# EXHIBIT E
# ENVIRONMENTAL DOCUMENTS
# ENV-2022-6860-ND

E1 – Negative Declaration:
https://planning.lacity.gov/odocument/e1530a49-43ec-49de-9db4-95396a173b68/ENV-2022-6860.pdf

E2 – ND Appendix A- Air Quality:
https://planning.lacity.gov/odocument/cae21f4d-71ce-4555-a1fe-ff8daa4c50a9/ENV-2022-6860-A.pdf

E3 - ND Appendix B- Tree Report:
https://planning.lacity.gov/odocument/532cac03-bd65-4bee-af76-5121dcc77562/ENV-2022-6860-B.pdf

E4 - ND Appendix C.1- Tribal Initiation:
https://planning.lacity.gov/odocument/600ac4af-e504-44c2-8a25-ddc5147f3bd1/ENV-2022-6860-C.1.pdf

E5 - ND Appendix C.2- Cultural Resource Records:
https://planning.lacity.gov/odocument/27a9604b-b37c-4167-a04e-6490be90bc09/ENV-2022-6860-C.2.pdf

E6 - ND Appendix D – Table 1:
https://planning.lacity.gov/odocument/694fce71-7ad5-405a-965f-bb959034c6cb/ENV-2022-6860-D.pdf

E7 – ND Appendix E.1- Phase 1:
https://planning.lacity.gov/odocument/443e025a-25c0-40c1-8f9e-f2fe1a5756c7/ENV-2022-6860-E1.pdf

E8 – ND Appendix E.2- Well Finder Map:
https://planning.lacity.gov/odocument/dc78ca50-7827-4d5a-bac9-6b0db6401d67/ENV-2022-6860-E2.pdf

E9 – ND Appendix E.3-CalGEM:
https://planning.lacity.gov/odocument/a1483087-6bd9-466a-81c1-23cb460bdc7d/ENV-2022-6860-E3.pdf

E10 – ND Appendix E. 4-Asbestos Survey Report:
https://planning.lacity.gov/odocument/02c4d958-3726-4a2a-a0a5-6dab01bd36a3/ENV-2022-6860-E4.pdf

E11 – ND Appendix E.5- Site Testing for Methane:
https://planning.lacity.gov/odocument/179ed9ff-5a60-41ce-9db6-d1b26f4e9b57/ENV-2022-6860-E5.pdf

E12 – ND Appendix E.6- Limited Phase II:
https://planning.lacity.gov/odocument/eeee557c-7e74-47f5-b4b0-711f88ed82c8/ENV-2022-6860-E6.pdf

E13 – ND Appendix F- Noise Study:
https://planning.lacity.gov/odocument/c7180279-b0e7-4b68-aee9-c8f919d2cf08/ENV-2022-6860-F.pdf

E14 – ND Appendix G.1-VMT Calculator:
https://planning.lacity.gov/odocument/6be7a557-bbd2-4a38-a5ca-c05f999bb659/ENV-2022-6860-G1.pdf

E 15 – ND Appendix G2.1- Transportation Referral Form:
https://planning.lacity.gov/odocument/d4188164-a6f5-4a0e-af05-dcfd6e619f1d/ENV-2022-6860-G2.1.pdf

E16 – ND Appendix G2 – Transportation Evaluation:
https://planning.lacity.gov/odocument/003416e4-64fd-4b96-a8c4-e0122414e179/ENV-2022-6860-G2.pdf

E17 – ND Appendix H – Native American Heritage Commission:
https://planning.lacity.gov/odocument/b586d26f-b6af-4b51-b04b-8d833f6cda68/ENV-2022-6860-H.pdf

E18 - California Department of Transportation (Caltrans)

E19 - Well Abandonment Report

E20 – Meridian Consultants ND Comment Response

**DEPARTMENT OF TRANSPORTATION**
DISTRICT 7
100 S. MAIN STREET, MS 16
LOS ANGELES, CA 90012
PHONE (213) 269-1124
FAX (213) 897-1337
TTY 711
www.dot.ca.gov

*Making Conservation a California Way of Life*

May 2, 2025

Norali Martinez
City of Los Angeles
200 N. Spring Street, Room 721
Los Angeles, CA 90012

RE: KPAC Coil Avenue Freezer Expansion
SCH # 2025041295
Vic. LA-1/PM 9.45, LA-47/PM 9.26
GTS # LA-2025-04805-ND

Dear Norali Martinez:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the above-referenced environmental document. The project involves the improvement and expansion of an existing one-story, 42-foot tall, 221,496 square-foot cold storage facility, resulting in a two-story, 65-foot tall, 281,899 square foot facility, with a total 0.38:1 Floor Area Ratio ("FAR"). The expansion includes the demolition and alteration of 27,157 square foot existing cold dock for a new 71,331 square feet freezer, resulting in a net addition of 44,174 square feet of new floor area. The improvements include 13,939 square feet of new office space, and 2,290 square feet of a new engine/mechanical room, electrical room, and fire pump room. The project also involves new automated racking system, other interior improvements, and decreasing the length of the existing double rail spur. The project will provide 119 parking spaces, with no (0) trees to be removed, and with an import of 7,000 cubic yards of soil.

The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. Senate Bill 743 (2013) has codified into CEQA law and mandated that CEQA review of transportation impacts of proposed development be modified by using Vehicle Miles Traveled (VMT) as the primary metric in identifying transportation impacts for all future development projects. As a reminder, all environmental document should include Vehicle Miles Traveled. You may reference the Governor's Office of Planning and Research (OPR) for more information:

https://opr.ca.gov/ceqa/#guidelines-updates

The new expanded facility would add approximately a maximum of 30 employees and cars per day and a maximum of 40 trucks/containers per day, resulting in a total of 160 trucks/containers per day. The warehouse would result in 448 daily trips and 3,371 vehicle-miles travelled (VMT). The Project would add 125 net trips and 1,092 net daily VMT. These values do not take into account credits for Project Transportation Demand Management (TDM) features, such as 30 percent of the workforce at the current facility use carpool or public transportation. The Project would not exceed the Harbor Area Planning Commission (APC) household VMT threshold of 9.2 and work VMT threshold of 12.3. As such, Caltrans concurs that the proposed Project is not anticipated to cause a significant VMT impact based on the City's VMT criteria for the Central APC area. Impacts would be less than significant.

Any transportation of heavy construction equipment and/or materials that require the use of oversized transport vehicles on State highways will need a Caltrans transportation permit. Any large-size truck trips be limited to off-peak commute periods for the construction phase and operation phase. Construction truck loads should be covered with a tarpaulin cover.

Storm water run-off is a sensitive issue for Los Angeles County. Please be mindful that projects should be designed to discharge clean run-off water. Additionally, discharge of storm water run-off is not permitted onto State highway facilities without any storm water management plan.

If you have any questions, please feel free to contact Mr. Alan Lin, the project coordinator, at (213) 269-1124 and refer to GTS # LA-2025-04805-ND.

Sincerely,

Miya Edmonson

MIYA EDMONSON
LDR/CEQA Branch Chief

email: State Clearinghouse

RESOURCES AGENCY OF CALIFORN
DEPARTMENT OF CONSERVATION
DIVISION OF OIL AND GAS

# REPORT OF WELL ABANDONMENT

Long Beach, California
March 12, 1990

_Gregg E. Martin, Agent_____
_KELT CALIFORNIA, INC._____
_3878 Carson St. Ste 200_____
_TORRANCE CA 90503

Your supplementary report of abandonment of well Konoike Transport & Engineering (USA) Inc "Great Lakes" 1, API No. 037-22599, Section 28 4S. 13W., S.B. B. & M., Wilmington, Los Angeles County, dated 7-19-89, received 7-26-89, has been examined in conjunction with records filed in this office, and we have determined that all of the requirements of this Division have been fulfilled.

DS:df

cc: Update; Conservation Committee;
LA County Planning Comm.;
LA County Fire Prevention Bureau;
LA County Assessor; Dept. Bldg & Sfty;
Dept. Oil Properties; Konoike Transport

M. G. Mefferd
*State Oil and Gas Supervisor*

By David Sanche
*Deputy Supervisor*

For R. K. Baker

OG159

DIVISION OF OIL AND GAS

CHECK LIST - RECORDS RECEIVED AND WELL STATUS

Company KONOIKE TRANSPORT & ENGINEERING (USA) INC Well No. "GREAT LAKES" 1

API No. 037-22599 Sec. 28, T. 4S, R. 13W, S.B. B.&M.

County LOS ANGELES Field WILMINGTON

| RECORDS RECEIVED | DATE |
|---|---|
| Well Summary (Form OG100) | |
| History (Form OG103) | 7-26-89 (2) |
| Core Record (Form OG101) | |
| Directional Survey | |
| Sidewall Samples | |
| Other | |
| Date final records received | |
| Electric logs: | |

| STATUS | | STATUS | |
|---|---|---|---|
| Producing - Oil | ___ | Water Disposal | ___ |
| Idle - Oil | ___ | Waterflood | ___ |
| Abandoned - Oil | 6/89 | Steamflood | ___ |
| Drilling - Idle | ___ | Fire Flood | ___ |
| Abandoned - Dry Hole | ___ | Air Injection | ___ |
| Producing - Gas | ___ | Gas Injection | ___ |
| Idle - Gas | ___ | $CO_2$ Injection | ___ |
| Abandoned - Gas | ___ | LPG Injection | ___ |
| Gas-Open to Oil Zone | ___ | Observation | ___ |
| Gas Storage | ___ | Waterflood Source | ___ |

DATE _____ "E" well Yes ☐ No ☐

RECOMPLETED _____

REMARKS _____

ENGINEER'S CHECK LIST

1. Summary, History, & Core record (dupl.) ✓
2. Electric Log ✓
3. Operator's Name ✓
4. Signature ✓
5. Well Designation
6. Location
7. Elevation
8. Notices ✓
9. "T" Reports ✓
10. Casing Record ✓
11. Plugs
12. Surface Inspection 2/27/90 EP
13. Production
14. E Well on Prod., enter EDP
15. Directional Survey

CLERICAL CHECK LIST

1. Location change ___ (F-OGD165) ___
2. Elevation change ___ (F-OGD165) ___
3. Form OGD121 fe
4. Form OG159 (Final Letter) 3-12-90
5. Form OGD150b (Release of Bond) ___
6. Duplicate logs to archives ___
7. Notice of Records due (F-OGD170) ___
8. EDP (F-OGD42A-1, 2) OK

SURF INSP OK 2/27/90 EP

Type FINAL LETTER after surf insp & map work are signed off

UPDATE CENTER 4-18-90

RECORDS NOT APPROVED

Reason: _____

RECORDS APPROVED DS 2-15-90

RELEASE BOND _____

Date Eligible _____

(Use date last needed records were received.)

MAP AND MAP BOOK + F.J.G. 3.12.90

128

LONG BEACH OFFICE - USE REVERSE SIDE

OGD2 (8/87/DWRR/5M)

SUBMIT IN DUPLICATE

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF CONSERVATION

# DIVISION OF OIL AND GAS

## History of Oil or Gas Well

KONDIKE TRANSPORT & ENGINEERING (USA) INC.

Operator ~~Kelt Oil & Gas, Inc.~~ Field Wilmington County Los Angeles
Well GLP #1, Sec. 28, T 045, R 13W, SB B. & M.
A.P.I. No. 03722599 Name Gregg Martin (Person submitting report) Title V.P. Operations (President, Secretary or Agent)
Date July 19, 19 89

Signature Gregg Martin

3520 Torrance Blvd., Torrance, CA 90503 (Address) (213) 543-1311 (Telephone Number)

**History must be complete in all detail. Use this form to report all operations during drilling and testing of the well or during redrilling or altering the casing, plugging, or abandonment with the dates thereof. Include such items as hole size, formation test details, amounts of cement used, top and bottom of plugs, perforation details, sidetracked junk, bailing tests and initial production data.**

| Date | |
|---|---|
| | Plug & Abandonment |
| | All measurements are mat (KB to mat - 12') |
| 6-26-89 | BOPE installed. TIH & tag for fill. Measure out of hole with tubing. Tagged bottom at 3754' (TD @ 3754'). SDFN. |
| 6-27-89 | TIH w/ open ended tbg to 3744'. Mix & pump 120 cu ft (105 sx) of API class 'G' cement w/ 2% $CaCl_2$. POOH 10 stands. Change hole over with 200 bbls of 75 pcf abandonment mud. Tag cement plug @ 3343'. BOP, mudding of the hole & location & hardness of cement plug witnessed & approved by Burt Ellison, Division of Oil & Gas. Pull tbg to 1797'. Mix & pump 45 cu ft (40 sx) of API class 'G' cement. POOH w/ 27 stands. SDFN. |
| 6-28-89 | Tag top of cement plug @ 1685'. Location & hardness of cement plug witnessed & approved by Burt Ellison, Division of Oil & Gas. Verbal approval was obtained from Mike Kratovil, Division of Oil & Gas, not to shoot @ 60' & to go ahead w/ surface plug. Verbal approval also obtained for surface plug from Ron Smith, L.A. City Fire Department. With open ended tbg at 93', mix & pump 59 cu ft (52 sx) of API class 'G' cement, took cement returns. Wait on cement to harden. RDMO. |
| 7-13-89 | Verbal approval was obtained from Mike Kratovil, Division of Oil & Gas, and Vern Woodward, Los Angeles City Fire Department, to cut & cap the well. Cut off 13 3/8", 45# casing 10' below surface grade. Cement was at the surface. A steel plate was welded on. The plate stated the well name "GLP #1", LAFD #"2988", & the date "7-13-89". The plate was inspected by Los Angeles Fire Department. Abandonment of the well GLP #1 completed. |

Ryan O'Neal
Production Engineer
July 18, 1989

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF CONSERVATION
**DIVISION OF OIL AND GAS**

# REPORT OF PROPERTY AND WELL TRANSFER

| Field or county | District |
|---|---|
| Wilmington | 1 |
| **Former owner** | **Date** |
| GREAT LAKES PROPERTIES, INC. (KELT OIL & GAS, INC.) | July 6, 1989 |

Name and location of well(s)

Sec. 28-4S-13W S.B. B&M

"Great Lakes" 1 (037-22599)

Description of the land upon which the well(s) is (are) located

See above.

| Date of transfer, sale, assignment, conveyance, or exchange | New owner | Type of organization |
|---|---|---|
| May 31, 1989 | KONOIKE TRANSPORT & ENGINEERING (USA) INC. | Corporation |
| | Address: 420 Boyd St., #501, LOS ANGELES, CA 90013 | Telephone No. 213/680-9560 |

Reported by: Kelt Oil & Gas, OG30A received June 13, 1989

Confirmed by: Konoike Transport & Engineering (USA), INC. OG30A received June 13, 1989

| New operator new status (status abbreviation) | Request designation of agent |
|---|---|
| Ab | Tadashi Aoki (OG134A received July 5, 1989) |
| **Old operator new status (status abbreviation)** | **Remarks** |
| Ab | See "Great Lakes" 1 (037-22599) for transfer details. |

Deputy Supervisor: R. K. Baker

Signature: David Sanchez
Dave Sanchez, Operating Eng.

**OPERATOR STATUS ABBREVIATIONS**

PA – Producing Active
NPA – No Potential, Active
PI – Potential Inactive
NPI – No Potential, Inactive
Ab – Abandoned or No More Wells

EDP Update
Conservation Committee Dept Oil Properties

**FORM AND RECORD CHECK LIST**

| Form or record | Initials | Date | Form or record | Initials | Date |
|---|---|---|---|---|---|
| Form OGD121 | est | 7-17-89 | Map and book | F.J.G. 128 | 7-19-89 |
| Form ODG140 | est | 7-17-89 | Notice to be cancelled | N/A | |
| New well cards | est | 7-17-89 | Bond status | NONE | |
| Well records | est | 7-17-89 | EDP files | If ab. eff 7-89 | |
| Electric logs | est | 7-17-89 | | | |
| Production reports | | | | | |

OGD156 (11/82/DWRR/2M)

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF CONSERVATION

**DIVISION OF OIL AND GAS** No. T 190-207

# Report on Operations

SEC. 3606 WELL

Christian Deleris, Agent
KELT OIL AND GAS, INC.
3870 Carson Street, Suite B-200
Torrance, CA 90503

Long Beach Calif.
January 19, 1990

Konoike Transport & Engineering (USA) Inc.
Your operations at well "Great Lakes" 1, API No. 037-22599,
Sec. 28, T. 4S, R. 13W, S.B. B. & M. Wilmington
Field, in Los Angeles County,
were witnessed on 6-27-89. B. Ellison, representative of
the supervisor, was present from 1430 to 1530.
There were also present Ryan O'Neil, Production Engineer for Kelt Oil Co.
Present condition of well: 20"cem 40'; 13-3/8"cem 476'; 8-5/8"cem 3574', perf 3566' WSO; 6-5/8"ld 3517'-3754', perf 3524'-3754'. TD 3766'. Plugged w/cem 3744'-3343', 1797'-1685', & 93'-10'.

The operations were performed for the purpose of witnessing the plugging operations in the process of abandonment.

DECISION: APPROVED.

NOTE: The required Class II2M blowout prevention equipment was inspected and approved on 6-27-89.

DEFICIENCIES: NONE

CONTRACTOR: Tech Drill

BE:lc

cc: Update
Konoike Transport & Engineering (USA) Inc.

Surf. Insp. ok 2/29/90 EP

M. G. MEFFERD
State Oil and Gas Supervisor
By _____
Deputy Supervisor
for: R. K. Baker

OG109 (10/88/DWRR/SM)

EDP 11-6-89

190-207 DS 9/1/89

# DIVISION OF OIL AND GAS
## Cementing/Plugging Memo

Operator Great Lakes Properties, Inc. Well No. "Great Lakes" 1
API No. 037-22599 Sec. 28, T. 4S, R. 13W, SB B&M
Field Wilmington, County Los Angeles. On 6/27/89,
Mr. Burton Ellison, representative of the supervisor was present from 1430 to 1530.
There were also present Ryan Oneil Production Engineer for Kelt Oil Co.
Casing record of well: 20" cem 40'; 13 3/8" cem 476'; 8 5/8" cem 3574', perf 3566' WSO; 6 5/8" ld 3517-3754', perf 3524'-3754'. TD 3766'. Plugged w/cem 3744'-3343', 1797'-1685', & 93'-10' WEB.
The operations were performed for the purpose of (L)

☒ The plugging/~~cementing~~ operations as witnessed and reported are approved.

☐ The location and hardness of the cement plug @_____' is approved.

Hole size:_____" fr._____' to_____', _____" to_____' & _____" to_____'

| Casing | | | | Cemented | | | Top of Fill | | Squeezed Away | Final Press. | Perfs. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Size | Wt. | Top | Bottom | Date | MO-Depth | Volume | Annulus | Casing | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

Casing/tubing recovered:_____" shot/cut at_____', _____', _____' pulled fr._____';
_____" shot/cut at_____', _____', _____' pulled fr._____'.

Junk (in hole):

Hole fluid (bailed to) at_____'. Witnessed by

| Mudding | Date | Bbls. | Displaced | Poured | Fill | Engr. |
|---|---|---|---|---|---|---|
| 75# 25#/100ft | 6/27/89 | 200 bbls | Tbg @ 3285' | — | Tbg @ 3285' | B. Ellison |
| | | | | | | |
| | | | | | | |

| Cement Plugs | | Placing | Placing Witnessed | | Top Witnessed | | | |
|---|---|---|---|---|---|---|---|---|
| Date | Sx./cf | MO & Depth | Time | Engr. | Depth | Wt/Sample | Date & Time | Engr. |
| 6/26/89 | 120 cf | Tbg @ 3744' | 1200 | reported by R. Oneil | 3343' | 2000# | 6/27/89 1530 | B. Ellison |
| 6/27/89 | 40 cf | Tbg @ 1797' | 1700 | " | 1685' | 5000# | 6/28/89 0730 | B. Ellison |
| 6/28 | 525x | Tbg @ 93' | Rept by | R. O'neal | 10' | — | Rept by | R. Oneal |
| | | | | | | | | |

C/O 3754'

DEFICIENCIES NOTED AND CORRECTED:

None

DEFICIENCIES NOTED AND TO BE CORRECTED:

NONE

UNCORRECTABLE DEFICIENCIES:

NONE

CONTRACTOR:

Tech Drill

9/1/89

DIVISION OF OIL AND GAS

# BLOWOUT PREVENTION EQUIPMENT MEMO

T _____

Operator Great Lakes Properties Inc. Well "Great Lakes" 1 Field Wilmington County Los Angeles

| VISITS: | Date | Engineer | Time | Operator's Rep. | Title |
|---|---|---|---|---|---|
| 1st | 6/27/89 | Burton Ellison | 1430 to 1530 | Ryan Oneil | Production Engineer |
| 2nd | | | to | | |

Casing record of well: 20" cem 40'; 13 3/8 cem 476'; 8 5/8" cem 3574', perf 3566' WSO; 6 5/8" ld 3517'-3754', perf 3524'-3754'. TD 3766'.

**OPERATION:** ~~Testing~~ (inspecting) the blowout prevention equipment and installation.
**DECISION:** The blowout prevention equipment and its installation on the 8 5/8 "casing are approved.

