Final (Revised) Initial Study/Mitigated Negative Declaration

Fisherman's Pride Processor's Inc.

ADP# 130417-062

SCH# 2013121027

Prepared For:
Los Angeles City Harbor Department
Environmental Management Division
425 S. Palos Verdes St.
San Pedro, CA 90731

January 2014

THE PORT OF LOS ANGELES

Fisherman's Pride Processor's Inc. IS/MND

Final Mitigated Negative Declaration

ADP No. 130417-062

SCH# 2013121027

Prepared for:

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

Prepared by:

AECOM
1420 Kettner Boulevard, Suite 500
San Diego, CA 92101

January 2014

FINAL MITIGATED NEGATIVE DECLARATION

Pursuant to the California Environmental Quality Act (Division 13, Public Resources Code)

Proposed Project

The Los Angeles Harbor Department (LAHD) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) to address the environmental effects of the proposed Fisherman's Pride Processors, Inc. Blast Freezer Project (hereafter "proposed project") located in Fish Harbor on Terminal Island in the Port of Los Angeles. LAHD is the lead agency under the California Environmental Quality Act (CEQA). The primary goal of the proposed project is to redevelop approximately 91,500 square-feet of vacant and under-utilized industrial space into a state-of-the-art commercial seafood processing facility. , The proposed project also includes development of approximately 59,000 square-feet of vacant land into parking and ancillary facilities, and inclusion of approximately 31,370 square-feet of existing paved open area to be used for storage and access.

Determination

Based on the analysis provided in this 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.

FINAL MND ORGANIZATION

This Final MND has been prepared in accordance with the requirements of the California Environmental Quality Act (CEQA) (California Public Resources Code [PRC] 21000 et seq.) and the CEQA Guidelines (California Code of Regulations [CCR] 15000 et seq.). This Final MND includes the following additional sections compared to the Draft Initial Study (IS)/MND circulated for public review:

> **Response to Comments.** This section describes the distribution of the Draft IS/MND for public review, comments on the Draft IS/MND received by LAHD, and LAHD's responses to these comments. Table RTC-1 provides a list of the agencies, organizations, and individuals who provided comments on the Draft IS/MND. Following the table are the comment letters and LAHD's responses.

The Final IS/MND is provided in a ~~strikeout~~/underline format to identify changes compared to the Draft IS/MND that include revisions to tense regarding the public review and the addition of a reference in response to a public comment. The Final IS/MND also includes a corrected Figure 4, which has been revised in response to a public comment. The following sections were included in the Draft IS/MND and are included in whole in this Final document:

> **Section 1**. **Introduction.** This section provides an overview of the proposed project and the applicable CEQA 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 Program.** This section includes a checklist to be used during the mitigation monitoring period. The checklist provides a method to verify the name of the monitor, the date of the monitoring activity, and any related remarks for each mitigation measure.

Section 6. Proposed Finding. This section provides the proposed finding for the project.

Section 7. References. This section provides the references used throughout the IS/MND.

Section 8. Preparers and Contributors. This section provides a list of key personnel involved in the preparation of the IS/MND.

Section 9. Acronyms and Abbreviations. This section provides a list of acronyms and abbreviations used throughout the IS/MND.

Appendix A: Air Quality Calculations. This is also provided as it was in the Draft IS/MND.

Appendix B: Final Architectural Survey and Evaluation Report for the Chicken of the Sea Plant. This is also provided as it was in the Draft IS/MND.

Appendix C: Traffic Technical Memorandum. This is also provided as it was in the Draft IS/MND.

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RESPONSE TO COMMENTS

Distribution of the Draft IS/MND

In accordance with the CEQA statutes and Guidelines, the Draft IS/MND was circulated for a period of 30 days for public review and comment. The public review period for the Draft IS/MND began on December 10, 2013, and concluded on January 8, 2014.

The Draft IS/MND was specifically distributed to interested or involved public agencies, organizations, and private individuals for review. Approximately 100 notices were sent to community residents, stakeholders, and local agencies. The Draft 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 Draft IS/MND was filed with Los Angeles County Clerk, City of Los Angeles Clerk, and made available online at http://www.portoflosangeles.org.

Comments on the Draft IS/MND

During the 30-day public review period, the public had an opportunity to provide written comments on the information contained within this Draft IS/MND.

The public comments on the Draft IS/MND and responses to public comments are included in the record and shall be considered by LAHD during deliberation as to whether or not necessary approvals should be granted for the proposed project. As stated in Section 21064.5 of the CEQA Guidelines, a project would 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.

The LAHD received four written comment letters during the review period. Table RTC-1 presents a list of those agencies, and organizations who commented on the Draft IS/MND.

Table RTC-1

Public Comment Letters Received on the Draft IS/MND

Letter Code	Date	Individuals/Organizations/Agencies	Page
State Government			
NAHC	December 10, 2013	Native American Heritage Commission	RTC-3
CSLC	January 8, 2014	California State Lands Commission	RTC-8
SCH	January 10, 2014	Governor's Office of Planning and Research, State Clearinghouse and Planning Unit	RTC-14
Non-Profit/Local Government			
LAC	January 8, 2014	Los Angeles Conservancy	RTC-22
BOS	January 23, 2014	Los Angeles Bureau of Sanitation	RTC-26

Response to Comments

The LAHD has evaluated the comments on environmental issues received from agencies and other interested parties during the 30-day public review period. The LAHD has prepared written responses to each comment pertinent to the adequacy of the environmental analyses contained in the Draft IS/MND.

Ms. Renee Morquecho, PlannerSTATE OF CALIFORNIA
Edmund G. Brown, Jr.Governor

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Boulevard, Suite 100
West Sacramento, CA 95691
(916) 373-3715
Fax (916) 373-5471
Web Site www.nahc.ca.gov
Ds_nahc@pacbell.net
e-mail: ds_nahc@pacbell.net

December 10, 2013

Mr. Dennis Hagner, Environmental Planner
City of Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90731

RE: SCH#2013121027; CEQA Notice of Completion; proposed Mitigated Negative Declaration for the **"Fisherman's Pride Processor's Project;/Draft MND"** located in the Port of Los Angeles area; Los Angeles County, California

Dear Mr. Hagner:

The Native American Heritage Commission (NAHC) has reviewed the above-referenced environmental document.

The California Environmental Quality Act (CEQA) states that any project which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

NAHC-1

Contact the appropriate Information Center for a record search to determine :If a part or all of the area of project effect (APE) has been previously surveyed for cultural places(s), The NAHC recommends that known traditional cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report (DEIR).

If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure pursuant to California Government Code Section 6254.10.

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources. Lack of surface evidence of archeological resources does not preclude their subsurface existence.

California Government Code Section 65040.12(e) defines "environmental justice" to provide "fair treatment of People...with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies" and Executive Order B-10-11 requires consultation with Native American tribes their elected officials and other representatives of tribal governments to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect tribal communities. NAHC-1

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f).

