

# **Addendum to the ILWU Local 13 Dispatch Hall Project Final IS/MND**

**APP No. 160203-018**

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**SCH# 2011041057**

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# 1. EXECUTIVE SUMMARY

The Final Initial Study/Mitigated Negative Declaration (IS/MND or MND) for the International Longshore and Warehouse Union (ILWU) Local 13 Dispatch Hall Project was adopted by the Los Angeles Board of Harbor Commissioners (Board) on May 19, 2011 (SCH No. 2011041057 and APP No. 070322-054). The Final MND evaluated the construction of a 32,565 square foot dispatch hall with a dedicated on-site parking lot consisting of 812 spaces. However, during construction of the facility, it became apparent that although the design of the new building included sufficient parking that could be accommodated onsite, additional parking may be needed for special events and periodic overflow conditions. As a result, the applicant, Pacific Maritime Association (PMA), is now proposing to utilize an additional parking facility located immediately south of the existing Dispatch Hall immediately off of Henry Ford Avenue. The proposed overflow parking area is approximately 2.75 acres of paved space and will accommodate approximately 256 parking spaces needed during special events and for periodic overflow conditions. A small area (less than 810 square feet) will require paving as part of the project. The new overflow parking facility will be leased to PMA under a Revocable Permit (RP) on a month-to-month basis in the event the continued need for overflow parking changes in the future. In addition, the Los Angeles Harbor Department (LAHD) will issue a Level 1 Coastal Development Permit to the applicant for the landside improvements to the site.

This Addendum focuses on the change to the original project description and any impacts that would potentially occur as a result of project modifications. The scope of analysis contained within this Addendum addresses the environmental resource areas that were previously analyzed in the 2011 Final MND. The proposed changes include the following:

- Physical improvements to the existing 2.75 acres of paved surface parking to accommodate the proposed ILWU overflow parking, including but not limited to, a new curb cut and driveway on Henry Ford Avenue, fencing, slurry and striping, lighting, and a pedestrian sidewalk.
- Operational changes to traffic flow in the proposed project area. Traffic flow changes include the addition of a driveway/entrance on Henry Ford Avenue for the exclusive use of the overflow parking lot. The driveway will be configured so that automobiles may only enter the premises from the southern directional lane of Henry Ford Avenue and may only exit the premises into the southern directional lane of Henry Ford Avenue. The tenant will install a stop sign on the exiting lane from the premises that includes a “Right Turn Only” sign posted below it.

This analysis has determined that there are no new significant environmental effects and no substantial increase in the severity of previously identified significant effects would occur as a result of the proposed modified Project. Furthermore, there are no known mitigation measures or alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment previously identified in the Final MND. Similarly, there are no known mitigation measures or alternatives that are considerably different than those required by the adopted Final MND that would substantially reduce one or more significant effects on the environment

identified in the adopted Final MND. Therefore, neither a subsequent MND nor a supplemental MND, as defined under California Environmental Quality Act (CEQA) Sections 15162 and 15163, respectively, is required. An Addendum to the adopted Final MND, as permitted under Section 15164, is appropriate.

## 2. INTRODUCTION

### 2.1 Overview

This document analyzes the proposed modifications to the ILWU Local 13 Dispatch Hall Project since adoption of the Final Mitigated Negative Declaration (MND) on May 19, 2011 (SCH No. 2011041057 and APP No. 070322-054). The Los Angeles Harbor Department (LAHD) has prepared this Addendum to the MND in accordance with the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] 21000 et seq.), and the State CEQA Guidelines Section 15164 to adequately assess the proposed modifications to the MND.

### 2.2 CEQA and the Purpose of an Addendum

According to Section 15164(a) of the State CEQA Guidelines, the lead agency or the responsible agency shall prepare an Addendum to a previously certified EIR or adopted negative declaration if changes or additions are necessary, but none of the conditions described in Section 15162 calling for the preparation of a subsequent or supplemental to the adopted negative declaration have occurred. An Addendum need not be circulated for public review but can be included in or attached to the adopted negative declaration. The decision-making body considers the Addendum with the adopted negative declaration prior to making a decision on the project.

Section 15162 of the State CEQA Guidelines states that, for a project covered by a certified EIR or adopted negative declaration, no subsequent EIR or negative declaration shall be prepared for that project unless the Lead Agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

- 1) Substantial changes are proposed in the project that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;
- 2) Substantial changes occur with respect to the circumstances under which the project is undertaken that will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
- 3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR, was certified as complete or the negative declaration was adopted, shows any of the following:
  - a. The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
  - b. Significant effects previously examined will be substantially more severe than shown in the previous EIR or negative declaration;

- c. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- d. Mitigation measures or alternatives that are considerably different from those analyzed in the previous EIR or negative declaration would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

### **2.3 Scope and Content**

This Addendum describes the affected environmental resources and evaluates the potential changes in the impacts that were previously described in the 2011 Final MND with respect to building and operating the ILWU Local 13 Dispatch Hall project and associated parking. The criteria for determining the significance of environmental impacts in this Addendum analysis are the same as those contained within the adopted MND.

This Addendum focuses on any potential changes to a previously evaluated environmental impact that would occur as a result of project modifications. The scope of analysis contained within this Addendum addresses all of the environmental resource areas that were previously analyzed in the adopted MND.

### **2.4 Previous Environmental Documents Incorporated by Reference**

Consistent with Section 15150 of the California State CEQA Guidelines, the following documents were used in preparation of this Addendum and are incorporated herein by reference:

- ILWU Local 13 Dispatch Hall Project Draft IS/MND, April 2011.
- ILWU Local 13 Dispatch Hall Project Final IS/MND, May 2011.

### **3. PROPOSED PROJECT MODIFICATIONS**

On May 19, 2011, the Board of Harbor Commissioners adopted the Final MND and approved the ILWU Local 13 Dispatch Hall Project located at 1500 E. Anaheim Street, Wilmington. The primary goal was 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 ILWU Local 13 Dispatch Hall Project involved construction of a two-story, steel framed structure that is approximately 32,565 square feet. Figure 2-1 shows the regional location of the proposed project.

As analyzed in the Final MND, future operations would add 1,500 additional workers for a total of 3,255 workers to be dispatched daily at the new dispatch hall. The original project included construction of a dedicated on-site parking lot with 812 spaces, which was in accordance with building code parking requirements.

During construction of the facility, it became apparent that although the design of the new building included sufficient parking onsite, additional parking may be necessary for special events and periodic overflow conditions. As a result, PMA is now proposing to utilize an existing paved open space directly off of Henry Ford Avenue immediately to the south of the new dispatch hall. This overflow parking is intended for special events and for periodic overflow conditions and is expected to be used only occasionally throughout the year. The lot can accommodate approximately 256 parking spaces.