**REQUIRED BOPE CLASS:** II 2M

Proposed Well Opns: (L) MPSP: _____ psi
Hole size: _____ " fr. _____ ' to _____ ' , _____ " to _____ ' & _____ " to _____

| CASING RECORD (BOPE ANCHOR STRING ONLY) | | | | | Cement Details | Top of Cement | |
|---|---|---|---|---|---|---|---|
| Size | Weight(s) | Grade(s) | Shoe at | CP at | | Casing | Annulus |
| | | | | | | | |

**BOP STACK**

| API Symb. | Ram Sz. | Mfr. | Model or Type | Size (in.) | Press. Rtg. | Date Last Overhaul | a Gal. to Close | b Rec.Time (Min.) | a/b Calc. GPM Output |
|---|---|---|---|---|---|---|---|---|---|
| Rd | 2 7/8 | Shaffer | E | 9" | 3000 | — | | | |
| Rd | CSO | Shaffer | E | 9" | 3000 | — | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |
| | | | | | | | | | |

**TEST DATA**

| psi Drop to Close | Secs. to Close | Test Date | Test Press. |
|---|---|---|---|
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |
| | | | |

**ACTUATING SYSTEM**

Accum. Unit(s) Wkg. Press. _____ psi
Total Rated Pump Output _____ gpm
Distance From Well Bore _____ ft.

| | Mfr. | Accum. Cap. | Precharge |
|---|---|---|---|
| 1 | | gal. | psi |
| 2 | | gal. | psi |

**CONTROL STATIONS**

| | | Elec. | Hyd. |
|---|---|---|---|
| | Manif. at accum. unit | | |
| | Remote at Drlr's. stn. | | |
| X | Other: Hand wheels | | |

**EMERG. BACKUP SYST.**

| | | Press. | Wkg. Fl. |
|---|---|---|---|
| | N2 Cyl No: Type: | 1 | gal. |
| | Other: | 2 | gal. |
| | | 3 | gal. |
| | | 4 | gal. |
| | | 5 | gal. |
| | | 6 | gal. |

**AUXILIARY EQUIPMENT**

| | | No. | Sz. (in.) | Rated Press. | Connections: Weld | Flan. | Thrd. |
|---|---|---|---|---|---|---|---|
| | Fill-Up Line | | | | | | |
| X | Kill Line below rams | | 2" | 2000 | | | X |
| X | Control Valve(s) | 1 | | 2000 | | | X |
| | Check Valve(s) | | | | | | |
| | Auxil. Pump Connec. | | | | | | |
| | Choke Line | | | | | | |
| | Control Valve(s) | | | | | | |
| | Pressure Gauge | | | | | | |
| | Adjustable Choke(s) | | | | | | |
| | Bleed Line | | | | | | |
| | Upper Kelly Cock | | | | | | |
| | Lower Kelly Cock | | | | | | |
| | Standpipe Valve | | | | | | |
| | Standpipe Pressure Ga. | | | | | | |
| X | Pipe Safety Valve | | 2 7/8" | 3000 | | | |
| | Internal Preventer | | | | | | |

**HOLE FLUID MONITORING EQUIPMENT**

| | | Alarm Aud. | Alarm Vis. | Class |
|---|---|---|---|---|
| | Calibrated Mud Pit | | | A |
| | Pit Level Indicator | | | B |
| | Pump Stroke Counter | | | |
| | Pit Level Recorder | | | |
| | Flow Sensor | | | C |
| | Mud Totalizer | | | |
| | Calibrated Trip Tank | | | |
| | Other: | | | |

**REMARKS:**

| Hole Fluid Type | Weight | Storage Pits |
|---|---|---|
| Clay Base Mud | 75 # | — |

OGD9 (2/88/DWRR/2M)

DEFICIENCIES NOTED AND CORRECTED:

None

DEFICIENCIES NOTED AND TO BE CORRECTED:

None

UNCORRECTABLE DEFICIENCIES:

None

CONTRACTOR:

Tech Drill

KELT

**KELT OIL & GAS, INC.**
3878 Carson Street, Suite B 200
Torrance, California 90503 USA
Tel:(213)316-3707 Telex:271102
Telecopier: (213)316-8668



June 27, 1989

Mr. Donald French
Division of Oil and Gas
245 West Broadway, Suite 475
Long Beach, CA. 90802-4455

Dear Mr. French,

Pursuant to a telephone conversation on June 16, 1989 between yourself and Dan Kelly, Kelt's Production Manager, please be advised of the following regarding that well known as Great Lakes Properties #1, Wilmington, California. On November 3, 1987 Great Lakes Properties, Inc., and all of its subsidiaries, including Del Amo Energy Company, was acquired through a merger with Kelt. The interests in subject well (which were part of this merger) were in turn assigned to Konoike Transportation and Engineering (USA), Inc. on June 1, 1989. Konoike has since contracted Kelt to perform the subsurface abandonment of the well.

Please do not hesitate to contact me should you require any additional information.

Sincerely,

Gregg E. Martin
Vice President-Pacific Division
GEM/sw

KELT

**KELT OIL & GAS, INC.**
3878 Carson Street, Suite B 200
Torrance, California 90503 USA
Tel:(213)316-3707 Telex:271102
Telecopier: (213)316-8668

543-1311
Dan

June 12, 1989

STATE OF CALIFORNIA
Department of Conservation
DIVISION OF OIL AND GAS
245 W. Broadway Suite 475
Long Beach, CA. 90802-4455

Dear Sirs:

Enclosed please find an executed Report of Property/Well Transfer or Acquisition form for former Kelt California, Inc. well Great Lakes Properties #1, Wilmington, California.

Please contact me if you require any additional information on this matter.

Sincerely,

Gregg Martin

Gregg E. Martin
Vice President - Pacific Division
GEM/sw
enclosure:

# REPORT OF
# PROPERTY/WELL TRANSFER OR ACQUISITION

We have been informed that you have Acquired/Transferred wells.
Please complete and return the following to the :

Division of Oil and Gas

June 1, 19 89

Effective May 31, 1989 (date),

Kelt California, Inc. (old operator) transferred ownership of

the following described property to Kondike Transport and Engineering (USA), Inc. (new operator)

1. Lots 1 and 3 to Tract No. 12257, in the City of Los Angeles, (legal description of property)
County of Los Angeles, State of California, as per map recorded in Book 229, Pages 29 and 30 of Maps, in the office of The County Recorder of Said County.

Sec. 28, T. 45, R. 13W, SB B. & M., Wilmington (field or county)

"GREAT LAKES" 1 (037-22599)

2. G.L.P. #1 (list of wells)

(If additional space is needed, use back of form.)

GREAT LAKES PROPERTIES, INC.
(Kelt California, Oil & Gas, Inc.) (name of old operator)

3878 Carson Street, Ste. B-200 (address)

Torrance, CA 90503

Phone (213) 316-3707

By Gregg Martin (signature) Pacific Operations V.P. (title)

KONDIKE
KONDIKE TRANSPORT AND ENGINEERING (USA), INC. (name of new operator)

420 Boyd St., #501 (address)

Los Angeles, CA 90013

Phone (213) 680-9560

By [signature] (signature) DIRECTOR (title)

OG30A (7/85/DWRR/1M)

SOURCES AGENCY OF CALIFORNIA
PARTMENT OF CONSERVATION
DIVISION OF OIL AND GAS

No. P 189-436

849 (field code)
06 (area code)
20 (new pool code)
20 (old pool code)

# PERMIT TO CONDUCT WELL OPERATIONS

SEC. 3606 WELL

Christian Deleris, Agent
KELT OIL AND GAS, INC.
3870 Carson Street, Suite B-200
Torrance, CA 90503

Long Beach, California
June 8, 1989

Your Great Lakes Properties, Inc./ proposal to abandon well "Great Lakes" 1,
A.P.I. No. 037-22599, Section 28, T. 4S, R. 13W, S.B. B. & M.,
Wilmington field, Fault Block II area, Ranger pool,
Los Angeles County, dated 5-18-89, received 5-24-89 has been examined in conjunction with records filed in this office.

THE PROPOSAL IS APPROVED PROVIDED:

1. Blowout prevention equipment, equivalent to this division's Class II2M requirements, or better, shall be installed and maintained in operating condition.
2. All portions of the hole not plugged with cement shall be filled with clay base mud having a minimum density of 72 lb/cu ft and a minimum gel-shear strength of 25 lb/100 sq ft.
3. The hole shall be plugged with cement from 3754' to 3417', 1810' to 1710' and 60' to surface.
4. The proposed surface plug shall not contain rock or gravel.
5. This division shall be consulted and a Supplementary Notice may be required before making any changes in the proposed program.
6. THIS DIVISION SHALL BE NOTIFIED TO:
   a. Inspect the installed blowout prevention equipment prior to commencing downhole operations.
   b. Witness the location and hardness of the cement plug at 3417'.
   c. Witness the mudding of the hole.
   d. Witness the location and hardness of the cement plug at 1710'.
   e. Witness the placing of the cement plug from 60' to surface.
   f. Inspect and approve the cleanup of the well site.

NOTE: Base of fresh water at 1810'± M.D.

6/28/89
M. Kratovil / Ryan O'neil
Not necessary to shoot 8 5/8" csg @ 60' & squeeze

DGS:mh

cc: Update
Great Lakes Properties, Inc.

BRE

NO BOND REQUIRED

Engineer David G. Sanchez

Phone (213) 590-5311

M. G. MEFFERD, State Oil and Gas Supervisor

By R. K. Baker, *Deputy Supervisor*
for

**A copy of this permit and the proposal must be posted at the well site prior to commencing operations.**

**Records for work done under this permit are due within 60 days after the work has been completed or the operations have been suspended.**

OG111 (7/88/DWRR/5M)

STATE OF CALIFORNIA
DEPARTMENT OF CONSERVATION

# DIVISION OF OIL AND GAS

OGa

## Notice of Intention to Abandon Well

This notice must be given at least five days before work is to begin.

| FOR DIVISION USE ONLY | | | |
|---|---|---|---|
| CARDS | BOND | FORMS | |
| | | OGD114 | OGD121 |
| 5-25-89 et | NONE | 5-25-89 et | 5-25-89 et |

DIVISION OF OIL AND GAS

In compliance with Section 3229, Division 3, Public Resources Code, notice is hereby given that it is our intention to abandon well GREAT LAKES PROPERTIES, INC./ (GLP #1) "GREAT LAKES" /, API No. 03722599, Sec. 28, T. 4S, R. 13W, SB B. & M., Wilmington Field, Los Angeles County, commencing work on June, 19 89.

The present condition of the well is: Mat Depths

1. Total depth 3754'

2. Complete casing record, including plugs and perforations
   13-3/8", 48#, surf-464: cmtd w/450 sx
   8-5/8", 32#, surf-3562': cmtd w/125 sx
   6-5/8", 24#, 3517-3754'
   slotted liner: 3524-3754'

3. Last produced 3/89 (Date) 0 (Oil, B/D) 0 (Gas, Mcf/D) 90 (Water, B/D)

or

4. Last injected N/A (Date) (Water, B/D) (Gas, Mcf/D) (Surface pressure)

Additional data for dry hole (show depths):

5. Oil or gas shows

6. Stratigraphic markers

7. Formation and age at total depth

8. Base of fresh water sands

The proposed work is as follows:

As per attached program

It is understood that if changes in this plan become necessary, we are to notify you immediately.

Address 3520 Torrance Blvd. (Street)
Torrance, California 90503 (City) (State) (Zip)
Telephone Number ( 213) 543-1311 (Area Code) (Number)

Kelt Oil and Gas, Inc. (Name of Operator)
By Ryan O'Neal (Print Name)
(Signature) 5/18/89 (Date)

Proposed Abandonment Program

GLP #1

1. MIRU. POOH rods & pump. Nipple up BOPE. Division of Oil and Gas to inspect BOP installation.

2. Release tbg anchor & slowly tag for fill. Measure tbg out of hole. If fill above 3745', pick up & RIH 3-1/2" bailer, testing tbg to 5000 PSI. Clean out to bottom (3754'). POOH.

3. TIH to 3750'. Rig up cementers. Mix & pump 120 $ft^3$ (104 sx) of class 'G' neat cement. Theoretical equalization point at ±3281'. Displace with 107 $ft^3$ of water to lay a balanced plug. Pull 10 stands. Wait on cement to harden.

4. Tag top of cement. Division of Oil and Gas to witness location and hardness of plug. If top of cement is below 3417', recement as needed.

5. Change hole over to 9.6 PPG mud with a minimum gel shear strength of 25#/100 sq ft. Division of Oil and Gas to witness mudding of hole.

6. Rig up shooters & shoot 4-1/2" holes at 1700'. With tbg at 1700', mix and pump 95 $ft^3$ (83 sx) of class 'G' neat cement. Theoretical equalization point at ± 1412'. Displace with 46 $ft^3$ of water to lay a balanced plug. Pull 10 stands and squeeze with 42 $ft^3$ of water. Wait on cement to harden.

7. Tag top of cement. Division of Oil and Gas to witness location and hardness of plug. If top of cement is below 1600', recement as needed.

8. Cut and recover 8-5/8", 32# casing from ±100'. With tbg at 200', mix and pump 155 $ft^3$ (135 sx) of class 'G' neat cement. RDMO.

9. Division of Oil and Gas to witness the location of plug. Break out cellar. Cut pipe off 8' below grade. Weld on 1/2" steel plate with GLP #1 and the date clearly welded on top. Division of Oil and Gas and City of Wilmington inspector to witness capping.

RO'N 5/18/89

Ryan O'Neal
Production Engineer

AFE #: _____
DOG APPROVAL REQUIRED: _____
RECIEVED: _____

# WELL WORK PROGRAM

DATE: 8/15/88 LEASE: GLP WELL: GLP #1

LOCATION: WILMINGTON

PRESENT STATUS: PUMPING X INJECTING _____ DOWN _____

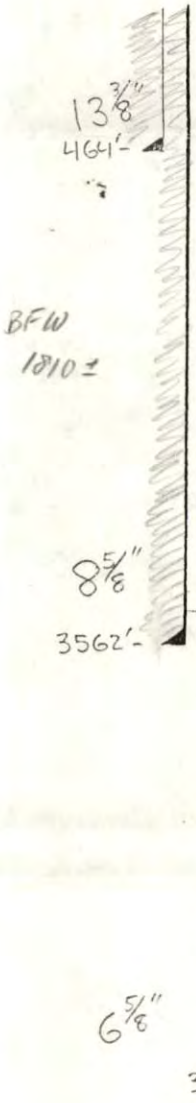
± 100 B/D GROSS/INJECTION

90 % CUT

± 10 B/D NET OIL

KB TO MAT MEASUREMENT: 12'

MEASUREMENTS REFER TO: MAT X KB _____




PROPOSED WORK:

CASING: 13 3/8", 48#, H-40, SURF - 464'
8 5/8", 32#, J-55, SURF - 3562' p 3554 CASO

LINER: 6 5/8", 24#, K-55, 3517 - 3754'

COMPLETION DETAIL: 3524 - 3578': 2" x 30M, 8R, 6"C
3578 - 3754': 2" x 30M, 24R, 6"C

TUBING DETAIL:

| | | |
|---|---|---|
| 109 JTS 2 7/8" TBG | | 3435.8' |
| 8 5/8" BAKER TENSION ANCHOR | | 3.4 |
| 6 JTS 2 7/8" TBG | | 189.1 |
| SHOE | | .5 |
| GAR | | 62.3 |
| | | ± 3702' |

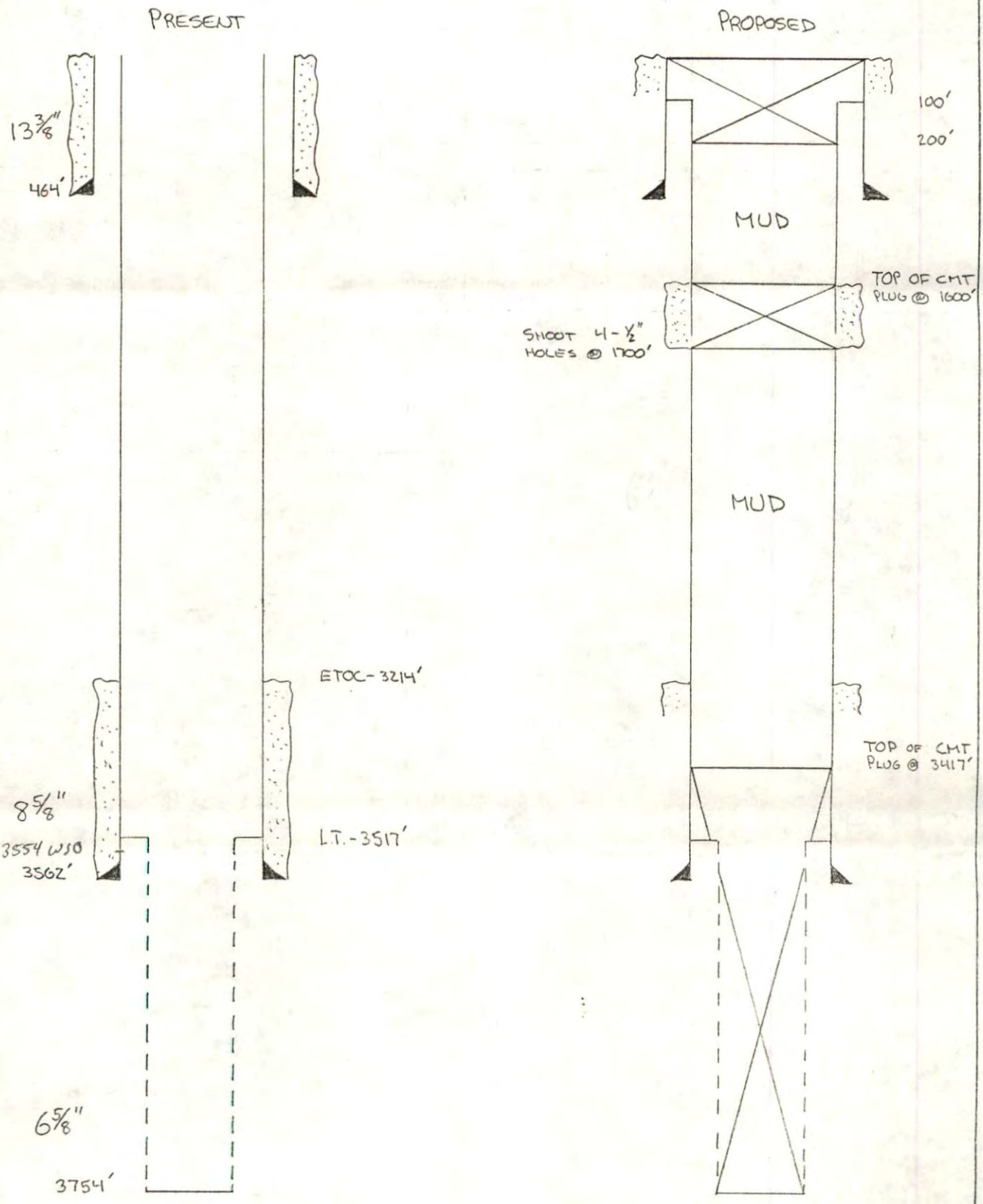
ROD DETAIL: 115 s/ 7/8" RODS
6 s/ 1 1/2" KBARS

PUMP: 2 1/2 x 2 x 48 x 12 RWA

DIRECTIONAL DATA: MAX ANGLE OF 17° @ ± 1200'.

SPECIAL NOTES:

# GLP#1 - PROPOSED ABANDONMENT



DIVISION OF OIL AND GAS

CHECK LIST - RECORDS RECEIVED AND WELL STATUS

Company Great Lakes Prop. Well No. "Great Lakes" 1

API No. 037-22599 Sec. 28, T. 4S, R. 13W, S.B. B.&M.

County L.A. Field Wilmington

| RECORDS RECEIVED | DATE | |
|---|---|---|
| Well Summary (Form OG100) | 11/9/82 | (2) |
| History (Form OG103) | 11/9/82 | (2) |
| Core Record (Form OG101) | | |
| Directional Survey | 11/9/82 | (2) |
| Sidewall Samples | | |
| Other | | |
| Date final records received | | |
| Electric logs: | | |
| Photon Log | 11/9/82 | (2) |
| Dual Ind. | 11/9/82 | (2) |

| STATUS | | STATUS | |
|---|---|---|---|
| Producing - Oil | ✓ | Water Disposal | |
| Idle - Oil | | Water Flood | |
| Abandoned - Oil | | Steam Flood | |
| Drilling - Idle | | Fire Flood | |
| Abandoned - Dry Hole | | Air Injection | |
| Producing - Gas | | Gas Injection | |
| Idle - Gas | | $CO_2$ Injection | |
| Abandoned - Gas | | LPG Injection | |
| Gas-Open to Oil Zone | | Observation | |
| Water Flood Source | | | |

DATE 6-27-82

RECOMPLETED

REMARKS

ENGINEER'S CHECK LIST

1. Summary, History, & Core record (dupl.) ✓ ✓
2. Electric Log ✓
3. Operator's Name ✓
4. Signature
5. Well Designation
6. Location
7. Elevation
8. Notices ✓
9. "T" Reports ✓
10. Casing Record
11. Plugs
12. Surface Inspection
13. Production
14. E Well on Prod. Dir. Sur. ✓

CLERICAL CHECK LIST

1. Location change ____ (F-OGD165)
2. Elevation change ____ (F-OGD165)
3. Form OGD121
4. Form OG159 (Final Letter)
5. Form OGD150b (Release of Bond)
6. Duplicate logs to archives
7. Notice of Records due (F-OGD170)

UPDATE CENTER 1/14/83

Individual Bond. 9565824

RECORDS NOT APPROVED

Reason:

RECORDS APPROVED TJ 12-1-82

RELEASE BOND yes

Date Eligible 1/10/84

(Use date last needed records were received.)