Lead agencies should consider first, avoidance for sacred and/or historical sites, pursuant to CEQA Guidelines 15370(a). Then if the project goes ahead then, lead agencies include in their mitigation plan provisions for the analysis and disposition of recovered artifacts, pursuant to California Public Resources Code Section 21083.2 in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Dave Singleton
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

Native American Contacts
Los Angeles County California
December 10, 2013

LA City/County Native American Indian Comm
Ron Andrade, Director
3175 West 6th St, Rm. 403
Los Angeles , CA 90020
randrade@css.lacounty.gov
(213) 351-5324
(213) 386-3995 FAX

Gabrielino /Tongva Nation
Sandonne Goad, Chairperson
P.O. Box 86908 Gabrielino Tongva
Los Angeles , CA 90086
sgoad@gabrielino-tongva.com
951-845-0443

Tongva Ancestral Territorial Tribal Nation
John Tommy Rosas, Tribal Admin.
Private Address Gabrielino Tongva

tattnlaw@gmail.com
310-570-6567

Gabrielino Tongva Indians of California Tribal Council
Robert F. Dorame, Tribal Chair/Cultural Resources
P.O. Box 490 Gabrielino Tongva
Bellflower , CA 90707
gtongva@verizon.net
562-761-6417 - voice
562-761-6417- fax

Kitanemuk & Yowlumne Tejon Indians
Delia Dominguez, Chairperson
115 Radio Street Yowlumne
Bakersfield , CA 93305 Kitanemuk
deedominguez@juno.com
(626) 339-6785

Gabrielino-Tongva Tribe
Bernie Acuna, Co-Chairperson
P.O. Box 180 Gabrielino
Bonsall , CA 92003
(619) 294-6660-work
(310) 428-5690 - cell
(760) 636-0854- FAX
bacuna1@gabrielinotribe.org

Gabrieleno/Tongva San Gabriel Band of Mission
Anthony Morales, Chairperson
PO Box 693 Gabrielino Tongva
San Gabriel , CA 91778
GTTribalcouncil@aol.com
(626) 286-1632
(626) 286-1758 - Home
(626) 286-1262 -FAX

Gabrielino-Tongva Tribe
Linda Candelaria, Co-Chairperson
P.O. Box 180 Gabrielino
Bonsall , CA 92003
palmsprings9@yahoo.com
626-676-1184- cell
(760) 636-0854 - FAX

This list is current only as of the date of this document.

Distribution of this list does not relieve any person of the statutory responsibility as defined in Section 7050.5 of the Health and Safety Code, Section 5097.94 of the Public Resources Code and Section 5097.98 of the Public Resources Code.

his list s only applicable for contacting local Native Americans with regard to cultural resources for the proposed SCH#2013121027; CEQA Notice of Completion; proposed Mitigated Negative Declaration for the Fisherman's Pride Processors, Inc. Project/Proposed Draft MND; located in the Port of Los Angeles Area; Los Angeles County, California.

Native American Heritage Commission
Commenter: Dave Singleton, Program Analyst

Response to NAHC-1

On December 10, 2013, the NAHC submitted a letter providing comments on the Draft IS/MND and the consideration of the process for addressing archeological resources. The subject site was included in recent South Central Coast Information Center (SCCIC) search undertaken on behalf of LAHD as part of the 2013 Port Master Plan Update Program EIR, which did not indicate any recorded archaeological resources within the subject property (LAHD 2013). Because the property is currently fully developed, such that an additional survey would not yield further information as noted by NAHC, and considering that the subject project is constructed from fill material, further archaeological investigation is not warranted in this instance. The protection of potential unknown resources would be ensured by implementation of the precautionary mitigation measure CUL-1 identified in the Draft IS/MND.

The NAHC letter included a list of appropriate Native American contacts recommended for inclusion in the Native American Contact Program. The list consisted of eight tribal representatives. Seven letters were mailed out on December 19, 2013. The purpose was to inform interested parties of the proposed project, solicit comments, and to address any concerns regarding Traditional Cultural Properties or other resources that might be affected by the proposed project. One letter was electronically mailed to the interested part as no mailing address was provided. All parties on the Native American Contact Program were provided a description of the proposed project, a project area map, and a response form. To date, no response forms have been received. One party, Mr. Rosas with the Tribal Administration for the Tongva Ancestral territorial Tribal Nation, who provided a response via electronic mail on December 23, 2013, did respond with interest in communicating directly with LAHD staff. Mr. Rosas did not submit any formal comments on the Draft IS/MND.

As discussed in Section 4.5, Cultural Resources of the Draft IS/MND, impact to unknown resources is remote given the high degree of previous disturbance, the presence of manmade fill materials, and limited ground disturbance proposed. However, archaeological or ethnographic cultural resources have been encountered throughout the Port in the past. As such, should unknown resources occur within the area of disturbance, the proposed project could potentially cause an adverse effect. To avoid potential impacts to buried resources, mitigation measure CUL-1 is provided, requiring a qualified archaeological monitor to be present for all ground disturbing activities. With the implementation of the above mitigation measure CUL-1, the proposed project would have a less than significant impact on archaeological resources. Mitigation CUL-1 is included in the Mitigation Monitoring and Reporting Program for the proposed project as provided in Section 5 of the IS/MND.

As discussed in Section 4.5, Cultural Resources of the Draft IS/MND, no formal cemeteries or other places of human internment are known to exist in the project site itself. In the event human remains are encountered during construction activities, all work within the vicinity of the remains shall halt in

accordance with standard Port Of Los Angeles 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.

With the implementation of the above mitigation measure CUL-1 and adherence to regulatory requirements, the proposed project would have a less than significant impact on cultural resources. Except for the addition of 2013 Port Master Plan Update EIR reference to the reference section of the IS/MND, no revisions to the Final IS/MND are required.

CALIFORNIA STATE LANDS COMMISSION
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

JENNIFER LUCCHESI, *Executive Officer*
(916) 574-1800 *Fax* (916) 574-1810
California Relay Service TDD Phone 1-800-735-2929
from Voice Phone 1-800-735-2922

Contact Phone: **(916) 574-1900**
Contact Fax: **(916) 574-1885**

January 8, 2014

File Ref: SCH #2013121027

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

Subject: Mitigated Negative Declaration (MND) for the Fisherman's Pride Fish Processing Facility, Los Angeles County

Dear Mr. Cannon:

The California State Lands Commission (CSLC) staff has reviewed the subject MND for the Fisherman's Pride Fish Processing Facility (Project), which is being prepared by the City of Los Angeles Harbor Department (LAHD). LAHD, as the public agency with principal responsibility for approving the Project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). The CSLC is a trustee agency for projects that could directly or indirectly affect sovereign lands and their accompanying Public Trust resources or uses.

