Traffic Conditions: Minimum vehicular movements; mostly employees. Traffic flow is good.

i. Existing Use and Projects Compatibility with Surrounding Land Uses: Industrial coke facility project is consistent with current land use and port-related. Present use is for the open storage of coke.

2. Uses of Surrounding Properties:

	Adjacent Land Use (Precise Use)	Structure Height	Structure Condition
North:	Administrative Offices	Aprox. 25'	Good
	Loading Facilities	" 30'	Good
South:	Coke Storage Facility	90+ '	Good
East:	Coke Storage Facility	90+'	Good
West:	Open Storage Berths	NA	Good
			Good

	Beneficial Impact	Minor Adverse Impact	Significant Adverse Impact	No Impact
1. ATMOSPHERIC RESOURCES				
Will the proposal result in:				
a. Changes in generation of emissions (gases, chemicals, particulates, clarity and odor) or deterioration of ambient air quality.	X			
b. Generation of construction emissions.		X		
c. Alterations of air movement, moisture, temperature, change in micro-climate or patterns.				X
2. WATER QUALITY				
Will the proposal result in:				
a. Alteration of surface water quality.	X			
b. Change in current, course or direction of water movement.				X
c. Change in absorption rates, drainage pattern or rate and amount of surface water runoff.				X
d. Change in quantity, quality of ground water.				X
e. Change in exposure of people or property to water related hazards, e.g. flooding.				X
3. EARTH RESOURCES				
Will the proposal result in:				
a. Change in earth conditions or change in geologic substructures.				X
b. Disruptions, displacements, compaction of the soil.				X
c. Change in topography.				X
d. Modification of unique geologic or physical features.				X

	Beneficial Impact	Minor Adverse Impact	Significant Adverse Impact	No Impact
e. Change in wind or water erosion of soils.				X
f. Change in deposition, erosion of beach sands, siltation, deposition or erosion.				X
g. Change in exposure of people or property to geologic hazards such as earthquakes and ground failure.				X

4. VEGETATION and ANIMAL LIFE

Will the proposal result in:

a. Change in diversity or number of species.				X
b. Change in numbers of unique or rare species.				X
c. Change in existing plant or wildlife habitat.				X

5. NOISE

Will the proposal result in:

a. Change in ambient noise levels.				X
b. Change in exposure of populations to noise levels.				X
c. Conformance with applicable noise ordinances and/or other regulations.				X

6. VISUAL QUALITY

Will the proposal result in:

a. Changes in light or glare from street lights or other sources.				X
b. Alterations of existing views.				X
c. A change in harmony and compatibility with adjacent uses (i.e. building height, bulk, mass, scale, alignment, style, color, exterior facade materials).				X
d. Changes in structures visible to public view.				X

	Beneficial Impact	Minor Adverse Impact	Significant Adverse Impact	No Impact
e. Visible mechanical equipment on rooftop.				X
7. CULTURAL RESOURCES/RECREATION				
Will the proposal result in:				
a. Change in quality or quantity of recreational opportunities.				X
b. Change in significant archaeological or historical sites.				X
c. Change in quality or quantity of existing educational or scientific institutions.				X
8. LAND USE - DESIGN				
Will the proposal result in:				
a. Conformance with:				
(1) Adopted General Plan and elements.				X
(2) Zoning Ordinances.				X
(3) Relevant regional plans and policies.				X
b. Compatibility with adjacent land uses (i.e. preservation or privacy, spatial cohesiveness, personal safety).				X
c. Change in intensity of development (e.g. rate and density of development).	X			
d. Change in open space (e.g. amenities or recreational uses).				X
e. Sufficient building setbacks for sunlight and views.				X
f. Sufficient natural air circulation in and around buildings.				X
g. Change in parking facilities in terms of number, design and access from street.				X

	Beneficial Impact	Minor Adverse Impact	Significant Adverse Impact	No Impact
9. TRANSPORTATION				
Will the proposal result in:				
a. Change in vehicular movement.	X			
b. Change in demand for new parking.				X
c. Impact upon existing transportation systems.				X
d. Alterations to present patterns of circulation or movement of people and/or goods.				X
e. Change in traffic hazards to motor vehicles, bicyclists or pedestrians.				X
f. Changes in waterborne, rail or air traffic.				X
10. UTILITY SYSTEM				
Will the proposal result in a need for new systems, or substantial alterations to the following:				
a. Electricity or natural gas.		X		
b. Communications systems.				X
c. Water.				X
d. Sewer.				X
e. Storm water systems.				X
f. Solid waste systems.				X
11. PUBLIC SERVICES				
Will the proposal result in a change in demand for:				
a. Police protection.				X
b. Fire protection.				X
c. Public recreation facilities management and maintenance.				X
d. Street maintenance and trash collection.				X
e. Public health services.				X

	Beneficial Impact	Minor Adverse Impact	Significant Adverse Impact	No Impact
12. RISK MANAGEMENT				
Will the proposal :				
a. Create risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation)				X
b. Change response time for emergency services or change vacuation ease.				X
c. Conform with the Port Risk Management Plan.				X
13. ECONOMIC CONSIDERATIONS				
Will the proposal result in:				
a. Impact on tax and general revenues accruing to the City.				X
b. Impact on local/regional economy.				X
c. Impact on employment opportunities.	X			
14. ENERGY				
Will the proposal result in:				
a. Use of substantial amounts of fuel or energy.	X			
b. Substantial changes in demand upon existing sources of energy, or demand for the development of new sources of energy.				X
c. Change in local/regional energy supplies.				X
d. Change in efficiency of energy use.				X
15. SOCIAL CONSIDERATIONS				
Will the proposal result in:				
a. Change in human population distribution, concentration or composition.				X
b. Change on existing housing, or demand for housing.				X

	Beneficial	Minor Adverse	Significant Adverse	No
c. Change in location of residential, commercial, or industrial buildings or or other facilities.	_____	_____	_____	X

16. MANDATORY FINDINGS OF SIGNIFANCE.	YES	MAYBE	NO
a. Does the project have the potential to 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, 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?	_____	_____	X
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.)	_____	_____	X
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	_____	_____	X
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	_____	_____	X

Note: All items checked beneficial, minor, significant, yes or maybe are discussed in further detail in the attachments.

17. DISCUSSION of ENVIRONMENTAL EVALUATION.

Tentative recommendations: Negative Declaration X EIR _____

Discrepancies noted in applicants plans:

Robert Mall
Signature

Administrative Intern
Title

I. Background

The Port of Long Beach owns a dry bulk export facility located on Pier G, Berths 212-215 which is operated by Metropolitan Stevedore Company (See Figure 1). Last year this facility exported approximately 15,000± metric tons of coal and 3.5 million metric tons of petroleum coke, in addition to minor amounts of other dry bulk commodities. There is sufficient wharf length and water depth to accommodate two fully loaded bulk carrier vessels of up to 60,000 dead weight tons (dwt) each. Ships anchored at this facility are currently loaded by two traveling shiploaders.

II. Project Description

SSM Coal North America proposes to construct an 83,700± metric ton petroleum coke storage and handling facility on Pier G to handle their coke movements now being exported through the Port.

This facility would include: 1) a single transit shed 130' wide, 615' long and about 95' high; 2) new fully enclosed conveyor systems designed to tie into the existing conveying and ship-loading systems; and 3) a new truck dump station (See Figure 2). In addition, construction of this facility will require the removal of some existing rail lines (see Figure 3) and realignment of the tracks exiting the rail dump station and the addition of a section of track south the ARCO transfer tower. In order for these changes to take place, the size of open storage stockpile #7 will be reduced from its present capacity of 50,000± metric tons down to 33,000± metric tons.

A. Project Duration

The expected length of time required to complete this project from start of construction is 9 to 12 months.

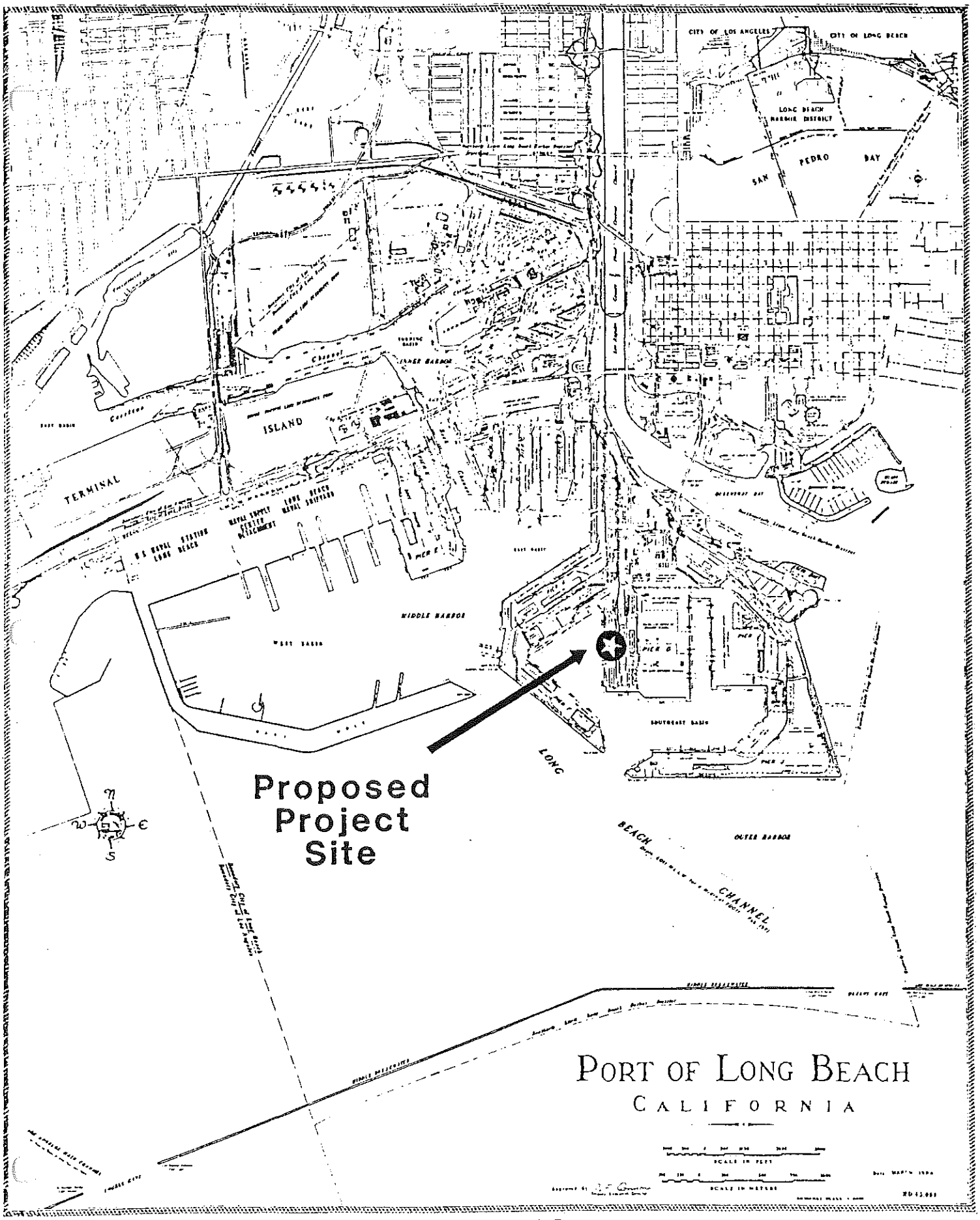
III. Impacts Discussion

Based upon the attached initial study, there is no potential for significant adverse impacts from this project. Beneficial and minor adverse impacts are discussed below.

A. Air Quality

This project will have both adverse and beneficial impacts on air quality. There will be two adverse conditions, both will be minor and one will be short-term. However, the beneficial impacts will offset the adverse effects and lead towards an overall improvement in air quality.

The first of the adverse impacts will be as a result of emissions generated by the construction phase of the project. This will create a small temporary impact on air quality in the South Coast Air Basin. Given the Air Quality Management District's (AQMD)



Vicinity Map

Figure 1

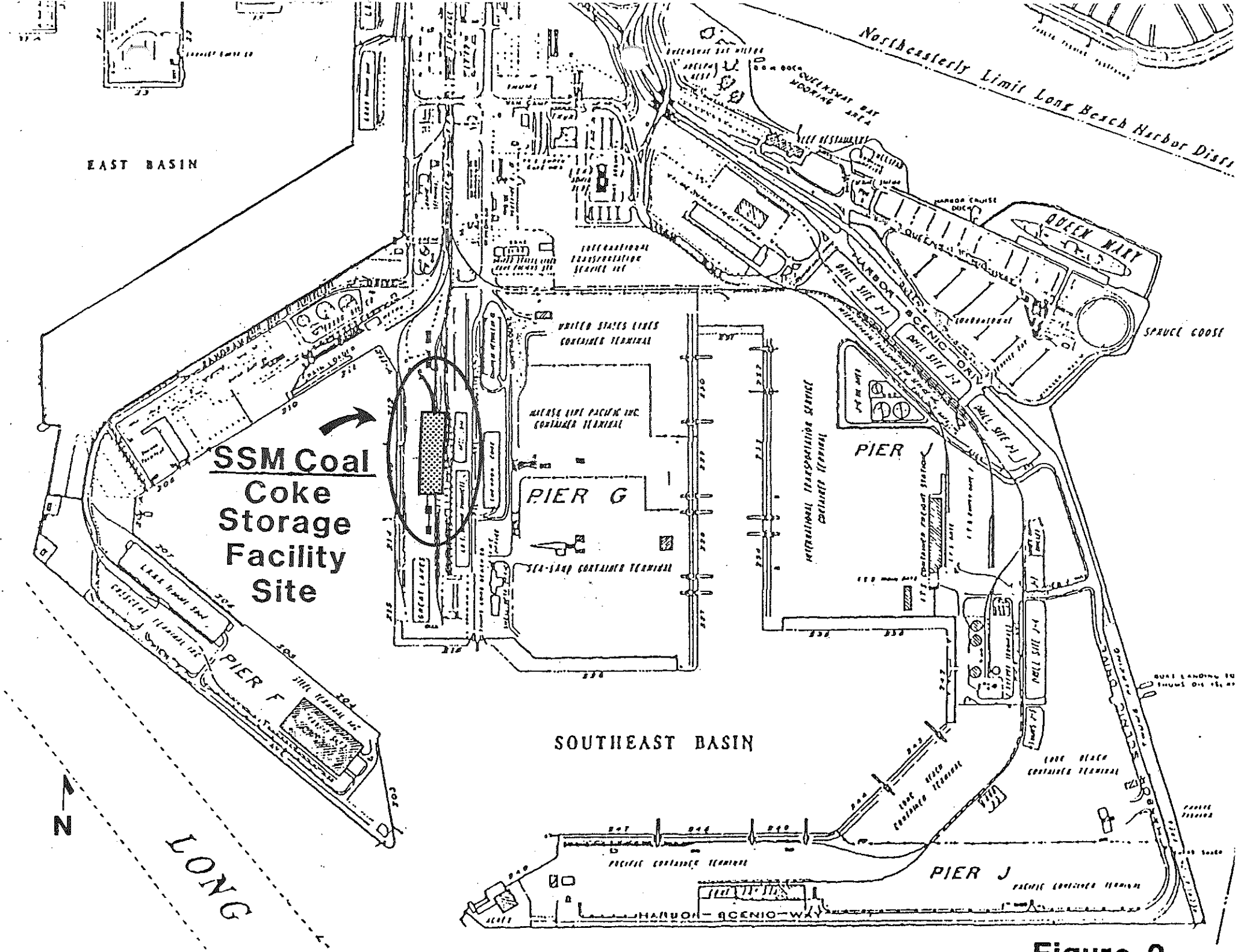
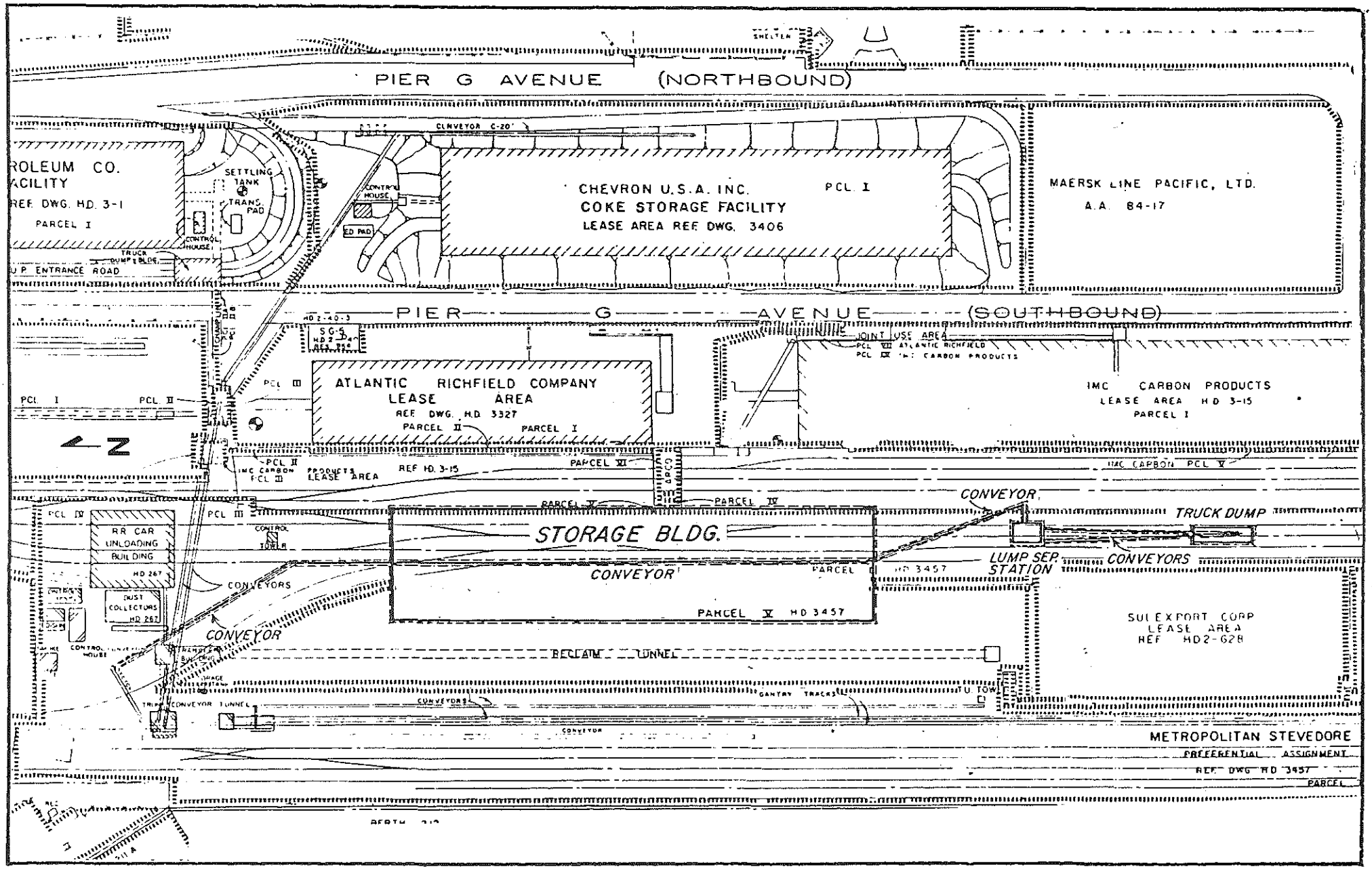

EAST BASIN
SSM Coal
Coke
Storage
Facility
Site
PIER F
PIER G
PIER J
PIER
SOUTHEAST BASIN
LONG
N
QUEEN MARY
SPRUCE GOOSE
HARBOR - SCENIC - WAY

Figure 2



SSM Coal Facility

Figure 3

threshold figures (See Table A) the amount of pollution produced during construction, on a pounds per day basis, is well below levels of significance. Therefore, they are not considered to have a significant impact on long-term air quality. Table A below shows the amount of pollution expected to be produced during a single day of the most intensive phase of construction. This scenario would result only from an overlap in the projected construction schedules and is not likely to happen; indicating that the emission levels would be lower than shown.

TABLE A PROJECTED CONSTRUCTION EMISSIONS

Source	POLLUTANT (lbs/day)				
	CO	NO_x	SO_x	NHMC	Part.
5 Vehicles	4.14	.55	.06	.32	.09
3 Concrete Trucks	8.65	15.45	2.22	2.76	1.26
1 140 Ton Crane*	3.31	18.16	1.14	1.25	1.11
1 50hp Pump (Gas)*	100.50	2.60	.13	5.10	.16
1 50hp Compressor (Diesel)*	3.47	16.08	1.06	1.20	1.14
TOTAL	120.07	52.84	4.61	10.63	3.76
AQMD THRESHOLD	550.0	100.0	150.0	75.0	150.0

* Operated for an eight-hour shift

Sources: 1) AP-42, 3.2.7-1, 3.5.3-1.
2) Air Quality Handbook for EIRs, SCAQMD 1983.
3) California Air Resources Board, Summary of 1982 Air Quality Data.

The second adverse impact will come about through operation of the facility's conveyor system. While the system will be enclosed and the most modern and practical methods of dust suppressing devices will be used, the potential that a small amount of fugitive particulate matter may become airborne, does exist. However, since SSM's coke now moves over Pier G using existing conveyors, only the source of dust rather than the amount will change. Enclosure of a portion of stockpile #7 will represent a long-term benefit. Designed to be fully enclosed and increase the capacity to store coke within the same land area, the shed effectively eliminates the potential for particulate matter to become airborne.

The greatest long-term benefit will be realized through a reduction in emissions created by current vehiclar movements. Presently, SSM coal utilizes an intensive method of transporting coke from local refineries to the port. Today, the only way SSM Coal can transport directly to the Port is when a contract ship is docked at the Pier G facility. Since it is

not always possible to have a ship at berth here, the coke must be stored off-site. For this purpose SSM Coal is currently using an open storage facility in the Carson area. This site is about 5 miles from the refinery and approximately 20 miles from the port's facility on Pier G. It takes as many as 800 round-trip truck movements, totalling 40,000 miles, and two days to fill an order of 22,000± short tons. This type of movement is called a pile run. With construction of the proposed facility, SSM Coal would need only to bring the coke directly to the transit shed, requiring up to 125 round trip truck movements totalling 5,000 miles, an 87.5% reduction in mileage requirements over pile runs.

Table B below shows the reduction in emissions produced during maximum operation, comparing the present method of coke movement versus the proposed project's change in movement requirements. As evident by the numbers, a considerable reduction in vehicle emissions will result from implemenation of this project.

TABLE B

Maximum Daily Emissions Produced During Present Coke Transport Methods. Truck Movements Totalling 20,000 Miles.*

	CO	NO_x	SO_x	NHMC	PART.
lbs/day	481.1	858.5	123.5	153.9	70.1

* Peak Pile Run Requirements To Fill A 22,000 Short Ton Order.

Emissions Projected To Occur If The Proposal Is Implemented Maximum Daily Truck Movements Totalling 5,000 Miles.*

	CO	NO_x	SO_x	NHMC	PART.
lbs/day	120.3	214.6	30.8	38.5	17.5

* Required only to replenish or maintain the storage capacity of the transit shed.

B. Water Quality

The proposed project will be constructed to include a storm water run-off collection system that will be incorporated into the system now in use. This will maintain current water quality levels as regulated by the State Regional Water Quality Control Board, and Federal guidelines.

Because of the enclosed facility, there will be a reduction in the amount of coke which would be exposed to rainfall. This will decrease the amount of contaminated run-off produced, resulting in an improvement in the quality of captured run-off entering waste water diversion facilities.

C. Surface Traffic

At the present time, the facility on Pier G is served by both rail and trucks bringing dry bulk materials from local and regional producers.

The proposed project will have no impact on current rail traffic or ship movements to the port. There will, however, be a change in the number of truck movements to the Port.

As mentioned earlier, SSM Coal North America stockpiles coke off-site in Carson and moves this coke to Pier G in continuous truck movements while a ship is being loaded. These pile runs can require up to 800 truck movements logging 40,000 miles over a two day period to fill a large order (22,000 short tons). The storage shed will allow SSM to move coke directly from the source to Pier G at a rate of 75-125 trucks per day eliminating both the intermediate step of off-site stockpiling and direct pile runs. The net result is 35,000 fewer truck miles driven and less congestion within the port.

As mentioned earlier, there will be no change in the amount of rail traffic to the port. There will, however, be a minor impact on Metropolitan Stevedore's ability to store rail cars on site. This is due to the removal of tracks currently used for this purpose. To offset this inconvenience to Metropolitan Stevedore, a realignment of the track from the rail dump will take place increasing operating efficiency. There will also be an additional section of track laid south of the Arco transfer to compensate for lost storage track.

D. Economics

There will be a short-term, localized increase in employment opportunities lasting throughout the projected 9 to 12 month construction period.

E. Land Use

The proposed project will not alter the present use of the site except to increase the productivity at the site. This

results in a more intensive use of the same physical area which can be deemed a positive impact to land use.

F. Utility Systems

Implementation of the proposed project would result in the need for construction of a single electrical sub-station capable capable of delivering at least 545,000 KWH per year. Various energy saving devices are being used which will reduce energy consumption by 30,000 KWH per year.

The project will not consume substantial amounts of energy, therefore no significant impact on energy usage or supply is anticipated. In fact, the reduction in truck miles driven represents a positive energy benefit.

IV. Analysis of Port Planning and Related Issues

The proposed project is located within the Southeast Harbor Planning District. This district features primary port activities including dry bulk terminals, general cargo container terminals and break-bulk cargo handling.

The Port Master Plan states that development in this district shall conform to Coastal Act sections 30705, 30706, and 30708 (a) through (e). An analysis of each section follows:

30705 and 30706 - Dredge and Fill Criteria

No dredging or fill will take place as a result of this project.

30708(a) - Environmental Impacts

The above Negative Declaration prepared pursuant to CEQA, has shown no significant adverse impacts.

30708(b) - Vessel Traffic

The number of vessel movements will not change as a result of this proposal.

30708(c) - Port Uses

The intended land use is a primary port activity and as such conforms to this section.

30708(d) - Rail Services

Current rail services will not be hindered as a result of this project (see Section III B).

30715(d) - Appealable Projects

The California Coastal Act (CCA) states that within a certified Port Master Plan certain categories of projects can be appealed to the Coastal Commission. This project does not fall into these categories and therefore is non-appealable.

PROPOSED STAFF RECOMMENDATIONS

The Staff recommends that the Board of Harbor Commissioners adopt the following minute order:

1. Findings and Declarations

   The Board of Harbor Commissioners finds and adopts as its findings the Project Description and Background and analysis of Port Planning and Related Issues, as set forth in the Application Summary Report attached hereto, which are incorporated by reference as though fully set forth herein.