MAP AND MAP BOOK 128 12/11/82

LONG BEACH OFFICE - USE REVERSE SIDE

OGD2 (12/80/DWRR/5M)

Form OG100 (7/79)

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF CONSERVATION
DIVISION OF OIL AND GAS

API No. 037-22599

# WELL SUMMARY REPORT

| Operator | Well | | | | |
|---|---|---|---|---|---|
| GREAT LAKES PROPERTIES | Great Lakes #1 | | | | |
| **Field** | **County** | **Sec.** | **T.** | **R.** | **B.&M.** |
| Wilmington | Los Angeles | 28 | 4S | 13W | S.B. |

Location (Give surface location from property or section corner, street center line and/or California coordinates)
135.0' E'ly & 120.0' S'ly @ Rt. Angles from intersection of center lines of "Q" St. and Drumm Avenue

Elevation of ground above sea level: 39.9'

Commenced drilling (date): 2-18-82

Completed drilling (date): 9-8-82

Commenced producing (date):

☐ Flowing ☒ Pumping
☐ Gas lift

Name of producing zone(s): Ranger Zone

Total depth: (1st hole) 3766' (2nd) (3rd)

Present effective depth: 3766'

Junk: None

Depth measurements taken from top of: ☐ Derrick Floor ☐ Rotary Table ☒ Kelly Bushing
Which is 12.0 feet above ground

| GEOLOGICAL MARKERS | DEPTH |
|---|---|
| Ranger Zone | 3573' |

Formation and age at total depth: Miocene

| | Clean Oil (bbl per day) | Gravity Clean Oil | Percent Water including emulsion | Gas (Mcf per day) | Tubing Pressure | Casing Pressure |
|---|---|---|---|---|---|---|
| Initial Production | 1.0 | 14.5° | 99.0 | 2 | 40 psi | 15 psi |
| Production After 30 days | 13.0 | 14.5° | 90.0 | 3 | 40 psi | 15 psi |

CASING RECORD (Present Hole)

| Size of Casing (API) | Top of Casing | Depth of Shoe | Weight of Casing | Grade and Type of Casing | New or Second Hand | Size of Hole Drilled | Number of Sacks or Cubic Feet of Cement | Depth of Cementing (if through perforations) |
|---|---|---|---|---|---|---|---|---|
| 13-3/8" | Surface | 476' | 48# | H-40 | New | 17-1/2" | 450 | - |
| 8-5/8" | Surface | 3574' | 32# | J-55 | New | 12-1/4" | 125 | - |
| 6-5/8" | 3529' | 3766' | 24# | K-55 | New | 14" | - | Landed |
| | | | | | | | | |

PERFORATED CASING (Size, top, bottom, perforated intervals, size and spacing of perforation and method.)

2" x 30M 8R 6"C 3536'-3580'
2" x 30M 24R 6"C 3580'-3766'

Was the well directionally drilled? If yes, show coordinates at total depth
☒ Yes ☐ No 593.56' S & 96.32' E from surface location.

Electrical log depths: 3576'-475'; 3764'-3574'

Other surveys: Photon Log 3755'-3420'

In compliance with Sec. 3215, Division 3 of the Public Resources Code, the information given herewith is a complete and correct record of the present condition of the well and all work done thereon, so far as can be determined from all available records.

| Name | Title | |
|---|---|---|
| Great Lakes Properties | Agent | |
| **Address** | **City** | **Zip Code** |
| 3838 Carson Street Suite 220 | Torrance | 90503 |
| **Telephone Number** | **Signature** | **Date** |
| (213) 543-1312 | John W Parker | October 17, 1982 |

SUBMIT IN DUPLICATE

SUBMIT IN DUPLICATE

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF CONSERVATION

# DIVISION OF OIL AND GAS

## History of Oil or Gas Well

Operator Great Lakes Properties Field Wilmington County Los Angeles
Well Great Lakes #1 Sec. 28, T 4S, R 13W S.B. B. & M.
A.P.I. No. 037-22599 Name John W. Parkin (Person submitting report) Title Agent (President, Secretary or Agent)
Date October 17, 1982

Signature

3838 Carson St. Suite 220 Torrance, CA 90503 (213) 543-1312
(Address) (Telephone Number)

**History must be complete in all detail. Use this form to report all operations during drilling and testing of the well or during redrilling or altering the casing, plugging, or abandonment with the dates thereof. Include such items as hole size, formation test details, amounts of cement used, top and bottom of plugs, perforation details, sidetracked junk, bailing tests and initial production data.**

| Date | |
|---|---|
| | NOTE: All work reported on a 24 hour day basis ending at 6:00 A.M. on the date shown. |
| 2-17-82 | Moved in and rigged up California Production Service D-7 rig. |
| 2-18-82 | Rigged up and spudded in at 3:00 A.M., 2-18-82. Drilled from surface to 97'. |
| 2-19-82 | Drilled 12-1/4" hole from 97' to 482'. Pulled out of hole. Made up 17-1/2" hole opener and stab-in tool. Opened 12-1/4" hole to 17-1/2" from surface to 482'. Pulled out of hole. Ran 12 joints of 13-3/8", 48# ST&C, H-40 casing with shoe at 476' and stab-in float collar at 433'. Ran in hole with B&W stab-in tool. Using Halliburton equipment pumped 100 $ft^3$ dyed water ahead of 450 sacks of API Class "G" cement. Cement displaced with 21 $ft^3$ water. Cement in place at 2:12 A.M. Had 21 $ft^3$ cement returns to surface. Pulled out of hole. Installed 13-3/8" slip on well head. |
| 2-20-82 | Installed Blow Out Equipment. Ran in hole to top of cement at 423'. Drilled to 458'. Circulated conditioned mud. Tested Blow Out Equipment for Division of Oil and Gas. Test witnessed and approved by W.E. Brannon of Division of Oil and Gas pending installation of a pump stroke counter and increasing the precharge to 750 psi by Monday, 2-22-82. |
| 2-21-82 | Drilled from 458' to 650'. Pulled out of hole. Made up Dyna-Drill. Ran in hole with Dyna-Drill. Oriented Dyna-Drill and drilled from 650' to 802'. Pulled up to 476'. Cleaned gravel out of circulating pits. Ran in hole and Dyna-Drilled from 802' to 1022'. Built up weight on mud from 85# to 115#. Gravel running. |
| 2-22-82 | Continued to Dyna-Drill from 1022' to 1239'. Pulled out of hole. Made up locked drilling assembly. Ran in hole and drilled and surveyed from 1239' to 1984'. |
| 2-23-82 | Continued to drill from 1984' to 2100'. Pulled out of hole. Changed drilling assembly. Ran in hole and drilled and surveyed from 2100' to 2649'. |

2-24-82 Continued to drill from 2649' to 2669'. Pulled out of hole. Changed drilling assembly and bit. Ran in hole and drilled and surveyed from 2669' to 3060'.

2-25-82 Continued to drill and survey from 3060' to 3097'. Pulled out of hole. Changed drilling assembly and bit. Ran in hole. Drilled from 3097' to 3351'. Pulled out of hole. Changed drilling assembly. Ran in hole and drilled from 3351' to 3383'.

2-26-82 Continued to drill from 3383' to 3471'. Drilling operation suspended pending final approval of permit by Los Angeles Fire Department. Pulled out of hole and laid down drill pipe and drill collar. Ran in hole with Baker Model "C" bridge plug at 320'. Tested to 500 psi. Held OK. Finished laying down drill pipe.

2-27-82 Tore out Blow Out Equipment. Put plate on well. Rigged down and loaded out rig.

5-27-82 Moved in California Production Service rig D-3. Rigging up at 6:00 A.M., 5-27-82.

5-28-82 Continued rigging up until 4:00 P.M. (Location and rig inspected by N. Balcaem - LA Fire Inspector) Blow Out Equipment inspected and approved pending installation of the fill up line and replacement of pressure gauge on nitro tanks by Steve Mulqueen of Division of Oil and Gas. Started rig time at 4:00 P.M. Picked up Baker retrieving tool and drill pipe. Ran in hole. Tested Blow Out Equipment. Continued in hole to 320'. Latch on and released Baker B/P. Pulled out of hole with same. Laid down Baker tools. Measured and picked up pilot hole opener, drill collars and drill pipe to bridge at 486'. Circulated through bridge to 516'. Circulated hole clean. (Partial returns through 13-3/8" x 20" annulus). While circulating at 516' clutch went out on mud pump. Pulled inside shoe. Rig shut down at 4:00 A.M. for repairs.

5-29-82 Continued to repair rig to 4:00 P.M. Ran in hole and reamed from 516' to 1140' at 6:00 A.M.

5-30-82 Continued reaming from 1140' to 1167'. Circulated hole clean. Pulled out of hole. Laid down hole opener. Picked up bit and ran in hole to 475'. Repaired P-Y7 pump. (2 hours) Ran in hole to 1167'. (No fill) Reamed from 1167' to 1663'. Wiped hole to 1153'. Reamed from 1663' to 1991' at 6:00 A.M.

5-31-82 Continued reaming 12-1/4" hole from 1994' to 2147'. Circulated hole clean. Pulled inside 13-3/8" casing. Changed out Kelly and Bushings (2-1/2 hrs.). Ran in hole and reamed from 2148' to 2793'.

6-1-82 Circulated hole clean. Made wiper trip to 434'. Ran in hole to 2788' (5' fill) Reamed hole from 2788' to 2856'. Circulated hole clean. Pulled out of hole. Drill pipe torqued. Had welder cut tool joints. Laid down 14 joints. Laid down Kelly. Reworked pitcher nipple. (2-1/2 hrs. down time) Made up and ran in hole with drilling assembly. Reset rotary table. Picked up singles to 2856'. Circulated

hole clean. Replaced 2 heads. (1 hour) Reamed from 2856' to 2921' at 6:00 A.M.

6-2-82 Continued to ream 12-1/4" hole from 2921' to 3355'. Circulated hole clean. Made 6 stand wiper run. Ran in hole. Circulated hole clean. Mud pump went down. Took single shot. Pulled out of hole for repairs and Dyna-Drill. Repairing rig at 6:00 A.M. (out of hole at 12:30 A.M.)

6-3-82 Continued repairing PY7 pump. Made up and ran in hole with Dyna-Drill to 3354' (1' fill) Broke circulation. Cleaned out to 3358'. Oriented Dyna-Drill. Dyna-Drilled from 3358' to 3370'. PY7 pump went down at 2:00 P.M. Pulled out of hole for repairs. Rigged down until 3:00 A.M. Making up drilling assembly at 6:00 A.M.

6-4-82 Ran in hole with drilling assembly to 3370'. Cleaned out old hole to 3468'. (3' difference in K.B. of rigs) Circulated hole clean. Pulled out of hole for Dyna-Drill. Made up and ran in hole with Dyna-Drill. Oriented Dyna-Drill. Dyna-Drilled and surveyed from 3468' to 3555' at 6:00 A.M. Rig down from:

| | |
|---|---|
| 6:30 P.M.-8:00 P.M. | 1-1/2 hrs. wash out 2" on stand pipe |
| 9:00 P.M.-10:00 P.M. | 1 hour-change head |
| 11:00 P.M.-12:30 A.M. | 1-1/2 hrs. - loss of pressure bleeder valve leak - change head |
| 1:00 A.M.-2:00 A.M. | 1 hr. change head |
| 3:00 A.M.-4:00 A.M. | 1 hr. change head |

6-5-82 Continued to Dyna-Drill to 3575'. Circulated hole clean. Surveyed and measured out. 3' difference. Total depth 3578'. Laid down Dyna-Drill. Made up and ran in hole with drilling assembly. Hit bridge at 1511'. Cleaned out bridge. Ran in hole to 3468'. Reamed to 3578'. Circulated for loggers. Pulled out of hole. Rigged up Dresser Atlas. Ran Dresser Atlas Dual Induction Log. Rigged down loggers. Rigged up to run casing. Ran 89 joints of 8-5/8", 32# casing with shoe at 3574' and float collar at 3490'. Circulated hole clean. Using B.J. equipment pumped 100 $ft^3$ mud flush ahead of 662 sacks of 1:1 Perlite + 4% gel followed by 125 sacks of API Class "G" cement mixed with 2% $CaCl_2$. Had full circulation throughout job with 20 $ft^3$ of returns to surface. Bumped plug with 1250 psi at 6:50 A.M. Released pressure. Float held.

6-6-82 Nippled down Blow Out Equipment. Cut and landed 8-5/8" casing with 70,000#. Welded on 8-5/8" well head. Reinstalled and tested Blow Out Equipment. Made up 7-5/8" bit and 8-5/8" casing scraper. Ran in hole to cement at 3486'. Circulated hole clean. Tested casing with 1000 psi. Held OK. Pulled out of hole. Waited on test tools (2 hours). Made up and ran in hole with Halliburton combination gun and testor. Shot 4-1/2" holes at 3566'. Set pakcer at 3541' with tail to 3561'. Tool opened at 6:02 A.M. Had medium hard blow to light in 10 minutes to faint blow for 3 minutes to dead for balance of 1 hour test.

6-7-82 Finished WSO tools. Pulled tool at 7:02 A.M. Chained out of hole. Broke down test tools. Test witnessed and approved by Division of

Oil and Gas. Made up and ran in hole with drilling assembly to cement plug at 3569'. Changed over to polymer. Cleaned pits. Fill pits. Drilled out shoe. Drilled 7-5/8" hole to 3769'. Circulated hole clean. Wiped hole. Circulated for loggers. Pulled out of hole. Rigged up Dresser Atlas. Ran Dual Induction Log. Rigged down loggers. Ran in hole with hole opener at 6:00 A.M.

6-8-82 Finished running in hole with hole opener to 3574'. Opened 7-5/8" hole to 14" from 3574' to 3769' (total depth) Circulated hole clean. Pulled to 3574' and rescraped to 3769'. Circulated hole clean. Pulled to shoe. Circulated hole clean. Pulled out of hole. Rigged up to run liner. Ran 6 joints of 6-5/8" 24# K liner (243') with shoe at 3766', Baker port collar at 3529' and Baker Lead Seal Hanger at 3524'. Rigged up Baker Sand Control. Gravel Pack #1: Pumped in 60 $ft^3$. Pressure tested to 750 psi. Backscuttled 5 $ft^3$ leaving 55 $ft^3$ in place. Circulated at 7:00 A.M. with 500 psi.

6-9-82 Closed port collar and tested with 750 psi. Chained out of hole. Laid down gravel packing tools. Ran in hole with washer. Washed perforations from 3582' to 3766'. Chained out of hole. Laid down washer. Picked up and ran in hole with gravel packing tools. Located port collar. Opened port collar. Gravel pack #2: Pumped in 90 $ft^3$. Backscuttled 2 $ft^3$ leaving 99 $ft^3$ in place. Total gravel in place: 143 $ft^3$ (84%) Closed and tested port collar. Pulled out of hole. Laid down gravel packing tools. Picked up and ran in hole with washer. Washing perforations at 6:00 A.M.

6-10-82 Finished washing perforations. Chained out of hole. Laid down washer. Picked up and ran in hole with gravel packing tools. Located port collar at 3524'. Opened port collar. Circulated hole clean. Gravel pack #3" Pumped in 10 $ft^3$. Backscuttled 1 $ft^3$ leaving 152 $ft^3$ total in place. Closed and tested port collar with 750 psi. Chained out of hole and laid down drill pipe. Broke out Kelly and drill collars and laid down same. Measured and picked up tubing with 45° collar at 3736' K.B. or 3725" mat measurement. Released rig at 7:00 A.M. Prepared rig to move to yard.

6-11-82 Finished tearing out and loading equipment. Rig off location at 1:00 P.M. and in California Production Service yard at 2:00 P.M.

6-12-82 Moved in Whll Tech., Inc. production hoist. Tied rig down. Bled well down. Installed Blow Out Equipment and working platform. Measured out of hole with pipe. Secured rig.

6-13-82 Laid down 10 joints of 2-7/8" tubing. Rigged up Hydro-test truck. Tested tubing in hole. All tubing tested good at 5000 psi. Tore out Hydro-Test. Took off Blow Out Equipment. Set Baker 8-5/8" tension anchor with 16,000# tension. Landed tubing. Installed well head. Rigged for rods. Picked up pump, 6 1-1/2" K bars, L/H release o/o tool, 113 7/8" rods and 26' of 7/8" subs. Made up Polished rod. Seated pump. Stroked pump. Well pumped OK. Spaced well out. Clamped off Polished rod. Closed well in. Loaded out Blow Out Equipment. Laid down mast. Hauled excess rods and tubing. Cleaned location. Moved out rig.

Well Summary Report
Great Lakes #1

6-25-82 Moved in and rigged up. Secured rig. Pulled out of hole with rods and pump. Installed Blow Out Equipment. Pulled out of hole with tubing. Ran sinker bar to 3763', bottom at 3766'. Made up sawtooth collar. Ran in hole with tubing. Hauled 6 joints of tubing from Torrance to well. Closed well in until A.M.

6-27-82 Continued running in hole with tubing. Hauled 6 joints from Torrance. Tagged bottom at 3766'. Hooked up B.J. equipment. Filled casing with 120 Bbls of lease water. Changed hole over. Pumped 700 gallons of 15% HCL, with 3000 gallons 12.3 HCL + HF + 600 gallons 7-1/2% HCL. Squeezed with 20.5 Bbls lease water. Rigged down B.J. Pulled out of hole with tubing. Laid down excess tubing. Made up G.A. Ran in hole with tubing. Removed Blow Out Equipment. Set tubing anchor 19,000# over weight of tubing. Hooked up production head. Ran in hole with rods and acid pump. Respaced pump. Returned well to production. Loaded out equipment. Cleaned location. Rigged down and moved out. Tubing detail as follows:

| | |
|---|---|
| K.B. | 11.00' |
| 109 jts. 2-7/8" tubing | 3435.77' |
| 8-5/8" Baker Tension Anchor | 3.38' |
| 6joints 2-7/8" tubing | 189.07' |
| 2-1/2" API T/L Shoe & G.A. | 62.72' |
| | 3701.94' |

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF CONSERVATION

No. T 182-509

# DIVISION OF OIL AND GAS

## Report on Operations

SEC. 3606 WELL

John Parkin, Agent
GREAT LAKES PROPERTIES, INC.
3838 Carson St., Suite 220
Torrance, CA 90503

Long Beach, Calif.
June 10, 1982

Your operations at well "Great Lakes" 1, API No. 037-22599, Sec. 28, T. 4S R. 13W, S.B.B.& M. Wilmington Field, in Los Angeles County, were witnessed on 6-6-82. R. Navia, Engineer, representative of the supervisor, was present from 1000 to 1100. There were also present Fred Gair, Drilling Foreman.

Present condition of well: 20" cem 40'; 13-3/8" cem 476'; 8-5/8" cem 3574', perf 3566' WSO. TD 3574' (drilling).

The operations were performed for the purpose of testing the 8-5/8" shut-Off at 3566' with a formation tester.

DECISION: APPROVED

NOTE: DEFICIENCIES TO BE CORRECTED
NONE

DEFICIENCIES CORRECTED
NONE

CONTRACTOR: California Production Service, Inc.

RN:sac

cc: Update

M. G. MEFFERD
*State Oil and Gas Supervisor*

By _____
*Deputy Supervisor*
J. L. HARDOIN

OG109(12-80-15M)

Form OGD8 (8/80)

DIVISION OF OIL AND GAS

Formation WATER SHUTOFF TEST

No. T 182-509

Operator Great Lakes Properties, Inc

Well designation "Great Lakes" #1 Sec. 28, T. 4S, R. 13W, SB B.&M.

Field Wilmington, County LA was tested for water shutoff on 6/6/82. (Name) R. Navis, representative of the supervisor, was present from 1000 to 1100. Also present were Fred Gair, DF

Casing record of well: 20" cem 40'; 13 3/8" cem 476, 8 5/8" cem 3574, perf 3566' WSO TD 3574 (drilling)

The operations were performed for the purpose of (D-1) 8 5/8" 3566'.

☒ The 8 5/8" shutoff at 3566' is approved.

☐ The seal between the _____" and _____" casings is approved.

☐ The operations are approved as indicating that all of the injection fluid is confined to the formations below _____' at this time.

---

Hole size: 17 1/2" fr. 40' to 482'; 12 1/4" to 3574';& _____" to _____'

| Casing | | | | Cemented | | | Top of Fill | | Sqd. Away | Final Press | Test psi/min. Perfs. |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Size | Wt. | Top | Bottom | Date | MO-Depth | Volume | Annulus | Casing | | | |
| 8 5/8" | 32 | 0 | 3574 | 6/5 | Bumped plug | 787sx | Sfc | 3486 | | 1250 | |
| | | | | | | | | | | | |
| | | | | | | | | | | | |

Depth or interval tested (4) 1/2" holes @ 3566'

The hole was open to 3570' for test.