CSLC-1

CSLC Jurisdiction and Public Trust Lands

The CSLC has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The CSLC also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6301, 6306). All tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the Common Law Public Trust Doctrine.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all people of the State for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion

or where the boundary has been fixed by agreement or a court. Such boundaries may not be readily apparent from present day site inspections.

Based on the information provided, and review of in-house records and maps, the proposed project appears to be located within lands granted to the City of Los Angeles pursuant to Chapter 656, Statutes of 1911, as amended. Day to day administration of the area rests with the Port of Los Angeles, and as such a lease or authorization from the CSLC is not required. CSLC-1

This determination is without prejudice to any future assertion of state ownership or public rights, should circumstances change, or should additional information come to the attention of CSLC. In addition, this letter is not intended, nor should it be construed as, a waiver or limitation of any right, title, or interest of the State of California in any lands under its jurisdiction.

Project Description

Fisherman's Pride Processers Inc. proposes to redevelop approximately 91,500 square feet of underutilized industrial space into a state-of-the-art commercial seafood processing facility to meet their objectives and needs as follows:

- Eliminate truck traffic associated with current seafood processing operations; and
- Improve operational efficiency

From the Project Description, CSLC staff understands that the Project would include the following components: CSLC-2

- Redevelopment of offices. Demolish unsafe and unsanitary interior office and restroom spaces and construct new office, restroom, shower, locker, and lunchroom/lounge space;
- Parking area. Landscape and repave parking and loading areas;
- Additional equipment. Add necessary on-site infrastructure and equipment for enhanced seafood processing, such as blast cell freezers, freezer rack storage areas, and floor drains; and
- Fish pump. Install a fish pump at the wharf to be connected to the existing fish pipe that runs under Ways Street. An additional fish pipe will be installed on the walls of two of the redeveloped buildings, and would connect to the existing pipe from the wharf.

Environmental Review

CSLC staff requests that LAHD consider the following comments on the Project's MND.

Hydrology and Water Quality CSLC-3

1. Lead Contamination and Stormwater Runoff: In section 4.8(b), the MND discusses the presence of lead in the soils at portion of the Project site. After a soil investigation at the site, the soil contamination was determined to be non-

hazardous for commercial and industrial use. However, the presence of lead at the Project site was not carried through to other portions of the MND's analysis, specifically water quality. Section 4.9(f) of the MND states that construction activities associated with the proposed project would expose soils for a limited time, allowing for introduction of sediments into runoff. However, the MND does not include any discussion of whether the lead-contaminated soils would be included in the exposed sediments, and if the best management practices and existing regulatory structure would be sufficient to prevent lead contamination of surface runoff. CSLC-3

Please clarify whether the lead-contaminated soils will be among the soils exposed as part of Project construction. If lead-contaminated soils will be exposed, determine how much lead could leach into surface runoff, and whether this would be considered a significant impact to water quality. If impacts to water quality are found to be significant, determine mitigation measures that would reduce the impacts of Project construction.

Thank you for the opportunity to comment on the MND for the Project. As a trustee agency, we request that you consider our comments prior to adoption of the MND.

Please send copies of future Project-related documents, including electronic copies of the Final MND, Mitigation Monitoring and Reporting Program (MMRP), and Notice of Determination (NOD), when they become available, and refer questions concerning environmental review to Holly Wyer, Environmental Scientist, at (916) 574-2399 or via e-mail at Holly.Wyer@slc.ca.gov. For questions regarding the legislative grant to the City of Los Angeles, please contact Sheri Pemberton at (916) 574-1800 or via email at Sheri.Pemberton@slc.ca.gov; for all other questions, please contact Grace Kato at (916) 574-1227 or via email at Grace.Kato@slc.ca.gov.

Sincerely,

Cy R. Oggins, Chief
Division of Environmental Planning
and Management

cc: Office of Planning and Research
Grace Kato, LMD, CSLC
Holly Wyer, DEPM, CSLC
Sharron Scheiber, Legal, CSLC

CALIFORNIA STATE LANDS COMMISSION
100 Howe Avenue, Suite 100-South
Sacramento, CA 95825-8202

California State Lands Commission
Commenter: Cy R. Oggins, Chief, Division of Environmental Planning and Management

Response to CSLC-1

LAHD acknowledges CSLC jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. LAHD also acknowledges CSLC residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, § 21000 et seq.). LAHD recognizes that CSLC is a trustee agency for projects that could directly or indirectly affect sovereign lands and are subject to the protections of the Common Law Public Trust Doctrine.

LAHD concurs that the proposed project is located on lands granted to the City of Los Angeles pursuant to Chapter 656, Statutes 1911, as amended. LAHD acknowledges that day to day administration of the area rests with the Port of Los Angeles, and, as such, a lease or authorization from the CSLC is not required. No revisions to the Final IS/MND are required.

Response to CSLC-2

The commenter provides a summary of the proposed project. No further response necessary. No revisions to the Final IS/MND are required.

Response to CSLC-3

As discussed in Section 4.8, Hazards and Hazardous Materials of the Draft IS/MND, construction of 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 Section 4.8(b), Eco and Associates, Inc. was retained by LAHD to conduct a Limited Phase II Soil Investigation at the proposed project site. Limited soil sampling conducted indicated that soil samples collected from the southeast portion of the proposed project site had elevated lead concentrations. The soil investigation determined that several of the samples had lead concentrations exceeding 10 times the soluble threshold limits concentration; levels that potentially classify the soil as a hazardous waste in California. Fourteen samples were analyzed to determine exceedence of the California Human Health Screening Level for industrial/commercial soil (320 mg/kg). However, based upon these results, the soil investigation concluded that sampled soil is considered to be non-hazardous waste under California regulations.

As discussed in Section 4.8 Hazards and Hazardous Waste and Section 4.9, Hydrology and Water Quality, construction activities would expose soils for a limited time, allowing for introduction of sediments into runoff. The proposed project would not include excavations in areas indicated in the cited reports (Tetra Tech 2012) as having elevated lead or soluble lead content, though areas in close proximity

do and careful adherence to the existing regulations regarding stormwater and soil disposal are necessary precautions. As discussed in Section 4.8(b) and Section 4.9(a), standard Best Management Practices (BMPs) would be utilized during construction activities to minimize runoff of contaminants. These BMPs also include measures for solid and hazardous waste management and contaminated soil management. In addition, several contaminated soil treatment and disposal options and Class I landfills are available for off-site disposal that have adequate capacity in the event hazardous materials could be encountered and require disposal during construction activities. The proposed project is also subject to the requirements of the National Pollution Discharge Elimination System (NPDES) Stormwater Program under the General Permit for Discharges of Stormwater Associated with Construction Activity, General Construction Permit 2009-0009-DWQ. The General Construction Permit requires the development and implementation of a Stormwater Pollution Prevention Plan (SWPPP), which would provide BMPs aimed at controlling construction-related pollutants that originate from the site as a result of construction-related activities. Further, all contaminated soil or groundwater encountered during construction would be handled, transported, remediated, and/or disposed of in accordance with all applicable federal, state, or local regulations in accordance with the regulatory lead agency (e.g. Department of Toxic Substances [DTSC], Los Angeles Regional Water Quality Control Board [RWQCB], and LAHD). As such, implementation of BMPs aimed at minimize runoff of contaminants and controlling construction-related pollutants; preparation of a SWPPP, and adherence to all applicable federal, state, or local regulations would minimize impacts related to lead contamination and surface runoff. No revisions to the Final IS/MND are required.