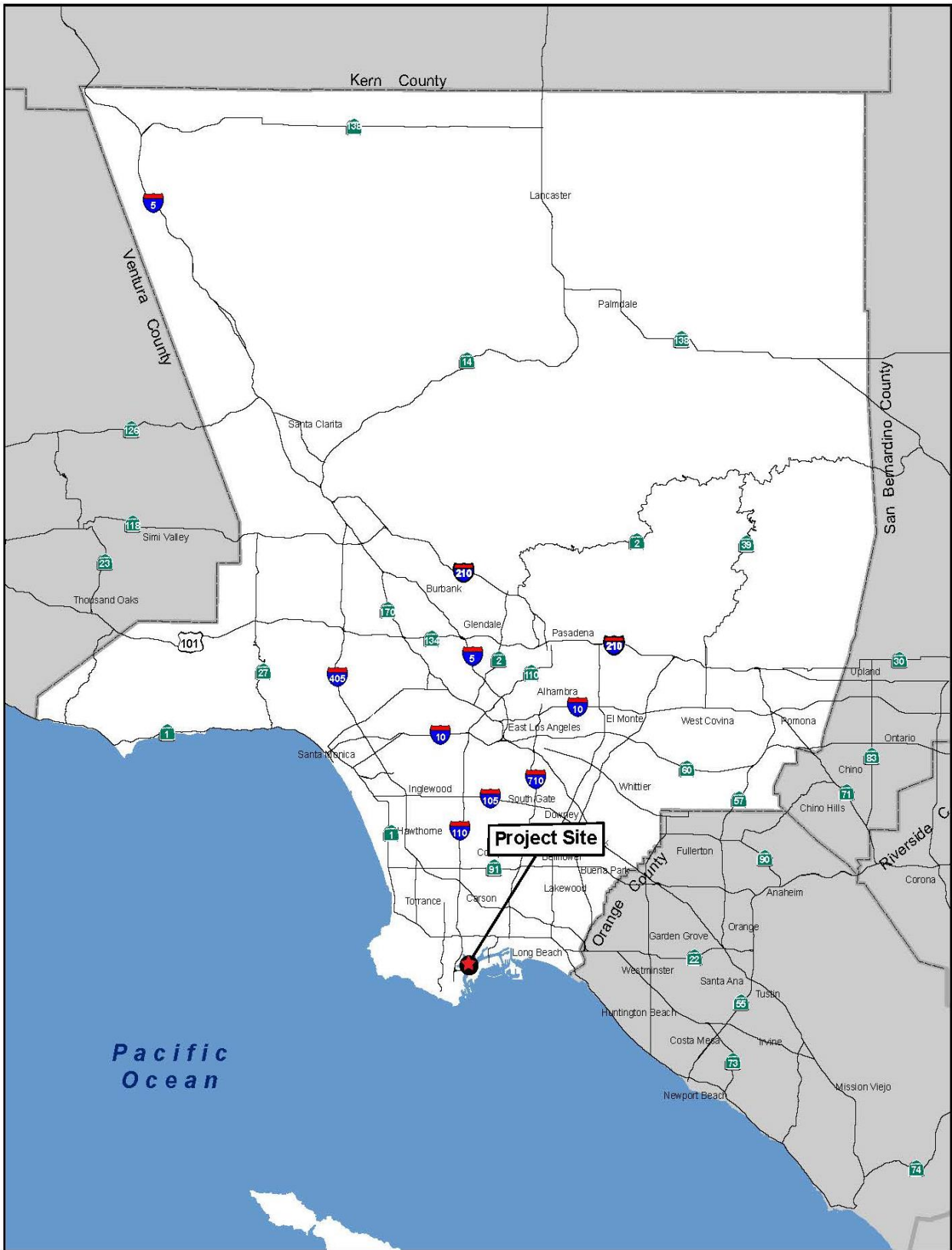
#### **3.1 Proposed Project**

The paved area that will be utilized as overflow parking is located immediately south of the existing dispatch hall and adjacent to the PHL railyard. Currently, PHL uses a portion of the area for materials storage. PMA will be issued a 30-day Revocable Permit (RP) to operate the proposed overflow parking lot. All site improvements will be at the expense of PMA. The lot is identified as Los Angeles County Assessor's Parcel Number (APN) #7440-001-912 and is located at 1600 East Anaheim Street. The site is zoned M3 – Heavy-Duty Industrial but this designation also permits all M2 (“light industrial”) uses 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).

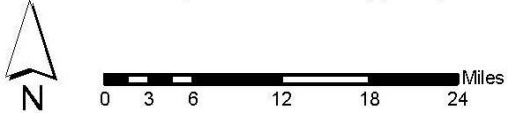
The proposed overflow parking lot would provide a total of approximately 256 additional parking spaces. Figure 2-2 shows the location of the proposed parking lot. Minor improvements to the property are needed to develop the area into an overflow parking lot. An existing chain link fence will be modified to provide a new access point and gate to PMA's parking lot. A new curb cut will also be added to allow vehicles to access the lot. A new fence will be installed to separate the PHL and PMA uses of the paved area. Other improvements include slurry sealing, striping and lighting. In the event contamination is encountered during ground disturbing activities, soil testing and removal in accordance with Los Angeles Harbor Department requirements will be conducted by PMA.



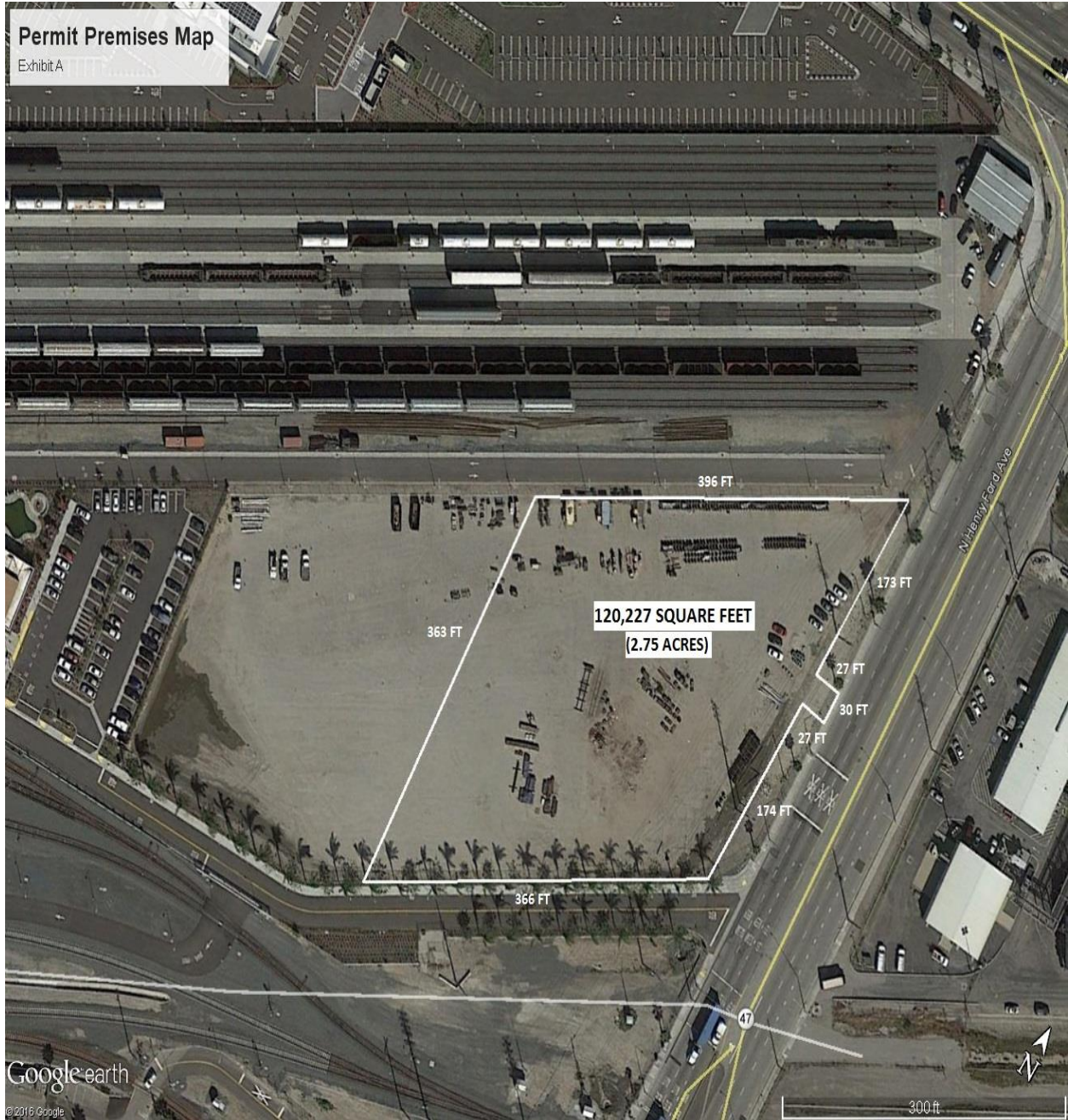
Other improvements include the addition of approximately 80 new feet of sidewalk at the corner of Anaheim Street and Henry Ford Avenue so that pedestrians can safely access the dispatch hall from the overflow parking lot. Once the parking lot becomes operational it is important to note that automobiles will only enter the premises from the southern directional lane of Henry Ford and may only exit the premises into the southern directional lane. The tenant will be required to install a stop sign on the exiting lane from the premises that includes a “Right Turn Only” sign posted below it. This requirement will allow for improved traffic flow and prohibit vehicles from crossing an existing double-yellow line on Henry Ford Avenue.