2. Approvals with Conditions

   The Board of Harbor Commissioners hereby grants a Level II Harbor Development Permit subject to the conditions below for the proposed development on the grounds the proposed development, as conditioned, will be in conformity with the Southeast Harbor Planning District.

3. Standard Conditions

   The permit is subject to the Standard Conditions given in the Attached Exhibit A.

4. Special Conditions

   All new conveyors shall be completely enclosed.

EXHIBIT A

STANDARD CONDITIONS

a) No property rights, either in real estate or material, or any exclusive privileges are granted, and the permit does not authorize any injury to private property or invasion of private rights, or any infringement of Federal, State or local laws or regulations.

b) Construction drawings and final working drawings shall be submitted to the Port Planning Division for review and approval at appropriate time increments during the permit process prior to commencement of any portion of the development as shown in Item 10, on the Harbor Development Permit.

c) Permittee shall notify the Director of Engineering, Surveys and Construction by letter, of the anticipated starting date at least ten (10) days in advance of beginning work.

d) 1) As-built drawings for all construction within the Harbor District shall be submitted to the Port Planning Division for filing upon completion of work, except as provided for below.

2) Pipeline As-Builts: After the completion of said work, Permittee shall furnish the Long Beach Harbor Department with four (4) sets of survey notes and as-built drawings, signed by a licensed surveyor, who shall certify to the correctness of the horizontal and vertical alignment of the pipelines by centerline traverses and be referenced to all intersections of the street property lines and those survey points furnished by the Harbor Department. The elevations of the tops of said pipelines and facilities shall show on the drawings. All survey work, both horizontal and vertical, shall be to the latest third order of accuracy as established by the National Oceanic & Atmospheric Administration (NOAA) Survey.

e) All construction and operation shall occur in accordance with approved plans submitted under Item b), above, and Item 12 of the Harbor Development Permit.

f) The HDP is issued subject to the applicant obtaining all other agencies' approvals and/or permits under Items 16a and b of the HDP, and construction shall not be commenced until such approvals and permits have been obtained. Failure to do so will constitute automatic revocation of the HDP.

) Work authorized by the HDP must commence within two years from the date of the Board of Harbor Commissioner's vote upon the application, unless otherwise specified. If construction

has not commenced, the HDP will expire two (2) years from the date of said vote. Any extension of time of said commencement date must be applied for prior to the expiration of the HDP.

h) The Harbor Development Permit may not be assigned to another person except as provided in the Board of Harbor Commissioner's Port Master Plan Implementation Guidelines and in Section 13170 of Title 14, of the California Administrative Code, to the extent applicable.

i) The Harbor Development Permit (HDP) shall not become effective until the ORIGINAL of the permit has been returned to the Director of Port Planning, upon which all permittees or agent(s) authorized in the permit application have acknowledge that they have received a copy of the permit and have accepted its contents. The Permittee shall keep a copy of the fully signed permit for his use and have it posted or otherwise available at the project site. Provided, however, if the project is appealable, the permit shall become effective after the tenth (10th) working day following notification of approval, unless an appeal is filed with the Coastal Commission within that time.

j) The Harbor Development Permit shall not effective until the ORIGINAL of the permit has been returned to the Board of Harbor Commissioners, upon which all permittee or agent(s) authorized in the permit application have acknowledged that they have received a copy of the permit and have accepted its contents. The permittee shall retain a copy of the fully-signed permit for his use. Provided, however, if the project is appealable, the permit shall become effective after the tenth (10th) working day after notification of approval, unless an appeal is filed with the Coastal Commission within that time.

k) Level I permits shall become effective upon completion of review by the Board of Harbor Commissioners except where the Board has stayed the issuance of the permit.

l) Distribution and/or removal of surplus materials (fills, dirt, broken asphal, etc.) generated by these construction activities (on Port-owned or controlled property) must have prior approval of the Director of Engineering, Design and Development.

NEGATIVE DECLARATION
Prepared in Accordance With the
California Environmental Quality Act of 1970
As Amended

And

APPLICATION SUMMARY REPORT
Prepared in Accordance With the
Certified Port Master Plan and California Coastal Act of 1976

For

APPLIED INDUSTRIAL MATERIALS CORPORATION
PAD NO. 14 MODIFICATIONS

This narrative and attached documents, including the project description, site visitation, staff analysis and where appropriate, mitigation measures to be implemented, constitutes a Negative Declaration, prepared in accordance with the California Environmental Quality Act and an Application Summary Report with Proposed Staff Recommendations prepared in accordance with the certified Port Master Plan (PMP) and California Coastal Act of 1976. Based upon data contained herein, the proposed project has been determined not to have any significant adverse environmental impacts and is in conformance with the stated policies of the PMP. This document was circulated for public review and becomes effective upon adoption by the Long Beach Harbor Commission.

ISSUED FOR PUBLIC REVIEW: April 16, 1990

BY: DIRECTOR OF PLANNING

Geraldine Knatz

NEGATIVE DECLARATION ADOPTED ON: _____, 19____

BY: CITY OF LONG BEACH BOARD OF HARBOR COMMISSIONERS

_____

Application No. 90022

APPLIED INDUSTRIAL MATERIALS CORPORATION
PAD NO. 14 MODIFICATIONS

I. PROJECT BACKGROUND AND DESCRIPTION

Applied Industrial Materials Corporation (AIMCOR) has been located at 1270 Pier G Avenue in the Port of Long Beach since 1975 (Figures 1 & 2). Formerly known as the Carbon Products Division of International Mineral and Chemicals Corporation, AIMCOR originally exported coal and petroleum coke from their facility. Coke is a by product which results from the petroleum refining process and is used primarily as a fuel and in steel manufacturing. Ninety percent of the coke produced by Southern California refineries is shipped through Pier G. AIMCOR currently leases two sites on Pier G for the export of petroleum coke; an enclosed coke storage shed (3.4 acres) and an open coke storage area (Pad No. 14; 1.3 acres).

AIMCOR proposes to modify their existing facility by constructing 22 foot high containment walls around the open coke stockpile at Pad No. 14. In addition, a truck dump station, a screening station and a conveyor system to link Pad No. 14 to the coke shed will also be constructed (Figures 3 & 4).

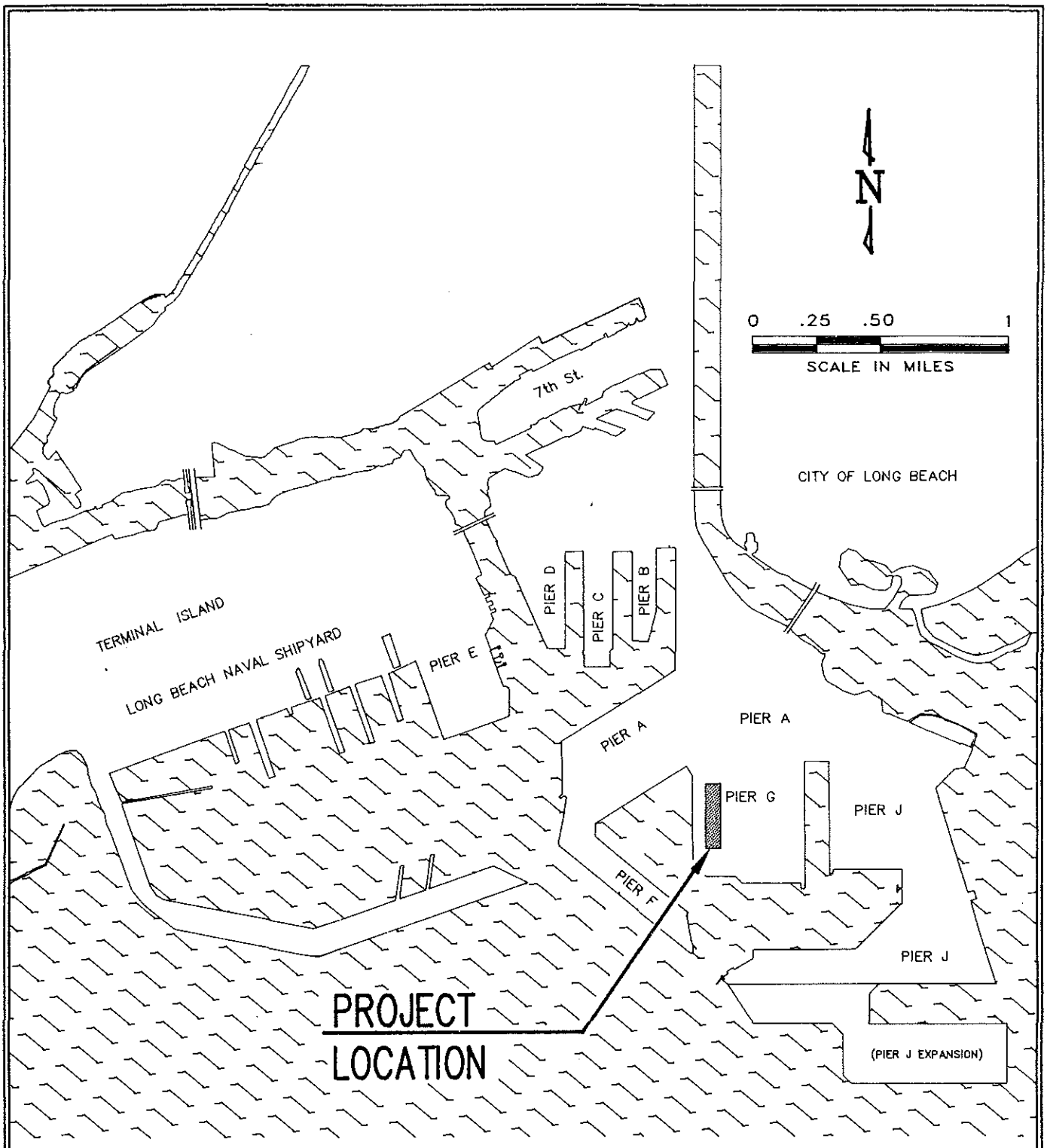
II. IMPACTS DISCUSSION

Based on the attached initial study, there is no potential for significant adverse environmental impacts from this project. Beneficial and minor adverse impacts are discussed below. Section numbers refer to the attached initial study.

1. ATMOSPHERIC RESOURCES

a. There will be no change in the generation of emissions due to the proposed project since there is no significant change in the operation of the existing facility. Any increase in emissions from truck traffic will be offset by a corresponding reduction in the number of trucks visiting adjacent facilities.

b. Emissions associated with construction will be minor and short term in nature. Activities requiring the use of construction equipment are expected to be intermittent over a period of approximately six months. The worst case pollutant amounts, which assumes all equipment

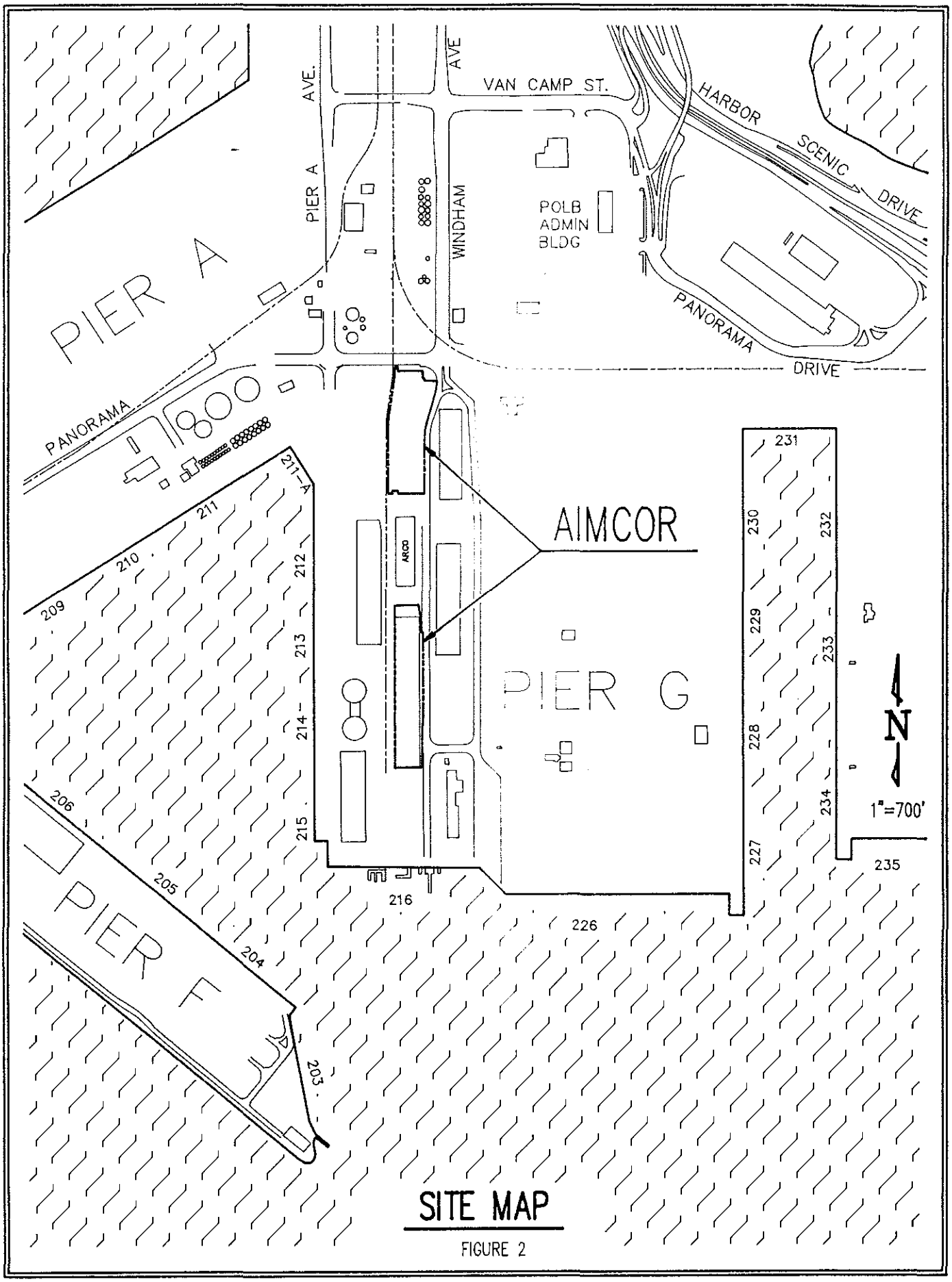


PORT OF LONG BEACH

CALIFORNIA

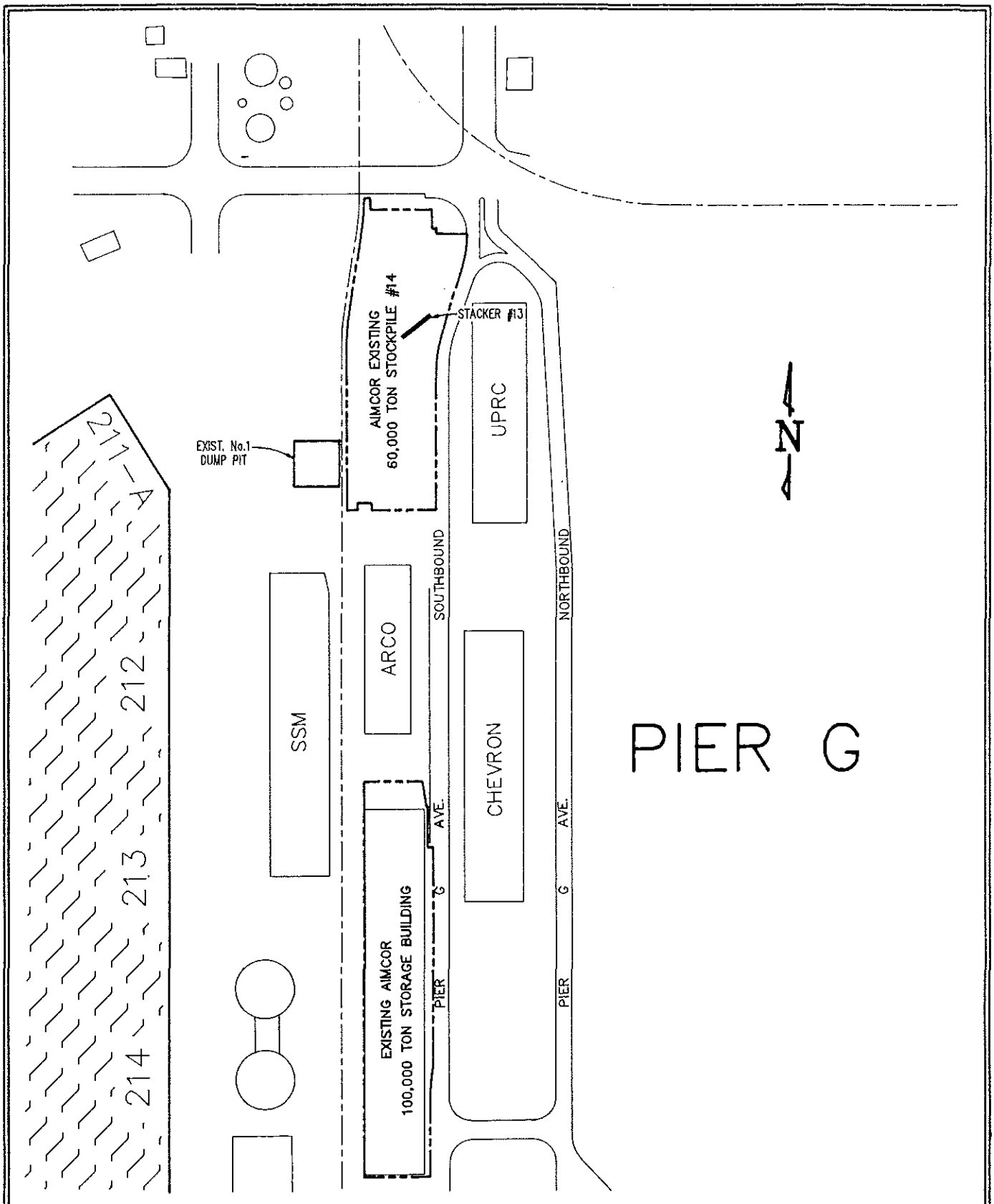
VICINITY MAP

FIGURE 1



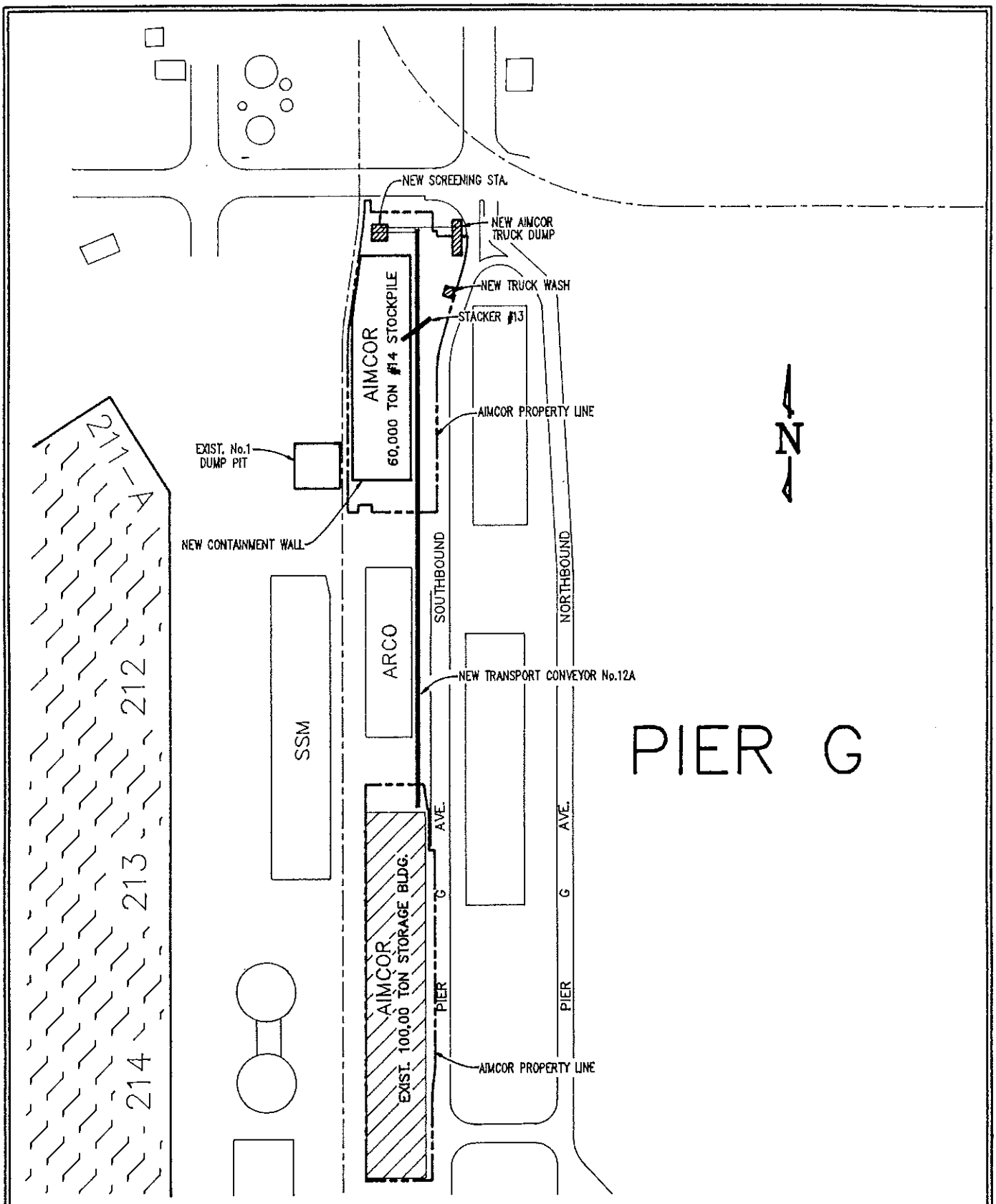
SITE MAP

FIGURE 2



EXISTING PLAN

FIGURE 3



PROPOSED PLAN

FIGURE 4

operating at the same time, are shown in Table A. Because these emissions are temporary, they are considered to have a minor effect on existing local air quality and are not significant.

TABLE A

CONSTRUCTION EMISSIONS
EMISSION PRODUCTION FOR DIESEL POWERED
CONSTRUCTION EQUIPMENT

		Pollutants (lbs./day)[1]			
Source	Quantity	CO	HC	NOx[2]	Part.
Wheeled Loader[3]	3	13.8	6.0	45.3	4.2
Bulldozer	1	14.4	1.5	33.3	1.3
Cement Trucks	8	8.1	3.2	20.4	2.3
Miscellaneous[4]	4	21.6	4.9	54.1	4.4
TOTAL		57.9	15.6	153.1	12.2
SCAQMD Threshold		550.0	75.0	100.1	150.0

1. Values based on an 8-hour day.
2. As NO_2
3. Two backhoes; One front-end loader.
4. Cranes

Sources: USEPA. 1985. Compilation of Air Pollution Emission Factors. AP-42, 4th Edition.

California Air Resources Board. 1986. Motor Vehicles Emissions Factor Program - EMFAC7C.

c. There will be no change in air movement, moisture, temperature or micro-climates or patterns due to the proposed project.

2. WATER QUALITY

a. There will be a beneficial impact in surface water quality with the addition of the walls surrounding the coke pile since it is less likely that the coke could inadvertently be washed into harbor waters.

There will be no change in the other impacts associated with water quality since the proposed project will not alter operations at the facility.

3. EARTH RESOURCES

Installation of the containment wall and conveyor system will result in disruption of the soil. However, since this area is completely industrialized and has been disturbed in the past, any impact is considered minor.

4. VEGETATION AND ANIMAL LIFE

Due to the industrialized nature of the site there will be no change in vegetation or animal life.

5. NOISE

Construction activities will result in a minor increase in noise levels at the project site, however, they will cease after construction.

6. VISUAL QUALITY

The addition of the new containment wall have a beneficial impact on existing views since the existing coke pile will now be hidden from public view.

7. CULTURAL RESOURCE/RECREATION

This project will not result in any impact on cultural resources or recreational opportunities.

8. LAND USE - DESIGN

The proposed project will not alter the current land use of the project site.

9. TRANSPORTATION

There may be a slight increase in traffic to Pad No. 14 due to the potential for increase in throughput at the facility, however, this will be offset by a corresponding decrease traffic to the AIMCOR warehouse and other Pier G facilities. Therefore, the increase is not considered to be significant.

10. UTILITY SYSTEM

This project will not result in a need for new or substantially altered utility systems.

11. PUBLIC SERVICES

This project will not result in a change in demand for police and fire protection since the project site is already covered by these services.

12. RISK MANAGEMENT

This project conforms to the Port Risk Management Plan and will not result in a change in the risk of explosion or response times for emergency services.

13. ECONOMIC CONSIDERATIONS

The proposed project will not result in any new economic impacts.

14. ENERGY

There will no change in the use or demand for substantial amounts of local or regional energy supplies.

15. SOCIAL CONSIDERATIONS

The proposed project will not result in a change in any human population concentration or in the location or demand for housing.

16. MANDATORY FINDINGS OF SIGNIFICANCE

The proposed project will not have any long term or cumulative significant adverse impacts on the environment.

III. PORT MASTER PLAN AND COASTAL ACT ISSUES

The proposed project is located within the Southeast Harbor Planning District which is composed of primary port uses dedicated to general and bulk cargo shipments. Port Master Plan goals in this district include expansion of existing primary port uses and development of multi-company terminal efficiency. Applicable portions of the California Coastal Act are outlined below with a brief description of each.

30708 - Port Related Uses
This project is a primary port use utilizing existing land.

30715 - Appealable Projects
Under provision of the Port Master Plan, the proposed project is not appealable to the California Coastal Commission.

PROPOSED STAFF RECOMMENDATIONS

The staff recommends that the Board of Harbor Commissioners adopt the following minute order:

1. Findings and Declarations

The Board of Harbor Commissioners finds and adopts as its findings the project description, project background and analysis of planning issues and related projects, as set forth in the Negative Declaration/Application Summary Report attached hereto, which are incorporated by reference as though fully set forth herein.

2. Approvals with Conditions

The Board of Harbor Commissioners hereby grants a Level II Harbor Development Permit subject to the conditions below for the proposed development on the grounds the proposed development, as conditioned, will be in conformity with the California Coastal Act and the permitted uses for the Southeast Harbor Planning District.

3. Standard Conditions

The permit is subject to the standard conditions given in the attached Exhibit A.

