ILWU Local 13 Dispatch Hall Project

ADP No. 070322-054

Final Initial Study/Mitigated Negative Declaration

SCH# 2011041057

Prepared For:

Los Angeles City Harbor Department
Environmental Management Division
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May 12, 2011

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1.0 INTRODUCTION

The City of Los Angeles Harbor Department (LAHD) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) to address the environmental effects of the International Longshore and Warehouse Union (ILWU) Local 13 Dispatch Hall Project (hereafter "proposed project"). The primary goal of the proposed project is to accommodate current and anticipated needs of the ILWU by providing a meeting space and administrative offices for dispatching longshore workers to cargo terminals within the Ports of Los Angeles and Long Beach.

The existing ILWU Local 13 Dispatch Hall operates out of a 9,188 square foot building in an industrial/commercial neighborhood located at 343 Broad Street in the community of Wilmington. The existing ILWU Local 13 Dispatch Hall has a total occupancy of 916 people (885 people on the dispatch floor). Parking for the operation consists of a dedicated on-site lot (49 spaces), off-site parking in eight nearby parking lots (596 spaces), and street parking.

The proposed project involves site preparation activities and construction of a two-storied steel framed 32,565 square foot ILWU Local 13 Dispatch Hall to provide a meeting space and administrative offices for dispatching longshore workers to cargo terminals within the Ports of Los Angeles and Long Beach. The proposed ILWU Local 13 Dispatch Hall would have a total occupancy of 2,962 (2,307 on the dispatch floor). The proposed project would include construction of a dedicated on-site parking lot (812 spaces) with outdoor lighting, which would be enclosed by a 6-foot metal fence and parking lot entrances secured by 6 foot-high rolling gates. As a related project, the proposed project would construct improvements for a future bike path along Alameda and Anaheim Streets.

The project site is located on LAHD-owned property, approximately 0.5 miles east of the existing ILWU Dispatch Hall. Located at 1500 E. Anaheim Street, the project site consists of a paved triangular 9.15-acre site within a larger vacant paved area totaling 62 acres in size. The project site is identified as Los Angeles County Assessor's Parcel Number (APN) 7440-001-912. The site is within the Port of Los Angeles Community Plan area in the City of Los Angeles, which is adjacent to the communities of San Pedro and Wilmington, and approximately 20 miles south of downtown Los Angeles. The site is generally bounded on the north by Anaheim Street, Alameda Boulevard on the west, and Port of Los Angeles property to the east and south. Access to and from the project site is provided by a network of freeways and arterial routes. The freeway network consists of the Harbor Freeway (I-110), the Long Beach Freeway (I-710), the San Diego Freeway (I-405), and the Terminal Island Freeway (SR-103/SR-

47), while the arterial street network that serves the proposed Project area includes Alameda Street, Anaheim Street, Harry Bridges Boulevard, and Henry Ford Avenue.

1.1 CEQA PROCESS

This document has been prepared in accordance with the California Environmental Quality Act (CEQA), Public Resources Code Section 21000 *et.seq*. and the State CEQA Guidelines, California Code of Regulations (CCR) Section 15000 *et.seq*. One of the main objectives of CEQA is to disclose to the public and decision-makers the potential environmental effects of proposed activities. CEQA requires that the potential environmental effects of a project be evaluated prior to implementation. This IS/MND includes a discussion on the proposed project's effects on the existing environment, including the identification of avoidance, minimization, and mitigation measures.

Under CEQA, the Lead Agency is the public agency with primary responsibility over approval of a proposed project. Pursuant to Section 15367, the CEQA Lead Agency for the proposed project is the LAHD. LAHD has directed the preparation of an environmental document that complies with CEQA. LAHD will consider the information in this document when determining whether or not to approve the proposed use of LAHD property, including whether to issue a permit and enter into a lease with Pacific Maritime Association (project Applicant).

The preparation of initial studies is guided by Section 15063 of the State CEQA Guidelines; whereas Sections 15070–15075 guide the process for the preparation of a Negative or Mitigated Negative Declaration. Where appropriate and supportive to an understanding of the issues, reference will be made to the statute, the State CEQA Guidelines, or appropriate case law.

This IS/MND meets CEQA content requirements by including a project description; a description of the environmental setting, potential environmental impacts, and mitigation measures for any significant effects; discussion of consistency with plans and policies; and names of the document preparers.

In accordance with the CEQA statutes and Guidelines, the IS/MND is being circulated for a period of 21 days for public review and comment. The public review period for this IS/MND is scheduled to begin on April 18 2011, and will conclude on May 9, 2011. The IS/MND has specifically been distributed to interested or involved public agencies, organizations, and private individuals for review. The IS/MND was made available for general public review at the following locations:

- Los Angeles Harbor Department Environmental Management Division at 425 S. Palos Verdes Street, San Pedro, CA 90731;
- Los Angeles City Library, San Pedro Branch at 931 S. Gaffey Street, San Pedro, CA 90731; and
- Los Angeles City Library, Wilmington Branch at 1300 North Avalon, Wilmington, CA 90744.

In addition, the IS/MND is available online at: http://www.portoflosangeles.org

Approximately 270 notices were sent to community residents, stakeholder, and local agencies.

During the 21-day public review period, the public has an opportunity to provide written comments on the information contained within this IS/MND. The public comments on the IS/MND and responses to public comments will be included in the record and considered by LAHD during deliberation as to whether or not necessary approvals should be granted for the proposed project. A project will only be approved when LAHD "finds that there is no substantial evidence that the project will have a significant effect on the environment and that the IS/MND reflects the Lead Agency's independent judgment and analysis." When adopting an IS/MND, a Mitigation Monitoring and Reporting Program (MMRP) must also be adopted to ensure implementation of mitigation required as a condition of approval.

In reviewing the IS/MND, affected public agencies and interested members of the public should focus on the sufficiency of the document in identifying and analyzing potential project impacts on the environment, and ways in which the potential significant effects of the project are proposed to be avoided or mitigated. Comments on the IS/MND should be submitted in writing prior to the end of the 21-day public review period and must be postmarked by May 9, 2011. Please submit written comments to:

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

Written comments may also be sent via email to ceqacomments@portla.org. Comments sent via email should include the project title in the subject line and a valid mailing address in the email.

If you have any questions regarding this document or the project, please contact Lisa Ochsner, CEQA Supervisor at (310) 732-3412.

This Final IS/MND includes revisions compared to the Draft IS/MND that was circulated for public review, in response to comments received during that review. All changes within the document are provided in a ~~strikeout~~/underline format. In addition to the changes in the text, additional labels have been added to Figures 3 and Figure 4 to identify the location of the existing dispatch hall. Finally ~~an~~ additional technical appendices~~x~~, Appendix E Rail Crossings Traffic Technical Memorandum, Appendix F~~is~~ NAHC Contact Program, and Appendix G Sacred Lands File ~~included~~Check are included in this Final IS/MND.

1.2 DOCUMENT FORMAT

This IS/MND contains ~~eight~~ nine sections.

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

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

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

Section 4. Impacts and Mitigation Measures. This section presents the environmental analysis for each issue area identified on the environmental checklist form. If the proposed project does not have the potential to significantly impact a given issue area, the relevant section provides a brief discussion of the reasons why no impacts are expected. If the proposed project could have a potentially significant impact on a resource, the issue area discussion provides a description of potential impacts, and appropriate mitigation measures and/or permit requirements that would reduce those impacts to a less than significant level.

Section 5. Mitigation Monitoring and Reporting Plan. This section identifies the required mitigation measures as wella s the timing of those measures and the responsible party.

Section ~~5~~6. Proposed Finding. This section presents the proposed finding regarding environmental impacts.

~~**Section 6. References.** This section provides a list of reference materials used during the preparation of the IS/MND.~~

Section 7. Preparers and Contributors. This section provides a list of key personnel involved in the preparation of the IS/MND.

Section 8. Acronyms and Abbreviations. This section provides a list of acronyms and abbreviations used throughout the IS/MND.

Section 9. References. This section provides a list of reference materials used during the preparation of the IS/MND.

The environmental analysis included in Sections 3 and 4 are consistent with the CEQA Initial Study format presented in Section 2. Impacts are separated into the following categories:

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

Less than Significant After Mitigation Incorporated. This category applies where the incorporation of mitigation measures would reduce an effect from a "Potentially Significant Impact" to a "Less Than Significant Impact." The Lead Agency must describe the mitigation measure(s), and briefly explain how they would reduce the effect to a less than significant level (mitigation measures from earlier analyses may be cross-referenced).

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

No Impact. This category applies when a proposed project would not create an impact in the specific environmental issue area. "No Impact" answers do not require a detailed explanation if they are adequately supported by the information sources cited by the Lead Agency, which show that the impact does not apply to the specific project (e.g., the project falls outside a fault rupture zone). A "No Impact" answer should be explained where it is based on project-specific factors as well as general standards (e.g., the proposed project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).

2.0 PROJECT BACKGROUND

This IS/MND is being prepared to evaluate the potential environmental impacts that may result from the proposed project. The proposed project consists of leasing approximately 9.15 acres of LAHD property and constructing a two-storied steel framed 32,565 square foot ILWU Local 13 Dispatch Hall, providing a meeting space and administrative offices for dispatching longshore workers to cargo terminals within the Ports of Los Angeles and Long Beach. The Pacific Maritime Association (PMA) is the project applicant and is proposing to enter into a 32 year lease with LAHD for the construction (2011-2012) and operation (2013-2043) of the proposed project. This chapter discusses the location, description, background, and objectives of the proposed project. This document has been prepared in accordance with CEQA, Public Resources Code Section 21000 *et.seq*. and the State CEQA Guidelines, CCR Section 15000 *et.seq*.

2.1 PROJECT LOCATION

2.1.1 Regional Setting

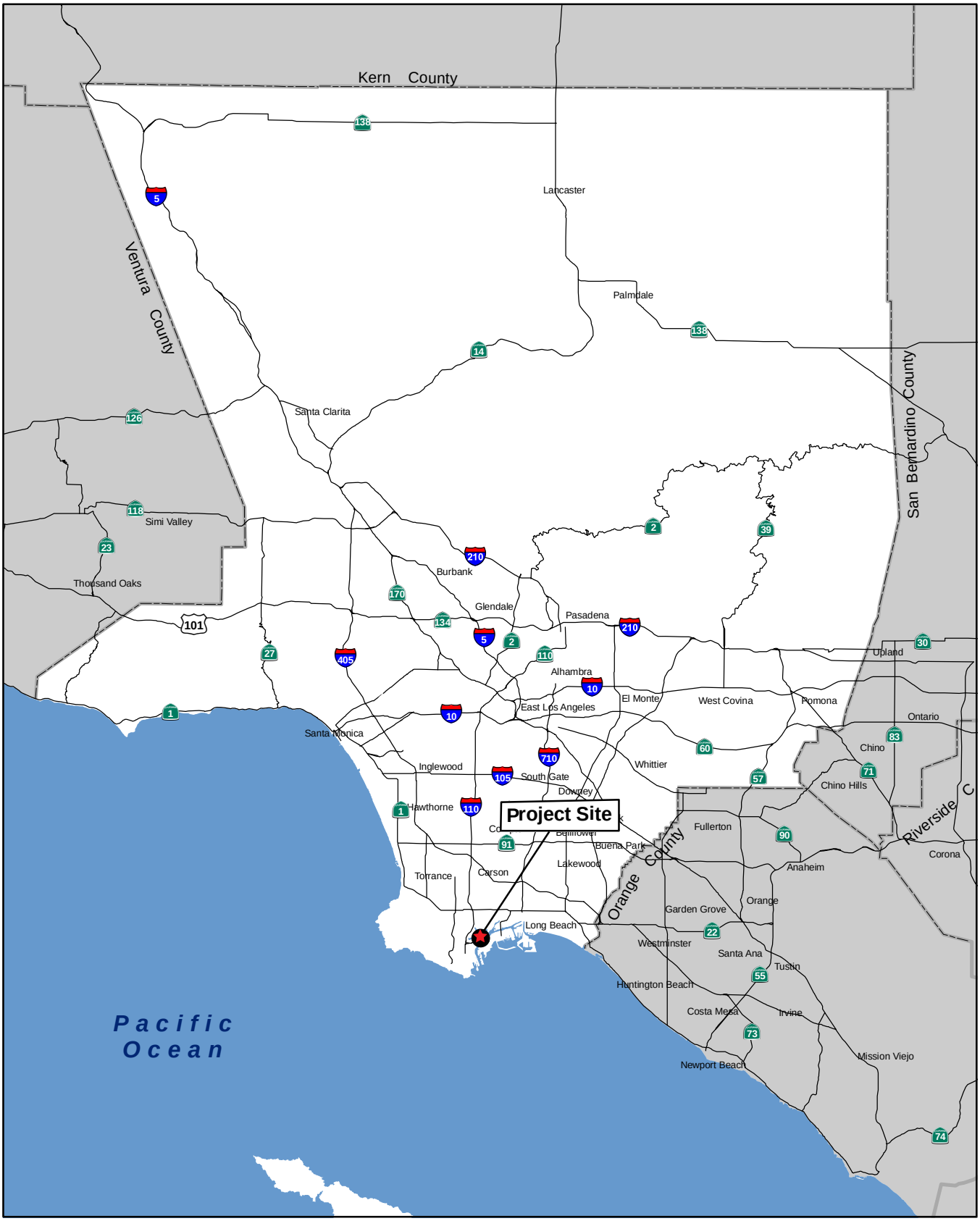
The Port of Los Angeles (Port or POLA) is located in San Pedro Bay, approximately 20 miles south of downtown Los Angeles, encompassing 7,500 acres of land and water along 43 miles of waterfront (Figure 1). The Port 25 passenger and cargo terminals, including automobile, breakbulk, container, dry and liquid bulk; 270 berths and 3,800 recreational boat slips; and warehouse facilities that handle billions of dollars worth of cargo each year.

POLA has consecutively ranked as the number one port in the nation. Amidst the backdrop of international trade and shipping, POLA includes the World Cruise Center, Ports O' Call Village, Vincent Thomas Bridge, Fanfare Fountains and Water Features, Angels Gate Lighthouse, Waterfront Red Car Line, and 22nd Street Park.

2.1.2 Project Setting

Existing ILWU Dispatch Hall

The existing ILWU Dispatch Hall is located at 343 Broad Avenue in the community of Wilmington (Figure 2). The existing ILWU Dispatch Hall is surrounded by E. Harry Bridges Boulevard to the south, W. D Street to the north, and N. Avalon Boulevard to the west. The existing ILWU Dispatch Hall is accessed via the 110 Freeway (Interstate 110, I-110) to the west, Pacific Coast Highway (PCH, State Route 1) to the north, and S. Alameda Street (State Route 47) to the east. The existing ILWU Dispatch Hall is located on a 1.3-acre site adjacent to a residential area.



Source: California Geospatial Information Library (2003-5)

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Figure 1
Regional Location Map

ILWU Local 13 Dispatch Hall Project, located in the Port of L.A.
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Proposed Project

The project site is located on LAHD property, approximately 0.5 miles east of the existing ILWU Dispatch Hall (Figure 2). Located at 1500 E. Anaheim Street, the project site consists of a paved triangular 9.15-acre site within a larger vacant paved area totaling 62 acres in size. The project site is identified as Los Angeles County Assessor's Parcel Number (APN) 7440-001-912. The site is located at the intersection of Alameda Street, E. Anaheim Street, and North Henry Ford Avenue. Anaheim Street and a Chevron gas station are located to the north. Henry Ford Street with Air Products (compressed gas plant) and Valero Refinery is located to the east. Vehicle storage and vacant properties, which are adjacent to the east basin boat slips, are located to the south. The nearest residence is within the community of Wilmington, approximately 450 feet to the northwest. The most recent site use is for storage of new vehicles shipped into POLA bound for other destinations.

The parcel is entirely asphalt paved and fenced. There is one above ground structure on the site, a corrugated metal building, and fenced area containing one electrical transformer and switches. The site has little vegetation with only a few individual plants growing through cracks in the pavement. Several commercial or industrial buildings of unknown use were previously clustered in the northwest portion of the site. The project site is recorded as having five oil wells by California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR). Four wells were abandoned with DOGGR oversight (The Source Group 2008a). A site investigation is currently underway to locate a fifth possible oil well to ensure it is properly abandoned in accordance with DOGGR and Los Angeles Regional Water Quality Control Board (RWQCB) requirements (The Source Group 2011).

The project site is zoned for industrial uses ([Q]M3-1), which is for "quasi-heavy industrial" uses. This designation permits all M2 ("light industrial") uses, including cargo container storage yard, when located in whole or in part within the boundaries of the Port of Los Angeles Community Plan area (City of Los Angeles Municipal Code 2011).

The project site is located in an area identified as a potential methane hazard site due to its proximity to methane gas sources such as oil wells and oil fields. As such, methane gas mitigation systems will be incorporated into the design of any paved area or inhabited structure on the site as required by City of Los Angeles Municipal Code, Section 91.106.4.1 and Division 71 of Article 1, Chapter IX.

Basemap Source: ESRI I3 Imagery Prime World 2D

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0 0.25 0.5 0.75 1 Miles

Figure 2

Project Vicinity Map

ILWU Local 13 Dispatch Hall Project, located in the Port of L.A.

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Basemap Source: ESRI I3 Imagery Prime World 2D

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Figure 3

Land Use Map

ILWU Local 13 Dispatch Hall Project, located in the Port of L.A.

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Surrounding Land Use

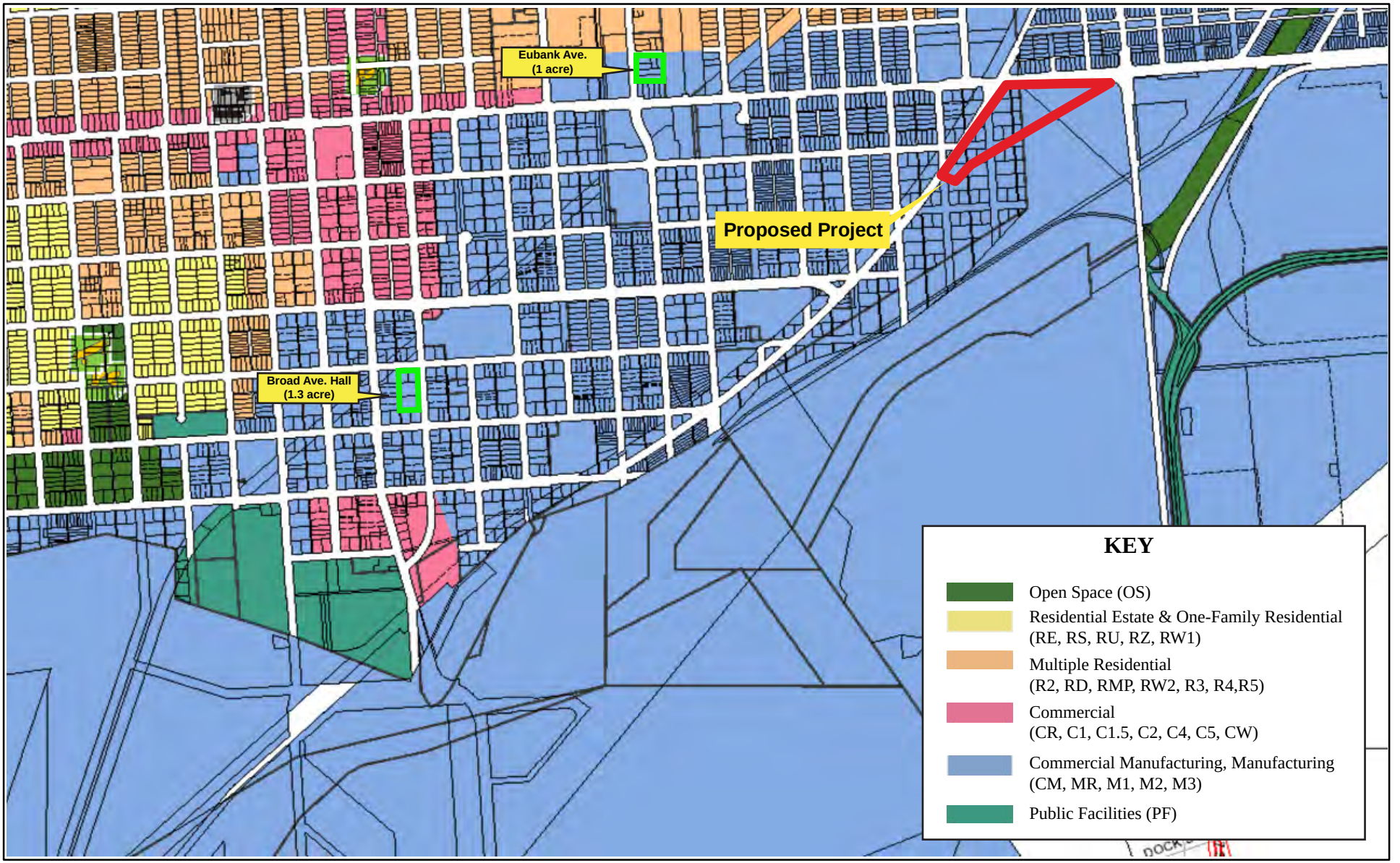
The overall character of the surrounding area is primarily manufacturing. As displayed on Figure 4, the properties to the north and west of the project site are zoned Light Industrial (M-2) according to the Los Angeles City Zoning Ordinance (City of Los Angeles 2011). All uses except some heavy industries, which require a conditional use permit (CUP), are permitted. However, residential uses and schools are prohibited (City of Los Angeles 2011). A Chevron gas station is located to the north.

Properties zoned [Q]M3-1 are also found north of the project site (City of Los Angeles 2011). As discussed, this designation permits all M2 ("light industrial"), uses including cargo container storage yard, when located in whole or in part within the boundaries of the Port of Los Angeles Community Plan area (City of Los Angeles Municipal Code 2011). A petroleum refinery and chemical plant is located east of the project site (LAPF). Air Products (compressed gas plant) and Valero Refinery is located east. Berths 187-191 (Vopak) and Berths 195-199 (WWL Auto Terminal) are located to the south of the project site.

2.2 PROJECT BACKGROUND AND OBJECTIVES

The ILWU supplies longshore labor to cargo terminals with the San Pedro Bay, under maritime labor agreements with terminal operators administered by the PMA. The services provided by both parties, which comprise the Joint Port Labor Relations Committee (JPLRC), are fundamental to ongoing port operations.

Currently, the longshore workforce is dispatched from the existing ILWU Dispatch Hall by the PMA and operated by the JPLRC, which is located on Broad Avenue in Wilmington. The existing ILWU Local 13 Dispatch Hall was built in the 1940s and was designed to accommodate a workforce of 900 people. Due to the growing demand for longshore labor, the current daily dispatch of up to 2,000 workers will increase to approximately 3,000. Due to its location away from major highways, space limitations, and on-site parking restraints, the existing ILWU Local 13 Dispatch Hall facility is inefficient. With anticipated cargo and labor growth, the existing ILWU Local 13 Dispatch Hall will no longer meet the PMA and ILWU's needs. These constraints are driving the need for a new facility in order to ensure the efficient dispatching of labor going forward to support future cargo growth and customer needs at terminals and facilities at POLA.



Basemap Source: City of Los Angeles. "Zimas version 3.0.910." 2011

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Figure 4

Zoning

ILWU Local 13 Dispatch Hall Project, located in the Port of L.A.

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The proposed project would replace the existing ILWU Local 13 Dispatch Hall. Similar to the existing ILWU Dispatch Hall, the proposed project would be operated by the JPLRC under a sublease.
The primary goal of the proposed project is to provide a facility that enables efficient dispatching of the daily workers as necessary labor to support future cargo growth and customer needs at terminals and facilities at the Ports of Los Angeles and Long Beach.

The primary objectives of the proposed project include the following:

- Construct a building that achieves the Leadership in Energy and Environmental Design (LEED) Gold Certification.
- Provide a centralized dispatch facility with easy access to major highways.
- Provide on-site parking.
- Provide meeting space and administrative offices to accommodate the current (2,000) and anticipated (3,000) volume of daily workers.

2.3 PROJECT DESCRIPTION

The existing ILWU Local 13 Dispatch Hall operates out of a 9,188 square foot building in an industrial/commercial neighborhood located at 343 Broad Street Wilmington. The existing ILWU Local 13 Dispatch Hall has a total occupancy of 916 people (885 people on the dispatch floor). Parking for the operation consists of dedicated on-site lot (49 spaces), off-site parking in eight nearby parking lots (596 spaces), and street parking.

The ILWU Local 13 Dispatch Hall Project (proposed project) consists of leasing approximately 9.15 acres of LAHD property, site preparation activities, constructing a two-storied steel framed 32,565 square foot Dispatch Hall, as well as ancillary improvements, and transference of the existing Dispatch Hall operations to the proposed project site. The proposed project would have a total occupancy of 2,962 (2,307 on the dispatch floor). The project elements includes a dedicated on-site parking lot (812 spaces) with outdoor lighting, which would be enclosed by a 6-foot metal fence and parking lot entrances secured by 6 foot-high rolling gates. As a related project, the proposed project would construct improvements for a future bike path along Alameda and Anaheim Streets.

The PMA currently owns a 1.09-acre site occupied by a small 660 square foot building located on Eubank Avenue in Wilmington that is used as a secondary hall for overflow work for temporary or part-time union casuals (Figure 2). The PMA is considering moving their overflow operations for casuals from the Eubank site to the existing ILWU Dispatch Hall on Broad Street once it is vacated. The use of a secondary hall for overflow work for casuals is not considered part of this project because those activities will continue to occur independent of this project, at either the existing Eubank site or at the Broad Street site (if relocated) and is therefore, not included in this analysis. This analysis only assumes that the existing ILWU Dispatch Hall on Broad Street will remain in place and may occasionally be used in the future to conduct port-related meetings and events in Wilmington.

2.3.1 Project Elements

The proposed project consists of site preparation activities involving the removal, disposal, and treatment of contaminated soils and groundwater in accordance with laws and regulations and City requirements; removal of the existing utility structure that contains an electrical substation and the corrugated metal building; construction of a two-story steel frame 32,565 square foot LEED Gold building housing a dispatch hall and administrative offices; and construction of an 812-vehicle parking lot and ancillary improvements. In addition, the proposed project would consist of upgrading of existing street entrance/exits. Two new entrances/exits would be constructed on Anaheim and Alameda Streets. The proposed project would include modifications to approximately 1,200 feet of sidewalks on Anaheim and Alameda Streets. Further, the project would consist of installation of utility services (i.e. power, water, and sewage) and construction of a storm drain system (i.e. curbs and gutters), to comply with the City of Los Angeles' Standard Urban Stormwater Mitigation Plan (SUSMP) to treat stormwater. The proposed project would include landscaping (xeric trees and palm species) and construction of a retaining wall along the site perimeter. As a related project, the proposed project would construct improvements for a future bike path along Alameda and Anaheim Streets. Once constructed, the bike path premises would not be a part of the leased area for the new ILWU Dispatch Hall. The proposed project involves the following major project elements as displayed in Table 2.4-1 and in Figures 5 through 7.

Table 2.4-1
Summary of Project Components

Project Element	Description
Site Preparation Activities	• Removal, disposal, and treatment of 6,000 cubic yards of contaminated soils in accordance with applicable laws and regulations. • Abandonment of potential fifth oil well in accordance with DOGGR and Los Angeles RWQCB requirements. • Potential remediation of contaminated groundwater from building and utility excavations requiring review and oversight by the Los Angeles RWQCB.
New Two-Storied Dispatch Hall	• The leasing of 9.15 acres of LAHD property. • Transfer of the current ILWU Local 13 Dispatch Hall operations to the new location. • Construction of a two-storied steel framed 32,565 square foot LEED Gold building Dispatch Hall that would provide meeting space and administrative offices for dispatching longshore workers to cargo terminals within the Ports of Los Angeles and Long Beach. • Utilization of a mat slab foundation four feet below the top of the building slab • Utilization of a methane collection/venting system.
First Floor	• Installation of offices and a large hall on the first floor.
Second Floor	• Installation of dedicated storage and machinery housing on the second floor.
Photovoltaic Rooftop Panel	• Construction of 4,777 square feet of photovoltaic panels on the building's roof, producing 49 KW of electricity for the building.

Utility Connection	• Removal of existing utility structure (electrical substation) and corrugated metal building. • Installation of utility service (i.e., power, water, and sewage).
Storm Drain System	• Construction of a storm drain system (i.e. curbs and gutters), with treatment systems as part of the SUSMP to treat stormwater.
On-Site Parking	• Construction of dedicated on-site parking (812 spaces). • Installation of lighting. • Construction of a 6-foot metal fence enclosure with entrances to the parking lot secured by 6 foot-high rolling gates.
Landscaping	• Landscaping (xeric trees and palm species)
Sidewalk Modification	• Upgrading exits/entrances on Alameda Street. • Construction of two new entrances/exits on Anaheim St. • Construction of one new entrance on Alameda St. • Modifications to approximately 1,200 feet of sidewalk on Anaheim and Alameda streets.
Retaining Wall	• Construction of a retaining wall.
Bike Path Improvements (Construction Only)	• Removal of asphalt concrete (AC) pavement, chain link fence, site lighting and wiring, block walls and K-rail barrier. • Rough grading and installation of decomposed granite for a future bicycle path along Alameda and Anaheim Streets. • Existing curb and gutter would remain in place, except for the locations where new driveways would be installed. • Existing curb adjacent to sidewalk would be removed and replaced with a new Portland cement concrete (PCC) sidewalk adjacent to the existing curb, matching the existing widths.

Basemap Source: ESRI I3 Imagery Prime World 2D

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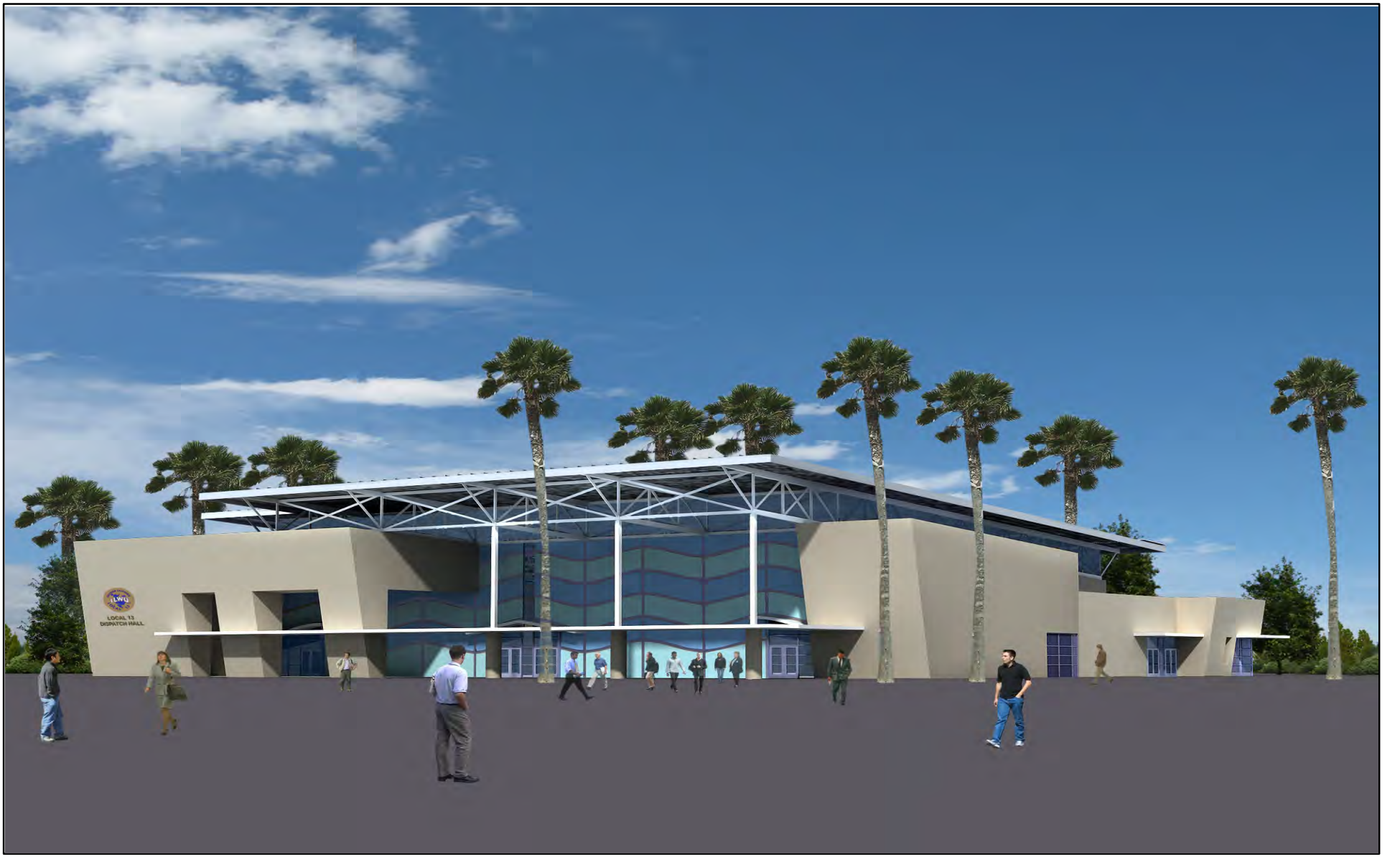
Figure 5
Project Design - Front Exterior 1



Basemap Source: ESRI I3 Imagery Prime World 2D

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Figure 6
Project Design - Front Exterior 2

Basemap Source: ESRI I3 Imagery Prime World 2D

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Figure 7

Project Design - Interior

2.4 CONSTRUCTION SCENARIO

2.4.1 Construction

The proposed project is anticipated to commence construction in the second half of 2011 and take approximately 15 months to complete. Construction of the proposed project would require removal and disposal of approximately 6,000 cubic yards of contaminated soil and importing approximately 20,000 cubic yards of fill material. Estimated construction workforce is approximately 30 persons. Construction would occur only during weekdays between 7 a.m. and 4 p.m. in accordance with Los Angeles Municipal Code requirements.

Construction would occur in three phases:

- *Phase 1: Site Preparation* – This phase is anticipated to take approximately one month. The anticipated equipment to be used during this phase consists of a construction truck, a bulldozers, a grader, roller, and an asphalt grinder.
- *Phase 2: Underground Utilities and Structure* – Relocating the utilities underground is anticipated to take approximately two months. Construction of the structure is anticipated to last approximately eight months. The anticipated equipment to be used during this phase consists of a construction truck, a backhoe, a crane, two boom lifts, and a trencher.
- *Phase 3: Interior and Site Work* – This phase would take approximately four months. The anticipated equipment to be used during this phase consists of a construction truck, electric scissor lifts, a backhoe, trencher, and paver.

2.4.2 Operation

The proposed project is anticipated to be fully operational by 2013. While the proposed project involves the construction of a new Dispatch Hall and relocation of operations into the new larger building (32,565 versus 9,188 square feet). The number of workers dispatched is set by the daily needs of cargo terminals within the Ports of Los Angeles and Long Beach.

The existing Dispatch Hall is operated 24-hours a day, seven days a week with a maximum of five staff. Normal operating hours are between 5:00 a.m. and 8:00 p.m. Union workers are dispatched from the Hall in the early morning (6:15 a.m. to 7:15 a.m.) and late afternoon (4:15 p.m. to 5:30 p.m.) to work assignments throughout the Ports of Los Angeles and Long Beach.

A review of October 2007 records indicates the average number of jobs dispatched was 842 in the morning (first shift) and 911 in the afternoon (second and third shifts) with a daily average weekday total of 1,755 jobs. In 2008 and 2009, the daily average dropped as cargo volumes through the Ports of Los Angeles and Long Beach suffered a steep decline. In 2010, cargo flow through the Ports began to rebound increasing the number of dispatches from the hall though cargo levels are still below that of 2007. Given

the cargo declines of 2008 and 2009, 2007 is a better indication of the "normal" activity generated by the operation. As cargo growth occurs in the Ports of Los Angeles and Long Beach the number of workers dispatched is anticipated to rise. Therefore, this analysis used 2007 activity levels to assess potential impacts.

In addition to the relocated trips from the current site to the new site, the number of workers dispatched will increase. The maximum probable number of additional workers to be dispatched in one day (above the current workers using the site for dispatch) is 1,500 workers per day. Using the dispatch ratios of 2007, it is estimated that an additional 721 dispatches would result during the morning and 779 during the afternoon. The total dispatch is estimated to be 1,563 in the morning and 1,690 in the afternoon, which results a in a daily average of 3,253 dispatches.

These two peak dispatch periods occur over an hour and workers tend to leave the hall within five to ten minutes of receiving an assignment. The parking lot of the new ILWU Local 13 Dispatch Hall would have 812 onsite parking spaces to accommodate dispatching needs.