Source: California Geospatial Information Library (2003-5)



**Figure 2-1**  
**Regional Location**



**Figure 2-2  
Proposed Overflow  
Parking Lot**

## **2.2 Construction Scenario for Modifications**

### **2.2.1 Construction**

Project construction is minor and is expected to begin in Spring 2016. Total construction including the curb cuts, fencing, striping, paving, etc., is not expected to exceed five weeks with no more than ten construction workers needed. The only equipment expected to be utilized is a backhoe and a jackhammer for the curb cut and possibly a cement mixer for the new sidewalk and driveway preparation. Construction would occur only during weekdays between 7 a.m. and 4 p.m. in accordance with Los Angeles Municipal Code requirements.

### **2.2.2 Operation**

The proposed overflow parking lot is anticipated to be used for special events and periodic overflow conditions that are not expected to occur on a regular basis. Once the parking lot becomes operational, it is important to note that automobiles will only enter the premises from the southern directional lane of Henry Ford and may only exit the premises into the southern directional lane. The tenant will be required to install a stop sign on the exiting lane from the premises that includes a “Right Turn Only” sign posted below it. This requirement will allow for traffic flow and prohibit vehicles from crossing an existing double-yellow lane on Henry Ford Avenue. This allows for no impact to traffic flow as was previously determined in the Final MND. The proposed use of the overflow parking lots do not encourage or generate trips outside of what was evaluated in the Final MND. The gate to the parking facility will remain closed and locked when not in use.

## **3. IMPACT DISCUSSION**

### **3.1 Analysis of Impacts**

This section provides an impact assessment of the project description as updated with the current proposed parking lot. The sections below compare the modified project against the findings made in the 2011 Final MND to determine whether any new impacts would be created by the modifications and/or if previously identified impacts would be exacerbated by the proposed changes.

As described below, no new impact areas or increase in severity of previously identified impacts will occur as a result of the proposed modified Project.

#### **3.1.1 Aesthetics**

The Final MND did not identify any significant adverse impacts to aesthetics as a result of the project. The site was zoned for industrial use and was not located within a state scenic highway. The proposed Project would not create a new source of substantial shade or shadow and was only found to create less than significant impacts to light and glare during construction or operation. The adopted Final MND determined that the proposed Project would be consistent with the industrial/commercial landscape and character of the area. There were no impacts to aesthetics identified from the Project and no mitigation was required.

The proposed modified Project does not change or alter any of the findings of the adopted Final MND. Existing views from the Project area are not designated or protected. There are no scenic vistas or significant scenic resources in the proposed project vicinity that would be affected by construction. The proposed modified Project would not create a new source of substantial shade or shadow that would adversely affect daytime views in the area. The proposed modified Project would include lighting in the parking lot at an already existing industrial site similar to the lighting assessed in the Final MND. The lighting would be focused downward in a manner that would only illuminate the intended areas to prevent light trespass and glare when the lot is in use. Further, it is estimated that the lot will only be needed for special events throughout the year. Light and glare impacts would be less than significant. The proposed modified Project would not create or exacerbate any previously identified aesthetics impacts beyond what was already disclosed in the adopted Final MND. No mitigation is required.

#### **3.1.2 Agriculture and Forestry Resources**

The adopted Final MND determined that the Project was consistent with the industrial/commercial landscape and character of the area. The adopted Final MND determined that the Project site was zoned for heavy industrial uses and not located within a Prime Farmland designation, nor was it more than 40 acres of farmland. The adopted Final MND determined that the Project would not conflict with existing zoning for agricultural use, or a Williamson Act. No impacts were identified and no mitigation measures were required.

The proposed modified Project does not change or alter any of the findings of the Final MND for agriculture and/or forestry resources. The proposed modified Project areas are zoned for M3-1VL

(“Heavy Industrial Zone”) and would be consistent with the industrial/commercial landscape and character of the area. There are no new environmental impacts related to agriculture or forestry resources identified as a result of the proposed modified Project. No mitigation is required.

### **3.1.3 Air Quality**

The air quality analysis in the adopted Final MND evaluated the construction of a 32,565 square foot building in addition to its associated parking. The adopted Final MND determined that the Project would not conflict with or obstruct implementation of any applicable air quality plan. Neither the project’s construction emissions nor operational emissions would exceed the significance thresholds developed by the South Coast Air Quality Management District (SCAQMD). The adopted Final MND found that air quality impacts as a result of the proposed Project would be less than significant with no mitigation required.

The proposed modified Project does not change or alter any of the findings of the adopted Final MND related to air quality. The proposed modified Project would be consistent with the assumptions regarding land use and motor vehicle emissions in 2012 Air Quality Management Plan (AQMP). Therefore, the proposed modified Project would not conflict with or obstruct implementation of the applicable air quality plan.

Construction of the additional parking lot is minor as the site is already clear of structures and largely paved. Construction would occur over less than five weeks and involve no more than two pieces of equipment on a worst-case day. Emissions related to the construction of a parking lot at the main dispatch hall were evaluated in the Final MND and to the minor construction activities associated with preparing the offsite lot will not alter this finding in any way or create a significant adverse air quality impact.

Operational air quality impacts were evaluated in the Final MND and were primarily generated by the mobile source emissions associated with the increase of trips of approximately 1,500 per day compared to existing conditions at the time. Impacts were determined to be less than significant with no mitigation required. The proposed use of the overflow parking lot will not alter this finding as there are no additional trips associated with this revised project description. The proposed modified Project would not cause adverse impacts related to air quality beyond what was already evaluated in the adopted Final MND. No mitigation is required.

The Final MND determined that the Project would not expose sensitive receptors to substantial construction pollutant concentrations based on a distance of 450 feet to the nearest sensitive receptor. There are no sensitive receptors within 450 feet of the overflow parking lot. In addition, there is virtually no construction associated with the parking lot as it is already largely paved. The proposed modified Project would not expose sensitive receptors to substantial pollutant concentrations. The proposed modified Project would not cause considerable adverse impacts related to air quality beyond what was already disclosed in the adopted Final MND. No mitigation is required.

### **3.1.4 Biological Resources**

The adopted Final MND determined that due to the existing paved nature of the site and surrounding transportation infrastructure, the Project site was not suitable for use by biological species. The adopted Final MND determined that no candidate, sensitive, or special-status species were found at the Project site

or use the Project site as habitat from field observations and review of previous studies. The adopted Final MND determined that the proposed project would not have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act. The adopted Final MND determined that the 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. The adopted Final MND determined that the Project would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. The adopted Final MND determined that the not conflict with the provisions of an adopted Habitat Conservation Plans (HCPs), or other approved local, regional, or state habitat conservation plan.