4. Special Conditions

1. If during the course of construction, permittee, shall discover or believe that the material being excavated at the project site contains extremely hazardous wastes or hazardous wastes as those terms have been or are defined by the Administrator of the Environmental Protection Agency, the California Department of Health Services or any other person or agency having jurisdiction of the management of hazardous material, permittee, at its cost, shall (i) promptly notify the Director of Planning of permittee's discovery or belief; (ii) at the request of the Director of Planning, initiate chemical and/or physical analyses of the suspected contaminated material; (iii) promptly submit all laboratory or other test results upon receipt thereof to the Director of Planning; (iv) develop and submit for approval by the Director of Planning a remediation plan providing for the disposal and/or treatment of the contaminated material; (v) treat and dispose of or remove such material in accordance with regulations and orders of governmental agencies having jurisdiction; (vi) if material is removed, replace all such contaminated material with clean fill material structurally suitable for the project and shall cause the excavation to be backfilled and compacted; and (vii) promptly submit copies of all waste manifests to the Director of Planning.

2. Permittee shall be responsible for all damage to underground structures and utility lines occurring as a result of project constructions.

3. Permittee shall restore all ground surfaces disturbed by excavation to existing conditions.

4. Permittee shall conduct site preparation and construction activities in a manner which minimizes dust and release of materials into harbor waters.

5. Permittee shall fully enclose the screening station, conveyor, and truck dump as proposed.

6. Should any modification to this project be required by the South Coast Air Quality Management District (SCAQMD), permittee shall apply for an amendment to this permit.

7. Permittee shall contact the Port of Long Beach Traffic Engineer at (213) 590-4152 regarding traffic control prior to the commencement of project construction. Permittee shall comply with the Work Area Traffic Control Handbook (WATCH).

8. Permittee shall submit final construction drawings to the Director of Planning for approval prior to the commencement of project construction.

9. Permittee shall minimize fugitive dust emissions resulting from construction activities by using water trucks or sprinkling systems to keep all areas of vehicle movement damp enough to prevent dust being raised when leaving the site and by wetting down project areas in the late morning and after work is completed for the day. Permittee shall submit to the Director of Planning monthly written reports covering daily watering times, amount of water used, and area covered by the watering.

No. 90022

PORT OF LONG BEACH
PLANNING DIVISION
INITIAL STUDY and CHECKLIST

DATE: 3/13/90

SITE: AIMCOR - 1270 Pier G Avenue

INITIAL STUDY PREPARED BY: S. E. Crouch

Project Description: Modification of existing facility by the addition of a truck dump station, sreening station, walls around stockpile and a conveyor to a storage shed.

Environmental Setting

1. **Existing Use and Condition of the Site:**

   a. **Number of structures, location, use and size:** Petroleum coke loading station, conveyor

   b. **Site/structure condition and age:** n/a

   c. **Site dimensions:** PAD No. 15 - 55,000 sq. ft.; Coke shed 138,000 sq. ft.

   d. **Number of existing parking spaces:** n/a

      Open: _____ **Enclosed:** _____

   e. **Condition of:**

      Curbs/gutters: Good

      Pavement: Good

      Storm drains: n/a

   f. **Landscaping and/or other features including landforms:**

      n/a

g. **Ambient noise and major sources of noise:** Ambient - Coke handling facilities, major - truck and conveyors

h. **Current traffic conditions:** moderate - when loading

i. **Existing use and project's compatibility with surrounding land uses:** Coke storage - compatible

2. **Uses of Surrounding Properties:**

	Adjacent Land Use (Precise Use)	Structure Height	Structure Condition
North:	Metropolitan Stevedoring	20 ft.	Good
South:	SSM Coke Shed	60 ft.	Good
East:	UPRC Coke Shed	60 ft.	Good
West:	KOCH Carbon	100 ft.	Good
	Golden West Refinery	30 ft.	Good
	Open Water	n/a	n/a

ENVIRONMENTAL ASSESSMENT CHECKLIST

	Beneficial Impact	Minor Adverse Impact	Significant Adverse Impact	No Impact
1. ATMOSPHERIC RESOURCES				
Will the proposal result in:				
a. Changes in generation of emissions (gases, chemicals, particulates, clarity and odor) or deterioration of ambient air quality.				X
b. Generation of construction emissions.		X		
c. Alterations of air movement, moisture, temperature, change in micro-climate or patterns.				X
2. WATER QUALITY				
Will the proposal result in:				
a. Alteration of surface water quality.	X			
b. Change in current, course, or direction of water movement.				X
c. Change in absorption rates, drainage pattern or rate and amount of surface water runoff.				X
d. Change in quantity, quality of ground water.				X
e. Change in exposure of people property to water related hazards, i.e. flooding.				X
3. EARTH RESOURCES				
Will the proposal result in:				
a. Change in earth conditions or change in geologic substructures.				X
b. Disruptions, displacements, compaction of the soil.		X		

	Beneficial Impact	Minor Adverse	Significant Adverse	No Impact
c. Change in topography.				X
d. Modification of unique geologic or physical features.				X
e. Change in wind or water erosion of soils.				X
f. Change in deposition, erosion of beach sands, siltation, deposition or erosion.				X
g. Change in exposure of people or property to geologic hazards such as earthquakes and ground failure.				X

4. VEGETATION and ANIMAL LIFE

Will the proposal result in:

a. Change in diversity or number of species.				X
b. Change in numbers of rare or unique species.				X
c. Change in existing plant or wildlife habitat.				X

5. NOISE

Will the proposal result in:

a. Change in ambient noise levels.				X
b. Change in exposure of populations to noise levels.		X		
c. Conformance with applicable noise ordinances and/or other regulations.				X

6. VISUAL QUALITY

Will the proposal result in:

a. Changes in light or glare from street lights or other sources				X
b. Alterations of existing views.	X			

	Beneficial Impact	Minor Adverse Impact	Significant Adverse Impact	No Impact
c. A change in harmony and compatiblity with adjacent uses (i.e. building height, bulk, mass, scale, alignment, color, exterior facade materials).				X
d. Changes in structures visible to the public view.	X			
e. Visible mechanical equipment on the rooftop.				X
7. CULTURAL RESOURCES/RECREATION				
Will the proposal result in:				
a. Change in quality or quantity of recreational opportunities.				X
b. Change in significant archaeological or historical sites.				X
c. Change in quality or quantity of existing educational or scientific institutions.				X
8. LAND USE - DESIGN				
Will the proposal result in:				
a. Conformance with:				
(1) Adopted General Plan and elements.				X
(2) Zoning Ordinances.				X
(3) Relevant regional plans and policies.				X
b. Compatibility with adjacent land uses (i.e. preservation of privacy, spatial cohesiveness, personal safety).				X
c. Change in intensity of development (i.e. rate and density of development).				X
d. Change in open space (i.e. amenities or recreational uses)				X
e. Sufficient building setbacks for sunlight and views.				X

	Beneficial Impact	Minor Adverse Impact	Significant Adverse Impact	No Impact
f. Sufficient natural air circulation in and around buildings.				X
g. Change in parking facilities in terms of number, design, and access from the street.				X
9. TRANSPORTATION				
Will the proposal result in:				
a. Change in vehicular movement.				X
b. Change in demand for new parking.				X
c. Impact upon existing transportation systems.				X
d. Alterations to present patterns of circulation or movement of people and/or goods.				X
e. Change in traffic hazards to motor vehicles, bicyclists, or pedestrians.				X
f. Changes in waterborne, rail or air traffic.				X
10. UTILITY SYSTEM				
Will the proposal result in a need for new systems, or substantial alterations to the following:				
a. Electricity or natural gas.				X
b. Communications systems.				X
c. Water.				X
d. Sewer.				X
e. Storm water systems.				X
f. Solid waste systems.				X

	Beneficial Impact	Minor Adverse Impact	Significant Adverse Impact	No Impact
11. PUBLIC SERVICES				
Will the proposal result in a change in demand for:				
a. Police protection.	____	____	____	X
b. Fire protection.	____	____	____	X
c. Public recreation facilities management and maintenance.	____	____	____	X
d. Street maintenance and trash collection.	____	____	____	X
e. Public health services.	____	____	____	X
12. RISK MANAGEMENT				
Will the proposal:				
a. Create risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation).	____	____	____	X
b. Change response time for emergency services or change evacuation ease.	____	____	____	X
c. Conform with the Port Risk Management Plan.	____	____	____	X
13. ECONOMIC CONSIDERATIONS				
Will the proposal result in:				
a. Impacts on tax and general revenues accruing to the City.	____	____	____	X
b. Impacts on local/regional economy.	____	____	____	X
c. Impacts on employment opportunities.	____	____	____	X

	Beneficial Impact	Minor Adverse Impact	Significant Adverse Impact	No Impact
14. ENERGY				
Will the proposal result in:				
a. Use of substantial amounts of fuel or energy.				X
b. Substantial changes in demand upon existing sources of energy, or demand for the development of new sources of energy.				X
c. Change in local/regional energy supplies.				X
d. Change in efficiency of energy use.				X
15. SOCIAL CONSIDERATIONS				
Will the proposal result in:				
a. Change in human population distribution, concentration, or composition.				X
b. Change in existing housing, or demand for housing.				X
c. Change in location of residential, commercial, or industrial buildings or other facilities.				X

16. MANDATORY FINDINGS OF SIGNIFICANCE	YES	MAYBE	NO
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife species to drop below self sustaining levels, threaten to eliminate a plant or animal community, 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?	____	____	X
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.	____	____	X
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	____	____	X
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	____	____	X

17. DISCUSSION OF ENVIRONMENTAL EVALUATION

Tentative recommendations: Negative Declaration X

EIR_____

Note: All items checked beneficial, minor, significant, yes or maybe are discussed in further detail in the attachments.

Discrepancies noted in applicants plans:

Stacy E. Crouch
Signature

Environmental Specialist Assistant
Title

Rev. 8/89:SJW

EXHIBIT A

STANDARD CONDITIONS

a) No property rights, either in real estate or material, or any exclusive privileges are granted, and the permit does not authorize any injury to private property or invasion of private rights, or any infringement of Federal State or local laws or regulations.

b) Construction drawings and final working drawings shall be submitted to the Port Planning Division for review and approval at appropriate time increments during the permit process prior to commencement of any portion of the development as shown in Item 12, on the Harbor Development Permit.

c) Permittee shall notify the Chief Harbor Engineer, by letter, of the anticipated starting date at least ten (10) days in advance of beginning work.

d) 1) As-built drawings for all construction within the Harbor District shall be submitted to the Port Planning Division for filing upon completion of work, except as provided for below.

2) Pipeline As-Builts: After the completion of said work, Permittee shall furnish the Long Beach Harbor Department with four (4) sets of survey notes and as-built drawings, signed by a licensed surveyor, who shall certify to the correctness of the horizontal and vertical alignment of the pipelines. All of said drawings shall be drawn to a scale in which the number of feet per inch shall not exceed one hundred (100). The drawings shall show the accurate alignment of the pipelines by centerline traverses and be referenced to all intersections of the street property lines and those survey points furnished by the Harbor Department. The elevations of the tops of said pipelines and facilities shall show on the drawings. All survey work, both horizontal and vertical, shall be to the latest third order of accuracy as established by the National Oceanic & Atmospheric Administration (NOAA) Survey.

e) All construction and operation shall occur in accordance with approved plans submitted under Item b), above, and Item 14 of the Harbor Development Permit (HDP).

f) The HDP is issued subject to the applicant obtaining all other agencies' approvals and/or permits under Item 17 of the HDP, and construction shall not be commenced until such approvals and permits have been obtained. Failure to do so will constitute automatic revocation of the HDP.

g) Work authorized by the HDP must commence within two years from the date of the Board of Harbor Commissioner's vote upon the application, unless otherwise specified. If construction has not commenced, the HDP will expire two (2) year from the date of said vote. Any extension of time of said commencement date must be applied for prior to the expiration of the HDP.

h) The Harbor Development Permit may not be assigned to another person except as provided in the Board of Harbor Commissioner's Port Master Plan Implementation Guidelines and in Section 13170 of Title 14, of the California Administrative Code, to the extent applicable.

i) The Harbor Development Permit (HDP) shall not become effective until the ORIGINAL of the permit has been returned to the Director of Port Planning, upon which all permittees or agent(s) authorized in the permit application have acknowledged that they have received a copy of the permit and have accepted its contents. The Permittee shall keep a copy of the fully signed permit for his use and have it posted or otherwise available at the project site. Provided, however, if the project is appealable, the permit shall become effective after the tenth (10th) working day following notification of approval, unless an appeal is filed with the Coastal Commission within that time.

j) The Harbor Development Permit shall not become effective until the ORIGINAL of the permit has been returned to the Board of Harbor Commissioners, upon which all permittees or agent(s) authorized in the permit application have acknowledged that they have received a copy of the permit and have accepted its contents. The Permittee shall retain a copy of the fully-signed permit for his use. Provided, however, if the project is appealable, the permit shall become effective after the tenth (10) working day after notfication of approval, unless an appeal is filed with the Coastal Commission within that time.

k) Level I permits shall become effective upon completion of review by the Board of Harbor Commissioners except where the Board has stayed the issuance of the permit.

l) Distribution and/or removal of surplus materials (fills, dirt, broken asphalt, etc.) generated by these construction activities (on Port-owned or controlled property) must have prior approval of the Chief Harbor Engineer.

COMMENTS

AND

RESPONSES

ICF KAISER ENGINEERS

April 27, 1990

ICF KAISER ENGINEERS, INC
10 UNIVERSAL CITY PLAZA, SUITE 2400
UNIVERSAL CITY, CALIFORNIA 91608-1097
(818) 509-7150

Board of Harbor Commissioners
Port of Long Beach
Harbor Department Administration Building
925 Harbor Plaza
Long Beach, California 90802

Dear Commissioners:

The purpose of this letter is to provide ICF Kaiser Engineers (ICF KE's) comments on the Initial Study and Negative Declaration prepared by the Planning Department in response to the proposed AIMCOR, Pad No. 14 Modification Project (Application No. 90022).

ICF Kaiser Engineers evaluated the initial study and negative declaration at the request of the law firm of Sheppard, Mullin, Richter & Hampton on behalf of SSM Carbon. As a result of that review, we have identified three major areas of concern. These areas include:

- air quality
- traffic
- utility system

Air Quality

ICF1 In evaluating air quality impacts from the proposed project, the initial study limits its evaluation to combustion emissions associated with construction equipment. In order to evaluate the significance of project impacts, other sources of emissions should be considered. Another source of emissions in the construction phase of the project would be fugitive dust from excavation activities. Additional emissions generated during the operation phase should include fugitive dust generated during unloading, stacking, screening and conveying activities, as well as from the storage pile itself. If any emergency equipment such as diesel generators or fire pumps will be utilized as part of the modification project, emissions associated with testing such equipment should be added to the inventory.

The Foundation Investigation Report conducted by Converse, Davis & Associates indicates that the typical lower range of particle diameter of the coke to be handled at Pad 14 is 2 microns. This diameter is well within the range of

respirable particulate which is of primary concern in human health effects and
ICF2 therefore quantification of potential impacts is essential. Since the South Coast Air Basin is non-attainment for PM10, it is particularly important that PM10 emissions be evaluated.

South Coast Management District Rule 1158 prohibits the storage of coke in the open after January 1, 1985 without an approved Petroleum Coke Storage Control Plan. The rule defines open storage as "the amassing and handling of solid materials in an unconfined, uncovered pile". While the storage configuration proposed for this project is uncovered, other coke storage facilities in the vicinity of the proposed project (SSM Carbon and Koch Carbon) utilize fully enclosed sheds for coke storage to comply with Rule 1158. Since these enclosures more fully control particulate emissions, it is unclear why AIMCOR has deviated from this standard of control to employ a technique with a lower pollution control efficiency. There is also no indication that a petroleum coke storage control plan was submitted with the application materials. Without fully characterizing emissions from coke handling, it is impossible to
ICF3 determine whether this containment structure is adequate to comply with applicable SCAQMD rules and regulations and to protect public health and welfare.

The permit conditions associated with the negative declaration indicate that the property should be audited by an REA prior to implementation of the
ICF4 project. However, such an audit should be conducted concurrent with the CEQA process in order to provide a baseline for evaluating the impacts of the proposed project. For example, if results of the audit indicated the existence of on-site soil contamination, the potential for release of air toxics during remediation/construction activities should be fully evaluated.

Traffic

Proponent application materials and the initial study indicate that there will not be any traffic impacts associated with the proposed project because coke delivery truck traffic will be offset by a corresponding reduction in truck
ICF5 trips at the warehouse and other adjacent facilities. However, traffic impacts are not evaluated merely by total truck trips, but with respect to the routes they employ and the time of day those trips are generated. Further study should be initiated to further evaluate the effect of additional coke truck transportation on traffic in the vicinity of the proposed modification project. In addition, if coke is transported in open trucks, particulate emissions associated with truck transport should be added to the emissions inventory.

Energy

ICF6 The negative declaration indicates that no energy impacts will occur as a result of the proposed project. However, the application materials submitted by the project proponent indicate that energy demand associated with this project will be 245 MWh and a substation may have to be constructed to accommodate the additional demand for electricity. Further evaluation of project energy demand with respect to energy consumption within the port and in the basin should be undertaken. In addition, if construction of a substation is required, combustion and fugitive dust emissions associated with that construction activity should be added to the emissions inventory prepared for the proposed project.

ICF7 As a result of ICF KE's review of the available documentation, it appears that there are potentially significant issues associated with the project that have not been analyzed by Port of Long Beach planning staff. In order to fully evaluate these concerns, we request on behalf of our client, SSM Carbon, that a full Environmental Impact Report be prepared and any significant impacts be fully mitigated prior to the Board making a decision on the proposed project.

Very truly yours,

Margaret M. Lobnitz

Margaret M. Lobnitz, D.Env., REA
Manager, Environmental Compliance
Programs

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WRITER'S DIRECT DIAL NUMBER

(213) 617-4111

May 4, 1990

OUR FILE NUMBER

KN9-38782

VIA MESSENGER

Board of Harbor Commissioners
Port of Long Beach
Harbor Department Administration Building
925 Harbor Plaza
Long Beach, California 90802

Re: HDP No. 90022;
Initial Study/Negative Declaration
for AIMCOR Pad No. 14

Dear Commissioners:

This firm represents SSM Carbon, a division of SSM Coal North America, Inc. ("SSM") in connection with the above-referenced application by Applied Industrial Materials Corporation ("AIMCOR") for a negative declaration with respect to an open coke storage facility on Pad No. 14 at 1270 Pier G Avenue in the Port of Long Beach (the "Port"). The Initial
SMRH8 Study concludes that the project will not have any significant environmental effects and that the Board of Harbor Commissioners (the "Board") should adopt a negative declaration for the project. SSM respectfully submits, however, that an environmental impact report ("EIR") is required for the project and, in any event, the Initial Study does not comply with the requirements of the California Environmental Quality Act ("CEQA").

I

BACKGROUND

The Initial Study states that the project includes the construction of 22-foot high containment walls around the existing open coke stockpile, together with a new truck dump station, screening station and conveyor system to link Pad

No. 14 to a covered coke storage shed currently operated by AIMCOR at Pier G.

Although not disclosed in the Study, AIMCOR's lease for Pad No. 14 expired April 30, 1990. AIMCOR is currently negotiating the terms of a new lease with the Port (the
SMRH9 "Lease"). If the Port elects not to enter into a new lease with AIMCOR, AIMCOR will have no further right to operate a coke storage facility on Pad No. 14 and thus, there would be a positive impact on the environment. As you know, in the current litigation between SSM and the Port, SSM has alleged that the Port has no present right to enter into a new lease with AIMCOR because AIMCOR has refused to construct a fully enclosed storage shed on Pad No. 14. As you are also aware, SSM, pursuant to its existing lease with the Port, has submitted a written offer to construct a fully enclosed storage shed, rather than the open facility proposed by AIMCOR.

II

THE PORT MUST PREPARE AN EIR BECAUSE THE PROJECT MAY HAVE SIGNIFICANT ENVIRONMENTAL EFFECTS

Under CEQA, an EIR must be prepared when a project may have a significant effect on the environment. If the Board is presented with a fair argument that a project may have a significant effect on the environment, the Board must require the preparation of an EIR even though it may also be presented with other evidence that the project will not have a significant effect. Friends of "B" Street v. City of Hayward,
SMRH10 106 Cal. App. 3d 988, 1002 (1980). A project will normally have a significant effect on the environment and require an EIR if it will (1) create a potential public health hazard or (2) violate any ambient air quality standard, contribute substantially to an existing or projected air quality violation, or expose sensitive receptors to substantial pollutant concentrations. 14 Cal. Code Regs. (the "State CEQA Guidelines"), Appendix G, Items (v) and (x).

SSM believes that the operation of an open coke pile may have a significant adverse effect on the environment. Previous newspaper articles evidence the public's concern over

the operation of such open piles, as well as their significant adverse effect on the environment.[1/]

The particulate emissions referenced in these newspaper articles can travel extended distances through the air. In this instance, such particulates could end up in the water surrounding the Port thus polluting and destroying nature's delicately balanced ecological system.

SSM respectfully submits that the particulate emissions created on Pad 14 after construction of the proposed improvements could be worse than that created by its present
SMRH11 use. As a result of constructing four walls, AIMCOR will be able to stack its coke higher than it was previously capable of doing. Aimcor's own artist's rendition of the facility clearly indicates that the coke will be piled higher than the walls.

This could be easily avoided if AIMCOR were required to put a roof on the proposed improvements. AIMCOR's proposed facility, if constructed, would be the only facility on Pier G in the Port of Long Beach which would not be covered by a roof. SSM is informed that the term of the new Lease for Pad 14 will be 21 years. Thus, the Port would be locked into a potential source of pollution for a considerable length of time.

Moreover, the operation of a screening facility on Pad 14 certainly has the potential of a significant adverse environmental effect. AIMCOR presently screens its pet coke at
SMRH12 the Port of Los Angeles. A screening system creates dust, none of which is created by AIMCOR's present operations at the Port of Long Beach. If AIMCOR operates the same type screening facility on Pad 14, the amount of emissions created could increase dramatically. This factor is entirely ignored in the present initial study.

The Initial Study also completely ignores any environmental impact created by the conveyor to be constructed
SMRH13 between Pad 14 and AIMCOR's present shed. Nothing in the initial study states whether this conveyor will be fully enclosed or open. Obviously, if it is open, further dust and emissions will be created. This again, could have a significant adverse effect on the environment.

1/ A true copy of one such newspaper article is attached hereto for the Board's convenience.

In the Environmental Assessment Checklist (the "Checklist") in the Study, Item No. 1(a) states that the project will have "no impact" on ambient air quality. The Initial Study's cursory explanation for the finding of no impact is as follows:

> "There will be no change in the generation of emissions due to the proposed project since there is no significant change in the operation of the existing facility."

It is respectfully submitted that there are significant changes in the proposed Aimcor operation on Pad 14. As noted above, there presently is no screening operation at
SMRH14 Pad 14. Further, Aimcor proposes a new truck dump and a conveyor system from Pad 14 to its shed. Finally, the coke piles that Aimcor depicts clearly appear to be significantly higher (and exposed to greater winds) than those presently on Pad 14.

Also, the Initial Study's conclusory analysis ignores
SMRH15 that AIMCOR's lease has expired. AIMCOR has no present right to operate its coke storage facility on Pad No. 14.

The Lease is clearly part of the "project" that should have been analyzed in the Initial Study. For purposes of CEQA, "project" means "the whole of an action" which may result in a physical change in the environment, and includes any "activity involving the issuance to a person of a lease, permit . . . or other entitlement for use by one or more public agencies." State CEQA Guidelines § 15378(a)(3); Cal. Pub. Res.
SMRH16 Code § 21065. It is clear that the contemplated Lease should be part of the project for purposes of CEQA review.

The Initial Study misstates the actual environmental impacts of the project by ignoring the Lease. In determining whether or not a project may have a significant environmental impact, it was improper to compare the potential environmental impacts of the modified facility with the environmental impacts
SMRH17 associated with the existing facility. If the Port, in its discretion, elects not to enter into a new lease with AIMCOR, AIMCOR will not be able to operate any coke storage facility at the site. Accordingly, the Initial Study should have assessed the potential environmental impacts of the entire coke storage facility, as modified.

At the very least, the Initial Study should have compared the environmental impacts of the modified open storage

facility with the potential impacts of the enclosed facility proposed by SSM. We note again that SSM has submitted a written offer to construct a fully enclosed storage facility on
SMRH18 Pad No. 14. Also, it is our understanding that the draft Lease currently under consideration by the Port and AIMCOR provides for fully enclosed storage for 80,000 metric tons of petcoke which is directly contrary to representations made in the application for a negative declaration.

Although the Initial Study carefully avoids any substantive discussion of the project's actual environmental impacts, one of the Special Conditions in the Initial Study clearly reflects the Port's knowledge that the proposed AIMCOR facility could well have significant adverse environmental
SMRH19 effects. Special Condition No. 6 states that AIMCOR "shall provide total product containment in the event that downwind receptors are adversely effected [sic] by windborne particulates." It is precisely this kind of concern which compels an environmental assessment of the impact of AIMCOR's lengthy open storage before the project is undertaken.

III

THE PORT FAILED TO PREPARE THE INITIAL STUDY IN THE MANNER REQUIRED BY LAW

A. The Initial Study Provides No Evidence That The Project Will Not Have Any Significant Environmental Effects.

An Initial Study must disclose the data or evidence upon which the "person(s) conducting the study relied . . . Mere conclusions simply provide no vehicle for judicial review." Citizens Assn. for Sensible Development of Bishop Area v. County of Inyo. 172 Cal. App. 3d 151, 170 (1985). One of the primary purposes of an initial study is to "[p]rovide documentation of the factual basis for the finding in the Negative Declaration that a project will not have a significant effect on the environment. State CEQA Guidelines § 15063(c)(5). An initial study must document reasons to support the finding that a project will not have any significant environmental effects. State CEQA Guidelines § 15071(d).

The Initial Study merely answers "no impact" or "beneficial impact" in response to almost every question in the
SMRH20 Checklist. As discussed in the previous Section, the Initial Study includes no evidence to support the conclusion that the project will not have any significant air quality impacts. In

addition to ignoring the adverse effects of an open coke storage facility, the Initial Study includes no discussion of how the installation of the screening station, conveyor system and truck dump station will affect air quality and other environmental factors. For example, the Initial Study does not even state whether or not the screening station and conveyor system will be enclosed and, if so, whether the method of enclosure will be adequate to prevent fugitive dust emissions. The Initial Study also does not include any plans or drawings for the screening station and conveyor system, or any other part of the project for that matter.

With respect to the numerous other items in the Checklist, the Initial Study contains no fact-based analysis to support any of its conclusions, other than a cursory discussion of emissions associated with construction activities (at pages 1 and 6).