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Edmund G. Brown Jr.
Governor

Ken Alex
Director

January 8, 2014

Dennis Hagner
City of Los Angeles
425 S. Palos Verdes St.
San Pedro, CA 90731

Subject: Fisherman's Pride Processors, Inc. Project Draft IS/MND
SCH#: 2013121027

Dear Dennis Hagner:

The State Clearinghouse submitted the above named Mitigated Negative Declaration to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on January 7, 2014, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly. SCH-1

Please note that Section 21104(c) of the California Public Resources Code states that:

> "A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

1400 TENTH STREET P.O. BOX 3044 SACRAMENTO, CALIFORNIA 95812-3044
TEL (916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Document Details Report
State Clearinghouse Data Base

SCH# 2013121027
Project Title Fisherman's Pride Processors, Inc. Project Draft IS/MND
Lead Agency Los Angeles, City of

Type **MND** Mitigated Negative Declaration

Description The proposed project would redevelop 91,500 sf of industrial space into a commercial seafood processing facility with freezer and 56,700 sf of vacant land into parking area and a new 5,700 sf structure. The proposed project includes making repairs to the existing structures, updating on-site infrastructure, demolishing interior office and restroom spaces, constructing new office, restroom, shower and lounge spaces, adding a mezzanine, mechanical and storage spaces, and enhancing the exterior of the existing buildings. The project site is not identified on the Cortese list [Government Code Section 65962.5). Construction is anticipated to begin in early, 2014 for a period of 3 months.

Lead Agency Contact

Name Dennis Hagner
Agency City of Los Angeles
Phone 310 732 3682 **Fax**
email
Address 425 S. Palos Verdes St.
City San Pedro **State** CA **Zip** 90731

Project Location

County Los Angeles
City
Region
Lat / Long
Cross Streets Barracuda Street to the east, the wharf along Way Street to the west, and Sardine Street
Parcel No. 7440029917
Township **Range** **Section** **Base**

Proximity to:

Highways Hwy 103/47, I-110, 710
Airports
Railways Pacific Harbor Line
Waterways Fish Harbor, Port of Los Angeles
Schools Various
Land Use [Q]M3-1

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Water Quality; Water Supply; Wetland/Riparian; Landuse

Reviewing Agencies Resources Agency; Department of Boating and Waterways; California Coastal Commission; Department of Fish and Wildlife, Region 5; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Resources, Recycling and Recovery; California Highway Patrol; Caltrans, District 7; Air Resources Board; Regional Water Quality Control Board, Region 4; Department of Toxic Substances Control; Native American Heritage Commission; Public Utilities Commission; State Lands Commission

Date Received 12/09/2013 **Start of Review** 12/09/2013 **End of Review** 01/07/2014

CALIFORNIA STATE LANDS COMMISSION
100 Howe Avenue, Suite 100-South
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JENNIFER LUCCHESI, *Executive Officer*
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STATE CLEARING HOUSE

File Ref: SCH #2013121027

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

Subject: Mitigated Negative Declaration (MND) for the Fisherman's Pride Fish Processing Facility, Los Angeles County

Dear Mr. Cannon:

The California State Lands Commission (CSLC) staff has reviewed the subject MND for the Fisherman's Pride Fish Processing Facility (Project), which is being prepared by the City of Los Angeles Harbor Department (LAHD). LAHD, as the public agency with principal responsibility for approving the Project, is the lead agency under the California Environmental Quality Act (CEQA) (Pub. Resources Code, § 21000 et seq.). The CSLC is a trustee agency for projects that could directly or indirectly affect sovereign lands and their accompanying Public Trust resources or uses.

CSLC Jurisdiction and Public Trust Lands

The CSLC has jurisdiction and management authority over all ungranted tidelands, submerged lands, and the beds of navigable lakes and waterways. The CSLC also has certain residual and review authority for tidelands and submerged lands legislatively granted in trust to local jurisdictions (Pub. Resources Code, §§ 6301, 6306). All tidelands and submerged lands, granted or ungranted, as well as navigable lakes and waterways, are subject to the protections of the Common Law Public Trust Doctrine.

As general background, the State of California acquired sovereign ownership of all tidelands and submerged lands and beds of navigable lakes and waterways upon its admission to the United States in 1850. The State holds these lands for the benefit of all people of the State for statewide Public Trust purposes, which include but are not limited to waterborne commerce, navigation, fisheries, water-related recreation, habitat preservation, and open space. On tidal waterways, the State's sovereign fee ownership extends landward to the mean high tide line, except for areas of fill or artificial accretion

or where the boundary has been fixed by agreement or a court. Such boundaries may not be readily apparent from present day site inspections.

Based on the information provided, and review of in-house records and maps, the proposed project appears to be located within lands granted to the City of Los Angeles pursuant to Chapter 656, Statutes of 1911, as amended. Day to day administration of the area rests with the Port of Los Angeles, and as such a lease or authorization from the CSLC is not required.

This determination is without prejudice to any future assertion of state ownership or public rights, should circumstances change, or should additional information come to the attention of CSLC. In addition, this letter is not intended, nor should it be construed as, a waiver or limitation of any right, title, or interest of the State of California in any lands under its jurisdiction.

Project Description

Fisherman's Pride Processers Inc. proposes to redevelop approximately 91,500 square feet of underutilized industrial space into a state-of-the-art commercial seafood processing facility to meet their objectives and needs as follows:

- Eliminate truck traffic associated with current seafood processing operations; and
- Improve operational efficiency

From the Project Description, CSLC staff understands that the Project would include the following components:

- Redevelopment of offices. Demolish unsafe and unsanitary interior office and restroom spaces and construct new office, restroom, shower, locker, and lunchroom/lounge space;
- Parking area. Landscape and repave parking and loading areas;
- Additional equipment. Add necessary on-site infrastructure and equipment for enhanced seafood processing, such as blast cell freezers, freezer rack storage areas, and floor drains; and
- Fish pump. Install a fish pump at the wharf to be connected to the existing fish pipe that runs under Ways Street. An additional fish pipe will be installed on the walls of two of the redeveloped buildings, and would connect to the existing pipe from the wharf.