The addition of the overflow parking lot does not change or alter any of the findings of the adopted Final MND related to biological resources. The site is zoned for heavy industrial uses and is already mostly paved with no vegetation or foliage. As a result, the proposed modified Project would not result in impacts to candidate, sensitive, or special-status species. The proposed modified Project would not have an adverse effect on federally protected wetlands as it does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act. The proposed modified 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 the site is paved and does not contain habitat suitable for wildlife species. Further, the proposed modified Project is not within a site used by native resident or migratory species for movement or nursery purposes. The proposed modified Project would not conflict with the provisions of adopted HCPs, or other approved local, regional, or state habitat conservation plan. Therefore, the proposed modified Project would not cause a considerable adverse biological resources impact beyond what was already disclosed in the adopted Final MND. New significant environmental impacts or a substantial increase in the severity of previously identified significant effects would not occur as a result of the proposed modified Project. No mitigation is required.

### **3.1.5 Cultural Resources**

The Final MND determined that construction and operation of the Project would result in a substantial adverse change in the significance of an archaeological and paleontological resource. Mitigation Measures CUL-1 and CUL-2 were required to reduce the potential significance of this impact. These mitigation measures called for an archaeological monitor and a paleontological monitor during earthmoving activities to ensure that construction activities are ceased if a discovery is made until it can be evaluated by a qualified resource specialist. After mitigation, the proposed project was found to have a less than significant impact on archaeological resources.

The proposed modified Project does not change or alter any of the findings of the Final MND. No historical, paleontological, or archaeological resources are expected to be encountered. Construction activities are minimal and include curb cuts, fencing, striping and the installation of lighting. Therefore, the proposed modified Project would not cause considerable adverse impacts related to cultural resources beyond what was already disclosed in the adopted Final MND. No mitigation is required.

### **3.1.6 Geology and Soils**

The Final MND did not identify any significant adverse impacts associated with Geology and Soils. Although the site is located within an area subject to seismic activity, the structures were subject to City building and safety guidelines and permit regulations designed to address the risks associated with ground shaking. The proposed modified Project does not change or alter any of the findings of the Final MND related to geology and soils. The proposed modified Project is not located within an Alquist-Priolo Earthquake Fault Zone nor is it located in a Fault Rupture Study Area according to the Safety Element of the City of Los Angeles General Plan (City of Los Angeles 1996). The proposed modified Project is located in an area identified as being susceptible to liquefaction; however, construction is very minimal and site is already paved so there is no significant construction activity that would create an adverse impact relative to liquefaction. The proposed modified Project is not located within an area susceptible to landslides according to the Safety Element of the City of Los Angeles General Plan (City of Los Angeles 1996). In addition, construction would not involve grading and only minimal paving and minimal trenching for the installation of lighting. There are no new significant impacts to geology or soils that would occur as a result of the proposed modified Project. No mitigation is required.

### **3.1.7 Greenhouse Gas Emissions**

The Final MND determined that the Project would not generate greenhouse gas emissions that may have a significant impact on the environment. The Final MND determined that the Project would not conflict with any applicable plan, policy, or regulation for the purpose of reducing GHG emissions. The proposed modified Project does not change or alter any of the findings of the adopted Final MND related to GHG emissions. As stated previously, there is virtually no construction associated with the overflow parking lot as the site is already largely paved at an existing industrial location.

Operational air quality and GHG impacts were evaluated in the Final MND and were primarily generated by the mobile source emissions associated with the increase of trips of approximately 1,500 per day compared to existing conditions at the time. Impacts were determined to be less than significant with no mitigation required. The proposed use of the overflow parking lots for special events will not alter this finding as the overflow lot does not encourage or generate trips outside of what was evaluated in the Final MND. The proposed modified Project would not conflict with any applicable plan, policy, or regulation for the purpose of reducing GHG emissions. No mitigation is required.

### **3.1.8 Hazards and Hazardous Materials**

The Final MND determined that several commercial or industrial buildings of unknown use were previously clustered in the northwest portion of the property. The Project site was recorded by the California Department of Conservation, Division of Oil, Gas, and Geothermal Resources (DOGGR) as having five abandoned oil wells. (The Source Group 2008a). The Final MND determined that the Project site was also a potential methane hazard site due to its proximity to methane gas sources, such as oil wells and oil fields. The Final MND determined that the Project would adhere to applicable California Department of Toxic Substances Control (DTSC), the Los Angeles RWQCB, and City requirements related to contamination and remediation. Operation would not generate any hazardous or industrial



waste nor would the project's operation pose a significant hazard to the public or the environment. No mitigation was required.

The proposed modified Project site is not identified on the Cortese list (Government Code Section 65962.5). Further, as stated in Section 2.0 of this report, minimal ground-disturbing activities would occur with the modified Project. The proposed parking lots are paved with the exception of approximately 810 square feet with the only construction components involving curb cuts, fencing and lighting. The Revocable Permit (RP) issued for the proposed Project will also contain permit conditions to ensure that any soil excavated will be returned to its same location and that any potentially contaminated soil will be tested and treated and/or disposed of properly as necessary.

The proposed modified Project would have less than significant impacts related to hazardous materials sites. New significant environmental impacts or a substantial increase in the severity of previously identified significant effects would not occur as a result of the proposed modified Project. No mitigation is required.

### **3.1.9 Hydrology and Water Quality**

The adopted Final MND determined that the Project would result in less than significant impacts related to water quality standards or waste discharge requirements, altering existing drainage pattern, contribution to runoff, and water quality degradation. The adopted Final MND determined that the Project would not substantially reduce or increase the amount of surface water in a water body; place housing within a 100-year flood hazard area as mapped on a federal flood hazard boundary or Flood Insurance Rate Map; or 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. The proposed modified Project does not change or alter any of the findings of the Final MND related to hydrology and water quality.

Construction of the proposed parking lots would involve curb cuts, the installation of fencing and lighting and painting to stripe the parking spaces as well as paving a small area of 810 square feet that was previously unpaved. The proposed modified Project would result in less than significant impacts related to water quality standards or waste discharge requirements. The proposed Project is located in an area susceptible to impacts from a tsunami and subject to possible inundation; however, the sites are flat and there is nothing proposed that would contribute to or exacerbate the risk from a tsunami. Further, the topography lacks the sufficient relief to support a mudflow. The proposed modified Project would not substantially reduce or increase the amount of surface water in a water body; place housing within a 100-year flood hazard area or expose people or structures to a significant risk of loss, injury or death from flooding. The new paving is on a flat surface to connect to the existing paved area and is not expected to create a surface runoff problem in any way. No new significant environmental impacts would occur as a result of the proposed modified Project. No mitigation is required.

### **3.1.10 Land Use and Planning**

The Final MND determined that the Project had no potential to physically divide an established community, conflict with any applicable land use plan, policy, or regulation, or conflict with any applicable habitat conservation plan or natural community conservation plan.

The proposed modified Project does not change or alter any of the findings of the adopted Final MND related to land use and planning. The proposed modified Project site is zoned for heavy industrial uses consistent with the currently proposed land use. Additionally, the proposed driveway/entrance to the parking lot will be configured and allow vehicles to only enter from the southern directional lane of Henry Ford Avenue and exit into the southern directional lane of Henry Ford Avenue to provide sufficient access and circulation. Therefore, the proposed modified Project would not cause considerable adverse impacts related to land use and planning beyond what was already disclosed in the adopted Final MND. No mitigation is required.