2.5 POTENTIAL RESPONSIBLE AGENCIES, TRUSTEES, AND CITY OF LOS ANGELES DEPARTMENTS

- State Water Resources Control Board
- California Department of Toxic Substances Control
- California State Historic Preservation Officer
- California Department of Conservation, Division of Oil, Gas, and Geothermal Resources
- South Coast Air Quality Management District
- Los Angeles Regional Water Quality Control Board
- City of Los Angeles Department of Transportation
- City of Los Angeles Planning Department
- City of Los Angeles Department of Public Works
- City of Los Angeles Fire Department

2.6 PROJECT PERMITS AND APPROVALS REQUIRED

Under CEQA, the Lead Agency is the public agency with primary responsibility over approval of a proposed project. Pursuant to Section 15367, the CEQA Lead Agency for the proposed project is LAHD. This IS/MND would be used by LAHD as a decision-making tool for approval of the proposed project and related permits and approvals. Additional permits and approvals would also be required to implement the proposed project.

- Los Angeles RWQCB permits including Clean Water Act Section 401 Water Quality Certification Permit and Waste Discharge Requirement, and remedial plans and site cleanup under Voluntary Cleanup Oversight Agreement
- South Coast Air Quality Management District (AQMD) permits including AQMD Rules 403 and 1166
- California Department of Conservation, Division of Oil, Gas, and Geothermal ResourcesStorm Water Pollution Prevention Plan approval
- City of Los Angeles permits for disposal of materials and haul routes
- City of Los Angeles, Department of Building and Safety Building Permit, Electrical Permit, and Grading Permit

3.0 INITIAL STUDY CHECKLIST

1.	**Project Title:**	International Longshore and Warehouse Union (ILWU) Local 13 Dispatch Hall Project
2.	**Lead Agency:**	Los Angeles Harbor Department 425 South Palos Verdes Street San Pedro, CA 90731
3.	**Contact Person/Phone Number:**	Lisa Ochsner, CEQA Supervisor (310) 732-3412
4.	**Project Location:**	1500 E. Anaheim Street
5.	**General Plan Designation:**	Port of Los Angeles (Commercial, Industrial/Non-Hazardous, General/Bulk Cargo)
6.	**Zoning:**	(Q)M3-1
7.	**Description of Project:**	The proposed project involves construction of a two-storied steel framed 32,565 square foot Dispatch Hall to provide a meeting space and administrative offices for dispatching longshore workers to cargo terminals within the Ports of Los Angeles and Long Beach. The proposed project would have a total occupancy of 2,962 (2,307 on the dispatch floor). The proposed project would construct a dedicated on-site parking lot (812 spaces) with outdoor lighting, which would be enclosed by a 6-foot metal fence and parking lot entrances secured by 6 foot-high rolling gates. As a related project, the proposed project would construct improvements for a future bike path along Alameda and Anaheim Streets.
8.	**Surrounding Land Uses/Setting:**	The project site is located at the intersection of Alameda Street, E. Anaheim Street, and North Henry Ford Avenue. Anaheim Street and a Chevron gas station are located to the north. Henry Ford Street with Air Products (compressed gas plant) and Valero Refinery is located east. Vehicle storage and vacant properties, which are adjacent to the east basin boat slips, are located to the south. Alameda Street, beyond which is residential, single family homes, and light industrial businesses are located to the west.
9.	**Other Public Agencies Whose Approval is Required:**	• Los Angeles RWQCB permits including Clean Water Act Section 401 Water Quality Certification Permit and Waste Discharge Requirement, and remedial plans and site cleanup under Voluntary Cleanup Oversight Agreement • South Coast Air Quality Management District (AQMD) permits including AQMD Rule 1166 • California Department of Conservation, Division of Oil, Gas, and Geothermal Resources • Storm Water Pollution Prevention Plan approval • City of Los Angeles Department of Recreation and Parks, project and design review • City of Los Angeles permits for disposal of materials and haul routes • City of Los Angeles, Department of Building and Safety Building Permit, Electrical Permit, and Grading Permit

3.1 ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

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

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

3.2 DETERMINATION

On the basis of this initial evaluation:

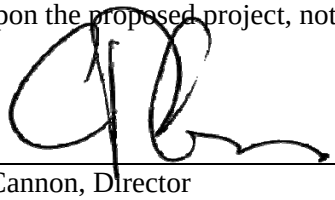
I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared. ☐

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

I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required. ☐

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

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



Signature Date: 4/15/2011

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

Evaluation of Environmental Impacts

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

8. This is only a suggested form, and Lead Agencies are free to use different formats; however, Lead Agencies should normally address the questions from this checklist that are relevant to a project's environmental effects in whatever format is selected.
9. The explanation of each issue should identify:
    a. the significance criteria or threshold, if any, used to evaluate each question, and
    b. the mitigation measure identified, if any, to reduce the impact to a less than significant level.

Environmental Checklist

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
1. AESTHETICS. Would the project:				
a. Have a substantial adverse effect on a scenic vista?				X
b. Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?				X
c. Substantially degrade the existing visual character or quality of the site and its surroundings?				X
d. Create a new source of substantial light or glare that would adversely affect day or nighttime views in the area?			X	
e. Create a new source of substantial shade or shadow that would adversely affect daytime views in the area?				X
2. AGRICULTURE AND FORESTRY RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, Lead Agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation as an optional model to use in assessing impacts on agriculture and farmland. Would the project:				
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?				X
b. Conflict with existing zoning for agricultural use, or a Williamson act contract?				X
c. Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned timberland production?				X
d. Result in the loss of forest land or conversion of forest land to non-forest use?				X
e. Involve other changes in the existing environment that, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?				X
3. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a. Conflict with or obstruct implementation of the applicable air quality plan?			X	
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?			X	

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?			X	
d. Expose sensitive receptors to substantial pollutant concentrations?			X	
e. Create objectionable odors affecting a substantial number of people?			X	
4. BIOLOGICAL RESOURCES. Would the project:				
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?				X
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?				X
d. Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?				X
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?				X
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?				X
5. CULTURAL RESOURCES. Would the project:				
a. Cause a substantial adverse change in the significance of a historical resource as defined in CEQA Guidelines Section 15064.5?			X	
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to CEQA Guidelines Section 15064.5?		X		
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?		X		

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
d. Disturb any human remains, including those interred outside of formal cemeteries?			X	
6. GEOLOGY AND SOILS. Would the project:				
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.				X
ii) Strong seismic ground shaking?			X	
iii) Seismic-related ground failure, including liquefaction?			X	
iv) Landslides?				X
b. Result in substantial soil erosion, loss of topsoil, or changes in topography or unstable soil conditions from excavation, grading, or fill?			X	
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?			X	
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?			X	
e. Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?				X
7. GREENHOUSE GAS EMISSIONS: Would the project:				
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?			X	
b. Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?			X	
8. HAZARDS AND HAZARDOUS MATERIALS: Would the project:				
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?			X	
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?			X	

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?			X	
d. Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?				X
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?				X
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?				X
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?			X	
h. Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?				X
9. HYDROLOGY AND WATER QUALITY. Would the project:				
a. Violate any water quality standards or waste discharge requirements?			X	
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?				X
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of stream or river, in a manner that would result in substantial erosion or siltation on- or off-site?			X	
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?			X	
e. Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?			X	
f. Otherwise substantially degrade water quality?			X	

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?				X
h. Place within a 100-year flood hazard area structures that would impede or redirect flood flows?				X
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?				X
j. Inundation by seiche, tsunami, or mudflow?			X	
10. LAND USE AND PLANNING. Would the project:				
a. Physically divide an established community?				X
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?				X
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?				X
11. MINERAL RESOURCES. Would the project:				
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?				X
b. Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan?				X
12. NOISE. Would the project result in:				
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?			X	
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?			X	
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?			X	
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?			X	

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
e. For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?				X
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?				X
13. POPULATION AND HOUSING. Would the project:				
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?				X
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?				X
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?				X
14. PUBLIC SERVICES.				
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i) Fire protection?			X	
ii) Police protection?			X	
iii) Schools?				X
iv) Parks?				X
v) Other public facilities?				X
15. RECREATION.				
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?				X

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities that might have an adverse physical effect on the environment?				X
16. TRANSPORTATION AND TRAFFIC. Would the project:				
a. Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?			X	
b. Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?			X	
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?				X
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?				X
e. Result in inadequate emergency access?			X	
f. Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?			X	
17. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?			X	
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
c. Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?			X	
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?				X

	Potentially Significant Impact	*Less Than Significant Impact with Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
e. Result in a determination by the wastewater treatment provider that serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?			X	
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?			X	
g. Comply with federal, state, and local statutes and regulations related to solid waste?			X	
18. MANDATORY FINDINGS OF SIGNIFICANCE.				
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?			X	
b. Does the project have impacts that are individually limited, but cumulatively considerable? "Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.			X	
c. Does the project have environmental effects that will cause substantial adverse effects on human beings, either directly or indirectly?			X	

4.0 IMPACTS AND MITIGATION MEASURES

4.1 AESTHETICS

Would the Project:

a) Have a substantial adverse effect on a scenic vista?

No Impact. The project site is located at 1500 E. Anaheim Street, which is zoned for industrial uses and is completely within LAHD property. The project site consists of a paved triangular 9.15-acre site within a larger vacant paved area totaling 62 acres in size. The proposed project would construct a two-story steel frame building in an industrial area that is not part of a scenic vista. There is one existing above ground utility structure on the site, which consists of a corrugated metal building, and a fenced area containing one electrical transformer and switches. These improvements would be removed as part of the proposed project.

The proposed project would be consistent with the industrial/commercial landscape of the area and would not block views of the Port available from public and private vantages, including panoramic views from hillside residential areas of San Pedro. Because no protected scenic vistas are available from the project site, no impacts related to scenic vistas would occur. No mitigation is required.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

No Impact. The nearest officially designated state scenic highway is located approximately 34 miles north of the proposed project (State Highway 2, from approximately three miles north of Interstate 210 in La Cañada to the San Bernardino County Line) (California Scenic Highway Mapping System 2010). The nearest eligible state scenic highway is approximately 10 miles northeast of the project site (State Highway 1, from State Highway 19 near Long Beach to Interstate 5 south of San Juan Capistrano) (California Scenic Highway Mapping System 2010).

The project site is not visible from either of these locations. In addition to Caltrans' officially designated and eligible state scenic highways, the City of Los Angeles has city-designated scenic highways that are considered for local planning and development decisions (City of Los Angeles 1998).[i] These include several streets in San Pedro that are in the vicinity of the proposed project site. John S. Gibson Boulevard, Pacific Avenue, Front Street, and Harbor Boulevard are city-designated scenic highways because they afford views of the Port and the Vincent Thomas Bridge. The project site is located approximately 3 miles northwest, and is not visible from city-designated scenic highways. There are no other scenic resources, such as trees, rock outcroppings or historic buildings within a scenic highway that could be impacted by the proposed project.

Therefore, no impacts related to scenic resources within a state scenic highway would occur. No mitigation is required.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

No Impact. The project site located at 1500 E. Anaheim Street is zoned for industrial uses ([Q]M3-1) and is completely within LAHD property. The project site consists of a paved triangular 9.15-acre site within a larger vacant paved area of 62 acres. The proposed project would construct a two-story steel frame building in an industrial area. There is one existing above ground utility structure on the site, which consists of a corrugated metal building, and a fenced area containing one electrical transformer and switches. These improvements would be removed as part of the proposed project. The proposed Hall would be utilitarian in nature with design enhancements consistent with other industrial and industrial related facilities in the area. Improvements to the access, pavement, sidewalks, and landscaping at the site, as well as the construction of a future bike path adjacent to the site, would potentially improve the quality of the site and surrounding area by providing an organized and kept layout. Nevertheless, the proposed project would be consistent with the industrial/commercial landscape and character of the area. Therefore, impacts related to existing visual character and quality of the site would not occur. No mitigation is required.

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

Less than Significant Impact. The existing source of nighttime lighting is generally from 20-foot tall light fixtures located within the project area. In addition, the existing nearby commercial, institutional, and residential uses have security lighting and general nighttime lighting.

The proposed project includes new nighttime lighting in the parking lot. However, lighting would be focused downward in a manner that would only illuminate the intended areas and the fixtures would fully cutoff the bulbs preventing light trespass and glare. New lighting along improved sidewalk areas may be installed. Any new street light fixtures would be installed in accordance with current streetlight standards per the City of Los Angeles Municipal Code (City of Los Angeles Municipal Code 2011). As such, impacts related to light and glare would be less than significant. No mitigation is required.

e) Create a new source of substantial shade or shadow that would adversely affect daytime views in the area?

No Impact. Because of the central location of the proposed structure within the site, minimal to no shadow or shade would occur off-site. The proposed project would not create a new source of

substantial shade or shadow that would adversely affect daytime views in the area. The site consists of a paved triangular 9.15-acre site within a larger vacant paved area totaling 62 acres in size. The proposed project would construct a two-story steel frame building that would not contain any glare materials. No impacts related to the creation of shade and shadow would occur with implementation of the proposed project. No mitigation is required.

4.2 AGRICULTURE AND FORESTRY RESOURCES

Would the Project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

No Impact. The California Department of Conservation's Farmland Mapping and Monitoring Program develops maps and statistical data to be used for analyzing impacts on California's agricultural resources (California Department of Conservation 2006a). The Farmland Mapping and Monitoring Program categorizes agricultural land according to soil quality and irrigation status; the best quality land is identified as Prime Farmland.

The project site located at 1500 E. Anaheim Street is zoned for industrial uses ([Q]M3-1) and is completely within LAHD property. The project site consists of a paved triangular 9.15-acre site within a larger vacant paved area totaling 62 acres in size. According to the Farmland Mapping and Monitoring Program, the project site is an area designated as Urban and Built-Up Land, which is described as land occupied by structures that has a variety of uses including industrial, commercial, institutional facilities, railroad or other transportation yards. There is no Prime Farmland, Unique Farmland, Farmland of Statewide Importance, or Farmland of Local Importance in the project vicinity (California Department of Conservation 2006a). No Farmland currently exists on the project site and, therefore, none would be converted to accommodate the proposed project. No impacts would occur and no mitigation is required.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

No Impact. The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments, which are much lower than normal because they are based upon farming and open space uses as opposed to full market value.

The project site is zoned for heavy industrial uses and there are no agricultural zoning designations or agricultural uses within the project limits or adjacent areas. The Williamson Act applies to parcels consisting of at least 20 acres of Prime Farmland or at least 40 acres of land not designated as Prime Farmland. The project site is not located within a Prime Farmland designation, nor does it consist of more than 40 acres of farmland. Thus, the proposed project would not conflict with existing zoning for agricultural use, or a Williamson Act Contract. No impacts would occur and no mitigation is required.

c) Conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production?

No Impact. The project site is zoned for heavy industrial uses and there are no agricultural zoning designations or agricultural uses within the project limits or adjacent areas. According to the Farmland Mapping and Monitoring Program, the project site is an area designated as Urban and Built-Up Land, which is described as land occupied by structures that has a variety of uses including industrial, commercial, institutional facilities, railroad or other transportation yards (California Department of Conservation 2006a). The project site does not contain any property designated as forest or timberland. Therefore, the proposed project would not conflict with existing zoning or cause rezoning of forest or timberland. No impacts would occur and no mitigation is required.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

No Impact. As discussed in the response to Question 4.2(c), the project site does not contain any property designated as forest land. Therefore, the proposed project would not result in the loss of forest land, nor would it convert forest land to a non-forest use. No impacts would occur and no mitigation is required.

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

No Impact. As noted, the project site is designated by the Farmland Mapping and Monitoring Program as an area designated as Urban and Built-Up Land, which is described as land occupied by structures that has a variety of uses including industrial, commercial, institutional facilities, railroad or other transportation yards. Thus, development of the proposed project would not convert any farmland to non-agricultural uses. No impacts would occur and no mitigation is required.

4.3 AIR QUALITY

Would the Project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

Less than Significant Impact. The South Coast Air Quality Management District (SCAQMD) monitors air quality within the project area and the South Coast Air Basin, which includes Orange County and portions of Los Angeles, Riverside, and San Bernardino counties. The South Coast Air Basin is bounded by the Pacific Ocean to the west; the San Gabriel, San Bernardino and San Jacinto mountains to the north and east; and the San Diego County line to the south. The SCAQMD also has jurisdiction over the Salton Sea Air Basin and a portion of the Mojave Desert in Riverside County.

Air quality plans describe air pollution control strategies to be implemented by a city, county, or region. The primary purpose of an air quality plan is to bring an area that does not attain federal and state air quality standards into compliance with the requirements of the Clean Air Act and California Clean Air Act requirements. The Air Quality Management Plan (AQMP) is prepared by SCAQMD and the Southern California Association of Governments (SCAG). The AQMP provides policies and control measures that reduce emissions to attain both state and federal ambient air quality standards.

The most recent AQMP was adopted by the SCAQMD on June 1, 2007. The 2007 AQMP proposes attainment demonstration of the federal $PM_{2.5}$ standards through a more focused control of sulfur oxides (SO_X), directly-emitted particulate matter less than 2.5 microns ($PM_{2.5}$), and nitrogen oxides (NO_X) supplemented with volatile organic compound (VOC) control by 2015. The eight-hour ozone control strategy builds upon the $PM_{2.5}$ strategy, augmented with additional NO_X and VOC reductions to meet the standard by 2024. The 2007 AQMP also addresses several federal planning requirements and incorporates significant new scientific data, primarily in the form of updated emissions inventories, ambient measurements, new meteorological episodes, and new air quality modeling tools. The 2007 AQMP is consistent with and builds upon the approaches taken in the 2003 AQMP.

The site consists of a paved triangular 9.15 acre site, constructing a two storied steel framed 32,565 square foot Dispatch Hall and transfer of the current Dispatch Hall operations to the new location. The proposed project would be consistent with the assumptions regarding land use and motor vehicle emissions in the 2007 AQMP. The proposed project would not conflict with or obstruct implementation of the applicable air quality plan. Also, as discussed later in this section, the project-related emissions would not exceed the significance thresholds developed by the SCAQMD. Therefore, the impact would be less than significant. No mitigation is required.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

Less than Significant Impact. The SCAQMD *CEQA Air Quality Handbook* provides guidance on analysis of the air quality impacts of proposed projects (SCAQMD 1993). Table 4.3-1 shows the SCAQMD thresholds of significance for potential air quality impacts.

Table 4.3-1
SCAQMD Air Quality Significance Thresholds

Pollutant	Construction	Operation
NO_X	100 lbs/day	55 lbs/day
VOC	75 lbs/day	55 lbs/day
$PM_{2.5}$	55 lbs/day	55 lbs/day
PM_{10}	150 lbs/day	150 lbs/day
SO_X	150 lbs/day	150 lbs/day
CO	550 lbs/day	550 lbs/day
Lead	3 lbs/day	3 lbs/day
Toxic Air Contaminants (TACs) and Odor Thresholds		
TACs (including carcinogens and non-carcinogens)	Maximum Incremental Cancer Risk ≥ 10 in 1 million Hazard Index ≥ 1.0 (project increment) Hazard Index ≥ 3.0 (facility-wide)	
Odor	Project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality for Criteria Pollutants[a]		
NO_2 1-hour average annual average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.053 ppm (federal)	
$PM_{2.5}$ 24-hour average annual arithmetic mean	10.4 µg/m^3 (recommended for construction)[b] 2.5 µg/m^3 (operation) 12 µg/m^3	
PM_{10} 24-hour average annual arithmetic mean	10.4 µg/m^3 (recommended for construction)[3] 2.5 µg/m^3 (operation) 20 µg/m^3	
Sulfate 24-hour average	25 µg/m^3	
CO 1-hour average 8-hour average	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 20 ppm (state) 9.0 ppm (state/federal)	

Notes: lbs/day = pounds per day
ppm = parts per million
µg/m3 = micrograms per cubic meter
≥ = greater than or equal to

[a] Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.

[b] Ambient air quality thresholds based SCAQMD Rule 403.

Source: SCAQMD 1993

Construction

Construction emissions are described as "short-term" or temporary in duration and have the potential to represent a significant impact with respect to air quality, especially fugitive dust emissions. Fugitive dust emissions are primarily associated with site preparation and vary as a function of such parameters as soil silt content, soil moisture, wind speed, acreage of disturbance area, and miles traveled by construction vehicles on- and off-site. Reactive Organic Gases (ROG), which are assumed to be equivalent to VOC (for the purposes of this analysis), and nitrogen oxide (NO_x) emissions are primarily associated with mobile equipment exhaust.

Construction of the proposed project would result in the temporary generation of ROG, NO_X, particulate matter less than 10 microns (PM_{10}), and $PM_{2.5}$ emissions from site preparation (e.g., excavation, grading, clearing), material transport, trenching for utility infrastructure installation, and paving. The proposed project will construct a two-story steel frame LEED Gold building, including a dispatch hall and administrative offices, and vehicle parking lot. The proposed project will import approximately 20,000 cubic yards of fill material, which will require 35 heavy on-road trucks per day. The construction phases will include site preparation, disposal of approximately 6,000 cubic yards of soil, underground utilities and structure, and interior and site work. As a related project, the proposed project will construct a bike path along Alameda and Anaheim Streets. Construction equipment used at the project site would include, but not be limited to bulldozers, graders, rollers, asphalt grinders, backhoes, cranes, trenchers and pavers. Approximately 30 workers will be necessary to complete construction of the proposed project.

It is mandatory for all construction projects in this air basin to comply with SCAQMD Rule 403 for fugitive dust (SCAQMD 2005). Specific Rule 403 control requirements include, but are not limited to, applying water in sufficient quantities to prevent the generation of visible dust plumes, applying soil binders to uncovered areas, re-establishing ground cover as quickly as possible, utilizing a wheel washing system to remove bulk material from tires and vehicle undercarriages before vehicles exit the project site, and maintaining effective cover over exposed areas. The proposed project would also comply with SCAQMD Rule 1166 requirements to control VOC emissions from excavating, grading, handling and treating VOC contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition.

The construction period for the proposed project would last up to 15 months beginning in 2011. The construction phases were input into CalEEMod, Version 2011.1.1, to estimate total construction-related emissions (Appendix A). As shown in Table 4.3-2, construction emissions for the proposed project would result in maximum daily emissions of 71 pounds of ROG, 77 pounds of NO_x, 45 pounds of carbon monoxide (CO), 34 pounds of PM_{10} (combined exhaust and fugitive dust) and 7 pounds of $PM_{2.5}$. However, as the exact operations and location of the equipment are not known at this time, standard methodology was used to estimate fugitive dust emissions for PM_{10} and $PM_{2.5}$.

Table 4.3-2
Estimated Maximum Daily Regional Construction Emissions

Construction Phase	Estimated Emissions (lbs/day)				
	ROG	**NO_x**	**CO**	**PM_{10}**	**$PM_{2.5}$**
2011	9.2	76.5	45.3	34.2	7.4
2012	70.6	42.2	40.3	5.75	2.8
Maximum Daily Emissions	70.7	76.5	45.3	34.2	7.4
Significance Threshold	75	100.0	550.0	150.0	55.0
Exceed Significance?	NO	NO	NO	NO	NO

Source: AECOM 2011, Appendix A

Construction-generated emissions of ROG, NO_X, PM_{10}, and $PM_{2.5}$ would not exceed applicable mass emission thresholds established by SCAQMD. Therefore, the impact would be less than significant. No mitigation is required.

The LAHD has developed *Sustainable Construction Guidelines* for reducing air emissions from all LAHD-sponsored construction projects (LAHD 2009). The Guidelines include the use of Best Management Practices (BMP) and control measures. Although no air quality impacts from construction activities would occur, the applicable BMPs and control measures for project construction include the following:

- Construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.
- During construction, trucks and vehicles in loading and unloading queues must be kept with their engines off when not in use for more than 5 minutes to reduce vehicle emissions. Construction activities shall be phased and scheduled to avoid emissions peaks, where feasible, and discontinued during second-stage smog alerts.
- Where available, use electricity from power poles rather than temporary diesel- or gasoline-powered generators.
- Construction activities that affect traffic flow on the arterial roadways shall be scheduled to off-peak hours to the extent possible. Additionally, construction trucks shall be directed away from congested streets or sensitive receptor areas.
- Where possible, enforce truck parking restrictions; provide on-site services to minimize truck traffic in or near residential areas, including services such as meal or cafeteria.
- Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions.
- Use low-sulfur fuel in all construction equipment as provided in California Code of Regulations Title 17, Section 93114.

- Onroad heavy-duty trucks shall comply with EPA 2004 onroad emission standards for PM10 and NOx and shall be equipped with a CARB verified Level 3 device. Emission standards will increase to EPA 2007 onroad emission standards for PM10 and NOx by January 1, 2012.
- Construction equipment (excluding onroad trucks, derrick barges, and harbor craft) shall meet U.S. EPA Tier-2 nonroad standards. The requirement will increase to Tier 3 by January 1, 2012, and Tier 4 by January 1, 2015. In addition, construction equipment shall be retrofitted with a CARB certified Level 3 diesel emissions control device.

Operation

Operation of the proposed project would result in long-term regional emissions of ROG, NO_X, and PM_{10} associated with area sources, such as natural gas emissions, landscaping, application of architectural coatings, and vehicle-exhaust emissions.

The proposed project would result in an increase of 1,500 vehicle trips per day compared to existing conditions. The relocation of current employees, and their commute-related motor vehicle emissions, are not included in this analysis. Operational emissions were modeled using the CalEEMod 2011.1.1 computer program (Appendix A), as recommended by SCAQMD. Modeled operational emissions for the project are presented in Table 4.3-3.

Table 4.3-3
Summary of Modeled Long-Term Operational Emissions

Source	Emissions (lb/day)			
	ROG	**NO_X**	**PM_{10}**	**$PM_{2.5}$**
Operational Sources				
Mobile-Source Emissions	10.6	26.8	16.9	1.5
Area-Source Emissions	9.3	0.1	0	0
Total Operational Emissions	19.9	26.9	16.9	1.5
SCAQMD Significance Threshold	55	55	150	55
Exceed Threshold?	No	No	No	No
Source: Modeling performed by AECOM in 2011, Appendix A				

Based on the modeling conducted, and as summarized in Table 4.3-3, operation of the proposed project would result in total long-term regional emissions of approximately 20 lb/day of ROG, 27 lb/day of NO_X, 17 lb/day of PM_{10}, and 2 lb/day of $PM_{2.5}$. Operational area- and mobile-source emissions from implementing the proposed project would not exceed the SCAQMD-recommended threshold of 65 lb/day for ROG and NO_X and, therefore, would not result in or substantially contribute to emissions concentrations that exceed the NAAQS or CAAQS. As a result, this long-term impact would be less than significant. No mitigation is required.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors)?

Less than Significant Impact. National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) have been established for the following criteria pollutants: CO, ozone (O_3), sulfur dioxide (SO_2), nitrogen dioxide (NO_2), PM_{10}, $PM_{2.5}$, and lead (Pb). Areas are classified under the federal Clean Air Act areas as attainment, non-attainment, or maintenance (previously non-attainment and currently attainment) for each criteria pollutant based on whether the NAAQS have been achieved. Attainment relative to the California Clean Air Act and state standards is determined by Air Resources Board.

The proposed project site is located in the Los Angeles County portion of the South Coast Air Basin. Table 4.3-4 shows the pollutants and associated attainment status for the South Coast Air Basin. Los Angeles County is designated as a federal and state non-attainment area for O_3, PM_{10}, and $PM_{2.5}$, maintenance for CO, and an attainment area for SO_2, NO_2, and Pb (see Table 4.3-3).
The SCAQMD cumulative analysis focuses on whether a specific project would result in cumulatively considerable emissions. Per CEQA Guidelines Section 15064(h)(4), the existence of significant cumulative impacts caused by other projects alone shall not constitute substantial evidence that the proposed project's incremental effects are cumulatively considerable.

Table 4.3-4
Attainment Status for the Los Angeles County Portion of the South Coast Air Basin

Pollutant	Attainment Status	
	Federal	**State**
O_3 – 1-Hour	--	Non-attainment
O_3 – 8-hour	Nonattainment (Extreme)	Non-attainment
PM_{10}	Nonattainment (Serious)	Non-attainment
$PM_{2.5}$	Nonattainment	Non-attainment
CO	Attainment/Maintenance	Attainment
NO_2	Attainment	Attainment
SO_2	Attainment	Attainment
Pb	Attainment	Attainment

Sources: USEPA 2011; ARB 2010

As discussed earlier, construction emissions are shown in Table 4.3-2. Regional emissions would be less than the applicable SCAQMD thresholds, which are designed to assist the region in attaining the applicable state and national ambient air quality standards. Furthermore, the proposed project would be subject to the requirements of the LAHD *Sustainable Construction Guidelines* for reducing air emissions from construction projects. Therefore, according to the

SCAQMD thresholds, the proposed project would not contribute to a cumulatively considerable air quality impact. The impact would be less than significant. No mitigation is required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less than Significant Impact. Some members of the population are especially sensitive to air pollutant emissions and should be given special consideration when evaluating air quality impacts from projects. These people include children, older adults, persons with preexisting respiratory or cardiovascular illness, and athletes and others who engage in frequent exercise. Structures that house these persons or places where they gather are defined as sensitive receptors by SCAQMD. According to SCAQMD, sensitive receptors include residences, schools, playgrounds, child care centers, athletic facilities, long-term health care facilities, rehabilitation centers, convalescent centers, and retirement homes.

Residential areas are considered sensitive to air pollution because residents (including children and older adults) tend to be at home for extended periods of time, resulting in sustained exposure to any pollutants present. Recreational land uses are considered moderately sensitive to air pollution. Exercise places a high demand on respiratory functions, which can be impaired by air pollution even though exposure periods during exercise are generally short. In addition, noticeable air pollution can detract from the enjoyment of recreation. Industrial and commercial areas are considered the least sensitive to air pollution. Exposure periods are relatively short and intermittent, as the majority of the workers tend to stay indoors most of the time. In addition, the working population is generally the healthiest segment of the public.

Sensitive receptors in proximity of the project site are located within 450 feet of the nearest extent of the project construction. The closest sensitive receptors include a residence and hotel located on Watson Avenue. The residential and commercial sensitive receptors represent the nearest land uses with the potential to be impacted as a result of the proposed project.

Construction of the proposed project would not exceed the SCAQMD significance thresholds and, therefore, would not expose any nearby sensitive receptors to substantial pollutant concentrations. The greatest potential for TAC emissions would be related to diesel particulate emissions associated with heavy equipment operations during grading and excavation activities. According to SCAQMD methodology, health effects from carcinogenic TACs are usually described in terms of individual cancer risk, which is based on a 70-year lifetime exposure to TACs. Given the construction schedule of 15 months, and considering that construction would occur over three phases, the proposed project would not result in a long-term (i.e., 70 years) substantial source of TAC emissions, with no residual emissions after construction and corresponding individual cancer risk. Operation of the proposed project would not emissions that exceed the SCAQMD thresholds of significance. Therefore, the proposed project would not

expose sensitive receptors to substantial construction or operational pollutant concentrations. The impact would be less than significant. No mitigation is required.

e) Create objectionable odors affecting a substantial number of people?

Less than Significant Impact. The occurrence and severity of odor impacts depend on numerous factors, including the nature, frequency, and intensity of the source; wind speed and direction; and the presence of sensitive receptors. While offensive odors rarely cause any physical harm, they still can be very unpleasant, leading to considerable distress and often generating citizen complaints to local governments and regulatory agencies.

Construction activities associated with the proposed project could result in odorous emissions from diesel exhaust associated with construction equipment. However, because of the temporary nature of these emissions and the highly diffusive properties of diesel exhaust, nearby receptors (located within 300 feet of the nearest extent of the project construction) would not be affected by diesel exhaust odors associated with project construction. Odors from these sources would be localized and generally confined to the immediate area surrounding the project site. The proposed project would utilize typical construction techniques, and the odors would be typical of most construction sites and temporary in nature. The proposed project requires treatment and disposal of approximately 6,000 cubic yards of contaminated soils containing VOCs. The project would comply with SCAQMD Rule 1166 requirements to control VOC emissions from excavating, grading, handling and treating VOC contaminated soil as a result of leakage from storage or transfer operations, accidental spillage, or other deposition. As a result, the proposed project would not create objectionable odors affecting a substantial number of people. The impact would be less than significant. No mitigation is required.

4.4 BIOLOGICAL RESOURCES

The LAHD conducted biological baseline surveys of the Port area in 1988, 2000 and 2008 (MEC 1988, MEC 2000, SAIC 2008). Several candidate, sensitive, or special-status species have been identified in the Port area. The following description of biological resources incorporates information from the previous environmental documents including information from the most recent surveys. The most recent comprehensive survey was completed in 2008. The 2008 survey studied adult and juvenile fish; ichthyoplankton; benthic invertebrates; riprap associated organisms; kelp and macroalgae surface canopy; eelgrass; birds; and various exotic species. The 2008 survey is representative of current conditions.

The goal of the biological baseline surveys conducted in 1988, 2000 and 2008 (MEC 1988, MEC 2000, SAIC 2008) is to provide quantitative information on the physical/chemical and biological conditions within the different marine habitats of both the POLA and the Port of Long Beach. However, the proposed project site is on a 9.15 acre paved land-locked parcel that is outside the historic Coastal Zone and, thus, would not directly impact marine biology. The potential for indirect impacts are reviewed because waste or other materials leaving the site through processes such as drainage could affect biological resources off-site within the Port area.

Would the Project:

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

No Impact. The project site is zoned for industrial uses ([Q]M3-1). The site consists of a paved land-locked triangular 9.15-acre site within a larger vacant paved area totaling 62 acres in size. LAHD conducted biological baseline surveys of the Port area in 1988, 2000 and 2008 (MEC 1988, MEC 2000, SAIC 2008). A search of the California Natural Diversity Database was conducted. Due to the existing paved nature of the site and surrounding transportation infrastructure, the site is not suitable for use by biological species. Several candidate, sensitive, or special-status species have been identified in the Port area, which include adult and juvenile fish; ichthyoplankton; benthic invertebrates; riprap associated organisms; kelp and macroalgae surface canopy; eelgrass; birds; and various exotic species. None of the candidate, sensitive, or special-status species are found at the project site or use the project site as habitat from field observations and review of previous studies. Therefore, the proposed project would not cause impacts to candidate, sensitive, or special status species. No mitigation measures are required.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

No Impact. The site consists of a paved triangular 9.15-acre site that is land locked. The proposed project site does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. The closest wetlands are the Cabrillo Salt Marsh, a 3.25-acre wetlands constructed by the Port, is located at Cabrillo Beach in the Outer Harbor (LAHD 2009). The Cabrillo Salt Marsh is approximately 4.6 miles southwest of the project site. The proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. As such, no impacts to riparian habitat or sensitive natural community would occur as a result of the proposed project. No mitigation is required.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

No Impact. Several wetlands and other special marine habitats are present in the Los Angeles Harbor. Wetlands are regulated under the Clean Water Act (CWA). The definition of wetlands varies among state and federal agencies, but the USACE uses a three-parameter method that includes assessing vegetation, hydrology, and soils. Wetlands commonly present in estuarine to marine habitats are salt marshes dominated by pickleweed (*Salicornia virginica*) and other salt tolerant plant species.

The project site consists of a paved triangular 9.15 acre site within a larger vacant paved area of 62 acres. The proposed project site does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. The closest wetlands are the Cabrillo Salt Marsh, a 3.25-acre wetlands constructed by the Port, is located at Cabrillo Beach in the Outer Harbor (LAHD 2009). The Cabrillo Salt Marsh is approximately 4.6 miles southwest of the project site. The proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. As such, no impacts to wetlands would occur as a result of the proposed project. No mitigation is required.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

No Impact. Los Angeles and Long Beach Harbors provide valuable habitat for foraging, resting, and breeding by numerous species and individuals of birds. Per the baseline surveys, over 100 avian species use the various habitats within the Ports seasonally, year-round, or during migration. A total of 96 species representing 30 families were observed within the Ports during

the 2008 study. Of these species, 68 are dependent on marine habitats. Species numbers varied seasonally, with a greater variety of birds present in fall and winter and fewer species during summer, consistent with large-scale migratory patterns. Bird abundance was more variable and was attributed to differences in bird migratory patterns and nesting activities. Bird abundance along the southern California coast typically follows a seasonal pattern, with the greatest numbers of individuals and species occurring during fall and winter. The highest numbers of birds were noted in the Long Beach West Basin and main shipping channel of Los Angeles Harbor, with counts being approximately an order of magnitude lower at small basin and channel zones at inner harbor locations.