SMRH21 The Initial Study is defective because it does not disclose the data or evidence upon which the Port relied in claiming that the project will not have any significant environmental effects.

As discussed above, an EIR is required for a project if it can be "fairly argued" on the basis of substantial evidence that the project may have a significant environmental impact. Subsequent decisions by California courts have stated that when a public agency fails to conduct an adequate initial study, the court may find a fair argument based on the limited facts in the record and require an EIR on a lesser evidentiary showing that would normally be required. See Sundstrom v.

SMRH22 County of Mendocino, 212 Cal. App. 3d 296, 311 (1988). In this case, since the Initial Study contains virtually no discussion of the air quality impacts and other potentially significant environmental effects associated with the project, it can be reasonably inferred, based on other evidence in the record, that at least the air quality impacts will be significant and that an EIR is required.

B. The Initial Study Unlawfully Defers Environmental Review Until After The Adoption Of The Negative Declaration.

CEQA requires that environmental review and the formulation of appropriate mitigation measures occur at the

SMRH23 earliest feasible stage in the planning process. Cal. Pub. Res. Code § 21003.1. CEQA provides further that a proposed negative declaration should only be prepared for a project when

> "[a]n initial study identifies potentially significant effects on the environment but (i) revisions in the project plans or proposals made by or agreed to by the applicant before the proposed negative declaration is released for public review would avoid the effects or mitigate the effects to a point where clearly no significant effects would occur, and (ii) there is no substantial evidence before the agency that the project, as revised, may have a significant effect on the environment." Cal. Pub. Res. Code § 21080(c)(2).

The recent case of Sundstrom v. County of Mendocino, 212 Cal. App. 3d 296 (1988) illustrates these principles. In Sundstrom, the public agency approved a use permit for a motel and restaurant that included a private sewage treatment plant. The initial study did not analyze the environmental impact of the treatment plant, but instead required that the developer prepare a hydrological study after the approval of the negative declaration. The study was to provide a basis for establishing additional mitigation measures for the project.

The court held that the public agency violated CEQA by including a condition that contemplated revisions to the project after the final adoption of the negative declaration. The court further held that the deferral of environmental review for the treatment plant ran counter to CEQA policy, which required environmental review at the earliest feasible stage in the planning process.

The same concerns apply with respect to this project. Special Condition No. 6 expressly defers all environmental review of the adverse impacts associated with an open storage
SMRH24 facility until after the approval of the negative declaration for the project. Although the condition states further that future containment plans will require "discretionary" approval, the Port's adoption of this condition would effectively "split the project into two parts with mutually exclusive environmental documents" -- a practice that has been condemned by the California courts. See, e.g., Citizens Assn. for Sensible Development of Bishop Area v. County of Inyo, supra, 172 Cal. App. 3d at 167.

C. The Initial Study Improperly Considers The Benefits Of The Project In Determining Whether An EIR Is Required.

The Initial Study states that the project will have a number of beneficial impacts. In fact, the Checklist permits a response of "beneficial impact" to most of the questions in the Checklist. Under CEQA, consideration of the benefits flowing from a project is improper in determining whether or not an EIR should be prepared. The Initial Study's sole concern should have been whether the project could "arguably" have significant environmental effects. No Oil, Inc. v. City of Los Angeles, 13 Cal. 3d 68, 85 (1974). Only after the EIR has been prepared may a public agency balance the benefits and adverse environmental effects of a project. State CEQA Guidelines §§ 15092(b)(2)(B) and 15093(a).

SMRH25 By offsetting the benefits associated with the project against its adverse environmental impacts, and thereby requiring a far greater showing of significance than is required under CEQA to trigger the requirement for an EIR, the Initial Study violates CEQA.

Based on the foregoing, the Port clearly should require the preparation of an EIR for the entire project.

Very truly yours,

Stephen C. Taylor
Professional Corporation

for SHEPPARD, MULLIN, RICHTER & HAMPTON

JHR:bz

Attachments

2\R\L018301A.J5

Long Beach, CA
(Los Angeles Co.)
Press Telegram
(Eve. Edition)
(Cir. D. 84,311)
(Cir. Sun. 123,987)
(Cir. Sat. 135,290)

DEC 19 1984

Allen's P. C. B Est. 1888

Carson hearing on coke piles tonight

By Thair Peterson
Staff Writer

When a year-old program to cut down the black dust from 11 coke piles in the Los Angeles-Long Beach area goes before the public tonight in Carson, two Wilmington coke plants will be conspicuous by their absence.

Prompted by complaints of dust getting into homes and businesses, the Air Quality Management District project has required coke storage facilities to dampen their coke piles and take other dust-reduction measures, or face the possibility of storing the coke indoors at prohibitive cost.

A public hearing was already held Monday evening in San Pedro, and if the comments received at that hearing and tonight's gathering are favorable, the AQMD project will be made permanent.

But Martin Marietta Corp. and SSM Carbon withdrew their applications on the eve of tonight's 7 p.m. hearing at the Carson City Council chambers.

Martin Marietta, which operates at Blinn Avenue and Lomita Boulevard, wrote AQMD officials to say it has not stored coke at the facility since Nov. 2.

SSM Carbon, which operates at 1640 Blinn Ave., said it is moving its operations to an industrial area at 23000 S. Alameda St.

Even before Monday's hearing took place at the Port of Los Angeles building on Gaffey Street, one San Pedro worker said he would challenge the application of Kaiser International Corp., which operates a coke plant in Berths 49 and 50.

John Lorentzen, who operates a sea rescue boat out of berth 44, said the Kaiser operations have caused "one headache after another."

"You can literally write your name on the desk," he said. Boats that are cleaned will have a film of black dust within five minutes, he said.

While the AQMD regulations supposedly require water trucks to spray the coke, Lorentzen said he hasn't seen any such vehicle in "I don't know how long."

"(There's a) trail of this stuff all the way from the Harbor Freeway," he said.

During the recent windstorms, "you couldn't see 100 yards across this mesa," he complained.

The applicants include International Minerals and Chemical Corp., and two SSM Carbon facilities on Reeves field in Terminal Island. Two Carson facilities include Atlantic Richfield Co. and Great Lakes Carbon.

A representative of the Santa Monica-based Coalition for Clean Air said that Torrance residents will turn out to protest a Great Lakes facility in their neighborhood.

Applicants in the Port of Long Beach include Metropolitan Stevedore and International Minerals and Chemical Corp.

Long Beach, CA
(Los Angeles Co.)
Press Telegram
(Cir. D. 130,015)
(Cir. Sat. 123,000)
(Cir. Sun. 135,235)

DEC 26 1984

Allen's P. C. B Est. 1888

Air-quality ruling due on 'health threat' of outdoor coke storage

By Thair Peterson
Staff Writer

Air-quality officials will issue a ruling this week on a year-old program that has saved local coke companies millions of dollars by allowing them to store the black, dusty product outdoors.

Angry residents and paper-laden corporate lawyers gave conflicting accounts of the South Coast Air Quality Management District program at last week's public hearings in Carson and San Pedro.

The residents claimed that the dust had damaged their health and blackened their neighborhoods. They argued that the seven companies affected by AQMD Rule 1158 have not followed its provisions, which require outdoor petroleum coke piles to be kept damp and dust-free.

The companies, which operate 11 coke facilities in Carson, Terminal Island, San Pedro, Torrance and the Port of Long Beach, countered with studies showing that dust problems had been eliminated. They questioned whether airborne coke particles are as dangerous as the residents think.

Pat Avery, a representative of the Atlantic Richfield Co., which operates a facility at 1808 E. Sepulveda Blvd. in Carson, said ARCO requires that coke be carried in covered conveyors and that only the more coarse coke is stored outside, which "greatly reduces any nuisance."

Speaking at a Wednesday night hearing in the Carson City Council chambers, Avery also said the company has a truck and tire wash and keeps dust-control personnel onsite 24 hours a day.

However, Ronald Soiset of west Long Beach said that while ARCO may have a sprinkler system, "I have never seen it turned on in my 10 years" of living near the Terminal Island Freeway and Santa Fe Avenue.

Soiset told hearing examiner Jack Nevitt that the coke dust wrecked a car that had "black rain drops all over it" when Soiset traded it in.

It was impossible to wash his boat, Soiset said, because as soon as he starts to wax it, the craft is covered with a black film.

"You come to my home tomorrow. I'll show you all the coke dust you want to see," he said. After the hearing, Soister said he would be mounting a neighborhood campaign against local coke

CONTINUED/N6

development, said the city had cited both Koch and Great Lakes Carbon Corp. — which stores coke at 23000 S. Alameda St. — for operating their facilities without a conditional-use permit.

At the same time, Nemeth indicated that the Carson coke facilities, which include an SSM Carbon site at 23000 S. Alameda St., will not cause many problems because they are located in the heavy industry section on the east end of the city.

She said she would use the AQMD decision to determine whether to grant the permits.

enough towels to wipe their hands," Guajaca said. She implored Nevitt to "protect the children. Protect their lungs."

Guajaca said it was unfair that she spent money for rug-cleaning and doctor bills so coke companies could save money on coke storage costs.

"Why should I spend it when they're making money?" she asked.

She also noted that local authorities had ordered her to enclose the motors around her Carson business, "and we're just a little liquor store. Make them do

removed from Wilmington.

Marshall Blesofsky, representing the San Pedro chapter of the White Lung Association, cited a 1981 federal study showing that petroleum coke is carcinogenic and can aggravate heart disease and emphysema.

Industry representatives argued that the 1981 study had been questioned by both county health officials and the AQMD itself. One sticking point was that there has never been a study on whether the tiniest coke particles — 10 microns or under — are hazardous.

The next time you have to ask for a glass of water in a restaurant, or have to flush your toilet twice or take a long shower because of the water restricting devices we are being required to install, think about this.

Down here in Los Angeles Harbor, on Miner Street, there is a huge pile of coal which is continuously replenished as ships load it up and take it to foreign buyers for the manufacture of steel. The coal pile is on land belonging to the city of Los Angeles. It is leased from the city by the Kaiser Corp.

The coal is brought in by train and piled up. Since the pile is in the windiest part of the harbor, coal dust has been a continuing problem, covering boats in the nearby marina, sifting down on the surrounding neighborhoods, and fouling the harbor waters. To keep the dust down, water cannons mounted on poles and on roving trucks spray the pile almost continuously.

I have just received figures which put the amount of water thus used at 105 million gallons a year. And, because salt has a negative effect on the manufacture of steel, those 105 million gallons a year are fresh water! That's a lot of showers and a hell of a lot of glasses of water.

And this obscene waste of our precious water is all because they refuse to move the operation to a less windy part of the harbor.

By the way, the coal is shipped to Korea to make steel for Hyundais and to Taiwan to make steel for, among other things, the low-flow shower heads the DWP buys in Taiwan and mails to us.

RICHARD KARL
San Pedro

STATE OF CALIFORNIA

GEORGE DEUKMEJIAN, *Governor*

CALIFORNIA REGIONAL WATER QUALITY CONTROL BOARD—
LOS ANGELES REGION
101 CENTRE PLAZA DRIVE
MONTEREY PARK, CALIFORNIA 91754-2156
(213) 266-7500

May 4, 1990 File: 700.352

Geraldine Knatz, Ph.D.
Director of Planning
Port of Long Beach
P. O. Box 570
Long Beach, CA 90801-0570

NEGATIVE DECLARATION - CONTAINMENT WALL AROUND COKE STOCKPILE, TRUCK DUMP STATION, SCREENING STATION, CONVEYOR SYSTEM. HDP#90022: PORT OF LONG BEACH

We have reviewed the subject document regarding the proposed project, and have the following comments:

Based on the information provided, we recommend the following:

WQCB26

☒ We have no further comments at this time.

☐ The proposed project should address the attached comments.

Thank you for this opportunity to review your document. If you have any questions, please contact Eugene C. Ramstedt at (213) 266-7553.

John L Lewis

JOHN L. LEWIS, Unit Chief
Technical Support Unit

(07-13-89)

MAY - 8 1990

MR. GARRETT ASHLEY
State Clearinghouse
1400 Tenth Street, Room 121
Sacramento, CA 95814

May 10, 1990

IGR/CEQA
NEG DEC
Port of Long Beach
Pad No. 14
Vic. LA-710-6.80

GARY McSWEENEY - District 7

Project Review Comments

SCH NO. 90010383

CALT27 Caltrans has reviewed the above-referenced document. Based on the information received, we find no apparent impact on the State transportation system.

If you have any questions regarding this response, please call Wilford Melton at (ATSS) 8-640-6160 or (213) 620-6160.

Original Signed by

GARY McSWEENEY
IGR/CEQA Coordinator
Transportation Planning and
Analysis Branch

Attachment

cc: Stacey Crouch, Port of Long Beach

MAY 15 1990

RESPONSES TO COMMENTS
APPLIED INDUSTRIAL MATERIALS
PAD NO. 14 MODIFICATIONS

[ICF1] Excavation will only occur during the placement of the wall footing and as such is insignificant. Fugitive dust from this excavation will be controlled by permit conditions specifying methods of dust control including watering. In addition, Chapter 11 of EPA's AP-42, Compilation of Air Pollutant Emission Factors states that for a wind speed of 10 miles per hour, particles larger than about 100 micrometers are likely to settle out within 20 to 30 feet from the source. Particles that are 30 to 100 micrometers in diameter are likely to undergo impeded settling. These particles, depending upon the extent of atmospheric turbulence, are likely to settle within a few hundred feet from the source. In addition, it should be noted that according to the model it is just as likely that particles would blow back on the pile as away from it.

The proposed truck dump, screening station and conveyor will be fully enclosed and will result in insignificant amounts of fugitive dust. Emissions associated with testing emergency equipment are also considered insignificant to the overall project.

[ICF2] The South Coast Air Quality District (SCAQMD) stated the SCAQMD did not consider AIMCOR's facility to be a significant source of PM10. (Personal communication with Gary Turner and Fred Minassian, Engineering Section, SCAQMD).

The proposed project will not result in a change in the potential for human health effects since the overall operation of the facility will not change from its present use.

[ICF3] AIMCOR has applied for and received interim SCAQMD approval on their Rule 1158 plan for the open storage of petroleum coke (Personal communication with Fred Minassian, Engineering Section, SCAQMD). Rule 1158 states that if an operator of an open petroleum coke storage facility can demonstrate that compliance with the Interim Petroleum Coke Storage Control Plan is sufficient to pose no significant risk of violating any other District rule, the Executive Officer may, after a hearing to which all affected persons are invited, waive the requirement that coke at the storage facility

be enclosed and order the Interim Plan be made permanent, subject to annual review (Regulation XI, SCAQMD Rules and Regulations). AIMCOR has also received Permits to Construct from the SCAQMD for the modifications to their facility (See attachments 1-4).

[ICF4] The special condition regarding an annual audit has been removed from AIMCOR's permit because the Port is currently developing a Harbor-wide audit program. The future program will apply to all port tenants with specific requirements tailored to individual operations. In addition, the SCAQMD conducts an annual inspection on all facilities with an approved 1158 Plan.

No on-site soil contamination is known at the site and no remediation activities are anticipated. Should contaminated soil be discovered it will be handled in accordance with all Federal, State and Local regulations.

[ICF5] The number of trucks visiting the site is not expected to change from the current level of activity. However, there will be a minor impact to traffic since trucks heading to AIMCOR will utilize the new dump station instead of Metropolitan Stevedore's dump station. These impacts will be confined primarily to Pier G Avenue and are considered insignificant. Traffic outside of the Harbor will not be affected by the proposed project since the source(s) of petroleum coke coming from the facility has not changed.

The transportation of petroleum coke is regulated by the SCAQMD. To minimize release to roadways, petroleum coke is typically transported while wet.

[ICF6] The 245,000 KWH noted in the application was incorrect, actual current usage is approximately 460,000 KWH. Equipment installed as part of the proposed modifications will improve energy efficiency by approximately five percent. AIMCOR is currently using a substation shared with Metropolitan Stevedore. The additional substation is proposed solely to separate the two facilities.

[ICF7] Section 15065 of the CEQA Guidelines states that an EIR shall be prepared under the following conditions:

- The project has 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,

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; or

- The project has the potential to achieve short-term environmental goals to the disadvantage of long-term environmental goals; or

- The project has possible environmental effects which are individually limited but cumulatively considerable; or

- The environmental effects of a project will cause substantial adverse effects on human beings, either directly or indirectly.

The Port of Long Beach as lead agency has evaluated the proposed project. No significant adverse impacts were identified. Because there are no significant adverse impacts CEQA indicates a Negative Declaration is the proper document for project review. Therefore, an EIR need not be prepared.

[SMRH8] See response to comment #7. The Initial Study used by the Port in the evaluation of proposed projects complies with the guidelines specified in the California Environmental Quality Act (Section 15063).

[SMRH9] A permit for the proposed project will not be issued until the Board of Harbor Commissioners acts on the lease.

[SMRH10] See responses to comments #2, #3 & # 7. The Port, after considering all possible impacts does not believe that this project, as proposed, will have a significant effect on the environment or public health.

[SMRH11] See response to comment #3. Special condition #3 on the SCAQMD's proposed 1158 Plan for the AIMCOR facility states that open petroleum coke piles shall not be higher than 65 feet. Current pile height is a maximum of 65 feet, therefore, there will actually be a net positive change in emissions since those portions of the pile directly next to the containment walls will not be exposed to wind.

[SMRH12] The proposed project contains a fully enclosed screening facility to minimize dust emissions.

[SMRH13] Although not stated in Negative Declaration, the proposed conveyor system will be fully enclosed, thus minimizing dust emissions.

[SMRH14] See response to comment #11. SCAQMD has required that the pile remain at 65 feet. We do not agree that the addition of a screening station will result in a significant adverse impact since the station will be enclosed. AIMCOR trucks are currently using a nearby dump station operated by Metropolitan Stevedore. The addition of the truck dump will simply allow AIMCOR to use its own facility and will not change the current level of usage. In fact, it will increase efficiency thus reducing other potential impacts.

[SMRH15] AIMCOR's existing lease contains a Holdover provision (Section 22) which allows them to occupy the property for period of three months at a time under the same terms and conditions stated in the lease and would continue in effect until the new lease is considered by the Board and, if approved, until the new lease becomes effective.

[SMRH16] The proposed project was initiated and the draft Negative Declaration prepared in response to facility modifications contained in the preliminary lease agreement. The Negative Declaration addresses environmental concerns associated with the proposed project identified in the lease. Therefore, the lease has been considered part of the project.

[SMRH17] The Initial Study assessed the entire facility, as modified. It was determined that the existing facility and modifications did not result in any significant adverse impacts. Based on that evaluation a Negative Declaration document was prepared. A permit to construct the project described in this lease will not be issued until the Board acts on the lease.

[SMRH18] See response to comment #9. Initial Studies are used to determine if a project may have a significant effect on the environment (CEQA Guidelines, Section 150630). The Initial Study for the proposed project determined there were no significant impacts. Alternatives analysis for a project with no significant impacts is not required. The commentor incorrectly states the proposed storage capacity. The drawings submitted with the application indicated that Pad No. 14 has a storage capacity of 60,000 tons.

[SMRH19] Further evaluation of the proposed project and conversations with the SCAQMD indicated that fugitive dust will not adversely affect downwind sources. Special Condition #6 has been modified to reflect that change. However, if the applicant proposes or is required by the SCAQMD to make modifications in the future, those modifications will require issuance of a Harbor Development Permit, as does all construction within the Harbor District.

[SMRH20] Each impact contained in the Initial Study was fully evaluated by the Planning staff according to the CEQA guidelines. The analysis and discussion are presented in the Negative Declaration.

[SMRH21] The commentor continues to confuse the Initial Study with the Negative Declaration. The Negative Declaration presents an evaluation of project impacts and clearly states that there are no significant environmental impacts.

[SMRH22] See response to comments #7 and #20. Operation and construction impacts to air quality are presented and discussed on pages 1 and 6 of the Negative Declaration. Impacts were determined to be insignificant.

[SMRH23] See response to comment #20. According to Section 15070 of the CEQA Guidelines this is not a mitigated Negative Declaration since the Initial Study did not identify any significant effects on the environment. Since no significant impacts were identified, no mitigation measures are required.

[SMRH24] See response to comment #19. Since no other phase or project has been proposed in association with the current project, this project has not been split.

[SMRH25] Only three of the 68 impacts included on the checklist were noted as beneficial. It was not necessary to use these items to offset potential adverse impacts in the evaluation process, nor were they evaluated beyond that in the Initial Study.

[WQCB26] No response necessary.

[CALT27] No response necessary.

ATTACHMENTS

South Coast
AIR QUALITY MANAGEMENT DISTRICT
9150 FLAIR DRIVE, EL MONTE, CA 91731 (818) 572-6200

April 18, 1990

AIMCOR
1270 Pier G Avenue,
Long Beach Ca 90802

Attn: Mr. Joseph Lombardi
Manager, West Coast Operation

Gentlemen:

APPLICATION NO. 216329

OPEN PETROLEUM COKE STORAGE HANDLING AND TRANSPORT FACILITY, 60,000-TON STORAGE CAPACITY, WITH DUST SUPPRESSANT MEASURES.

LOCATED AT PIER G BERTH 212-215, LONG BEACH, CA.

Reference is made to your submitted application for the processing of your Interim Coke Control Plan under District Rule 1158 for the above-described facility.

Evaluation and review of your submitted Interim Control Plan has been made and the findings are as follows:

[X] 1. The above-described Interim Petroleum Coke Storage Control Plan has been conditionally approved (see attached list of special conditions). A public hearing will be held at a later date to determine whether or not the Interim Control Plan can be made permanent. You are hereby informed that any Interim Control Plan which has been made permanent will be subject to annual review.

[ ] 2. The above-described Interim Petroleum Coke Storage Control Plan has been disapproved for the attached reasons. Under Rule 1158(c)(1)(A) no petroleum coke shall be added to any open storage pile after an Interim Control Plan is disapproved until the reasons for disapproval are overcome and such Plan as modified is approved.

ATTACHMENT 1

[ ] 3. Other _____

It is your responsibility to comply with all the laws, ordinances and regulations of this and other governmental agencies which are applicable to your petroleum coke storage, handling and transport operations.

If you have any questions, please call the undersigned at (818) 572-6213.

Very truly yours,

William Dennison
Director of Engineering

Gary Turner
Supervising Engineer

FM

SPECIAL CONDITIONS FOR RULE 1158 INTERIM PETROLEUM COKE STORAGE CONTROL PLAN

1. TOTAL QUANTITY OF OUTSIDE PETROLEUM COKE STORAGE AT STOCKPILE No. 14 SHALL NOT EXCEED 60,000 TONS IN ANY ONE DAY.

2. PETROLEUM COKE STORAGE PILES AND PETROLEUM COKE IN TRANSPORT SHALL BE KEPT SUFFICIENTLY MOIST OR BE TREATED WITH DUST SUPPRESSANT AGENTS SUCH AS SEALANTS, WETTING, AND MOISTURE RETENTION SOLUTIONS, AS NEEDED, TO PREVENT EXCESSIVE AIR-BORNE DUST EMISSIONS.

3. PETROLEUM COKE STORAGE PILES SHALL NOT BE HIGHER THAN 65 FEET.

4. ALL OUTGOING PETROLEUM COKE TRUCKS, WHETHER FILLED OR EMPTY, SHALL PASS THROUGH THE TRUCK WASH SYSTEM IN ORDER TO THOROUGHLY WASH ANY RESIDUAL COKE OFF THE EXTERIORS OF THE TRUCKS BEFORE THE TRUCKS REACH ANY PUBLIC THOROUGHFARES.

5. ALL WASHED OUTGOING PETROLEUM COKE TRUCKS, WHETHER FILLED OR EMPTY, SHALL ONLY BE DRIVEN OVER PAVED ACCESS ROADWAYS WHICH HAVE BEEN CLEANED OF ANY COKE DUST.

6. THE LOADS OF ALL OUTGOING PETROLEUM COKE TRUCKS SHALL BE WATERED, TREATED, COVERED OR OTHERWISE PROTECTED TO PREVENT COKE FROM BEING DROPPED ONTO PUBLIC OR PRIVATE THOROUGHFARES.

7. WATER TRUCKS SHALL BE EQUIPPED WITH WATER SPRAYING DEVICES WHICH ARE CAPABLE OF DELIVERING WATER TO ALL OPEN SURFACES OF THE COKE PILES.

8. THE STORAGE, HANDLING AND TRANSPORT OF PETROLEUM COKE IN THIS FACILITY SHALL BE CONDUCTED IN COMPLIANCE WITH ALL PROPOSED PLANS AND SPECIFICATIONS SUBMITTED WITH THE APPLICATION UNDER WHICH THIS INTERIM PETROLEUM COKE STORAGE CONTROL PLAN IS CONDITIONALLY APPROVED.

9. A DAILY OPERATIONAL LOG FOR THE FACILITY SHALL BE MAINTAINED, AND SHALL INCLUDE (1) THE DATE, (2) THE TOTAL QUANTITY OF PETROLEUM COKE BEING STORED ON THE FACILITY, AND (3) THE QUANTITY OF PETROLEUM COKE TRANSPORTED BY TRUCK INTO AND OUT OF THE FACILITY EACH DAY. ALL RECORDS SHALL BE (1) RECORDED IN A MANNER WHICH HAS BEEN APPROVED, IN WRITING, BY THE EXECUTIVE OFFICER, (2) KEPT FOR AT LEAST TWO YEARS, AND (3) MADE AVAILABLE TO THE EXECUTIVE OFFICER, OR HIS REPRESENTATIVE, UPON REQUEST.

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

PERMIT TO CONSTRUCT

9150 FLAIR DRIVE, EL MONTE, CALIFORNIA 91731

Application No.
215109
Page 1

Granted as of April 25, 1990

Legal Owner or Operator: **ID 54530**

AIMCOR
1270 PIER "G" AVENUE
LONG BEACH, CALIFORNIA 90802
ATTN: JOSEPH LOMBARDI

Equipment Location: PIER "G" BERTH 212-215, LONG BEACH, CALIFORNIA

The equipment described below and as shown on the approved plans and specifications are subject to the special condition, or conditions listed.