### **3.1.11 Mineral Resources**

The Final MND determined that the Project site was in an area that is 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 according to the Safety Element of the City of Los Angeles General Plan (City of Los Angeles 1996). The Final MND determined that the Project 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 was required. The proposed modified Project does not change or alter any of the findings of the adopted Final MND related to mineral resources. The overflow parking lot is directly south of the dispatch hall but poses no new significant environmental impacts or a substantial increase in the severity of previously identified significant effect. The site is currently paved. Its use as an overflow parking lot has no relevance on mineral resources or the potential future extraction of oil. No mitigation is required.

### **3.1.12 Noise**

The Final MND determined that construction-related noise impacts from the Project were within the typical range for daytime existing ambient noise in the area. The Final MND determined that vibration from construction equipment was undetectable from the nearest sensitive receptor (approximately 450 feet). The Final MND evaluated operational noise from the increased trips along roadways. Traffic volumes on a roadway typically need to double in order to create a noticeable noise increase. Peak hour trips from the proposed Project increased traffic on surrounding roadways by approximately 20%. The occasional use of the overflow parking would not create a doubling of trips on surrounding roadways and thus, no noise impacts from the parking lot are anticipated. No mitigation measures were required.

The proposed modified Project does not change or alter any of the findings of the Final MND related to noise. The nearest sensitive receptor to the proposed modified Project is not within 450 feet and there is virtually no construction equipment associated with the proposed Project. Preparing the vacant site for use as a parking lot will require minimal equipment and a short construction duration. The maximum construction noise level evaluated in the Final MND was 61.7 dBA for residential areas at a distance of

450 feet. With significantly fewer pieces of equipment, construction noise is anticipated to be even lower than previously analyzed. The proposed modified Project would not cause a considerable adverse impact related to noise beyond what was already disclosed in the adopted Final MND. No mitigation is required.

### **3.1.13 Population and Housing**

The Final MND determined that the Project would have no impact related to inducing substantial population growth in an area, either directly or indirectly, displacing substantial numbers of existing housing, or displacing substantial numbers of people. The construction and operation of the dispatch hall includes no residential uses and has no potential to result in the construction of new homes, roads or other infrastructure.

The proposed modified Project does not change or alter any of the findings of the adopted Final MND related to population and housing. The proposed modified Project would construct an additional parking lot to accommodate an approved project and does not encourage or generate trips outside of what was evaluated in the Final MND. The proposed modified Project would not involve construction of new businesses or homes. Therefore, the proposed modified Project would not cause considerable adverse impacts related to population and housing. No mitigation is required.

### **3.1.14 Public Services**

The Final MND determined that construction and operation of the Project would neither increase the demand for fire and police services, nor require the expansion of existing facilities. Impacts related to fire and police protection services were determined to be less than significant. There were no impacts to schools, parks or other public services identified as a result of the Project. The proposed Project was found to operate in a manner similar to the existing dispatch hall with sufficient port police and Los Angeles Fire Department (LAFD) staff to handle the site.

The proposed modified Project would not cause considerable adverse impacts related to public services beyond what was already disclosed in the adopted Final MND because the parking lot would accommodate parking for the dispatch hall as analyzed in the Final MND and would not encourage or induce additional use of the Project site. No mitigation is required. The additional parking lot has no potential to affect or induce growth at schools, parks or public facilities. In addition, the proposed parking lot does not have the potential to increase the need for fire and/or police beyond what was evaluated and currently exists for the Final MND. No mitigation is required.

### **3.1.15 Recreation**

The Final MND determined that there were no impacts related to recreation. The site was vacant and its purpose as a Dispatch Hall would not impede or adversely impact recreation in the area in any way.

The proposed modified Project does not change or alter any of the findings of the Final MND related to recreation. The proposed modified Project does not impact or influence existing parks or recreational facilities in any way as it will be constructed on an existing industrial site which is largely paved. It will not induce population growth which would add demand for such facilities. Therefore, the proposed modified Project would not cause considerable adverse impacts related to recreation beyond what was already disclosed in the adopted Final MND. No mitigation is required.

### 3.1.16 Transportation

The Final MND determined that the Project would result in less than significant traffic impacts and would not conflict with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system. A traffic analysis was prepared in April 2011 that evaluated the following two key intersections during the A.M. (7 A.M.-9 A.M.) and P.M. (4 P.M.-6 P.M.) peak periods: 1) Alameda Street and Anaheim Street; and, 2) Henry Ford Avenue and Anaheim Street. The traffic analysis identified that future operations were anticipated to add 1,500 additional workers for a total of 3,255 workers to be dispatched on a daily basis in two shifts at this location. The traffic analysis then calculated the potential impacts to local roadway intersections and freeway segments in relation to the acceptable levels of service (LOS). The analysis determined that the Project would not result in an increase of 0.02 demand-to-capacity ratio at a freeway link operating at LOS F or worse and, therefore, would not be of sufficient magnitude to meet or exceed the threshold of significance of the CMP. The Final MND also determined that the Project would not include design elements that would result in conditions that would change in air traffic patterns or increase the risk of accidents, either for vehicular or non-motorized traffic. The Final MND determined that there were no significant impacts associated with the proposed Project at local roadway intersections. No mitigation measures were required.

The proposed Project now includes additional overflow parking immediately south of the existing dispatch hall with a new entrance on Henry Ford Avenue to accommodate approximately 256 parking spaces for occasional use. An updated Traffic Analysis was prepared for the proposed modified Project to account for the overflow lot. Once the parking lot becomes operational, it is important to note that automobiles will only enter the premises from the southern directional lane of Henry Ford and may only exit the premises into the southern directional lane. The tenant will be required to install a stop sign on the exiting lane from the premises that includes a “Right Turn Only” sign posted below it. This requirement will allow for traffic flow and prohibit vehicles from crossing an existing double-yellow line on Henry Ford Avenue. This allows for no impact to traffic flow as was previously determined in the Final MND.

The revised traffic analysis is provided in Appendix A. The traffic impact was reanalyzed with the assumption that 812 parking spaces would be provided at the ILWU dispatch hall location, and an additional 256 spaces would be provided at the new lot under consideration. The intersections of Alameda Boulevard/Anaheim Street and Henry Ford Avenue/Anaheim Street were analyzed with traffic counts conducted in 2013. The 2013 counts were adjusted with a 1% compound annual growth rate as prescribed by the Los Angeles Department of Transportation (LADOT) to develop 2016 volumes. The following table summarizes the traffic analysis:

**Table 3-1  
Analysis of Potential Traffic Impacts as a Result of the Overflow Parking Lot**

Intersection	Peak Hour	No Project		With Project		Change in V/C	Impact?
		V/C	LOS	V/C	LOS		
1. Alameda Street & Anaheim Street	AM	.594	A	.530	A	-0.064	No
	PM	.866	D	.781	C	-0.085	No
2. Henry Ford Avenue & Anaheim	AM	0.372	A	0.374	A	0.002	No

Street	PM	0.480	A	0.506	A	0.026	No
Parking Lot Driveway (Analyzed as a stop-controlled intersection)	AM	0.413	A	0.421	A	0.008	N/A
	PM	0.256	A	0.283	A	0.027	N/A

V/C = volume/capacity

As seen in the table above, the study intersections are not projected to be impacted by the modified project. Thus, the proposed modified Project does not change or alter any of the findings of the Final MND related to transportation/traffic. The proposed modified Project would have less than significant impacts related to conflicting with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system. The proposed modified Project would not result in a change in air traffic patterns, substantially increase hazards due to a design feature and conflict with adopted policies or plans. No mitigation is required.