Because the site is paved, it does not contain habitat suitable for wildlife species and is not used by native resident or migratory species for movement or nursery purposes. The proposed project would not interfere with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites. As such, no impacts related to the movement of wildlife species or the use of wildlife nursery sites would occur from implementation of the project. No mitigation is required.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

No Impact. The City Los Angeles protects certain tree species by requiring a permit for remove or relocations (City of Los Angeles Municipal Code 2011).[ii] The protected trees are: Oak tree including Valley Oak (Quercus lobata) and California Live Oak (Quercus agrifolia), or any other tree of the oak genus indigenous to California but excluding the Scrub Oak (Quercus dumosa), Southern California Black Walnut (Juglans californica var. californica), Western Sycamore (Platanus racemosa) and California Bay (Umbellularia californica). The project site is located in a heavily urbanized region of the City of Los Angeles. Vegetation at the project site consists of common weedy species growing out through cracks in the asphalt and cleared spaces in the asphalt associated with oil well removal. The project site does not contained any species listed in the tree preservation policy or ordinance. As such, the proposed project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. No mitigation is required.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

No Impact. The County of Los Angeles has established Significant Ecological Areas (SEAs) to preserve a variety of biological communities for public education, research, and other non-disruptive outdoor uses. The only designated SEA in Los Angeles Harbor is Pier 400, Terminal

Island for the California least tern nesting site (*Sternula antillarum browni*) (County of Los Angeles 2005).

In 1979, LAHD began providing nesting habitat for the species and entered into a Memorandum of Agreement (MOA) with the United States Fish and Wildlife Service (USFWS), USACE, and California Department of Fish and Game (CDFG) for management of a 15-acre (6.1-ha) least tern nesting site in 1984. This MOA sets forth the responsibilities of the signing parties for management of the designated least tern nesting site within the Harbor, and it is renewed every three to five years. A new MOA was approved by the Board of Harbor Commissioners in June 2006. The project site is approximately 3.2 miles north of the current nesting site at Pier 400 and does not involve any construction or operational components within the vicinity of Pier 400 and will not impact the least terns.

Habitat Conservation Plans (HCPs) are designed to conserve and protect federally listed and unlisted species while allowing for development activities. They are developed by any non-Federal landowner in cooperation with the U.S. Fish and Wildlife Service when certain project activities may result in the take of a listed species. There are no HCPS currently in place at the project location (USFWS 2010).

The Natural Community Conservation Planning (NCCP) program of the Department of Fish and Game takes a broad-based ecosystem approach to planning for the protection and perpetuation of biological diversity. An NCCP identifies and provides for the regional or areawide protection of plants, animals, and their habitats, while allowing compatible and appropriate economic activity. The nearest NCCP to the project site, the Palos Verdes Peninsula Sub-Regional Plan, is located 4.5 miles southwest. This plan intends to protect coastal sage scrub and does not include Port lands.

Further, the proposed project will not conflict with the provisions of an adopted HCP, or other approved local, regional, or state habitat conservation plan. Neither the project site nor any adjacent areas are included as part of an NCCP. As such, no impacts related to natural community conservation plans would occur. No mitigation is required.

4.5 CULTURAL RESOURCES

A brief Cultural Resources Assessment was prepared in support of the IS/MND. The Cultural Resources Assessment included a records search for archaeological, paleontological, and historic resources within the project site.

Archival research for the project site was conducted on April 5, 2011 at the South Central Coastal Information Center housed at the California State University, Fullerton (SCCIC). The research focused on the identification of previously recorded cultural resources within a 0.5-mile radius of the project site. The archival research involved review of archaeological site records, historic maps, and historic site and building inventories. The record search revealed that a total of 11 cultural resource investigations were previously conducted, and a total of two cultural resources have been previously recorded within a 0.5-mile radius of the project site. There are no portions of the project area which have been previously surveyed, although two investigations were completed adjacent to the project area. There are no archaeological or historic resources previously recorded within the project site. National Register of Historic Places (NRHP) database and listings for the California State Historic Resources Inventory (HRI), California Historical Landmarks (CHL), and the Los Angeles Historic-Cultural Monument (LAHCM) Register were reviewed for any buildings or structures located within or adjacent to the project site. The results of the research indicated were negative for buildings or structures within or adjacent to the project site listed or recorded as eligible for listing.

As part of this investigation, AECOM conducted a Native American contact program on behalf of the Port of Los Angeles (POLA), to inform interested parties of the proposed Project and to address any concerns regarding Traditional Cultural Properties or other resources that might be affected by the Project as required by the California Environmental Quality Act (CEQA – CA Public Resources Cod 21000-21177, amendments effective 3/18/2010). The program involved contacting Native American representatives provided by the Native American Heritage Commission (NAHC) to solicit comments and concerns regarding the Project. Documents pertaining to the Native American contact program are attached as Appendix F.

A letter was prepared and mailed to the NAHC on April 5, 2011. The letter requested that a Sacred Lands File (SLF) check be conducted for the Project and that contact information be provided for Native American groups or individuals that may have concerns about cultural resources in the Project area (Appendix G). The NAHC responded to the request in a letter dated April 12, 2011. The letter indicated that "Native American cultural resources were not identified within ½-mile" of the proposed Project site. The letter also included an attached list of Native American contacts.

Letters were mailed on August 13, 2011, to each group or individual provided on the contact list. A total of nine parties were indicated on the contact list including; Ron Andrade of the Los Angeles City/County Native American Indian Commission, Cindi M. Alvitre of the Ti'At Society/Inter-Tribal Council of Pimu, John Tommy Rosas of the Tongva Ancestral Territorial Tribal Nation, Anthony Morales of the

Gabrielino/Tongva San Gabriel Band of Mission [Indians], Sam Dunlap of the Gabrielino Tongva Nation, Robert F. Dormae of the Gabrielino Tongva Indians of California Tribal Council, Bernie Acuna of the Gabrielino-Tongva Tribe, Andy Salas of the Shoshonean Gabrielino Band of Mission Indians and Linda Candelaria of the Gabrielino-Tongva Tribe. Maps depicting the Project area and response forms were attached to each letter. Follow-up phone calls were made to each party on May 11, 2011. As a result of the follow-up phone calls, one response was received. Mr. Andy Salas was contacted by phone on May 11, 2011. Mr. Salas requested that an email of the contact letter contents be sent as well. The requested email was sent on May 11, 2011. A response was received from Mr. Salas via email on May 12, 2011. In Mr. Salas' response, he indicated that AECOM conduct a "Phase 1 Cultural investigation to assess further the potential for sites." Furthermore, Mr. Salas requested that the Phase 1 Cultural investigation be conducted working with the Gabrielino Band of Mission Indians.

~~As part of this investigation, AECOM is in the process of conducting a Native American Contact Program on behalf of LAHD, to inform interested parties of the proposed project and to address any concerns regarding Traditional Cultural Properties or other resources that might be affected by the project. The program involved contacting Native American representatives provided by the Native American Heritage Commission to solicit comments and concerns regarding the proposed project. The Native American Contact Program includes a Sacred Lands File check, an interested party contact program, and collection and review of other relevant background data. A letter was prepared and mailed to the Native American Heritage Commission on April 5, 2011. The response from the NAHC dated April 12, 2011 failed to indicate "the presence of Native American cultural resources in the immediate Project area."Any responses received will be incorporated during the 21-day public comment and review period of this document.~~

A cultural resources field survey of the study area was conducted on April 14, 2011. Seventy-five percent of the project site is paved and the only structures on the site is a corrugated metal building and fenced area containing one electrical transformer and switches that do not appear on Sanborn Fire Insurance Maps earlier than 1951 and as such are likely modern in age. All visible ground surfaces were inspected for cultural resources, however, survey was negative. Due to the obscured surface and lack of ground surface visibility an additional study of aerial photography was included as part of the technical memo (Appendix B). As there are no existing structures of historic age on-site or adjacent to the project site, further study of historical resources was not included in this study.

Would the Project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?

Less than Significant Impact. Seventy-five percent of the project site is paved and bounded by four-lane boulevards on two sides and a railroad on the third. As such, it is likely that the proposed project would not have an impact on possible historic or historic-age structures in the

vicinity of the project site. As there are no historic-age structures on the site itself, the proposed project would not have an impact to any known historic or historic-age structures. No mitigation is required.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?

Less than Significant After Mitigation Incorporated. The records search conducted on April 5, 2011 at the South Central Coastal Information Center indicated that a total of two cultural resources have been previously recorded within 0.5-mile of the study area. None of these lie within the project site itself and as such, the project will not impact any known archaeological resources.

However, as 75 percent of the project site is obscured by asphalt a complete visual inspection for archaeological resources was not possible. An examination of modern and historic aerial photographs was completed. Information obtained from historic maps including Sanborn Fire Insurance maps and Los Angeles Harbor Department maps was provided by LAHD staff and is included in this discussion. Aerial photographs of the site indicate that the project site has been occupied since 1907, primarily by the Consolidated Lumber Company. In addition, Los Angeles Harbor Department maps from 1927, 1933-1939, 1941, 1947, and 1967 show Consolidated Lumber Company occupying the project site. The August 13, 1967 edition of the Los Angeles Times advertizes a public auction of a major lumber mill formally owned by Consolidated Lumber Company at 1446 East Anaheim Street, Wilmington, California. A subsequent map of the project site in 1973 show the buildings with no tenant identified, and maps from 1981, 1985 and 1991 show that the project site is undeveloped during those years.

Modern aerials indicate several features, possibly roads or building foundations from prior development (described in Table 4.5-3) within the project site have left footprints in the asphalt, possibly indicating that historic-age archaeological resources related to historic development on the site are still present under the surface of the asphalt. It is required that an archaeologist or (as a cost saving measure) cross-trained archaeologist/paleontologist be present during asphalt removal in order to ascertain if there are any archaeological sites or structure foundations requiring recordation and evaluation.

Should such unknown resources occur, the project could potentially cause an adverse effect. To avoid potential impacts to buried resources, mitigation measure CUL-1 is provided.

CUL-1 During construction, an archaeological monitor is required for all ground disturbing activities, including asphalt removal, and in the event any cultural resources are encountered during earthmoving activities, the construction contractor shall cease activity in the affected area until the discovery can be

evaluated by the cultural resources specialist in accordance with the provisions of CEQA §15064.5. The archaeologist shall complete any requirements for the mitigation of adverse effects on any resources determined to be significant and implement appropriate treatment measures.

With the implementation of the above mitigation measure CUL-1, the proposed project would have a less than significant impact on archaeological resources.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

Less than Significant After Mitigation Incorporated. A paleontological records check was conducted by Dr. Samuel McLeod, Vertebrate Paleontology Division of the Natural History Museum of Los Angeles County on December 21, 2010. The records check indicated that there is one known vertebrate fossil locality that lies within or in close proximity to the proposed project site boundaries. The vertebrate fossil locality (LACM 1163), is associated with the older Quaternary Alluvium.

Quaternary Alluvium

The southeastern-most portion of the proposed project site contains within its boundaries a layer of younger Quaternary Alluvium that is deposited at the surface level. These deposits are derived primarily from the Dominguez Channel that flows just east of the proposed project site. These surface Quaternary deposits do not generally yield significant vertebrate fossil specimens however, underlain at relatively shallow depth, are older Quaternary deposits.

Older Quaternary deposits which, may be associated with the Palos Verdes Sand, are exposed in most of the proposed project site. Within this older Quaternary deposit, the vertebrate fossil locality LACM 1163, is present and is located at the far northeastern corner of the proposed project site, along Anaheim Street near the intersection of Henry Ford Avenue. This locality consists of the fossil bison, *Bison*, and was located at a depth of approximately five feet below the surface level. In an email correspondence with Dr. McLeod on March 17, 2011, the locality LACM 1163 was identified as a lower jaw of a *Bison*, and was presumably collected during construction work in the area by an unknown individual in 1955.

Results

Shallow excavations in the Quaternary Alluvium exposed in the proposed project site may uncover significant vertebrate fossils of the Late Pleistocene age. Because of this, the proposed project site is deemed of moderate to high sensitivity for paleontological resources.

Based on the above, it is recommended that any excavations within native undisturbed sediments on the project site be closely monitored by a qualified paleontological monitor.

- Although there may be areas of artificial fill and disturbance as a result of development on the site, the site is currently obscured with an asphalt covering. There is no specific information available on the level of disturbance or fill within the project site and a known fossil locality occurred at 5 feet below the ground surface. Monitoring shall include the inspection of exposed surfaces and microscopic examination of matrix in potential fossil bearing formations. In the event microfossils are discovered, the monitor shall collect matrix for processing.
- Paleontologic monitors should be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. If potentially important paleontological resources are discovered, the construction activity within 100 feet of the find shall be diverted and the discovery reported to the construction contractor, the LAHD Inspector and to EMD. Monitoring may be reduced if some of the potentially fossiliferous units are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources or if excavation is determined to be within disturbed or fill sediments.
- In the event paleontological resources are encountered during earthmoving activities, recovered specimens shall be prepared by the paleontologist to a point of identification and permanent preservation.
- Recovered specimens shall be identified and curated into an established, accredited, professional museum repository with permanent retrievable paleontological storage.
- Preparation of a report of findings with an appended itemized inventory of specimens. The report and inventory, when submitted to Environmental Management Division of LAHD along with confirmation of the curation of recovered specimens into an established, accredited museum repository.

To avoid potential impacts to buried resources, mitigation measure CUL-2 is provided.

CUL-2 During construction, paleontological monitoring shall be required during all ground disturbing activities; and in the event any paleontological resources are encountered during earthmoving activities, the construction contractor shall cease activity in the affected area until the discovery can be evaluated by the qualified paleontological resources specialist in accordance with the provisions of CEQA §15064.5.

With the implementation of the above mitigation measure CUL-2, the proposed project would have a less than significant impact on paleontological resources.

d) Disturb any human remains, including those interred outside of formal cemeteries?

Less than Significant Impact. The records search indicated that no previously-recorded formal cemeteries are located within a ½-mile radius of the project site. No formal cemeteries or other places of human internment are known to exist in the project site itself.

A lack of surface evidence and the fact that human remains have not been encountered in the area however, does not preclude the possibility that unknown and unanticipated human remains may be encountered within the project site. In the event human remains are encountered during construction activities, all work within the vicinity of the remains shall halt in accordance with standard POLA construction requirements, Health and Safety Code §7050.5, Public Resources Code §5097.98, and §15064.5 of the CEQA Guidelines and the Los Angeles County Coroner shall be contacted. If the remains are deemed Native American in origin, the Native American Heritage Commission will be contacted to request consultation with a Native American Heritage Commission -appointed Most-Likely Descendant pursuant to Public Resources Code §5097.98 and CCR §15064.5.

As such, the proposed project would have a less than significant impact related to the disturbance of human remains. No mitigation is required.

4.6 GEOLOGY AND SOILS

Would the Project:

a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

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

No Impact. The project site is located within the Los Angeles Coastal Plain of the Peninsular Ranges geomorphic province of southern California approximately 16 miles southwest of downtown Los Angeles at the north end of the Los Angeles Harbor (California Department of Water Resources 1961, Norris and Webb, 1990) (Figure 2). The site is at an elevation of approximately 12 feet above mean sea level. The project site is located within the seismically active Southern California region and has the potential to be subjected to ground shaking hazards associated with earthquake events on active faults. The closest known fault is the Newport-Inglewood-Rose Canyon Fault Zone, located approximately 16 miles north of the project site (Southern California Earthquake Data Center 2010). The Safety Element of the City of Los Angeles General Plan does not identify the project site as located within an Alquist-Priolo Earthquake Fault Zone or in a Fault Rupture Study Area (City of Los Angeles 1996). Therefore, no impacts would occur related to the risk of surface rupture due to faulting. No mitigation is required.

ii) Strong seismic ground shaking?

Less than Significant Impact. The project site is located within the seismically active Southern California region. As such, the proposed project could experience effects of ground shaking resulting from activity on Southern California fault systems. As discussed in the response to Question 4.6(a)(i) above, the project site is not located within an Alquist-Priolo Earthquake Fault Zone or in a Fault Rupture Study Area (City of Los Angles 1996). The proposed project would construct a two-storied steel framed 32,565 square foot ILWU Local 13 Dispatch Hall to provide a meeting space and administrative offices for dispatching longshore workers to cargo terminals within the Ports of Los Angeles and Long Beach. All new structures are subject to City building and safety guidelines, restrictions, and permit regulations, which are designed to address the risks associated with seismic groundshaking. Compliance with existing regulations would ensure a less than significant impact. No mitigation is required.

iii) Seismic-related ground failure, including liquefaction?

Less than Significant Impact. Liquefaction is the process in which saturated silty to cohesionless soils below the groundwater table temporarily lose strength during strong ground shaking as a consequence of increased pore pressure during conditions such as those caused by an earthquake. Earthquake waves cause water pressures to increase in the sediment and the sand grains to lose contact with each other, leading the sediment to lose strength and behave like a liquid.

The project site is located in an area identified as being susceptible to liquefaction (City of Los Angles 1996). All new structures are subject to City building and safety guidelines, restrictions, and permit regulations. These regulations and guidelines include requirements for structure design that address safety and stability on sites potentially at risk of liquefaction. Adherence to these requirements would result in less than significant impacts related to liquefaction. No mitigation is required.

iv) Landslides?

No Impact. Landslides occur when masses of rock, earth, or debris move down a slope. Landslides are caused by disturbances in the natural stability of a slope. They can accompany heavy rains or follow droughts, earthquakes, or volcanic eruptions. Construction activities, such as grading, can accelerate landslide activity.

The proposed project site is relatively flat with no significant natural or graded slopes. Accordingly, the potential for seismically-induced landslides in the proposed project site is considered to be remote. According to the City of Los Angeles Safety Element, the project site is not located within an area susceptible to landslides (City of Los Angles 1996). As such, no impacts would occur and no mitigation is required.

b) Result in substantial soil erosion or the loss of topsoil?

Less than Significant Impact.

Construction

Construction of the proposed project would result in ground surface disturbance during excavation and grading that could create the potential for erosion to occur. Construction activities associated with the proposed project would expose soils for a limited time, allowing for possible erosion.

The Phase I National Pollution Discharge Elimination System (NPDES) Stormwater Program identifies eleven categories of industrial activity in the definition of “stormwater discharges

associated with industrial activity" that must obtain an NPDES permit. Category (x) of this definition is construction activity, commonly referred to as "large" construction activity. Under Category (x), the Phase I rule requires all operators of construction activity disturbing 5 acres or greater of land to apply for an NPDES stormwater permit. "Disturbance" refers to exposed soil resulting from activities such as clearing, grading, and excavating. Construction activities can include road building, construction of residential houses, office buildings, industrial sites, or demolition.

Surface runoff water and drainage is directed generally towards Alameda Street to municipal storm drains and sewer. The proposed project would involve the construction on a vacant parcel that will be approximately 9.15 acres in size. As such, the proposed project would be subject to the requirements of the NPDES Stormwater Program, which requires obtaining coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity, General Construction Permit 2009-0009-DWQ (EPA 2005, Cal EPA 2010). The General Construction Permit outlines a set of provisions that would comply with the requirements of the NPDES stormwater regulations. This also requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP). The SWPPP specifies Best Management Pracitices (BMPs) aimed at controlling construction-related pollutants that originate from the site as a result of construction-related activities. These BMPs include measures for temporary soil stabilization (e.g. preservation of existing vegetation; hydroseeding; and slope drains); temporary sediment control (e.g. silt fence; storm drain protection; and wind erosion control); and tracking control (e.g. stabilized construction entrance/exit) (Cal EPA 2010).

Implementation of appropriate BMPs, preparation of SWPPP, and compliance with the requirements of the NPDES Stormwater Program, City of Los Angeles Municipal Code, and all other applicable federal, state, and local regulations prior to project approval would result in a less than significant impact. No mitigation is required.

Operation

Long-term operation of the proposed project would not result in substantial soil erosion or loss of topsoil because the project site would be entirely developed with structures and pavement. The proposed project would construct a storm drain system with treatment systems to treat storm water runoff prior to discharge from the project site. Further, a SUSMP would be prepared to comply with City of Los Angeles requirements. The purpose of the SUSMP is to reduce the quantity and improve the quality of rainfall runoff that leaves the site.

Implementation of appropriate BMPs, preparation of SUSMP, and compliance with the requirements of the NPDES Stormwater Program, City of Los Angeles Municipal Code, and all other applicable federal, state, and local regulations prior to project approval would result in a less-than-significant impact. No mitigation is required.

c) Be located on a geological unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse?

Less than Significant Impact. As discussed in the response to Question 4.6(a)(iv) above, the project site is not located within an area susceptible to landslides (City of Los Angles 1996).

As discussed in Question 4.6(a)(iii), the project site is located in an area identified as being susceptible to liquefaction area (City of Los Angles 1996). All new structures would be subject to City building and safety guidelines, restrictions, and permit regulations. Adherence to these requirements would result in less than significant impacts related to unstable geologic units or soils. No mitigation is required.

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

Less than Significant Impact. Expansive soils are clay-based soils that tend to expand (increase in volume) as they absorb water and shrink (lessen in volume) as water is drawn away. Expansive soils can occur in any climate; however, arid and semi-arid regions are subject to more extreme cycles of expansion and contraction than more consistently moist areas. The hazard associated with expansive soils lie in the structural damage that may occur when buildings are placed on these soils. Expansive soils are often present in liquefaction zones due to the high level of groundwater typically associated with liquefiable soils.

The soil at the project site has a depth of 10 feet consists primarily of sand and silty sand with gravel or clay present at some sample locations (The Source Group 2008b).[iii] As part of the design phase, a qualified geotechnical engineer would evaluate the expansion potential associated with on-site soils. The soil expansion potential would be evaluated through a site-specific geotechnical investigation, which includes subsurface soil sampling, laboratory analysis of samples collected to determine soil expansion potential, and an evaluation of the laboratory testing results by a geotechnical engineer. Recommendations of the engineer would be incorporated into the design specifications for the proposed project, consistent with City design guidelines, including Sections 91.000 through 91.7016 of the City of Los Angeles Municipal Code.

All new structures would be subject to City building and safety guidelines, restrictions, and permit regulations. Compliance with the existing regulations and utilization of a site-specific geotechnical investigation during the design phase would minimize risk relating to expansive soil. Impacts would be less than significant. No mitigation is required.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

No Impact. Sewers are available to the project site for the disposal of wastewater, and the use of septic tanks or other alternative wastewater disposal systems would not be necessary. The proposed project would construct a storm drain system to connect with the City of Los Angeles sewer system, with treatment systems to treat storm water. Therefore, no impacts associated with use of wastewater disposal systems would occur. No mitigation is required.

4.7 GREENHOUSE GAS EMISSIONS

Would the Project:

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

Less than Significant Impact. Certain gases in the earth's atmosphere, classified as greenhouse gases (GHG), play a critical role in determining the earth's surface temperature. A portion of the solar radiation that enters earth's atmosphere is absorbed by the earth's surface, and a smaller portion of this radiation is reflected back toward space. Infrared radiation is absorbed by GHGs; as a result, infrared radiation released from the earth that otherwise would have escaped back into space is instead "trapped," resulting in a warming of the atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on Earth. Without the naturally occurring greenhouse effect, Earth would not be able to support life as we know it.

GHGs are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The following are the gases that are widely seen as the principal contributors to human-induced global climate change:

- Carbon dioxide (CO_2)
- Methane (CH_4)
- Nitrous oxide (N_2O)
- Hydrofluorocarbons (HFCs)
- Perfluorocarbons (PFCs)
- Sulfur Hexafluoride (SF_6)

GHG emissions related to human activities are responsible for intensifying the greenhouse effect and have led to a trend of unnatural warming of the earth's atmosphere and oceans, with corresponding effects on global circulation patterns and climate (IPCC 2007).

Global warming potential (GWP) is a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas; the global warming potential is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2, the most abundant GHG. GHGs with lower emissions rates than CO_2 may still contribute to climate change because they are more effective at absorbing outgoing infrared radiation than CO_2. The concept of CO_2-equivalents (CO_2e) is used to account for the different GWP potentials of GHGs to absorb infrared radiation.

Heavy-duty off-road equipment, materials transport, and worker commutes during construction of the proposed project would result in exhaust emissions of GHGs. GHG emissions generated by construction would be primarily in the form of CO_2. Although emissions of other GHGs, such as CH_4 and N_2O, are important with respect to global climate change, the emission levels of these other GHGs from on- and off-road vehicles used during construction are relatively small compared with CO_2 emissions, even when factoring in the relatively larger global warming potential of CH_4 and N_2O.

Total project construction GHG emissions were estimated using the methodology discussed earlier under Section 4.3, Air Quality. As shown in Table 4.7-1, total construction emissions would be approximately 754 metric tons of CO_2e. This assumes the maximum daily emissions would continue for 15 months of the project construction and is a conservative estimate of GHG emissions and does not take into account compliance with LAHD *Sustainable Construction Guidelines* for reducing air emissions from construction projects.

To date, there is no local, regional, state, or federal regulations to establish a threshold of significance to determine the project specific impacts of GHG emissions on global warming. In addition, the City of Los Angeles has not established such a threshold. At the time of this analysis, the SCAQMD has only adopted a significance threshold for GHG emissions of 10,000 metric tons per year, where SCAQMD is the Lead Agency for an industrial project. SCAQMD has not adopted thresholds of significance for other industrial projects or for residential, commercial, or mixed use projects. The GHG CEQA Significance Threshold Stakeholder Working Group has been meeting to discuss proposed thresholds for GHG emissions; these thresholds are anticipated to be adopted in early 2011. SCAQMD recommends that construction emissions be amortized over 30 years and added to the operational emissions of the project. For the purposes of this analysis, LAHD is using the following as its CEQA threshold of significance:

Table 4.7-1
Estimated Greenhouse Gas Emissions

	CO_2e (Metric Tons per Year)
Construction GHG Emissions (30-year Amortization)	25
Operational Emissions	
Area	0
Energy	286
Mobile	1,720
Solid Waste	171
Water	3
Total GHG Emissions	2,205
SCAMQD Proposed Threshold	10,000
Exceed Significance Threshold?	No

Source: AECOM 2011, Appendix C

As shown in Table 4.7-1, the proposed threshold of significance is not exceeded by the total project related GHG emissions. Therefore, the proposed project would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment. The impact would be less than significant. No mitigation is required.

b) Conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

Less than Significant Impact. In September 2006, Governor Arnold Schwarzenegger signed AB 32, the California Global Warming Solutions Act of 2006. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions. It requires that statewide GHG emissions be reduced to 1990 levels by 2020. In October 2008, ARB published its *Climate Change AB 32 Scoping Plan*, which is the state's plan to achieve the GHG reductions in California required by AB 32. The Scoping Plan was approved by ARB on December 11, 2008.

In addition to reducing GHG emissions to 1990 levels by 2020, AB 32 directed ARB to develop a Scoping Plan and identify a list of early action GHG reduction measures. In June 2007, ARB approved a list of 37 early action measures, including three discrete early action measures (Low Carbon Fuel Standard, Restrictions on High Global Warming Potential Refrigerants, and Landfill Methane Capture). Discrete early action measures are measures that are required to be adopted as regulations and made effective no later than January 1, 2010, the date established by Health and Safety Code (HSC) Section 38560.5. The early action items focus on industrial production processes, agriculture, and transportation sectors. Early action items are either not specifically applicable to the proposed project or would result in a reduction of GHG emissions associated with the project.

ARB's Scoping Plan includes measures that would indirectly address GHG emissions levels associated with construction activity, including the phasing in of cleaner technology for diesel engine fleets (including construction equipment) and the development of a Low Carbon Fuel Standard. Policies formulated under the mandate of AB 32 that are applicable to construction-related activity, either directly or indirectly, are assumed to be implemented during construction of the proposed project if those policies and laws are developed before construction begins. Therefore, it is assumed that project construction would not conflict with the Scoping Plan.

In May 2007, the City of Los Angeles Mayor's Office released the Green LA initiative, which is an action plan to lead the nation in fighting global warming. The Green LA Plan presents a citywide framework for confronting global climate change to create a cleaner, greener, sustainable Los Angeles. The Green LA Plan directs the Port to develop an individual Climate Action Plan, consistent with the goals of Green LA, to examine opportunities to reduce GHG

emissions from operations. In accordance with this directive, the LAHD prepared a Harbor Department Climate Action Plan (December 2007) detailing GHG emissions related to municipally controlled Port activities (such as Port buildings and Port workforce operations) and outlining current and proposed actions to reduce GHG from these operations. The Port is a member of the California Climate Action Registry (CCAR) and The Climate Registry (TCR). The LAHD has submitted GHG emissions inventories for LAHD controlled operations for 2006 and 2007, and will begin submitting annual GHG inventories for trucks, ships, and rail to CCAR, beginning in 2008 for the year 2006. The LAHD is developing a Sustainability Plan in accordance with the Mayor's Office Directive that will incorporate Port environmental programs and reports, including the Port's Climate Action Plan.

The proposed project would be constructed as a LEED Gold building and would incorporate measures that increase energy efficiency and conserve water resources, consistent with the goals of the Scoping Plan. The proposed project would not conflict with the General Plan, the AB 32 Scoping Plan, or any other plans, policies or regulations for the purpose of reducing GHG emissions. Neither the County nor any other agency with jurisdiction over this project has adopted climate change or GHG reduction measures with which the proposed project would conflict. The impact would be less than significant. No mitigation is required.

4.8 HAZARDS AND HAZARDOUS MATERIALS

Would the Project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

Less than Significant Impact.

Construction

Construction activities are temporary in nature, and would involve the limited transport, storage, use, and disposal of hazardous materials. Such hazardous materials could include on-site fueling/servicing of construction equipment, and the transport of fuels, lubricating fluids, and solvents. These types of materials are not acutely hazardous, and all storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances (DTSC), United States Environmental Protection Agency, the Occupational Safety & Health Administration, the Los Angeles Fire Department (LAFD), and the Los Angeles County Health Department. The transport, use, and disposal of construction-related hazardous materials would occur in conformance with all applicable local, federal, state, and local regulations governing such activities.

A Phase 1 Environmental Site Assessment was prepared in May 2008. The Phase I Environmental Site Assessment determined that while the site is currently without buildings, several commercial or industrial buildings of unknown use were previously clustered in the northwest portion of the site. The project site is recorded as having five oil wells by California Department of Conservation, Division of Oil, Gas, and Geothermal Resources. All five were abandoned (The Source Group 2008a).

A follow-on Phase 2 ESA study was conducted in June 2008 with two rounds of sampling. Round 1 consisted of soil samples at eight locations and groundwater samples from three locations. Samples were analyzed for total petroleum hydrocarbon (TPH); volatile organic compounds (VOC); benzene, toluene, ethylbenzene (BTEX); semi-volatile organic compounds (SVOCs); polychlorinated biphenyl (PCB); orthy-cresyl phosphates (OCPs); and oxygenated compounds (The Source Group 2008b).

TPH was present in twenty-one of forty-one sample locations at the Site, ranging from non-detect to a maximum value of 13,000 mg/kg and groundwater concentrations from non-detect to 2.8 mg/L.

BTEX was present in twenty-eight and VOC present in thirty-one of forty-one locations. Based on a comparison of detected values, the soil VOC or BTEX did not exceed the PRG values for direct dermal exposure under the industrial worker scenario for soil. None of the VOC or BTEX concentrations exceeded the PRG screening values for the potential to migrate to groundwater (based on a 20 times dilution factor). BTEX concentrations in soil samples were compared to the Los Angeles RWQCB soil screening levels for soils less than 20-feet above groundwater, and a site lithology characterized by silt, as are the conditions at the project site. No samples which contained any of the BTEX compounds exceed the screening limits.

Groundwater depth at the site is ten feet. Groundwater samples at twenty-three locations. The groundwater sample collected throughout the site and at the approximate location of the future building contained detectable concentrations of TPH, BTEX, or other VOCs. The source of these compounds is likely attributable to the past crude oil activities performed on or nearby the project site and may also be related to petroleum transmission pipelines that cross or are present near the southern portion of the project site. The groundwater underlying the site is non-potable. Results of groundwater sample analysis were compared to discharge limits as defined in the General NPDES permits for construction dewatering. The results of this evaluation indicate that treatment of extracted groundwater would likely be required. Such discharge of groundwater would be done under a NPDES permit from the Los Angeles RWQCB.

The project is located in an area identified as a potential methane hazard site due to its proximity to methane gas sources, such as oil wells and oil fields. Methane gas testing confirmed that methane gas is present at the site at levels that would require methane gas mitigation systems be incorporated into the design of any paved area or inhabited structure on the site as required by City of Los Angeles Municipal Code, Section 91.106.4.1 and Division 71 of Article 1, Chapter IX. This requirement would also address any potential benzene migration into the new building.

As determined by the results of the Phase 1 and 2 Environmental Site Assessments, soil contamination may be discovered during construction activities involving the excavation and disposal of approximately 6,000 cubic yards of soil. Any contamination would be remediated in accordance with DTSC, the Los Angeles RWQCB, and City requirements. Deeper excavations associated with the building foundation and removal of an electrical substation may encounter groundwater contamination, which would be remediated in accordance with cleanup target levels established by the Los Angeles RWQCB under a Voluntary Cleanup Oversight Agreement. The potential location of a fifth oil well would also require proper abandonment in accordance with DOGGR requirements. Therefore, short-term construction impacts would be less than significant. No mitigation is required.

Operation

Long-term operation of the proposed project would not involve the transport, storage, use, or disposal of hazardous materials. The proposed project would operate as a union dispatch hall with only normal household cleaners on site. Operations would not generate and hazardous waste, nor will there any be hazardous waste treated onsite. Thus, project operation would not pose a significant hazard to the public or the environment. Thus, the proposed project is not anticipated to generate industrial wastes or toxic substances during operation, and impacts would be less than significant. No mitigation is required.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

Less than Significant Impact.

Construction

The proposed project would not create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous material into the environment. As discussed in the response to Question 4.8(a), construction activities would involve limited transport, storage, use, and disposal of hazardous materials, which could include on-site fueling/servicing of construction equipment, and the transport of fuels, lubricating fluids, and solvents. However, these activities are temporary in nature, and would be subject to applicable federal, state, and local health and safety requirements. As determined by the Phase 1 and 2 Environmental Site Assessments, it is possible that soil and groundwater contamination may be discovered during construction activities. Any contamination would be remediated in accordance with DTSC, the Los Angeles RWQCB, and City requirements. Therefore, impacts related to the release of hazardous materials into the environment would be less than significant. No mitigation is required.

Operation

Long-term operation of the proposed project would not involve the transport, storage, use, or disposal of hazardous materials. The proposed project would operate as a union dispatch hall with only normal household cleaners on site. Operations would not generate and hazardous waste, nor would there any be hazardous waste treated on-site. The proposed project is not anticipated to generate industrial wastes or toxic substances during operation. Thus, project operation would not pose a significant hazard to the public or the environment. Therefore, impacts would be less than significant. No mitigation is required.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

Less than Significant Impact. The project site is not located within one-quarter mile of an existing or proposed school. The nearest school is Wilmington Park Elementary School, which is approximately 0.37 miles northwest of the project site. Construction activities associated with the proposed project would involve the handling of hazardous materials (fuels, lubricants, and oils). However, the handling of minor amounts of hazardous materials, as previously discussed, would be in compliance with applicable regulations. Additionally, construction activities are temporary in nature, and would involve the limited transport, storage, use, and disposal of hazardous materials. As determined by the Phase 1 and 2 Environmental Site Assessments, it is possible that soil and groundwater contamination may be discovered during construction activities. Any contamination would be remediated in accordance with DTSC, the Los Angeles RWQCB, and City requirements.

Long-term operation of the proposed project would not involve the transport, storage, or generation of industrial wastes or toxic substances. Impacts of the proposed project related to the emission and handling of hazardous materials within 0.25 mile of a school would be less than significant. No mitigation is required.

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

No Impact. California Government Code Section 65962.5 requires various state agencies to compile lists of hazardous waste disposal facilities, unauthorized release from underground storage tanks, contaminated drinking water wells, and solid waste facilities from which there is known migration of hazardous waste and submit such information to the Secretary for Environmental Protection on at least an annual basis. This question would apply only if the project site is included on any of the above referred to lists and, therefore, would pose an environmental hazard to surrounding sensitive uses.

The project site is not identified on the Cortese list (Government Code Section 65962.5) (Cal EPA 2010). Thus, no impact would occur and no mitigation is required.