FORMATION TEST:

Packer(s) 3541' & _____' Tail 3561' Bean size 3/4" Cushion None

IHP 1820 IFP 22 FFP 110 FHP 1820

Blow Med. hard to light for 10 min to faint blow for 3 hrs dead

Open for test 1 Hr. _____ min. Fluid entry 25' (drilling mud) 9.9 ppg

BAILING TEST:

The hole fluid was bailed to _____', at _____ on _____ 19__.

The hole fluid was found at _____', at _____ on _____ 19__.

(time)

PRODUCTION TEST:

Gauge/meter reading _____ on _____ 19__, at _____ pump depth _____' Engr. _____

Gauge/meter reading _____ on _____ 19__, at _____ Engr. _____

Fluid level _____' surveyed on _____ 19__, reviewed (witnessed) by _____

Total fluid produced, Bbls. _____ Net oil _____ Water _____

Rate: _____ B/D oil, _____ B/D water, _____ % water cut

INJECTION SURVEY:

RA/Spinner/Temperature survey run at _____ B/D & _____ psi on _____ 19__, fluid confined below _____' (Packer depth _____')

DEFICIENCIES—TO BE CORRECTED

None

DEFICIENCIES—CORRECTED

None

CONTRACTOR

California Production Service, Inc.

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF CONSERVATION

No. T 182-571

# DIVISION OF OIL AND GAS

## Report on Operations

SEC. 3606 WELL

John W. Parkin, Agent
GREAT LAKES PROPERTIES, INC.
3838 Carson St., Suite 220
Torrance, CA 90503

Long Beach Calif.
June 28, 1982

Your operations at well "Great Lakes" 1, API No. 037-22599, Sec. 28, T. 4S, R. 13W S.B.B.& M. Wilmington Field, in Los Angeles County, were witnessed on 5/27/82. S. Mulqueen, Engineer, representative of the supervisor, was present from 1530 to 1630. There were also present Fred Gain, Drilling Foreman

Present condition of well: 20" cem 40'; 13-3/8"cem 476'. TD 3471' (Drilling)

The operations were performed for the purpose of testing the blowout prevention equipment and installation.

DECISION: APPROVED

NOTE: DEFICIENCIES TO BE CORRECTED
NONE

DEFICIENCIES CORRECTED
1. Pressure gauge on $N_2$ bottles replaced.
2. Fill up line connected

CONTRACTOR - California Production Service, Inc.

SM:csw

cc: Update

M.G. MEFFERD
*State Oil and Gas Supervisor*

By [signature]
*Deputy Supervisor*
J.L. HARDOIN

OG109(12-80-15M)

DIVISION OF OIL AND GAS
BLOWOUT PREVENTION EQUIPMENT MEMO

AM 6-23-82

T 182-571

Operator GREAT LAKES PROPERTIES, INC. Well "GREAT LAKES" # 1 Field WILMINGTON County LOS ANGELES

| VISITS: | Date | Engineer | Time | Operator's Rep. | Title |
|---|---|---|---|---|---|
| 1st | 5-27-82 | S. MULQUEEN | 1530 to 1630 | FRED GAIN | D.F. |
| 2nd | | | to | | |

Casing record of well: 20" CEM 40'; 13 3/8" CEM 476'. TD 3471' (DRILLING)

OPERATION: Testing (~~inspecting~~) the blowout prevention equipment and installation.
DECISION: The blowout prevention equipment and installation are approved.

Proposed Well Opns: DRILL MPSP: _____ psi

REQUIRED BOPE CLASS: III-B-3M

Hole size: 17 1/2" fr. 40' to 487', 12 1/2" to 3471' & _____" to _____'

| CASING RECORD (BOPE ANCHOR STRING ONLY) | | | | | Cement Details | Top of Cement | |
|---|---|---|---|---|---|---|---|
| Size | Weight(s) | Grade (s) | Shoe at | CP at | | Casing | Annulus |
| 13 3/8 | 48# | H-40 | 476' | — | CEM W/ 450 SX, CLASS "G" W/ FLOAT COLLAR @ 423' ON 2-19-82 @ 0230 | 423' | SURFACE |

| BOP STACK | | | | | | | a | b | a/b | TEST DATA | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| API Symb. | Ram Sz. | Mfr. | Model or Type | Size In. | Press. Rtg. | Date Last Overhaul | Gal. to Close | Rec.Time Min. | Calc.GPM Output | psi Drop to Close | Secs.to Close | Test Date | Test Press. |
| A | 12 | HYDRIL | GK | 12 | 3000 | — | | | | | | 5-27 | 1000 |
| Rd | 3 1/2 | SHAFFER | E | 12 | 3000 | — | | | | | | 5-27 | 1000 |
| Rd | CSO | " | " | " | " | — | | REPORTED BY | | FRED GAIN | | 5-27 | 1000 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

ACTUATING SYSTEM

Accum.Unit(s) Wkg.Press. 3000 psi
Total Rated Pump Output _____ gpm
Distance From Well Bore 75 ft.

| | Mfr. | Accum. Cap. | Precharge |
|---|---|---|---|
| 1 | KOOMEY | 80 gal. | 1000 psi |
| 2 | | gal. | psi |

| CONTROL STATIONS | Elec. | Hyd. |
|---|---|---|
| X Manif. at accum.unit | | ✓ |
| X Remote at Drlr's stn. | — | — |
| ~~Other:~~ (PNEUMATIC) | | |

| EMERG. BACKUP SYST. | Press. | Wkg.Fl. |
|---|---|---|
| X N2 Cyl No: 3 Tpe: J | 1 2000 | 8.5 gal |
| Other: | 2 2150 | 9.5 gal |
| | 3 2400 | 11.4 gal |
| | 4 | gal |
| | 5 | gal |
| | 6 | gal |

AUXILIARY EQUIPMENT

| | No. | Sz. (in) | Rated Press. | Connections Weld | Flan. | Thrd. | |
|---|---|---|---|---|---|---|---|
| X Fill-Up Line | X | X | X | X | X | X | X |
| X Kill Line | X | 2 | 3000 | | ✓ | | 1000 |
| X Control Valve(s) | 1 | X | 3000 | | ✓ | | — |
| X Check Valve(s) | 1 | X | 3000 | | ✓ | | 1000 |
| X Auxil. Pump Connec. | X | X | 3000 | | ✓ | | 1000 |
| X Choke Line | X | 2 | 3000 | | | ✓ | 1000 |
| X Control Valve(s) | 5 | X | 3000 | | | ✓ | 1000 |
| X Pressure Gauge | X | X | X | | | ✓ | X |
| X Adjustable Choke(s) | 1 | 2 | 3000 | | | ✓ | 1000 |
| X Bleed Line | X | 2 | X | | | ✓ | X |
| X Upper Kelly Cock | X | X | X | X | X | X | — |
| X Lower Kelly Cock | X | 3 1/2 | 5000 | X | X | X | 1000 |
| X Standpipe Valve | X | X | X | X | X | X | — |
| X Standpipe Pressure Ga. | X | X | X | X | X | X | X |
| X Pipe Safety Valve | X | 3 1/2 | 5000 | X | X | X | — |
| X Internal Preventer | X | 3 1/2 | 5000 | X | X | X | — |

| HOLE FLUID MONITORING EQUIPMENT | Alarm Aud. | Alarm Vis. | Class |
|---|---|---|---|
| X Calibrated Mud Pit | | | A |
| X Pit Level Indicator | | ✓ | B |
| X Pump Stroke Counter | | ✓ | B |
| Pit Level Recorder | | | C |
| Flow Sensor | | | C |
| Mud Totalizer | | | C |
| Calibrated Trip Tank | | | |
| Other: | | | |
| | | | |

REMARKS: Due to problems with the city, the rig was moved off location & now moved back on.

| Hole Fluid Type | Weight | Storage-Pits |
|---|---|---|
| CLAY BASE | 86#/CF | 324 BBL |

OGD 9 (10/80/3M)

DEFICIENCIES—TO BE CORRECTED

NONE

DEFICIENCIES—CORRECTED

PRESSURE GAUGE ON $N_2$ BOTTLES REPLACED

FILL-UP LINE CONNECTED

CONTRACTOR

CALIFORNIA PRODUCTION SERVICE, INC.

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF CONSERVATION

No. T 182-206

# DIVISION OF OIL AND GAS

## Report on Operations

Sec. 3606

John W. Parkin, Agent
GREAT LAKES PROPERTIES, INC.
3838 Carson St., Suite 220
Torrance, CA 90503

Long Beach Calif.
April 20, 1982

Your operations at well "Great Lakes" 1, API No. 037-22599,
Sec. 28, T. 4S, R. 13W, S.B.B.& M. Wilmington Field, in Los Angeles County,
were witnessed on 2-20-82. W.E. Brannon, Engineer, representative of
the supervisor, was present from 0200 to 0600. There were also present J. Dayton,
Drilling Foreman

Present condition of well: 20" cem 40'; 13-3/8" cem 475'. TD 482' (drilling)

The operations were performed for the purpose of Testing the blowout prevention equipment and installation.

DECISION: APPROVED

NOTE: DEFICIENCIES TO BE CORRECTED
NONE

DEFICIENCIES CORRECTED
1. Precharge low

CONTRACTOR: California Production Service, Inc.

WEB:csw

cc: Update

Individual Bond No. 9565824
Dated January 15, 1982

M.G. MEFFERD
*State Oil and Gas Supervisor*

By _____
*Deputy Supervisor*

J. L. HARDOIN

OG109(12-80-15M)

DIVISION OF OIL AND GAS
BLOWOUT PREVENTION EQUIPMENT MEMO

By 2-25-82

T 182-206

Operator Great Lakes Properties Inc. Well "Great Lakes" 1 Field Wilmington County Los Angeles

| VISITS: | Date | Engineer | Time | Operator's Rep. | Title |
|---|---|---|---|---|---|
| 1st | 2-20-82 | W.E. Brannon | 0200 to 0600 | J. Dayton | DF |
| 2nd | | | to | | |

Casing record of well: 20" cem 40'; 13 3/8" cem 476. TD 482' (drilling).

OPERATION: Testing (~~inspecting~~) the blowout prevention equipment and installation.
DECISION: The blowout prevention equipment and installation are approved.

Proposed Well Opns: drill MPSP: _____ psi

REQUIRED BOPE CLASS: III B 3M

Hole size: 17 1/2 " fr. 40 ' to 482 ', _____ " to _____ ' & _____ " to _____ '

| CASING RECORD (BOPE ANCHOR STRING ONLY) | | | | | Cement Details | Top of Cement | |
|---|---|---|---|---|---|---|---|
| Size | Weight(s) | Grade (s) | Shoe at | CP at | | Casing | Annulus |
| 13 3/8 | 48# | J 55 | 476 | | Stab in FC 450 sx | 423 | 0 |

| BOP STACK | | | | | | | a | b | a/b | TEST DATA | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| API Symb. | Ram Sz. | Mfr. | Model or Type | Size In. | Press. Rtg. | Date Last Overhaul | Gal. to Close | Rec. Time Min. | Calc. GPM Output | psi Drop to Close | Secs. to Close | Test Date | Test Press. |
| A | 12 | Hydril | GK | 12 | 3000 | — | | | | | | 2/20 | 1000 |
| Rd | 4 1/2 | Shaffer | E | 12 | 3000 | — | | | | | | 2/20 | 1000 |
| Rd | CSO | Shaffer | E | 12 | 3000 | — | | | | Rpt by J.D. | | | 1000 |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |
| | | | | | | | | | | | | | |

**ACTUATING SYSTEM**

Accum. Unit(s) Wkg. Press. 1500 psi
Total Rated Pump Output _____ gpm
Distance From Well Bore 50 ft.

| | Mfr. | Accum. Cap. | Precharge |
|---|---|---|---|
| 1 | Hydril | 80 gal. | 750 psi |
| 2 | | gal. | psi |

| CONTROL STATIONS | Elec. | Hyd. |
|---|---|---|
| X Manif. at accum. unit | | X |
| X Remote at Drlr's stn. | X | |
| Other: | | |

| EMERG. BACKUP SYST. | Press. | Wkg. Fl. |
|---|---|---|
| X N2 Cyl No: 3 Tpe: G | 1 7500 | gal |
| Other: | 2 2500 | gal |
| | 3 2500 | gal |
| | 4 | gal |
| | 5 | gal |
| | 6 | gal |

**AUXILIARY EQUIPMENT**

| | | No. | Sz. (in) | Rated Press. | Connections Weld | Flan. | Thrd. | |
|---|---|---|---|---|---|---|---|---|
| X | Fill-Up Line | | | | | | | |
| X | Kill Line | | 2" | 3000 | | | X | 1000 |
| X | Control Valve(s) | 1 | | 3000 | | | X | — |
| X | Check Valve(s) | 1 | | 3000 | | | X | 1000 |
| X | Auxil. Pump Connec. | | | 3000 | | | X | 1000 |
| X | Choke Line | | 2" | 3000 | | | X | 1000 |
| X | Control Valve(s) | 5 | | 3000 | | | X | 1000 |
| X | Pressure Gauge | | | | | | X | |
| X | Adjustable Choke(s) | 2 | 2" | 3000 | | | X | 1000 |
| X | Bleed Line | | 2" | | | | X | |
| X | Upper Kelly Cock | | | | | | | 1000 |
| — | Lower Kelly Cock | | — | — | | | | — |
| X | Standpipe Valve | | | | | | | — |
| X | Standpipe Pressure Ga. | | | | | | | |
| X | Pipe Safety Valve | | 4 1/2 | 3000 | | | | 1000 |
| X | Internal Preventer | | 4 1/2 | 3000 | | | | — |

| HOLE FLUID MONITORING EQUIPMENT | Alarm | | Class |
|---|---|---|---|
| | Aud. | Vis. | |
| X Calibrated Mud Pit | | | A |
| X Pit Level Indicator | | X | B |
| X Pump Stroke Counter | | X | |
| Pit Level Recorder | | X | C |
| Flow Sensor | | | |
| Mud Totalizer | | | |
| Calibrated Trip Tank | | | |
| Other: | | | |

REMARKS: _____

| Hole Fluid Type | Weight | Storage-Pits |
|---|---|---|
| Clay base mud | 75# | 650 Bbl |

OGD 9 (10/80/3M)

DEFICIENCIES—TO BE CORRECTED NONE

DEFICIENCIES—CORRECTED 1- Precharge low

CONTRACTOR California Production Service, Inc

FORM OGT111.0/3.1/DWHM/3M)

DEPARTMENT OF CONSERVATION
DIVISION OF OIL AND GAS

No. P 182-105

848 (field code)
06 (area code)
00 (new pool code)
00 (old pool code)

# REPORT ON PROPOSED OPERATIONS

**SEC. 3606 WELL**

Mr. John Parkin, Agent
GREAT LAKES PROPERTIES, INC.
3838 Carson St., Suite 220
Torrance, CA 90503

Long Beach, California
February 17, 1982

Your proposal to Drill well "Great Lakes" 1,
A.P.I. No. 037-22599, Section 28, T. 4S, R. 13W, S.B. B. & M.,
Wilmington field, Fault Block II, Onshore area, Ranger pool,
Los Angeles County, dated 2-5-82, received 2-5-82 has been examined in conjunction with records filed in this office.

**THE PROPOSAL IS APPROVED PROVIDED:**

1. Drilling fluid of a quality and in sufficient quantity to control all subsurface conditions in order to prevent blowouts shall be used while drilling.
2. Blowout prevention equipment, equivalent to this division's Class III-B-3M requirements, or better, shall be installed and maintained in operating condition.
3. All oil, gas or fresh water sands behind the 8-5/8" casing shall be protected by either lifting cement or by multiple stage cementing.
4. This division shall be consulted and a supplementary notice may be required before making any changes in the proposed program.
5. The provisions of Sec. 3606 relating to derricks and subsurface spacing shall be followed.
6. A directional survey shall be made and filed with this division.
7. THIS DIVISION SHALL BE NOTIFIED:
   a. To witness a test of the installed blowout prevention equipment prior to drilling out cement in the shoe of the 13-3/8" casing.
   b. To witness a test of the effectiveness of the 8-5/8" shut-off above the Ranger zone.

RM:da

cc: Update
EDP

Individual Bond No. 9565824
Dated January 15, 1982

M. G. MEFFERD, State Oil and Gas Supervisor

By for J. L. HARDOIN, Deputy Supervisor

**A copy of this report and the proposal must be posted at the well site prior to commencing operations.**

**Records for work done under this permit are due within 60 days after the work has been completed or the operations have been suspended.**

RESOURCES AGENCY OF CALIFORNIA
DEPARTMENT OF CONSERVATION

# DIVISION OF OIL AND GAS

## Notice of Intention to Drill New Well

O & G
Sec. 3606

| C.E.Q.A. INFORMATION | | | |
|---|---|---|---|
| EXEMPT [X] CLASS____ | NEG. DEC. [ ] S.C.H. NO.____ | E.I.R. [ ] S.C.H. NO.____ | DOCUMENT NOT REQUIRED BY LOCAL JURISDICTION [ ] |
| See Reverse Side | | | |

| FOR DIVISION USE ONLY | | | | | |
|---|---|---|---|---|---|
| MAP | MAP BOOK | CARDS | BOND | FORMS 114 | FORMS 121 |
| 128 | | 2-8-82 JB | INDIVIDUAL NO. 9565824 1-15-82 | 2-8-82 JB | 2-8-82 |

2/1981

In compliance with Section 3203, Division 3, Public Resources Code, notice is hereby given that it is our intention to commence drilling well "Great Lakes #1", API No. 037-22599 (Assigned by Division),

Sec. 28, T. 4S, R. 13W, S.B. B. & M., Wilmington Field, Los Angeles County.

Legal description of mineral-right lease, consisting of 10.0 acres, is as follows: Lots 1 & 3 of (Attach map or plat to scale)
Tract 12257, in the City of Los Angeles, Los Angeles County as per map recorded
in Book 229, Pages 20 & 30, Office of County Recorder.

Do mineral and surface leases coincide? Yes xx No____. If answer is no, attach legal description of both surface and mineral leases, and map or plat to scale.

Location of well 135.0 feet Easterly (Direction) ~~along section/property line~~ (Cross out one) and 120' feet Southerly (Direction)
at right angles to said line from the intersection of centerlines ~~corner of section/property~~ (Cross out one) ____ or
of "Q" Street and Drumm Avenue.

Is this a critical well according to the definition on the reverse side of this form? Yes [ ] No [X]

If well is to be directionally drilled, show proposed coordinates (from surface location) at total depth:
600' feet South (Direction) and 140' feet East of (Direction) surface location.

Elevation of ground above sea level 46.0 feet.

All depth measurements taken from top of Kelly Bushing (Derrick Floor, Rotary Table, or Kelly Bushing) that is 12 feet above ground.

## PROPOSED CASING PROGRAM

| SIZE OF CASING INCHES API | WEIGHT | GRADE AND TYPE | TOP | BOTTOM | CEMENTING DEPTHS | CALCULATED FILL BEHIND CASING (Linear Feet) |
|---|---|---|---|---|---|---|
| 13-3/8" | 48.0# | H-40 | Surface | 450' | 450' | 500 Sacks |
| 8-5/8" | 32.0# | J-55 | Surface | 3608' | 3608' | 1100 Sacks |
| 6-5/8" | 24.0# | K-55 | 3758' | 3508' | Landed | |

(A complete drilling program is preferred and may be submitted in lieu of the above program.)

Intended zone(s) of completion Ranger Zone (500 psi) (Name, depth, and expected pressure) Estimated total depth 3758'

**It is understood that if changes in this plan become necessary we are to notify you immediately.**

| Name of Operator | Type of Organization (Corporation, Partnership, Individual, etc.) | |
|---|---|---|
| Great Lakes Properties, Inc. | Incorporated | |
| **Address** | **City** | **Zip Code** |
| 3838 Carson St. Suite 220 Torrance, CA | Torrance | 90503 |
| **Telephone Number** / **Name of Person Filing Notice** | **Signature** | **Date** |
| 543-1311 / John W. Parkin | John W. Parkin | 2-5-82 |

This notice and indemnity or cash bond shall be filed, and approval given, before drilling begins. If operations have not commenced within one year of receipt of the notice, this notice will be considered cancelled.

OG105 (1/82/DWRR/5M)

Information for compliance with the California Environmental Quality Act of 1970 (C.E.Q.A.).

If an environmental document has been prepared by the lead agency, please submit a copy of the document with this notice *or* supply the following information:

Lead Agency: City of Los Angeles

Lead Agency Contact Person: ~~Exempt~~ Jeff Druyan

Address: 200 N. Main St. Room 300

City Hall East Los Angeles, Ca. 90012

Phone: (213) 485-3156

| FOR DIVISION USE ONLY |
|---|
| District review of environmental document (if applicable)? Yes ☐ No ☐ |
| Remarks: |

## CRITICAL WELL

As defined in the California Administrative Code, Title 14, Section 1720(a), "Critical well" means a well within:

(1) 300 feet of the following:
(A) Any building intended for human occupancy that is not necessary to the operation of the well; or
(B) Any airport runway.
(2) 100 feet of the following:
(A) Any dedicated public street, highway, or nearest rail of an operating railway that is in general use;
(B) Any navigable body of water or watercourse perennially covered by water;
(C) Any public recreational facility such as a golf course, amusement park, picnic ground, campground, or any other area of periodic high-density population; or
(D) Any officially recognized wildlife preserve.