Equipment Description

PETROLEUM COKE RECEIVING AND CONVEYING SYSTEM CONSISTING OF:

1. RECEIVING HOPPER, THREE COMPARTMENT.
2. BELT CONVEYOR NO. 1, 150 H.P.
3. BELT CONVEYOR NO. 2, 100 H.P.
4. BELT CONVEYOR NO. 3, 125 H.P.
5. BELT CONVEYOR NO. 4A, 60 H.P.
6. BELT CONVEYOR NO. 10, WITH TWO 150 H.P. DRIVES.
7. BELT CONVEYOR NO. 11, WITH TWO 75 H.P. DRIVES.
8. BELT CONVEYOR NO. 12, 300 H.P.
9. BELT CONVEYOR NO. 13, 200 H.P.
10. STACKER, WITH FOUR 15 H.P. DRIVES, A 10 H.P. HOIST, AND A 15 H.P. ROTATOR.
11. RECEIVING HOPPER, FOUR COMPARTMENT.
12. TWO BELT CONVEYORS, RF1A AND RF1B, 30 H.P. EACH.
13. BELT CONVEYOR NO. 2A, 125 H.P.
14. TWO VIBRATING SCREENS, 50 H.P. EACH.

15. BELT CONVEYOR NO. 11A, 60 H.P., AND A 5 H.P. TRAVERSE DRIVE.

16. BELT CONVEYOR NO. 11B, 60 H.P., AND A 5 H.P. TRAVERSE DRIVE.

17. BELT CONVEYOR NO. 12B, 150 H.P.

18. BELT CONVEYOR NO. WRC-2, 40 H.P. (COMMON TO A PETROLEUM COKE GRINDING AND STORAGE SYSTEM).

19. TWO BELT CONVEYORS, WR-2 AND WR-3, 200 H.P. AND 75 H.P. (COMMON TO A PETROLEUM COKE GRINDING AND STORAGE SYSTEM).

20. SHUTTLE BELT CONVEYOR, WR-4, WITH TWO 20 H.P. AND ONE 5 H.P. DRIVES. (COMMON TO A PETROLEUM COKE GRINDING AND STORAGE SYSTEM).

21. STORAGE BUILDING, 100,000 TONS CAPACITY. (COMMON TO A PETROLEUM COKE GRINDING AND STORAGE SYSTEM).

Conditions

1. NOT MORE THAN 11,520 TONS/DAY OF MATERIAL SHALL BE PROCESSED BY THIS SYSTEM, FOR PROCESS INVOLVING SCREENING.

2. NOT MORE THAN 36,000 TONS/DAY OF MATERIAL SHALL BE PROCESSED BY THIS SYSTEM, FOR PROCESS INVOLVING DIRECT STORAGE.

3. THE THROUGHPUT CONDITIONS NO. 1 AND NO. 2 ARE NOT ACCUMULATIVE.

4. MATERIAL CHARGED, AND MATERIAL IN PROCESS SHALL BE KEPT SUFFICIENTLY MOIST TO PREVENT EXCESSIVE DUST EMISSIONS.

Approval or denial of this application for permit to operate the above equipment will be made after an inspection to determine if the equipment has been constructed in accordance with the approved plans and specifications and if the equipment can be operated in compliance with all Rules of the South Coast Air Quality Management District.

Please notify FRED MINASSIAN at 818/572-6370 when construction of equipment is complete.

This Authority to Construct is based on the plans, specifications, and data submitted as it pertains to the release of air contaminants and control measures or reduce air contaminants. No approval or opinion concerning safety and other factors in design, construction or operation of the equipment is expressed or implied.

This Permit to Construct shall serve as a temporary Permit to Operate provided the Executive Officer is given prior notice of such intent to operate.

This Permit to Construct will become invalid if the Permit to Operate is denied or if this application is cancelled. THIS PERMIT TO CONSTRUCT SHALL EXPIRE ONE YEAR FROM THE DATE OF ISSUANCE unless an extension is granted by the Executive Officer.

By _____
RAQUEL M. PUERTA
Principal Office Assistant

RMP/ps

PERMIT TO CONSTRUCT

9150 FLAIR DRIVE, EL MONTE, CALIFORNIA 91731

Granted as of April 25, 1990

Legal Owner or Operator: AIMCOR
1270 PIER "G" AVENUE
LONG BEACH, CALIFORNIA 90802
ATTN: JOSEPH LOMBARDI

ID 54530

Equipment Location: PIER "G" BERTH 212-215, LONG BEACH, CALIFORNIA

The equipment described below and as shown on the approved plans and specifications are subject to the special condition, or conditions listed.

Equipment Description

PETROLEUM COKE GRINDING AND STORAGE SYSTEM CONSISTING OF:

1. VIBRATING FEEDER, 2 H.P.
2. TWO BELT CONVEYORS, RECYCLING, WS-1 AND WS-2, 200 H.P. AND 100 H.P..
3. SURGE BIN, 936 CU. FT. CAPACITY, WITH A CHARGING BELT CONVEYOR, WC-1, 15 H.P., AND A FEEDER, SYNTRON, MODEL RF-120, 2 H.P.
4. CRUSHER, PENNSYLVANIA, COALPACTOR, MODEL BC9-38, 200 H.P. WITH A 15 H.P. DISCHARGING BELT CONVEYOR, WC-2.
5. TWO BELT CONVEYORS, RECYCLING, WRC-1 AND WRC-2, 50 H.P. AND 40 H.P.
6. TWO BELT CONVEYORS, WR-2, AND WR-3, 200 H.P. AND 75 H.P., (COMMON TO A PETROLEUM COKE RECEIVING AND STORAGE SYSTEM).
7. SHUTTLE BELT CONVEYOR, WR-4, WITH TWO 20 H.P. AND ONE 5 H.P. DRIVES. (COMMON TO A PETROLEUM COKE GRINDING AND STORAGE SYSTEM).
8. STORAGE BUILDING, 100,000 TONS CAPACITY. (COMMON TO A PETROLEUM COKE GRINDING AND STORAGE SYSTEM).

Conditions

1. NOT MORE THAN .,240 TONS OF MATERIAL SHALL BE PROCESSED BY THIS SYSTEM IN ANY ONE DAY.

2. MATERIAL CHARGED, AND MATERIAL IN PROCESS SHALL BE KEPT SUFFICIENTLY MOIST TO PREVENT EXCESSIVE DUST EMISSIONS.

Approval or denial of this application for permit to operate the above equipment will be made after an inspection to determine if the equipment has been constructed in accordance with the approved plans and specifications and if the equipment can be operated in compliance with all Rules of the South Coast Air Quality Management District.

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By _____
RAQUEL M. PUERTA
Principal Office Assistant

RMP/ps

SOUTH COAST AIR QUALITY MANAGEMENT DISTRICT

PERMIT TO CONSTRUCT

9150 FLAIR DRIVE, EL MONTE, CALIFORNIA 91731

Application No.
215111
Page 1

Granted as of April 25, 1990

Legal Owner or Operator: **ID 54530**

AIMCOR
1270 PIER "G" AVENUE
LONG BEACH, CALIFORNIA 90802
ATTN: JOSEPH LOMBARDI

Equipment Location: PIER "G" BERTH 212-215, LONG BEACH, CALIFORNIA

The equipment described below and as shown on the approved plans and specifications are subject to the special condition, or conditions listed.

Equipment Description

PETROLEUM COKE RECEIVING AND STORAGE SYSTEM CONSISTING OF:

1. RECEIVING HOPPER, WITH A DISCHARGING BELT CONVEYOR, WF-1, 60 H.P.

2. BELT CONVEYOR, WR-1, 7-1/2 H.P.

3. TWO BELT CONVEYORS, WR-2 AND WR-3, 200 H.P. AND 75 H.P., (COMMON TO A PETROLEUM COKE GRINDING SYSTEM).

4. SHUTTLE BELT CONVEYOR, WR-4, WITH TWO 20 H.P. AND ONE 5 H.P. DRIVES. (COMMON TO A PETROLEUM COKE GRINDING SYSTEM).

5. STORAGE BUILDING, 100,000 TONS CAPACITY. (COMMON TO A PETROLEUM COKE GRINDING SYSTEM).

Conditions

1. NOT MORE THAN 36,000 TONS OF MATERIAL SHALL BE PROCESSED BY THIS SYSTEM IN ANY ONE DAY.

2. ALL OUTGOING PETROLEUM COKE TRUCKS, WHETHER FILLED OR EMPTY, SHALL PASS THROUGH THE TRUCK WASH SYSTEM IN ORDER TO WASH ANY RESIDUAL COKE OFF THE EXTERIORS OF THE TRUCKS.

3. MATERIAL CHARGED, AND MATERIAL IN PROCESS SHALL BE KEPT SUFFICIENTLY MOIST TO PREVENT EXCESSIVE DUST EMISSIONS.

Approval or denial of this application for permit to operate the above equipment will be made after an inspection to determine if the equipment has been constructed in accordance with the approved plans and specifications and if the equipment can be operated in compliance with all Rules of the South Coast Air Quality Management District.

Please notify FRED MINASSIAN at 818/572-6370 when construction of equipment is complete.

This Authority to Construct is based on the plans, specifications, and data submitted as it pertains to the release of air contaminants and control measures or reduce air contaminants. No approval or opinion concerning safety and other factors in design, construction or operation of the equipment is expressed or implied.

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By _____
RAQUEL M. PUERTA
Principal Office Assistant

RMP/ps

NEGATIVE DECLARATION
Prepared in Accordance With the
California Environmental Quality Act of 1970
As Amended

And

APPLICATION SUMMARY REPORT
Prepared in Accordance With the
Certified Port Master Plan and California Coastal Act of 1976

For

PORT OF LONG BEACH
DRY BULK HANDLING IMPROVEMENTS PROJECT

This narrative and attached documents, including the project description, site visitation, staff analysis and where appropriate, mitigation measures to be implemented, constitute a Negative Declaration, prepared in accordance with the California Environmental Quality Act and an Application Summary Report with Proposed Staff Recommendations prepared in accordance with the certified Port Master Plan (PMP) and California Coastal Act of 1976. Based upon data contained herein, the proposed project has been determined not to have any significant adverse environmental impacts and is in conformance with the stated policies of the PMP. This document was circulated for public review and becomes effective upon adoption by the Long Beach Harbor Commission.

ISSUED FOR PUBLIC REVIEW: October 19, 1992

BY: DIRECTOR OF PLANNING

Geraldine Knatz

NEGATIVE DECLARATION ADOPTED ON: November 23, 1992

BY: CITY OF LONG BEACH BOARD OF HARBOR COMMISSIONERS

Application No. 91046

PORT OF LONG BEACH
PIER G BULK HANDLING IMPROVEMENTS PROJECT

I. PROJECT BACKGROUND

The Port of Long Beach is proposing to build a coal storage shed on a five-acre site at the junction of Pier A and Pier G (Figure 1). The shed would have a capacity of 150,000 metric tons and would be used by the Metropolitan Stevedore Company (Metro). The site was previously used for maintenance and stevedoring activities and petroleum product storage.

Metro began general stevedoring operations for the Port of Long Beach in 1939, handling black bulk products such as coal and calcined coke, and white bulk products such as soda ash and potash. Metro's bulk handling facilities have been at their current location at Berths 212-215 on Pier G since 1961.

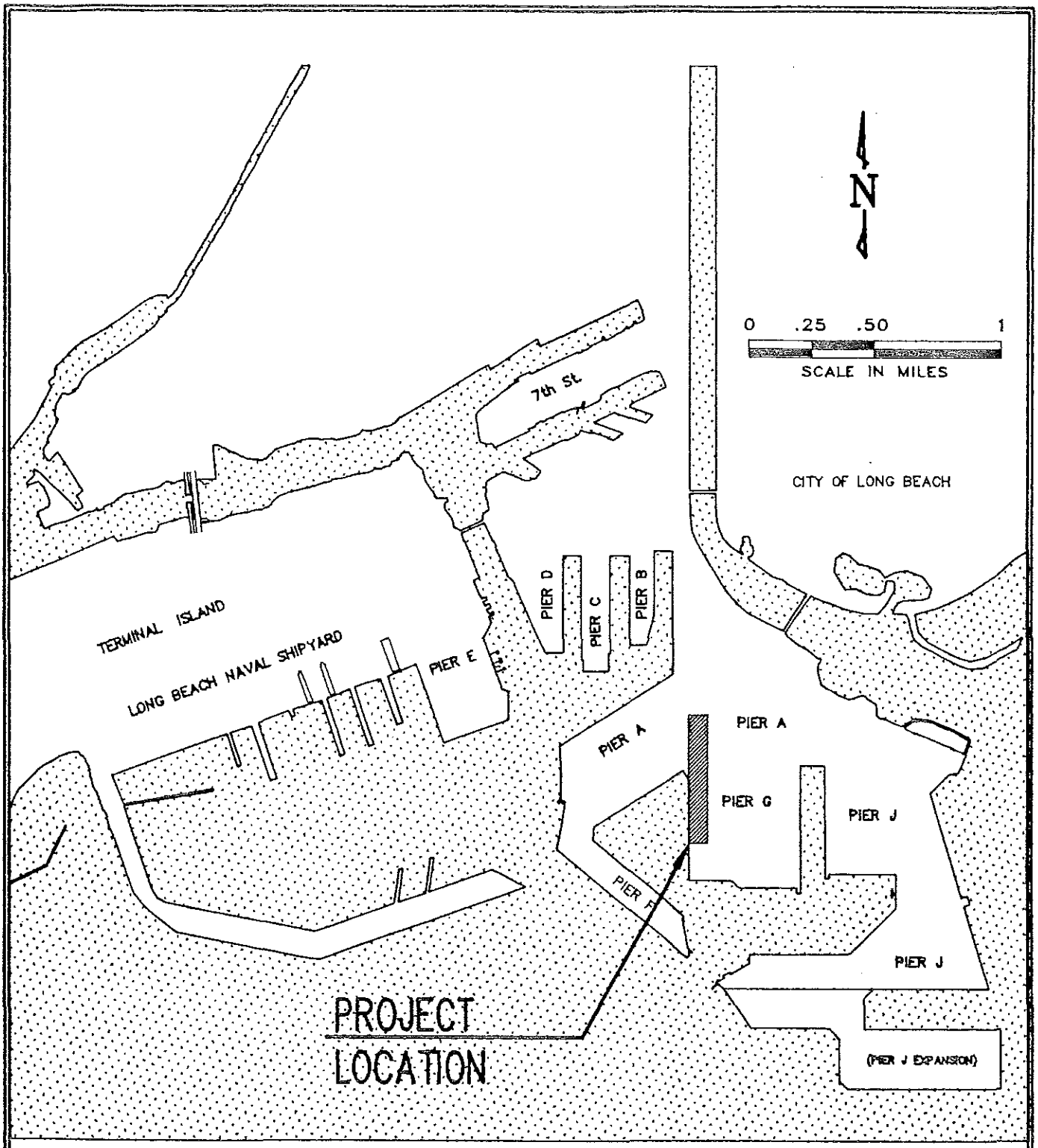
In 1981, the Port began extensive modifications to increase the Pier G facility's handling capacity to five million metric tons. The modifications included construction of a second shiploader, installation of additional conveyors, a water treatment system and a dust suppression system; and increasing the dockside water depth from -34 feet to -50 feet. The upgraded handling facility, which was completed in 1984, would service the proposed coal storage facility.

II. PROJECT DESCRIPTION

The proposed project would increase the efficiency of bulk material handling and would also greatly increase the efficiency of train movements in the Port area. The project would also eliminate the necessity of storing loaded rail cars on sidings in the Long Beach area. The 150,000 ton storage capacity of the shed would enable a ship to be loaded entirely from material on site rather than, as at present, waiting for additional closely spaced train deliveries. Loading ships entirely from on-site storage will permit regular scheduling of trains and will reduce costs and air emissions associated with ship standby times.

The Port of Long Beach is proposing to make the following improvements to the existing bulk handling facilities on Pier G (Figure 2):

- A 900-feet long, 160-foot wide, 110-feet high, covered coal storage shed with two rotary plow reclaimers for blending the coal will be constructed. The shed would include a conveyor system to connect the new plow reclaimers to the existing conveyor system that feeds Shiploaders #1 and #2. An additional conveyor

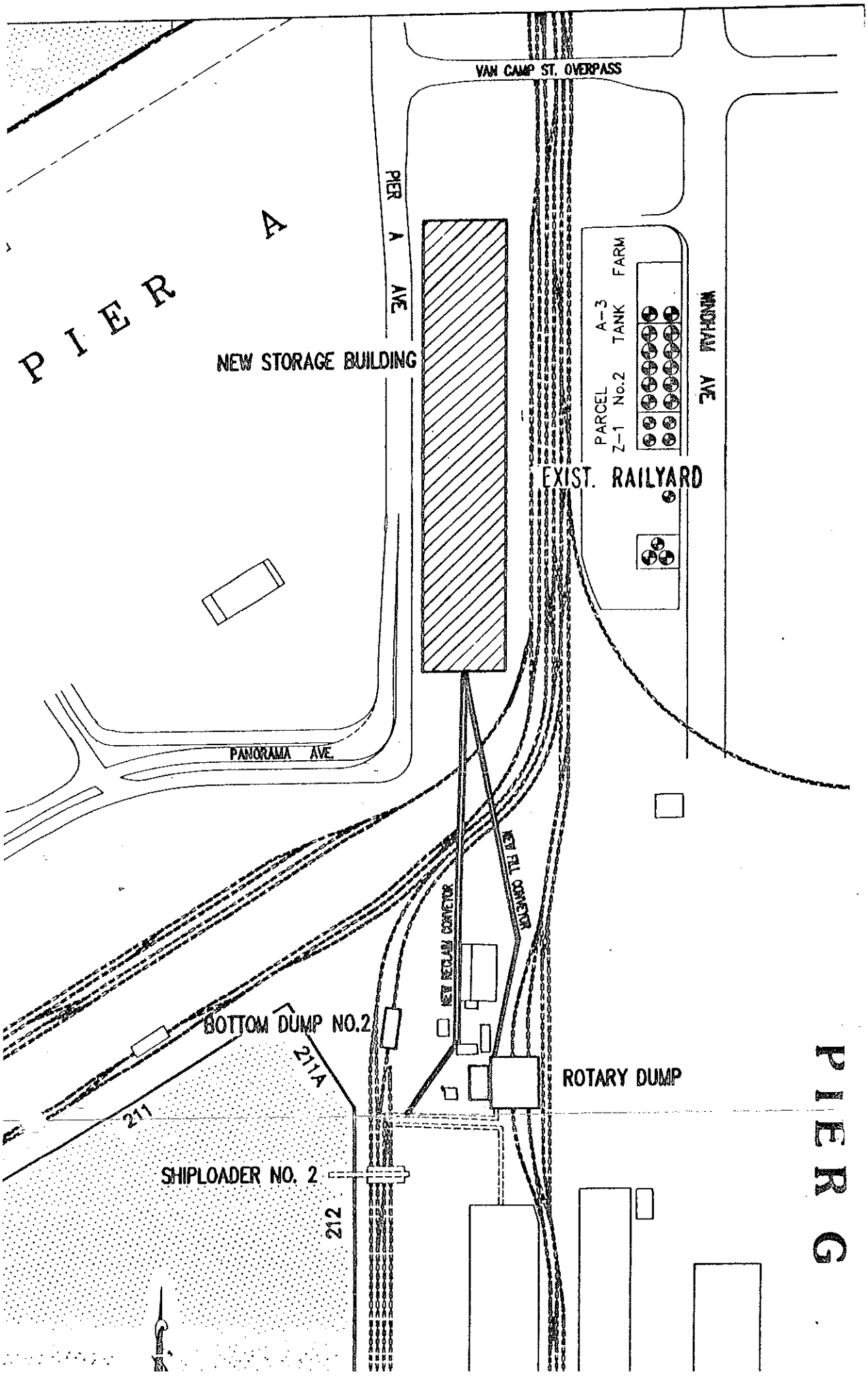


PORT OF LONG BEACH

CALIFORNIA

VICINITY MAP

FIGURE 1


VAN CAMP ST. OVERPASS
PIER A
PIER A AVE
NEW STORAGE BUILDING
PARCEL Z-1 No.2
A-3 TANK FARM
MANCHAM AVE
EXIST. RAILYARD
PANORAMA AVE.
NEW FILL CONVEYOR
NEW RETURN CONVEYOR
BOTTOM DUMP NO.2
211A
211
ROTARY DUMP
SHIPLOADER NO. 2
212
PIER G

system adjacent to the rail tracks would be installed to connect the rotary car dumper system to the new storage shed. Approximately 100,000 cubic yards of fill would be placed on the site prior to construction of the shed to raise the floor elevations and to compact the underlying soils. Approximately 65,000 cubic yards of that fill would be removed to adjacent projects once the compaction process is complete.

- The existing railyard will be reconfigured, including the addition of new crossovers. The modifications would allow better access to the car dumper, provide for future grade separation projects at El Embarcadero and Windham Avenue, and allow storage of two full unit trains.

- At a later time, as Phase II of the project, a new, electric-powered, traveling shiploader would be added between Shiploaders #1 and #2. The new shiploader would be dedicated to white products, thus eliminating the complete washdown now required when changing from black to white product shipments. Contamination problems would be eliminated and more time would be available for the movement of each product. In addition, less water would be consumed, which would reduce the amount of the resulting mixture of waste washdown products.

III. CALIFORNIA ENVIRONMENTAL QUALITY ACT ISSUES

Based on the attached Initial Study, the project would have no significant adverse impacts. The project has the potential to cause minor adverse impacts, most of them temporary during construction, on atmospheric resources, earth resources, noise, and local transportation. Beneficial and adverse impacts are discussed below; section numbers refer to numbers in the attached Initial Study.

1. Atmospheric Resources

a. No increase in operational emissions is anticipated as a result of the proposed project. The shiploader and conveyor system would be powered by electric motors so that there would be no operational exhaust emissions. The shed itself (which will be roofed) and the unloading and conveyor systems would be totally enclosed, thus eliminating particulate emissions. As an additional benefit, fugitive particulate emissions from loaded rail cars stored on sidings would be greatly reduced.

b. Construction of the proposed project would generate exhaust emissions from construction equipment. These emissions would be temporary, lasting only during the 18 months of construction.

Estimated exhaust emissions from the vehicles and equipment to be used on the construction of this project are summarized in Table A. Based upon assumed operating equipment and conditions and the emission factors presented in EPA and Air Resources Board publications, the emissions of NOx are expected to exceed the South Coast Air Quality Management District's (SCAQMD) threshold (applicable to operational emissions) for a significant project as defined by amended Rule XIII (October, 1990). The emissions of the other regulated air contaminants would not exceed the SCAQMD guidelines. Although up five acres would be disturbed at any given time during time during construction, particulate emissions from erosion are expected to be minor because dust suppression measures would be required per Special Condition No. 1 and SCAQMD guidelines for construction. The totals in Table A represent the worst case, assuming all equipment is operating at once; actual construction emissions are unlikely to attain these levels since construction activities will be phased. Because emissions from construction are temporary, they are considered to have a minor effect on existing local air quality and a negligible effect on overall regional air quality, and thus are not considered significant.

TABLE A
CONSTRUCTION EXHAUST EMISSIONS

		Pollutants (lbs/day)[1]			
Source	No.	CO	ROG	NOx	Part.
Backhoe	3	13.6	6.4	45.6	4.0
Grader	2	2.4	0.8	11.2	0.8
Track Loader	3	43.2	4.8	100.0	4.0
Miscellaneous[2]	6	32.8	7.2	80.0	6.4
Paver	2	7.8	0.8	18.3	1.2
Heavy Duty Truck[3]	4	1.6	0.6	4.1	0.5
Light Truck[4]	2	1.3	0.1	0.1	N/A
TOTAL		102.7	20.7	259.3	16.9
SCAQMD Threshold		220.0	30.0	40.0	30.0

1. Based on an eight-hour work day
2. 2 Cranes, 2 Trenchers, 1 Spike Setter Driver, 1 Multi-pile Tamper

3. Values based on a 20-mile round trip, 1982-1984 year Heavy Duty Diesel Powered Vehicles with 50,000 miles
4. Values based on a 20-mile round trip, pre-1988 year, gasoline-powered Water Truck with 50,000 miles.

Sources: USEPA. 1985. Compilation of Air Pollution Emission Factors. AP-42, 4th Edition.

California Air Resources Board. 1986. Motor Vehicle Emission Factor Program - EMFAC7C.

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c. The proposed project is not expected to alter or change air movement, moisture, temperature, or microclimate patterns.

2. Water Quality

a-b. Drainage from the project site would be contained and treated by the closed system currently in use on Pier G. Therefore, there would be no discharge to harbor waters, and no impact to surface water quality from the proposed project.

c. Currently vacant, unpaved land would be paved or covered by the shed, causing a change in absorption rates and drainage patterns. However, due to the industrialized nature of the area, these impacts are not considered to be significant.

d-e. There would be no change in the quantity or quality of ground water or in the exposure of people or property to water-related hazards as a result of the proposed project.

3. Earth Resources

a. The proposed project would not result in a change to earth conditions or geologic substructures.

b. Construction of the shed, conveyor system, and rail spur would result in disruption of the soil. However, since this area is completely industrialized and has been disturbed in the past, any impact is considered insignificant.

c-d. The proposed project would change local topography due to the placement of imported fill to approximately 10 feet above the existing surface elevation at the north end and approximately two feet above the existing at the south end. No change to unique geologic or physical features would occur.

e. There would be a beneficial impact on soil erosion since the remaining project site would be paved following the construction of the coal shed.

f-g. The proposed project would not result in a change in deposition, erosion, or siltation of beach sands since there is no beach within the proposed project area. Due to the industrialized nature of the project site, there would be no change in the exposure of people or property to geologic hazards.

4. Vegetation and Animal Life

Due to the heavily industrialized nature of the site, there is no potential for adverse impacts to terrestrial or aquatic biota.

5. Noise

Construction activities would result in a temporary increase in noise levels at the project site, but noise levels would revert to ambient once the project is completed. The Long Beach Fire Station No. 6 (southwest corner of Windham Avenue and Van Camp Street) is the only noise-sensitive land use that could be affected by the proposed project. Firemen are on duty 24 hours per day at this station. However, they currently experience noise from truck movements on Windham Avenue and rail switching operations to the rear of the station. Therefore, the proposed project is not expected to have a significant impact on the firemen assigned to the station.

6. Visual Quality

The proposed project would result in changes to the visual quality of the area. The construction of the 110-foot shed and third shiploader (100 feet in height) would modify the visual quality of the area and obstruct some views. The project

site is located adjacent to an existing bulk handling facility and is isolated from areas generally frequented by the public. The shed and shiploader would only be visible from the taller buildings in the downtown shoreline area of Long Beach and a few office buildings in the Port. The view of the project from lower levels in the downtown area and along the eastern shoreline of Long Beach would be obstructed by existing structures in the foreground. The shed and shiploader will be visible from the north, west, and south. These views encompass the bulk of the harbor area and are very industrialized in nature. In this setting, the shed and shiploader are not expected to have a significant adverse visual impact.

7. Cultural Resources/Recreation

The proposed project would not affect any buildings or other structures that could be considered significant cultural or archeological resources, nor would it affect recreational opportunities. No scientific or educational institutions would be affected in any way.