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

No Impact. The project site is not located within two miles of a public airport, nor is it located within an airport land use plan. The proposed site is not located in the vicinity of a private

airstrip. The nearest airport facility are helicopter-landing pads at Berth 95 (2.8 miles southwest of the project site) and at 1175 Queens Highway, in Long Beach (over 3.4 miles to the southeast northeast of the site). Only small helicopters operate from these locations and transit primarily via the Main Channel of the Port. Given the distance of the heliport, persons at the project site would not be exposed to safety hazards associated with aircraft. No impact related to public airport uses would occur. No mitigation is required.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

No Impact. As discussed in Question 4.8(f), the project site is not located within two miles of a public airport, nor is it located within an airport land use plan. Further, the project site is not located in the vicinity of a private airstrip. The nearest airport facility are helicopter-landing pads at Berth 95 (2.8 miles southwest of the project site) and at 1175 Queens Highway, in Long Beach (over 3.4 miles to the southeast northeast of the site). Therefore, no impact related to private airstrip uses would occur. No mitigation is required.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

Less than Significant Impact. The proposed project is anticipated to improve access to location and would not affect implementation or interfere with an adopted emergency response or evacuation plan. The proposed project would consist of upgrading of existing street entrances/exits. Two new entrances/exits would be constructed on Anaheim Street and Alameda Street. The proposed project would include modifications to approximately 1,200 feet of sidewalks on Anaheim and Alameda Streets.

All construction activities would conform to the City of Los Angeles Municipal Code and ADA guidelines. Further, the project applicant would coordinate with both the LAFD and Los Angeles Police Department (LAPD) prior to commencement of construction activities to ensure that emergency response vehicles are able to access and/or traverse the project site. As such, impacts to any adopted emergency response plan or emergency evacuation plan would be less than significant. No mitigation is required.

h) Expose people or structures to a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

No Impact. The project site is not located in an area designated as Very High Fire Hazard Severity Zone per the City of Fire Department pursuant to Government Code 51178 (City of Los Angeles Municipal Code 2011). Neither construction nor operation of the proposed project would

create the potential for wildland fires to occur within the vicinity. Therefore, no impacts related to wildland fires would occur and no further analysis is required. No mitigation is required.

4.9 HYDROLOGY AND WATER QUALITY

Would the Project:

a) Violate any water quality standards or waste discharge requirements?

Less than Significant Impact.

Construction

Construction activities associated with the proposed project would expose soils for a limited time, allowing for possible erosion and the potential introduction of sediments into surface runoff and drainage from the site. Surface runoff water and drainage is directed generally towards Alameda Street to municipal storm drains and sewer.

As discussed in Question 4.6(b), the proposed project would be subject to the requirements of the NPDES Stormwater Program, which requires obtaining coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity, General Construction Permit 2009-0009-DWQ (EPA 2005, Cal EPA 2010). The General Construction Permit outlines a set of provisions that would comply with the requirements of the NPDES stormwater regulations. This also requires the development and implementation of a SWPPP. The SWPPP specifies BMPs aimed at controlling construction-related pollutants that originate from the site as a result of construction-related activities. These BMPs include measures for temporary soil stabilization (e.g. preservation of existing vegetation; hydroseeding; and slope drains); temporary sediment control (e.g. silt fence; storm drain protection; and wind erosion control); and tracking control (e.g. stabilized construction entrance/exit) (Cal EPA 2010).

The proposed project would also be constructed to achieve LEED Certification. This would include stormwater measures, such as, using alternative surfaces (e.g., vegetated roofs, pervious pavement, grid pavers) and nonstructural techniques (e.g.,rain gardens, vegetated swales, disconnection of imperviousness, rainwater recycling) to reduce imperviousness and promote infiltration; using low-impact development; or using environmentally-sensitive design to create integrated natural and mechanical treatment systems such as constructed wetlands, vegetated filters and open channels to treat stormwater runoff (USGBC 2008).

Implementation of appropriate BMPs, utilizing stormwater measures to achieve LEED Certification, preparation of a SWPPP, and compliance with the requirements of the NPDES Stormwater Program, City of Los Angeles Municipal Code, and all other applicable federal, state, and local regulations prior to project approval would result in a less than significant impact. The proposed project would not violate ay water quality standards or waste discharge requirements. No mitigation is required.

Operation

The proposed project would construct a storm drain system, with treatment systems to treat stormwater. A SUSMP would be prepared to comply with City of Los Angeles requirements. The purpose of the SUSMP is to reduce the quantity and improve the quality of rainfall runoff that leaves the site. Implementation of appropriate BMPs, utilizing stormwater measures to achieve LEED Certification, preparation of SUSMP, and compliance with the requirements of the NPDES Stormwater Program, City of Los Angeles Municipal Code, and all other applicable federal, state, and local regulations prior to project approval would result in a less than significant impact. No mitigation is required.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

No Impact. Groundwater in the harbor area is south of the Dominquez Gap Barrier and generally impacted by saltwater intrusion (salinity), and is, therefore, unsuitable for use as drinking water. The project site does not support surface recharge of groundwater. In addition, the project site is almost entirely covered with impermeable surfaces. The project site would remain paved during operation. The proposed project would have no affect on existing groundwater supplies. Therefore, the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge. No impacts would occur. No mitigation is required.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

Less than Significant Impact. The proposed project is a paved property that is not within the course of a stream or a river. As such, construction and operation of the proposed project would not alter the course of a stream or river. Construction would not result in substantial erosion or siltation. However, the proposed project would change the existing drainage pattern within the site. The existing storm drainage system at the project site allows for discharge of untreated runoff. Surface runoff water and drainage is directed generally towards Alameda Street to municipal storm drains and sewer.

The proposed project would construct a storm drain system, with treatment systems to treat stormwater. Further, a SUSMP would be prepared to comply with City of Los Angeles requirements. The proposed project would be subject to the requirements of the NPDES

Stormwater Program, which requires obtaining coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity, General Construction Permit 2009-0009-DWQ (EPA 2005, Cal EPA 2010). The SWPPP specifies BMPs aimed at controlling construction-related pollutants that originate from the site as a result of construction-related activities. These BMPs include measures for temporary soil stabilization (e.g. preservation of existing vegetation; hydroseeding; and slope drains); temporary sediment control (e.g. silt fence; storm drain protection; and wind erosion control); and tracking control (e.g. stabilized construction entrance/exit) (Cal EPA 2010).

In addition, the proposed project would also be constructed to achieve LEED Certification. This would include stormwater measures, such as, using alternative surfaces (e.g., vegetated roofs, pervious pavement, grid pavers) and nonstructural techniques (e.g.,rain gardens, vegetated swales, disconnection of imperviousness, rainwater recycling) to reduce imperviousness and promote infiltration; using low-impact development; or using environmentally-sensitive design to create integrated natural and mechanical treatment systems such as constructed wetlands, vegetated filters and open channels to treat stormwater runoff (USGBC 2008).

Implementation of appropriate BMPs, utilizing stormwater measures to achieve LEED Certification, preparation of a SWPPP, and compliance with the requirements of the NPDES Stormwater Program, City of Los Angeles Municipal Code, and all other applicable federal, state, and local regulations prior to project approval would result in a less than significant impact. No mitigation is required.

d) Substantially alter the existing drainage pattern of the site or area, including the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

Less than Significant Impact. Please see the response for Question 4.9(c).

e) Create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Less than Significant Impact.

Construction

Surface runoff water and drainage is directed generally towards Alameda Street to municipal storm drains and sewer. As discussed in Question 4.6(b), the proposed project would be subject to the requirements of the NPDES Stormwater Program, which requires obtaining coverage under the General Permit for Discharges of Stormwater Associated with Construction Activity, General Construction Permit 2009-0009-DWQ, which would comply with the requirements of the NPDES

stormwater regulations. (EPA 2005, Cal EPA 2010). This also requires the development and implementation of a SWPPP, which specifies BMPs aimed at controlling construction-related pollutants that originate from the site as a result of construction-related activities.

In addition, the proposed project would also be constructed to achieve LEED Certification. This would include stormwater measures, such as, using alternative surfaces (e.g., vegetated roofs, pervious pavement, grid pavers) and nonstructural techniques (e.g.,rain gardens, vegetated swales, disconnection of imperviousness, rainwater recycling) to reduce imperviousness and promote infiltration; using low-impact development; or using environmentally-sensitive design to create integrated natural and mechanical treatment systems such as constructed wetlands, vegetated filters and open channels to treat stormwater runoff (USGBC 2008).

Implementation of appropriate BMPs, utilizing stormwater measures to achieve LEED Certification, preparation of a SWPPP, and compliance with the requirements of the NPDES Stormwater Program, City of Los Angeles Municipal Code, and all other applicable federal, state, and local regulations prior to project approval. The proposed project would not create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the proposed project would result in a less than significant impact. No mitigation is required.

Operation

The existing storm drainage system at the project site allows for discharge of untreated runoff. The parcel is entirely asphalt paved and fenced. Surface runoff water and drainage is directed generally towards Alameda Street to municipal storm drains and sewer. The proposed project would construct a storm drain system, with treatment systems to treat storm water. Further, a SUSMP would be prepared to comply with City of Los Angeles requirements. The purpose of the SUSMP is to reduce the quantity and improve the quality of rainfall runoff that leaves the site. Implementation of appropriate BMPs, preparation of SUSMP, and compliance with the requirements of the NPDES Stormwater Program, City of Los Angeles Municipal Code, and all other applicable federal, state, and local regulations prior to project approval. The proposed project would not create or contribute runoff water, which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff. Therefore, the proposed project would result in a less than significant impact. No mitigation is required.

f) Otherwise substantially degrade water quality?

Less than Significant Impact

Construction

Construction activities associated with the proposed project would expose soils for a limited time, allowing for possible erosion and the potential introduction of sediments into surface runoff and drainage. However, construction activities are temporary in nature and substantial erosion and sedimentation would not occur. Implementation of appropriate BMPs, preparation of SUSMP, and compliance with the requirements of the NPDES Stormwater Program, City of Los Angeles Municipal Code, and all other applicable federal, state, and local regulations prior to project approval. The proposed project would not substantially degrade water quality and would, therefore, result in a less than significant impact. No mitigation is required.

Operation

The proposed project will construct a storm drain system, with treatment systems to treat stormwater. Further, a SUSMP would be prepared to comply with City of Los Angeles requirements. The purpose of the SUSMP is to reduce the quantity and improve the quality of rainfall runoff that leaves the site. Implementation of appropriate BMPs, preparation of SUSMP, and compliance with the requirements of the NPDES Stormwater Program, City of Los Angeles Municipal Code, and all other applicable federal, state, and local regulations prior to project approval. The proposed project would not substantially degrade water quality and would, therefore, result in a less than significant impact. No mitigation is required.

g) Place housing within a 100-year flood hazard area as mapped on a federal flood hazard boundary or Flood Insurance Rate Pap or other flood hazard delineation map?

No Impact. A 100-year flood is one that has a one percent chance of occurring in any given year. The project site is not located within the 100-year flood zone (FEMA 2011).[iv] Further, no housing is proposed. No impacts related to a 100-year flood hazard area would occur. No mitigation is required.

h) Place within a 100-year flood hazard area structures, which would impede or redirect flood flows?

No Impact. As discussed in the response to Question 4.9(g), the project site is located within the 100-year flood zone (FEMA 2011). Further, no housing is proposed. No impacts related to a 100-year flood hazard area would occur. No mitigation is required.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

No Impact. The project site is not within a potential dam or levee inundation area as identified in the Los Angeles General Plan Safety Element (City of Los Angeles 1996).[v] The proposed project would not expose people or structures to significant risk of loss, injury or death from flooding, including flooding from failure of a levee or dam. No impacts would occur. No mitigation is required.

j) Inundation by seiche, tsunami, or mudflow?

Less than Significant. Seiches are oscillations generated in enclosed bodies of water usually as a result of earthquake related ground shaking. A seiche wave has the potential to overflow the sides of a containing basin to inundate adjacent or downstream areas. However, this water feature is not of the nature that would result in a seiche.

Tsunamis are large ocean waves caused by the sudden water displacement that results from an underwater earthquake, landslide, or volcanic eruption, and affect low-lying areas along the coastline. The Port is open to the ocean and not entirely closed, allowing entry of seismically induced waves, therefore reducing the potential for inundation resulting from a seiche.

According to the Safety Element of the Los Angeles City General Plan, the project site is located within an area susceptible to impacts from a tsunami and subject to possible inundation as a result. However, in the period since publication of the Safety Element, a detailed study of tsunami hazardous was conducted (Moffatt & Nichols 2007). Conclusions of the study indicate that under various tsunami scenarios, the project site would not experience significant impacts from inundations or flooding.

The topography of the project site, which is essentially flat, lacks sufficient relief to support a mudflow; the occurrence of mudflows at the project site is unlikely due to the lack of slope. As such, impacts related to seiche, tsunami, or mudflow would be less than significant. No mitigation is required.

4.10 LAND USE AND PLANNING

Would the Project:

a) Physically divide an established community?

No Impact. No streets or sidewalks would be permanently closed as a result of the proposed project and no separation of uses or disruption of access between uses would occur. Additionally, no separation of land uses or disruption of access between land use types would occur as a result of development of the proposed project. Therefore, implementation of the proposed project would not divide the established community. No impacts would occur. No mitigation is required.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

No Impact. The proposed project would not conflict with a specific plan, general plan or zoning ordinance. The project site is zoned for industrial uses ([Q]M3-1). The proposed project would be consistent with the land use. The proposed project would not alter the land use of the project site or surrounding area, and would not conflict with any applicable land use plans. Therefore, no impact would occur. No mitigation is required.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No Impact. As discussed in response to question 4.4.f), the site is not part of any habitat conserve plan or natural community conservation plan (FWS 2010, CDFG 2010). Therefore, no impact would occur. No mitigation is required.

4.11 MINERAL RESOURCES

Would the Project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

No Impact. Per the City of Los Angeles Municipal Code, the project site is in an area that is located in or in close proximity to a formerly active oil drilling area and is subject to developmental regulations relating to guidelines to mitigate oil drilling area hazards (City of Los Angeles Municipal Code 2011). The Wilmington Oil Field is the third largest oil field in the United States, based on cumulative production. The Wilmington Oil Field extends from Torrance to Harbor District of the City of Long Beach, a distance of approximately 13 miles (Otott and Clarke 1996). While the project site has no active production wells and has four abandoned wells on-site, there are numerous active oil wells within a one-mile radius of the site (State of California Department of Conservation 2010). Most of the surrounding area is zoned industrial, allowing for oil extraction. Opportunity for drilling productive oil wells from other nearby industrial properties would not be impaired. Although located within the Wilmington Oil field, the proposed project would not lead to a loss of availability to or of this resource. Construction and operation of the Dispatch Hall would not directly impact the existing oil or diminish the ability to extract oil. As such, no impacts to mineral resources would occur. No mitigation is required.

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

No Impact. As discussed in Question 4.11(a), the project site is in an area that is located in or in close proximity to a formerly active oil drilling area and is subject to developmental regulations relating to guidelines to mitigate oil drilling area hazards (City of Los Angeles Municipal Code 2011). Although located within the Wilmington Oil field, the proposed project would not lead to loss of access mineral resources. The proposed project would not prevent extraction from the Wilmington Oil Field. As such, no loss of availability to mineral resources would occur. No mitigation is required.

4.12 NOISE

Would the Project Result In:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

Less than Significant Impact.

Construction

The proposed project is located in an industrial zoned area. The nearest residence is within the community of Wilmington, approximately 450 feet to the northwest. The overall character of the surrounding area is primarily manufacturing. Construction would occur weekdays between 7:00 a.m. and 4:00 p.m. Construction would consist of ground clearing, excavation, installation of underground utilities, installation of foundation and vapor control system, erecting the building and finishing the building and parking area. Table 4.12-1 identifies the construction equipment for the proposed project and their typical noise levels.

Table 4.12-1
Typical Noise Levels FOR Construction Equipment

Construction Equipment Type	Typical Noise Level at 50 feet (dBA)
Paver	85
Dozer	82
Crane, Mobile	85
Backhoe	80
Grader	85
Trucks	74-81

Note: Assumes all equipment fitted with properly maintained and operational noise control device, per manufacturer specifications.
Source: USEPA 1971

Noise levels generated by construction equipment (or by any stationary source) decrease at a rate of approximately 6 dBA per doubling of distance from the source (Harris 1979). Therefore, if a particular construction activity generated average noise levels of 89 dBA at 50 feet, the L_{eq} would be 83 dBA at 100 feet, 77 dBA at 200 feet, 71 dBA at 400 feet, and so on.

Construction generally occurs in several discrete phases. Each phase requires a specific complement of equipment with varying equipment type, quantity, and intensity. These variations

in the operational characteristics of the equipment change the effect they have on the noise environment in the project vicinity. The effect of construction noise largely depends on the construction activities being performed on a given day, noise levels generated by those activities, distances to noise-sensitive receptors, and the existing ambient noise environment at the receptors.

As indicated in Table 4.12-1, above, operational noise levels for project construction activities would range from 74 dBA to 85 dBA at a distance of 50 feet. Continuous combined noise levels generated by the simultaneous operation of the loudest pieces of equipment would result in noise levels of 88 dBA at 50 feet. Accounting for the usage factor of individual pieces of equipment, topographical shielding, and ground absorption effects; construction activities on the project site would be expected to result in hourly average noise levels of exceed 89 dBA Lmax, at a distance of 50 feet. Maximum noise levels generated by construction activities are not predicted to exceed 89 dBA Lmax at 50 feet. As stated in the project description, there are intervening structures (e.g., block wall, commercial/industrial buildings) between the project site and the nearest noise-sensitive receptor. Assuming a conservative adjustment of -5 dBA to account for intervening structures between the project site and receptors, Table 4.12-2 shows the calculated project construction noise levels at sensitive receptors in the vicinity of project construction activities.

Table 4.12-2
Calculated Noise Levels from Construction Activities at Nearest Sensitive Receptors

Receptor	Use	Zoning	Distance (ft)	Calculated dBA
699 N. Watson Avenue	Residence	Commercial	450	61.7
813 N. Watson Avenue	Hotel	Commercial	760	57.1
827 N. Watson Avenue	Residence	Residential	800	56.7
716 Blinn Avenue	Residential Hotel	Commercial	810	56.6

Source: FHWA Roadway Construction Noise Model, January 2006.Federal Transit Administration 2006:

As shown in Table 4.12-2, the highest calculated construction noise levels attributable to the project would be 61.7 dBA L_{eq}. Construction noise for the proposed project would fall within the typical range for daytime existing ambient noise. Further, construction activities would be limited to between 7:00 a.m. and 4:00 p.m. on weekdays, and no construction would occur on weekends in accordance with Los Angeles Municipal Code requirements. Construction noise impacts would be less than significant and no mitigation is required.

Operation

Operational noise would involve traffic generated noise as the workers arrive and depart. There are two periods for dispatch, early morning (6:15 a.m. to 7:15 a.m.) and during the late afternoon (4:15 p.m. to 5:30 p.m.). Peak activity is during dispatch, other periods have low activity at the facility. The project site is an industrial area located at the intersection of two major streets (Alameda Street and E. Anaheim Street) with heavy truck traffic creating high traffic noise levels.

Typically, traffic volumes have to double or increase by 100 percent before the associated increase in noise levels is noticeable [3 dBA (CNEL/Ldn)] along roadways (Caltrans 2009). Existing peak hour traffic volumes along roadways in the project vicinity range from 2,797 to 3,002 trips. The existing average daily dispatched number of workers is approximately 1,755 workers from the existing Dispatch Hall. The average daily dispatched workers during the morning shift from the existing Dispatch Hall are 842 workers, with 589 trips during the a.m. peak hour. There are 911 workers dispatched daily on average from the existing Dispatch Hall during the afternoon, with 728 trips during the p.m. peak hour. Relocation of the Hall would result in similar dispatched worker volumes and peak hour traffic volumes along the local roadway network. Future operations are anticipated to add 1,500 additional workers for a total of 3,255 workers to be dispatched. This would result in an increase in morning dispatches of approximately 721 workers with approximately 504 trips during the a.m. peak hour. During the afternoon dispatches would increase by approximately 779, resulting in approximately 624 trips during the p.m. peak hour. This represents an approximate increase in peak hour traffic of 20 percent. Consequently, operation of the proposed project would not result in a noticeable change in the traffic noise of area roadways. The long-term, off-site operational traffic source noise would not result in the exposure of persons to or generation of noise levels in excess of applicable standards or create a substantial permanent increase in ambient noise levels in the project vicinity. As a result, this impact would be less than significant. No mitigation is required.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

Less than Significant Impact. Construction operations would result in varying degrees of temporary ground vibration, depending on the specific construction equipment used and operations involved. Ground vibration generated by construction equipment spreads through the ground and diminishes in magnitude with increases in distance. The effects of ground vibration may be imperceptible at the lowest levels, with low rumbling sounds; detectable at moderate levels; and damaging to nearby structures at the highest levels. While ground vibrations from typical construction activities very rarely reach levels high enough to cause damage to structures, special consideration must be made when sensitive or historic land uses are near the construction site. The construction activities that typically generate the highest levels of vibration are blasting and impact pile driving, which are not required for this project.

Vibration-sensitive land uses include fragile/historic buildings, commercial buildings where low ambient vibration is essential for operations within the buildings (e.g., computer chip manufacturers and hospitals), and buildings where people sleep. Vibration-sensitive receptors near the project site are identical to the noise-sensitive receptors.

Vibration attenuates as it radiates from the source. The Federal Transit Authority has published standard vibration levels in decibels (VdB) for construction equipment operations (USDOT 2006).[vi] The equipment's VdB at 25 feet and at the receptors identified in Table 4.12-3are listed below.

Table 4.12-3
Vibration Levels for Construction Equipment Operation

Equipment	Approximate Velocity Level (VdB) at 25 feet	VdB at 699 N. Watson Street	VdB at 813 N. Watson Street	VdB at 827 N. Watson Street	VdB at 711 Finn Avenue
Large Bulldozers	87	50	43	43	43
Loaded Trucks	86	49	42	42	42

The background vibration velocity level in residential areas is typically 50 VdB or lower, which is below the threshold of perception by humans of approximately at 65 VdB. As displayed in Table 4.12-3, the vibration from construction equipment would be undetectable at all four locations. As a result, this impact would be less than significant. No mitigation is required.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. As discussed in Question 4.12(a), operational noise would involve traffic generated noise as the workers arrive and depart. Dispatched worker trips would represent a 42 percent to 43 percent increase in traffic volumes. Consequently, operation of the project would not result in a noticeable change in the traffic noise of area roadways. The long-term, off-site operational traffic source noise would not result in the exposure of persons to or generation of noise levels in excess of applicable standards or create a substantial permanent increase in ambient noise levels in the project vicinity. As a result, this impact would be less than significant. No mitigation is required.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

Less than Significant Impact. As discussed in Question 4.12(a), construction of the proposed project calculated construction noise levels attributable to the project would be 61.7 dBA L_{eq}.

Construction noise for the proposed project would fall within the typical range for daytime existing ambient noise per the City of Los Angeles Municipal Code (City of Los Angeles Municipal Code 2011). Impacts would be less than significant. No mitigation is required.

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

No Impact. As discussed in Question 4.8(e), the project site is not located within two miles of a public airport, nor is it located within an airport land use plan. Further, the project site is not located in the vicinity of a private airstrip. The nearest airport facility are helicopter-landing pads at Berth 95 (2.8 miles southwest of the project site) and at 1175 Queens Highway, in Long Beach (over 3.4 miles to the southeast northeast of the site). Only small helicopters operate from these locations and transit primarily via the Main Channel of the Port. Given the distance of the heliport, persons at the project site would not be exposed to excessive noise associated with aircraft. No impact would occur and no mitigation is required.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

No Impact. As discussed in Question 4.8(f), the project site is not located in the vicinity of a private airstrip. The nearest airport facility are helicopter-landing pads at Berth 95 (2.8 miles southwest of the project site) and at 1175 Queens Highway, in Long Beach (over 3.4 miles to the southeast northeast of the site). Therefore, no impact related to private airstrip uses would occur. No mitigation is required.

4.13 POPULATION AND HOUSING

Would the Project:

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

No Impact. The proposed project would involve construction of a two-storied steel framed 32,565 square foot Dispatch Hall, and transfer of the existing Dispatch Hall operations to the new location. The proposed project does not include any residential land uses, and therefore, would not result in a direct population increase from construction of new homes or businesses. Further, the proposed project would involve the relocation of existing utility lines and does not include extension of roads or other infrastructure. The worker population served by the existing Dispatch Hall presently exists in the region and the proposed project would neither require construction of new businesses or homes nor expand infrastructure in a manner that induces growth. Thus, the proposed project would not result in indirect population growth. No impacts on population growth would occur and no mitigation is required.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

No Impact. The project site is zoned for industrial uses ([Q]M3-1) area and is located completely within LAHD property. The proposed project would not displace existing housing or interfere with potential or planned future development of housing. Additionally, the proposed project does not require the removal of housing. As such, no housing would be displaced by development of the proposed project. No impacts would occur. No mitigation is required.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

No Impact. As discussed in the response to Question 4.12(b) above, the proposed project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere. As such, no persons would be displaced as a result of implementation of the proposed project. No impacts would occur. No mitigation is required.

4.14 PUBLIC SERVICES

Would the Project:

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

i) Fire Protection?

Less than Significant Impact. Los Angeles Fire Department (LAFD) provides fire protection and emergency services for the proposed project site. Fire protection capabilities are based on the distance from the emergency to the nearest fire station and the number of simultaneous emergency or fire-related calls.

LAFD facilities in the vicinity of the proposed project site include land-based fire stations and fireboat companies. In the Harbor area, Battalion 6 is responsible for all of Wilmington and its waterfronts, Terminal Island and all of the surrounding water, San Pedro, Harbor City, and Harbor Gateway. There are 10 fire stations within these geographical areas, which consists of fire boats, hazardous material squads, paramedic and rescue vehicles, three truck companies, an urban search and rescue unit, and a foam tender apparatus. The 10 fire stations within the Port area include:

- Station 38 - Located at 124 East I Street, Wilmington, Station 38 is a taskforce station with a staff of nine that maintains a truck and engine company and paramedic ambulance. This is approximately is 1.0 mile to the west of the project site. This would be the primary fire station responding to the proposed project.

- Station 49 – Located at 400 Yacht Street, Berth 194 in Wilmington, Station 49 has a single engine company, two boats, a rescue ambulance, and is Battalion 6 Headquarters. There are 13 staff members at this station. This is located approximately 1.2 miles to the northeast of the project site. This would be the secondary fire station responding to the project site.

- Station 110 – Located at 2945 Miner Street in San Pedro, Station 110 has one fireboat and a staff of three.

- Station 111 - Located at 1444 S. Seaside Avenue on Terminal Island, Station 111 has one fireboat and three staff members.

- Station 40 – Located at 330 Ferry Street on Terminal Island, Station 40 is equipped with a fire engine and two ambulances and has four firefighters and two paramedics on staff.

- Station 112 – Located at 444 S. Harbor Boulevard on Berth 86 in San Pedro, Station 112 has a staff of 15, including an emergency medical services supervisor. It is a single engine company with a paramedic rescue ambulance and one fireboat.

- Station 36 – This is located at 1005 N. Gaffey Street in San Pedro.

- Station 48 – Located at 1601 S. Grand Avenue in San Pedro, Station 48 is a task force house with a staff of 16. It maintains a truck and engine company and a hazardous materials unit.

- Station 101 – Located at 1414 25th Street in San Pedro, Station 101 is staffed by six firefighters and two paramedics. This station has an engine company and paramedic ambulance.

The proposed project would be reviewed by the LAFD prior to commencement of construction activities. Further, the proposed project would comply with the City of Los Angles Municipal Code requirements and any LAFD requirements. The proposed project would not increase the demand for fire services and would neither require the expansion of existing facilities nor the construction of new fire facilities. The impact would be less than significant and no mitigation is required.

ii) Police protection?

Less than Significant Impact. The existing Dispatch Hall is within the jurisdiction area of the LAPD. The new location would be within the jurisdiction of the Los Angeles Port Police (Port Police). The Port Police are responsible for patrol and surveillance of Port property including 12 square miles of landside property and 43 miles of waterfront. Port Police offices are located in the Harbor Administration Building at 425 South Palos Verdes Street in San Pedro. The Port Police Headquarters and office building is located at 330 S. Centre Street in San Pedro directly west of the Harbor Administration Building. Dive Unit facility boats and offices/lockers are located on 954 South Seaside Avenue on Terminal Island. Marine Unit boats and a small office are located at Berth 84, with additional offices in the Crowley Building nearby a Port Police training facility located at 300 Ferry Street. The Port Police have two beat/patrol areas in Wilmington. An Interagency Task Force Unit is located at 239 North Avalon Boulevard in Wilmington. In addition, there is a Wilmington substation at 300 Water Street near Berth 195, 1.5 miles southwest of the project site.

Port Police are authorized for a total of 227 positions in fiscal year 2010–2011. The amount of total sworn staff is 127. The Port Police do not estimate the number of employed officers based on proposed development or anticipated population for a given area. Their staff/sworn officer totals are based on current Homeland Security data and levels of security at other ports of corresponding size and activity. Port Police are not a police agency driven by calls for service. Therefore, response times are not used by the Port Police as a metric or measure of services.

The proposed project would operate similar to the existing Dispatch Hall 24-hour a day, seven days a week with a maximum of five staff, similar to the existing Dispatch Hall. The Port Police service levels are considered adequate in the project site. The impact would be less than significant and no mitigation is required.

iii) Schools?

No Impact. The proposed project would construct a two-storied steel framed 32,565 square foot Dispatch Hall, providing a meeting space and administrative offices for dispatching longshore workers to cargo terminals within the Ports of Los Angeles and Long Beach. As such, the proposed project would not result in any increase in residential population. Additionally, no housing or employment opportunities would be provided by the proposed project. Therefore, no new students would be generated and no increase in demand on local schools would result from implementation of the proposed project. No impacts to schools would occur. No mitigation is required.

iv) Parks?

No Impact. The proposed project does not include development of any residential uses and would not generate any new permanent residents that would increase the demand on local parks. Therefore, no impacts related to parks would occur. No mitigation is required.

v) Other public facilities?

No Impact. The proposed project does not include development of residential uses and would not generate any new permanent residents that would increase the demand on other public facilities. Therefore, no impacts would occur and no further analysis is required. No mitigation is required.

4.15 RECREATION

Would the Project:

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

No Impact. The proposed project does not include development of any residential uses and, thus, would not generate new permanent residents. Thus, the proposed project would not result in an increased demand on existing parks and recreational facilities such that substantial physical deterioration would occur or be accelerated. Therefore, no impact would occur. No mitigation is required.

b) Include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

No Impact. The proposed project does not include any recreational facilities except for the construction of a future bike path along Alameda and Anaheim Streets. The proposed project does not include development of any residential uses and, thus, would not generate new permanent residents that would increase the demand on the bike path or local recreational facilities. Further, the proposed project would not promote or indirectly induce new development that would require the construction or expansion of recreational facilities. Therefore, no impact would occur. No mitigation is required.

4.16 TRANSPORTATION AND TRAFFIC

This analysis provides a summary of the Technical Memorandum prepared by Iteris, Inc. in April 2011. The traffic study is included as Appendix D and is incorporated, herein, by reference.

Would the Project:

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

Less than Significant Impact. Traffic conditions with the proposed project were compared to the applicable baseline to determine the proposed Project impacts. Impacts were assessed by quantifying differences between baseline conditions and baseline plus Project.

The traffic analysis identified that existing average daily dispatched number of workers is approximately 1,755 workers from the existing Dispatch Hall. The average daily dispatched workers during the morning shift from the existing Dispatch Hall are 842 workers, with 589 trips during the a.m. peak hour. There are 911 workers dispatched daily on average from the existing Dispatch Hall during the afternoon, with 728 trips during the p.m. peak hour. Relocation of the Hall would result in similar dispatched worker volumes and peak hour traffic volumes along the local roadway network. Future operations are anticipated to add 1,500 additional workers for a total of 3,255 workers to be dispatched. This would result in an increase in morning dispatches of approximately 721 workers with approximately 504 trips during the a.m. peak hour. During the afternoon dispatches would increase by approximately 779, resulting in approximately 624 trips during the p.m. peak hour. The traffic analysis used this data and calculated the potential impacts to local roadway intersections and freeway segments in relation to the applicable acceptable levels of service (LOS).

The analysis studies two key critical intersections near the site of the ILWU Dispatch Hall during the A.M. (7 A.M.-9 A.M.) and P.M. (4 P.M.-6 P.M.) peak periods of travel for potential significant impacts. The key intersections are:

1. Alameda Street and Anaheim Street
2. Henry Ford Avenue and Anaheim Street

As described in the attached traffic analysis, the Los Angeles Department of Transportation (LADOT) has Traffic Study Policies and Procedures (December 2010) that stipulates using the Critical Movement Analysis (CMA) method to assess levels of service. For signalized

intersections, LOS values were determined by using CMA methodology contained in the Transportation Research Board's (TRB) Circular No. 212 – Interim Materials on Highway Capacity.

LOS values are used by agencies to determine the adequacy of the operation of roadway intersections. In the City of Los Angeles LOS A is excellent and LOS D is the minimum acceptable LOS. LOS E and LOS F are below the acceptable level. The City has a sliding scale of acceptable effects for service levels C, D, E and F (note that the impact would be less than significant if the final LOS is A or B). Therefore, a project would have a significant impact on transportation/circulation upon operation of the project if it increases an intersection's Volume/Capacity (V/C) ratio in accordance with the following guidelines:

- V/C ratio increase greater than or equal to 0.040 if final LOS is C,
- V/C ratio increase greater than or equal to 0.020 if final LOS is D, or
- V/C ratio increase greater than or equal to 0.010 if final LOS is E or F.

The existing average daily dispatched number of workers is approximately 1,755 workers from the existing Dispatch Hall. The average daily dispatched workers during the morning shift from the existing Dispatch Hall are 842 workers, with 589 trips during the a.m. peak hour. There are 911 workers dispatched daily on average from the existing Dispatch Hall during the afternoon, with 728 trips during the p.m. peak hour. Relocation of the Hall would result in similar dispatched worker volumes and peak hour traffic volumes along the local roadway network. Future operations are anticipated to add 1,500 additional workers for a total of 3,255 workers to be dispatched. This would result in an increase in morning dispatches of approximately 721 workers with approximately 504 trips during the a.m. peak hour. During the afternoon dispatches would increase by approximately 779, resulting in approximately 624 trips during the p.m. peak hour.

Table 4.16-8 summarizes comparisons of the LOS at the study intersections for the CEQA baseline and the CEQA baseline plus proposed Project scenarios. As shown in Table 4.16-8, there are no significant impacts associated with the proposed Project at local roadway intersections.

Table 4.16-1
Level of Service Analysis for the Proposed Project

Intersection	CEQA Baseline				CEQA Baseline Plus Proposed Project				Impact Determination		
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Change in V/C		
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	AM Peak	PM Peak	Sig. Impact
1. Alameda Street and Anaheim Street	A	0.438	A	0.597	A	0.497	B	0.644	0.059	0.047	No
2. Henry Ford Avenue and Anaheim Street	A	0.554	C	0.715	A	0.558	C	0.727	0.004	0.012	No

The proposed Project would cause an increase in the amount of auto traffic at two at-grade rail crossings. The analysis presented in Appendix E analyzed the potential Project traffic impacts in relation to operations of the Anaheim Street and Henry Ford Avenue at-grade crossings.

Total traffic delays at each individual grade crossing were computed for the A.M. and P.M. peak hours. There are no adopted or standard guidelines for determining whether an impact due to rail blockage of a roadway is significant under CEQA. However, the Highway Capacity Manual (Transportation Research Board) calculates intersection level of service based on average seconds of delay experienced by vehicles—the same metric calculated by this methodology. Thus in this case the amount of vehicle delay due to the train crossing is considered analogous to delay experienced by motorists at a red traffic signal. Rail blockage of a roadway would be considered significant if the project would result in a degrading of the level of service experienced by vehicles, similar to the methodology for intersections. As provided Table 1 of Appendix E, the proposed Project would not result in a change in level of service at the study locations. The vehicle delay would increase nominally by up to 2.5 seconds per vehicle, but this would not affect traffic operating conditions.

The rail crossing delay is independent from any delay at an intersection. While they could have a cumulative effect delaying vehicles through the combined at-grade rail crossing and intersection, the project-related contribution to this condition would not cause a change in the level of service experienced by vehicles on Anaheim Street or Henry Ford Avenue.

The proposed Project would not result in traffic impacts and would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. The impact would be less than significant. No mitigation measures are required. Please also see responses to 4.16 b) and 4.16 f) below.

b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?

Less than Significant Impact. Pursuant to the Los Angeles County Congestion Management Program (CMP), administered by the Los Angeles County Metropolitan Transportation Authority (METRO), a traffic impact analysis is required at the following:

- CMP arterial monitoring intersections, including freeway on- or off-ramps, where the proposed project would add 50 or more trips during either the A.M. or P.M. weekday peak hours.
- CMP freeway monitoring locations where the proposed project would add 150 or more trips during either the A.M. or P.M. weekday peak hours.