Exceptions or additions to this definition may be established by the supervisor upon his own judgment or upon written request of an operator. This written request shall contain justification for such an exception.

CABLE: WORLDPROP

GREAT LAKES PROPERTIES, INC.
REPLY TO: P. O. BOX 2031 · TORRANCE, CALIFORNIA 90510

# PRODUCTION WELL GREAT LAKES #1

## DRILLING PROGRAM

February 3, 1982

135.0' E'ly & 120.0' S'ly at Right Angles from the Intersection of the Centerlines of "Q" Street & Drumm Avenue
Mat Elevation 46 Feet
K. B. Elevation 58 Feet

1. Move in CPS. rig No. 7.

2. Drill 12-1/4" hole to 460'±. Open hole to 17-1/2".

3. Run and cement 460'± of 13-3/8", 48#, H-40, ST & C casing with float shoe and stab-in float collar. Bottom two collars to be tack welded and thread locked with sealant. Run drill pipe with stab-in adapter and centralizer (cementing company will furnish). Cement to surface with ±500 sacks of Class "G" cement at 117#/cu. ft. slurry. Flush with 50 cu. ft. fresh water ahead of cement. Bring cement to surface.

4. Land casing and install Class III Blowout preventers as follows: (Division of Oil & Gas to approve BOPE test.)
   13-5/8" Shaffer API 3000 psi BOPE with one set of drillpipe rams and one set of blind rams 13-5/8" Hydril API 3000 psi Annular preventer.

5. Run in with 12-1/4" bit, drill out top rubber plug. Pressure test BOPE and casing to 1000 psig. Drill out shoe and record

SUITE 220, DEL AMO EXECUTIVE PLAZA | 3838 CARSON STREET | TORRANCE, CALIFORNIA 90503 | (213) 540-5515 OR (213) 772-7741
A WHOLLY OWNED SUBSIDIARY OF GREAT LAKES CARBON CORPORATION

depth. Bypass floculated mud to the cuttings tank while drilling out cement.

6. Drill 12-1/4" directional hole to a logging point at 3608'± M.D. (3533' V.D.). Exact logging depth to be determined after drilling commences.

7. Run DIL electrical survey to determine casing point.

8. Drill additional 12-1/4" hole if required and condition hole for casing.

9. Rig up and run 3608'± of 8-5/8", 32#, ST & C ERW casing.

10. Cement 8-5/8" casing at 3608'± with ±900 sacks of Class "G" Cement mixed 1:1 with perlite and 4% gel to an 80#/cu. ft. slurry followed by 100 sacks of Class "G" mixed to 110-112# slurry (bring cement to shoe of surface pipe). Flush with 100 cu. ft. fresh water ahead of cement. Use plug insert head and use one top plug. Displace cement with approximately 1200 cu. ft. of drilling fluid at rates to give turbulent flow around shoe. Bump top plug on float collar.

11. Land casing and replace BOPE on 8-5/8".

12. Run in with 7-5/8" bit and clean out to top of rubber plug. Pressure test casing to 1000 psi. Clean out to 10' above shoe and retest. If pressure test fails, clean out to above shoe and recement as required.

13. After 8-5/8" pressure test holds, shoot four 1/2" holes 12-15 feet above shoe and test for water shut-off. Division of Oil and Gas to witness and approve water shut-off.

14. After successful WSO, drill out casing shoe and change over to low solids polymer completion fluid.

15. Drill 7-5-8" hole to 3758'± (3683' V.D.). Exact depth to be determined from top log (step 7).

16. Run Dual Induction-Laterlog as directed.

17. Open 7-5/8" hole to 14". Run centrifuge and mud cleaner while opening hole.

18. Run 6-5/8", 24# K-55 F. J. & T & C perforated liner with 70± lap. Liner detail to be prepared after review of log.

19. Gravel pack with polymer mud system and then change over to formation water. Repack if necessary.

20. Run tubing, rods and pump.

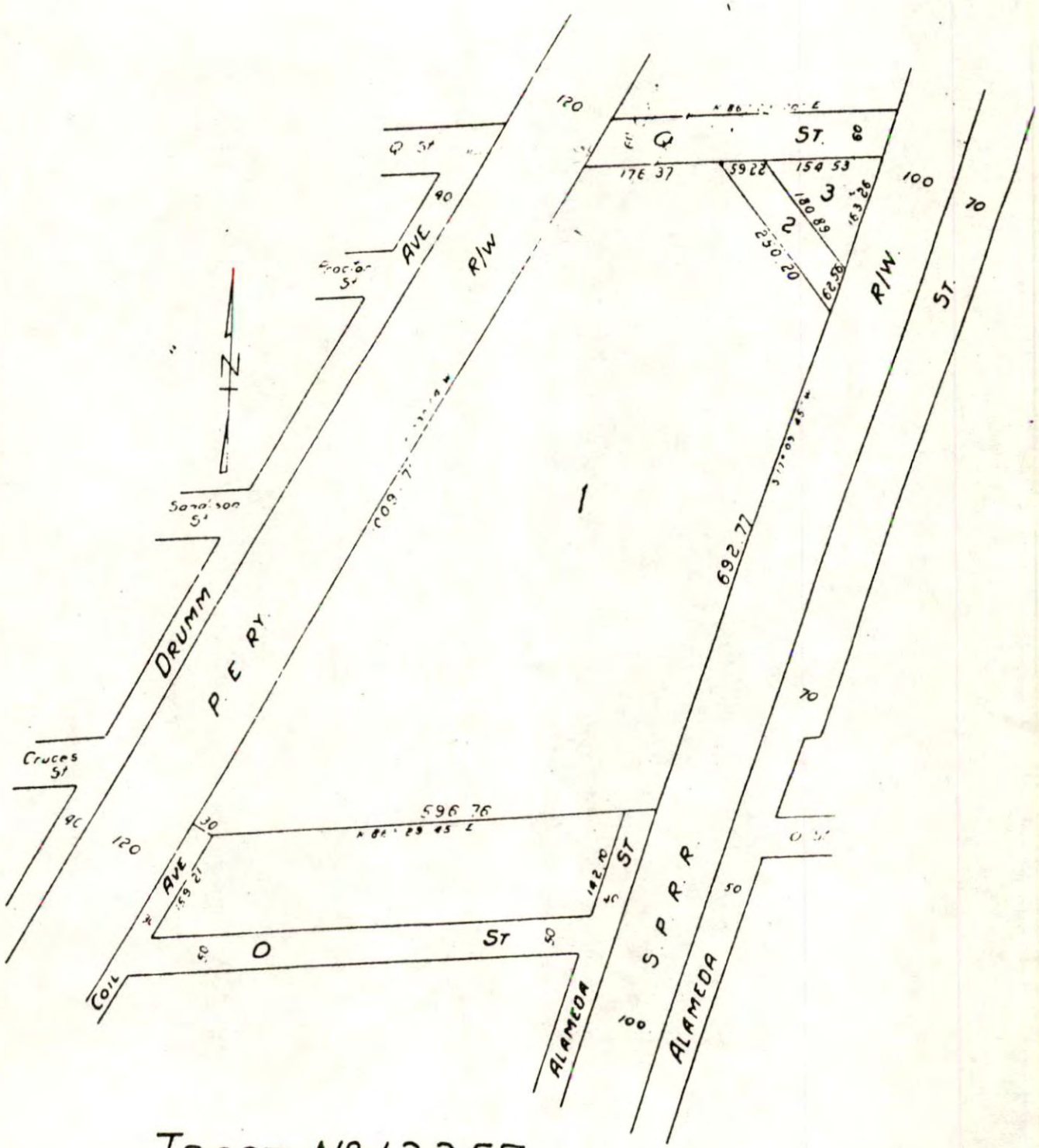
21. Release drilling rig and place well on production.

GREAT LAKE #1
037-22599

ALL THE LAND LYING MORE THAN FIVE HUNDRED (500) FEET BELOW THE SURFACE, BUT NONE OF THE LAND LYING ABOVE THE DEPTH OF FIVE HUNDRED (500) FEET BELOW THE SURFACE, of the following described land;

Lots 1 and 3 of Tract No. 12257, in the City of Los Angeles, County of Los Angeles, State of California, as per map recorded in Book 229 Pages 29 and 30 of Maps, in the office of the County Recorder of said County.

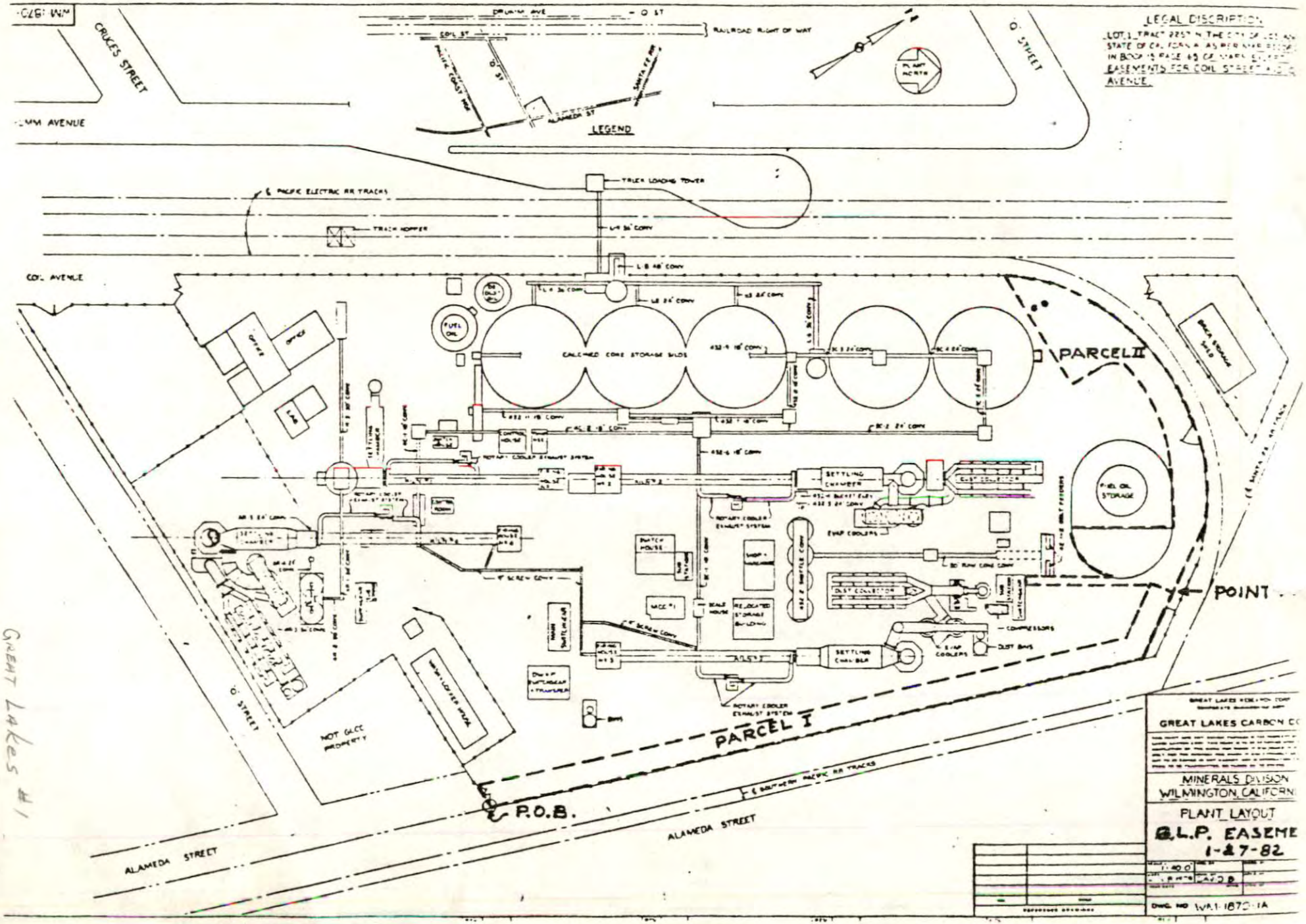
GREAT Lakes #1
037-22599




# TRACT Nº 12257

M.B. 229-29 & 30.

THIS IS NOT A SURVEY OF THE LAND BUT IS COMPILED FOR INFORMATION ONLY FROM DATA SHOWN BY OFFICIAL




LEGAL DISCRIPTION

LOT 1, TRACT 2253 IN THE CITY OF LOS AN
STATE OF CALIFORNIA AS PER MAP RECOR
IN BOOK 19 PAGE 43 OF MAPS, IN THE
EASEMENTS FOR COIL STREET AND
AVENUE.

GREAT LAKES #1
037-22595

860 Hampshire Road, Suite P
Westlake Village, CA 91361

**Date**: June 23, 2025

**To:** Norali Martinez
200 N. Spring Street, Room 721
Los Angeles, CA 90012

**From:** Christ Kirikian
Partner | Director of Air Quality & Acoustics

**Subject:** Response to Comments on the Negative Declaration (ND) for KPAC Coil Avenue Freezer Expansion Project (Case No. ENV-2022-6860-ND, SCH No. 2025041295) from Adams Broadwell Joseph & Cardozo letter dated June 12, 2025

This memorandum addresses the comments from Adams Broadwell Joseph & Cardozo dated June 12, 2025 on the Negative Declaration (ND) for the KPAC Coil Avenue Freezer Expansion Project.

## 1.1 Response 1

This introductory comment summarizes the Project Description and outlines the issues raised by the commenter in their letter. Specific issues raised by the commenter are addressed in detail in Response to Comment Nos. 2 through 16, below. As demonstrated therein, the Draft ND meets the requirements of CEQA and preparation of an Environmental Impact Report (EIR) is not required.

## 1.2 Response 2

This comment consisting of the commenter's statement of interest is noted for the record and will be made available to the decision-makers for their review and consideration.

## 1.3 Response 3

The commenter raises the "fair argument" standard under CEQA to assert that the City was legally required to prepare an Environmental Impact Report (EIR) for the proposed project. While it is true that CEQA requires the preparation of an EIR when substantial evidence supports a fair argument that a project may have a significant effect on the environment, the commenter mischaracterizes both the legal threshold and the evidentiary record in this case.

The fair argument standard does indeed establish a relatively low bar for environmental review; however, this threshold is not satisfied by speculative claims, generalized concerns, or unsupported opinions. As defined under CEQA Guidelines §15384, "substantial evidence" must consist of facts, reasonable assumptions predicated upon facts, or expert opinion supported by facts. In this instance, the City conducted a comprehensive Initial Study that evaluated the project's potential effects on air quality, noise, and public health using standard methodologies accepted by regulatory agencies, including emission modeling through

CalEEMod and noise analysis conforming to FTA protocols. The conclusions drawn from this analysis indicate that the project does not exceed any thresholds of significance, and where minor impacts were identified, they were either temporary in nature or sufficiently addressed through regulatory compliance measures.

Finally, the suggestion that the use of a ND is categorically inappropriate due to "potential" unmitigated impacts misconstrues the purpose of the Initial Study process. CEQA requires that a lead agency prepare an EIR only when there is credible, factual support for the claim that impacts may be significant. The Initial Study in this case does not merely speculate that impacts are insignificant; it provides the analytical and evidentiary foundation demonstrating that conclusion. Accordingly, as discussed in Responses #4 through #16 below, the Project would not result in significant air quality, noise and public health impacts.

## 1.4 RESPONSE 4

The assertion that the ND fails to adequately describe baseline noise conditions misrepresents both the methodological consistency and regulatory sufficiency of the Initial Study's analysis. CEQA does not mandate continuous or multi-day noise monitoring, nor does it require characterization of every potential fluctuation in ambient conditions. Rather, the statute requires that environmental analyses be based on substantial evidence and reasonable assumptions supported by data.

The baseline noise data relied upon in the ND were developed through site-specific monitoring at six locations adjacent to sensitive receptors, including residences west of the project site. These surveys were conducted during weekday morning hours under typical conditions, capturing noise levels associated with local vehicular traffic and rail activity—both identified as primary contributors to ambient noise in the project area. Fifteen-minute measurement intervals conform to widely accepted industry practices (e.g., Caltrans Technical Noise Supplement, FTA Noise and Vibration Manual), and are routinely upheld in CEQA documents as a reasonable approach to characterizing ambient noise. The suggestion that these data are "unsupported" or "unrepresentative" ignores this regulatory context and fails to provide any alternative analysis or threshold demonstrating otherwise.

Regarding the claim that the measurements represent "only 2% of allowable weekday construction hours," this is a misleading metric. Noise standards and impact determinations under CEQA are not based on cumulative hourly representations but on comparisons between modeled project noise levels and established thresholds (typically Leq and Lmax metrics) over defined time periods. The Initial Study applied this framework by comparing anticipated project-related increases to City-adopted noise standards and significance thresholds, thereby ensuring an appropriate, regulation-compliant evaluation.

With respect to Saturday operations, CEQA requires that the lead agency assess reasonably foreseeable conditions. However, the suggestion that weekend noise "may" differ does not constitute substantial evidence of a significant effect. Weekend activity levels in the vicinity are expected to be lower than weekdays, particularly in terms of commuter rail and traffic noise, making weekday measurements a conservative indicator of potential impact. Absent evidence of intensified weekend operations or materially distinct baseline conditions, the City was not obligated to expand its monitoring scope to include Saturday data.

## 1.5 RESPONSE 5

The appellant incorrectly makes the assumption the ND should have included a quantified construction Health Risk Assessment (HRA), and is thus allegedly inconsistent with CEQA's requirement to make a "reasonable effort to substantively connect a project's air quality impacts to likely health consequences."

The City relies on methodology established by the South Coast Air Quality Management District (SCAQMD) for preparation of CEQA air quality analyses. SCAQMD shares responsibility with the California Air Resources Board (CARB) for ensuring that all state and federal ambient air quality standards are achieved and maintained throughout all of Los Angeles County. Although SCAQMD is responsible for regional air quality planning efforts, it does not have the authority to directly regulate air quality issues associated with new development projects within the Air Basin, such as the Project. Instead, SCAQMD published the CEQA *Air Quality Handbook* in November 1993 to assist lead agencies, as well as consultants, project proponents, and other interested parties, in evaluating potential air quality impacts of projects proposed in the Air Basin. The CEQA *Air Quality Handbook* provides standards, methodologies, and procedures for conducting air quality analyses and was used extensively in the preparation of the air quality analysis for this report.

The SCAQMD CEQA Handbook does not recommend analysis of toxic air contaminants (TACs) from short-term construction activities. The rational for not requiring a health risk assessment for construction activities is the limited duration of exposure. According to SCAQMD methodology, health effects from carcinogenic air toxics are usually described in terms of individual cancer risk. Specifically, "Individual Cancer Risk" is the likelihood that a person continuously exposed to concentrations of TACs over a 70-year lifetime will contract cancer based on the use of standard risk assessment methodology. Given that the greatest potential for diesel particulate emissions would only occur during demolition (approximately 1 month) and excavation/grading activities (approximately 2 months) and other construction activities (approximately 12 months) during the overall construction schedule would result in reduced use of heavy-duty diesel construction equipment in comparison to demolition and excavation/grading activities, the Project would not result in a long-term (i.e., 70 year) source of TAC emissions. No residual TAC emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period (15 out of 840 months of a 70-year lifetime), further evaluation of construction TAC emissions is not warranted. As such, the analysis correctly concluded that Project-related TAC impacts during construction were less than significant.

Additionally, the commenter's claim that the ND improperly relies on Localized Significance Thresholds (LSTs) to assess health impacts from exposure to DPM reflects a misunderstanding of both the regulatory framework and the purpose of LSTs as defined by the SCAQMD. LSTs are expressly intended to serve as conservative screening tools to evaluate localized impacts from criteria pollutants—including particulate matter ($PM_{10}$ and $PM_{2.5}$)—emitted during construction activities. While it is correct that LSTs are not designed to directly assess TACs or conduct HRAs, the assertion that the use of LSTs is "flawed" misconstrues their accepted function.

SCAQMD has consistently advised that a site-specific construction HRA is not required unless modeled emissions—particularly of diesel PM—exceed the applicable LST. In this case, the project's estimated

construction emissions, as modeled in CalEEMod and analyzed in the ND, are well below LST screening thresholds for $PM_{10}$ and $PM_{2.5}$ at the nearest sensitive receptors. This provides a strong presumption under CEQA that the project's localized health impacts, including those associated with short-term exposure to DPM, are less than significant.

The LST methodology is intentionally designed to err on the side of caution by incorporating conservative assumptions regarding proximity, meteorology, and receptor sensitivity. If LSTs are not exceeded, SCAQMD guidance explicitly does not recommend further analysis, such as an HRA, for short-term construction activities. Requiring an HRA in every instance where diesel equipment is used would exceed both regulatory expectations and CEQA's own standard for substantial evidence.