### 3.1.17 Utilities and Service Systems

The Final MND determined that the Project would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board; require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities; require or result in the construction of new storm water drainage facilities or expansion of existing facilities; result in inadequate wastewater treatment capacity; and have insufficient permitted capacity to accommodate solid waste disposal needs. No mitigation measures were required.

The proposed modified Project does not change or alter any of the findings of the adopted Final MND related to utilities and service systems. Lighting for the parking lot will be installed but the electricity demand will be low because the lighting will only be used during evening meetings and during very busy periods, which is not anticipated to occur on a regular basis. Electricity usage associated with the overflow parking lot is negligible and may require minimal trenching. The proposed modified Project would have no impact to utilities and service systems. No mitigation is required.

### 3.2 Conclusions

None of the conditions as described under Sections 15162 and 15163 of the State CEQA Guidelines requiring a subsequent or supplemental MND have occurred under the proposed modified Project. No new significant environmental effects and no substantial increase in the severity of previously identified significant effects would occur as a result of the proposed modified Project. Furthermore, there are no known mitigation measures or project alternatives that were previously considered infeasible but are now considered feasible that would substantially reduce one or more significant effects on the environment identified in the adopted Final MND.

The proposed modified Project shifts overflow parking to an existing paved area immediately south of the dispatch hall. It does not encourage growth or new trips nor does it adversely impact traffic flow or circulation. The proposed modified Project creates no potential adverse impacts beyond what was evaluated in the Final MND.

## 1.0 ACRONYMS

ADA	Americans with Disabilities Act
APP	Application for Port Permit
APN	Assessor's Parcel Number
AQMP	Air Quality Management Plan
BMPs	Best Management Practices
CAC	California Administrative Code
CDP	Coastal Development Permit
CEQA	California Environmental Quality Act
CNDDB	California Natural Diversity Data Base
CO	carbon monoxide
CO <sub>2</sub> e	carbon dioxide equivalents
DOGGR	Division of Oil, Gas Geothermal Resources
DTSC	Department of Toxic Substances Control
EIR	Environmental Impact Report
HCPs	Habitat Conservation Plans
ILWU	International Longshore and Warehouse Union
LADOT	Los Angeles Department of Transportation
LAFD	Los Angeles Fire Department
LAHD	Los Angeles Harbor Department
LAPD	Los Angeles Sheriff's Department
LID	Low Impact Development Ordinance
LOS	levels of service
LUST	leaking underground storage tank
MND	Mitigated Negative Declaration
MT	metric tons
NO <sub>x</sub>	nitrogen oxides
NPDES	National Pollutant Discharge Elimination System
PHL	Pacific Harbor Line
PM <sub>10</sub>	particulate matter less than 10 microns
PM <sub>2.5</sub>	particulate matter less than 2.5 microns
PMA	Pacific Maritime Association
Port Police	Los Angeles Port Police
PRC	Public Resources Code
RP	Revocable Permit
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SCH	State Clearing House
SUSMP	Standard Urban Stormwater Mitigation Plan

## 2.0 REFERENCES

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**Appendix A**  
**Revised Traffic Analysis**



# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:		Year of Count:		Ambient Growth: (%)		Conducted by:		Date:											
	East-West Street:		Projection Year:		Peak Hour:		Reviewed by:		Project:											
7	Henry Ford Avenue		2013		1		SY		3/1/2016											
	Anaheim Street		2016		AM		SY		ILWU MND ADDENDUM											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			4	4	4	4	4	4	4	4										
Right Turns: FREE-1, NRTOR-2 or OLA-3?			NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0	NB-- 0 SB-- 0 EB-- 1 WB-- 0										
ATSAC-1 or ATSAC+ATCS-2?			2	2	2	2	2	2	2	2										
Override Capacity			0	0	0	0	0	0	0	0										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION					
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NORTHBOUND	Left	1	58	1	37	2	60	37	0	60	1	38	2	62	1	39	0	62	1	39
	Left-Through	2		1							1				1				1	
	Through	3	52	1	37	0	52	37	0	54	1	38	0	54	1	39	0	54	1	39
	Through-Right	4		0							0				0				0	
	Right	5	66	1	36	0	66	33	0	66	1	37	0	68	1	34	0	68	1	34
	Left-Through-Right	6		0							0				0				0	
	Left-Right	7		0							0				0				0	
SOUTHBOUND	Left	8	100	1	100	0	100	100	0	103	1	103	0	103	1	103	0	103	1	103
	Left-Through	9		0						0				0				0		
	Through	10	153	2	62	6	159	64	0	156	2	64	6	164	2	66	0	164	2	66
	Through-Right	11		1						1				1				1		
	Right	12	34	0	34	0	34	34	0	35	0	35	0	35	0	35	0	35	0	35
	Left-Through-Right	13		0						0				0				0		
Left-Right	14		0						0				0				0			
EASTBOUND	Left	15	57	1	57	0	57	57	0	59	1	59	0	59	1	59	0	59	1	59
	Left-Through	16		0						0				0				0		
	Through	17	692	2	346	23	715	358	0	713	2	357	23	736	2	368	0	736	2	368
	Through-Right	18		0						0				0				0		
	Right	19	572	1	0	263	835	0	0	589	1	0	263	852	1	0	0	852	1	0
	Left-Through-Right	20		0						0				0				0		
Left-Right	21		0						0				0				0			
WESTBOUND	Left	22	60	1	60	7	67	67	0	62	1	62	7	69	1	69	0	69	1	69
	Left-Through	23		0						0				0				0		
	Through	24	872	2	436	4	876	438	0	896	2	449	4	902	2	451	0	902	2	451
	Through-Right	25		0						0				0				0		
	Right	26	91	1	41	0	91	41	0	94	1	43	0	94	1	43	0	94	1	43
	Left-Through-Right	27		0						0				0				0		
Left-Right	28		0						0				0				0			
CRITICAL VOLUMES			North-South: 137 East-West: 493 SUM: 630			North-South: 137 East-West: 495 SUM: 632			North-South: 141 East-West: 508 SUM: 649				North-South: 142 East-West: 510 SUM: 652				North-South: 142 East-West: 510 SUM: 652			
VOLUME/CAPACITY (V/C) RATIO:			0.458			0.460			0.472				0.474				0.474			
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.358			0.360			0.372				0.374				0.374			
LEVEL OF SERVICE (LOS):			A			A			A				A				A			

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: 0.002  
Significant impacted? NO

**PROJECT IMPACT**  
Change in v/c due to project: 0.002  
Significant impacted? NO  
Δv/c after mitigation: 0.002  
Fully mitigated? N/A