Environmental Review

CSLC staff requests that LAHD consider the following comments on the Project's MND.

Hydrology and Water Quality

1. Lead Contamination and Stormwater Runoff: In section 4.8(b), the MND discusses the presence of lead in the soils at portion of the Project site. After a soil investigation at the site, the soil contamination was determined to be non-

hazardous for commercial and industrial use. However, the presence of lead at the Project site was not carried through to other portions of the MND's analysis, specifically water quality. Section 4.9(f) of the MND states that construction activities associated with the proposed project would expose soils for a limited time, allowing for introduction of sediments into runoff. However, the MND does not include any discussion of whether the lead-contaminated soils would be included in the exposed sediments, and if the best management practices and existing regulatory structure would be sufficient to prevent lead contamination of surface runoff.

Please clarify whether the lead-contaminated soils will be among the soils exposed as part of Project construction. If lead-contaminated soils will be exposed, determine how much lead could leach into surface runoff, and whether this would be considered a significant impact to water quality. If impacts to water quality are found to be significant, determine mitigation measures that would reduce the impacts of Project construction.

Thank you for the opportunity to comment on the MND for the Project. As a trustee agency, we request that you consider our comments prior to adoption of the MND.

Please send copies of future Project-related documents, including electronic copies of the Final MND, Mitigation Monitoring and Reporting Program (MMRP), and Notice of Determination (NOD), when they become available, and refer questions concerning environmental review to Holly Wyer, Environmental Scientist, at (916) 574-2399 or via e-mail at Holly.Wyer@slc.ca.gov. For questions regarding the legislative grant to the City of Los Angeles, please contact Sheri Pemberton at (916) 574-1800 or via email at Sheri.Pemberton@slc.ca.gov; for all other questions, please contact Grace Kato at (916) 574-1227 or via email at Grace.Kato@slc.ca.gov.

Sincerely,

Cy R. Oggins, Chief
Division of Environmental Planning
and Management

cc: Office of Planning and Research
Grace Kato, LMD, CSLC
Holly Wyer, DEPM, CSLC
Sharron Scheiber, Legal, CSLC

CEQA
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Ms. Renee Morquecho, PlannerSTATE OF CALIFORNIA
Edmund G. Brown, Jr.Governor

NATIVE AMERICAN HERITAGE COMMISSION
1550 Harbor Boulevard, Suite 100
West Sacramento, CA 95691
(916) 373-3715
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Decernber 10, 2013

Mr. Dennis Hagner, Environmental Planner

City of Los Angeles Harbor Department

425 South Palos Verdes Street
San Pedro, CA 90731

RE: SCH#2013121027; CEQA Notice of Completion; proposed Mitigated Negative Declaration for the **"Fisherman's Pride Processor's Project;/Draft MND"** located in the Port of Los Angeles area; Los Angeles County, California

Dear Mr. Hagner:

The Native American Heritage Commission (NAHC) has reviewed the above-referenced environmental document.

The California Environmental Quality Act (CEQA) states that any project which includes archeological resources, is a significant effect requiring the preparation of an EIR (CEQA guidelines 15064.5(b). To adequately comply with this provision and mitigate project-related impacts on archaeological resources, the Commission recommends the following actions be required:

Contact the appropriate Information Center for a record search to determine :If a part or all of the area of project effect (APE) has been previously surveyed for cultural places(s), The NAHC recommends that known traditional cultural resources recorded on or adjacent to the APE be listed in the draft Environmental Impact Report (DEIR).

If an additional archaeological inventory survey is required, the final stage is the preparation of a professional report detailing the findings and recommendations of the records search and field survey. We suggest that this be coordinated with the NAHC, if possible. The final report containing site forms, site significance, and mitigation measurers should be submitted immediately to the planning department. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum, and not be made available for pubic disclosure pursuant to California Government Code Section 6254.10.

A list of appropriate Native American Contacts for consultation concerning the project site has been provided and is attached to this letter to determine if the proposed active might impinge on any cultural resources. Lack of surface evidence of archeological resources does not preclude their subsurface existence.

California Government Code Section 65040.12(e) defines "environmental justice" to provide "fair treatment of People...with respect to the development, adoption, implementation, and enforcement of environmental laws, regulations and policies" and Executive Order B-10-11 requires consultation with Native American tribes their elected officials and other representatives of tribal governments to provide meaningful input into the development of legislation, regulations, rules, and policies on matters that may affect tribal communities.

Lead agencies should include in their mitigation plan provisions for the identification and evaluation of accidentally discovered archeological resources, pursuant to California Environmental Quality Act (CEQA) §15064.5(f). In areas of identified archaeological sensitivity, a certified archaeologist and a culturally affiliated Native American, with knowledge in cultural resources, should monitor all ground-disturbing activities. Also, California Public Resources Code Section 21083.2 require documentation and analysis of archaeological items that meet the standard in Section 15064.5 (a)(b)(f).

Lead agencies should consider first, avoidance for sacred and/or historical sites, pursuant to CEQA Guidelines 15370(a). Then if the project goes ahead then, lead agencies include in their mitigation plan provisions for the analysis and disposition of recovered artifacts, pursuant to California Public Resources Code Section 21083.2 in consultation with culturally affiliated Native Americans.

Lead agencies should include provisions for discovery of Native American human remains in their mitigation plan. Health and Safety Code §7050.5, CEQA §15064.5(e), and Public Resources Code §5097.98 mandates the process to be followed in the event of an accidental discovery of any human remains in a location other than a dedicated cemetery.

Sincerely,

Dave Singleton
Program Analyst

CC: State Clearinghouse

Attachment: Native American Contacts list

Governor's Office of Planning and Research, State Clearinghouse and Planning Unit
Commenter: Scott Morgan, Director

Response to SCH-1

LAHD acknowledges receipt of the Document Details Report. No revisions to the Final IS/MND are required.

LOS ANGELES CONSERVANCY

523 West Sixth Street, Suite 826
Los Angeles, CA 90014

213 623 2489 OFFICE
213 623 3909 FAX
213 430 4219 EVENT HOTLINE
laconservancy.org

Submitted by email
Mr. Christopher L. Patton
Los Angeles Harbor Department
425 S. Palos Verdes Street
San Pedro, CA 90731
Email: ceqacomments@portla.org

Januaru 8, 2014

RE: Mitigated Negative Declaration (MND), Fisherman's Pride Fish Processing Facility Project, 338 Cannery Street

On behalf of the Los Angeles Conservancy, thank you for the opportunity to comment on the Mitigated Negative Declaration (MND) for the Fisherman's Pride Fish Processing Facility Project at the Port of Los Angeles. The Conservancy greatly appreciates the Port's approach to this project's review and the application of recently-adopted policy that addresses the importance of historic preservation at the Port, notably at Terminal Island.