8. Land Use

The proposed project is consistent with and is not expected to have any impact on City zoning or Port Master Plan land use designation.

9. Transportation

The proposed project would not increase the number or length of trains arriving at the Port. The trains carrying coal to the Pier G facilities currently arrive on an irregular schedule that corresponds with ship loading. As a result, up to three trains per day and 16 trains per week may arrive at the facilities when a ship is being loaded. With the proposed project, the trains would arrive on a regular schedule of two trains per day, ten trains per week, regardless of whether a ship is present. This is likely to have a minor beneficial impact because the arrival of trains would be spread over a greater time period, which will reduce or eliminate traffic impacts currently caused by the arrival of several trains over a short time period. The same number of train cars would arrive at the Port as at present. The current practice of storing loaded rail cars on sidings in residential areas would no longer be necessary.

10. Utility Systems

The proposed project would involve the relocation of an 18-inch sewer line, a 12-inch water line, and a Southern California Edison power duct, but would not involve substantial alterations of or demands on utility systems.

11. Public Services

The proposed project would not cause changes that alter the nature of or need for public services.

12. Risk Management

This project conforms to the Port Risk Management Plan and would not result in a change in the risk of explosion or response times for emergency services.

13. Economic Considerations

The proposed project would not result in any new economic impacts.

14. Energy

There would be no change in the use or demand for substantial amounts of local or regional energy supplies.

15. Social Considerations

The proposed project would not result in a change in any human population concentrations or in the location or demand for housing.

16. Mandatory Finding of Significance

The proposed project does not have the potential to degrade the quality of the environment. The proposed project would have no long-term or cumulative adverse impacts upon humans or the natural environment.

IV. PORT MASTER PLAN AND COASTAL ACT ISSUES

The proposed project is located within the Southeast Harbor Planning District which is composed of primary port users dedicated to general and bulk cargo shipments. Port Master Plan goals in this district include modernization and maximization of existing facilities and increased handling efficiencies of cargo. Applicable portions of the California Coastal Act are outlined below with a brief description of each.

30260 - Use of Existing Sites

The project would expand the use of an existing primary port facility.

30708 - Environmental Impacts

This Negative Declaration, prepared pursuant to CEQA, has shown no significant environmental impacts.

30715 - Appealable Projects

Under provisions of the Port Master Plan, the project is not appealable to the California Coastal Commission.

V. PROPOSED STAFF RECOMMENDATIONS

The staff recommends that the Board of Harbor Commissioners adopts the following minute order:

1. Findings and Declarations

The Board of Harbor Commissioners finds and adopts as its findings the project background, project description, and analysis of port planning issues and related projects, as set forth in the Negative Declaration/Application Summary Report attached hereto, which are incorporated by reference as though fully set forth herein.

2. Approvals with Conditions

The Board of Harbor Commissioners hereby grant a Level II Harbor Development Permit subject to the conditions below for the proposed development on the grounds the proposed development, as conditioned, would be in conformity with the California Coastal Act and the permitted uses for the Southeast Planning District.

3. Standard Conditions

The permit is subject to the standard conditions given in the attached Exhibit A.

4. Special Conditions

1. Permittee shall minimize fugitive dust emissions resulting from demolition and fill activities by using water trucks or sprinkling systems to keep all areas subject to vehicle movement damp enough to prevent dust being raised when leaving the site and by wetting down project areas in the late morning and after work is completed for the day. Permittee shall submit to the Director of Planning a monthly, written report describing daily watering times, amount of water used, and area covered by the watering.

2. Permittee shall submit landscaping and sprinkler system plans to the Director of Planning, prior to the start of project construction. Permittee shall not undertake any construction until such plans have been approved by the Director of Planning, whose approval shall not be withheld unreasonably.

3. Permittee shall submit a Storm Water Pollution Prevention Plan to the Director of Planning, for approval, prior the start of facility operation. The Plan shall include Best Management Practices for the control of material accumulation around the coal shed, shiploader and wharf.

EXHIBIT A

PERMIT CONDITIONS

This permit shall be subject to the following conditions

1. Effective Date: This permit shall not become effective until the ORIGINAL has been returned to the Planning Division, fully signed by the permittee or agent(s) authorized in the permit application. Failure to return the original within thirty (30) days of approval shall render the permit invalid. Other conditions notwithstanding, if the project is appealable the permit shall not become effective until after the tenth (10th) working day following notification of approval, unless an appeal has been filed with the California Coastal Commission within that time. By executing this permit, permittee or its agent(s) acknowledge that they have received a copy of said permit and accept its contents. The permittee shall keep a copy of the fully-signed permit for its use and post said copy conspicuously at the project site.

2. Non-Waiver Condition: Nothing in this permit shall be deemed or construed as a waiver of any term or condition contained in permittee's lease, preferential assignment, permit, or other agreement with the Long Beach Harbor Commission.

3. Permit Expiration: Work authorized by this permit must commence within two years of the effective date of this permit unless otherwise specified. If work has not commenced, this permit will expire two (2) years from its effective date. Any application for an extension of said commencement date must be made at least thirty (30) days prior to the expiration of this permit.

4. Assignment: This permit shall not be assigned except as provided in the Board of Harbor Commissioners' Port Master Plan Implementation Guidelines and in Section 13170 of Title 14 of the California Administrative Code, to the extent applicable.

5. Compliance With Laws and Regulations: Permittee shall comply with all laws, statutes, rules, regulations, and orders of all governmental agencies having jurisdiction over the permittee's project. Permittee, at its own expense, shall obtain all requisite permits, approvals, and consents from the appropriate agencies, including but not limited to the Long Beach Harbor Department, the City of Long Beach Department of Planning and Building, the City of Long Beach Fire Department, the South Coast Air Quality Management District, the California Department of Health Services, and the Regional Water Quality Control Board, and shall comply with any such permit, approval, or consent. Copies of all requisite permits shall be available for inspection at the project site.

6. Construction Drawings: Final plans and specifications for construction, incorporating any modifications made by the Harbor Department, shall be submitted to the Planning Division for review and approval prior to commencement of any portion of the development.

7. Notification: Permittee shall notify the Chief Harbor Engineer, in writing, of the anticipated start date of any construction at least ten (10) days in advance. Permittee shall also notify the Harbor Department Traffic Engineer ten (10) days prior to the commencement of any project that may affect traffic flow on any street within the Harbor District.

8. Permission From Property Owner: Prior to commencing construction on property not under permittee's control, permittee shall notify and obtain written approval from the owner or lessee of any such property, and shall submit copies of all such approvals to the Director of Planning.

9. Subsurface Construction: Permittee shall consult with the Surveys and Mapping Section of the Harbor Department regarding possible interferences to underground utilities for all work involving excavation. Permittee shall be responsible for all damage to underground structures and utility lines occurring as a result of project construction, and shall restore all ground surfaces disturbed by excavation to original conditions, unless otherwise provided for by the permitted project design. Permittee shall conduct all subsurface work in accordance with Harbor Department Standard Specification No. 116.

10. Conduct of Work: Permittee shall perform all work in strict accordance with the plans and specifications approved by the Harbor Department Planning Division. Permittee shall conduct project site preparation and construction activities in a manner that minimizes dust and releases of materials into harbor waters. Distribution and/or removal of surplus materials (fills, dirt, broken asphalt, etc.) generated by construction activities on property under the jurisdiction of the Harbor Commission must have prior approval of the Chief Harbor Engineer.

11. As-Built Drawings: As-built drawings for construction within the Harbor District shall be submitted to the Construction Inspection Section of the Harbor Department within thirty (30) days of the completion of work. Except in the case of underground work, final construction drawings may serve as as-builts provided a set of such drawings are submitted and stamped "as-built". For underground work, permittee shall submit to the Construction Inspection Section, within thirty (30) days of completion of the work, two (2) sets of as-built drawings and survey notes, signed by a licensed surveyor who shall certify to the correctness of the horizontal and vertical alignments. All of said drawings shall be drawn to a scale of no more than one hundred (100) feet to the inch, shall show the accurate alignments by centerline traverses, shall be referenced to all intersections of street property lines and survey points furnished by the Harbor Department, and shall show the elevations of the tops of the pipelines and facilities. All survey work shall be to the latest third order of accuracy as established by the National Oceanic and Atmospheric Administration survey.

12. Hazardous Materials: If during the course of construction permittee shall discover or have reason to believe that material being excavated at the project site contains extremely hazardous wastes or hazardous wastes as those terms are or have been defined by the Administrator of the Environmental Protection Agency, the California Department of Health Services, or any other person or agency having jurisdiction over the management of hazardous materials, permittee, at its cost, shall: (i) promptly notify the Director of Planning of the permittee's discovery or belief; (ii) at the request of the Director of Planning, initiate chemical and/or physical characterization of the material; (iii) promptly submit all laboratory and test results to the Director of Planning on receipt thereof; (iv) develop and submit for approval to the Director of Planning a remediation plan providing for the disposal and/or treatment of the contaminated material; (v) implement that plan in accordance with the regulations and orders of the governmental agencies having jurisdiction; (vi) if material is removed, replace all such material with clean fill material that is structurally suitable for the project, and cause the excavation to be backfilled and compacted; and (vii) promptly submit copies of all waste manifests to the Director of Planning.

13. Traffic Management: Prior to commencement of construction that may affect traffic within the Harbor District, permittee shall submit to the Long Beach Harbor Department Traffic Engineer a traffic warning and control plan. Permittee may elect to have the Harbor Department provide and install traffic warning and control signs and devices, in which case permittee shall reimburse the Harbor Department for the costs thereof. All traffic warning and control devices, signs, and plans shall be in accordance with the Work Area Traffic Control Handbook (BNI Books).

14. Landscaping: Permittee shall maintain all landscaping and irrigation systems installed in accordance with this permit in a healthy and functional condition.

15. Non-Compliance Penalties: Violation of any provision or condition in this permit shall constitute grounds for revocation of this permit and shall render the permittee liable for civil penalties of up to $10,000.00. Any person who willfully and knowingly conducts work in the Harbor District in violation of the Port Master Plan Guidelines shall be liable for civil penalties of $5000.00

No. 91046

PORT OF LONG BEACH
PLANNING DIVISION
INITIAL STUDY and CHECKLIST

DATE: September 9, 1991

SITE: Pier A Avenue Coal Shed

INITIAL STUDY PREPARED BY: S. E. Crouch

Project Description:
Construct a 150,000 metric ton coal shed including a conveyor, rail spur and equipment. Construct a new ship loader.

Environmental Setting

1. Existing Use and Condition of the Site:

a. Number of structures, location, use and size:

Vacant

b. Site/structure condition and age: Good

c. Site dimensions: 1000' x 200' ≈ 4.5 acres

d. Number of existing parking spaces: N/A

Open: Enclosed:

e. Condition of:

Curbs/gutters: N/A

Pavement: N/A

Storm drains: N/A

f. Landscaping and/or other features including landforms:

N/A

g. Ambient noise and major sources of noise: Rail lines, Pier A Avenue, and Pier G Avenue

h. Current traffic conditions: Moderate along Pier A Avenue

i. Existing use and project's compatibility with surrounding land uses: Compatible with existing uses

2. Uses of Surrounding Properties:

	Adjacent Land Use (Precise Use)	Structure Height	Structure Condition
North:	Fire Station	15'	Good
South:	Pad No. 14	N/A	N/A
	Coke Shed	60'	Good
East:	Railroad Tracks	N/A	N/A
	Container Storage	N/A	N/A
West:	Pier A Avenue	N/A	N/A
	LBCT	N/A	N/A

ENVIRONMENTAL ASSESSMENT CHECKLIST

	Beneficial Impact	Minor Adverse Impact	Significant Adverse Impact	No Impact
1. ATMOSPHERIC RESOURCES				
Will the proposal result in:				
a. Changes in generation of emissions (gases, chemicals, particulates, clarity and odor) or deterioration of ambient air quality.				X
b. Generation of construction emissions.		X		
c. Alterations of air movement, moisture, temperature, change in micro-climate or patterns.				X
2. WATER QUALITY				
Will the proposal result in:				
a. Alteration of surface water quality.				X
b. Change in current, course, or direction of water movement.				X
c. Change in absorption rates, drainage pattern or rate and amount of surface water runoff.		X		
d. Change in quantity, quality of ground water.				X
e. Change in exposure of people property to water related hazards, i.e. flooding.				X
3. EARTH RESOURCES				
Will the proposal result in:				
a. Change in earth conditions or change in geologic substructures.				X
b. Disruptions, displacements, compaction of the soil.		X		

	Beneficial Impact	Minor Adverse	Significant Adverse	No Impact
c. Change in topography.				X
d. Modification of unique geologic or physical features.				X
e. Change in wind or water erosion of soils.	X			
f. Change in deposition, erosion of beach sands, siltation, deposition or erosion.				X
g. Change in exposure of people or property to geologic hazards such as earthquakes and ground failure.				X

4. VEGETATION and ANIMAL LIFE

Will the proposal result in:

a. Change in diversity or number of species.				X
b. Change in numbers of rare or unique species.				X
c. Change in existing plant or wildlife habitat.				X

5. NOISE

Will the proposal result in:

a. Change in ambient noise levels.				X
b. Change in exposure of populations to noise levels.		X		
c. Conformance with applicable noise ordinances and/or other regulations.				X

6. VISUAL QUALITY

Will the proposal result in:

a. Changes in light or glare from street lights or other sources				X
b. Alterations of existing views.		X		

	Beneficial Impact	Minor Adverse Impact	Significant Adverse Impact	No Impact
c. A change in harmony and compatiblity with adjacent uses (i.e. building height, bulk, mass, scale, alignment, color, exterior facade materials).				X
d. Changes in structures visible to the public view.		X		
e. Visible mechanical equipment on the rooftop.				X
7. CULTURAL RESOURCES/RECREATION				
Will the proposal result in:				
a. Change in quality or quantity of recreational opportunities.				X
b. Change in significant archaeological or historical sites.				X
c. Change in quality or quantity of existing educational or scientific institutions.				X
8. LAND USE - DESIGN				
Will the proposal result in:				
a. Conformance with:				
(1) Adopted General Plan and elements.				X
(2) Zoning Ordinances.				X
(3) Relevant regional plans and policies.				X
b. Compatibility with adjacent land uses (i.e. preservation of privacy, spatial cohesiveness, personal safety).				X
c. Change in intensity of development (i.e. rate and density of development).				X
d. Change in open space (i.e. amenities or recreational uses)				X
e. Sufficient building setbacks for sunlight and views.				X

	Beneficial Impact	Minor Adverse Impact	Significant Adverse Impact	No Impact
f. Sufficient natural air circulation in and around buildings.				X
g. Change in parking facilities in terms of number, design, and access from the street.				X
9. TRANSPORTATION				
Will the proposal result in:				
a. Change in vehicular movement.	X			
b. Change in demand for new parking.				X
c. Impact upon existing transportation systems.	X			
d. Alterations to present patterns of circulation or movement of people and/or goods.				X
e. Change in traffic hazards to motor vehicles, bicyclists, or pedestrians.				X
f. Changes in waterborne, rail or air traffic.				X
10. UTILITY SYSTEM				
Will the proposal result in a need for new systems, or substantial alterations to the following:				
a. Electricity or natural gas.				X
b. Communications systems.				X
c. Water.				X
d. Sewer.				X
e. Storm water systems.				X
f. Solid waste systems.				X

	Beneficial Impact	Minor Adverse Impact	Significant Adverse Impact	No Impact
11. PUBLIC SERVICES				
Will the proposal result in a change in demand for:				
a. Police protection.	____	____	____	X
b. Fire protection.	____	____	____	X
c. Public recreation facilities management and maintenance.	____	____	____	X
d. Street maintenance and trash collection.	____	____	____	X
e. Public health services.	____	____	____	X
12. RISK MANAGEMENT				
Will the proposal:				
a. Create risk of an explosion or the release of hazardous substances (including, but not limited to, oil, pesticides, chemicals or radiation).	____	____	____	X
b. Change response time for emergency services or change evacuation ease.	____	____	____	X
c. Conform with the Port Risk Management Plan.	____	____	____	X
13. ECONOMIC CONSIDERATIONS				
Will the proposal result in:				
a. Impacts on tax and general revenues accruing to the City.	____	____	____	X
b. Impacts on local/regional economy.	____	____	____	X
c. Impacts on employment opportunities.	____	____	____	X

	Beneficial Impact	Minor Adverse Impact	Significant Adverse Impact	No Impact
14. ENERGY				
Will the proposal result in:				
a. Use of substantial amounts of fuel or energy.	____	____	____	X
b. Substantial changes in demand upon existing sources of energy, or demand for the development of new sources of energy.	____	____	____	X
c. Change in local/regional energy supplies.	____	____	____	X
d. Change in efficiency of energy use.	____	____	____	X
15. SOCIAL CONSIDERATIONS				
Will the proposal result in:				
a. Change in human population distribution, concentration, or composition.	____	____	____	X
b. Change in existing housing, or demand for housing.	____	____	____	X
c. Change in location of residential, commercial, or industrial buildings or other facilities.	____	____	____	X

16. MANDATORY FINDINGS OF SIGNIFICANCE	YES	MAYBE	NO
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife species to drop below self sustaining levels, threaten to eliminate a plant or animal community, 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?	____	____	X
b. Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively brief, definitive period of time while long-term impacts will endure well into the future.	____	____	X
c. Does the project have impacts which are individually limited, but cumulatively considerable? (A project may impact on two or more separate resources where the impact on each resource is relatively small, but where the effect of the total of those impacts on the environment is significant.)	____	____	X
d. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	____	____	X

17. DISCUSSION OF ENVIRONMENTAL EVALUATION

Tentative recommendations: Negative Declaration X

EIR_____

Note: All items checked beneficial, minor, significant, yes or maybe are discussed in further detail in the attachments.

Discrepancies noted in applicants plans:

Stacey E. Couch
Signature

Environmental Specialist Associate
Title

Rev. 8/89:SJW

NEGATIVE DECLARATION
Prepared in Accordance With the
California Environmental Quality Act of 1970

and

APPLICATION SUMMARY REPORT
Prepared In Accordance With The
Certified Port Master Plan and California Coastal Act of 1976

For

METROPOLITAN STEVEDORE COMPANY
FACILITY MODIFICATIONS

This narrative and attached documents, including the project description, site visit, staff analysis, and, where appropriate, mitigation measures to be implemented, constitutes a Negative Declaration, prepared in accordance with the California Environmental Quality Act and an Application Summary Report with staff recommendations prepared in accordance with the certified Port Master Plan and the California Coastal Act. Based upon the data contained herein, the proposed project has been determined not to have significant adverse environmental impacts and conforms to the stated policies of the Port Master Plan. This document was circulated for public review, and becomes effective upon adoption by the Long Beach Harbor Commission.

ISSUED FOR PUBLIC REVIEW: June 30, 1997

BY: DIRECTOR OF PLANNING

Gualdine Kraly

APPLICATION SUMMARY REPORT ADOPTED ON: July 28, 1997

BY: CITY OF LONG BEACH BOARD OF HARBOR COMMISSIONERS

Application No. 97042

METROPOLITAN STEVEDORE COMPANY
FACILITY MODIFICATIONS

I. PROJECT BACKGROUND

Metropolitan Stevedore Company (Metro) has been the primary stevedoring company in the Port of Long Beach since 1939, exporting dry bulk products such as coal, petroleum coke, calcined coke, soda ash, and sulfur. Metro's bulk handling facility (Figure 1) has been at its current location at Berths G212-G215, on Pier G, since 1961. Despite periodic modifications over the years, the facility's design does not incorporate adequate non-point source storm water quality controls. Metro has identified two key modifications that will improve the level of treatment of storm water on the site and reduce the potential for contaminants to enter storm water runoff: reconfiguring and expanding the existing storm water treatment system, and constructing a modern self-contained maintenance facility.

The existing water treatment system, designated M-1, dates from 1981. The M-1 treatment system collects and stores storm water from the Northwest portion of the facility, which includes the dock area nearest the office building, the maintenance facilities, and the rail car dumper buildings. Currently, Metro is capturing and treating only the first 0.1 inch of rain water and discharges the remaining storm water through the M-1 outfall. This resulted in untreated storm water being discharged into the Southeast Basin of the harbor during the wet weather season.

Metro's existing operations building also houses maintenance and repair of equipment, storage of lubricants, solvents, parts, and vehicle welding. The building is inadequate for many of these activities, which has lead to poor maintenance and housekeeping practices throughout the facility. For example, a majority of the equipment used at the facility is too large to be serviced on within the existing building, so that maintenance and repair work is conducted outside in uncovered areas.

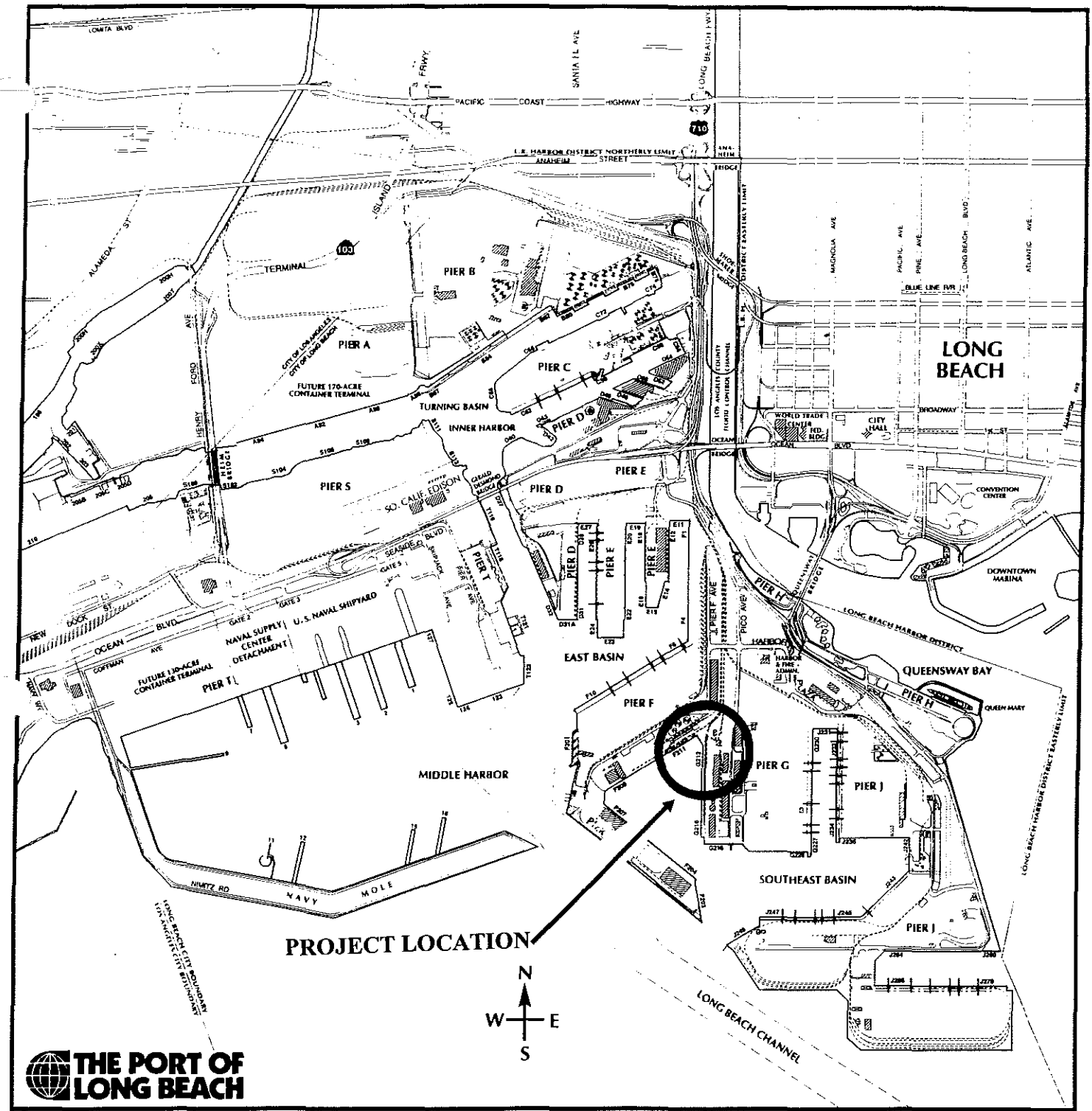
II. PROJECT DESCRIPTION

To correct these deficiencies, Metro proposes to upgrade its existing M-1 storm treatment system by adding a one-million-gallon storage tank and a water treatment system, and to construct a new maintenance/repair building and a new operations building. (Figure 2)

Proposed Operations

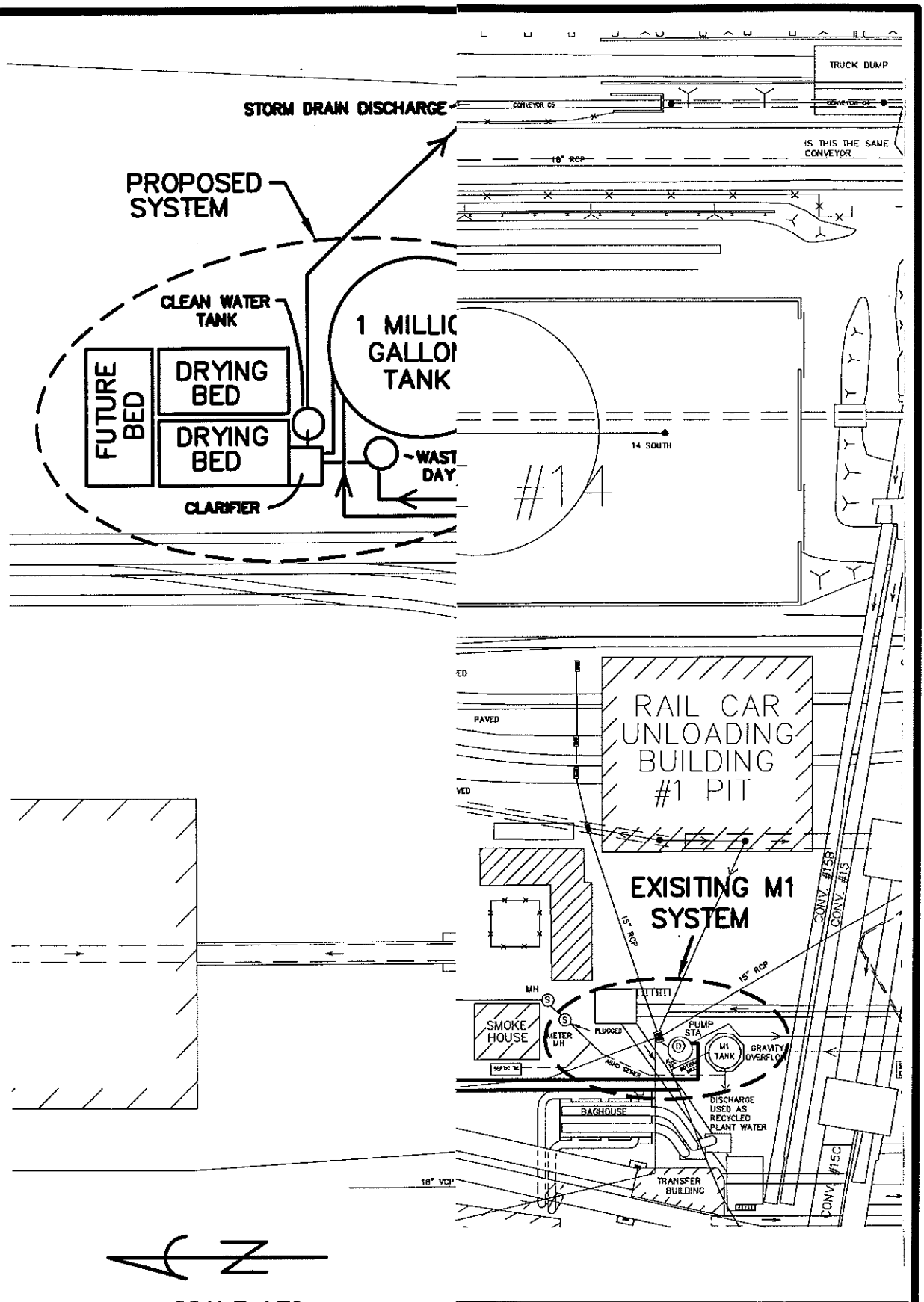
A. Storm Water Storage Tank System

The Storm Water Tank System will consist of a one-million-gallon, 24 feet high storage tank, a new clarifier with a capacity of up to 600 gallons per minute, two 2,048-square-foot drying basins, five processing pumps; and three six-inch, 1000 foot PVC pipelines.