## 1.6 RESPONSE 6

The commenter's argument that the ND fails to analyze cumulative air quality impacts misstates the applicable CEQA framework and overextends the interpretive scope of current SCAQMD guidance. The ND fully complies with CEQA's two-pronged test for evaluating cumulative impacts: (1) determining whether the cumulative condition itself is significant, and (2) assessing whether the project's contribution is cumulatively considerable in that context.

CEQA Guidelines §15064(h)(3) explicitly allow a lead agency to use established regulatory thresholds as a proxy for cumulative significance, provided those thresholds are developed to account for cumulative conditions. The SCAQMD mass emission thresholds for criteria pollutants are specifically designed to evaluate whether a project's contribution to regional air quality degradation would be cumulatively considerable. The project's modeled emissions fall well below these thresholds for all pollutants of concern, including $NO_x$, ROG, CO, $PM_{10}$, and $PM_{2.5}$. Therefore, per CEQA Guidelines, the conclusion that cumulative impacts are less than significant is legally defensible and supported by substantial evidence.

The commenter asserts that this approach is insufficient because SCAQMD is "currently updating" its guidance for cumulative analysis of TACs, specifically DPM. However, draft concepts presented in working groups do not constitute adopted regulatory thresholds or enforceable policy. Until such time as SCAQMD formally adopts a cumulative TAC significance framework through a public process, lead agencies are not required under CEQA to apply tentative methodologies still under development. Nonetheless, the ND proactively addressed TAC impacts through conservative screening with LSTs for PM emissions, which serve as a recognized proxy for short-term DPM exposure. These emissions were shown to be well below LSTs at the nearest sensitive receptors.

Furthermore, the commenter references the MATES V dataset and background cancer risks without providing any project-specific risk assessment or evidence that the project would elevate cumulative cancer risk in a meaningful way. CEQA requires a fact-based demonstration of significance, not generalized concerns or emerging research discussions. The ND's conclusion that a HRA was not warranted is consistent with SCAQMD's own guidance, which indicates that an HRA is not required unless screening thresholds (i.e., LSTs) are exceeded—a condition not met here.

Regarding the claim that the ND improperly dismisses foreseeable projects as speculative, this too is incorrect. The Initial Study considered the built environment and regional growth patterns but did not identify any specific, active, or approved projects in the immediate vicinity that would combine with the proposed project to result in a cumulatively considerable impact. CEQA does not require speculation about unknown or indefinite future development. Rather, it mandates a good faith effort to use reasonably available information. The ND's cumulative analysis meets that standard.

In sum, the commenter provides no substantial evidence that the project would incrementally contribute to a significant cumulative air quality condition. The City's reliance on adopted regulatory thresholds and accepted screening methodologies is consistent with CEQA and current SCAQMD practice. An EIR is not required simply because alternative thresholds or emerging guidance could theoretically yield different conclusions. CEQA requires a reasoned, evidence-based approach—which the City has applied here.

## 1.7 RESPONSE 7

The claim that substantial evidence supports a fair argument the project may result in a significant cancer risk due to DPM emissions is not supported by regulatory standards or established CEQA practice. While the commenter cites Dr. Clark's independent modeling to suggest that the project's construction activities would cause a cancer risk exceeding 1 in one million, this analysis is not a legally binding standard under CEQA nor does it represent adopted methodology from the SCAQMD.

The SCAQMD has not formally adopted the draft cumulative cancer risk significance framework referenced by the commenter. While the Multiple Air Toxics Exposure Study V (MATES V) provides valuable background information on regional TAC exposure levels, it is not intended to serve as a project-level threshold or regulatory trigger under CEQA. The cited 1 in one million benchmark reflects a conceptual screening threshold discussed in SCAQMD working groups—it is not codified or recommended as a universal standard. Agencies are not required to rely on non-final guidance, particularly in the absence of an adopted methodology.

The ND properly utilized SCAQMD's LSTs for $PM_{2.5}$ and $PM_{10}$, which are conservative screening tools that account for localized emissions, receptor proximity, and short-term exposure risks. Project emissions were found to be well below those thresholds, indicating that the potential for localized DPM-related impacts, including cancer risk, is less than significant. SCAQMD explicitly does not recommend preparation of a HRA unless LSTs are exceeded—a condition that does not apply here.

Moreover, Dr. Clark's modeling assumes the applicability of the draft cumulative impact methodology and imposes thresholds that are neither required by CEQA nor endorsed by SCAQMD. Even if one were to accept the modeling at face value, the resulting cancer risk of 2.27 in one million still falls below SCAQMD's currently adopted significance threshold of 10 in one million. CEQA does not require an EIR simply because an alternative analysis generates a more conservative result, especially when that result remains below existing regulatory thresholds.

Finally, the commenter's claim that the project's location in a disadvantaged or AB 617-designated community mandates use of a stricter threshold lacks a basis in CEQA or in adopted air district regulations. While CEQA recognizes environmental justice considerations, it does not require the substitution of emerging or unadopted standards in place of established criteria. The City's conclusions are grounded in adopted thresholds, agency guidance, and accepted modeling practices. The existence of alternate analyses or lower thresholds, even if derived from valid models, does not equate to substantial evidence that a significant impact may occur.

Additionally, as described in both Response #5 and #6, if LSTs are not exceeded, SCAQMD guidance explicitly does not recommend further analysis, such as an HRA, for short-term construction activities. No residual TAC emissions and corresponding individual cancer risk are anticipated after construction. Because there is such a short-term exposure period (15 out of 840 months of a 70-year lifetime), further evaluation of construction TAC emissions is not warranted. As such, the analysis correctly concluded that Project-related TAC impacts during construction were less than significant.

In short, the administrative record supports the conclusion that construction-related DPM emissions would not result in a significant health risk. The City is not required to prepare an EIR based on speculative or non-standard risk thresholds, particularly where no adopted methodology mandates such action. The commenter's reliance on draft guidance and unofficial risk thresholds does not constitute substantial evidence under CEQA.

## 1.8 Response 8

First, the commenter's claim that the air quality analysis is deficient due to the omission of emissions from transport refrigeration units (TRUs) fails to consider the operational data already disclosed in the ND, as well as the scale of the projected increase. The ND acknowledges that the existing site accommodates approximately 110 to 120 truck TRUs per day and that, under the proposed project, TRU activity would increase by only 30 to 40 trucks per day—a modest increment in the context of the overall operational volume.

There will be no increase in refrigerated railcar TRU activity, and all additional truck TRUs are already subject to regulatory controls under the California Air Resources Board's (CARB) TRU Airborne Toxic Control Measure (ATCM). These regulations cap the emissions profile of in-use and new TRUs through required engine upgrades, operational time limits, and idling restrictions. As such, even at the conservative end of the activity range, the net increase in TRU activity is regulated and not expected to materially increase the project's localized DPM emissions.

To ensure that this assumption was empirically tested, the project's emissions profile was supplemented with PCE units at a ratio of 1.5 passenger cars to input into CalEEMod. Therefore, it was assumed the proposed expansion would result in 732 daily trips. The ND's finding of less-than-significant air quality impacts remains valid, and there is no substantial evidence to suggest that the marginal increase in TRU-related emissions would result in significant localized cancer risks or contribute materially to cumulative impacts. The project is located in an industrial corridor where similar mobile and stationary emission sources are common, and it has

incorporated operational best practices and mitigation measures that further minimize emissions exposure at nearby sensitive receptors.

Secondly, the comment asserts that the air quality analysis in the ND is deficient because it does not explicitly quantify emissions from cargo handling equipment such as yard trucks, forklifts, or top picks—equipment commonly associated with cold storage logistics. However, this claim overstates the potential contribution of these sources and does not undermine the ND's conclusions.

To address the comment and ensure the most conservative evaluation possible under CEQA, a supplemental emissions analysis was conducted that incorporates cargo handling equipment using standard emission factors for diesel and propane-powered yard equipment commonly found at similar facilities. This analysis includes operational assumptions reflective of routine facility use, including multiple pieces of equipment operating daily.

The results of the supplemental modeling (refer to **Attachment A**) confirm that emissions from cargo handling equipment—when added to the original CalEEMod output—do not meaningfully increase total operational emissions. Specifically, even with the inclusion of these sources, the project's total emissions for all criteria pollutants, including nitrogen oxides (NOx), volatile organic compounds (VOCs), and DPM remain well below SCAQMD regional and localized significance thresholds.

This additional analysis reaffirms that the original conclusion of "less than significant impact" remains valid. The fact that neither the baseline nor project conditions triggered any thresholds for significance—even after conservatively including this equipment—demonstrates that the commenter's concern does not rise to the level of substantial evidence under CEQA. The omission of such minor sources from the initial model does not constitute a "significant analytical gap," particularly given that the revised modeling confirms no change in the impact determination.

Thirdly, the commenter's claim that the omission of emissions from the facility's stationary fire pump undermines the integrity of the air quality modeling is unsubstantiated and ultimately irrelevant to the CEQA conclusions. While it is correct that the original model did not explicitly include emissions from the fire pump, this does not constitute a material deficiency because, as the commenter themselves acknowledges, fire pumps are tested only intermittently—typically for short durations on a monthly or annual basis. Their limited runtime inherently limits their emissions output, making it unlikely that they would substantially affect the overall emissions profile of the project.

Nevertheless, to address the comment and further validate the robustness of the environmental analysis, a supplemental modeling exercise was conducted to incorporate emissions from the fire pump under conservative operational assumptions. Specifically, the revised analysis assumes the fire pump would operate for one hour per day and up to 100 hours per year—substantially more frequent than industry practice and well beyond typical testing schedules. This modeling approach ensures that any potential emissions are overestimated rather than minimized, in keeping with CEQA's requirement for conservative impact assessment.

As shown in **Attachment A** of the supplemental analysis, the addition of the fire pump results in negligible changes to the overall emissions inventory. Criteria pollutant levels, including for DPM and nitrogen oxides (NOx)—the pollutants of concern identified by the commenter—remain almost identical to the original results disclosed in the ND. Importantly, total emissions for all regulated pollutants, including DPM and NOx, remain below the applicable SCAQMD significance thresholds. These findings confirm that the fire pump does not contribute materially to the project's potential to cause significant air quality impacts.

Therefore, the inclusion of the fire pump in the supplemental analysis further substantiates the ND's conclusion that air quality impacts are less than significant. The commenter's assertion does not constitute substantial evidence under CEQA, nor does it demonstrate a basis for requiring preparation of an Environmental Impact Report.

## 1.9 RESPONSE 9

The commenter's assertion that the noise analysis supporting the ND is analytically flawed due to "unsupported assumptions" about equipment distances reflects a fundamental misunderstanding of both the modeling methodology employed and the regulatory expectations under CEQA. Contrary to the comment's claim, the analysis did not rely on speculative or undocumented distances; rather, it utilized industry-standard software and conservative modeling protocols to ensure the assessment was both representative and precautionary.

The noise modeling was conducted using SoundPLAN, a three-dimensional acoustic modeling tool that incorporates not only source data—such as the sound power levels for construction equipment provided by the Federal Highway Administration's Roadway Construction Noise Model (FHWA RCNM)—but also terrain, elevation, and receptor-specific inputs. The use of SoundPLAN inherently accounts for the actual geometric relationship between noise sources and sensitive receptors by integrating scaled topographical data. Thus, the distances between construction activities and nearby residential receptors were not arbitrarily assumed; they were algorithmically computed within the modeling environment based on accurate spatial mapping utilizing Google Earth.

Moreover, the analysis adopted conservative assumptions throughout. It presumes the simultaneous operation of multiple high-noise construction equipment types, a condition that rarely occurs in real-world scenarios due to logistical constraints and typical construction phasing. This "worst-case" assumption ensures that predicted noise levels represent the upper bound of potential exposure and thus err on the side of caution when evaluating significance.

The suggestion that empirical validation of input distances is missing is misplaced. SoundPLAN, by design, references georeferenced base maps and user-defined project layouts to simulate propagation paths. The model's outputs reflect not generic assumptions, but spatially accurate projections based on mapped receptor locations.

CEQA requires that noise assessments be based on reasonable assumptions and supported by substantial evidence. The City's use of a 3D modeling platform like SoundPLAN, coupled with conservative construction scenarios and FHWA-sourced equipment data, meets and exceeds this standard. The analysis discloses assumptions and modeling parameters. Thus, the claim that the ND fails to substantiate noise model inputs or fails to accurately depict receptor distances is unfounded. The analysis is conservative and fully CEQA-compliant.

## 1.10 Response 10

The commenter's critique of the City's use of an 80 dBA Leq threshold for assessing construction noise mischaracterizes the purpose and application of this threshold, and disregards the City of Los Angeles's most recent regulatory guidance. While it is true that noise thresholds must be tailored to local context and receptor sensitivity, the City's analysis is both consistent with CEQA and directly aligned with the City's current adopted methodology for assessing construction noise impacts.

In September 2024, the Department of City Planning issued an advisory memorandum that formalized updated thresholds and methodologies for analyzing construction noise and vibration. These updates, which evolved from the December 2023 policy proposal process, specifically establish thresholds that balance the realities of urban construction with the need to protect public health and sensitive receptors. For construction noise, the advisory identifies context-sensitive, receptor-specific thresholds that reflect both absolute noise levels and potential for sleep disturbance. The City's ND applies the adopted 80 dBA Leq daytime threshold for residential receptors—a threshold that the Department affirmed in its 2024 memorandum as an appropriate criterion for temporary, non-pile-driving activities during standard construction hours.

Furthermore, the ND's noise analysis is conservative and methodologically robust. It uses FHWA-sourced maximum noise levels, assumes simultaneous operation of all major construction equipment types, and models receptor-specific impacts using three-dimensional terrain-based propagation via SoundPLAN. This ensures that the modeled noise environment does not underestimate potential impacts. The fact that these worst-case scenarios remain below the City's adopted 80 dBA significance threshold provides substantial evidence supporting the conclusion that construction noise will not result in significant effects.

In sum, the City's noise analysis is fully consistent with CEQA and the September 2024 City-adopted thresholds and methodologies. The argument that the use of an absolute threshold is inappropriate lacks merit and fails to recognize the discretion CEQA affords lead agencies in setting and applying locally tailored significance criteria. The ND's findings are both technically and legally sound.

## 1.11 Response 11

The comment contends that construction noise impacts are significant and unmitigated based on an independent calculation provided by Ms. Toncheva, which aims to show that the demolition phase would generate an 8-hour Leq of 82 dBA at nearby residential receptors. However, this analysis is incomplete and

omits critical context and project-specific design features, thereby limiting its reliability and evidentiary value under CEQA.

First, the assertion that the ND fails to apply the City's recommended methodology is inaccurate. As described in Response #10, the noise analysis adheres to the September 2024 Department of City Planning advisory memorandum, which formally establishes the 80 dBA Leq daytime threshold for evaluating significance of construction noise impacts within the City of Los Angeles. This threshold reflects cumulative policy considerations, balancing construction feasibility with community protection, and is specifically intended for short-term, daytime construction activities such as those proposed for this project.

Second, the commenter's analysis fails to incorporate existing site conditions and Environmental Protection Measures (EPMs) that are integral to the project's design and implementation. As documented in the ND's noise study, EPMs NV1-1 through NV1-6 include multiple controls: properly maintained and muffled equipment (NV1-1), orientation and staging of noisy equipment away from sensitive uses (NV1-2), installation of temporary noise barriers or acoustic blankets (NV1-3, NV1-6), restriction of particularly noisy tasks to daytime hours (NV1-5), and clear site access routing to minimize disturbance (NV1-4). These measures are not speculative—they are regulatory compliance measures and enforceable components of project implementation and materially reduce the predicted noise levels at offsite receptors.

In addition, the modeling in the ND accounts for the attenuation provided by physical distance and onsite structures. Ms. Toncheva's calculation uses a simplified propagation estimate without factoring in the noise shielding benefits of intervening buildings. The modeled noise levels, inclusive of worst-case assumptions, remain below the City's adopted 80 dBA threshold for construction activities.

## 1.12 RESPONSE 12

The commenter's claim that the ND fails to demonstrate compliance with applicable construction noise standards under Los Angeles Municipal Code (LAMC) §112.05 is factually and legally unfounded. As detailed in Response #10, the City has explicitly incorporated the most current, context-sensitive construction noise thresholds as set forth in its September 2024 Department of City Planning advisory memorandum. That guidance refines the City's application of CEQA thresholds of significance for construction noise and vibration and was developed precisely to address inconsistencies between regulatory noise limits and the realities of temporary construction activity in urban environments.

The CEQA analysis in the ND appropriately utilizes the 80 dBA Leq threshold identified in the City's 2024 adopted CEQA guidance as the relevant threshold for determining the potential for significant impacts on sensitive receptors. This threshold was not selected arbitrarily; it reflects Citywide policy deliberations that weighed community health, urban density, and environmental justice considerations, and was established to ensure consistency across all CEQA noise analyses conducted within the City of Los Angeles.

The suggestion that the ND does not acknowledge or analyze local construction noise regulations is also incorrect. The analysis incorporates construction equipment noise profiles based on FHWA data and models

noise levels using SoundPLAN under conservative assumptions—including simultaneous equipment operation at the nearest property line to residential uses. The modeled levels were then compared against the adopted CEQA threshold.

Furthermore, the legal premise that compliance with regulatory standards must be independently demonstrated to function as mitigation under CEQA is inapplicable here. CEQA does not require mitigation for impacts that are found to be less than significant in the first instance. In this case, the project is expected to comply with applicable municipal construction standards through standard conditions of approval, contract specifications, and active construction oversight by the City's Department of Building and Safety. The ND does not rely on regulatory compliance as a substitute for mitigation but is instead concluding—based on modeling and adopted thresholds—that the impacts are not significant.

In conclusion, the ND's approach is fully aligned with both the City's 2024 CEQA thresholds and with CEQA's requirements for a good faith, evidence-based impact determination. The suggestion that a failure to disclose or address LAMC §112.05 renders the ND deficient is inaccurate. The project's construction noise levels, even under conservative assumptions, are consistent with City-adopted CEQA thresholds and are expected to operate within the performance envelope established by applicable local regulations.

## 1.13 Response 13

The ND acknowledges that all mechanical equipment is required to comply with the City's Municipal Code Section 112.02, which prohibits noise from such equipment from causing an increase in ambient noise level of more than 5 dBA. Compliance with these regulatory standards ensures that noise levels generated by mechanical equipment do not exceed acceptable thresholds.

The LADBS reviews building permit applications to ensure that all proposed mechanical equipment complies with applicable noise regulations. As part of this review, project applicants are required to demonstrate that mechanical equipment is designed and installed in a manner that meets the City's Municipal Code. If necessary, additional noise attenuation measures, such as shielding, equipment selection, or placement adjustments, may be incorporated into project design to achieve compliance.

Since the Project is required to comply with the City's Municipal Code and will be subject to review during the plan check process, additional analysis in the ND is not required. The conclusion that impacts would be less than significant is based on enforceable regulatory standards, and compliance will be verified as part of the City's plan check process.

## 1.14 Response 14

Under existing conditions, approximately 120 truck/container trips occur per day, with modeled noise levels ranging from 57.1 dBA for medium-duty trucks to 62.4 dBA for heavy-duty trucks at 25 feet from the nearest sensitive receptor. The proposed project would add 40 truck/container trips per day, resulting in a total of 160. This increase corresponds to a projected noise level of 58.4 to 63.6 dBA at the same receptor distance,

depending on truck class. This maximum incremental increase of 1.3 dBA is well below the commonly used CEQA significance threshold of 5 dBA for operational noise. According to the ambient noise measurements provided in the ND, existing baseline noise levels already exceed 60 dBA due to industrial activity and transportation infrastructure in the area. Therefore, the additional truck activity would not cause a perceptible or significant change in the acoustic environment.

For purposes of this response, a supplemental analysis was conducted to simulate dock operations in their proposed location, adjacent to Drumm Avenue and behind the existing barrier wall, which was explicitly included in the model as a shielding feature. The supplemental SoundPLAN modeling specifically evaluated dock operations using a reference Sound Power Level (LwA) of 114.2 dB, which corresponds to the unloading of trailers via forklift—one of the loudest reasonably anticipated operational scenarios.

The results of the supplemental analysis show that noise levels at the nearest sensitive receptors are as follows: 60.9 dBA at Site 1, 60.1 dBA at Site 2, 56.3 dBA at Site 3, 54.4 dBA at Site 4, 48.9 dBA at Site 5, and 41.5 dBA at Site 6 (refer to **Attachment B**). None of these modeled noise levels represent an increase of 5 dBA or more above existing ambient conditions, the standard CEQA threshold for a potentially significant increase. Even at the closest receptor (Site 1), the modeled dock-related noise increase is below this level, demonstrating that the proposed dock relocation and extended operations into Saturday will not result in perceptible or significant increases in noise exposure.

In conclusion, the original and supplemental analyses demonstrate, using site-specific modeling and conservative assumptions, that noise from truck and dock operations will not result in a significant increase over ambient conditions. The ND's conclusion of a less than significant impact is supported by substantial evidence and complies fully with CEQA.

## 1.15 RESPONSE 15

The commenter's assertion that the City cannot lawfully approve the requested entitlements due to alleged "significant, unmitigated public health and environmental impacts" mischaracterizes both the scope of the proposed project and the thoroughness of the environmental review conducted under CEQA. As established in detailed responses to comments throughout this administrative record, the ND is supported by substantial evidence and appropriately concludes that the project will not result in significant environmental impacts.