Three CMP arterial monitoring stations are located either within or close to the proposed Project study area. However, none are projected to experience 50 or more Project-related trips during the AM or PM peak period. The three CMP arterial monitoring stations are provided below:

- PCH/Santa Fe Avenue (not a study intersection – less than 50 peak hour trips added by the proposed Project)
- Alameda Street/ PCH (not a study intersection – less than 50 peak hour trips added by the proposed Project)
- PCH/Figueroa Street (not a study intersection - less than 50 peak hour trips added by the proposed Project)

The closest freeway monitoring stations include I-710 at Willow Street and I-110 at C-Street. The project would add less than 150 trips at these two freeway monitoring locations. However, to be conservative in the assessment of potential impacts, the following CMP freeway monitoring stations were analyzed:

1. I-405 between I-110 and I-710 (CMP freeway monitoring station – at Santa Fe Avenue)
2. I-710 north of I-405 (CMP freeway monitoring station – north of Jct. 405, south of Del Amo Boulevard)
3. I-710 north of PCH (CMP freeway monitoring station – north of Jct Rte 1 (PCH), Willow Street)
4. I-110 south of C Street (CMP freeway monitoring station – south of “C” Street).

Freeway roadway segments were analyzed in compliance with the County of Los Angeles CMP. The CMP is the official source of data for regional coordination of traffic studies in the County of Los Angeles. The CMP uses the V/C ratio to determine LOS. According to the CMP Traffic Impact Analysis Guidelines, an increase of 0.02 or more in the demand-to-capacity (D/C) ratio with a resulting LOS F at a CMP freeway monitoring station is deemed a significant impact. This applies only if the project meets the minimum CMP thresholds for including the location in the analysis, which are 150 trips on a freeway segment. At non-CMP freeway segments, an increase

of 0.02 or more in the demand-to-capacity (D/C) ratio with a resulting LOS F at a CMP freeway monitoring station is deemed a significant impact.

The traffic analysis identified the effects to studied freeway segments that would result from the proposed Project (Tables 9 and 10 of Appendix D). The proposed project would result in a change of 0.02 D/C on one segment; I-110 south of C Street. However, the D/C ratio change along this segment would not effect the LOS and would not result in an LOS F. LOS for this segment would remain at LOS D. The D/C ratio along all other studied freeway segments would be changed by less than 0.02. The proposed project would not result in changes to the LOS of any studied freeway segments.

The results of the analysis indicate that the proposed project would not result in an increase of 0.02 demand-to-capacity ratio at a freeway link operating at LOS F or worse. The amount of project-related traffic that would be added at all other freeway links would not be of sufficient magnitude to meet or exceed the threshold of significance of the CMP. Therefore, the proposed project alternative would result in less than significant traffic impact under CEQA. No mitigation is required. Please also see response to 4.16 a) above.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The project site is not located within two miles of a public airport, nor is it located within an airport land use plan. The nearest public airport/public use airport is the Long Beach Airport, located approximately 10 miles northeast of the project site. The proposed project would not result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks. The project would not result in permanent aerial structures. No change to air traffic patterns would occur. As such, no impacts would occur.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

No Impact. The proposed project would construct a new 32,565 square foot ILWU Local 13 Dispatch Hall to provide a meeting space and administrative offices for dispatching longshore workers to cargo terminals within the Ports of Los Angeles and Long Beach. Improvements to the driveways to the property are included as part of the project. These improvements will meet the . Therefore, no design-related impacts would occur. As such, no impacts would occur.

e) Result in inadequate emergency access?

Less than Significant Impact. The proposed project includes emergency access improvements including upgrading exits/entrances on Alameda Avenue; construction of two new entrances/exits on Anaheim Street; construction of one new entrance on Alameda Street; and modifications to approximately 1,200 feet of sidewalk on Anaheim and Alameda streets. As such, the proposed project would result in less-than-significant impacts related to emergency access.

f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?

Less than Significant Impact. Although the proposed project would result in additional on-site employees, the increase in work-related trips using public transit would be negligible. The primary reasons that proposed Project workers generally would not use public transit are their work shift schedules as well as the fact that they make multiple stops (both the Union Hall and the port terminal). Most workers prefer to use a personal automobile to facilitate timely commuting.

For this analysis it was assumed that each dispatched job occurs via a single occupant vehicle. Finally, although there are eight existing transit routes that serve the general area surrounding the proposed Project, none of the existing routes stop within one mile of the proposed Project site. Consequently, impacts due to additional demand on local transit services would be less than significant under CEQA.

4.17 UTILITIES AND SERVICE SYSTEMS

Would the Project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Less than Significant Impact. The project site is serviced by the City of Los Angeles Bureau of Sanitation's Terminal Island Water Reclamation Plant (TIWRP). The proposed project does not involve any industrial process that might require an Industrial Waste permit from the Bureau of Sanitation. The proposed project would not alter the current discharge from TIWRP and would not exceed wastewater treatment requirement. No population increase would result from the construction and operation of the proposed project. It would not provide new housing or a large number of employment opportunities. The proposed project would not exceed wastewater treatment requirements of the Los Angeles RWQCB. The impact would be less than significant. No mitigation measures are required.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. As discussed in Question 4.17(a), the project site is serviced by the City of Los Angeles Bureau of Sanitation's TIWRP. TIWRP has an average dry weather flow capacity of 30 million gallons per day (MGD) (City of Los Angeles, Bureau of Sanitation 2005, DWP 2005). TIWRP currently operates at approximately 58 percent capacity, treating 17.5 MGD in 2008/09.

In the 2005 Urban Water Management Plan, Los Angeles Department of Water and Power (LADWP) forecasted that the City of Los Angeles would grow 0.4 percent annually over the next 25 years, or by approximately 368,000 persons over the next 25 years. Total citywide demand for water is predicted to be 755,000 acre-feet in 2025 and 766,000 acre-feet in 2030. According to the 2005 Urban Water Management Plan, under wet, average, and dry years throughout the 25-year projection period, LADWP's supply portfolio is expected to be reliable, with adequate supplies available to meet projected demands through 2030 (DWP 2005).

No population increase on or in the vicinity of the proposed project site would result from the construction and operation of the proposed project. In addition, it would not provide new housing or a large number of employment opportunities. Construction of the proposed project would not require new water or wastewater facilities or the expansion of existing facilities. Operation of the proposed project would require similar amounts of water as currently supplied to the existing Dispatch Hall. Impacts would be less than significant. No mitigation measures are required.

c) Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Less than Significant Impact. The existing storm drainage system at the project site allows for discharge of untreated runoff. The parcel is entirely asphalt paved and fenced. Surface runoff water and drainage is directed generally towards Alameda Street to municipal storm drains and sewer. The proposed project would construct a new storm drain system, allowing for treatment systems to treat storm water. Further, a SUSMP would be prepared to comply with City of Los Angeles requirements in order to reduce the quantity and improve the quality of rainfall runoff that leaves the project site.

Construction of the new storm drain system would be in compliance with City of Los Angeles and LAHD requirements. The new storm drain system would improve overall water quality of the stormwater discharge compared to the existing situation which discharges stormwater without treatment. The proposed project would result in a net benefit. Therefore, impacts would be less than significant. No mitigation measures are required.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

No Impact. The proposed project would increase water use by 748 gallons/day. This is a conservative estimate as it does not take into account water conservations measures of the proposed LEED Gold building. In the 2005 Urban Water Management Plan, LADWP forecasted that the City of Los Angeles would grow 0.4 percent annually over the next 25 years, or by approximately 368,000 persons over the next 25 years. Total citywide demand for water is predicted to be 755,000 acre-feet in 2025 and 766,000 acre-feet in 2030. According to the 2005 Urban Water Management Plan, under wet, average, and dry years throughout the 25-year projection period, LADWP's supply portfolio is expected to be reliable, with adequate supplies available to meet projected demands through 2030.[vii] As such, the proposed project would have adequate water supply and facilities to service the site. No impacts would occur and no mitigation measures are required.

e) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Less than Significant Impact. As discussed in Question 4.17(a), the project site is serviced by the City of Los Angeles Bureau of Sanitation's TIWRP. No population increase on or in the vicinity of the proposed project site would result from the construction and operation of the proposed project. In addition, it would not provide new housing or a large number of employment

opportunities. Construction of the proposed project would not require new water or wastewater facilities or the expansion of existing facilities. Operation of the proposed project would require similar amounts of water as currently supplied. Impacts would be less than significant. No mitigation measures are required.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

Less than Significant Impact. Solid waste would be generated during construction of the proposed project. Construction and demolition activities would generate debris that would include asphalt, concrete, and solids. The LAHD's Construction and Maintenance Division recycles asphalt and concrete demolition debris by crushing and stockpiling the crushed material to use on Port projects. Furthermore, LEED Gold building standards require recycling of construction debris and materials. Although hazardous materials could be encountered and require disposal during construction activities, several contaminated soil treatment and disposal options and Class I landfills are available for off-site disposal that have adequate capacity. The proposed project is estimated to generate approximately 376 tons of solid waste per year based on a rate of 11.54 tons per 1,000 square feet (32.565x11.54) (SCAQMD 2011). This is a conservative estimate as it does not take into recycling measures of the proposed LEED Gold building

The Solid Waste Integrated Resource Plan is a long-range master plan for solid waste management in the City of Los Angeles. It proposes an approach for the City to achieve a goal of diverting 70% of solid from landfills by 2013 and 90% by 2025. The Solid Waste Integrated Resource Plan recommends a series of policies, programs and facilities to be implemented over the next 20 years. While the proposed project involves an increase in size of the new Dispatch Hall over the existing one, the proposed project would include a substantial portion (the entire second story) dedicated to storage and machinery housing. The proposed project would be required to conform to the policies and programs of the Solid Waste Integrated Resource Plan. Compliance with the Solid Waste Integrated Resource Plan would ensure sufficient permitted capacity to service proposed project. As such, the impact would be less than significant. No mitigation measures are required.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

Less than Significant Impact. As discussed in Question 4.17(f), the proposed project would be required to conform to the policies and programs of the Solid Waste Integrated Resource Plan. Compliance with the Solid Waste Integrated Resource Plan would ensure sufficient permitted capacity to service proposed project. As such, the impact would be less than significant.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

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

Less than Significant After Mitigation Incorporated. As described above, the proposed project would not impact biological resources. However, impacts to cultural resources may occur. To avoid potential impacts to buried resources, mitigation measure CUL-1 is provided. With the implementation of the above mitigation measure CUL-1, the proposed project would have a less than significant impact on archaeological resources.

A paleontological records check was conducted by Dr. Samuel McLeod, Vertebrate Paleontology Division of the Natural History Museum of Los Angeles County on December 21, 2010. The records check indicated that there is one known vertebrate fossil locality that lies within or in close proximity to the proposed project site boundaries. The vertebrate fossil locality (LACM 1163), is associated with the older Quaternary Alluvium. To avoid potential impacts to buried resources, mitigation measure CUL-2 is provided. With implementation of mitigation measure CUL-2, potential impacts to paleontological resources would be reduced to a less than significant level.

A lack of surface evidence and the fact that human remains have not been encountered in the area however, does not preclude the possibility that unknown and unanticipated human remains may be encountered within the project site. In the event human remains are encountered during construction activities, all work within the vicinity of the remains shall halt in accordance with standard POLA construction requirements, Health and Safety Code §7050.5, Public Resources Code §5097.98, and §15064.5 of the CEQA Guidelines and the Los Angeles County Coroner shall be contacted.

The proposed project would not result in significant impacts that cannot be mitigated to a less than significant level, as described within the issue areas. Further, all other impact areas described above were found to be less than significant. As such, the proposed project would not have the potential to substantially degrade the quality of the environment.

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

Less than Significant After Mitigation Incorporated. The project site is located on LAHD land 0.5 miles east of the existing hall. The project site consists of a paved triangular 9.15 acre site at 1500 E. Anaheim Street within a larger vacant paved area of 62 acres.

As discussed in Question 4.18 (a), the proposed project would result in no impacts to agricultural resources, biological resources, land use planning, mineral resources, and population and housing. The implementation of the identified project-specific mitigation measures and/or compliance with applicable codes, ordinances, laws and other required regulations would reduce the magnitude of any impacts associated with the proposed project to a level of less than significant.

With regard to air quality, the SCAQMD has established incremental emissions thresholds to determine whether a project will contribute to significant impacts. As discussed earlier, construction emissions are shown in Table 4.3-2. Regional emissions would be less than the applicable SCAQMD thresholds, which are designed to assist the region in attaining the applicable state and national ambient air quality standards. Therefore, according to the SCAQMD thresholds, the proposed project would not contribute to a cumulatively considerable air quality impact.

To avoid potential impacts to buried archaeological and paleontological resources, mitigation measures CUL-1 and CUL-2 is provided. With the implementation of the mitigation measures, the proposed project would have a less than significant impact on archaeological and paleontological resources.

For Future CEQA (Cumulative) analysis baseline conditions are defined as baseline traffic conditions with the addition of non-related background traffic for the year 2016. Future Cumulative analysis was forecast based on the Port Area Travel Demand Model, which includes traffic growth for the port and the local area as described in the Methodology Section. It is important to note that the SR-47 Expressway project and the Wilmington ATSAC/ATCS project are assumed to be built by the time period of the Cumulative analysis in 2016.

Traffic conditions with the proposed project were estimated from the shifting of traffic resulting from the relocation and increase in traffic due to the expansion of the ILWU Dispatch Hall to the applicable CEQA baseline. Table 4.18-1 summarizes comparison of the LOS at the study intersections for the CEQA baseline and the CEQA baseline plus proposed project scenarios. As shown in Table 4.18-1, there are no significant cumulative traffic impacts associated with the proposed project at local roadway intersections.

Table 4.18-1 Future (Cumulative) Level of Service Analysis for the Proposed Project

Intersection	Future CEQA (Cumulative) Baseline				Future CEQA (Cumulative) Baseline Plus Proposed Project				Impact Determination		
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Change in V/C		Sig. Impact
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	AM Peak	PM Peak	
1. Alameda Street and Anaheim Street	A	0.569	B	0.641	B	0.664	B	0.667	0.095	0.026	No
2. Henry Ford Avenue and Anaheim Street*	A	0.502	C	0.754	A	0.507	C	0.769	0.005	0.015	No

**Future CEQA Cumulative level of service at Study Intersection #2 includes the Wilmington ATSAC/ATCS improvement.*

The traffic analysis identified the effects to studied freeway segments that would result from cumulative projects in the year 2016, with and without the proposed project (Tables 11 and 12 of Appendix D). Future baseline traffic conditions were estimated by adding funded transportation improvements, traffic due to regional traffic growth, and traffic increases resulting from Port terminal throughput growth. The proposed project would not result in a change of 0.02 D/C ration along any studied freeway segments and would not result in changes to the LOS of any studied freeway segments.

The proposed project would not result in significant impacts that cannot be mitigated to a less than significant level, as described within the issue areas. Because of the small scale and localized effects of the proposed project combined with the lack of sensitive receptors in the project vicinity, the potential incremental contribution from the proposed project would not be cumulatively considerable. The analysis in this IS/MND has determined that the proposed project would not have any individually limited or cumulatively considerable impacts. No additional mitigation would be required.

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

Less than Significant Impact. The proposed project would not result in substantial adverse effects on human beings, either directly or indirectly. Mitigation measures are provided to reduce the project's potential effects on archaeological and paleontological resources below the level of significance. No additional mitigation measures are required. Adverse effects on human beings resulting from implementation of the proposed project would be less than significant.

5.0 MITIGATION MONITORING AND REPORTING PLAN

CEQA requires public agencies to adopt a reporting or monitoring program for the changes to the project that have been adopted to mitigate or avoid significant effects on the environment (PRC Section 21081.6). The purpose of this program is to ensure that when an MND identifies measures to reduce potential environmental impacts to less than significant levels, that those measures are implemented as detailed in the environmental document. As lead agency, the LAHD is responsible for implementation of this Mitigation Monitoring and Reporting Plan (MMRP). Once the Board of Harbor Commissioners adopts the MMRP, the applicable LAHD division(s) will incorporate the mitigation monitoring/reporting requirements in the appropriate permits (i.e., engineering specifications, engineering construction permits, and/or real estate entitlements). Therefore, in accordance with the aforementioned requirements, this MMRP lists each mitigation measure, describes the methods for implementation and verification, and identifies the responsible party or parties as detailed below.

Mitigation Measure	Timing and Methods	Responsible Party
CUL-1: During construction, an archaeological monitor is required for all ground disturbing activities, including asphalt removal, and in the event any cultural resources are encountered during earthmoving activities, the construction contractor shall cease activity in the affected area until the discovery can be evaluated by the cultural resources specialist in accordance with the provisions of CEQA §15064.5. The archaeologist shall complete any requirements for the mitigation of adverse effects on any resources determined to be significant and implement appropriate treatment measures.	**Timing**: During project construction. **Method**: The mitigation measure must be included in the construction specifications and in the lease. A qualified archaeologist shall be retained by EMD or by the construction contractor with EMD approval. All construction equipment operators shall attend a preconstruction meeting presented by a professional archaeologist retained by EMD or the construction contractor that shall review types of cultural resources and artifacts that would be considered potentially significant, and to ensure operator recognition of these materials during construction. If materials are found, the construction contractor shall contact EMD, the LAHD Inspector, and/or the County Coroner, if necessary.	**Implementation**: EMD and Construction Contractor. LAHD Real Estate Division for lease requirements. **Monitoring and Reporting**: EMD and Construction Contractor.
CUL-2: During construction, paleontological monitoring shall be required during all ground disturbing activities; and in the event any paleontological resources are encountered during earthmoving activities, the construction contractor shall cease activity in the affected area until the discovery can be	**Timing**: During project construction. **Method**: The mitigation measure must be included in the construction specifications and in the lease. A qualified paleontologist shall be retained by EMD or by the construction contractor with EMD	**Implementation**: EMD and Construction Contractor. LAHD Real Estate Division for lease requirements. **Monitoring and Reporting**: EMD and Construction Contractor.

Mitigation Measure	Timing and Methods	Responsible Party
evaluated by the qualified paleontological resources specialist in accordance with the provisions of CEQA §15064.5. Monitoring shall include the inspection of exposed surfaces and microscopic examination of matrix in potential fossil bearing formations. In the event microfossils are discovered, the monitor shall collect matrix for processing. Paleontologic monitor(s) should be equipped to salvage fossils as they are unearthed to avoid construction delays and to remove samples of sediments that are likely to contain the remains of small fossil invertebrates and vertebrates. If potentially important paleontological resources are discovered, the construction activity within 100 feet of the find shall be diverted and the discovery reported to the construction contractor, the LAHD Inspector and to EMD. Monitoring may be reduced if some of the potentially fossiliferous units are determined upon exposure and examination by qualified paleontologic personnel to have low potential to contain fossil resources or if excavation is determined to be within disturbed or fill sediments. In the event paleontological resources are encountered during earthmoving activities, recovered specimens shall be prepared by the paleontologist to a point of identification and permanent preservation. Recovered specimens shall be identified and curated into an established, accredited, professional museum repository with permanent retrievable paleontological storage. Preparation of a report of findings with an appended itemized inventory	approval. All construction equipment operators shall attend a preconstruction meeting presented by a professional paleontologist retained by EMD or the construction contractor that shall review types of materials that would be considered potentially significant, and to ensure operator recognition of these materials during construction. If materials are found, the construction contractor shall contact EMD.	

Mitigation Measure	Timing and Methods	Responsible Party
of specimens. The report and inventory, when submitted to Environmental Management Division of LAHD along with confirmation of the curation of recovered specimens into an established, accredited museum repository.		

Lease Requirements: The following measures are to be included as lease measures for the proposed project. These lease measures are distinct from CEQA mitigation measures to address identified impacts of the proposed project.

The LAHD has developed *Sustainable Construction Guidelines* for reducing air emissions from all LAHD-sponsored construction projects (LAHD 2009). The Guidelines include the use of Best Management Practices (BMP) and control measures. Although no air quality impacts from construction activities would occur, the applicable BMPs and control measures for project construction include the following:

- Construction equipment shall be properly tuned and maintained in accordance with manufacturer's specifications.
- During construction, trucks and vehicles in loading and unloading queues must be kept with their engines off when not in use for more than 5 minutes to reduce vehicle emissions. Construction activities shall be phased and scheduled to avoid emissions peaks, where feasible, and discontinued during second-stage smog alerts.
- Where available, use electricity from power poles rather than temporary diesel- or gasoline-powered generators.
- Construction activities that affect traffic flow on the arterial roadways shall be scheduled to off-peak hours to the extent possible. Additionally, construction trucks shall be directed away from congested streets or sensitive receptor areas.
- Where possible, enforce truck parking restrictions; provide on-site services to minimize truck traffic in or near residential areas, including services such as meal or cafeteria.
- Apply water or dust palliative to the site and equipment as frequently as necessary to control fugitive dust emissions.
- Use low-sulfur fuel in all construction equipment as provided in California Code of Regulations Title 17, Section 93114.
- Onroad heavy-duty trucks shall comply with EPA 2004 onroad emission standards for PM10 and NOx and shall be equipped with a CARB verified Level 3 device. Emission standards will increase to EPA 2007 onroad emission standards for PM10 and NOx by January 1, 2012.
- Construction equipment (excluding onroad trucks, derrick barges, and harbor craft) shall meet U.S. EPA Tier-2 nonroad standards. The requirement will increase to Tier 3 by January 1, 2012, and Tier 4 by January 1, 2015. In addition, construction equipment shall be retrofitted with a CARB certified Level 3 diesel emissions control device.

6.0 PROPOSED FINDING

LAHD has prepared this IS/MND to address the environmental effects of the proposed project. Based on the analysis provided in this IS/MND, LAHD finds that with the incorporation of described revisions to the project and mitigation measures, the proposed project would not have a significant effect on the environment.

7.0 PREPARERS AND CONTRIBUTORS

EIR Preparation and Oversight

City of Los Angele Harbor Department

- Christopher Cannon, Director
- Lisa Ochsner, Project Manager

AECOM

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- Sheryll Del Rosario, Senior Analyst
- Sara Dietler, Archaeologist
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- James Wallace, Archaeologist/GIS Specialist
- Tim Harris, Archaeologist/Graphic Artist
- Jason Paukovits, Environmental Scientist (Air Quality and Greenhouse Gases)
- Steve Green, Transportation

8.0 ACRONYMS AND ABBREVIATIONS

APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
ARB	Air Resources Board
BMPs	Best Management Practices
Btex	Benzene, Toluene, Ethylbenzene
CAAQS	California Ambient Air Quality Standards
Cal EPA	California Environmental Protection Agency
CCR	California Code of Regulations
CDFG	California Department of Fish and Game
CEQA	California Environmental Quality Act
CH_4	Methane
CHL	California Historical Landmarks
CO	Carbon Monoxide
CO_2	Carbon dioxide
CO_2e	CO_2-equivalents
CUP	Conditional Use Permit (CUP),
CWA	Clean Water Act
DOGGR	California Department of Conservation, Division of Oil, Gas, and Geothermal Resources
DTSC	California Department of Toxic Substances
DWP	City of Los Angeles, Department of Water and Power
FEMA	Federal Emergency Management Agency
GHG	Greenhouse Gases
GWP	Global Warming Potential
HFCs	Hydrofluorocarbons
HRI	California State Historic Resources Inventory
HSC	Health and Safety Code
I-110	110 Freeway, Interstate 110
ILWU	International Longshore and Warehouse Union
IPCC	Intergovernmental Panel on Climate Change
IS/MND	Initial Study/Mitigated Negative Declaration
LADWP	Los Angeles Department of Water and Power
Lafd	Los Angeles Fire Department
LAFD	Los Angeles Fire Department
LAHCM	Los Angeles Historic-Cultural Monument
LAPD	Los Angeles Police Department
MGD	Million Gallons per Day
MMRP	Mitigation Monitoring and Reporting Program
N_2O	Nitrous oxide

NAAQS	National Ambient Air Quality Standards
NO_2	Nitrogen Dioxide
NO_X	Nitrogen Oxides
NPDES	National Pollution Discharge Elimination System
NRHP	National Register of Historic Places
O_3	Ozone
Ocps	Orthy-Cresyl Phosphates
Osha	Occupational Safety & Health Administration
Pb	Lead
Pcb	Polychlorinated Biphenyl
PCH	Pacific Coast Highway, State Route 1
PFCs	Perfluorocarbons
PM	Particulate Matter
POLA	Port of Los Angeles
POLA	Port of Los Angeles
ppm	parts per million
ROG	Reactive Organic Gases
RWQCB	Los Angeles Regional Water Quality Control Board
SCAG	Southern California Association of Governments
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SEAs	Significant Ecological Areas
SF_6	Sulfur Hexafluoride
SO_2	Sulfur Dioxide
SO_X	Sulfur Oxides
SUSMP	Standard Urban Stormwater Mitigation Plan
SVOCs	Semi-Volatile Organic Compounds
SWPPP	Stormwater Pollution Prevention Plan
TIWRP	Terminal Island Water Reclamation Plant
Tph	Total Petroleum Hydrocarbon
USDOT	United States Department of Transportation
USEPA	United States Environmental Protection Agency
USFWS	U.S. Fish and Wildlife Service
VOC	Volatile Organic Compounds

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APPENDIX A
Air Quality Emissions Calculations - Daily

POLA

Los Angeles-South Coast County, Summer

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	32.57	1000sqft
Parking Lot	812	Space

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - Per project description

Construction Phase - Per project description

Off-road Equipment -

Off-road Equipment - Per project description

Off-road Equipment - Per project description

Off-road Equipment - Per project description

Trips and VMT - Per project description

Grading -

Vehicle Trips - Per project description

Water And Wastewater - Per project description

Solid Waste - Based on 11.54 tons per 1,000 square feet per year.

Off-road Equipment - Per project description

2.0 Emissions Summary

2.1 Overall Construction (Maximum Daily Emission)

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2011	9.12	76.46	45.25	0.08	30.25	3.97	34.21	3.47	3.97	7.44	0.00	8,100.62	0.00	0.68	0.00	8,114.92
2012	70.60	42.18	40.31	0.07	3.25	2.79	5.75	0.14	2.79	2.81	0.00	7,084.51	0.00	0.61	0.00	7,097.35
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	lb/day										lb/day					
2011	9.12	76.46	45.25	0.08	6.83	3.97	10.80	3.47	3.97	7.44	0.00	8,100.62	0.00	0.68	0.00	8,114.92
2012	70.60	42.18	40.31	0.07	0.14	2.79	2.81	0.14	2.79	2.81	0.00	7,084.51	0.00	0.61	0.00	7,097.35
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.01	0.10	0.08	0.00		0.00	0.01		0.00	0.01		114.74		0.00	0.00	115.44
Mobile	9.92	24.62	101.18	0.15	15.86	0.99	16.85	0.55	0.99	1.53		15,003.38		0.85		15,021.21
Total	**19.27**	**24.72**	**101.26**	**0.15**	**15.86**	**0.99**	**16.86**	**0.55**	**0.99**	**1.54**		**15,118.12**		**0.85**	**0.00**	**15,136.65**

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Area	9.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Energy	0.01	0.10	0.08	0.00		0.00	0.01		0.00	0.01		114.74		0.00	0.00	115.44
Mobile	9.92	24.62	101.18	0.15	15.86	0.99	16.85	0.55	0.99	1.53		15,003.38		0.85		15,021.21
Total	**19.27**	**24.72**	**101.26**	**0.15**	**15.86**	**0.99**	**16.86**	**0.55**	**0.99**	**1.54**		**15,118.12**		**0.85**	**0.00**	**15,136.65**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Grading - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.69	0.00	6.69	3.33	0.00	3.33						0.00
Off-Road	5.65	44.26	25.06	0.04		2.49	2.49		2.49	2.49		3,988.83		0.51		3,999.50
Total	**5.65**	**44.26**	**25.06**	**0.04**	**6.69**	**2.49**	**9.18**	**3.33**	**2.49**	**5.82**		**3,988.83**		**0.51**		**3,999.50**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.39	32.13	19.27	0.04	23.40	1.47	24.87	0.13	1.47	1.60		3,978.22		0.16		3,981.67
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.08	0.92	0.00	0.15	0.01	0.16	0.01	0.01	0.01		133.56		0.01		133.75
Total	**3.47**	**32.21**	**20.19**	**0.04**	**23.55**	**1.48**	**25.03**	**0.14**	**1.48**	**1.61**		**4,111.78**		**0.17**		**4,115.42**

3.2 Grading - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Fugitive Dust					6.69	0.00	6.69	3.33	0.00	3.33						0.00
Off-Road	5.65	44.26	25.06	0.04		2.49	2.49		2.49	2.49	0.00	3,988.83		0.51		3,999.50
Total	**5.65**	**44.26**	**25.06**	**0.04**	**6.69**	**2.49**	**9.18**	**3.33**	**2.49**	**5.82**	**0.00**	**3,988.83**		**0.51**		**3,999.50**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	3.39	32.13	19.27	0.04	0.13	1.47	1.60	0.13	1.47	1.60		3,978.22		0.16		3,981.67
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.08	0.92	0.00	0.01	0.01	0.01	0.01	0.01	0.01		133.56		0.01		133.75
Total	**3.47**	**32.21**	**20.19**	**0.04**	**0.14**	**1.48**	**1.61**	**0.14**	**1.48**	**1.61**		**4,111.78**		**0.17**		**4,115.42**

3.3 Trenching - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.00	14.89	8.32	0.01		0.97	0.97		0.97	0.97		1,309.22		0.18		1,312.98
Total	**2.00**	**14.89**	**8.32**	**0.01**		**0.97**	**0.97**		**0.97**	**0.97**		**1,309.22**		**0.18**		**1,312.98**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.08	0.92	0.00	0.30	0.01	0.31	0.01	0.01	0.01		133.56		0.01		133.75
Total	**0.08**	**0.08**	**0.92**	**0.00**	**0.30**	**0.01**	**0.31**	**0.01**	**0.01**	**0.01**		**133.56**		**0.01**		**133.75**

3.3 Trenching - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	2.00	14.89	8.32	0.01		0.97	0.97		0.97	0.97	0.00	1,309.22		0.18		1,312.98
Total	**2.00**	**14.89**	**8.32**	**0.01**		**0.97**	**0.97**		**0.97**	**0.97**	**0.00**	**1,309.22**		**0.18**		**1,312.98**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.08	0.08	0.92	0.00	0.01	0.01	0.01	0.01	0.01	0.01		133.56		0.01		133.75
Total	**0.08**	**0.08**	**0.92**	**0.00**	**0.01**	**0.01**	**0.01**	**0.01**	**0.01**	**0.01**		**133.56**		**0.01**		**133.75**

3.4 Building Construction - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.41	28.79	16.38	0.03		1.88	1.88		1.88	1.88		2,870.12		0.40		2,878.41
Total	**4.41**	**28.79**	**16.38**	**0.03**		**1.88**	**1.88**		**1.88**	**1.88**		**2,870.12**		**0.40**		**2,878.41**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	1.17	11.92	8.16	0.02	0.55	0.44	0.99	0.04	0.44	0.49		1,622.64		0.06		1,623.86
Worker	1.17	1.17	13.56	0.02	2.26	0.07	2.33	0.08	0.07	0.16		1,963.33		0.13		1,966.08
Total	**2.34**	**13.09**	**21.72**	**0.04**	**2.81**	**0.51**	**3.32**	**0.12**	**0.51**	**0.65**		**3,585.97**		**0.19**		**3,589.94**

3.4 Building Construction - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.41	28.79	16.38	0.03		1.88	1.88		1.88	1.88	0.00	2,870.12		0.40		2,878.41
Total	**4.41**	**28.79**	**16.38**	**0.03**		**1.88**	**1.88**		**1.88**	**1.88**	**0.00**	**2,870.12**		**0.40**		**2,878.41**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	1.17	11.92	8.16	0.02	0.04	0.44	0.49	0.04	0.44	0.49		1,622.64		0.06		1,623.86
Worker	1.17	1.17	13.56	0.02	0.08	0.07	0.16	0.08	0.07	0.16		1,963.33		0.13		1,966.08
Total	**2.34**	**13.09**	**21.72**	**0.04**	**0.12**	**0.51**	**0.65**	**0.12**	**0.51**	**0.65**		**3,585.97**		**0.19**		**3,589.94**

3.4 Building Construction - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.07	26.81	16.13	0.03		1.72	1.72		1.72	1.72		2,870.12		0.37		2,877.80
Total	**4.07**	**26.81**	**16.13**	**0.03**		**1.72**	**1.72**		**1.72**	**1.72**		**2,870.12**		**0.37**		**2,877.80**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	1.06	10.94	7.30	0.02	0.55	0.40	0.95	0.04	0.40	0.45		1,627.63		0.05		1,628.75
Worker	1.07	1.07	12.46	0.02	2.26	0.08	2.33	0.08	0.08	0.16		1,925.68		0.12		1,928.23
Total	**2.13**	**12.01**	**19.76**	**0.04**	**2.81**	**0.48**	**3.28**	**0.12**	**0.48**	**0.61**		**3,553.31**		**0.17**		**3,556.98**

3.4 Building Construction - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.07	26.81	16.13	0.03		1.72	1.72		1.72	1.72	0.00	2,870.12		0.37		2,877.80
Total	**4.07**	**26.81**	**16.13**	**0.03**		**1.72**	**1.72**		**1.72**	**1.72**	**0.00**	**2,870.12**		**0.37**		**2,877.80**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	1.06	10.94	7.30	0.02	0.04	0.40	0.45	0.04	0.40	0.45		1,627.63		0.05		1,628.75
Worker	1.07	1.07	12.46	0.02	0.08	0.08	0.16	0.08	0.08	0.16		1,925.68		0.12		1,928.23
Total	**2.13**	**12.01**	**19.76**	**0.04**	**0.12**	**0.48**	**0.61**	**0.12**	**0.48**	**0.61**		**3,553.31**		**0.17**		**3,556.98**

3.5 Architectural Coating - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	63.65					0.00	0.00		0.00	0.00						0.00
Off-Road	0.52	3.16	1.96	0.00		0.29	0.29		0.29	0.29		281.19		0.05		282.18
Total	**64.17**	**3.16**	**1.96**	**0.00**		**0.29**	**0.29**		**0.29**	**0.29**		**281.19**		**0.05**		**282.18**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.21	0.21	2.46	0.00	0.45	0.01	0.46	0.02	0.01	0.03		379.90		0.02		380.40
Total	**0.21**	**0.21**	**2.46**	**0.00**	**0.45**	**0.01**	**0.46**	**0.02**	**0.01**	**0.03**		**379.90**		**0.02**		**380.40**

3.5 Architectural Coating - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Archit. Coating	63.65					0.00	0.00		0.00	0.00						0.00
Off-Road	0.52	3.16	1.96	0.00		0.29	0.29		0.29	0.29	0.00	281.19		0.05		282.18
Total	**64.17**	**3.16**	**1.96**	**0.00**		**0.29**	**0.29**		**0.29**	**0.29**	**0.00**	**281.19**		**0.05**		**282.18**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.21	0.21	2.46	0.00	0.02	0.01	0.03	0.02	0.01	0.03		379.90		0.02		380.40
Total	**0.21**	**0.21**	**2.46**	**0.00**	**0.02**	**0.01**	**0.03**	**0.02**	**0.01**	**0.03**		**379.90**		**0.02**		**380.40**

3.6 Paving - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.62	28.33	17.16	0.03		2.47	2.47		2.47	2.47		2,390.11		0.41		2,398.82
Paving	0.46					0.00	0.00		0.00	0.00						0.00
Total	**5.08**	**28.33**	**17.16**	**0.03**		**2.47**	**2.47**		**2.47**	**2.47**		**2,390.11**		**0.41**		**2,398.82**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.09	1.10	0.00	0.20	0.01	0.21	0.01	0.01	0.01		170.30		0.01		170.52
Total	**0.09**	**0.09**	**1.10**	**0.00**	**0.20**	**0.01**	**0.21**	**0.01**	**0.01**	**0.01**		**170.30**		**0.01**		**170.52**

3.6 Paving - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Off-Road	4.62	28.33	17.16	0.03		2.47	2.47		2.47	2.47	0.00	2,390.11		0.41		2,398.82
Paving	0.46					0.00	0.00		0.00	0.00						0.00
Total	**5.08**	**28.33**	**17.16**	**0.03**		**2.47**	**2.47**		**2.47**	**2.47**	**0.00**	**2,390.11**		**0.41**		**2,398.82**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00		0.00		0.00		0.00
Worker	0.09	0.09	1.10	0.00	0.01	0.01	0.01	0.01	0.01	0.01		170.30		0.01		170.52
Total	**0.09**	**0.09**	**1.10**	**0.00**	**0.01**	**0.01**	**0.01**	**0.01**	**0.01**	**0.01**		**170.30**		**0.01**		**170.52**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.92	24.62	101.18	0.15	15.86	0.99	16.85	0.55	0.99	1.53		15,003.38		0.85		15,021.21
Unmitigated	9.92	24.62	101.18	0.15	15.86	0.99	16.85	0.55	0.99	1.53		15,003.38		0.85		15,021.21
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	1,500.17	77.19	31.92	3,471,770	3,471,770
Parking Lot	0.00	0.00	0.00		
Total	1,500.17	77.19	31.92	3,471,770	3,471,770

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00
Parking Lot	8.90	13.30	7.40	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
NaturalGas Mitigated	0.01	0.10	0.08	0.00		0.00	0.01		0.00	0.01		114.74		0.00	0.00	115.44
NaturalGas Unmitigated	0.01	0.10	0.08	0.00		0.00	0.01		0.00	0.01		114.74		0.00	0.00	115.44
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	975.315	0.01	0.10	0.08	0.00		0.00	0.01		0.00	0.01		114.74		0.00	0.00	115.44
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.01**	**0.10**	**0.08**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**		**114.74**		**0.00**	**0.00**	**115.44**

5.2 Energy by Land Use - NaturalGas

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	lb/day										lb/day					
General Office Building	0.975315	0.01	0.10	0.08	0.00		0.00	0.01		0.00	0.01		114.74		0.00	0.00	115.44
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00	0.00	0.00
Total		**0.01**	**0.10**	**0.08**	**0.00**		**0.00**	**0.01**		**0.00**	**0.01**		**114.74**		**0.00**	**0.00**	**115.44**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	lb/day										lb/day					
Mitigated	9.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Unmitigated	9.34	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.27					0.00	0.00		0.00	0.00						0.00
Consumer Products	7.08					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**9.35**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	lb/day										lb/day					
Architectural Coating	2.27					0.00	0.00		0.00	0.00						0.00
Consumer Products	7.08					0.00	0.00		0.00	0.00						0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00		0.00		0.00		0.00
Total	**9.35**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**		**0.00**		**0.00**		**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

8.0 Waste Detail

8.1 Mitigation Measures Waste

9.0 Vegetation

APPENDIX B
Cultural Resources Technical Memorandum

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May 12, 2011
~~April 15, 2011~~

Lisa Ochner
Los Angeles City Harbor Department
Environmental Management Division
425 S. Palos Verdes St.
San Pedro, CA 90731

Subject: Phase I Cultural Resources Assessment for the ILWU Local 13 Dispatch Hall Project

Dear Ms. Ochner,

This document reports a Phase I Cultural Resources Assessment in connection with the ILWU Local 13 Dispatch Hall Project in which the Los Angeles Harbor District (LAHD) proposes to accommodate current and anticipated needs of the ILWU by providing a meeting space and administrative offices for dispatching longshore workers to cargo terminals within the Ports of Los Angeles and Long Beach. This survey and assessment was conducted to identify potential impacts to cultural resources in compliance with the California Environmental Quality Act (CEQA).