While the proposed project does not result in significant impacts to historic properties, it is located immediately adjacent to and part of a larger complex of buildings that historically made up the Chicken of the Sea Cannery. Known as Van Camp Seafood Company from 1914 through 1997, and subsequently as Chicken of the Sea, the company helped transform the industry. The company is credited with introducing canned tuna on a mass scale to the American consumer, particularly the housewife, as an affordable substitute for chicken. The remaining intact buildings of Van Camp/Chicken of the Sea are excellent representatives of the company that fostered a major U.S. industry and made canned tuna a household staple.

LAC-1

The proposed project involves non-historic buildings at the Chicken of the Sea complex. We suggest measures be implemented as part of the MND to ensure there are no limitations or conditions in place – now or in the futre -- that might inadvertently limit or deter the reuse of the remaining vacant and historic buildings within the larger complex. This could include acknowledgement that one or more entities may operate independent of one another within the complex, and/or the streamlined ability of Fisherman's to expand and appropriately reuse (while adhering to preservation standards) the complex's historic buildings in the future.

It should be noted that two figures provided within the MND contradict one another. Figure 4, "Historic Buildings" indicates the warehouse building at Ways and Cannery streets to be historic, dating to 1950. The MND also references the Jones & Stokes Architectural Survey and Evaluation from March 2008. Figure 3, "Survey Coverage Map, Chicken of the Sea Plant" indicates the same warehouse building at Ways and Cannery streets to be non-historic, dating to c.1997.

LAC-2

Thank you for the opportunity to comment on the Mitigated Negative Declaration (MND) for the Fisherman's Pride Fish Processing Facility Project. We look forward to working with the Port in the future to reactivate the entire historic Chicken of the Sea complex. Please feel free to contact me at (213) 430-4203 or afine@laconservancy.org should you have any questions.

Sincerely,

Adrian Scott Fine

Adrian Scott Fine
Director of Advocacy

cc: Councilmember Joe Buscaino, Council District 15
Office of Historic Resources, City of Los Angeles
San Pedro Historical Society
National Trust for Historic Preservation

Los Angeles Conservancy
Commenter: Adrian Scott Fine, Director of Advocacy

Response to LAC-1

The future potential for changes in the structures or uses surrounding the proposed project are not evaluated in the IS/MND and would not be undertaken as a consequence of the proposed project. No revisions to the Final IS/MND are required. LAHD also takes this opportunity to clarify that the commenters concerns are noted and that LAHD maintains policies and provisions that align with the indicated interest to retain integrity of important historical resources with the Port.

The goal of the Los Angeles Harbor Department – Built Environment Historic, Architectural, and Cultural Resource Policy (Policy) is to encourage the preservation of the built historic, architectural, and cultural resources within the Port of Los Angeles. There are 14 buildings in the Chicken of the Sea Cannery Complex, with seven eligible listing on the National Register of Historic Resource. Currently one of these historic buildings (Office) is being used as an office by a tenant other than FPP with the other six buildings vacant. Commercial fishing (e.g. commercial fishing docks, fish canneries, fish waste treatment facilities, fish markets and commercial fishing berthing areas) is the current land use designation for the property in the Port Master Plan. An update to the Port of Los Angeles Master Plan, approved by the Board of Harbor Commissioners and under consideration by the California Coast Commission, would expand the land use designation for the site to commercial fishing and maritime support (e.g. barge/tugboat operations; boatyard and ship repair; marine fueling station; marine service contractors, including diving and emergency response services; water taxi; cargo fumigation). If adopted, the updated master plan provides for wider latitude for reuse of the property.

The presence of FPP would provide heightened security compared to having the complex essentially vacant, and could provide an impetus for reuse of the remaining buildings in the complex by other companies or that at a later date, FPP would consider expanding their operation to include some or all of the historic buildings at the complex.

In planning for any future use of the historic buildings, the Policy requires Harbor Department staff to consider historic resources during the earliest stages of project planning to determine the feasibility of reuse in its current capacity or its adaptive reuse while preserving its character defining features.

In addition, any potential leasing transaction would include evaluation criteria related to preservation and adapted reuse of this historic resource to evaluate the extent to which the proposed lease promotes and provides for an adaptive reuse of the building or structure and the preservation of character defining features of the historic resource.

The Policy also calls for any modifications to historic buildings would conform, if practicable, to the Secretary of the Interior's Standards for Treatment of Historic Properties.

Response to LAC-2

LAHD concurs with the commenter and have made the recommended revisions to Figure 4, Historic Buildings.

From: Sunbula Azieh [mailto:sunbula.azieh@lacity.org]
Sent: Wednesday, January 22, 2014 11:26 AM
To: Ceqacomments
Subject: RFI: Fisherman's Pride Fish Processing Facility Project - Mitigated Negative Declaration.

Mr. Cannon,

We have received the request for the project stated above and are working on the wastewater analysis but require further information. Can you provide a detailed breakdown of proposed land uses by facility description and square footage? For example: 6000sf - office, 23500sf - industrial, etc.

BOS 1

Without a clear breakdown, we are not able to process comments. Please provide this information at your earliest convenience.

Thank you for your attention,
Sunbula Azieh
Project Engineer
Wastewater Engineering Services Division
Tel:(323) 342-6231
Bureau of Sanitation
City of Los Angeles

City of Los Angeles Bureau of Sanitation
Commenter: Sunbula Azieh, Project Engineer, Wastewater Engineering Services Division

Response to BOS-1

In response to the email comment requesting land use information to enable calculations for gallons per day (GPD) demand on the sanitary sewer system LAHD has calculated the demand using BOS ratios as follows:

Facility Description	Proposed SGF in GPD	Existing SF/unit	Existing GPD	Proposed SF/unit	Proposed GPD	Delta SF/Unit	Delta GPD
Cold Storage: No Sales (g)	30/1,000 Gr SF			5,760	173	5,760	173
Cold Storage: Retail Sales (g)	50/1,000 Gr SF	88,400	4,420	79,000	3,950	-9,400	-470
Office Building (a)	120/1,000 Gr SF	3,100	372	18,260	2,191	15,160	1,819
Parking	20/1,000 Gr SF	56,700	1,134	50,940	1,018.8	-5,760	-115.2
Employees	24/Employee	12	288	100	2,400	88	2,112
Total		***148,212***	***6,214***	***154,060***	***9,732.8***	***5,848***	***3,518.8***

GPD = Gallons Per Day. SF = Square Feet. Gr = Gross.

The sewer system capacity was designed with the operation of the Chicken-of-the-Sea Cannery taken into account. The closure of the Chicken-of- the-Sea, Pan-Pacific and Star-Kist Canneries, all located on the east side of Fish Harbor, have resulted in decreased flows into the system compared to maximum use considered in the design and capacity for the sanitary sewer system. As shown in the table above, the proposed improvements in combination with the discharge of water from up to four fishing vessels a day into the sanitary system would result in an approximately 27,519 GPD increase in flow into the system compared to existing. The improvements to the facility would result in an approximately 3,519 GPD increase in GPD. The use of waters from vessels for the fish pump and disposal of that water into the sewer adds a further 24,000 GPD on the busiest days. Currently waters from vessels are retained for offshore disposal.