METROPOLITAN STEVEDORE COMPANY
FACILITY MODIFICATION
HDP #97042

Figure 1



SCALE 1:70

E WATER SYSTEM

In addition, an existing 13,500 gallon tank will be moved from the existing M-1 system and will be placed adjacent to the new tank system, and used as storage during the dry weather season.

The existing M-1 system will be upgraded with two new 15-hp submersible pumps, each having a capacity of 765 gallons per minute. These pumps will pump storm water to the new 1-million gallon tank via the three new six-inch PVC pipelines. The water will be stored prior to treatment, then flow through the new clarifier, which will separate the clear water and solids, and be pumped back to the existing M-1 system 24,000 and 5,800 gallon tanks for reuse. Any excess water will be discharged after being treated to a storm water catch basin adjacent to the new tank system; the basins discharge directly to existing outfall at the end of Pier G. The solids will be captured from the clarifier, solar-dried in the two new drying basins, and then either returned to the product storage or legally disposed of as a non-hazardous waste. The flow volumes and water quality both to the outfall and back to the M-1 storage tanks will be monitored from Metropolitan's office by a continuous turbidimeter.

B. New Maintenance and Operations Buildings

Metro is proposing to construct a new 14,000 sq.-ft. maintenance building and a new 10,200 sq.-ft. operations building as part of the facility modifications. The new maintenance building will include four large equipment work bays, two small vehicle bays, one wash rack, a parts storage room, a welding area, and bulk liquid storage area. This new maintenance building will allow all maintenance and repair activities to be conducted in covered areas. The new operations building will include electrical and gear repair shops, parts storage rooms, locker rooms, and the terminal offices.

Demolition of the existing operations building will be necessary for the construction of the new operations building, which will occupy the existing building's footprint. The new maintenance building will be located northeast of the new operations building. (Figure 2)

Proposed Construction

Construction of the storm water storage tank system and the new buildings will take place in three phases over a 12-month period.

Phase I

The new storm water storage tank system will be built first. This phase will last approximately three months, and will include minor grading of the new tank site, excavation of the 1,000 foot pipeline trench, construction of the one-million-gallon tank,

and relocation of the existing 13,500-gallon tank. All soils produced by the grading and trenching will be used within the project area.

Phase II

The second phase will be the construction of the new maintenance building. This phase will last approximately four months, and will include minor grading, construction of the foundation and building, and the building painting.

Phase III

The third and final phase will be the demolition of the existing operations/repair building and the construction of the new operations building. This phase will not begin until the new maintenance building is completed, and will last approximately six months. It will consist of the demolition of the existing building, minor grading, construction of the new foundation and building, and building painting. Temporary office trailers will be placed on site during construction to maintain the terminal operations.

III. IMPACT DISCUSSION

Based on the attached initial study, there is no potential for significant adverse environmental impacts from this project. Each minor adverse impact is discussed below. Issues having no impact are discussed in general terms. Section numbers refer to the attached initial study.

1. EARTH

a,c,d. The proposed project would not result in changes to geologic substructures, or destruction of any unique geologic or physical features because the proposed project site does not contain such features.

b. The proposed project would result in some minor excavation and re-grading for the storm water storage tank and the new buildings. However, this would not result in any negative impacts because the site is composed of import fill and the excavated dirt would be used within the project site.

e-f. The proposed project would require some excavation activities, but the small scale of the construction would not result in a change in deposition or erosion of soils.

g. Implementation of the proposed project would not change the exposure of people or property to geologic hazards.

2. AIR

a. The operation of the proposed project does not include any sources that would be expected to create any air emissions or deterioration of ambient air quality.

b. Construction of the proposed project would be conducted in a sequence of phases. The proposed construction would generate combustion-related emissions from heavy-duty equipment and vehicles, fugitive particulate matter less than 10 microns (PM_{10}) from construction activity and travel over paved surfaces, and reactive organic compounds (ROC) from the application of architectural coatings on the new tank and buildings. These emissions would be temporary, lasting only during the three construction phases.

Estimated worst-case construction emissions are shown in Appendix A. Construction of the proposed project would result in emissions exceeding the levels of significance for ROCs determined by the SCAQMD. However, due to the temporary nature of the construction phase for painting the tank and the two buildings (10 days each) and the period between painting applications (112 to 150 days), there would not be a significant long term impact to air quality. In addition, the paint will be applied using brushes and rollers, thus, resulting in fewer emissions than if applied by sprayer.

c. The proposed project does not include sources that would be expected to result in the creation objectionable odors.

d. The anticipated construction and operation activities of the project would not alter air movement, temperature, or micro-climate patterns in the immediate vicinity.

3. WATER

a. The proposed project will not result any in changes to currents or directions of water movements within the harbor.

b-e. Since the proposed tank system and new buildings would be connected to the existing storm treatment system within the facility, they would cause no changes in the direction of water movements, absorption rates, or drainage.

g. The proposed project would not affect the direction, rate, or quantity of ground waters since the entire area is paved and currently drains to existing

storm drains. The proposed storm water storage tank will have a beneficial impact on the quality of water within the harbor, due to its increased capacity to store and treat storm water potentially contaminated. The new maintenance building will enable Metro to perform maintenance and repair activities indoors and in contained areas, which will decrease potential impacts on water quality.

h-i. The proposed project would not change the amount of water available to people or expose them to water-related hazards.

4. PLANT AND ANIMAL LIFE

a-c. The project site is within an industrialized area that has negligible existing plant or animal habitat value. Accordingly, the proposed project would not affect any wildlife, including unique, rare, or endangered species.

5. NOISE

a-c. The proposed project would not exceed the noise levels within the surrounding project area. There are no sensitive receptors in the highly industrialized port area and the completed project would be in conformance with applicable noise ordinances and other regulations.

6. LIGHT AND GLARE

a. The proposed project would create new lighting with the addition of the new maintenance building, but would not adversely affect the visual quality of the area nor create lighting and glare beyond that typical of the Port. The project would be wholly compatible with the surrounding industrial uses.

7. LAND USE/DESIGN

a-b. The proposed facility improvements have been identified in the Port Master Plan and are in conformance with goals and objectives in the Southeast Harbor District, local zoning ordinances and relevant regional plans and projects. The existing facility activities, as well as the proposed storm water tank and new buildings, are compatible with adjacent land uses.

c-f. The proposed project would not affect the rate or density at which development could occur, air circulation in or around existing or future buildings, or building setback requirements. There will be no changes to

existing land use since the project area is currently used as a bulk handling facility. There will be no change to the parking facilities in the number, design, or access from the street.

8. NATURAL RESOURCES

a. The proposed project would not affect supplies of or demands for natural resources.

9. RISK OF UPSET

a. Construction of the proposed project would not require the use of hazardous materials. The new maintenance and operations buildings will not result in an increase of hazardous substances, since the proposed project will not change the facility operations or handling capacity. The new buildings have been designed for all maintenance and repair activities to be conducted indoors and all hazardous materials to be stored within a contained area, thus reducing risks.

b. Due to the proposed project's location within an existing facility, construction and operation would have no effect on emergency response times.

c. The proposed project introduces no new risks and would conform with the Port Risk Management Plan.

10. POPULATION

a. The proposed project would not alter the location, density, or growth rate of human populations due to the highly industrialized, sparsely populated nature of the area.

11. HOUSING

a. The proposed project would not affect housing or the demand for housing because there are no residential areas within or adjacent to the project site, nor would the project change employment levels in the region.

12. TRANSPORTATION

a,c. The proposed project would generate traffic from the construction workers' vehicles and support trucks transporting construction material and equipment. Any increased volume would be temporary, and negligible compared to the existing levels of traffic on the affected roadways.

b. The proposed project will reconfigure and increase parking by adding nine standard parking spaces and four handicap parking spaces to the facility. Construction of the storm tank system and buildings would require temporary parking within the facility and would not affect any adjacent parking facilities.

d-e. The proposed project would not affect existing circulation patterns or hinder the movement of people or vehicles transporting goods. No changes to waterborne, rail, or air traffic will result from the proposed project.

f. Implementation of the proposed project would not change potential traffic hazards currently experienced in the Port.

13. PUBLIC SERVICES

a-f. The proposed storm water storage tank or the new buildings would not cause changes that alter the nature of or need for public services.

14. ENERGY

a-d. Because the proposed project would not require amounts of energy substantially greater than those currently used by the facility operator, local and regional energy supplies would not be adversely affected. The proposed project will not result in any changes to energy efficiency.

15. UTILITIES AND SERVICE SYSTEMS

a-f. The proposed project would not increase demand or need for additional power or natural gas services, water, sewer, storm water drainage, or solid waste disposal facilities.

16. ECONOMIC CONSIDERATIONS

a-c. The proposed project would have no significant economic impacts because it would not significantly change the existing operation.

17. HUMAN HEALTH

a-b. The proposed project would not result in the creation or exposure of potential health hazards to people within the project area. During construction, workers would be required to follow all necessary health and safety regulations.

18. AESTHETICS

a-b. Because the proposed project is located within a highly industrialized area, the public would not be subjected to any aesthetically offensive or obstructed views. The proposed new buildings would enhance the appearance of the facility.

19. RECREATION

a. There are no recreational facilities or opportunities near or on the proposed project site.

20. CULTURAL RESOURCES

a-b. The soils to be disturbed by the proposed project are imported fill, that do not contain any archeological or historical resources.

c-d. The proposed project would not have the potential to affect any cultural resources.

21. MANDATORY FINDINGS OF SIGNIFICANCE

The proposed project would not have the potential to degrade the quality of the environment, nor would it have long-term or cumulative adverse impacts upon humans or the natural environment.

IV. PORT MASTER PLAN AND COASTAL ACT ISSUES

1. Port Master Plan Issues

The proposed project is located within the Southeast Harbor District, where major container, liquid bulk, break bulk, and dry bulk handling is permitted. Port Master Plan goals for this district include: 1) modernizing and maximizing use of the existing facilities; and 2) increasing cargo handling efficiencies. Accordingly, the proposed project would be consistent with current uses in this district.

2. California Coastal Act Issues

Relevant sections of the California Coastal Act are listed below, with a brief discussion of each.

Section 30604

Conformance with Local Coastal Plan

The proposed project conforms with the Port Master Plan.

Section 30701

(b) - Existing ports shall be encouraged to modernize.

The proposed project would upgrade and improve the existing facility, thus resulting in a beneficial impact on water quality within the Port. The project would enhance the efficiency of existing port facilities, and thus reduce the need for new ports in other areas of the state.

Section 30708

Environmental Impacts

The above Negative Declaration prepared pursuant to CEQA has shown no significant adverse environmental impacts.

Section 30715

(a) - Appealable development

The proposed project is not appealable to the Coastal Commission: the Board of Harbor Commissioners' action is final.

V. PROPOSED STAFF RECOMMENDATIONS

The staff recommends that the Board of Harbor Commissioners adopt the following minute order:

A. Findings and Declaration

1. The Board of Harbor Commissioners finds and adopts as its findings the project description, project background, and analysis of port planning issues and related projects, as set forth in the Application Summary Report attached hereto, which are incorporated by reference as is fully set forth herein.

2. The Board of Harbor Commissioners finds and adopts as its findings that the analyses contained in this Negative Declaration reflect the independent judgment of the Board of Harbor Commissioners as the governing board of the City of Long Beach Harbor Department.

B. Approvals with Conditions

The Board of Harbor Commissioners hereby grants a Level II Harbor Development Permit, subject to the conditions below, for the proposed development on the grounds the proposed development, as conditioned, would be in conformance with the California Coastal Act and the permitted uses of the Southeast Harbor Planning District.

C. Standard Conditions

The permit is subject to the standard Harbor Development Permit conditions.

D. Special Conditions

1. Prior to the start of construction, Permittee shall submit to the Director of Planning final construction drawings for both the storm water tank and the new buildings.

2. Prior to the start of construction, Permittee shall submit a plan for the containment of fugitive dust during project construction.

3. Prior to the start of operation, Permittee shall submit a copy of the Los Angeles Regional Water Quality Control Board permit for the proposed storm water storage tank system to the Director of Planning.

4. Applicant shall submit a landscaping plan for the proposed project to the Director of Planning for approval prior to the start of construction. The plan shall conform to the Port of Long Beach Master Landscape Program.

5. Permittee shall ensure that no vehicle maintenance activities occur within its lease area except in the service bays inside the new maintenance building.

6. Permittee shall use brushes and rollers when performing any painting activities during construction of the proposed project.

7. Permittee shall not discharge during peak storm periods.

APPENDIX A

AIR QUALITY CALCULATIONS

Table A
Summary of Construction Emissions

Source	CO		ROC		NO_x		SO_x		PM_{10}	
	lb/day	tons/qtr	lb/day	tons/qtr	lb/day	tons/qtr	lb/day	tons/qtr	lb/day	tons/qtr
1st Quarter of Construction Activities										
Tank Grading	23.87	0.02	1.61	0.002	2.11	0.002	0.73	0.001	1.63	0.002
Tank Foundation	28.52	0.03	2.47	0.002	10.27	0.01	0.82	0.001	1.54	0.002
Tank Construction	27.42	0.21	2.84	0.02	18.33	0.14	1.31	0.01	1.26	0.01
Tank Painting	22.66	0.11	115.15	0.27	1.68	0.01	0.04	0.0002	0.48	0.0003
Pump Station Foundation	28.52	0.03	2.47	0.002	10.27	0.01	0.82	0.001	1.54	0.003
Excavation/Backfill, Pipeline	32.09	0.09	2.67	0.01	10.53	0.03	0.82	0.002	11.54	0.003
Compaction, Pipeline	26.68	0.01	2.44	0.001	13.18	0.01	1.19	0.001	1.06	0.001
Foundation, Maintenance Bldg.	27.72	0.10	2.42	0.01	10.21	0.04	0.81	0.003	1.49	0.01
Maintenance Bldg. Construction	30.53	0.15	4.14	0.02	23.77	0.09	1.96	0.01	1.92	0.01
1st Qtr Max. Daily & Total Qtr.	32.09	0.76	115.15	0.33	23.77	0.34	1.96	0.03	11.54	0.03
2nd Quarter of Construction Activities										
Maintenance Bldg. Painting	21.86	0.11	716.51	3.51	1.62	0.01	0.03	0.0002	0.47	0.0003
Demolition	39.29	0.24	3.21	0.02	12.22	0.09	0.93	0.01	9.34	0.067
Foundation, Operations Building	32.41	0.12	2.75	0.01	10.57	0.04	0.82	0.003	1.52	0.007
Operations Bldg. Construction	35.22	0.25	4.46	0.02	24.13	0.10	1.96	0.01	1.95	0.009
2nd Qtr Max. Daily & Total Qtr.	39.29	0.72	716.51	3.57	24.13	0.24	1.96	0.02	9.34	0.084
3rd Quarter of Construction Activities										
Operations Bldg. Painting	21.86	0.11	532.59	2.51	1.62	0.01	0.03	0.0002	0.05	0.0003
Max. Daily & Qtrly Emissions	39.29	0.76	716.51	3.57	24.13	0.34	1.96	0.03	11.54	0.084
Significance Thresholds	550	24.75	55	2.50	55	2.50	150	6.75	150	6.75

Summary of Emissions
Construction Emissions

Source	CO		ROC		NOx		SOx		PM10	
	lbs/day	tons/qtr	lbs/day	tons/qtr	lbs/day	tons/qtr	lbs/day	tons/qtr	lbs/day	tons/qtr
1st Quarter of Construction Activities										
Tank Grading	23.87	0.02	1.61	0.002	2.11	0.002	0.73	0.001	1.63	0.003
Foundation, Tank	28.52	0.03	2.47	0.002	10.27	0.01	0.82	0.001	1.54	0.002
Tank Construction	27.42	0.21	2.84	0.02	18.33	0.14	1.31	0.01	1.26	0.01
Tank Painting	22.66	0.11	115.15	0.27	1.68	0.01	0.04	0.0002	0.48	0.0003
Pump Station Foundation	28.52	0.03	2.47	0.002	10.27	0.01	0.82	0.001	1.54	0.003
Excavation/Backfill, pipeline	32.09	0.09	2.67	0.01	10.53	0.03	0.82	0.002	11.54	0.003
Compaction, pipeline	26.68	0.01	2.44	0.001	13.18	0.01	1.19	0.001	1.06	0.001
Foundation, Bldg B.	27.72	0.10	2.42	0.01	10.21	0.04	0.81	0.003	1.49	0.01
Building B Construction	30.53	0.15	4.14	0.02	23.77	0.09	1.96	0.01	1.92	0.01
1st Quarter Totals (tons/qtr)	32.09	0.76	115.15	0.33	23.77	0.34	1.96	0.03	11.54	0.03
2nd Quarter of Construction Activities										
Building B Painting	21.86	0.11	716.51	3.51	1.62	0.01	0.03	0.0002	0.47	0.0003
Demolition	39.29	0.24	3.21	0.02	12.22	0.09	0.93	0.01	9.34	0.067
Foundation, Bldg A	32.41	0.12	2.75	0.01	10.57	0.04	0.82	0.003	1.52	0.007
Building A Construction	35.22	0.25	4.46	0.02	24.13	0.10	1.96	0.01	1.95	0.009
2nd Quarter Totals (tons/qtr)	39.29	0.72	716.51	3.57	24.13	0.24	1.96	0.02	9.34	0.084
3rd Quarter of Construction Activities										
Building A Painting	21.86	0.11	532.59	2.51	1.62	0.01	0.03	0.0002	0.05	0.0003
Max. Daily and Total Qtr Emissions	39.29	0.76	716.51	3.57	24.13	0.34	1.96	0.03	11.54	0.08
Significance Thresholds	550.00	24.75	55.00	2.50	55.00	2.50	150.00	6.75	150.00	6.75

Since the construction operations happen sequencially, the daily emissions are the worst case in any given day during the construction period
The total quarterly emissions are the maximum emissions that occur during 65 days of continuous construction activity.

Building A - New Operations Building; Building B - New Maintenance Building

TABLE 1
Construction Employee Vehicle Emissions

Maximum Number of Vehicles Per Day	Construction Operation	Round Trip (rt) Per Vehicle Per Day	Days per Quarter	Average Mileage (mi/rt)	Emissions CO lbs/day	CO tons/qtr	ROC lbs/day	ROC tons/qtr	NOx lbs/day	NOx tons/qtr	SOx lbs/day	SOx tons/qtr	PM10 lbs/day	PM10 tons/qtr
1st Quarter Construction Activities														
6	Grading, Tank	1	2	40	4.78	0.005	0.26	0.0003	0.38	0.0004	0.03	0.00003	0.06	0.00006
6	Tank Foundation	1	2	40	4.78	0.005	0.26	0.0003	0.38	0.0004	0.03	0.00003	0.06	0.00006
6	Tank Construction	1	15	40	4.78	0.04	0.26	0.0020	0.38	0.0028	0.03	0.00024	0.06	0.00042
6	Tank Painting	1	10	40	4.78	0.02	0.26	0.0013	0.38	0.0019	0.03	0.00016	0.06	0.00028
6	Pump Sta. Foundation	1	2	40	4.78	0.005	0.26	0.0003	0.38	0.0004	0.03	0.00003	0.06	0.00006
6	Excvtn/Bckfll, piping	1	6	40	4.78	0.01	0.26	0.0008	0.38	0.0011	0.03	0.00010	0.06	0.00017
6	Compaction, piping	1	1	40	4.78	0.002	0.26	0.0001	0.38	0.0002	0.03	0.00002	0.06	0.00003
5	Bldg B Foundation	1	7.5	40	3.98	0.01	0.22	0.001	0.31	0.001	0.03	0.0001	0.05	0.0002
5	Bldg B Construction	1	19.5	40	3.98	0.04	0.22	0.002	0.31	0.003	0.03	0.0003	0.05	0.0005
2nd Quarter Construction Activities														
5	Building B Painting	1	10	40	3.98	0.02	0.22	0.001	0.31	0.002	0.03	0.0001	0.05	0.0002
5	Demolition	1	20	40	3.98	0.04	0.22	0.002	0.31	0.003	0.03	0.0003	0.05	0.0005
5	Foundation Bldg A	1	7.5	40	3.98	0.01	0.22	0.001	0.31	0.001	0.03	0.0001	0.05	0.0002
5	Bldg A Construction	1	27.5	40	3.98	0.05	0.22	0.003	0.31	0.004	0.03	0.0004	0.05	0.0006
3rd Quarter Construction Activities														
5	Bldg A Painting	1	10	40	3.98	0.02	0.22	0.001	0.31	0.002	0.03	0.0001	0.05	0.0002

Assumes: rt = 1 round trip between home and work per vehicle per day
and that the vehicles average a 40 mile round trip per day

Building A - New Operations Building; Building B - New Maintenance Building

Employee Vehicle Emission Factors (1)

Mode	CO	ROC	NOx	SO2 (2)	PM10 (2)
Running exhaust (g/mile)	6.83	0.25	0.62	0.06	0.11
Cold start (g/vehicle/day)	79.08	4.34	2.54	N/A	N/A
Hot start (g/vehicle/day)	8.95	0.87	1.19	N/A	N/A
Hot soak (g/vehicle/day)	N/A	1.88	N/A	N/A	N/A
Diurnal (g/vehicle/day)	N/A	2.63	N/A	N/A	N/A

(1) - Based on:
- SCAQMD CEQA Handbook, April 1993, Table A9-5-J-4, Area 2
- Average speed of 20 mph for NOx and CO, (LA County Average Speed)
- Average speed of 35 mph for ROG, (LA County Average Speed)
- Vehicles with gross vehicle weight 6000 lbs or less including light automobiles, light duty trucks, vans, station wagons and 4x4 trucks
- Average trips/vehicle/day = 2 (1 RT between home and work)
- Passenger vehicles: 52.85% CS and 47.15% HS

(2) - Based on:
- SCAQMD CEQA Handbook, April 1993, Table A9-5-L

(3) - Total particulates include exhaust particulates and tire wear

TABLE 2
Construction Equipment Emissions

On Site Equipment	Quantity	Days per Quarter	Daily Usage (hrs/day)	Rated hp	Hourly Load Factor	Emissions CO lbs/day	CO tons/qtr	ROC lbs/day	ROC tons/qtr	NOx lbs/day	NOx tons/qtr	SOx lbs/day	SOx tons/qtr	PM10 lbs/day	PM10 tons/qtr	SCAQMD CEQA Handbook Category[1]	EMISSION FACTORS (lb/hp hr) CO	ROC	NOx	SOx	PM10
1st Quarter Construction Activities																					
Tank Construction																					
Grader	1	2	8	N/A	N/A	1.21	0.001	0.31	0.0003	0.43	0.0004	0.69	0.0007	0.488	0.0005	Motor Grader [2]	0.151	0.039	0.054	0.086	0.061
Backhoe/Loader	1	2	8	105	47%	5.86	0.006	1.17	0.0012	8.59	0.009	0.78	0.0008	0.39	0.0004	Tretr/Lodr/Bckho	0.015	0.003	0.022	0.002	0.001
Crane	1	15	8	80	43%	2.48	0.019	0.83	0.0062	6.33	0.047	0.55	0.0041	0.41	0.0031	Cranes	0.009	0.003	0.023	0.002	0.002
Welder	1	15	8	150	100%	2.28	0.017	0.72	0.0054	10.32	0.077	0.72	0.0054	0.36	0.0027	Heavy Duty IC Engines	0.0019	0.0006	0.0086	0.0006	0.0003
Pump Station																					
Backhoe/Loader	1	2	8	105	47%	5.86	0.006	1.17	0.0012	8.59	0.009	0.78	0.0008	0.39	0.0004	Tretr/Lodr/Bckho	0.015	0.003	0.022	0.002	0.001
Pipelines																					
Backhoe/Loader	1	6	8	105	47%	5.86	0.018	1.17	0.0035	8.59	0.026	0.78	0.0023	0.39	0.0012	Tretr/Lodr/Bckho	0.015	0.003	0.022	0.002	0.001
Roller (10 ton)	1	1	8	125	58%	4.03	0.002	1.15	0.0006	11.50	0.006	1.15	0.0006	0.58	0.0003	Roller	0.007	0.002	0.020	0.002	0.001
Foundation Bldg B																					
Backhoe/Loader	1	7.5	8	105	47%	5.86	0.022	1.17	0.0044	8.59	0.032	0.78	0.0029	0.39	0.0015	Tretr/Lodr/Bckho	0.015	0.003	0.022	0.002	0.001
Pickup Trucks	4	7.5	4	105		4.69	0.018	0.32	0.0012	0.36	0.001	0.00	0.0000	0.03	0.0001	Vehicles < 6000 lbs. [3]	0.293	0.020	0.022	0.0002	0.002
Building B Construction																					
Crane	1	7.5	8	280	43%	8.67	0.033	2.89	0.0108	22.15	0.08308	1.93	0.00722	1.44	0.00542	Cranes[2]	0.009	0.003	0.023	0.002	0.002
Pickup Trucks	4	27	4	105		4.69	0.063	0.32	0.0044	0.36	0.00486	0.00	0.00004	0.03	0.00043	Vehicles < 6000 lbs. [3]	0.293	0.020	0.022	0.0002	0.002
2nd Quarter Construction Activities																					
Demolition																					
Loader	1	15	8	120	47%	6.70	0.050	1.34	0.0100	9.82	0.074	0.89	0.0067	0.45	0.0033	Tretr/Lodr/Bckho	0.015	0.003	0.022	0.002	0.001
Pickup Trucks	4	15	4	105		4.69	0.035	0.32	0.0024	0.36	0.003	0.00	0.0000	0.03	0.0002	Vehicles < 6000 lbs. [3]	0.293	0.020	0.022	0.0002	0.002
Foundation Bldg A																					
Backhoe/Loader	1	7.5	8	105	47%	5.86	0.022	1.17	0.0044	8.59	0.032	0.78	0.0029	0.39	0.0015	Tretr/Lodr/Bckho	0.015	0.003	0.022	0.002	0.001
Pickup Trucks	4	7.5	4	105		4.69	0.018	0.32	0.0012	0.36	0.001	0.00	0.0000	0.03	0.0001	Vehicles < 6000 lbs. [3]	0.293	0.020	0.022	0.0002	0.002
Building A Construction																					
Crane	1	7.5	8	280	43%	8.67	0.033	2.89	0.0108	22.15	0.08308	1.93	0.00722	1.44	0.00542	Cranes[2]	0.009	0.003	0.023	0.002	0.002
Pickup Trucks	4	42.5	4	105		4.69	0.100	0.32	0.0069	0.36	0.00765	0.00	0.00006	0.03	0.00067	Vehicles < 6000 lbs. [3]	0.293	0.020	0.022	0.0002	0.002

Building A - New Operations Building; Building B - New Maintenance Building

[1] Emission factor from SCAQMD CEQA Guidelines, April 1993, Table A9-8

[2] Emission factot in lb/hr, SCAQMD CEQA Handbook, April 1993, Table A9-8-A

[3] Emissions from SCAQMD CEQA Guidelines, April 1993, Tables A9-5-J-4, A9-5-K-4 & A9-5-L @ 15 mph and Area 2. Running/evaporative only.