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	<b>Henry Ford Avenue</b>		Year of Count:	<b>2013</b>		Ambient Growth: (%)	<b>1</b>		Conducted by:	<b>SY</b>		Date:	<b>3/1/2016</b>					
<b>7</b>	East-West Street:	<b>Anaheim Street</b>		Projection Year:	<b>2016</b>		Peak Hour:	<b>PM</b>		Reviewed by:	<b>SY</b>		Project:	<b>ILWU MND ADDENDUM</b>					
	No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3?	4			4			4			4			4					
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0	NB-- 0	SB-- 0		
	ATSAC-1 or ATSAC-ATCS-2?	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0	EB-- 1	WB-- 0		
	Override Capacity	2		2		2		2		2		2		2					
		0		0		0		0		0		0		0					
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	148	7	155	79	0	152	1	79	7	159	1	82		159	1	82	
	Left-Through	2							1				1				1		
	Through	3	83	0	83	79	0	86	1	79	0	86	1	82		86	1	82	
	Through-Right	4							0				0				0		
	Right	5	67	0	67	27	0	69	1	39	0	69	1	28		69	1	28	
	Left-Through-Right	6							0				0				0		
	Left-Right	7							0				0				0		
SOUTHBOUND	Left	8	142	0	142	142	0	146	1	146	0	146	1	146		146	1	146	
	Left-Through	9							0				0				0		
	Through	10	313	18	331	126	0	322	2	123	18	340	2	129		340	2	129	
	Through-Right	11							1				1				1		
	Right	12	46	0	46	46	0	47	0	47	0	47	0	47		47	0	47	
	Left-Through-Right	13							0				0				0		
Left-Right	14							0				0				0			
EASTBOUND	Left	15	96	0	96	96	0	99	1	99	0	99	1	99		99	1	99	
	Left-Through	16							0				0				0		
	Through	17	993	21	1014	507	0	1023	2	512	21	1044	2	522		1044	2	522	
	Through-Right	18							0				0				0		
	Right	19	478	255	733	0	0	492	1	0	255	747	1	0		747	1	0	
	Left-Through-Right	20							0				0				0		
Left-Right	21							0				0				0			
WESTBOUND	Left	22	58	23	81	81	0	60	1	60	23	83	1	83		83	1	83	
	Left-Through	23							0				0				0		
	Through	24	804	15	819	410	0	828	2	414	15	843	2	422		843	2	422	
	Through-Right	25							0				0				0		
	Right	26	199	0	199	128	0	205	1	132	0	205	1	132		205	1	132	
	Left-Through-Right	27							0				0				0		
Left-Right	28							0				0				0			
CRITICAL VOLUMES		North-South:	219	North-South:	221	North-South:	225	North-South:	228	North-South:	228	North-South:	228	North-South:	228	North-South:	228	North-South:	228
		East-West:	555	East-West:	588	East-West:	572	East-West:	605	East-West:	605	East-West:	605	East-West:	605	East-West:	605	East-West:	605
		SUM:	774	SUM:	809	SUM:	797	SUM:	833	SUM:	833	SUM:	833	SUM:	833	SUM:	833	SUM:	833
VOLUME/CAPACITY (V/C) RATIO:			0.563		0.588		0.580		0.606		0.606		0.606		0.606		0.606		0.606
V/C LESS ATSAC/ATCS ADJUSTMENT:			0.463		0.488		0.480		0.506		0.506		0.506		0.506		0.506		0.506
LEVEL OF SERVICE (LOS):			A		A		A		A		A		A		A		A		A

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.025**  
Significant impacted? **NO**

**PROJECT IMPACT**  
Change in v/c due to project: **0.026**      Δv/c after mitigation: **0.026**  
Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



<b>I/S #:</b> 7	<b>North-South Street:</b> Henry Ford Avenue	<b>Year of Count:</b> 2013	<b>Ambient Growth: (%)</b> 1		<b>Conducted by:</b> SY		<b>Date:</b> 10/1/2015											
	<b>East-West Street:</b> Satellite Parking Driveway	<b>Projection Year:</b> 2016	<b>Peak Hour:</b> AM		<b>Reviewed by:</b> SY		<b>Project:</b> ILWU MND ADDENDUM											
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? Right Turns: FREE-1, NRTOR-2 or OLA-3? ATSAC-1 or ATSAC+ATCS-2? Override Capacity		0 1 0 0 0 1200	0 1 0 0 0 1200	0 1 0 0 0 1200	0 1 0 0 0 1200	0 1 0 0 0 1200	0 1 0 0 0 1200	0 1 0 0 0 1200										
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	1	0	7	7	7	0	0	1	0	7	7	1	7	0	7	1	7
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	3	176	88	0	176	88	0	181	2	0	181	2	91	0	181	2	91
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	10	785	393	0	785	402	0	809	1	0	809	1	414	0	809	1	414
	Through-Right	11	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0
	Right	12	0	0	19	19	19	0	0	0	19	19	0	19	0	19	0	19
	Left-Through-Right	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	19	0	0	104	104	0	0	0	1	0	104	104	1	0	104	1	0
	Left-Through-Right	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Through-Right	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>CRITICAL VOLUMES</b>		North-South: 481 East-West: 0 SUM: 481		North-South: 490 East-West: 0 SUM: 490		North-South: 496 East-West: 0 SUM: 496		North-South: 505 East-West: 0 SUM: 505		North-South: 505 East-West: 0 SUM: 505		North-South: 505 East-West: 0 SUM: 505						
VOLUME/CAPACITY (V/C) RATIO: V/C LESS ATSAC/ATCS ADJUSTMENT: LEVEL OF SERVICE (LOS):		0.401 0.401 A		0.408 0.408 A		0.413 0.413 A		0.421 0.421 A		0.421 0.421 A		0.421 0.421 A						

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.007**  
Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.008**  
Significant impacted? **NO**

Δv/c after mitigation: **0.008**  
Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: <b>Henry Ford Avenue</b>	Year of Count: <b>2013</b>	Ambient Growth: (%): <b>1</b>	Conducted by: <b>SY</b>	Date: <b>10/1/2015</b>															
<b>7</b>	East-West Street: <b>Satellite Parking Driveway</b>	Projection Year: <b>2016</b>	Peak Hour: <b>PM</b>	Reviewed by: <b>SY</b>	Project: <b>ILWU MND ADDENDUM</b>															
No. of Phases Opposed Ø'ing: N/S-1, E/W-2 or Both-3? <span style="float: right;">0</span> Right Turns: FREE-1, NRTOR-2 or OLA-3? <span style="float: right;">1</span> ATSA-1 or ATSA-ATCS-2? <span style="float: right;">0</span> Override Capacity <span style="float: right;">1200</span>		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0		NB-- 0 SB-- 0 EB-- 1 WB-- 0				
MOVEMENT		EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION				
		Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	1	1	0	22	22	22	0	0	1	0	22	22	1	22		22	1	22	
	Left-Through	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	3	2	149	0	298	149	0	307	2	154	0	307	2	154		307	2	154	
	Through-Right	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	Left-Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SOUTHBOUND	Left	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	10	1	148	0	296	181	0	305	1	153	0	305	1	185		305	1	185	
	Through-Right	11	1	0	65	65	65	0	0	0	0	65	65	1	65		65	0	65	
	Right	12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EASTBOUND	Left	15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	17	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	18	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	19	1	0	93	93	0	0	0	1	0	93	93	1	0		93	1	0	
	Left-Through-Right	20	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	21	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WESTBOUND	Left	22	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through	23	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through	24	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Through-Right	25	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Right	26	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	Left-Through-Right	27	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Left-Right	28	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
CRITICAL VOLUMES		North-South: 297	East-West: 0	SUM: 297	North-South: 330	East-West: 0	SUM: 330	North-South: 307	East-West: 0	SUM: 307	North-South: 339	East-West: 0	SUM: 339	North-South: 339	East-West: 0	SUM: 339				
VOLUME/CAPACITY (V/C) RATIO:		0.248		0.248	0.275		0.275	0.256		0.256	0.283		0.283	0.283		0.283				
V/C LESS ATSA/ATCS ADJUSTMENT:		0.248		0.248	0.275		0.275	0.256		0.256	0.283		0.283	0.283		0.283				
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>	<b>A</b>		<b>A</b>	<b>A</b>		<b>A</b>	<b>A</b>		<b>A</b>	<b>A</b>		<b>A</b>				

REMARKS:

Version: 1i Beta; 8/4/2011

Change in v/c due to project: **0.027**  
 Significant impacted? **NO**

**PROJECT IMPACT**

Change in v/c due to project: **0.027**      Δv/c after mitigation: **0.027**  
 Significant impacted? **NO**                      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street: <b>Alameda St</b>	Year of Count: <b>2013</b>	Ambient Growth: (%): <b>1</b>	Conducted by: <b>SY</b>	Date: <b>3/1/2016</b>													
<b>7</b>	East-West Street: <b>Anaheim St</b>	Projection Year: <b>2016</b>	Peak Hour: <b>AM</b>	Reviewed by: <b>SY</b>	Project: <b>ILWU MND ADDENDUM</b>													
No. of Phases: <b>4</b> Opposed Ø'ing: N/S-1, E/W-2 or Both-3?: <b>2</b> Right Turns: FREE-1, NRTOR-2 or OLA-3?: NB-- <b>3</b> SB-- <b>3</b> NB-- <b>3</b> SB-- <b>3</b> NB-- <b>3</b> SB-- <b>3</b> NB-- <b>3</b> SB-- <b>3</b> EB-- <b>2</b> WB-- <b>0</b> EB-- <b>2</b> WB-- <b>0</b> EB-- <b>2</b> WB-- <b>0</b> EB-- <b>2</b> WB-- <b>0</b> ATSAC-1 or ATSAC+ATCS-2?: <b>2</b> Override Capacity: <b>0</b>																		
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION			
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	19	1	19	0	19	19	20	1	20	0	20	1	20	0	20	1	20
	Left-Through		0						0				0				0	
	Through	78	2	39	0	78	39	80	2	40	0	80	2	40	0	80	2	40
	Through-Right		0						0				0				0	
	Right	486	1	324	-71	415	241	501	1	334	-71	430	1	251	0	430	1	251
Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0		
SOUTHBOUND	Left	9	1	9	0	9	9	9	1	9	0	9	1	9	0	9	1	9
	Left-Through		0						0				0				0	
	Through	206	2	103	18	224	112	212	2	106	18	230	2	115	0	230	2	115
	Through-Right		0						0				0				0	
	Right	180	1	69	-13	167	56	185	1	71	-13	172	1	58	0	172	1	58
Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0		
EASTBOUND	Left	111	1	111	0	111	111	114	1	114	0	114	1	114	0	114	1	114
	Left-Through		0						0				0				0	
	Through	597	2	299	7	604	302	615	2	308	7	622	2	311	0	622	2	311
	Through-Right		0						0				0				0	
	Right	14	1	14	22	36	36	14	1	14	22	36	1	36	0	36	1	36
Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0		
WESTBOUND	Left	295	2	162	22	317	174	304	2	167	22	326	2	179	0	326	2	179
	Left-Through		0						0				0				0	
	Through	582	1	294	-16	566	286	600	1	303	-16	584	1	295	0	584	1	295
	Through-Right		1						1				1				1	
	Right	6	0	6	0	6	6	6	0	6	0	6	0	6	0	6	0	6
Left-Through-Right		0						0				0				0		
Left-Right		0						0				0				0		
CRITICAL VOLUMES		North-South: 333		North-South: 250		North-South: 343		North-South: 260		North-South: 260		North-South: 260		North-South: 260		North-South: 260		
		East-West: 593		East-West: 588		East-West: 611		East-West: 606		East-West: 606		East-West: 606		East-West: 606		East-West: 606		
		SUM: 926		SUM: 838		SUM: 954		SUM: 866		SUM: 866		SUM: 866		SUM: 866		SUM: 866		
VOLUME/CAPACITY (V/C) RATIO:		0.673		0.609		0.694		0.630		0.630		0.630		0.630		0.630		
V/C LESS ATSAC/ATCS ADJUSTMENT:		<b>0.573</b>		<b>0.509</b>		<b>0.594</b>		<b>0.530</b>		<b>0.530</b>		<b>0.530</b>		<b>0.530</b>		<b>0.530</b>		
LEVEL OF SERVICE (LOS):		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		<b>A</b>		

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project: **-0.064**      Δv/c after mitigation: **-0.064**  
 Significant impacted? **NO**      Fully mitigated? **N/A**

# Level of Service Worksheet (Circular 212 Method)



I/S #:	North-South Street:	Alameda St		Year of Count:	2013		Ambient Growth: (%):	1		Conducted by:	SY		Date:	3/1/2016							
	12	East-West Street:	Anaheim St		Projection Year:	2016		Peak Hour:	PM		Reviewed by:	SY		Project:	ILWU MND ADDENDUM						
No. of Phases				4				4				4		4							
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2				2				2		2							
Right Turns: FREE-1, NRTOR-2 or OLA-3?		NB--	3	SB--	3	NB--	3	SB--	3	NB--	3	SB--	3	NB--	3	SB--	3				
		EB--	2	WB--	0	EB--	2	WB--	0	EB--	2	WB--	0	EB--	2	WB--	0				
ATSAC-1 or ATSAC+ATCS-2?				2				2				2		2							
Override Capacity				0				0				0		0							
MOVEMENT	EXISTING CONDITION			EXISTING PLUS PROJECT			FUTURE CONDITION W/O PROJECT				FUTURE CONDITION W/ PROJECT				FUTURE W/ PROJECT W/ MITIGATION						
	Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Project Traffic	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume			
NORTHBOUND	Left	15	1	15	0	15	15	15	1	15	0	15	1	15		15	1	15			
	Left-Through		0						0				0				0				
	Through	184	2	92	0	184	92	190	2	95	0	190	2	95		190	2	95			
	Through-Right		0						0				0				0				
	Right	651	1	512	-63	588	409	671	1	527	-63	608	1	424		608	1	424			
Left-Through-Right		0						0				0				0					
Left-Right		0						0				0				0					
SOUTHBOUND	Left	12	1	12	0	12	12	12	1	12	0	12	1	12		12	1	12			
	Left-Through		0						0				0				0				
	Through	319	2	160	58	377	189	329	2	165	58	387	2	194		387	2	194			
	Through-Right		0						0				0				0				
	Right	242	1	87	-41	201	46	249	1	89	-41	208	1	48		208	1	48			
Left-Through-Right		0						0				0				0					
Left-Right		0						0				0				0					
EASTBOUND	Left	155	1	155	0	155	155	160	1	160	0	160	1	160		160	1	160			
	Left-Through		0						0				0				0				
	Through	803	2	402	24	827	414	827	2	414	24	851	2	426		851	2	426			
	Through-Right		0						0				0				0				
	Right	9	1	9	73	82	82	9	1	9	73	82	1	82		82	1	82			
Left-Through-Right		0						0				0				0					
Left-Right		0						0				0				0					
WESTBOUND	Left	253	2	139	73	326	179	261	2	144	73	334	2	184		334	2	184			
	Left-Through		0						0				0				0				
	Through	703	1	364	-52	651	338	724	1	375	-52	672	1	349		672	1	349			
	Through-Right		1						1				1				1				
	Right	24	0	24	0	24	24	25	0	25	0	25	0	25		25	0	25			
Left-Through-Right		0						0				0				0					
Left-Right		0						0				0				0					
CRITICAL VOLUMES		North-South:		524		North-South:		421		North-South:		539		North-South:		436		North-South:		436	
		East-West:		766		East-West:		752		East-West:		789		East-West:		775		East-West:		775	
		SUM:		1290		SUM:		1173		SUM:		1328		SUM:		1211		SUM:		1211	
VOLUME/CAPACITY (V/C) RATIO:				0.938				0.853				0.966				0.881				0.881	
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.838				0.753				0.866				0.781				0.781	
LEVEL OF SERVICE (LOS):				D				C				D				C				C	

REMARKS:

Version: 1i Beta; 8/4/2011

**PROJECT IMPACT**

Change in v/c due to project: **-0.085**      Δv/c after mitigation: **-0.085**  
 Significant impacted? **NO**      Fully mitigated? **N/A**