The flows pass along the primary and secondary lines that extend along Barracuda and Cannery streets feeding into the 20-inch and 24-inch lines along Terminal Way and ultimately into the Terminal Way Pumping Plant. The combined capacity of the lines in Terminal Way is 1,698,798 GPD (1.02 million GPD for the 20-inch and 678,798 GPD for the 24-inch). The Terminal Way Pumping Plant is sized to treat the flows from these lines in Terminal Way. The increase in flows from the improvements and vessels combined would represent less than 2% of the flow capacity of the lines feeding the Terminal Way Pumping Plant and, by association, the capacity of the plant. Therefore, as described in the Draft MND, the proposed project is not anticipated to result in insufficient capacity of the sanitary sewer system. In addition, further detailed gauging and evaluation will be needed as part of the BOS permit

process to identify a specific sewer connection point. If the public sewer has insufficient capacity then the developer will be required to build sewer lines to a point in the sewer system with sufficient capacity. A final approval for sewer capacity and connection permit will be made by BOS at that time.

1.0 INTRODUCTION

The Los Angeles Harbor Department (LAHD) has prepared this Initial Study/Mitigated Negative Declaration (IS/MND) to address the environmental effects of the proposed Fisherman's Pride Processors, Inc. Blast Freezer Project (hereafter "proposed project") located in Fish Harbor on Terminal Island in the Port of Los Angeles. LAHD is the lead agency under the California Environmental Quality Act (CEQA). The primary goal of the proposed project is to redevelop approximately 91,500 square-feet of vacant and under-utilized industrial space into a state-of-the-art commercial seafood processing facility and approximately 59,000 square-feet of vacant land into parking and ancillary facilities.

Fisherman's Pride Processors Inc. (FPP), doing business as Neptune Foods, operates as a food service company that processes and produces seafood items. They currently occupy 8,400 square-feet of warehouse space within an existing building (Building 9) of the former Chicken of the Sea (COS) cannery complex at 338 Cannery Street. They also occupy space on the wharf at Berth 265 in Fish Harbor. The operation consists of unloading fish from fishing boats into bins. The bins are then transported via container trucks approximately 26 miles to FPP's existing central processing facility located in the City of Vernon (4510 S. Alameda St., Vernon, California 90058). These operations take place approximately 6 days a week.

FPP's proposed project is obtain to develop a state-of-the-art seafood processing and freezer operation in the balance of the vacant building they currently occupy and an adjacent vacant building (Building 10) of the COS complex. These two buildings total approximately 91,000 square-feet. The proposed project site would include an approximately 59,000 square-foot paved parking lot located directly south of Buildings 9 and 10 and a loading dock attached to the eastern portion of Building 10. The lease would also include approximately 31,370 square-feet of existing paved open area that is currently used, and would continue to be used, for storage and access. The term proposed for lease of this Port property is ten-years with two 5-year options to renew for a total of 20-years.

Construction would include both internal and external improvements to existing buildings that are currently underutilized for use in seafood processing. Internal improvements would principally involve installation of freezer facilities to enable the rapid or "blast" freezing of seafood products as they are unloaded and processed to enable increased efficiency and freshness of the product getting to market. Additional internal improvements would include upgrading utilities, installation of fish processing equipment, office space, storage, and locker and restroom facilities for workers. External improvements would include construction of a compressor room and freezer rack storage area in the parking lot south of Buildings 9 and 10 for the new freezer facilities and the repaving and landscaping the remainder of the current parking lot to provide for employee parking. Construction is anticipated to begin in early 2014. The proposed project is anticipated to be fully operational by spring 2014. The facility would be operational under the proposed lease for 20 years.

1.1 CEQA PROCESS

This document has been prepared in accordance with 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.

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 30 days for public review and comment. The public review period for this IS/MND began on December 10, 2013, and concluded on January 8, 2014. The IS/MND was specifically been distributed to interested or involved public agencies, organizations, and private individuals for review. The IS/MND was been made available for general public review at Los Angeles Harbor Department Environmental Management Division at 425 S. Palos Verdes Street, San Pedro, CA 90731; the Los Angeles City Library San Pedro Branch at 931 Gaffey Street; and at the Los Angeles City Library Wilmington Brach at 1300 North Avalon, Wilmington.

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

Approximately 100 notices were sent to community residents, stakeholders, and/or local agencies.

During the 30-day public review period, the public had 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 are 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 is 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 submitted in writing prior to the end of the 30-day public review period and postmarked by January 8, 2014 received by:

Christopher Cannon, Director
Port of Los Angeles
Environmental Management Division
425 S. Palos Verdes St.
San Pedro, California 90731

Written comments also received by January 8th via email account ceqacomments@portla.org. Comments sent via email should include the project title in the subject line and a valid mailing address in the email.

For additional information, please contact the Port of Los Angeles Environmental Management Division at (310) 732-3675.

1.2 DOCUMENT FORMAT

This IS/MND contains eight 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. 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.

The environmental analyses included in Section 4 are consistent with the CEQA Initial Study format presented in Section 3. 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 DESCRIPTION

This IS/MND is being prepared to evaluate the potential environmental impacts that may result from the proposed project. The proposed project consists of the redevelopment of approximately 91,500 square-feet of vacant and under-utilized industrial space into a state-of-the-art commercial seafood processing facility, approximately 56,700 square-feet of vacant land into parking and ancillary facilities, and approximately 200 square-feet of wharf for a fish pump for unloading seafood from fishing vessels. The lease would also include approximately 31,370 square-feet of existing paved open area that is currently used, and would continue to be used, for storage and access. The proposed project is located in the Fish Harbor Planning Area. FPP is the project applicant and is proposing to redevelop the facility and enter into a 10-year lease, including two 5-year options to renew, for a total of 20 years with LAHD. LAHD is the lead agency under CEQA. 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 (hereafter "POLA" or "Port"), which is located in San Pedro Bay, encompasses 7,500 acres of land and water along 43 miles of waterfront. It features 24 passenger and cargo terminals, including automobile, breakbulk, container, dry and liquid bulk, 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, Angeles Gate Lighthouse, Waterfront Red Car Line, 22nd Street Park, and Fish Harbor.

2.1.2 Project Setting

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. 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) (Figure 1).

The proposed project is bounded by Cannery Street to the north, Barracuda Street to the east, the wharf along Way Street to the west, and Sardine Street to the south. The proposed project site is also situated

south of Berths 226-236 (Evergreen Container Terminal/STS), east of Berths 238-240C (Exxon Mobil), and west of Berths 302-305 (Eagle Marine Services Container Terminal) (Figure 2).