Project Location
The project site is located on LAHD-owned property, approximately 0.5 miles east of the existing ILWU Dispatch Hall. Located at 1500 E. Anaheim Street, the project site consists of a paved triangular 9.15-acre site within a larger vacant paved area totaling 62 acres in size. The project site is accessed using Alameda Street, E. Anaheim Street or North Henry Ford Avenue. Anaheim Street and a Chevron gas station are located to the north. Henry Ford Street with Air Products (compressed gas plant) and Valero Refinery is located east. Vehicle storage and vacant properties, which are adjacent to the east basin boat slips, are located to the south. The nearest residence is within the community of Wilmington, approximately 450 feet to the northwest.

Project Description
The proposed project involves site preparation activities and construction of a two-storied steel framed 32,565 square foot ILWU Local 13 Dispatch Hall to provide a meeting space and administrative offices for dispatching longshore workers to cargo terminals within the Ports of Los Angeles and Long Beach. The proposed ILWU Local 13 Dispatch Hall would have a total occupancy of 2,962 (2,307 on the dispatch floor). The proposed project would include construction of a dedicated on-site parking lot (812 spaces) with outdoor lighting,

which would be enclosed by a 6-foot metal fence and parking lot entrances secured by 6 foot-high rolling gates.

Archival Research

The records search revealed that a total of 11 cultural resource investigations were previously conducted within a 0.5-mile radius of the project site (Table 4.5-1). Two of these are associated with the Alameda Corridor Study which includes a volume on the history and historic archaeology of the corridor and a treatment plan for the historic properties related to the corridor. The remaining nine investigations consist of two studies, one assessment, one assessment and evaluation, one survey, one monitoring, one report on Phase I results, one preliminary report pertaining to the impact of a gas transmission pipeline on archaeological resources and one report on the construction of an elevated expressway. The entire project site has not been previously surveyed however, areas adjacent to the project site to the north and east, have been previously surveyed (LA-2644, LA-6076, LA-7952 and LA-10524). None of these previous investigations identified cultural resources within the project site.

Table 1
Previous Surveys Conducted within 0.5-Mile of the Project Site

Author	Report # (LA-)	Description	Date
Anonymous	4130	Los Angeles-Long Beach Harbors Landfill Development and Channel Improvement Studied Cultural Resources Appendix	1984
Anonymous	4129	Cultural Resources Study-Anaheim Street Viaduct Port of Los Angeles	1993
Arrington, Cindy and Nancy Sikes	8255	Cultural Resources Final Report of Monitoring and Findings for the Qwest Network Construction Project State of California: Volumes I and II	2006
Clewlow, C. William Jr.	3707	Preliminary Report of the Potential Impact on Archaeological Resources of the Proposed Gas Transmission Pipeline from Los Angeles Harbor to Yorba Linda – Southern California Gas Co.: Environmental Analysis	1974
Horne, Melinda C., M. Colleen Hamilton and Susan K. Goldberg	*10524	Alameda Corridor Project Treatment Plan for Historic Properties Discovered During Project Implementation, Second Draft. Addendum to Finding of Effect (February 21, 1995; October 27, 1998)	2000
Horne, Melinda C. and David Livingstone	*6076	Highway Project to Construct an Elevated Expressway Between the Schuyler Heim Bridge and Alameda Street, Just South of Pacific Coast Highway (State Route Sr-1)	2002
Livingstone, David M., Dennis McDougall, Susan K. Goldberg and Wendy M. Nettles	*7952	Trails to Rails: Transformation of a Landscape: History and Historical Archaeology of the Alameda Corridor, Volume 1	2006

Author	Report # (LA-)	Description	Date
McLean, Deborah K.	3936	Archaeological Assessment for Pacific Bell Mobile Services Telecommunications Facility La 240-22, 846 Watson Avenue, City of Wilmington, County of Los Angeles, California	1998
McKenna, Jeanette A.	6203	Cultural Resources Assessment/Evaluation for Nextel Communications Site CA-7801f, Los Angeles, Los Angeles County, California	2002
Starzak, Richard	4625	Historic Property Survey Report for the Proposed Alameda Corridor From the Ports of Long Beach and Los Angeles to Downtown Los Angeles in Los Angeles County, California	1994
Wlodarski, Robert J.	*2644	The Results of a Phase I Archaeological Study for the Proposed Alameda Transportation Corridor Project, Los Angeles County, California	1992

*Indicates study adjacent to project site

The records search also indicated that a total of two cultural resources have been previously recorded within a 0.5-mile of the project site. One of the two resources is a historic site and other is comprised of a historic district (Table 4.5-2). None of these occur within the project site.

Table 2
Previously Recorded Archaeological Sites within 1-Mile of the Project Site

Permanent Trinomial (CA-LAN-)	P-Number (P-19-)	Other Number	Description	Date Recorded
	002850	AE-AC-2015H	Concrete box culvert	06/2000
	180784		Tidelands Oil Production Facility	08/1994

The historic resource (P-19-002850) consists of a ca. 1946 concrete box culvert with headwall, that was discovered beneath the (old) Terminal Island Freeway north bound off-ramp that is just southwest of the intersection of Pier A way and Hanjin Way in the Port of Long Beach. The box culvert and headwall were constructed of formed-and-poured, steel-reinforced concrete and served as part of a water conveyance system. The culvert originally drained a catch basin located on the west edge of the off-ramp, and emptied into a second basin situated on the east edge of the off-ramp. The date "1946" was embossed on the associated headwall cap. The site records for this resource did not indicate whether it was eligible for the National Register of Historic Places. However, the records do note, that the resource was to be demolished as part of a railroad corridor project and it is therefore likely that the resource is ineligible.

The historic resource (P-19-180784) was recorded as a historic district dating between 1937 and the 1950's and is comprised of oil industry related buildings (Starzak 1994). According to the site records, the district is referred to as the Tidelands Oil Production Facility and is located just east of the project site. These industrial buildings were originally built by the Union Pacific Railroad Company to assist in the production of oil discovered in the immediate area. The building types recorded within the district include warehouses, office buildings, sheds, lockers, a gatehouse and a foamite house. The designer for these buildings was R. J. Wirth of the southwestern division of the Union Pacific Railroad. The buildings were simplistic in construction and were wood-framed, with clapboard or corrugated steel siding and pitched roofs. None of the buildings within the district are eligible for the National Register of Historic Places.

National Register of Historic Places (NRHP) database and listings for the California State Historic Resources Inventory (HRI), California Historical Landmarks (CHL), and the Los Angeles Historic-Cultural Monument (LAHCM) Register were reviewed for any buildings or structures located within or adjacent to the project site. The results of the research indicated were negative for buildings or structures within or adjacent to the project site listed or recorded as eligible for listing.

Additional Research

An examination of modern and historic aerial photographs was completed. Information obtained from historic maps including Sanborn Fire Insurance maps and Los Angeles Harbor Department maps was provided by LAHD staff and is included in this discussion. Aerial photographs of the site indicate that the project site has been occupied since 1907, primarily by the Consolidated Lumber Company. In addition, Los Angeles Harbor Department maps from 1927, 1933-1939, 1941, 1947, and 1967 show Consolidated Lumber Company occupying the project site. The August 13, 1967 edition of the Los Angeles Times advertizes a public auction of a major lumber mill formally owned by Consolidated Lumber Company at 1446 East Anaheim Street, Wilmington, California. A subsequent map of the project site in 1973 show the buildings with no tenant identified, and maps from 1981, 1985 and 1991 show that the project site is undeveloped during those years.

Sanborn Fire Insurance Maps of the project site in 1921 show the Consoldated Lumber Company. In addition to the buildings on site, there are several railroad spurs on the property, including one that branches off perpendicularly to the main Southern Pacific Company Line (San Pedro Branch). The main line is still present on the northwest side of Alameda Street. The later version of the map (1951) shows the lumber company still present in the same configuration but there is the addition of several oil wells and oil storage tanks.

Modern aerials indicate several features, possibly roads or building foundations from prior development (described in Table 3) within the project site have left footprints in the asphalt, possibly indicating that historic-age archaeological resources related to historic development on the site are still present under the surface of the asphalt. It is required that an archaeologist or (as a cost saving measure) cross-trained archaeologist/paleontologist be present during asphalt removal in order to ascertain if there are any archaeological sites or structure foundations requiring recordation and evaluation.

Table 3
Summary of Historic Aerial Photos of the Project Site

1928	Anaheim Street and Henry Ford Road are clearly visible in this photograph. Alameda Street has not yet been constructed, though the adjacent railroad track has been constructed and an adjoining service road. The western portion of the project site is occupied by a large (approximately 400 feet by 400 feet), dark-roofed building. There are other smaller buildings and/or stockpiles present along the northern boundary and central portion. A conveyor tower or other elevated structure appears to be located centrally. The eastern portion appears undeveloped and the unlined Dominguez Channel can be observed further to the east.
1937	No change from the 1928 aerial photo.
1947	Additional elevated structures (identified by shadows they cast) have been erected on the project site. Several of these structures appear to be oil well derricks, including a derrick located south of the conveyor noted in the 1928 photo. There are five above ground storage tanks located on the south west property line and six separate tanks on the southwest end of the parcel; however these do not appear to be on the subject property itself. A new structure on the corner of Anaheim Street and Alameda Street has been built.
1956	No change to the project site from the 1947 aerial photo. The Dominguez Channel remains unlined but appears to have been widened.
1958	The most obvious change from the previous photograph is the absence of the oil well derricks. Although the wells are no longer visible the five above ground tanks are still located to the southwest, the six tanks located within the parcel but off the subject property have been removed. Otherwise the state of development and use appears to be the same as indicated in the 1956 aerial photo.
1963	No change from the 1958 aerial photo.
1965	No change from the 1963 aerial photo except southwestern portion of the project site appears to be used for storage of shipping containers, or similarly shaped goods. The Dominguez Channel has been concrete lined.
1971	No change from the 1965 aerial photo except northeastern portion of the project site appears to be used for of goods.

1976	This photograph shows a dramatic change from the previous one. A majority of the structures have been removed, including the conveyor tower and structures, and a reduction in size the large building present in the northwest portion of the project site. The above ground tanks located to the southwest are not clearly visible but the tanks or their foundations can be noted. The eastern portion has been graded but is vacant.
1982	Structures in the northwest portions of the project site have been removed, leaving a two-storied structure in the north-central portion of the project site. Material (possibly lumber) stored in the western portion and scattered truck trailers in southern portion of the parcel outside the project site.
1989	All previous structures have been removed and replaced with two northeast-southwest, parallel structures, each approximately 300 feet in length; these structures appear to be just to the south of the subject property line. All the old structures and tanks have been removed. The project site use appears to be almost entirely storage, though the storage is disorderly. Alameda Street is visible.
1994	The area has been paved and the storage of containers and material is organized. The land to the southwest is used for storage.

Native American Contact Program and Sacred Lands File Search

As part of this investigation, AECOM conducted a Native American contact program on behalf of the Port of Los Angeles (POLA), to inform interested parties of the proposed Project and to address any concerns regarding Traditional Cultural Properties or other resources that might be affected by the Project as required by the California Environmental Quality Act (CEQA – CA Public Resources Cod 21000-21177, amendments effective 3/18/2010). The program involved contacting Native American representatives provided by the Native American Heritage Commission (NAHC) to solicit comments and concerns regarding the Project.

A letter was prepared and mailed to the NAHC on April 5, 2011. The letter requested that a Sacred Lands File (SLF) check be conducted for the Project and that contact information be provided for Native American groups or individuals that may have concerns about cultural resources in the Project area. The NAHC responded to the request in a letter dated April 12, 2011. The letter indicated that "Native American cultural resources were not identified within ½-mile" of the proposed Project site. The letter also included an attached list of Native American contacts.

Letters were mailed on August 13, 2011, to each group or individual provided on the contact list. A total of nine parties were indicated on the contact list including; Ron Andrade of the Los Angeles City/County Native American Indian Commission, Cindi M. Alvitre of the Ti'At Society/Inter-Tribal Council of Pimu, John Tommy Rosas of the Tongva Ancestral Territorial Tribal Nation, Anthony Morales of the Gabrielino/Tongva San Gabriel Band of

Mission [Indians], Sam Dunlap of the Gabrielino Tongva Nation, Robert F. Dormae of the Gabrielino Tongva Indians of California Tribal Council, Bernie Acuna of the Gabrielino-Tongva Tribe, Andy Salas of the Shoshonean Gabrielino Band of Mission Indians and Linda Candelaria of the Gabrielino-Tongva Tribe. Maps depicting the Project area and response forms were attached to each letter. Follow-up phone calls were made to each party on May 11, 2011. As a result of the follow-up phone calls, one response was received.

Mr. Andy Salas was contacted by phone on May 11, 2011. Mr. Salas requested that an email of the contact letter contents be sent as well. The requested email was sent on May 11, 2011. A response was received from Mr. Salas via email on May 12, 2011. In Mr. Salas' response, he indicated that AECOM conduct a "Phase 1 Cultural investigation to assess further the potential for sites." Furthermore, Mr. Salas requested that the Phase 1 Cultural investigation be conducted working with the Gabrielino Band of Mission Indians.

~~A letter requesting a Sacred Lands File (SLF) search was prepared and sent to the Native American Heritage Commission (NAHC) on April 5, 2011. The response from the NAHC dated April 12, 2011 failed to indicate "the presence of Native American cultural resources in the immediate Project area." The absence of specific site information in the Sacred Lands File does not preclude the possibility of cultural resources within the Project area.~~

Paleontological Record Check Results

A paleontological records check was conducted by Dr. Samuel McLeod, Vertebrate Paleontology Division of the Natural History Museum of Los Angeles County on December 21, 2010. The records check indicated that there is one known vertebrate fossil locality that lies within or in close proximity to the proposed project site boundaries. The vertebrate fossil locality (LACM 1163), is associated with the older Quaternary Alluvium.

Quaternary Alluvium

The southeastern-most portion of the proposed project site contains within its boundaries a layer of younger Quaternary Alluvium that is deposited at the surface level. These deposits are derived primarily from the Dominguez Channel that flows just east of the proposed project site. These surface Quaternary deposits do not generally yield significant vertebrate fossil specimens however, underlain at relatively shallow depth, are older Quaternary deposits.

Older Quaternary deposits which, may be associated with the Palos Verdes Sand, are exposed in most of the proposed project site. Within this older Quaternary deposit, the vertebrate fossil locality LACM 1163, is present and is located at the far northeastern corner of the proposed project site, along Anaheim Street near the intersection of Henry Ford Avenue. This locality consists of the fossil bison, *Bison*, and was located at a depth of approximately five feet below the surface level. In an email correspondence with Dr. McLeod on March 17, 2011, the locality LACM 1163 was identified as a lower jaw of a

Bison, and was presumably collected during construction work in the area by an unknown individual in 1955.

Results
Shallow excavations in the Quaternary Alluvium exposed in the proposed project site may uncover significant vertebrate fossils of the Late Pleistocene age. Because of this, the proposed project site is deemed of moderate to high sensitivity for paleontological resources.

Based on the above, it is recommended that any excavations within native undisturbed sediments on the project site be closely monitored by a qualified paleontological monitor.

Survey Results

A cultural resources field survey of the project site was conducted by Linda Kry, B.A., on Thursday, April 14, 2011. The survey focused on areas that would be potentially impacted by the project site. The field survey included an archaeological investigation, survey and documentation of the built environment, primarily focusing on areas with exposed ground surface for any visible evidence of cultural resources associated with the project site.

To aid in the navigation and plotting of areas surveyed, a magnified aerial map at 1:2,000 scale of the project site and a Trimble Geo XT 2005 Series (Trimble), with a downloaded base map of the project site was utilized. The following sections will provide descriptions of soil types, ground surface visibility, built environment and archaeological resources observed.

Archaeological Survey
The archaeological survey focused on the identification of any surface evidence of archaeological materials within the project site that is bounded to the north by East Anaheim Street, to the west by North Alameda Street and to the east by North Henry Ford Avenue. The intent was to locate any unknown archaeological resources within the project site. The footprint of the project site follows the fencing along the entire perimeter of the property (Plate 1), with the exception of a portion that juts out at the southeast corner of the project site. Because the majority of the project site is developed, approximately 75 percent, the archaeological surveyor focused on areas of exposed ground surfaces and inspected those diligently at 1-meter intervals when access was possible. Trenches, dug-out pits, rodent burrows, if any, were examined for evidence of buried deposits.

Plate 1. Overview of the fenced Project Site from the Intersection of North Henry Ford Avenue and E. Anaheim Street. View to Southwest.

Vegetation was sparse and centralized in arbitrary locations, as the majority of the project site is developed. The area in which vegetation was present was either a result of natural growth or mechanical trenching and was moderate to dense. These areas of vegetation and/or exposed ground surface provided a ground visibility of five to 10 percent. These vegetation patches and the single trench that were observed on the project site premises appear to have been dug purposefully however, the reasons for such actions are unknown as evidenced with the backfill piles and/or asphalt push-piles observed adjacent to the trenches or dug-out pits (Plate 2 and 3). It is possible that these dug outs and single trench are associated with the oil well activities from the 1920's as the parcel was once populated with these features (Sanborn Fire Insurance Map).

Plate 2. Dug-out Pits with Associated Removed Soil and Asphalt Push-piles. View to Northeast.

Plate 3. Open Trench at Southwest Corner of Project Site. View to Northeast.

Soils observed throughout project site, primarily located in the dug-out pits and single trench, are homogenous and consist of light brown to tan, fine to coarse-grained, poorly-sorted silty sand with inclusions of small to medium-sized rocks (Plate 4).

Plate 4. Close-up of Soil Types Observed.

Built Environment

As part of the cultural resources field investigation of the project site, areas associated with features or structures were observed, surveyed and documented. The investigation resulted in the observation of two structures, an electrical sub-station (Structure 1) and a metal shed (Structure 2). Both which are thought to be modern in age.

Structure 1 is an electrical sub-station located at the northeast corner of the project site. The structure is comprised of electrical boxes, live wire, electrical insulators and is enclosed by fencing (Plate 5 and 6). The structure is owned by the Los Angeles Department of Water and Power (LADWP) and appeared to currently be in operation during the field investigation. Structure 1 measures approximately 20 feet by 20 feet and a height of 15 feet.

Plate 5. Electrical Insulators and Live Wires within Structure 1.

Plate 6. Structure 1 Enclosed by Fencing. View to Northeast.

The second structure that was investigation during the survey was a shed (Structure 2), that is located approximately 5 feet south of Structure 1. Structure 2 is constructed of a wooden frame, steel corrugated sheet metal lining that is held together with: rivets, washers and screws and a simple tar roof (Plates 8, 9, 10 and 11).

Plate 7. Southern Façade of Structure 2. View to Northwest.

Review of the Sanborn Fire Insurance Maps indicates that Structures 1 and 2 are not present on any of the maps prior to 1951. It is therefore unlikely that these structures are of historic-era.

Miscellaneous Resources

During the field investigation, a pile of railroad ties were observed adjacent to an excavated pit, approximately 60 feet southwest of Structures 1 and 2. There were approximately 15 pieces that measured at most, 6 feet long by 6 inches wide by 6 inches thick (Plate 12, 13 and 14). They are likely debris from the removal or disturbance of one of the several railroad spurs present on the property prior to the paving of the site in the 1980's. They are likely historic in age, however they have been removed from their original context and as such they were not recorded or evaluated.

Plate 12. Overview of Railroad Ties Pile. View to Southeast.
Plate 13. Close-up of Railroad Ties. View to Southeast.
Plate 14. Close-up of Nails Embedded in Railroad Ties.

Conclusions and Recommendations

Based on the results of the archival research and recent monitoring finds in the vicinity of the Project area, it is possible that prehistoric and/or historic archaeological resources may be present within the Project area. Such resources may lie beneath the surface obscured by pavement. Because the potential to encounter archaeological or paleontological resources exists for the proposed Project, the construction contractor shall use archaeological and paleontological monitoring during all ground disturbing activities. Monitoring shall be conducted during all ground disturbing activities including, but not limited to, pavement removal, trenching, boring, and grading. The monitor shall have the authority to re-direct construction equipment in the event potential archaeological resources are encountered. In the event archaeological resources are encountered, work in the vicinity of the discovery shall halt until appropriate treatment of the resource is determined by a qualified archaeologist in accordance with the provisions of CEQA Section 15064.5.

Fossils or artifacts recovered shall be prepared, identified and cataloged before curation in an accredited repository designated by the lead agency.

Very truly yours,

Sara Dietler
Project Archaeologist

APPENDIX C
Greenhouse Gas Calculations - Annual Emissions

POLA

Los Angeles-South Coast County, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric
General Office Building	32.57	1000sqft
Parking Lot	812	Space

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Utility Company**	Los Angeles Department of Water & Power
Climate Zone	9	**Precipitation Freq (Days)**	33		

1.3 User Entered Comments

Project Characteristics -

Land Use - Per project description

Construction Phase - Per project description

Off-road Equipment -

Off-road Equipment - Per project description

Off-road Equipment - Per project description

Off-road Equipment - Per project description

Trips and VMT - Per project description

Grading -

Vehicle Trips - Per project description

Water And Wastewater - Per project description

Solid Waste - Based on 11.54 tons per 1,000 square feet per year.

Off-road Equipment - Per project description

2.0 Emissions Summary

2.1 Overall Construction

Unmitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011	0.36	2.50	1.93	0.00	0.38	0.14	0.52	0.04	0.14	0.18	0.00	293.53	293.53	0.03	0.00	294.11
2012	4.70	3.34	3.01	0.01	0.19	0.21	0.41	0.01	0.21	0.22	0.00	459.01	459.01	0.04	0.00	459.94
Total	**5.06**	**5.84**	**4.94**	**0.01**	**0.57**	**0.35**	**0.93**	**0.05**	**0.35**	**0.40**	**0.00**	**752.54**	**752.54**	**0.07**	**0.00**	**754.05**

Mitigated Construction

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Year	tons/yr										MT/yr					
2011	0.36	2.50	1.93	0.00	0.08	0.14	0.22	0.04	0.14	0.18	0.00	293.53	293.53	0.03	0.00	294.11
2012	4.70	3.34	3.01	0.01	0.01	0.21	0.22	0.01	0.21	0.22	0.00	459.01	459.01	0.04	0.00	459.94
Total	**5.06**	**5.84**	**4.94**	**0.01**	**0.09**	**0.35**	**0.44**	**0.05**	**0.35**	**0.40**	**0.00**	**752.54**	**752.54**	**0.07**	**0.00**	**754.05**

2.2 Overall Operational

Unmitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	284.86	284.86	0.01	0.00	285.83
Mobile	1.30	3.31	13.28	0.02	1.87	0.13	2.00	0.07	0.13	0.20	0.00	1,717.81	1,717.81	0.10	0.00	1,720.00
Waste						0.00	0.00		0.00	0.00	76.32	0.00	76.32	4.51	0.00	171.05
Water						0.00	0.00		0.00	0.00	0.00	2.50	2.50	0.01	0.00	2.81
Total	**3.01**	**3.33**	**13.29**	**0.02**	**1.87**	**0.13**	**2.00**	**0.07**	**0.13**	**0.20**	**76.32**	**2,005.17**	**2,081.49**	**4.63**	**0.00**	**2,179.69**

2.2 Overall Operational

Mitigated Operational

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Area	1.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Energy	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	284.86	284.86	0.01	0.00	285.83
Mobile	1.30	3.31	13.28	0.02	1.87	0.13	2.00	0.07	0.13	0.20	0.00	1,717.81	1,717.81	0.10	0.00	1,720.00
Waste						0.00	0.00		0.00	0.00	76.32	0.00	76.32	4.51	0.00	171.05
Water						0.00	0.00		0.00	0.00	0.00	2.50	2.50	0.01	0.00	2.81
Total	**3.01**	**3.33**	**13.29**	**0.02**	**1.87**	**0.13**	**2.00**	**0.07**	**0.13**	**0.20**	**76.32**	**2,005.17**	**2,081.49**	**4.63**	**0.00**	**2,179.69**

3.0 Construction Detail

3.1 Mitigation Measures Construction

3.2 Grading - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.07	0.00	0.07	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.06	0.46	0.26	0.00		0.03	0.03		0.03	0.03	0.00	37.99	37.99	0.00	0.00	38.09
Total	**0.06**	**0.46**	**0.26**	**0.00**	**0.07**	**0.03**	**0.10**	**0.04**	**0.03**	**0.07**	**0.00**	**37.99**	**37.99**	**0.00**	**0.00**	**38.09**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.04	0.34	0.21	0.00	0.22	0.02	0.23	0.00	0.02	0.02	0.00	37.83	37.83	0.00	0.00	37.86
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.21	1.21	0.00	0.00	1.21
Total	**0.04**	**0.34**	**0.22**	**0.00**	**0.22**	**0.02**	**0.23**	**0.00**	**0.02**	**0.02**	**0.00**	**39.04**	**39.04**	**0.00**	**0.00**	**39.07**

3.2 Grading - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Fugitive Dust					0.07	0.00	0.07	0.04	0.00	0.04	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.06	0.46	0.26	0.00		0.03	0.03		0.03	0.03	0.00	37.99	37.99	0.00	0.00	38.09
Total	**0.06**	**0.46**	**0.26**	**0.00**	**0.07**	**0.03**	**0.10**	**0.04**	**0.03**	**0.07**	**0.00**	**37.99**	**37.99**	**0.00**	**0.00**	**38.09**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.04	0.34	0.21	0.00	0.00	0.02	0.02	0.00	0.02	0.02	0.00	37.83	37.83	0.00	0.00	37.86
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	1.21	1.21	0.00	0.00	1.21
Total	**0.04**	**0.34**	**0.22**	**0.00**	**0.00**	**0.02**	**0.02**	**0.00**	**0.02**	**0.02**	**0.00**	**39.04**	**39.04**	**0.00**	**0.00**	**39.07**

3.3 Trenching - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.05	0.33	0.19	0.00		0.02	0.02		0.02	0.02	0.00	26.72	26.72	0.00	0.00	26.79
Total	**0.05**	**0.33**	**0.19**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**26.72**	**26.72**	**0.00**	**0.00**	**26.79**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.01	0.00	0.01	0.00	0.00	0.00	0.00	2.59	2.59	0.00	0.00	2.59
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.01**	**0.00**	**0.01**	**0.00**	**0.00**	**0.00**	**0.00**	**2.59**	**2.59**	**0.00**	**0.00**	**2.59**

3.3 Trenching - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.05	0.33	0.19	0.00		0.02	0.02		0.02	0.02	0.00	26.72	26.72	0.00	0.00	26.79
Total	**0.05**	**0.33**	**0.19**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**26.72**	**26.72**	**0.00**	**0.00**	**26.79**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	2.59	2.59	0.00	0.00	2.59
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**2.59**	**2.59**	**0.00**	**0.00**	**2.59**

3.4 Building Construction - 2011

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.14	0.94	0.53	0.00		0.06	0.06		0.06	0.06	0.00	84.60	84.60	0.01	0.00	84.84
Total	**0.14**	**0.94**	**0.53**	**0.00**		**0.06**	**0.06**		**0.06**	**0.06**	**0.00**	**84.60**	**84.60**	**0.01**	**0.00**	**84.84**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.04	0.39	0.28	0.00	0.02	0.01	0.03	0.00	0.01	0.02	0.00	47.71	47.71	0.00	0.00	47.75
Worker	0.04	0.04	0.43	0.00	0.07	0.00	0.07	0.00	0.00	0.01	0.00	54.90	54.90	0.00	0.00	54.98
Total	**0.08**	**0.43**	**0.71**	**0.00**	**0.09**	**0.01**	**0.10**	**0.00**	**0.01**	**0.03**	**0.00**	**102.61**	**102.61**	**0.00**	**0.00**	**102.73**

3.4 Building Construction - 2011

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.14	0.94	0.53	0.00		0.06	0.06		0.06	0.06	0.00	84.60	84.60	0.01	0.00	84.84
Total	**0.14**	**0.94**	**0.53**	**0.00**		**0.06**	**0.06**		**0.06**	**0.06**	**0.00**	**84.60**	**84.60**	**0.01**	**0.00**	**84.84**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.04	0.39	0.28	0.00	0.00	0.01	0.02	0.00	0.01	0.02	0.00	47.71	47.71	0.00	0.00	47.75
Worker	0.04	0.04	0.43	0.00	0.00	0.00	0.01	0.00	0.00	0.01	0.00	54.90	54.90	0.00	0.00	54.98
Total	**0.08**	**0.43**	**0.71**	**0.00**	**0.00**	**0.01**	**0.03**	**0.00**	**0.01**	**0.03**	**0.00**	**102.61**	**102.61**	**0.00**	**0.00**	**102.73**

3.4 Building Construction - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.26	1.74	1.05	0.00		0.11	0.11		0.11	0.11	0.00	169.20	169.20	0.02	0.00	169.65
Total	**0.26**	**1.74**	**1.05**	**0.00**		**0.11**	**0.11**		**0.11**	**0.11**	**0.00**	**169.20**	**169.20**	**0.02**	**0.00**	**169.65**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.07	0.71	0.51	0.00	0.03	0.03	0.06	0.00	0.03	0.03	0.00	95.70	95.70	0.00	0.00	95.77
Worker	0.07	0.07	0.79	0.00	0.13	0.00	0.14	0.01	0.00	0.01	0.00	107.69	107.69	0.01	0.00	107.84
Total	**0.14**	**0.78**	**1.30**	**0.00**	**0.16**	**0.03**	**0.20**	**0.01**	**0.03**	**0.04**	**0.00**	**203.39**	**203.39**	**0.01**	**0.00**	**203.61**

3.4 Building Construction - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.26	1.74	1.05	0.00		0.11	0.11		0.11	0.11	0.00	169.20	169.20	0.02	0.00	169.65
Total	**0.26**	**1.74**	**1.05**	**0.00**		**0.11**	**0.11**		**0.11**	**0.11**	**0.00**	**169.20**	**169.20**	**0.02**	**0.00**	**169.65**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.07	0.71	0.51	0.00	0.00	0.03	0.03	0.00	0.03	0.03	0.00	95.70	95.70	0.00	0.00	95.77
Worker	0.07	0.07	0.79	0.00	0.01	0.00	0.01	0.01	0.00	0.01	0.00	107.69	107.69	0.01	0.00	107.84
Total	**0.14**	**0.78**	**1.30**	**0.00**	**0.01**	**0.03**	**0.04**	**0.01**	**0.03**	**0.04**	**0.00**	**203.39**	**203.39**	**0.01**	**0.00**	**203.61**

3.5 Architectural Coating - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.14					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.03	0.21	0.13	0.00		0.02	0.02		0.02	0.02	0.00	16.58	16.58	0.00	0.00	16.63
Total	**4.17**	**0.21**	**0.13**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**16.58**	**16.58**	**0.00**	**0.00**	**16.63**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.01	0.15	0.00	0.03	0.00	0.03	0.00	0.00	0.00	0.00	21.25	21.25	0.00	0.00	21.27
Total	**0.01**	**0.01**	**0.15**	**0.00**	**0.03**	**0.00**	**0.03**	**0.00**	**0.00**	**0.00**	**0.00**	**21.25**	**21.25**	**0.00**	**0.00**	**21.27**

3.5 Architectural Coating - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Archit. Coating	4.14					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Off-Road	0.03	0.21	0.13	0.00		0.02	0.02		0.02	0.02	0.00	16.58	16.58	0.00	0.00	16.63
Total	**4.17**	**0.21**	**0.13**	**0.00**		**0.02**	**0.02**		**0.02**	**0.02**	**0.00**	**16.58**	**16.58**	**0.00**	**0.00**	**16.63**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.01	0.01	0.15	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	21.25	21.25	0.00	0.00	21.27
Total	**0.01**	**0.01**	**0.15**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**21.25**	**21.25**	**0.00**	**0.00**	**21.27**

3.6 Paving - 2012

Unmitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.10	0.59	0.36	0.00		0.05	0.05		0.05	0.05	0.00	45.52	45.52	0.01	0.00	45.69
Paving	0.01					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.11**	**0.59**	**0.36**	**0.00**		**0.05**	**0.05**		**0.05**	**0.05**	**0.00**	**45.52**	**45.52**	**0.01**	**0.00**	**45.69**

Unmitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.08	3.08	0.00	0.00	3.08
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.08**	**3.08**	**0.00**	**0.00**	**3.08**

3.6 Paving - 2012

Mitigated Construction On-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Off-Road	0.10	0.59	0.36	0.00		0.05	0.05		0.05	0.05	0.00	45.52	45.52	0.01	0.00	45.69
Paving	0.01					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**0.11**	**0.59**	**0.36**	**0.00**		**0.05**	**0.05**		**0.05**	**0.05**	**0.00**	**45.52**	**45.52**	**0.01**	**0.00**	**45.69**

Mitigated Construction Off-Site

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Hauling	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Vendor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Worker	0.00	0.00	0.02	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	3.08	3.08	0.00	0.00	3.08
Total	**0.00**	**0.00**	**0.02**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**3.08**	**3.08**	**0.00**	**0.00**	**3.08**

4.0 Mobile Detail

4.1 Mitigation Measures Mobile

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.30	3.31	13.28	0.02	1.87	0.13	2.00	0.07	0.13	0.20	0.00	1,717.81	1,717.81	0.10	0.00	1,720.00
Unmitigated	1.30	3.31	13.28	0.02	1.87	0.13	2.00	0.07	0.13	0.20	0.00	1,717.81	1,717.81	0.10	0.00	1,720.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

4.2 Trip Summary Information

	Average Daily Trip Rate			Unmitigated	Mitigated
Land Use	Weekday	Saturday	Sunday	Annual VMT	Annual VMT
General Office Building	1,500.17	77.19	31.92	3,471,770	3,471,770
Parking Lot	0.00	0.00	0.00		
Total	1,500.17	77.19	31.92	3,471,770	3,471,770

4.3 Trip Type Information

	Miles			Trip %		
Land Use	H-W or C-W	H-S or C-C	H-O or C-NW	H-W or C-W	H-S or C-C	H-O or C-NW
General Office Building	8.90	13.30	7.40	33.00	48.00	19.00
Parking Lot	8.90	13.30	7.40	0.00	0.00	0.00

5.0 Energy Detail

5.1 Mitigation Measures Energy

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Electricity Mitigated						0.00	0.00		0.00	0.00	0.00	265.86	265.86	0.01	0.00	266.72
Electricity Unmitigated						0.00	0.00		0.00	0.00	0.00	265.86	265.86	0.01	0.00	266.72
NaturalGas Mitigated	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	19.00	19.00	0.00	0.00	19.11
NaturalGas Unmitigated	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	19.00	19.00	0.00	0.00	19.11
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

5.2 Energy by Land Use - NaturalGas

Unmitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	355990	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	19.00	19.00	0.00	0.00	19.11
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.02**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**19.00**	**19.00**	**0.00**	**0.00**	**19.11**

Mitigated

	NaturalGas Use	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Land Use	kBTU	tons/yr										MT/yr					
General Office Building	355990	0.00	0.02	0.01	0.00		0.00	0.00		0.00	0.00	0.00	19.00	19.00	0.00	0.00	19.11
Parking Lot	0	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total		**0.00**	**0.02**	**0.01**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**19.00**	**19.00**	**0.00**	**0.00**	**19.11**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	473242					265.86	0.01	0.00	266.72
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**265.86**	**0.01**	**0.00**	**266.72**

Mitigated

	Electricity Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	kWh	tons/yr				MT/yr			
General Office Building	473242					265.86	0.01	0.00	266.72
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**265.86**	**0.01**	**0.00**	**266.72**

6.0 Area Detail

6.1 Mitigation Measures Area

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr										MT/yr					
Mitigated	1.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Unmitigated	1.71	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

6.2 Area by SubCategory

Unmitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.41					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.29					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**1.70**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

6.2 Area by SubCategory

Mitigated

	ROG	NOx	CO	SO2	Fugitive PM10	Exhaust PM10	PM10 Total	Fugitive PM2.5	Exhaust PM2.5	PM2.5 Total	Bio- CO2	NBio-CO2	Total CO2	CH4	N2O	CO2e
SubCategory	tons/yr										MT/yr					
Architectural Coating	0.41					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Consumer Products	1.29					0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Landscaping	0.00	0.00	0.00	0.00		0.00	0.00		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total	**1.70**	**0.00**	**0.00**	**0.00**		**0.00**	**0.00**		**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**	**0.00**

7.0 Water Detail

7.1 Mitigation Measures Water

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Category	tons/yr				MT/yr			
Mitigated					2.50	0.01	0.00	2.81
Unmitigated					2.50	0.01	0.00	2.81
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

7.2 Water by Land Use

Unmitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	0.341275 / 0					2.50	0.01	0.00	2.81
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Total						**2.50**	**0.01**	**0.00**	**2.81**

7.2 Water by Land Use

Mitigated

	Indoor/Outdoor Use	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	Mgal	tons/yr				MT/yr			
General Office Building	0.341275 / 0					2.50	0.01	0.00	2.81
Parking Lot	0 / 0					0.00	0.00	0.00	0.00
Total						**2.50**	**0.01**	**0.00**	**2.81**

8.0 Waste Detail

8.1 Mitigation Measures Waste

Category/Year

	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
	tons/yr				MT/yr			
Mitigated					76.32	4.51	0.00	171.05
Unmitigated					76.32	4.51	0.00	171.05
Total	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**	**NA**

8.2 Waste by Land Use

Unmitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	376					76.32	4.51	0.00	171.05
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**76.32**	**4.51**	**0.00**	**171.05**

Mitigated

	Waste Disposed	ROG	NOx	CO	SO2	Total CO2	CH4	N2O	CO2e
Land Use	tons	tons/yr				MT/yr			
General Office Building	376					76.32	4.51	0.00	171.05
Parking Lot	0					0.00	0.00	0.00	0.00
Total						**76.32**	**4.51**	**0.00**	**171.05**

9.0 Vegetation

APPENDIX D
Traffic Impact Analysis Technical Memorandum

ITERIS Innovation for better mobility

TECHNICAL MEMORANDUM

TO:	Dennis Hagner
FROM:	Gary Hamrick, Sean Daly
DATE:	April 14, 2011
SUBJECT:	International Longshore and Warehouse Union (ILWU) Local 13 Dispatch Hall Traffic Impact Analysis
	21-J08- 2112

INTRODUCTION

Iteris, Inc. completed a traffic study for the Port of Los Angeles in 2008 which estimated the potential traffic impact of relocating the existing International Longshore and Warehouse Union (ILWU) Dispatch Hall (currently located at 343 Broad Street, Los Angeles) to a new location at 1500 E. Anaheim Street, Los Angeles. **Figure 1** illustrates the existing and proposed sites plus the study area and **Figure 2** illustrates the proposed site plan. At the time of the original study, the proposed project was to relocate the current operations with no change in the number of workers handled at the site (simply transferring the operations and worker dispatch over to the new site). Subsequently the POLA requested an analysis of the Dispatch Hall assuming both relocation and expansion in operations.