With respect to air quality, the ND applies SCAQMD thresholds for both regional and localized impacts and models emissions using CalEEMod under conservative assumptions. Construction emissions fall well below applicable LSTs, which SCAQMD recognizes as the primary screening tool for evaluating short-term DPM exposure. Contrary to assertions in the comment, a HRA is not warranted per adopted SCAQMD guidance, and the application of emerging, non-final cumulative risk frameworks is not required under CEQA. The project's contribution to cumulative air quality impacts is likewise less than considerable, as explained in prior responses.

For noise, the ND uses SoundPLAN modeling with conservative input assumptions and incorporates both weekday ambient measurements and enforceable Environmental Protection Measures (EPMs) NV1-1 through NV1-6. As addressed in earlier responses, operational noise from truck traffic and loading dock activities, including during Saturday operations, would not exceed a 5 dBA increase above ambient at any sensitive receptor. Construction noise, modeled assuming simultaneous use of all major equipment types, remains below the City's adopted 80 dBA Leq threshold as formalized in the September 2024 Department of City Planning advisory memorandum. Supplemental analysis further confirmed that noise from dock operations does not exceed ambient levels in a manner that would result in a significant impact.

The ND also provides a reasoned, evidence-based assessment of all other CEQA-required resource areas and finds no potentially significant effects that remain unmitigated. Assertions of public health or welfare harm are not substantiated by expert opinion that meets CEQA's substantial evidence standard. Where alternative modeling was presented by commenters, those submissions either failed to account for design-level mitigation, applied unadopted or draft thresholds, or made assumptions inconsistent with the project description.

Regarding General Plan and Community Plan consistency, the commenter's claim of inconsistency with policies such as Air Quality Element Policy 1.3.1 or Noise Element Policies 2.2 ignores the fact that these policies are implemented through the environmental standards and thresholds applied in the ND. Since the ND demonstrates that the project complies with those standards and would not result in significant impacts, the project does not conflict with those policies. Moreover, the project includes design and operational features—such as noise shielding, equipment muffling, and truck routing controls—that reflect best practices in minimizing off-site effects and supporting community compatibility.

Finally, the entitlement findings required for the General Plan Amendment, Zone Change, Zoning Administrator Determination, Site Plan Review, and Waiver of Dedication and Improvements are not precluded by the ND's findings. There is no evidence that the project would degrade adjacent properties, pose a risk to public safety, or be inconsistent with the scale, character, or goals of the Wilmington – Harbor City Community Plan. To the contrary, the project facilitates improved logistics operations in a zone historically defined by industrial and goods movement uses, while incorporating environmental controls that mitigate potential externalities.

In conclusion, the ND demonstrates that the project's potential environmental impacts are less than significant. The City retains full discretion to make the required findings in support of the proposed entitlements based on substantial evidence in the record, consistent with CEQA, the General Plan, and all applicable policies.

## 1.16 RESPONSE 16

This comment concludes the letter. Refer to Response to Comment Nos. 1 through 14, above for issues raised by the commenter.

# ATTACHMENT A

## Supplemental CalEEMod Output Files

# KPAC (Operational) Detailed Report

## Table of Contents

# 1. Basic Project Information

## 1.1. Basic Project Information

| Data Field | Value |
|---|---|
| Project Name | KPAC (Operational) |
| Operational Year | 2026 |
| Lead Agency | — |
| Land Use Scale | Project/site |
| Analysis Level for Defaults | County |
| Windspeed (m/s) | 2.30 |
| Precipitation (days) | 16.0 |
| Location | 1420 Coil Ave, Wilmington, CA 90744, USA |
| County | Los Angeles-South Coast |
| City | Los Angeles |
| Air District | South Coast AQMD |
| Air Basin | South Coast |
| TAZ | 4611 |
| EDFZ | 16 |
| Electric Utility | Los Angeles Department of Water & Power |
| Gas Utility | Southern California Gas |
| App Version | 2022.1.1.29 |

## 1.2. Land Use Types

| Land Use Subtype | Size | Unit | Lot Acreage | Building Area (sq ft) | Landscape Area (sq ft) | Special Landscape Area (sq ft) | Population | Description |
|---|---|---|---|---|---|---|---|---|
| Refrigerated Warehouse-Rail | 282 | 1000sqft | 6.47 | 281,999 | 0.00 | — | — | — |

## 1.3. User-Selected Emission Reduction Measures by Emissions Sector

No measures selected

# 2. Emissions Summary

## 2.4. Operations Emissions Compared Against Thresholds

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Un/Mit. | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 12.5 | 11.3 | 22.3 | 39.9 | 0.14 | 0.66 | 5.65 | 6.31 | 0.62 | 1.47 | 2.09 | 268 | 25,349 | 25,617 | 28.7 | 1.84 | 7,545 | 34,428 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 10.3 | 9.31 | 22.8 | 26.2 | 0.13 | 0.64 | 5.65 | 6.29 | 0.61 | 1.47 | 2.07 | 268 | 25,130 | 25,398 | 28.7 | 1.85 | 7,516 | 34,183 |
| Average Daily (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 10.9 | 10.0 | 18.3 | 29.9 | 0.11 | 0.50 | 4.80 | 5.30 | 0.48 | 1.25 | 1.72 | 268 | 23,002 | 23,270 | 28.6 | 1.64 | 7,526 | 32,000 |
| Annual (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Unmit. | 1.99 | 1.83 | 3.34 | 5.46 | 0.02 | 0.09 | 0.88 | 0.97 | 0.09 | 0.23 | 0.31 | 44.3 | 3,808 | 3,853 | 4.73 | 0.27 | 1,246 | 5,298 |
| Exceeds (Daily Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Threshold | — | 55.0 | 55.0 | 550 | 150 | — | — | 150 | — | — | 55.0 | — | — | — | — | — | — | — |
| Unmit. | — | No | No | No | No | — | — | No | — | — | No | — | — | — | — | — | — | — |
| Exceeds (Average Daily) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Threshold | — | 55.0 | 55.0 | 550 | 150 | — | — | 150 | — | — | 55.0 | — | — | — | — | — | — | — |
| Unmit. | — | No | No | No | No | — | — | No | — | — | No | — | — | — | — | — | — | — |

## 2.5. Operations Emissions by Sector, Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Sector | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 2.04 | 1.36 | 12.3 | 18.6 | 0.11 | 0.14 | 5.65 | 5.79 | 0.13 | 1.47 | 1.60 | — | 12,163 | 12,163 | 0.66 | 1.43 | 29.2 | 12,634 |
| Area | 8.93 | 8.76 | 0.10 | 12.3 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 50.4 | 50.4 | < 0.005 | < 0.005 | — | 50.6 |
| Energy | 0.18 | 0.09 | 1.59 | 1.34 | 0.01 | 0.12 | — | 0.12 | 0.12 | — | 0.12 | — | 10,862 | 10,862 | 0.80 | 0.09 | — | 10,909 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 125 | 840 | 965 | 12.9 | 0.31 | — | 1,380 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 143 | 0.00 | 143 | 14.3 | 0.00 | — | 500 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 7,515 | 7,515 |
| Off-Road | 0.95 | 0.80 | 7.35 | 6.86 | 0.01 | 0.33 | — | 0.33 | 0.31 | — | 0.31 | — | 1,267 | 1,267 | 0.05 | 0.01 | — | 1,271 |
| Stationary | 0.36 | 0.33 | 0.92 | 0.84 | < 0.005 | 0.05 | 0.00 | 0.05 | 0.05 | 0.00 | 0.05 | 0.00 | 168 | 168 | 0.01 | < 0.005 | 0.00 | 168 |
| Total | 12.5 | 11.3 | 22.3 | 39.9 | 0.14 | 0.66 | 5.65 | 6.31 | 0.62 | 1.47 | 2.09 | 268 | 25,349 | 25,617 | 28.7 | 1.84 | 7,545 | 34,428 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 2.02 | 1.34 | 12.9 | 17.2 | 0.11 | 0.14 | 5.65 | 5.79 | 0.13 | 1.47 | 1.60 | — | 11,994 | 11,994 | 0.67 | 1.44 | 0.76 | 12,439 |
| Area | 6.75 | 6.75 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Energy | 0.18 | 0.09 | 1.59 | 1.34 | 0.01 | 0.12 | — | 0.12 | 0.12 | — | 0.12 | — | 10,862 | 10,862 | 0.80 | 0.09 | — | 10,909 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 125 | 840 | 965 | 12.9 | 0.31 | — | 1,380 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 143 | 0.00 | 143 | 14.3 | 0.00 | — | 500 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 7,515 | 7,515 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Off-Road | 0.95 | 0.80 | 7.35 | 6.86 | 0.01 | 0.33 | — | 0.33 | 0.31 | — | 0.31 | — | 1,267 | 1,267 | 0.05 | 0.01 | — | 1,271 |
| Stationary | 0.36 | 0.33 | 0.92 | 0.84 | < 0.005 | 0.05 | 0.00 | 0.05 | 0.05 | 0.00 | 0.05 | 0.00 | 168 | 168 | 0.01 | < 0.005 | 0.00 | 168 |
| Total | 10.3 | 9.31 | 22.8 | 26.2 | 0.13 | 0.64 | 5.65 | 6.29 | 0.61 | 1.47 | 2.07 | 268 | 25,130 | 25,398 | 28.7 | 1.85 | 7,516 | 34,183 |
| Average Daily | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 1.73 | 1.15 | 11.1 | 15.1 | 0.10 | 0.12 | 4.80 | 4.92 | 0.11 | 1.25 | 1.36 | — | 10,318 | 10,318 | 0.57 | 1.23 | 10.8 | 10,710 |
| Area | 8.25 | 8.13 | 0.07 | 8.40 | < 0.005 | 0.01 | — | 0.01 | 0.01 | — | 0.01 | — | 34.5 | 34.5 | < 0.005 | < 0.005 | — | 34.7 |
| Energy | 0.18 | 0.09 | 1.59 | 1.34 | 0.01 | 0.12 | — | 0.12 | 0.12 | — | 0.12 | — | 10,862 | 10,862 | 0.80 | 0.09 | — | 10,909 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 125 | 840 | 965 | 12.9 | 0.31 | — | 1,380 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 143 | 0.00 | 143 | 14.3 | 0.00 | — | 500 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 7,515 | 7,515 |
| Off-Road | 0.68 | 0.57 | 5.24 | 4.89 | 0.01 | 0.24 | — | 0.24 | 0.22 | — | 0.22 | — | 902 | 902 | 0.04 | 0.01 | — | 905 |
| Stationary | 0.10 | 0.09 | 0.25 | 0.23 | < 0.005 | 0.01 | 0.00 | 0.01 | 0.01 | 0.00 | 0.01 | 0.00 | 46.0 | 46.0 | < 0.005 | < 0.005 | 0.00 | 46.2 |
| Total | 10.9 | 10.0 | 18.3 | 29.9 | 0.11 | 0.50 | 4.80 | 5.30 | 0.48 | 1.25 | 1.72 | 268 | 23,002 | 23,270 | 28.6 | 1.64 | 7,526 | 32,000 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Mobile | 0.32 | 0.21 | 2.03 | 2.75 | 0.02 | 0.02 | 0.88 | 0.90 | 0.02 | 0.23 | 0.25 | — | 1,708 | 1,708 | 0.09 | 0.20 | 1.79 | 1,773 |
| Area | 1.50 | 1.48 | 0.01 | 1.53 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 5.72 | 5.72 | < 0.005 | < 0.005 | — | 5.74 |
| Energy | 0.03 | 0.02 | 0.29 | 0.24 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 1,798 | 1,798 | 0.13 | 0.02 | — | 1,806 |
| Water | — | — | — | — | — | — | — | — | — | — | — | 20.7 | 139 | 160 | 2.13 | 0.05 | — | 228 |
| Waste | — | — | — | — | — | — | — | — | — | — | — | 23.7 | 0.00 | 23.7 | 2.36 | 0.00 | — | 82.8 |
| Refrig. | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,244 | 1,244 |
| Off-Road | 0.12 | 0.10 | 0.96 | 0.89 | < 0.005 | 0.04 | — | 0.04 | 0.04 | — | 0.04 | — | 149 | 149 | 0.01 | < 0.005 | — | 150 |
| Stationary | 0.02 | 0.02 | 0.05 | 0.04 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 7.62 | 7.62 | < 0.005 | < 0.005 | 0.00 | 7.64 |
| Total | 1.99 | 1.83 | 3.34 | 5.46 | 0.02 | 0.09 | 0.88 | 0.97 | 0.09 | 0.23 | 0.31 | 44.3 | 3,808 | 3,853 | 4.73 | 0.27 | 1,246 | 5,298 |

# 4. Operations Emissions Details

## 4.1. Mobile Emissions by Land Use

### 4.1.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Refrigerated Warehouse-Rail | 2.04 | 1.36 | 12.3 | 18.6 | 0.11 | 0.14 | 5.65 | 5.79 | 0.13 | 1.47 | 1.60 | — | 12,163 | 12,163 | 0.66 | 1.43 | 29.2 | 12,634 |
| Total | 2.04 | 1.36 | 12.3 | 18.6 | 0.11 | 0.14 | 5.65 | 5.79 | 0.13 | 1.47 | 1.60 | — | 12,163 | 12,163 | 0.66 | 1.43 | 29.2 | 12,634 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Refrigerated Warehouse-Rail | 2.02 | 1.34 | 12.9 | 17.2 | 0.11 | 0.14 | 5.65 | 5.79 | 0.13 | 1.47 | 1.60 | — | 11,994 | 11,994 | 0.67 | 1.44 | 0.76 | 12,439 |
| Total | 2.02 | 1.34 | 12.9 | 17.2 | 0.11 | 0.14 | 5.65 | 5.79 | 0.13 | 1.47 | 1.60 | — | 11,994 | 11,994 | 0.67 | 1.44 | 0.76 | 12,439 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Refrigerated Warehouse-Rail | 0.32 | 0.21 | 2.03 | 2.75 | 0.02 | 0.02 | 0.88 | 0.90 | 0.02 | 0.23 | 0.25 | — | 1,708 | 1,708 | 0.09 | 0.20 | 1.79 | 1,773 |
| Total | 0.32 | 0.21 | 2.03 | 2.75 | 0.02 | 0.02 | 0.88 | 0.90 | 0.02 | 0.23 | 0.25 | — | 1,708 | 1,708 | 0.09 | 0.20 | 1.79 | 1,773 |

## 4.2. Energy

### 4.2.1. Electricity Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Refrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | — | 8,959 | 8,959 | 0.63 | 0.09 | — | 9,002 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 8,959 | 8,959 | 0.63 | 0.09 | — | 9,002 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Refrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | — | 8,959 | 8,959 | 0.63 | 0.09 | — | 9,002 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 8,959 | 8,959 | 0.63 | 0.09 | — | 9,002 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Refrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | — | 1,483 | 1,483 | 0.11 | 0.01 | — | 1,490 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | 1,483 | 1,483 | 0.11 | 0.01 | — | 1,490 |

### 4.2.3. Natural Gas Emissions By Land Use - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Refriger Warehouse-Rail | 0.18 | 0.09 | 1.59 | 1.34 | 0.01 | 0.12 | — | 0.12 | 0.12 | — | 0.12 | — | 1,902 | 1,902 | 0.17 | < 0.005 | — | 1,908 |
| Total | 0.18 | 0.09 | 1.59 | 1.34 | 0.01 | 0.12 | — | 0.12 | 0.12 | — | 0.12 | — | 1,902 | 1,902 | 0.17 | < 0.005 | — | 1,908 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Refrigerated Warehouse-Rail | 0.18 | 0.09 | 1.59 | 1.34 | 0.01 | 0.12 | — | 0.12 | 0.12 | — | 0.12 | — | 1,902 | 1,902 | 0.17 | < 0.005 | — | 1,908 |
| Total | 0.18 | 0.09 | 1.59 | 1.34 | 0.01 | 0.12 | — | 0.12 | 0.12 | — | 0.12 | — | 1,902 | 1,902 | 0.17 | < 0.005 | — | 1,908 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Refrigerated Warehouse-Rail | 0.03 | 0.02 | 0.29 | 0.24 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 315 | 315 | 0.03 | < 0.005 | — | 316 |
| Total | 0.03 | 0.02 | 0.29 | 0.24 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 315 | 315 | 0.03 | < 0.005 | — | 316 |

## 4.3. Area Emissions by Source

### 4.3.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Source | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 6.03 | 6.03 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.72 | 0.72 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Landscape | 2.18 | 2.01 | 0.10 | 12.3 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 50.4 | 50.4 | < 0.005 | < 0.005 | — | 50.6 |
| Total | 8.93 | 8.76 | 0.10 | 12.3 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 50.4 | 50.4 | < 0.005 | < 0.005 | — | 50.6 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 6.03 | 6.03 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.72 | 0.72 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | 6.75 | 6.75 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Consumer Products | 1.10 | 1.10 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Architectural Coatings | 0.13 | 0.13 | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Landscape Equipment | 0.27 | 0.25 | 0.01 | 1.53 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 5.72 | 5.72 | < 0.005 | < 0.005 | — | 5.74 |
| Total | 1.50 | 1.48 | 0.01 | 1.53 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 5.72 | 5.72 | < 0.005 | < 0.005 | — | 5.74 |

## 4.4. Water Emissions by Land Use

### 4.4.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Refrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 125 | 840 | 965 | 12.9 | 0.31 | — | 1,380 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 125 | 840 | 965 | 12.9 | 0.31 | — | 1,380 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Refrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 125 | 840 | 965 | 12.9 | 0.31 | — | 1,380 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 125 | 840 | 965 | 12.9 | 0.31 | — | 1,380 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Refrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 20.7 | 139 | 160 | 2.13 | 0.05 | — | 228 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 20.7 | 139 | 160 | 2.13 | 0.05 | — | 228 |

## 4.5. Waste Emissions by Land Use

### 4.5.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Refrigerated | — | — | — | — | — | — | — | — | — | — | — | 143 | 0.00 | 143 | 14.3 | 0.00 | — | 500 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 143 | 0.00 | 143 | 14.3 | 0.00 | — | 500 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Refrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 143 | 0.00 | 143 | 14.3 | 0.00 | — | 500 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 143 | 0.00 | 143 | 14.3 | 0.00 | — | 500 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Refrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | 23.7 | 0.00 | 23.7 | 2.36 | 0.00 | — | 82.8 |
| Total | — | — | — | — | — | — | — | — | — | — | — | 23.7 | 0.00 | 23.7 | 2.36 | 0.00 | — | 82.8 |

## 4.6. Refrigerant Emissions by Land Use

### 4.6.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Refrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 7,515 | 7,515 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 7,515 | 7,515 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Refriger Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 7,515 | 7,515 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 7,515 | 7,515 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Refrigerated Warehouse-Rail | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,244 | 1,244 |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | 1,244 | 1,244 |

## 4.7. Offroad Emissions By Equipment Type

### 4.7.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Forklifts | 0.08 | 0.07 | 0.68 | 1.04 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 152 | 152 | 0.01 | < 0.005 | — | 153 |
| Rubber Tired Dozers | 0.82 | 0.69 | 6.26 | 5.29 | 0.01 | 0.28 | — | 0.28 | 0.25 | — | 0.25 | — | 1,034 | 1,034 | 0.04 | 0.01 | — | 1,038 |
| Other Construction Equipment | 0.05 | 0.04 | 0.42 | 0.53 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 80.1 | 80.1 | < 0.005 | < 0.005 | — | 80.4 |
| Total | 0.95 | 0.80 | 7.35 | 6.86 | 0.01 | 0.33 | — | 0.33 | 0.31 | — | 0.31 | — | 1,267 | 1,267 | 0.05 | 0.01 | — | 1,271 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Forklifts | 0.08 | 0.07 | 0.68 | 1.04 | < 0.005 | 0.03 | — | 0.03 | 0.03 | — | 0.03 | — | 152 | 152 | 0.01 | < 0.005 | — | 153 |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Rubber Tired Dozers | 0.82 | 0.69 | 6.26 | 5.29 | 0.01 | 0.28 | — | 0.28 | 0.25 | — | 0.25 | — | 1,034 | 1,034 | 0.04 | 0.01 | — | 1,038 |
| Other Construction Equipment | 0.05 | 0.04 | 0.42 | 0.53 | < 0.005 | 0.02 | — | 0.02 | 0.02 | — | 0.02 | — | 80.1 | 80.1 | < 0.005 | < 0.005 | — | 80.4 |
| Total | 0.95 | 0.80 | 7.35 | 6.86 | 0.01 | 0.33 | — | 0.33 | 0.31 | — | 0.31 | — | 1,267 | 1,267 | 0.05 | 0.01 | — | 1,271 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Forklifts | 0.01 | 0.01 | 0.09 | 0.13 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 18.0 | 18.0 | < 0.005 | < 0.005 | — | 18.0 |
| Rubber Tired Dozers | 0.11 | 0.09 | 0.81 | 0.69 | < 0.005 | 0.04 | — | 0.04 | 0.03 | — | 0.03 | — | 122 | 122 | < 0.005 | < 0.005 | — | 122 |
| Other Construction Equipment | 0.01 | 0.01 | 0.05 | 0.07 | < 0.005 | < 0.005 | — | < 0.005 | < 0.005 | — | < 0.005 | — | 9.45 | 9.45 | < 0.005 | < 0.005 | — | 9.48 |
| Total | 0.12 | 0.10 | 0.96 | 0.89 | < 0.005 | 0.04 | — | 0.04 | 0.04 | — | 0.04 | — | 149 | 149 | 0.01 | < 0.005 | — | 150 |