TABLE 3
Construction Fugitive PM10 Emissions

CONSTRUCTION ACTIVITY	Area [1] [3] (acres)	Days of Construction	Emission Factor [2]	Units	PM10 lbs/day	PM10 tons/qtr
1st Quarter Construction Activities						
Grading/Foundation, Tank/Pumping Station	0.10	6	0.6	tons/acre/month	1.99	0.006
Grading/Foundation, Bldg B	0.04	7.5	0.6	tons/acre/month	0.86	0.003
2nd Quarter Construction Activities						
Grading/Foundation, Bldg A	0.03	7.5	0.6	tons/acre/month	0.62	0.002

Building A - New Operations Building; Building B - New Maintenance Building

(1) Acres per day determined by total acres divided by the number of days.
(2) EPA AP-42, Volume I, Section 11.2.4, an assumed 50% PM10,
and an assumed 50% control efficiency for dust. Emisision factor assumes 30 days of construction activity
(3) It was assumed that there are a total of 0.6 construction acres for the tank/pump station and 0.32 and 0.23
for each building.

TABLE 4
Onsite PM10 Construction Vehicle Roadway Emissions

Transport Vehicles	Number of Vehicles per Day[1]	Days per Quarter	Number of rts per Vehicle/day	Average Mileage[2] (mi/rt)	PM10 Emission Factor [3]	Daily PM10 (lbs)	Quarter PM10 (tons)
1st Quarter Construction Activities							
Grading Misc. Trucks	5	2	1	0.2	0.4	0.40	0.000
Tank Foundation Misc. Trucks	5	2	1	0.2	0.4	0.40	0.000
Tank Construction Misc. Trucks	5	15	1	0.2	0.4	0.40	0.003
Tank Painting Misc. Trucks	5	10	1	0.2	0.4	0.40	0.002
Pump Sta. Found. Misc. Trucks	5	2	1	0.2	0.4	0.40	0.000
Excvtn/Bckfll Misc. Trucks	5	6	1	0.2	0.4	0.40	0.001
Compaction Misc. Trucks	5	1	1	0.2	0.4	0.40	0.000
Bldg B Found Misc. Trucks	5	8	1	0.2	0.4	0.40	0.002
Bldg B Const. Misc. Trucks	5	8	1	0.2	0.4	0.40	0.002
Grading Employee Vehicles	6	2	1	0.2	0.018	0.02	0.0000
Tank Foundation Empl. Veh.	6	2	1	0.2	0.018	0.02	0.0000
Tank Construction Empl. Veh.	6	15	1	0.2	0.018	0.02	0.0002
Tank Painting Empl. Veh.	6	10	1	0.2	0.018	0.02	0.0001
Pump Sta. Found. Empl. Veh.	6	2	1	0.2	0.018	0.02	0.0000
Excvtn/Bckfll Employee Veh.	6	6	1	0.2	0.018	0.02	0.0001
Compaction Empl. Veh.	6	1	1	0.2	0.018	0.02	0.0000
Bldg B Found Empl. Veh.	6	8	1	0.2	0.018	0.02	0.0001
Bldg B Const. Empl. Veh.	6	8	1	0.2	0.018	0.02	0.0001
Pickup Trucks	4	27	1	0.2	0.018	0.01	0.0002
Dump Truck (pipeline)	1	2	1	0.2	0.4	0.08	0.0001
2nd Quarter Construction Activities							
Bldg B Painting Misc. Trucks	5	2	1	0.2	0.4	0.40	0.000
Demolition Misc. Trucks	5	2	1	0.2	0.4	0.40	0.000
Foundation Bldg A Misc. Trucks	5	15	1	0.2	0.4	0.40	0.003
Bldg A Construction Misc. Trucks	5	10	1	0.2	0.4	0.40	0.002
Building B Painting Empl. Veh.	5	2	1	0.2	0.018	0.02	0.0000
Demolition Empl. Veh.	5	2	1	0.2	0.018	0.02	0.0000
Foundation Bldg A Empl. Veh	5	15	1	0.2	0.018	0.02	0.0001
Bldg A Construction Empl. Veh.	5	10	1	0.2	0.018	0.02	0.0001
Pickup Trucks	4	65	1	0.2	0.018	0.01	0.0005
Dump Truck (buildings)	3	15	1	0.2	0.4	0.24	0.0018
3rd Quarter Construction Activities							
Bldg B Painting Misc. Trucks	5	10	1	0.2	0.4	0.40	0.002
Bldg B Painting Empl. Veh.	5	10	1	0.2	0.018	0.02	0.0001

Building A - New Operations Building; Building B - New Maintenance Building

(1) These are approximate daily figures, actual number of vehicles may vary.
(2) It was assumed that incoming vehicles would travel 0.1 miles into Metro's property.
(3) SCAQMD CEQA Air Quality Handbook, April 1993, Table A9-9 default value for Passenger Vehicles and Trucks on Paved Roadways (with street cleaning), lb/mile.

TABLE 5
Building Demolition Fugitive Dust

Source	Emission Factor [1] lbs/ft3	Width ft	Length ft	Height ft	Number of Days	Emissions	
						lb/day	tons/qtr
2nd Quarter Construction Activities							
Operations Office	0.00042	110	110	25	15	8.4	0.06

(1) Emission Factor from SCAQMD CEQA Air Quality Handbook, April 1993, Table A9-9.

Table 6
Pipeline Construction Soil Disturbance
Fugitive PM10 Emissions

Source	Dirt Removed ft3	Dirt Backfilled ft3	Dirt Hauled ft3	Dirt Stockpiled ft3	Number Of Days	Emissions lbs/day
1st Quarter Construction Activities						
Modified Grading	16000.00				10	1.94
Storage Pile				16000.00	15	1.05
Trench Backfilling		16000.00			5	7.68
Truck Loading *			0.00		0	0.00
Dirt Dumping *			0.00		0	0.00
				Total PM10 lb/day		10.67
				Total PM10 tons/qtr		0.05

* Assumes all excavated dirt will be compacted into the trench, therefore truck loading and dirt dumping would not occur. Assumes uniform dirt removal per day.

Volume of Dirt

Source	Length ft	Width ft	Depth ft	Diameter ft	Volume ft3
Trench	1000	4.00	4.00		16000

Emission Factors

Source (1)	lb/ft3 (2)
Modified Grading	0.0012
Storage Pile	0.0010
Trench Backfilling	0.0024
Truck Loading	0.0011
Dirt Dumping	0.0050

(1) Emission factors supplied by Shalini George of the SCAQMD 2/19/93
(2) Assumes soil density of 2935 lb/yd3

TABLE 7
Architectural Coatings

1st Quarter Construction Activities

Tank	VOC Content lb/gal	Usage gal	Operating Schedule days/yr	Emissions [1] lb/day	tons/yr
Epoxy	3.49	100	9	38.8	0.17
Urethane Enamel	3.33	32	1	106.5	0.05
Solvent	7.36	10	10	7.4	0.04
Maximum Daily & Total Quarterly Emissions				113.9	0.26

2nd Quarter Construction Activities

Building B	VOC Content lb/gal	Area ft2	Coverage gal/1000 ft^2-mil	Dry Film Thickness mils	Operating Schedule days/yr	Emissions [1] lb/day	tons/qtr
interior	2.08	35000	3.93	17.5	7	715.3	2.5
Exterior	2.08	14000	3.93	17.5	3	667.6	1.0
Maximum Daily & Total Quarterly Emissions						715.3	3.5

3rd Quarter Construction Activities

Building A	VOC Content lb/gal	Area ft2	Coverage gal/1000 ft^2-mil	Dry Film Thickness mils	Operating Schedule days/yr	Emissions [1] lb/day	tons/qtr
interior	2.08	26000	3.93	17.5	7	531.3	1.9
Exterior	2.08	9000	3.93	17.5	3	429.2	0.6
Maximum Daily & Total Quarterly Emissions						531.3	2.5

Building A - New Operations Building; Building B - New Maintenance Building

(1) Emission estimation method is from SCAQMD CEQA Air Quality Handbook, April 1995
Table A9-13
Paint will be applied by brush or roller, therefore the transfer efficiency is assumed to be 100%
Solvent is assumed to be a nonexempt solvent (default).

TABLE 8
Truck Transport Construction Emissions

Source	Number of Trucks	Idle Time (min/owt)	rt/ vehicle/ Day	Average Mileage (mi/rt)	days per quarter	Emissions CO lbs/day	CO tons/qtr	ROC lbs/day	ROC tons/qtr	NOx lbs/day	NOx tons/qtr	SOx lbs/day	SOx tons/qtr	PM10 lbs/day	PM10 tons/qtr
1st Quarter Construction Activities															
Grading Misc. Trucks	5	10	1	40	2	17.88	0.02	1.03	0.001	1.30	0.001	0.01	0.00001	0.01	0.00001
Tank Foundation Misc. Trucks	5	10	1	40	2	17.88	0.02	1.03	0.001	1.30	0.001	0.01	0.00001	0.01	0.00001
Tank Construction Misc. Trucks	5	10	1	40	15	17.88	0.13	1.03	0.008	1.30	0.010	0.01	0.00004	0.01	0.00004
Tank Painting Misc. Trucks	5	10	1	40	10	17.88	0.09	1.03	0.005	1.30	0.007	0.01	0.00003	0.01	0.00003
Pump Sta. Found. Misc. Trucks	5	10	1	40	2	17.88	0.02	1.03	0.001	1.30	0.001	0.01	0.00001	0.01	0.00001
Excvtn/Bckfll Misc. Trucks	5	10	1	40	6	17.88	0.05	1.03	0.003	1.30	0.004	0.01	0.00002	0.01	0.00002
Compaction Misc. Trucks	5	10	1	40	1	17.88	0.01	1.03	0.001	1.30	0.001	0.01	0.00000	0.01	0.00000
Bldg B Found Misc. Trucks	5	10	1	40	7.5	17.88	0.07	1.03	0.004	1.30	0.005	0.01	0.00002	0.01	0.00002
Bldg B Const. Misc. Trucks	5	10	1	40	7.5	17.88	0.07	1.03	0.004	1.30	0.005	0.01	0.00002	0.01	0.00002
Dump Truck (pipeline)	1	10	1	40	2	3.58	0.00	0.21	0.000	0.26	0.000	0.00	0.00000	0.00	0.00000
2nd Quarter Construction Activities															
Bldg B Painting Misc. Trks	5	10	1	40	10.0	17.88	0.09	1.03	0.005	1.30	0.007	0.01	0.00003	0.01	0.00003
Demolition Misc. Trucks	5	10	1	40	7.5	17.88	0.07	1.03	0.004	1.30	0.005	0.01	0.00002	0.01	0.00002
Dump Truck (Demo.)	3	10	1	40	15	10.73	0.08	0.62	0.005	0.78	0.006	0.00	0.00003	0.00	0.00003
Bldg A Found. Misc. Trucks	5	10	1	40	7.5	17.88	0.07	1.03	0.004	1.30	0.005	0.01	0.00002	0.01	0.00002
Building A Const. Misc. Trucks	5	10	1	40	7.5	17.88	0.07	1.03	0.004	1.30	0.005	0.01	0.00002	0.01	0.00002
3rd Quarter Construction Activities															
Bldg A Painting Misc. Trucks	5	10	1	40	10.0	17.88	0.09	1.03	0.005	1.30	0.007	0.01	0.00003	0.01	0.00003
Max. Daily and Total Qtrly Emissions						17.88	0.71	1.03	0.041	1.30	0.052	0.01	0.00023	0.01	0.00023

OWT = one-way trip
Number of vehicle round trips is based on number of daily vehicles making one round trip per day, mileage are estimates
Total emissions include moving truck and idle truck emissions
Miscellaneous trucks are assumed to delivery supplies during each portion of the construction (e.g. grading, pipelaying, etc.)
Building A - New Operations Building; Building B - New Maintenance Building

TRUCK EMISSION FACTORS [1]

Mode	CO	ROC	NOx	SO2[2]	PM10
Cold start (g/vehicle/day)	37.55	2.55	1.99	N/A	N/A
Hot start (g/vehicle/day)	4.10	0.80	1.00	N/A	N/A
Hot soak (g/vehicle/day)	N/A	1.48	N/A	N/A	N/A
Diurnal (g/vehicle/day)	N/A	2.66	N/A	N/A	N/A
Idle (g/vehicle/min) [3]	3.92	0.42	0.55	0.03	0.03

(1) - Based on:
- SCAQMD CEQA Handbook, April 1993, Table A9-5-K-3, Area 2
- Average speed of 20 mph for NOx and CO
- Average speed of 35 mph for ROG
- Vehicles with gross vehicle weight 6001 lbs and up including medium-duty and light/heavy-duty, medium/heavy-duty and heavy/heavy-duty vehicles
- Average trips/vehicle = 2 (1 RT)
- Trucks: 49.28% CS and 50.72% HS
- PM emissions include exhaust particulates and tire wear

(2) - Based on:
- SCAQMD CEQA Handbook, April 1993, Table A9-5-L

(3) - Based on:
- SCAQMD CEQA Handbook, April 1993, Table A9-5-K-3, Area 2
- 5 mph for running exhaust and evaporative
- 20 minutes idle time per owt
- PM10 emissions are exhaust only

PORT OF LONG BEACH
PLANNING DIVISION
INITIAL STUDY AND CHECKLIST

DATE: 5/23/97

SITE: Metropolitan Stevedore Company, Berths G212-G215, Pier G, Long Beach

INITIAL STUDY PREPARED BY: Richard Cameron, Environmental Specialist Assistant

PROJECT DESCRIPTION:
Construct a one-million-gallon storm water storage tank including a clarifier, two 2,050 sq.-ft. drying basins, five processing pumps, and three 1,000 sq.-ft. pipelines. Demolition of existing operations building and construction of two new buildings: 14,000 sq.-ft. maintenance building and a 10,200 sq.-ft. operations building.

ENVIRONMENTAL SETTING

1. *Existing Use and Condition of the Site*: Dry bulk handling and storage facility. The site is 30 years old and is in fair condition.

2. *Uses of Surrounding Properties*: Dry bulk storage facilities, container terminal, and oil production equipment/processing.

Surrounding properties, some associated with port operations, include the following:

NORTH: Tidelands Oil Production Company, Z1-2 Tank Farm and Gas Processing Facility

WEST: Coal Shed

EAST: AIMCOR, Bulk Pad #14, Petroleum Coke Storage Facility

SOUTH: Koch Carbon, Pad #7

ENVIRONMENTAL ASSESSMENT CHECKLIST

ENVIRONMENTAL IMPACTS:	*Potentially Significant Impact*	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
1. EARTH. *Will the proposal result in*:				
a) Unstable earth conditions or in changes in geologic substructures?	___	___	___	_X__
b) Disruption, displacement, compaction, or overcovering of the soil?	___	___	_X__	___
c) Changes in topography or ground surface relief features?	___	___	___	_X__
d) Destruction, covering, or modification of any unique geologic or physical features?	___	___	___	_X__
e) Any increase in wind or water erosion of soils, either on or off the site?	___	___	_X__	___
f) Changes in deposition or erosion of beach sands, or changes in siltation, deposition, or erosion that may modify the channel of a river or stream or the bed of the ocean or any bay, inlet or lake?	___	___	___	_X__
g) Exposure of people or property to geologic hazards, such as earthquakes, landslides, mudslides, ground failure, or similar hazards?	___	___	___	_X__
2. AIR. *Will the proposal result in:*				
a) Substantial air emissions or deterioration of ambient air quality?	___	___	___	_X__
b) Generation of construction emissions?	___	___	_X__	___
c) The creation of objectionable odors?	___	___	___	_X__
d) Alteration of air movement, moisture, or temperature, or any change in climate, either locally or regionally?	___	___	___	_X__
3. WATER. *Will the proposal result in:*				
a) Changes in currents, or the course of direction of water movements, in either marine or fresh waters?	___	___	___	_X__
b) Changes in absorption rates, drainage patterns, or the rate and amount of surface runoff?	___	___	_X__	___
c) Alterations to the course or flow of floodwaters?	___	___	___	_X__
d) Changes in the amount of surface water in any water body?	___	___	___	_X__

		Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
e)	Discharge into surface waters, or in any alteration of surface water quality, including, but not limited to, temperature, dissolved oxygen or turbidity?	___	___	_X__	___
f)	Alteration of the direction or rate of flow of groundwaters?	___	___	___	_X__
g)	Change in the quantity of ground waters, either through direct additions or withdrawals, or through interception of an aquifer by cuts or excavations?	___	___	___	_X__
h)	Substantial reduction in the amount of water otherwise available for public water supplies?	___	___	___	_X__
i)	Exposure of people or property to water-related hazards such as flooding or tidal waves?	___	___	___	_X__
4.	**PLANT AND ANIMAL LIFE.** *Will the proposal result in:*				
a)	Changes in the diversity of species or number of any species?	___	___	___	_X__
b)	A reduction of the numbers of any unique, rare, or endangered species?	___	___	___	_X__
c)	Introduction of new species into an area, or be a barrier to the normal replenishment of existing species?	___	___	___	_X__
d)	Changes in existing wildlife habitat?	___	___	___	_X__
5.	**NOISE.** *Will the proposal result in:*				
a)	Any increase existing noise levels?	___	___	_X__	___
b)	Exposure of people to severe noise levels?	___	___	___	_X__
c)	Nonconformance with applicable noise ordinances?	___	___	___	_X__
6.	**LIGHT and GLARE.** *Will the proposal result in:*				
a)	The production of new light or glare?	___	___	___	_X__

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
7. LAND USE/DESIGN. *Will the proposal result in:*				
a) Nonconformance with:				
(1) Adopted General Plan and elements?	___	___	___	_X__
(2) Zoning Ordinances?	___	___	___	_X__
(3) Relevant regional plans and policies?	___	___	___	_X__
b) Incompatibility with adjacent land uses (i.e., preservation of privacy, spatial cohesiveness, personal safety)?	___	___	___	_X__
c) Changes in intensity of development (i.e., rate and density of development)?	___	___	___	_X__
d) Insufficient building setbacks for sunlight and views?	___	___	___	_X__
e) Insufficient natural air circulation in and around buildings?	___	___	___	_X__
f) Any changes in parking facilities in terms of number, design, and access from the street?	___	___	___	_X__
8. NATURAL RESOURCES. *Will the proposal result in:*				
a) Increases in the rate of use of any natural resources?	___	___	___	_X__
9. RISK OF UPSET. *Will the proposal result in:*				
a) Creation of risk of an explosion or the release of hazardous substances (including, but not limited to: oil, pesticides, chemicals or radiation) in the event of an accident or upset conditions?	___	___	___	_X__
b) A change in response times or emergency services or possible interference with an emergency response plan or an emergency evacuation plan?	___	___	___	_X__
c) Nonconformance with the Port Risk Management Plan?	___	___	___	_X__
10. POPULATION. *Will the proposal result in:*				
a) Alteration of the location, distribution, density, or growth rate of the human population of an area?	___	___	___	_X__

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
11. HOUSING. *Will the proposal result in:*				
a) Affects to existing housing or create a demand for additional housing?	___	___	___	_X__
12. TRANSPORTATION/CIRCULATION. *Will the proposal result in:*				
a) Generation of substantial additional vehicular movement?	___	___	___	_X__
b) Effects on existing parking facilities or a demand for new parking?	___	___	_X__	___
c) Substantial impacts upon existing transportation systems?	___	___	___	_X__
d) Alterations to present patterns of circulation or movement of people and/or goods?	___	___	___	_X__
e) Alterations to waterborne, rail, or air traffic?	___	___	___	_X__
f) Any increase in traffic hazards to motor vehicles, bicyclists, or pedestrians?	___	___	___	_X__
13. PUBLIC SERVICES. *Will the proposal have an effect upon, or result in a need for new or altered governmental services in any of the following areas:*				
a) Fire protection?	___	___	___	_X__
b) Police protection?	___	___	___	_X__
c) Schools?	___	___	___	_X__
d) Parks or other recreational facilities?	___	___	___	_X__
e) Maintenance of public facilities, including roads?	___	___	___	_X__
f) Other governmental services?	___	___	___	_X__
14. ENERGY. *Will the proposal result in:*				
a) The use of substantial amounts of fuel or energy?	___	___	___	_X__
b) A substantial increase in the demand upon existing sources of energy,				

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
or require the development of new sources of energy?	___	___	___	_X__
c) A change in local/regional energy supplies?	___	___	___	_X__
d) A change in efficiency of energy use?	___	___	___	_X__
15. UTILITIES and SERVICE SYSTEMS. *Will the proposal result in a need for new systems, or substantial alterations to the following utilities:*				
a) Power or natural gas?	___	___	___	_X__
b) Communications systems?	___	___	___	_X__
c) Water?	___	___	___	_X__
d) Sewer or septic tanks?	___	___	___	_X__
e) Storm water drainage?	___	___	_X__	___
f) Solid waste and disposal?	___	___	___	_X__
16. ECONOMIC CONSIDERATIONS. *Will the proposal result in:*				
a) Impacts on tax and general revenue to the City?	___	___	___	_X__
b) Impacts on local/regional economy?	___	___	___	_X__
c) Impacts on employment opportunities?	___	___	___	_X__
17. HUMAN HEALTH. *Will the proposal result in:*				
a) Creation of any health hazard or potential health hazard (excluding mental health)?	___	___	___	_X__
b) Exposure of people to potential health hazards?	___	___	___	_X__
18. AESTHETICS. *Will the proposal result in:*				
a) The obstruction of any scenic vista or view open to the public?	___	___	___	_X__
b) The creation of an aesthetically offensive site open to public view?	___	___	___	_X__

	Potentially Significant Impact	*Potentially Significant Unless Mitigation Incorporated*	*Less than Significant Impact*	*No Impact*
19. RECREATION. *Will the proposal result in:*				
a) Any impact upon the quality or quantity of existing recreational opportunities?	___	___	___	X__
20. CULTURAL RESOURCES. *Will the proposal result in:*				
a) Alteration or destruction of a prehistoric or historic archaeological site?	___	___	___	_X__
b) Adverse physical or aesthetic effects to a prehistoric or historic building, structure, or object?	___	___	___	_X__
c) Physical changes which would affect unique ethnic cultural values?	___	___	___	_X__
d) The restriction of existing religious or sacred uses within the potential impact area?	___	___	___	_X__

21. MANDATORY FINDINGS OF SIGNIFICANCE.

	Yes	*Maybe*	*No*
a) Does the project have the potential to 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, 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?	___	___	_X__
b) Does the project have the potential to achieve short-term, to the disadvantage of long-term, environmental goals? (A short-term impact on the environment is one which occurs in a relatively, brief, definitive period of time. Long-term impacts will endure well into the future.)	___	___	_X__
c) Does the project have impacts which are individually limited, but cumulatively considerable? (A project may affect two or more separate resources where the impact on each resource is relatively small, but where the effect on the total of those impacts on the environment is significant.)	___	___	_X__
d) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	___	___	_X__

22. DISCUSSION OF ENVIRONMENTAL EVALUATION.

A discussion of the checklist items is provided in the attachments.

Tentative recommendations: Negative Declaration: X _

EIR: ___

Signature

Environmental Specialist Assistant
Title

PUBLIC NOTICE

PORT OF LONG BEACH
LONG BEACH, CALIFORNIA

Pursuant to the California Coastal Act of 1976 and the Port of Long Beach certified Port Master Plan (PMP), notice is hereby given to all interested persons and organizations that a Negative Declaration/Application Summary Report and a Level II determination and Proposed Staff Recommendations under the PMP have been prepared for the:

Metropolitan Stevedore Company
Facility Modifications

Metropolitan Stevedore Company has identified the need to modify its existing facility on Pier G by reconfiguring and expanding the existing storm water treatment system and constructing a self-contained maintenance facility. The proposed project will include the construction of a one-million-gallon storage tank, installation of a clarifier and processing pumps, three 1,000 sq.-ft. pipelines, demolition of existing operations building, and the construction of a new 14,000 sq.-ft. maintenance building and a new 10,200 sq.-ft. operations building.

Copies of the Negative Declaration/Application Summary Report and Proposed Staff Recommendations will be available to the public at the Harbor Department Administration Building, 925 Harbor Plaza, Long Beach, California. Please submit any comments regarding the proposed project to this office as soon as possible but no later than July 21, 1997. Persons wishing additional information may telephone the Harbor Department, Planning Division at (562) 590-4160.

DATED: June 30, 1997
By Order of the Board of Harbor Commissioners
S.R. Dillenbeck, Executive Director