This memorandum updates the 2008 analysis to a CEQA-level traffic analysis for a relocated and expanded Union Hall. The Hall is proposed to be relocated and its size is proposed to be expanded to accommodate additional port workers. This analysis includes up to 1,500 additional daily workers that would use the new site, in addition to the relocation of the existing workers.

The analysis studies two key critical intersections near the site of the ILWU Dispatch Hall during the A.M. (7 A.M.-9 A.M.) and P.M. (4 P.M.-6 P.M.) peak periods of travel for potential significant impacts. The key intersections are:

1. Alameda Street and Anaheim Street
2. Henry Ford Avenue and Anaheim Street

The following sections of the memorandum present the methodology, findings, and recommendations of the traffic study for the relocation and expansion of the ILWU Dispatch Hall (the proposed Project).

Summary of Impacts

No Significant Impacts are identified for the CEQA analysis of the proposed Project.

Mitigation Measures

No mitigation needed.

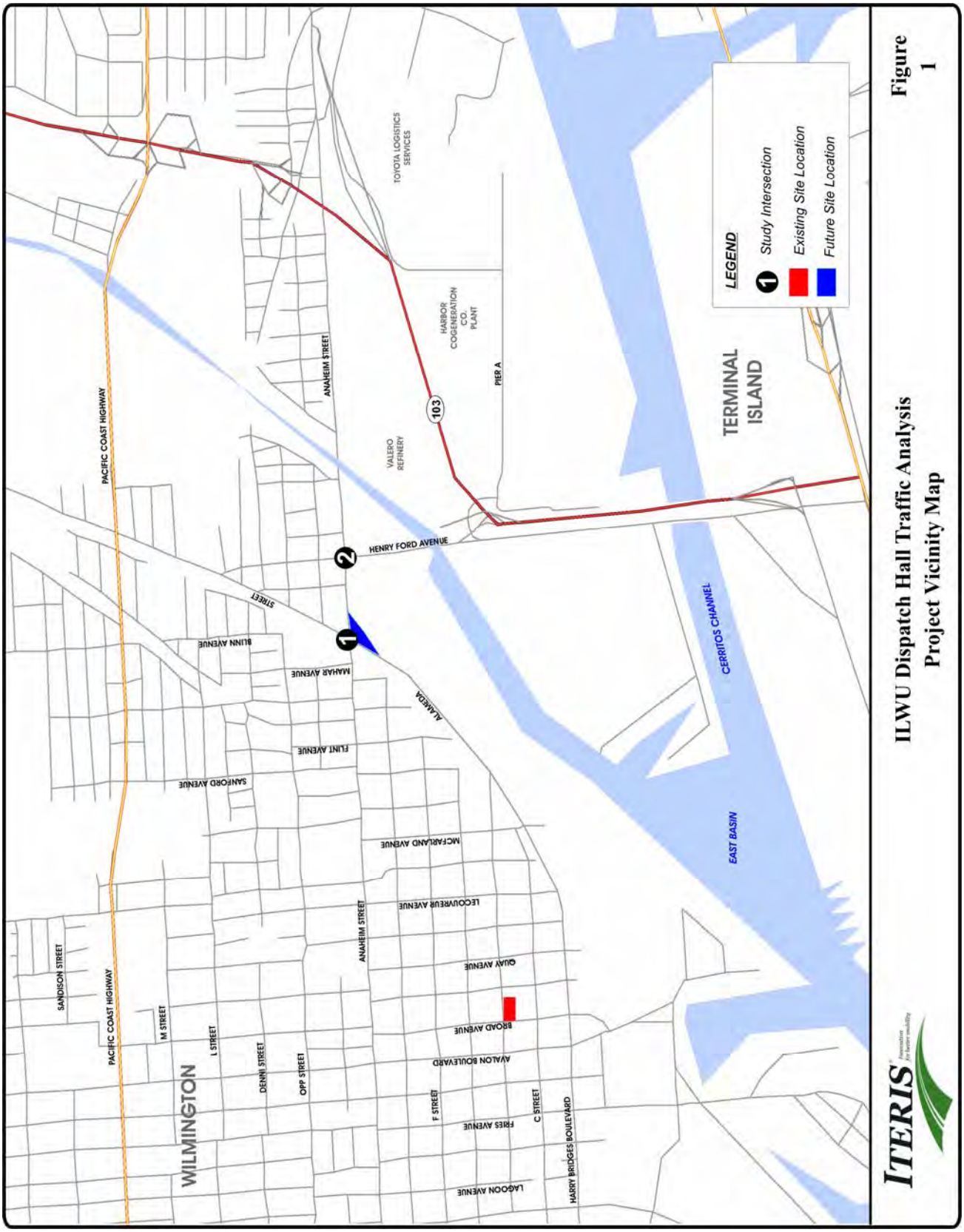
Figure 1
ILWU Dispatch Hall Traffic Analysis
Project Vicinity Map
LEGEND
Study Intersection
Existing Site Location
Future Site Location
TERMINAL ISLAND
CERRITOS CHANNEL
EAST BASIN
WILMINGTON
HENRY FORD AVENUE
PACIFIC COAST HIGHWAY
ANAHEIM STREET
ALAMEDA
TOYOTA LOGISTICS SERVICES
HARBOR COGENERATION CO. PLANT
VALERO REFINERY
PIER A
103
BLINN AVENUE
MAHAR AVENUE
FLINT AVENUE
SANFORD AVENUE
MCFARLAND AVENUE
LECOUVREUR AVENUE
QUAY AVENUE
BROAD AVENUE
AVALON BOULEVARD
FRIES AVENUE
LAGOON AVENUE
HARRY BRIDGES BOULEVARD
SANDISON STREET
M STREET
L STREET
DENNI STREET
OPP STREET
F STREET
C STREET

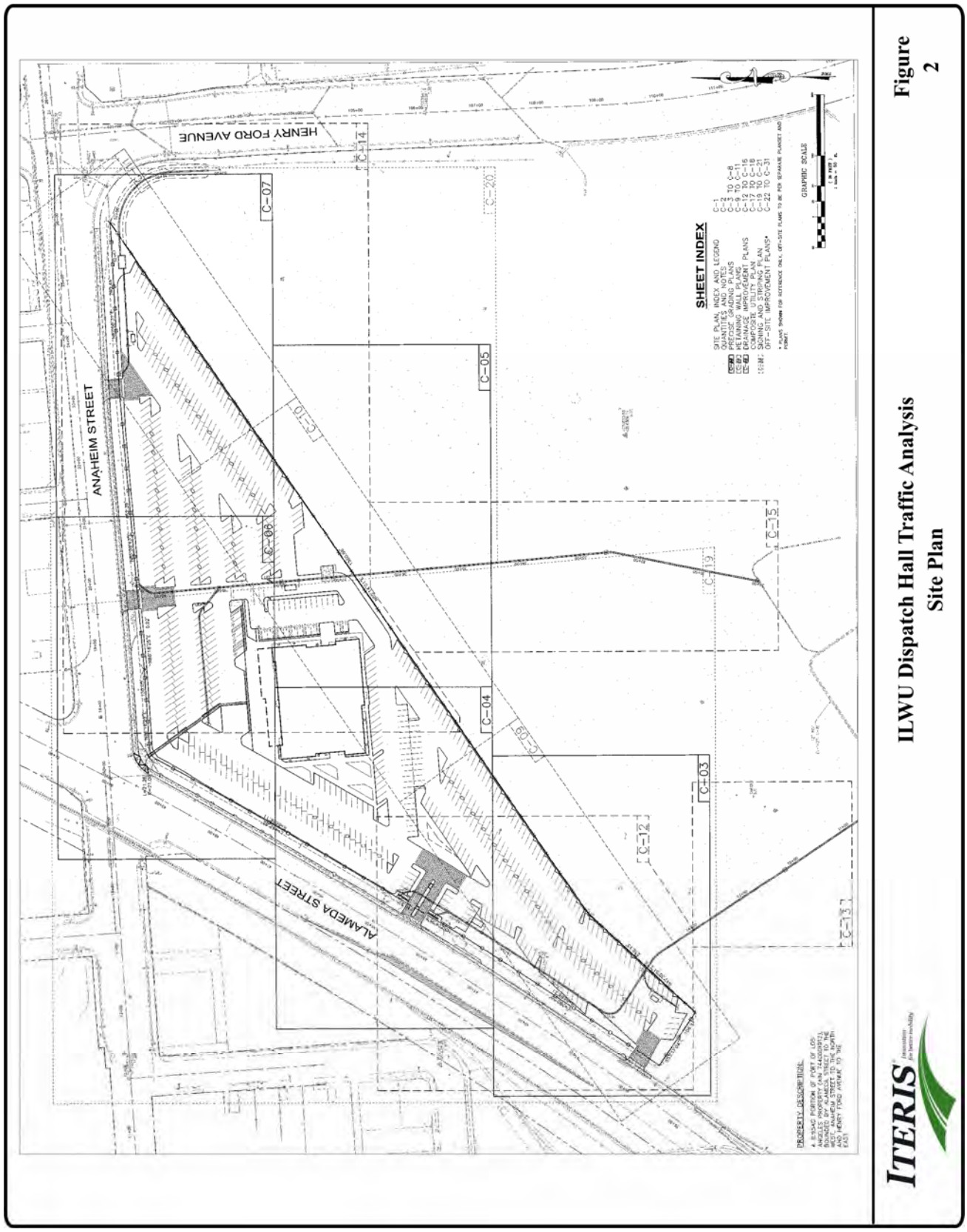

Figure 2

ILWU Dispatch Hall Traffic Analysis

Site Plan

ENVIRONMENTAL SETTING

Regional and Local Access

The proposed Project site is located within an industrial area north of the Port of Los Angeles. The site is within the Port of Los Angeles Community Plan area in the City of Los Angeles, which is adjacent to the communities of San Pedro and Wilmington, and approximately 20 miles south of downtown Los Angeles. The site is generally bounded on the north by Anaheim Street, Alameda Boulevard on the west, and Port of Los Angeles property to the east and south.

Access to and from the proposed Project site is provided by a network of freeways and arterial routes. The freeway network consists of the Harbor Freeway (I-110), the Long Beach Freeway (I-710), the San Diego Freeway (I-405), and the Terminal Island Freeway (SR-103/SR-47), while the arterial street network that serves the proposed Project area includes Alameda Street, Anaheim Street, Harry Bridges Boulevard, and Henry Ford Avenue.

The Harbor Freeway (I-110) is a north-south highway that extends from Gaffey Street in San Pedro to downtown Los Angeles and Pasadena. It has six general purpose lanes in the vicinity of the harbor and widens to eight lanes to the north.

The Long Beach Freeway (I-710) is a north-south highway that extends from the port area in Long Beach to Valley Boulevard in Alhambra. It has six general purpose lanes in the vicinity of the harbor and widens to eight lanes to the north.

The San Diego Freeway (I-405) is a north-south highway that extends from I-5 in Irvine to I-5 in the Mission Hills district of Los Angeles. It has eight general purpose lanes and two HOV lanes north of the harbor.

The Terminal Island Freeway (SR-103/SR-47) is a short highway that begins at Ocean Boulevard on Terminal Island, where it overlaps with SR-47. It then crosses the Schuyler Heim Bridge, and travels north to its terminus at Willow Street in Long Beach. It has six general purpose lanes on the southern segment, narrowing to four lanes north of Anaheim Street.

Alameda Street extends north from Harry Bridges Boulevard and serves as a key truck route between the harbor area and downtown Los Angeles. Alameda Street is grade separated at all major intersections from SR-91 to north of Anaheim Street. Alameda Street is striped variously as a four-lane and six-lane roadway in the proposed Project area. Ultimately, Alameda Street is planned to be striped for six lanes over most of its length. Alameda Street is classified as a Major Highway Class II in the City of Los Angeles General Plan, and a Major Highway in the City of Carson General Plan.

Anaheim Street is an east-west roadway that extends between Western Avenue (SR-213) in the City of Los Angeles and PCH (SR-1) in Long Beach. Anaheim Street is a four-lane roadway west of Henry Ford Avenue, a five-lane roadway (three eastbound lanes) between Henry Ford Avenue and West 9th Street/East I Street, and a six-lane facility from West 9th Street /East I Street to east of I-710. Anaheim Street is classified as a Major Highway Class II north of the proposed Project site in the City of Los Angeles General Plan.

Harry Bridges Boulevard is a four-lane east-west roadway that extends between John S. Gibson Boulevard and Alameda Street. It provides direct access to the container terminal at Berths 136-139 and provides access to Berths 142-147 via Neptune Avenue, which extends south from Harry Bridges Boulevard. Harry Bridges Boulevard is classified as a Major Highway Class II in the City of Los Angeles General Plan.

Henry Ford Avenue provides a connection from the Terminal Island Freeway (SR-47) to Alameda Street. Henry Ford Avenue is a six-lane roadway from the Terminal Island Freeway (SR-47) to Anaheim Street and a four-lane roadway from Anaheim Street to Alameda Street. Northbound traffic on Alameda Street must use the northern 205 feet of Henry Ford Avenue to continue north on Alameda Street via the intersection with Denni Street. Henry Ford Avenue is classified as a Major Highway Class II in the City of Los Angeles General Plan.

The traffic setting for the proposed Project includes those intersections that would be used by automobile traffic to gain access to and from the Project site. Two study intersections that are located near the Project site or on routes serving the proposed Project site were chosen for analysis. The travel paths for project-related trips are very focused as most of the trips occur between the Union Hall and port terminals. Proposed Project-related traffic on streets farther away from the Project site is assumed to be diluted to less than the number of trips that would require analysis per the City of Los Angeles Department of Transportation (LADOT Traffic Study Policies and Procedures). The two study intersections include the following:

1. Anaheim Street/Alameda Street– City of Los Angeles
2. Anaheim Street/Henry Ford Avenue – City of Los Angeles

Pursuant to the Los Angeles County Congestion Management Program (CMP), administered by the Los Angeles County Metropolitan Transportation Authority (METRO), a traffic impact analysis is required at the following:

- CMP arterial monitoring intersections, including freeway on- or off-ramps, where the proposed project would add 50 or more trips during either the A.M. or P.M. weekday peak hours.
- CMP freeway monitoring locations where the proposed project would add 150 or more trips during either the A.M. or P.M. weekday peak hours.

Three CMP arterial monitoring stations are located either within or close to the proposed Project study area. However, none are projected to experience 50 or more Project-related trips during the AM or PM peak period. The three CMP arterial monitoring stations are provided below:

- PCH/Santa Fe Avenue (not a study intersection – less than 50 peak hour trips added by the proposed Project)
- Alameda Street/ PCH (not a study intersection – less than 50 peak hour trips added by the proposed Project)
- PCH/Figueroa Street (not a study intersection - less than 50 peak hour trips added by the proposed Project)

The closest freeway monitoring stations include I-710 at Willow Street and I-110 at C-Street. The project would add less than 150 trips at these two freeway monitoring locations. However, to be conservative in the assessment of potential impacts, the following CMP freeway monitoring stations were analyzed:

1. I-405 between I-110 and I-710 (CMP freeway monitoring station – at Santa Fe Avenue)
2. I-710 north of I-405 (CMP freeway monitoring station – north of Jct. 405, south of Del Amo Boulevard)
3. I-710 north of PCH (CMP freeway monitoring station – north of Jct Rte 1 (PCH), Willow Street)
4. I-110 south of C Street (CMP freeway monitoring station – south of “C” Street).

Existing Area Traffic Conditions

Existing traffic along study roadways and intersections, including automobiles, Port trucks, and other truck and regional traffic not related to the Port, was determined by the collection of vehicle turning movement counts classified by vehicle type at study locations during the A.M. and P.M. peak periods (7 A.M. to 9 A.M. and 4 P.M. to 6 P.M.).

A.M. and P.M. peak hours are analyzed for this traffic study. The peak hour of a peak period is determined by assessing the highest volume of total traffic occurring during one consecutive hour at each location. Regional traffic occurring during the A.M. and P.M. peak hours is mainly due to commute trips, school trips and other background trips. While the peak hour for port related truck traffic generally occurs sometime during the mid-day period, greater overall levels of traffic occur during the A.M. and P.M. peak hours due to the greater level of regional vehicular traffic combined with port-related traffic. The ILWU Dispatch Hall does not dispatch during the mid-day peak hour—therefore the traffic study report presents the analysis results for the A.M. and P.M. peak hours.

Intersection Levels of Service

Level of Service (LOS) is a qualitative indication of an intersection's operating conditions as represented by traffic congestion and delay and the volume/capacity (V/C) ratio. For signalized intersections, it is measured from LOS A (excellent conditions) to LOS F (very poor conditions), with LOS D (V/C of less than 0.900, fair conditions) typically considered to be the threshold of acceptability. The relationship between V/C ratio and LOS for signalized intersections is shown in the following Table 1:

Table 1: Level of Service Criteria—Signalized Intersections

V/C Ratio	LOS	Traffic Conditions
0 to 0.600	A	**Excellent. Little or no delay/congestion.** No vehicle waits longer than one red light, and no approach phase is fully used.
>0.601 to 0.700	B	**Very Good. Slight congestion/delay.** An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
>0.701 to 0.800	C	**Good. Moderate delay/congestion.** Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
>0.801 to 0.900	D	**Fair. Significant delay/congestion.** Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
>0.901 to 1.000	E	**Poor. Extreme congestion/delay.** Represents the most vehicles that the intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
> 1.000	F	**Failure. Intersection failure/gridlock.** Backups from nearby locations or cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.
Source: TRB 1980.		

The Los Angeles Department of Transportation (LADOT) has Traffic Study Policies and Procedures (December 2010) that ~~stipulate~~stipulates using the Critical Movement Analysis (CMA) method to assess levels of service. For signalized intersections, LOS values were determined by using CMA methodology contained in the Transportation Research Board's (TRB) Circular No. 212 – Interim Materials on Highway Capacity.

Freeway Levels of Service

Freeway roadway segments were analyzed in compliance with the County of Los Angeles CMP. The CMP is the official source of data for regional coordination of traffic studies in the County of Los Angeles. The CMP uses the V/C ratio to determine LOS. The relationship between the V/C ratio and LOS for freeway segments per the CMP is shown in the following Table 2:

Table 2 Freeway CMP Level of Service Criteria

Freeway Level of Service (LOS)	Volume/Capacity Ratio
A	0.01-0.35
B	>0.35-0.54
C	>0.54-0.77
D	>0.77-0.93
E	>0.93-1.00
F(0)	>1.00-1.25
F(1)	>1.25-1.35
F(2)	>1.35-1.45
F(3)	>1.45

LOS F(1) through F(3) designations are assigned where severely congested (less than 25 mph) conditions prevail for more than one hour, converted to an estimate of peak hour demand in the table above.

CEQA Baseline Levels of Service Analysis

Based on peak-hour traffic volumes and V/C ratios, the corresponding CEQA baseline LOS at study area intersections was determined and is summarized in Table 3. Baseline conditions are for year 2008, the year of the original Union Hall relocation analysis as well as the most conservative (highest volume) recent traffic counts due to the economic downturn which began in late 2008. The data in the table indicate that all of the existing study intersections currently operate at LOS C or better during the peak hours.

The baseline volumes at the CMP monitoring stations in the study area were obtained from 2008 Caltrans traffic counts. The baseline freeway volumes and level of service are shown in Table 4.

Table 3 – CEQA Baseline Intersection Level of Service

Intersection	CEQA Baseline			
	AM Peak Hour		PM Peak Hour	
	LOS	V/C	LOS	V/C
1. Alameda Street and Anaheim Street	A	0.438	A	0.597
2. Henry Ford Avenue and Anaheim Street	A	0.554	C	0.715

Table 4 – CEQA Baseline Freeway Level of Service

Freeway	Location	Capacity	Northbound / Eastbound						Southbound / Westbound					
			AM Peak Hour			PM Peak Hour			AM Peak Hour			PM Peak Hour		
			Demand or Volume	D/C or V/C	LOS	Demand or Volume	D/C or V/C	LOS	Demand or Volume	D/C or V/C	LOS	Demand or Volume	D/C or V/C	LOS
#1 I-405	at Santa Fe Ave	10,000	11,547	1.15	F(0)	9,059	0.91	D	9,398	0.94	E	11,130	1.11	F(0)
#2 I-710	north of I-405	8,000	6,503	0.81	D	7,838	0.98	E	7,797	0.97	E	6,462	0.81	D
#3 I-710	at Willow St	6,000	5,530	0.92	D	5,242	0.87	D	5,783	0.96	E	3,946	0.66	C
#4 I-110	south of C Street	8,000	4,402	0.55	C	2,963	0.37	B	3,244	0.41	B	4,239	0.53	B
Note: Capacity based on the methodology in the 2004 Congestion Management Program for Los Angeles County.														

As shown in Table 4 all locations currently operate at LOS D or better with the exception of the following:

- I-405 at Santa Fe Avenue – LOS F(0) (northbound A.M. Peak Hour); LOS E (southbound A.M. Peak Hour); LOS F(0) (southbound P.M. Peak Hour)
- I-710 north of I-405 – LOS E (northbound P.M. Peak Hour), LOS E (southbound A.M. Peak Hour);
- I-710 north of PCH (southbound) – LOS E (A.M. Peak Hour)

Baseline Transit Service

Several transit agencies provide service in the vicinity of the proposed Project site, including the Metropolitan Transportation Authority (Metro), the Municipal Area Express (MAX), Torrance Transit and LADOT. Together, these transit agencies operate eight transit routes within and/or near the proposed Project and are summarized in Table 5.

Table 5 Baseline Transit Service

Transit Agency	Line	Route Name	Days of Operation	Headways/Frequency	
Metro	Express 445	San Pedro–Artesia Transit Center–Patsaouras Transit Plaza/Union Station Express	Monday–Friday	A.M.	30–60 minutes
				P.M.	30–60 minutes
			Saturday Peak		60 minutes
	Local 202	Willowbrook–Compton–Wilmington	Monday–Friday	A.M.	60 minutes
				P.M.	60 minutes
			Saturday Peak		-
	Local 246	San Pedro-Artesia Transit Center via Pacific Avenue and Avalon Boulevard	Monday–Friday	A.M.	20–25 minutes
				P.M.	20 minutes
			Saturday Peak		20 minutes
	Local 247	San Pedro-Artesia Transit Center via Pacific Avenue and Avalon Boulevard	Monday–Friday	A.M.	20–25 minutes
				P.M.	20 minutes
			Saturday Peak		20 minutes
Torrance Transit	Municipal Area Express 3X	San Pedro–El Segundo	Monday–Friday	A.M.	20–30 minutes
				P.M.	20–30 minutes
			Saturday Peak		-
	T3	Redondo Beach–Long Beach	Monday–Friday	A.M.	15 minutes
				P.M.	15 minutes
			Saturday Peak		60 minutes
LADOT Commuter Express	142	San Pedro–Long Beach	Monday–Friday	A.M.	30 minutes
				P.M.	30 minutes
			Saturday Peak		30 minutes
LADOT DASH	LDWLM	Wilmington Area	Monday–Friday	A.M.	15 minutes
				P.M.	15 minutes
			Saturday Peak		15 minutes

Together, the transit agencies operate a total of eight transit routes within and/or near the proposed Project as follows:

- **Metro Express Line 445 (San Pedro-Artesia Transit Center-Patsaouras Transit Plaza/Union Station Express).** Metro Transit Line 445 provides express bus service from downtown Los Angeles to San Pedro via the Harbor Freeway. Line 445 starts at Patsaouras Transit Plaza/Union Station in downtown Los Angeles and travels south to its final destination in San Pedro at Pacific and 21st Street. Days of operation are Monday through Sunday, including all major holidays. The A.M. and P.M. peak period headway ranges between 30 and one hour. Saturday mid-day peak period is one hour.
- **Metro Local Line 202 (Willowbrook-Compton-Wilmington)**. Metro Transit Line 202 is a north-south local service that travels from Wilmington to Willowbrook along Alameda Street.

Line 202 provides service from the Metro Blue Line, connecting at the Del Amo Blue Line Station. Days of operation are Monday through Friday only. Weekday A.M. and P.M. peak period headway is approximately one hour. Late Night and Owl service is provided between Compton and Willowbrook Monday through Sunday, including all major holidays.

- **Metro Local 246 (San Pedro-Artesia Transit Center via Pacific Avenue and Avalon Boulevard).** Metro Transit Line 246 is a north-south route that travels from San Pedro to the Artesia Transit Center in Los Angeles. Line 246 traverses Line 247 between the Artesia Transit Center and Pacific Avenue and Front Street in San Pedro. At Pacific Avenue and Front Street, Line 246 continues south along Pacific Avenue to Paseo Del Mar and Gaffey Street. The A.M. and P.M. peak period headway ranges between 20 and 25 minutes. Saturday peak period headway is 20 minutes.
- **Metro Local 247 (San Pedro-Artesia Transit Center via Pacific Ave and Avalon Boulevard).** Metro Transit Line 247 is a north-south route that travels from San Pedro to the Artesia Transit Center in Los Angeles. Line 247 traverses Line 246 between the Artesia Transit Center and Pacific Avenue and Front Street in San Pedro. At Pacific Avenue and Front Street, Line 247 travels east to the Harbor Beacon Park and Ride Lot, then west to Patton Avenue and 7th Street. The A.M. and P.M. peak period headway ranges between 20 and 25 minutes. Saturday peak period headway is 20 minutes.
- **Municipal Area Express 3X (San Pedro-El Segundo Freeway Express).** Municipal Area Express 3X is a commuter bus service designed to address the commuting needs of South Bay residents who work in the El Segundo employment district. Line 3X is a special freeway express route that operates directly from San Pedro to El Segundo, starting at 25th Street near the USAF housing and ending at South La Cienega Boulevard near the Airport Courthouse. Days of operation are Monday through Friday only, excluding major holidays. The A.M. and P.M. peak period headway ranges from 20 to 30 minutes.
- **Torrance Transit Line 3 (Redondo Beach-Downtown Long Beach).** Torrance Transit Line 3 is an east-west route between Redondo Beach and Carson, a north-south route between Carson and Wilmington, and an east-west route between Wilmington and downtown Long Beach. Line 3 travels along PCH through the proposed Project area via PCH. The A.M. and P.M. peak period headway is approximately 15 minutes. Saturday mid-day peak period headway is 60 minutes.
- **LADOT Commuter Express Line 142 (Ports O'Call-Long Beach Transit Mall).** LADOT Commuter Express Line 142 runs east-west along Ocean Boulevard through the proposed Project area from downtown Long Beach to San Pedro. The A.M. and P.M. peak period headway is approximately 30 minutes. Saturday peak period headway is 30 minutes.
- **LADOT DASH Wilmington Line (Clockwise-Counterclockwise Local Service).** The LADOT DASH Wilmington Line provides local service in the Wilmington community of the City of Los Angeles. Local clockwise service is provided primarily along Figueroa Street, PCH, Watson Avenue, East L Street, Avalon Boulevard and Anaheim Street. Local counterclockwise service is provided primarily along Wilmington Boulevard, PCH, Avalon Boulevard, Anaheim Street, West C Street, and Hawaiian Avenue. The A.M. and P.M. peak period headway is approximately 15 minutes. Saturday peak period headway is 15 minutes.

IMPACT ANALYSIS AND MITIGATION MEASURES

Methodology - Traffic

Impacts were assessed by quantifying differences between baseline conditions and baseline plus project conditions under the proposed Project and the No Project. For CEQA analysis, baseline conditions are year 2008 traffic volumes. For Future CEQA (Cumulative) analysis conditions are baseline year 2008 traffic volumes as well as future baseline traffic conditions (the addition of non-related background traffic) for the year 2016—one year after the opening of the proposed Project. Future CEQA (Cumulative) traffic conditions were estimated by adding funded transportation improvements, traffic due to regional traffic growth, and traffic increases resulting from Port terminal throughput growth.

Future Cumulative traffic was forecast based on a computerized traffic analysis tool known as the Port Area Travel Demand Model, which includes traffic growth for the port and the local area.

CEQA Baseline

Section 15125 of the CEQA Guidelines requires environmental documentation to include a description of the physical environmental conditions in the vicinity of the proposed Project, as they exist at the time of the NOP. In the case of the proposed Project for purposes of this CEQA analysis, the baseline for determining the significance of potential Project impacts is calendar year 2008, the date of the year of the original traffic study, and the most conservative (highest volume) recent traffic counts due to the economic downturn which began in late 2008. The only Project-related traffic included in the CEQA baseline is that associated with ILWU operations at its current site during the baseline year.

In compliance with CEQA the impact analysis compares CEQA baseline conditions to proposed Project conditions to determine significant project impacts. This methodology determines how the proposed Project impacts the existing environment as described as the CEQA baseline in the Environmental Setting section.

Port Travel Demand Model

The Port Travel Demand Model was originally developed for the *Ports of Long Beach and Los Angeles Transportation Study*[1] and was subsequently revised and updated for several efforts including the *Port of Los Angeles Baseline Transportation Study* and the *Port of Los Angeles Roadway Study*. The model is a tool that is based on the Southern California Association of Governments' (SCAG) Regional Travel Demand Forecasting Model. Elements of the SCAG Heavy Duty Truck (HDT) model were used. The use of the SCAG model to account for subregional and regional traffic growth beyond the general proximity of the project site is an accepted practice by agencies/ jurisdictions. TransCAD is the software platform used for modeling. The Port Travel Demand Model data is owned by the Port and housed and operated at consultant offices.

Project-Area Transportation Improvements

There are two major transportation projects planned to be implemented in the vicinity of the proposed Project during the period of the CEQA cumulative analysis of the proposed Project. These projects are either included in the regional transportation planning and programming documents, the SCAG Regional

[1] Ports of Long Beach and Los Angeles Transportation Study, Ports of Long Beach and Los Angeles, June 2001, Los Angeles, California

Transportation Plan and Regional Transportation Improvement Program, or were developed as part of the *Port of Los Angeles Roadway Transportation Study* and other Port Planning and implementation efforts.

The related transportation projects are:

The Schuyler Heim Bridge Replacement and SR-47 Expressway: The Schuyler Heim Bridge Replacement and SR-47 Expressway will replace the seismically deficient Schuyler Heim Bridge over Cerritos Channel and add a four-lane elevated roadway connection to Alameda Street that will bypass three signalized intersections and five at-grade railroad crossings between along Henry Ford Avenue and Alameda Street between Pier A Way and PCH. Caltrans completed the Record of Decision pursuant to NEPA, and is filing the Notice of Determination with the State Clearinghouse pursuant to CEQA for the Schuyler Heim Bridge Replacement and SR-47 Expressway Project. The selected alternative is Alternative 1 "Bridge Replacement and SR-47 Expressway".

The elevated expressway alignment will transition from Henry Ford Avenue to Alameda Street. The expressway then will return to grade, joining Alameda Street about one block south of PCH. Once at grade, the expressway will merge with the existing six travel lanes on Alameda Street.

The Alameda Corridor Transportation Authority is the lead agency for the project and the horizon year for completion of the Alameda Expressway is 2016.

Wilmington ATSAC/ATCS Project: Improvements to 70 signalized intersections within the Wilmington area of the City of Los Angeles are being undertaken through implementation of computer based real time traffic signal monitoring and control systems. Developed in 1995, the Adaptive Traffic Control System ("ATCS") is the latest enhancement to ATSAC and uses a personal computer-based traffic signal control software program that provides fully adaptive traffic signal control based on real-time traffic conditions. The ATCS will automatically adjust traffic signal timing in response to current traffic demands. Although the ATCS implementation will not increase the capacity of the roadway, review of prior before-and-after studies conducted demonstrates that implementation of ATSAC and ATCS projects provided congestion relief by improving travel times, travel speeds, traffic progression and by reducing delay time at intersections. Based on these improvements in travel speeds, progression and delay, LADOT has determined that the ATCS retrofit is equivalent to improving the volume to capacity ratio by at least seven percent to ten percent.