## 4.8. Stationary Emissions By Equipment Type

### 4.8.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fire Pump | 0.36 | 0.33 | 0.92 | 0.84 | < 0.005 | 0.05 | 0.00 | 0.05 | 0.05 | 0.00 | 0.05 | 0.00 | 168 | 168 | 0.01 | < 0.005 | 0.00 | 168 |
| Total | 0.36 | 0.33 | 0.92 | 0.84 | < 0.005 | 0.05 | 0.00 | 0.05 | 0.05 | 0.00 | 0.05 | 0.00 | 168 | 168 | 0.01 | < 0.005 | 0.00 | 168 |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fire Pump | 0.36 | 0.33 | 0.92 | 0.84 | < 0.005 | 0.05 | 0.00 | 0.05 | 0.05 | 0.00 | 0.05 | 0.00 | 168 | 168 | 0.01 | < 0.005 | 0.00 | 168 |
| Total | 0.36 | 0.33 | 0.92 | 0.84 | < 0.005 | 0.05 | 0.00 | 0.05 | 0.05 | 0.00 | 0.05 | 0.00 | 168 | 168 | 0.01 | < 0.005 | 0.00 | 168 |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Fire Pump | 0.02 | 0.02 | 0.05 | 0.04 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 7.62 | 7.62 | < 0.005 | < 0.005 | 0.00 | 7.64 |
| Total | 0.02 | 0.02 | 0.05 | 0.04 | < 0.005 | < 0.005 | 0.00 | < 0.005 | < 0.005 | 0.00 | < 0.005 | 0.00 | 7.62 | 7.62 | < 0.005 | < 0.005 | 0.00 | 7.64 |

## 4.9. User Defined Emissions By Equipment Type

### 4.9.1. Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Equipment Type | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

## 4.10. Soil Carbon Accumulation By Vegetation Type

### 4.10.1. Soil Carbon Accumulation By Vegetation Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Vegetation | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.10.2. Above and Belowground Carbon Accumulation by Land Use Type - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Land Use | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Total | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

### 4.10.3. Avoided and Sequestered Emissions by Species - Unmitigated

Criteria Pollutants (lb/day for daily, ton/yr for annual) and GHGs (lb/day for daily, MT/yr for annual)

| Species | TOG | ROG | NOx | CO | SO2 | PM10E | PM10D | PM10T | PM2.5E | PM2.5D | PM2.5T | BCO2 | NBCO2 | CO2T | CH4 | N2O | R | CO2e |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Daily, Summer (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

| | | | | | | | | | | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Daily, Winter (Max) | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Annual | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Avoided | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Sequestered | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Removed | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| Subtotal | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |
| — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — | — |

# 5. Activity Data

## 5.9. Operational Mobile Sources

### 5.9.1. Unmitigated

| Land Use Type | Trips/Weekday | Trips/Saturday | Trips/Sunday | Trips/Year | VMT/Weekday | VMT/Saturday | VMT/Sunday | VMT/Year |
|---|---|---|---|---|---|---|---|---|
| Refrigerated Warehouse-Rail | 733 | 733 | 0.00 | 229,386 | 7,275 | 7,275 | 0.00 | 2,276,180 |

## 5.10. Operational Area Sources

### 5.10.1. Hearths

#### 5.10.1.1. Unmitigated

### 5.10.2. Architectural Coatings

| Residential Interior Area Coated (sq ft) | Residential Exterior Area Coated (sq ft) | Non-Residential Interior Area Coated (sq ft) | Non-Residential Exterior Area Coated (sq ft) | Parking Area Coated (sq ft) |
|---|---|---|---|---|
| 0 | 0.00 | 422,999 | 141,000 | — |

### 5.10.3. Landscape Equipment

| Season | Unit | Value |
|---|---|---|
| Snow Days | day/yr | 0.00 |
| Summer Days | day/yr | 250 |

## 5.11. Operational Energy Consumption

### 5.11.1. Unmitigated

Electricity (kWh/yr) and CO2 and CH4 and N2O and Natural Gas (kBTU/yr)

| Land Use | Electricity (kWh/yr) | CO2 | CH4 | N2O | Natural Gas (kBTU/yr) |
|---|---|---|---|---|---|
| Refrigerated Warehouse-Rail | 4,736,467 | 690 | 0.0489 | 0.0069 | 5,936,212 |

## 5.12. Operational Water and Wastewater Consumption

### 5.12.1. Unmitigated

| Land Use | Indoor Water (gal/year) | Outdoor Water (gal/year) |
|---|---|---|
| Refrigerated Warehouse-Rail | 65,212,269 | 0.00 |

## 5.13. Operational Waste Generation

### 5.13.1. Unmitigated

| Land Use | Waste (ton/year) | Cogeneration (kWh/year) |
|---|---|---|
| Refrigerated Warehouse-Rail | 265 | — |

## 5.14. Operational Refrigeration and Air Conditioning Equipment

### 5.14.1. Unmitigated

| Land Use Type | Equipment Type | Refrigerant | GWP | Quantity (kg) | Operations Leak Rate | Service Leak Rate | Times Serviced |
|---|---|---|---|---|---|---|---|
| Refrigerated Warehouse-Rail | Cold storage | R-404A | 3,922 | 7.50 | 7.50 | 7.50 | 25.0 |

## 5.15. Operational Off-Road Equipment

### 5.15.1. Unmitigated

| Equipment Type | Fuel Type | Engine Tier | Number per Day | Hours Per Day | Horsepower | Load Factor |
|---|---|---|---|---|---|---|
| Forklifts | Diesel | Average | 1.00 | 8.00 | 82.0 | 0.20 |
| Rubber Tired Dozers | Diesel | Average | 1.00 | 6.00 | 367 | 0.40 |

| | | | | | | |
|---|---|---|---|---|---|---|
| Other Construction Equipment | Diesel | Average | 1.00 | 2.00 | 82.0 | 0.42 |

## 5.16. Stationary Sources

### 5.16.1. Emergency Generators and Fire Pumps

| Equipment Type | Fuel Type | Number per Day | Hours per Day | Hours per Year | Horsepower | Load Factor |
|---|---|---|---|---|---|---|
| Fire Pump | Diesel | 1.00 | 1.00 | 100 | 200 | 0.73 |

### 5.16.2. Process Boilers

| Equipment Type | Fuel Type | Number | Boiler Rating (MMBtu/hr) | Daily Heat Input (MMBtu/day) | Annual Heat Input (MMBtu/yr) |
|---|---|---|---|---|---|

## 5.17. User Defined

| Equipment Type | Fuel Type |
|---|---|

## 5.18. Vegetation

### 5.18.1. Land Use Change

#### 5.18.1.1. Unmitigated

| Vegetation Land Use Type | Vegetation Soil Type | Initial Acres | Final Acres |
|---|---|---|---|

### 5.18.1. Biomass Cover Type

#### 5.18.1.1. Unmitigated

| Biomass Cover Type | Initial Acres | Final Acres |
|---|---|---|

### 5.18.2. Sequestration

#### 5.18.2.1. Unmitigated

| Tree Type | Number | Electricity Saved (kWh/year) | Natural Gas Saved (btu/year) |
|---|---|---|---|

# 6. Climate Risk Detailed Report

## 6.1. Climate Risk Summary

Cal-Adapt midcentury 2040–2059 average projections for four hazards are reported below for your project location. These are under Representation Concentration Pathway (RCP) 8.5 which assumes GHG emissions will continue to rise strongly through 2050 and then plateau around 2100.

| Climate Hazard | Result for Project Location | Unit |
|---|---|---|
| Temperature and Extreme Heat | 6.24 | annual days of extreme heat |
| Extreme Precipitation | 4.10 | annual days with precipitation above 20 mm |
| Sea Level Rise | — | meters of inundation depth |
| Wildfire | 0.00 | annual hectares burned |

Temperature and Extreme Heat data are for grid cell in which your project are located. The projection is based on the 98th historical percentile of daily maximum/minimum temperatures from observed historical data (32 climate model ensemble from Cal-Adapt, 2040–2059 average under RCP 8.5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Extreme Precipitation data are for the grid cell in which your project are located. The threshold of 20 mm is equivalent to about ¾ an inch of rain, which would be light to moderate rainfall if received over a full day or heavy rain if received over a period of 2 to 4 hours. Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.
Sea Level Rise data are for the grid cell in which your project are located. The projections are from Radke et al. (2017), as reported in Cal-Adapt (Radke et al., 2017, CEC-500-2017-008), and consider inundation location and depth for the San Francisco Bay, the Sacramento-San Joaquin River Delta and California coast resulting different increments of sea level rise coupled with extreme storm events. Users may select from four scenarios to view the range in potential inundation depth for the grid cell. The four scenarios are: No rise, 0.5 meter, 1.0 meter, 1.41 meters
Wildfire data are for the grid cell in which your project are located. The projections are from UC Davis, as reported in Cal-Adapt (2040–2059 average under RCP 8.5), and consider historical data of climate, vegetation, population density, and large (> 400 ha) fire history. Users may select from four model simulations to view the range in potential wildfire probabilities for the grid cell. The four simulations make different assumptions about expected rainfall and temperature are: Warmer/drier (HadGEM2-ES), Cooler/wetter (CNRM-CM5), Average conditions (CanESM2), Range of different rainfall and temperature possibilities (MIROC5). Each grid cell is 6 kilometers (km) by 6 km, or 3.7 miles (mi) by 3.7 mi.

## 6.2. Initial Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | N/A | N/A | N/A | N/A |
| Wildfire | N/A | N/A | N/A | N/A |

| | | | | |
|---|---|---|---|---|
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores do not include implementation of climate risk reduction measures.

## 6.3. Adjusted Climate Risk Scores

| Climate Hazard | Exposure Score | Sensitivity Score | Adaptive Capacity Score | Vulnerability Score |
|---|---|---|---|---|
| Temperature and Extreme Heat | N/A | N/A | N/A | N/A |
| Extreme Precipitation | N/A | N/A | N/A | N/A |
| Sea Level Rise | N/A | N/A | N/A | N/A |
| Wildfire | N/A | N/A | N/A | N/A |
| Flooding | N/A | N/A | N/A | N/A |
| Drought | N/A | N/A | N/A | N/A |
| Snowpack Reduction | N/A | N/A | N/A | N/A |
| Air Quality Degradation | N/A | N/A | N/A | N/A |

The sensitivity score reflects the extent to which a project would be adversely affected by exposure to a climate hazard. Exposure is rated on a scale of 1 to 5, with a score of 5 representing the greatest exposure.
The adaptive capacity of a project refers to its ability to manage and reduce vulnerabilities from projected climate hazards. Adaptive capacity is rated on a scale of 1 to 5, with a score of 5 representing the greatest ability to adapt.
The overall vulnerability scores are calculated based on the potential impacts and adaptive capacity assessments for each hazard. Scores include implementation of climate risk reduction measures.

## 6.4. Climate Risk Reduction Measures

# 7. Health and Equity Details

## 7.1. CalEnviroScreen 4.0 Scores

The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---|---|
| Exposure Indicators | — |
| AQ-Ozone | 20.8 |
| AQ-PM | 67.5 |
| AQ-DPM | 83.5 |
| Drinking Water | 42.4 |
| Lead Risk Housing | 94.8 |
| Pesticides | 21.1 |
| Toxic Releases | 99.3 |
| Traffic | 66.0 |
| Effect Indicators | — |
| CleanUp Sites | 59.4 |
| Groundwater | 56.3 |
| Haz Waste Facilities/Generators | 97.3 |
| Impaired Water Bodies | 0.00 |
| Solid Waste | 90.1 |
| Sensitive Population | — |
| Asthma | 83.0 |
| Cardio-vascular | 92.8 |
| Low Birth Weights | 62.1 |
| Socioeconomic Factor Indicators | — |
| Education | 96.2 |
| Housing | 93.9 |
| Linguistic | 59.8 |
| Poverty | 78.3 |
| Unemployment | 79.7 |

## 7.2. Healthy Places Index Scores

The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

| Indicator | Result for Project Census Tract |
|---|---|
| Economic | — |
| Above Poverty | 17.65687155 |
| Employed | 57.44899269 |
| Median HI | 28.24329526 |
| Education | — |
| Bachelor's or higher | 4.157577313 |
| High school enrollment | 100 |
| Preschool enrollment | 37.79032465 |
| Transportation | — |
| Auto Access | 37.4566919 |
| Active commuting | 59.00166816 |
| Social | — |
| 2-parent households | 11.81829847 |
| Voting | 28.74374439 |
| Neighborhood | — |
| Alcohol availability | 21.57064032 |
| Park access | 26.22866675 |
| Retail density | 56.79455922 |
| Supermarket access | 7.76337739 |
| Tree canopy | 26.97292442 |
| Housing | — |
| Homeownership | 38.90671115 |
| Housing habitability | 11.48466573 |
| Low-inc homeowner severe housing cost burden | 33.64557937 |
| Low-inc renter severe housing cost burden | 26.31849095 |

| | |
|---|---|
| Uncrowded housing | 2.977030669 |
| Health Outcomes | — |
| Insured adults | 11.54882587 |
| Arthritis | 68.4 |
| Asthma ER Admissions | 21.3 |
| High Blood Pressure | 69.1 |
| Cancer (excluding skin) | 89.7 |
| Asthma | 23.6 |
| Coronary Heart Disease | 37.1 |
| Chronic Obstructive Pulmonary Disease | 40.0 |
| Diagnosed Diabetes | 13.1 |
| Life Expectancy at Birth | 11.0 |
| Cognitively Disabled | 50.3 |
| Physically  Disabled | 45.1 |
| Heart Attack ER Admissions | 21.1 |
| Mental Health Not Good | 13.3 |
| Chronic Kidney Disease | 14.8 |
| Obesity | 12.4 |
| Pedestrian Injuries | 67.4 |
| Physical Health Not Good | 12.4 |
| Stroke | 34.3 |
| Health Risk Behaviors | — |
| Binge Drinking | 54.2 |
| Current Smoker | 20.8 |
| No Leisure Time for Physical Activity | 15.9 |
| Climate Change Exposures | — |
| Wildfire Risk | 0.0 |
| SLR Inundation Area | 0.0 |

| | |
|---|---|
| Children | 17.1 |
| Elderly | 76.6 |
| English Speaking | 16.2 |
| Foreign-born | 79.0 |
| Outdoor Workers | 28.5 |
| Climate Change Adaptive Capacity | — |
| Impervious Surface Cover | 10.6 |
| Traffic Density | 54.5 |
| Traffic Access | 87.4 |
| Other Indices | — |
| Hardship | 93.8 |
| Other Decision Support | — |
| 2016 Voting | 5.7 |

## 7.3. Overall Health & Equity Scores

| Metric | Result for Project Census Tract |
|---|---|
| CalEnviroScreen 4.0 Score for Project Location (a) | 97.0 |
| Healthy Places Index Score for Project Location (b) | 20.0 |
| Project Located in a Designated Disadvantaged Community (Senate Bill 535) | Yes |
| Project Located in a Low-Income Community (Assembly Bill 1550) | Yes |
| Project Located in a Community Air Protection Program Community (Assembly Bill 617) | Wilmington Long Beach Carson |

a: The maximum CalEnviroScreen score is 100. A high score (i.e., greater than 50) reflects a higher pollution burden compared to other census tracts in the state.
b: The maximum Health Places Index score is 100. A high score (i.e., greater than 50) reflects healthier community conditions compared to other census tracts in the state.

## 7.4. Health & Equity Measures

No Health & Equity Measures selected.

## 7.5. Evaluation Scorecard

Health & Equity Evaluation Scorecard not completed.

### 7.6. Health & Equity Custom Measures

No Health & Equity Custom Measures created.

## 8. User Changes to Default Data

| Screen | Justification |
|---|---|
| Operations: Vehicle Data | According to the Transportation Study Assessment Referral Form, based on 679 daily trips for the proposed land use |
| Operations: Fleet Mix | Employee trips account for approximately 34 percent of total daily trips. Truck trips account of approximately 66 percent and divided evenly between medium and heavy duty trucks for a conservative assessment |
| Operations: Off-Road Equipment | Conservatively assuming the use of a fork lift, dozer and other equipment during operation. |

# ATTACHMENT A

## Supplemental SoundPLAN Output Sheets - Loading Dock

# KPAC Cold Storage Expansion
# Contribution spectra - Loading Dock

| Time slice | Source | Sum dB(A) | 63Hz dB(A) | 125Hz dB(A) | 250Hz dB(A) | 500Hz dB(A) | 1kHz dB(A) | 2kHz dB(A) | 4kHz dB(A) | 8kHz dB(A) | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| Receiver Site 1 Fl G Leq-1hour dB(A) Leq-1hour 60.9 dB(A) | | | | | | | | | | | |
| Leq-1hour | Dock Operation | 35.2 | 26.4 | 25.6 | 26.1 | 28.4 | 29.1 | 27.0 | 17.4 | -10.7 | |
| Leq-1hour | Dock Operation | 60.9 | 39.0 | 42.4 | 43.8 | 47.2 | 54.8 | 58.0 | 52.6 | 35.3 | |
| Receiver Site 2 Fl G Leq-1hour dB(A) Leq-1hour 55.9 dB(A) | | | | | | | | | | | |
| Leq-1hour | Dock Operation | 33.5 | 24.3 | 23.3 | 24.2 | 26.4 | 28.3 | 25.5 | 12.6 | -24.3 | |
| Leq-1hour | Dock Operation | 55.8 | 37.7 | 40.5 | 42.5 | 46.1 | 51.2 | 51.6 | 44.8 | 26.1 | |
| Receiver Site 2 Fl F2 Leq-1hour dB(A) Leq-1hour 60.1 dB(A) | | | | | | | | | | | |
| Leq-1hour | Dock Operation | 34.2 | 24.0 | 24.0 | 25.0 | 27.1 | 29.2 | 26.7 | 12.9 | -24.2 | |
| Leq-1hour | Dock Operation | 60.1 | 39.3 | 42.2 | 44.3 | 46.7 | 54.7 | 56.9 | 51.5 | 36.1 | |
| Receiver Site 3 Fl G Leq-1hour dB(A) Leq-1hour 56.3 dB(A) | | | | | | | | | | | |
| Leq-1hour | Dock Operation | 32.1 | 22.5 | 21.6 | 22.5 | 25.8 | 27.1 | 23.8 | 7.6 | -39.8 | |
| Leq-1hour | Dock Operation | 56.3 | 38.4 | 41.2 | 43.0 | 46.7 | 51.7 | 52.1 | 45.0 | 26.4 | |
| Receiver Site 4 Fl G Leq-1hour dB(A) Leq-1hour 54.4 dB(A) | | | | | | | | | | | |
| Leq-1hour | Dock Operation | 27.2 | 18.8 | 17.2 | 17.9 | 21.1 | 21.5 | 18.0 | 1.1 | -54.6 | |
| Leq-1hour | Dock Operation | 54.4 | 36.1 | 38.6 | 40.7 | 44.1 | 48.8 | 51.0 | 44.1 | 24.6 | |
| Receiver Site 5 Fl G Leq-1hour dB(A) Leq-1hour 41.0 dB(A) | | | | | | | | | | | |
| Leq-1hour | Dock Operation | 29.3 | 20.7 | 19.4 | 19.9 | 22.2 | 22.9 | 22.4 | 11.8 | -23.5 | |
| Leq-1hour | Dock Operation | 40.7 | 25.7 | 25.9 | 27.2 | 29.7 | 35.2 | 37.6 | 27.9 | 1.5 | |
| Receiver Site 5 Fl F2 Leq-1hour dB(A) Leq-1hour 48.9 dB(A) | | | | | | | | | | | |
| Leq-1hour | Dock Operation | 33.4 | 24.4 | 24.1 | 24.7 | 26.9 | 27.6 | 24.8 | 12.3 | -23.5 | |
| Leq-1hour | Dock Operation | 48.7 | 31.0 | 33.1 | 35.2 | 36.3 | 43.8 | 45.4 | 36.8 | 9.4 | |
| Receiver Site 6 Fl G Leq-1hour dB(A) Leq-1hour 38.1 dB(A) | | | | | | | | | | | |
| Leq-1hour | Dock Operation | 28.1 | 20.2 | 18.9 | 19.5 | 21.7 | 21.8 | 18.4 | 1.9 | -50.6 | |
| Leq-1hour | Dock Operation | 37.7 | 25.4 | 25.3 | 25.5 | 27.9 | 33.4 | 32.7 | 21.4 | -12.5 | |
| Receiver Site 6 Fl F2 Leq-1hour dB(A) Leq-1hour 41.5 dB(A) | | | | | | | | | | | |
| Leq-1hour | Dock Operation | 28.6 | 20.0 | 19.3 | 20.1 | 22.3 | 22.5 | 19.2 | 1.9 | -50.7 | |
| Leq-1hour | Dock Operation | 41.3 | 27.1 | 28.4 | 29.6 | 31.1 | 36.8 | 37.0 | 25.3 | -9.9 | |