ATCS allows for an automatic-adjustment-to-traffic signal timing strategy and control pattern in response to current traffic demands by controlling all three critical components of traffic signal timing simultaneously: cycle length, phase split and offset. In this analysis of future operating conditions, a capacity increase of ten percent (0.10 V/C adjustment) was applied to reflect the benefits of ATSAC/ATCS control at all signalized study intersections, as approved by LADOT. Of the two analysis intersections, the study intersection of Anaheim Street/Alameda Street is currently operating under the ATSAC system. Horizon year for ATSAC/ATCS implementation is year 2014.

For the purposes of this analysis all study intersections located within the City of Los Angeles, the project lead agency, are assumed to be operating with the ATSAC/ATCS system by the future 2016 scenarios.

Project-Related Trip Generation and Distribution

Existing Union Hall Trip Generation

The Dispatch Hall represents a unique land use and there are no standardized industry trip generation rates available specifically for this type of operation. Project trips are generated by on-site staff and from Union workers who arrive at the Dispatch Hall during the early morning and late afternoon and are subsequently dispatched to worksites throughout the Port.

The analysis of the Dispatch Hall trip generation is based on the assumption that each dispatched job results in the equivalent of two vehicle trip ends. The two distinct trip ends are as follows:

1. From home to the Dispatch Hall.
2. From the Dispatch Hall to the job site.

For the purpose of this analysis it was assumed that each dispatched job occurs via a single occupant vehicle. This approach provides a conservatively high estimate of Dispatch Hall trip generation activity. There is undoubtedly some ridesharing and other use of alternative modes such as transit and bicycles used by workers on a daily basis. The Union promotes a program that lets members be dispatched as a team to job sites and allows for one of the checked-in partners to receive dispatch assignments for both. According to Union staff there is an estimated 200 partnered jobs dispatched per day, which represents a potential for 100 shared rides per day, about 5.7 percent of the average daily dispatched total (1,755 jobs). However, it is not clear that this program results in a reduction of 100 daily vehicle trips due to ridesharing. There is not a mechanism to guarantee that partnered workers do in fact travel in one vehicle. Thus, to be conservative with the analysis of trips, it is assumed that each worker uses their own vehicle.

It is noted that job dispatch assignment records indicate job categories that include Casual Hall dispatch and Clerk Jobs dispatch at Local 13. These categories are not included in the trip generation calculations because they do not require an individual to be physically present at the Dispatch Hall. The clerk jobs are pre-set positions and the other jobs are dispatched via computer to the Casual Hall located at 826 Eubank Avenue in Wilmington.

The Union Hall generally operates between the hours of 5:00 A.M. and 8:00 P.M., seven days a week, with a maximum of ten Dispatch Hall staff on-site daily. Union workers are dispatched from the Hall in the early morning (6:15 A.M. to 7:15 A.M.) and during the late afternoon (4:15 P.M. to 5:30 P.M.) to work assignments throughout the Ports of Los Angeles and Long beach. The two daily dispatch periods at the Hall cover work assignments for three shifts. Shift start times (when workers must be at their job location) include the following:

- First shift: 7:00 A.M., 8:00 A.M. and 9:00 A.M.
- Second Shift: 5:00 P.M., 6:00 P.M. and 7:00 P.M.
- Third Shift: 2:00 A.M. and 3:00 A.M.

These shift times are very important to the analysis because they relate to the times that the workers drive to and from the Hall and to and from the work location. Due to the times of the shifts, many of the worker trips fall outside of the analyzed peak periods of 7 A.M. to 9 A.M. and 4 P.M. to 6 P.M. Those trips that fall outside of the peak are not included in the traffic analysis because they occur during the "off peak" hours and they do not impact the worst case analysis of traffic during the commute peaks, when other background traffic is highest. Thus the number of actual peak period vehicle trips is lower than the number of actual workers because many of the trips fall before 7:00 A.M. and after 6:00 P.M. This traffic study analyzes the impact of the maximum number of ILWU-related trips that occur within an A.M. or P.M. peak hour. Those hours of analysis are 7 A.M. to 8 A.M. and 4 P.M. to 5 P.M.

Existing Morning Dispatch Trip Generation (to be relocated)

The first shift job dispatch begins at 6:15 A.M. and is typically finished by 7:15 A.M. Table 6 shows an estimate of Dispatch Hall average daily and peak hour trip activity during a port peak month of operations. The majority of Union workers arrive at the Hall prior to 6:00 A.M. and only about 10 percent (84 vehicle trips) arrive during the commute peak hour (7 A.M. to 8 A.M.). A review of dispatch activity records shows that approximately 67 percent of all morning jobs dispatched have a start time of 8 A.M. Based on discussions with dispatch staff and relative travel times from the Hall to active Port job sites it

was estimated that 60 percent (505 vehicle trips) of morning shift workers would be on the road during some portion of the A.M. peak hour. The remaining dispatched workers (337 vehicle trips) would have left the Hall and arrived at their job site prior to the start of the morning commute peak hour. The peak month of port operations A.M. weekday peak hour Union Hall trip generation would be a total of 589 vehicles (84 inbound / 505 outbound).

Existing Afternoon Dispatch Trip Generation (to be relocated)

The second and third shifts are dispatched at the same time starting at 4:15 P.M. with an average of 911 jobs dispatched by 5:30 P.M. A review of dispatch records indicates that about 25 percent of the jobs have a start time of 5 P.M., 62 percent have a start time of 6 P.M. and just under 13 percent are third shift jobs with start times of 2 A.M. or 3 A.M. The majority of the second and third shift workers travel from home to the Dispatch Hall prior to the start of the afternoon commute peak hour (4 P.M. to 5 P.M.). As shown in Table 6 about 50 percent of these workers travel from the Dispatch Hall to the job site during the afternoon commute peak hour (455 vehicle trips). The typical PM weekday peak hour Union Hall to job site trip generation would be a total of 728 vehicles (273 inbound / 455 outbound).

Table 6 - Existing Dispatch Hall Vehicle Trip Generation

(to be relocated)

Dispatch Period	Average Daily Jobs Dispatched	Home to Dispatch Hall During Peak Hour	Dispatch Hall to Job Site During Peak Hour
Morning	842	84	505
Afternoon	911	273	455

Added Trips Due to Expansion at New Site

In addition to the relocated trips from the current site to the new site, the project is planned to expand the capacity of the number of workers that can be dispatched. The maximum probable number of additional workers to be dispatched in one day (above the current workers using the site for dispatch) is 1,500 workers per day. Because only some of those workers are dispatched during peak traffic periods, the number of trips is less than 1,500 during peak hours (many occur off peak). The same worker dispatch times as described above are assumed for the added workers. The estimated additional trips resulting from the expansion are shown in Table 7.

Table 7- Added Dispatch Hall Vehicle Trip Generation

(due to expansion of 1,500 daily workers)

Dispatch Period	Average Daily Jobs Dispatched	Home to Dispatch Hall During Peak Hour	Dispatch Hall to Job Site During Peak Hour
Morning	721	72	432
Afternoon	779	234	390

THRESHOLDS OF SIGNIFICANCE

A project in the Harbor is considered to have a significant transportation/circulation impact if the project would result in one or more of the following occurrences. These criteria were excerpted from the *L.A. CEQA Thresholds Guide* (City of Los Angeles, 2006), the *LADOT Traffic Study Policies and Procedures* (December 2010) and other criteria applied to Port projects, and are used as the basis for determining the impacts of the proposed Project and alternatives.

TRANS-1 **Long-term vehicular traffic associated with the proposed Project may significantly impact a study location volume/capacity ratios or level of service.** A project would have a significant impact under CEQA on transportation/circulation upon operation of the project if it would increase an intersection's V/C ratio as follows:

In the City of Los Angeles, LOS D is also the minimum acceptable threshold; however, the City has a sliding scale of acceptable effects for service levels C, D, E and F (note that the impact would be less than significant if the final LOS is A or B). Therefore, a project would have a significant impact on transportation/circulation upon operation of the project if it increases an intersection's V/C ratio in accordance with the following guidelines:

- V/C ratio increase greater than or equal to 0.040 if final LOS is C,
- V/C ratio increase greater than or equal to 0.020 if final LOS is D, or
- V/C ratio increase greater than or equal to 0.010 if final LOS is E or F.

TRANS-2 **An increase in on-site employees due to proposed Project operations may result in a significant increase in related public transit use.** Additional demand on local transit services may occur due to project operation. However, LADOT does not have any established thresholds to determine significance of transit system impacts. The project would have an impact on local transit services if it would increase demand beyond the supply of such services anticipated at project build-out.

TRANS-3 **Proposed Project operations may result in increases considered significant related to freeway congestion.** According to the CMP Traffic Impact Analysis Guidelines, an increase of 0.02 or more in the demand-to-capacity (D/C) ratio with a resulting LOS F at a CMP freeway monitoring station is deemed a significant impact. This applies only if the project meets the minimum CMP thresholds for including the location in the analysis, which are 150 trips on a freeway segment. At non-CMP freeway segments, an increase of 0.02 or more in the demand-to-capacity (D/C) ratio with a resulting LOS F at a CMP freeway monitoring station is deemed a significant impact.

Analysis Scenarios

Alternatives considered are the following:

Proposed Project: The proposed Project involves relocating the existing International Longshore and Warehouse Union (ILWU) Dispatch Hall (currently located at 343 Broad Street, Los Angeles) to a new location at 1500 E. Anaheim Street, Los Angeles. As part of its relocation, the ILWU Dispatch Hall will be expanded to include up to 1,500 additional daily workers that would use the new site.

Alternative 1: No Project Alternative: The No Project Alternative required by CEQA represents what would reasonably be expected to occur in the foreseeable future if the proposed Project were not approved, based on current plans and consistent with available infrastructure and community services. Under the No Project Alternative, there would be no construction or expansion of the ILWU Dispatch Hall.

IMPACT DETERMINATION

Proposed Project

Impact TRANS-1: Long-term vehicular traffic associated with the Proposed Project would not significantly impact a study location volume/capacity ratios or level of service.

Traffic conditions with the proposed Project were compared to the applicable baseline to determine the proposed Project impacts, and then the impacts were assessed using the significance criteria described in the Methodology Section.

CEQA Impact Determination

Traffic conditions with the proposed Project were estimated from the shifting of traffic resulting from the relocation and increase in traffic due to the expansion of the ILWU Dispatch Hall to the applicable CEQA baseline. The analysis was completed using the Port Travel Demand Model by comparing baseline conditions and baseline conditions with the proposed Project. At some study intersection turning movements the relocation removed traffic while in at other intersection movements traffic is added due to the relocation and expansion. Overall the proposed Project results in a net increase in trip at the study locations.

Table 8 summarizes comparisons of the levels of service at the study intersections for the CEQA baseline and the CEQA baseline plus proposed Project scenarios. As shown in Table 8, there are no significant impacts associated with the proposed Project.

Table 8 – CEQA Level of Service Analysis for the Proposed Project

Intersection	CEQA Baseline				CEQA Baseline Plus Proposed Project				Impact Determination		
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Change in V/C		Sig. Impact
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	AM Peak	PM Peak	
1. Alameda Street and Anaheim Street	A	0.438	A	0.597	A	0.497	B	0.644	0.059	0.047	No
2. Henry Ford Avenue and Anaheim Street	A	0.554	C	0.715	A	0.558	C	0.727	0.004	0.012	No

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

CEQA Cumulative Impact Determination

For Future CEQA (Cumulative) analysis baseline conditions are defined as baseline traffic conditions with the addition of non-related background traffic for the year 2016—one year after the opening of the proposed Project. Future baseline traffic conditions were estimated by adding funded transportation improvements, traffic due to regional traffic growth, and traffic increases resulting from Port terminal throughput growth.

Future Cumulative analysis was forecast based on the Port Area Travel Demand Model, which includes traffic growth for the port and the local area as described in the Methodology Section. It is important to note that the SR-47 Expressway project and the Wilmington ATSAC/ATCS project are assumed to be built by the time period of the Cumulative analysis in 2016.

Traffic conditions with the proposed Project were estimated from the shifting of traffic resulting from the relocation and increase in traffic due to the expansion of the ILWU Dispatch Hall to the applicable CEQA baseline. Table 8 summarizes comparison of the levels of service at the study intersections for the CEQA baseline and the CEQA baseline plus proposed Project scenarios. As shown in Table 8, there are no significant cumulative impacts associated with the proposed Project.

Table 8 – Future CEQA (Cumulative) Level of Service Analysis for the Proposed Project

Intersection	Future CEQA (Cumulative) Baseline				Future CEQA (Cumulative) Baseline Plus Proposed Project				Impact Determination		
	AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour		Change in V/C		Sig. Impact
	LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C	AM Peak	PM Peak	
1. Alameda Street and Anaheim Street	A	0.569	B	0.641	B	0.664	B	0.667	0.095	0.026	No
2. Henry Ford Avenue and Anaheim Street*	A	0.502	C	0.754	A	0.507	C	0.769	0.005	0.015	No

**Future CEQA Cumulative level of service at Study Intersection #2 includes the Wilmington ATSAC/ATCS improvement.*

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact TRANS-2: An increase in on-site employees due to proposed Project operations would not result in a significant increase in related public transit use.

CEQA Impact Determination

Although the proposed Project would result in additional on-site employees, the increase in work-related trips using public transit would be negligible. The primary reasons that proposed Project workers generally would not use public transit are their work shift schedules as well as the fact that they make multiple stops (both the Union Hall and the port terminal). Most workers

prefer to use a personal automobile to facilitate timely commuting. As stated in the Existing Union Hall Trip Generation Section, for this analysis it was assumed that each dispatched job occurs via a single occupant vehicle. Finally, although there are eight existing transit routes that serve the general area surrounding the proposed Project, none of the existing routes stop within one mile of the proposed Project site. Consequently, impacts due to additional demand on local transit services would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

CEQA Cumulative Impact Determination

The Future CEQA (Cumulative) impact determination for the proposed Project is the same as the CEQA impact determination. Although the proposed Project would result in additional on-site employees, the increase in work-related trips using public transit would be negligible. The primary reason that proposed Project workers generally would not use public transit is their work shift schedule. Most workers prefer to use a personal automobile to facilitate timely commuting. As stated in the Existing Union Hall Trip Generation Section, for this analysis it was assumed that each dispatched job occurs via a single occupant vehicle. Finally, although there are eight existing transit routes that serve the general area surrounding the proposed Project, none of the existing routes stop within one mile of the proposed Project site. Consequently, impacts due to additional demand on local transit services would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact TRANS-3: Proposed Project operations would not result in increases considered significant related to freeway congestion.

CEQA Impact Determination

The closest freeway monitoring stations include I-710 at Willow Street and I-110 at C-Street. The project would add less than 150 trips at these two freeway monitoring locations. However, to be conservative in the assessment of potential impacts, the following CMP freeway monitoring stations were analyzed:

1. I-405 between I-110 and I-710 (CMP freeway monitoring station – at Santa Fe Avenue)

2. I-710 north of I-405 (CMP freeway monitoring station – north of Jct. 405, south of Del Amo Boulevard)
3. I-710 north of PCH (CMP freeway monitoring station – north of Jct Rte 1 (PCH), Willow Street)
4. I-110 south of C Street (CMP freeway monitoring station – south of "C" Street).

The proposed Project would result in additional trips added to the surrounding freeway system. Tables 9 and10 summarize the change to freeway monitoring locations due to the proposed Project.

Table 9: CEQA Baseline vs. Proposed Project Freeway Analysis – A.M. Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			CEQA Baseline			Project Added Trips	Proposed Project			Change in D/C	Sig Imp	CEQA Baseline			Project Added Trips	Proposed Project			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,547	1.16	F(0)	**1**	11,548	1.16	F(0)	0.00	No	9,398	0.94	E	**1**	9,399	0.94	E	0.00	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,503	0.81	D	**0**	6,503	0.81	D	0.00	No	7,797	0.98	E	**8**	7,805	0.98	E	0.00	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,530	0.92	D	**0**	5,530	0.92	D	0.00	No	5,783	0.96	E	**16**	5,799	0.97	E	0.00	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,402	0.55	C	**0**	4,402	0.55	C	0.00	No	3,244	0.41	B	**20**	3,264	0.41	B	0.00	No

Table 10: CEQA Baseline vs. Proposed Project Freeway Analysis – P.M. Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			CEQA Baseline			Project Added Trips	Proposed Project			Change in D/C	Sig Imp	CEQA Baseline			Project Added Trips	Proposed Project			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,059	0.91	D	**1**	9,060	0.91	D	0.00	No	11,130	1.11	F(0)	**7**	11,137	1.11	F(0)	0.00	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,365	0.70	C	**33**	8,398	0.70	C	0.00	No	7,335	0.61	C	**38**	7,373	0.61	C	0.00	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	7,838	0.98	E	**112**	7,950	0.99	E	0.01	No	6,462	0.81	D	**89**	6,551	0.82	D	0.01	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	5,242	0.87	D	**100**	5,342	0.89	D	0.02	No	3,946	0.66	C	**92**	4,039	0.67	C	0.01	No

The results of the analysis indicate that the proposed Project would not result in an increase of 0.02 demand-to-capacity ratio at a freeway link operating at LOS F or worse. The amount of Project-related traffic that would be added at all other freeway links would not be of sufficient magnitude to meet or exceed the threshold of significance of the CMP.

Therefore, the proposed Project alternative would not result in a significant traffic impact under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

CEQA Cumulative Impact Determination

For CEQA cumulative analysis baseline conditions are baseline future baseline traffic conditions (baseline conditions with the addition of non-related background traffic) for the year 2016—one year after the opening of the proposed Project. Future baseline traffic conditions were estimated by adding funded transportation improvements, traffic due to regional traffic growth, and traffic increases resulting from Port terminal throughput growth.

The closest freeway monitoring stations include I-710 at Willow Street and I-110 at C-Street. The project would add less than 150 trips at these two freeway monitoring locations. However, to be conservative in the assessment of potential impacts, the following CMP freeway monitoring stations were analyzed:

1. I-405 between I-110 and I-710 (CMP freeway monitoring station – at Santa Fe Avenue)
2. I-710 north of I-405 (CMP freeway monitoring station – north of Jct. 405, south of Del Amo Boulevard)
3. I-710 north of PCH (CMP freeway monitoring station – north of Jct Rte 1 (PCH), Willow Street)
4. I-110 south of C Street (CMP freeway monitoring station – south of “C” Street).

The proposed Project would result in additional trips added to the surrounding freeway system. Tables 11 and 12 summarize the change to freeway monitoring locations due to the proposed Project.

Table 11: Future (Cumulative) CEQA Baseline vs. Proposed Project Freeway Analysis – A.M. Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			CEQA Baseline			Project Added Trips	Proposed Project			Change in D/C	Sig Imp	CEQA Baseline			Project Added Trips	Proposed Project			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	11,861	1.186	F(0)	**1**	11,862	1.186	F(0)	0.00	No	9,707	0.971	E	**1**	9,708	0.971	E	0.00	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	6,558	0.820	D	**0**	6,558	0.820	D	0.00	No	7,806	0.976	E	**8**	7,814	0.977	E	0.00	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,605	0.934	E	**0**	5,605	0.934	E	0.00	No	5,797	0.966	E	**16**	5,813	0.969	E	0.00	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	4,902	0.613	C	**0**	4,902	0.613	C	0.00	No	3,668	0.458	B	**20**	3,688	0.461	B	0.00	No

Table 12: Future (Cumulative) CEQA Baseline vs. Proposed Project Freeway Analysis – P.M. Peak Hour

Fwy	Location	Capacity	Northbound/Eastbound									Southbound/Westbound								
			CEQA Baseline			Project Added Trips	Proposed Project			Change in D/C	Sig Imp	CEQA Baseline			Project Added Trips	Proposed Project			Change in D/C	Sig Imp
			Volume	D/C	LOS		Volume	D/C	LOS			Volume	D/C	LOS		Volume	D/C	LOS		
#1 I-405	between I-110 and I-710 (CMP monitoring station - Santa Fe Ave)	10,000	9,608	0.961	E	**4**	9,612	0.961	E	0.00	No	11,611	1.161	F(0)	**4**	11,615	1.162	F(0)	0.00	No
#3 I-710	north of I-405 (CMP monitoring station n/o Jct. 405, s/o Del Amo)	8,000	8,582	1.073	F(0)	**0**	8,582	1.073	F(0)	0.00	No	7,060	0.883	D	**27**	7,087	0.886	D	0.00	No
#4 I-710	north of PCH (CMP monitoring station-n/o Jct Rte 1 (PCH), Willow St)	6,000	5,907	0.984	E	**0**	5,907	0.984	E	0.00	No	4,425	0.738	C	**53**	4,478	0.746	C	0.01	No
#5 I-110	south of C Street (CMP monitoring station - s/o "C" St)	8,000	3,656	0.457	B	**0**	3,656	0.457	B	0.00	No	4,605	0.576	C	**67**	4,672	0.584	C	0.01	No

The results of the analysis indicate that the proposed Project would not result in a freeway link an increase of 0.02 demand-to-capacity ratio at a freeway link operating at LOS F or worse. The amount of Project-related traffic that would be added at all other freeway links would not be of sufficient magnitude to meet or exceed the threshold of significance of the CMP.

Therefore, the proposed Project alternative would not result in a cumulative significant traffic impact under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

No Project Alternative

Impact TRANS-1: Long-term vehicular traffic associated with the Proposed Project would not significantly impact a study location volume/capacity ratios or level of service.

CEQA Impact Determination

Traffic conditions with the No Project Alternative would be identical to the conditions in the CEQA Baseline; therefore there would be no significant impacts due to the No Project Alternative.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

CEQA Cumulative Impact Determination

Traffic conditions with the No Project Alternative would be identical to the conditions in the Future (Cumulative) CEQA Baseline, therefore there would be no significant impacts due to the No Project Alternative.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact TRANS-2: An increase in on-site employees due to proposed Project operations would not result in a significant increase in related public transit use.

CEQA Impact Determination

The No Project Alternative conditions would be identical to the conditions in the CEQA Baseline; therefore there would be no significant impacts due to the No Project Alternative.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

CEQA Cumulative Impact Determination

Conditions with the No Project Alternative would be identical to the conditions in the Future (Cumulative) CEQA Baseline, therefore there would be no significant impacts due to the No Project Alternative.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact TRANS-3: Proposed Project operations would not result in increases considered significant related to freeway congestion.

CEQA Impact Determination

Traffic conditions with the No Project Alternative would be identical to the conditions in the CEQA Baseline; therefore there would be no significant impacts due to the No Project Alternative.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

CEQA Cumulative Impact Determination

Traffic conditions with the No Project Alternative would be identical to the conditions in the Future (Cumulative) CEQA Baseline, therefore there would be no significant impacts due to the No Project Alternative.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

APPENDIX E
Rail Crossing Traffic Technical Memorandum

Rail activity causes delay at crossings where the trains pass and cause auto and truck traffic to stop. The amount of delay is related to the length of the train, the speed of the train and the amount of auto and truck traffic that is blocked. The proposed Project would cause an increase in the amount of auto traffic at two at-grade crossings. The analyzed at-grade crossings are at Anaheim Street and Henry Ford Avenue.

The rail impact analysis is based on peak hour vehicle delay at those two affected rail crossings. To create a worst-case analysis scenario, it is assumed that one train would occur during the peak hour. This is a very conservative analysis methodology due to the low frequency of trains that coincide with peak hour conditions.

Vehicular traffic must stop at these crossings and wait while the trains pass by, and the duration of the traffic delay is dependent upon the speed and length of the train. For example, a typical train is a 28-car train and is approximately 8,760 feet long and travels at an average speed of about 32 km per hour (20 miles per hour) outside the port. Assuming that the automatic gates at each crossing would close 28 seconds prior to the arrival of a train and that they would open 8 seconds after the train clears the crossing, each train passage would block a given street for 5.6 minutes.

The severity of impact created by a train blockage depends upon the time of day that the blockage occurs and, correspondingly, the volume of traffic that is affected by the blockage. For example, if a blockage occurs during the peak periods of traffic flow, the resulting delays and the number of stopped vehicles would be greater than if the blockage occurred at a non-peak time. Also, the total amount of delay would be greater at locations with high traffic volumes as compared to low-volume locations because the train crossing would stop more vehicles

For this analysis, the following formula has been used to determine the amount of delay at each crossing for each train passage.

$$Delay = \left(\frac{Tb^2 \times q \times nl}{2 \times 60 \times \left(1 - \frac{q}{25}\right)} \right) \times f$$

Where:

Tb	=	gate blockage time in minutes
q	=	average arrival rate in vehicles per minute per lane
f	=	train frequency in trains per hour
nl	=	number of lanes

This formula has been applied to the two at-grade railroad crossings near the project site. Since the average arrival rate for vehicles is dependent upon the time of day that the train movement occurs, it has been assumed that the train movements occur throughout the 24-hour day and that the probability of a blockage during any particular hour is 1:24, which represents an even

distribution of train movements. For the peak hour, one train is assumed, which is a conservative assumption since there would not be a train on many days during the peak hour.

Total traffic delays at each individual grade crossing were computed for the A.M. and P.M. peak hours. There are no adopted or standard guidelines for determining whether an impact due to rail blockage of a roadway is significant under CEQA. However, the Highway Capacity Manual (Transportation Research Board) calculates intersection level of service based on average seconds of delay experienced by vehicles—the same metric calculated by this methodology. Thus in this case the amount of vehicle delay due to the train crossing is considered analogous to delay experienced by motorists at a red traffic signal. Rail blockage of a roadway would be considered significant if the project would cause in a degrading of the level of service experienced by vehicles, similar to the methodology for intersections. As shown in Table 1, the proposed Project would not result in a change in level of service at the study locations. The vehicle delay would increase nominally by up to 2.5 seconds per vehicle, but this would not affect traffic operating conditions.

The rail crossing delay is independent from any delay at an intersection, although it is acknowledged that they could have a cumulative effect delaying vehicles through the combined at-grade rail crossing and intersection. However, the project-related affect on this condition would not cause a change in the level of service experienced by vehicles on Anaheim Street or Henry Ford Avenue.

Local street access to the streets to the west of Alameda Street along Anaheim Street (Mahar Avenue and Watson Avenue) that are currently blocked by queuing for the rail crossing and intersection can be improved by “do not block intersection” signage and the installation of cross-hatched pavement markings delineating the areas not to be blocked as to allow for turning into and out of these streets during either rail blockage or intersection delay.

No additional pedestrian activity is expected due to the proposed Project since all worker trips are expected to be by vehicle. Therefore the proposed Project would not cause a change in pedestrian activity at the at-grade rail crossings.

APPENDIX F
NAHC Contact Program

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April 13, 2011

Gabrielino/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693
San Gabriel, CA 91778

Subject: ILWU Dispatch Hall Project

Dear Mr. Morales:

The Port of Los Angeles (POLA) is proposing to construct a two-story steel framed 32,656 square foot building, an 800 vehicle parking lot, modify existing street entrance/exits and sidewalks; install utilities, security fencing and landscaping in the City of Los Angeles. The proposed project is located on the Long Beach 1978, 7.5 minute Topographic Series, USGS Quadrangle. The project site is in Township 3 South, Range 12 West of an un-sectioned portion of the map and is indicated on the enclosed map, Enclosure 1.

The response form (Enclosure 2) is provided to help us identify and address your concerns with this project. Return of this form does not imply that you approve or disapprove of the project nor does it limit your opportunity to comment at a later time. Please return the response form to the address shown below no later than May 13, 2011.

Please contact Project Archaeologist Sara Dietler with any questions:

Sara Dietler
AECOM
Project Archaeologist
D 213.593.8693 F 213.593.7715
515 S Flower Street, 9th Floor
Los Angeles, CA 90071 USA
sara.dietler@aecom.com

Yours Sincerely,

Enclosure:

1) Project Area Map
2) Response Form
3) Self- Addressed Stamped Envelope

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April 13, 2011

Shoshoneon Gabrielino Band of Mission Indians
Andy Salas, Chairperson
PO Box 393
Covina, CA 91723

Subject: ILWU Dispatch Hall Project

Dear Mr. Salas:

The Port of Los Angeles (POLA) is proposing to construct a two-story steel framed 32,656 square foot building, an 800 vehicle parking lot, modify existing street entrance/exits and sidewalks; install utilities, security fencing and landscaping in the City of Los Angeles. The proposed project is located on the Long Beach 1978, 7.5 minute Topographic Series, USGS Quadrangle. The project site is in Township 3 South, Range 12 West of an un-sectioned portion of the map and is indicated on the enclosed map, Enclosure 1.

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April 13, 2011

Gabrielino-Tongva Tribe
Bernie Acuna
1875 Century Pk East, #1500
Los Angeles, CA 90067

Subject: ILWU Dispatch Hall Project

Dear Mr. Acuna:

The Port of Los Angeles (POLA) is proposing to construct a two-story steel framed 32,656 square foot building, an 800 vehicle parking lot, modify existing street entrance/exits and sidewalks; install utilities, security fencing and landscaping in the City of Los Angeles. The proposed project is located on the Long Beach 1978, 7.5 minute Topographic Series, USGS Quadrangle. The project site is in Township 3 South, Range 12 West of an un-sectioned portion of the map and is indicated on the enclosed map, Enclosure 1.

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May 3, 2011

Gabrielino-Tongva Tribe
Bernie Acuna
1875 Century Pk East, #1500
Los Angeles, CA 90067

Subject: ILWU Dispatch Hall Project

Dear Mr. Acuna:

The Port of Los Angeles (POLA) is proposing to construct a two-story steel framed 32,656 square foot building, an 800 vehicle parking lot, modify existing street entrance/exits and sidewalks; install utilities, security fencing and landscaping in the City of Los Angeles. The proposed project is located on the Long Beach 1978, 7.5 minute Topographic Series, USGS Quadrangle. The project site is in Township 3 South, Range 12 West of an un-sectioned portion of the map and is indicated on the enclosed map, Enclosure 1.

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April 13, 2011

Ti'At Society/Inter-Tribal Council of Pimu
Cindi M. Alvitre, Chairwoman-Manisar
6515 E. Seaside Walk, #C
Long Beach, CA 90803

Subject: ILWU Dispatch Hall Project

Dear Ms. Alvitre:

The Port of Los Angeles (POLA) is proposing to construct a two-story steel framed 32,656 square foot building, an 800 vehicle parking lot, modify existing street entrance/exits and sidewalks; install utilities, security fencing and landscaping in the City of Los Angeles. The proposed project is located on the Long Beach 1978, 7.5 minute Topographic Series, USGS Quadrangle. The project site is in Township 3 South, Range 12 West of an un-sectioned portion of the map and is indicated on the enclosed map, Enclosure 1.

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April 13, 2011

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
ttnlaw@gmail.com

Subject: ILWU Dispatch Hall Project

Dear Mr. Rosas:

The Port of Los Angeles (POLA) is proposing to construct a two-story steel framed 32,656 square foot building, an 800 vehicle parking lot, modify existing street entrance/exits and sidewalks; install utilities, security fencing and landscaping in the City of Los Angeles. The proposed project is located on the Long Beach 1978, 7.5 minute Topographic Series, USGS Quadrangle. The project site is in Township 3 South, Range 12 West of an un-sectioned portion of the map and is indicated on the enclosed map, Enclosure 1.

The first phase of cultural resources work will involve a search of existing archaeological and prehistoric and historic records and an intensive cultural resources survey of the proposed project site. No subsurface excavation or artifact collection is proposed at this time. Work will proceed under guidelines, procedures, and standards of the California Office of Historic Preservation (OHP).

The response form (Enclosure 2) is provided to help us identify and address your concerns with this project. Return of this form does not imply that you approve or disapprove of the project nor does it limit your opportunity to comment at a later time. Please return the response form to the address shown below no later than May 13, 2011.

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Los Angeles, CA 90071 USA
sara.dietler@aecom.com

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Enclosure:

1) Project Location Map
2) Response Form

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April 13, 2011

Gabrielino-Tongva Tribe
Linda Candelaria, Chairwoman
1875 Century Park East, Suite 1500
Los Angeles, CA 90067

Subject: ILWU Dispatch Hall Project

Dear Ms. Candelaria:

The Port of Los Angeles (POLA) is proposing to construct a two-story steel framed 32,656 square foot building, an 800 vehicle parking lot, modify existing street entrance/exits and sidewalks; install utilities, security fencing and landscaping in the City of Los Angeles. The proposed project is located on the Long Beach 1978, 7.5 minute Topographic Series, USGS Quadrangle. The project site is in Township 3 South, Range 12 West of an un-sectioned portion of the map and is indicated on the enclosed map, Enclosure 1.

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April 13, 2011

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th Street, Rm. 403
Los Angeles, CA 90020

Subject: ILWU Dispatch Hall Project

Dear Mr. Andrade:

The Port of Los Angeles (POLA) is proposing to construct a two-story steel framed 32,656 square foot building, an 800 vehicle parking lot, modify existing street entrance/exits and sidewalks; install utilities, security fencing and landscaping in the City of Los Angeles. The proposed project is located on the Long Beach 1978, 7.5 minute Topographic Series, USGS Quadrangle. The project site is in Township 3 South, Range 12 West of an un-sectioned portion of the map and is indicated on the enclosed map, Enclosure 1.

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April 13, 2011

Gabrielino Tongva Indians of California Tribal Council
Robert F. Doramae, Tribal Chair/Cultural
P.O. Box 490
Bellflower, CA 90707

Subject: ILWU Dispatch Hall Project

Dear Mr. Doramae:

The Port of Los Angeles (POLA) is proposing to construct a two-story steel framed 32,656 square foot building, an 800 vehicle parking lot, modify existing street entrance/exits and sidewalks; install utilities, security fencing and landscaping in the City of Los Angeles. The proposed project is located on the Long Beach 1978, 7.5 minute Topographic Series, USGS Quadrangle. The project site is in Township 3 South, Range 12 West of an un-sectioned portion of the map and is indicated on the enclosed map, Enclosure 1.

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April 13, 2011

Gabrielino Tongva Nation
Sam Dunlap, Chairperson
P.O. Box 86908
Los Angeles, CA 90086

Subject: ILWU Dispatch Hall Project

Dear Mr. Dunlap:

The Port of Los Angeles (POLA) is proposing to construct a two-story steel framed 32,656 square foot building, an 800 vehicle parking lot, modify existing street entrance/exits and sidewalks; install utilities, security fencing and landscaping in the City of Los Angeles. The proposed project is located on the Long Beach 1978, 7.5 minute Topographic Series, USGS Quadrangle. The project site is in Township 3 South, Range 12 West of an un-sectioned portion of the map and is indicated on the enclosed map, Enclosure 1.

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Yours Sincerely,

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APPENDIX G
Sacred Lands File Search

AECOM Inc
515 South Flower Street, 9th Floor, Los Angeles, CA 90071
T 213.593.7700 F 213.593.7715 www.AECOM.com

April 5, 2011

NATIVE AMERICAN HERITAGE COMMISSION
915 Capitol Mall, Room 364
Sacramento, California 95814
T 916.653.6251 F 916.657.5390
www.nahc.ca.gov
ds_nahc@pacbell.net

Subject: ILWU Dispatch Hall Project – Sacred Lands File Search

Dear Mr. Singleton:

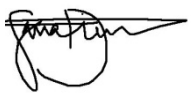
AECOM, Inc. has been retained by the Port of Los Angeles to request that the Native American Heritage Commission conduct a Sacred Lands File search for the **ILWU Dispatch Hall Project**. The proposed project is located on the Long Beach 1978, 7.5 minute Topographic Series, USGS Quadrangle. The project site is in Township 3 South, Range 12 West of an un-sectioned portion of the map and is indicated on the enclosed map.

The proposed project area is located within the Port of Los Angeles and consists of a paved triangular 9.15 acre area that is bounded by Anaheim Street to the north, Alameda Street to the west and Henry Ford Boulevard to the east. The proposed project would involve the construction of a two-story steel framed 32,656 square foot building, an 800 vehicle parking lot, the modification of existing street entrance/exits and sidewalks on Anaheim and Alameda Streets, the installation of utilities (i.e. power, water, sewage and storm drains), security fencing and landscaping. The building is intended to provide a meeting space and administrative offices for dispatching longshore workers to cargo terminals within the Ports of Los Angeles and Long Beach.

The goal of this letter, in addition to acquainting you with this project, is to request that you check the Sacred Lands File records to identify any previously recorded sites in the project area.

Thank you for your assistance. Please feel free to contact me if you have any questions about this project.

Very truly yours,



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Los Angeles, CA 90071 USA
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Enclosures:
1) Project Area Map