2.1.3 Land Use and Zoning

The proposed project site is located at 338 Cannery Street located on Terminal Island in an area of the Port known as the Fish Harbor, as designated in the Port Master Plan. The site is under Planning Area 4 – Fish Harbor Planning Area (Port of Los Angeles 2013a). According to the Port Master Plan, Planning Area 4 focuses on commercial fishing and maritime support uses. A total of 48 acres is dedicated to commercial fishing, supported by more than 4,500 linear feet of wharf length. Commercial fishing uses have priority in Planning Area 4 and commercial fishing projects are appealable1 under Section 30715 of the California Coastal Act. The land use at the proposed project site is designated as "Commercial Fishing." Areas designated as "Maritime Support" and "Dry Bulk" are found west of the proposed project site. Institutional uses are designated southwest of the proposed project site (Port of Los Angeles 2013a).

The proposed project site is identified as Los Angeles County Assessor's Parcel Number (APN) 7440029917 and is zoned for heavy industrial uses ([Q] M3-1) by the City of Los Angeles Zoning Ordinance. [Q] M3-1 is designated as "quasi-heavy industrial" uses (City of Los Angeles 2013). This designation permits all M-2 ("light industrial") uses, including the cargo container storage yard, when located in whole or in part within the boundaries of the Port of Los Angeles Community Plan area (Los Angeles Planning Department 2012). It is also designated a "ZI No. 2130 Harbor Gateway State Enterprise Zone." These zones are Employment and Economic Incentive Program Areas that provide economic incentives to stimulate local investment and employment through tax and regulation relief and improvement of public services.

The overall character of the surrounding area is primarily manufacturing. The properties to the north, south, east, and west of the proposed project site are also zoned also designated as [Q] M3-1 (Figure 3). Cannery Street borders the subject property on the north side. Immediately north of the street is a fenced lot that is used for container storage. Barracuda Street borders the subject property to the east. Immediately east of Barracuda Street is also a fenced lot used for container storage. Sardine Street borders the subject property to the south. Immediately south of the street is an abandoned property (350 Sardine Street). This used to be part of the former Pan Pacific Fisheries Holdings, Inc. facilities. This facility was used for fishmeal manufacturing and consists of several interconnecting buildings and storage sheds. West of the subject property is Ways Street. Immediately across Ways Street is 220 Cannery Street, a former fish processing facility. The facility consists of three interconnected buildings with a loading dock and parking lot.

[1] The California Coastal Commission defines appealable projects as any locally-approved development project between the first public road and the sea; within 300 feet of a beach, mean high tide or bluff edge; within 100 feet of a wetland or stream; or on tidelands, submerged lands, or public trust lands. The approval or denial of a major public works project or energy facility, regardless of its location, is also appealable. In counties only, the approval of any project that is not the principal-permitted use under the certified Local Coastal Program zoning code is appealable to the Coastal Commission. (CCC 2007).

2.2 PROJECT BACKGROUND AND OBJECTIVES

2.2.1 Project Background

FPP, doing business as Neptune Foods, offers salmon, pollock, cod, orange roughy, and breaded fish fillets; breaded marinated skewer, scampi, breaded mini, cooked, easy peel, raw peel, deveined, raw headless shell-on, and breaded shrimp. The company was founded in 1956 (Fisherman's Pride Processor's, Inc. 2013).

The proposed project location consists of a portion of the former COS at 338 Cannery Street, which consists of the following structures (Figure 4):

- Building 1 – Cannery
- Building 2 – Warehouse
- Building 3 – Cooking
- Building 4 – Office
- Building 5 – Butchering
- Building 6 – Retort
- Building 7 – Packing
- Building 8 – Warehouse
- Building 9 – Freezer
- Building 10 – Canning
- Building 11 – Thaw/Cold
- Building 12 – Loading Dock
- Building 13 – Meal Plant
- Building 14 – Warehouse

A cultural resource survey of the COS found several of the structures were eligible for listing on the National Register of Historic Places (Figure 4) (Jones & Stokes, 2008). FPP proposes to occupy Buildings 9, 10, and 12 of COS as well as the parking lot south of Buildings 9 and 10 (Figure 4). Buildings 9, 10, and 12 were built after the period of significance for COS, 1950 to 1970, and were found to be not eligible for listing as historic resources.

Currently, FPP uses the wharf along Ways Street at Berth 265 to unload fish from boats into bins. The bins are transported in cargo containers from Fish Harbor to the existing central processing facility located in the City of Vernon (4510 S. Alameda St., Vernon, California 90058), which is approximately 26 miles away. These operations take place approximately 6 days a week. Also, FPP currently occupies 8,430 square-feet of Building 9 of COS under a space assignment to support their operations at the wharf.

The proposed project would occupy Buildings 9, 10, and 12 and a parking lot to the south along Sardine Street. Building 9, constructed in 1972, is approximately 34,486 square feet. Building 10 was constructed in 1972 and is approximately 52,004 square feet. Lastly, Building 12 was constructed in 1980 and is approximately 6,698 square feet. The parking lot consists of approximately 56,700 square feet. Construction would generally include interior and exterior improvements which are described in detail in Table 2-1.

The existing retaining wall located on the west side of the proposed project, across Ways Street, was constructed in 1967 and was determined to be eligible for the National Register of Historic Places (NRHP), California Register of Historical Resources (CRHR), and City of Los Angeles Historic-Cultural Monument (LAHCM).

2.2.2 Goals and Objectives

The primary goal of the proposed project is to construct and operate seafood processing and freezing operations at Buildings 9, 10, and 12 at 338 Cannery Street. Key objectives of the proposed project include the following:

- Eliminate truck traffic associated with current operations
- Construct a state-of-the-art seafood processing facility
- Improve operational efficiency

Eliminate Truck Traffic Associated with Current Operations

FPP currently uses the wharf along Ways Street to unload seafood products from fishing boats into bins. Approximately one to 10 refrigerated container trucks transport the bins of the product from the facility located at Fish Harbor to the existing central processing facility located in the City of Vernon (4510 S. Alameda St., Vernon California 90058), which is approximately 26 miles away. Typically, three container trucks travel back to the facility at Fish Harbor to return the bins for the following day's catch. Additionally, 90% of the processed and frozen product is eventually returned to the Port for global distribution. This results in approximately 13 truck round trips per day. These operations take place approximately 6 days a week. Under the proposed project, the number of trucks visiting the facility would increase by 7 truck round trips per day but they would no longer travel 26 miles to Vernon, rather their destinations would be limited to the container terminals within the Ports of Los Angeles or the Port of Long Beach. By centralizing the activities, the proposed project would eliminate the vast majority of the truck traffic associated with current operations.

Improve Operational Efficiency

The quality of the fish and its usefulness for further utilization in processing is affected by how the seafood is handled. Unsuitable handling of fish may result in mechanical damage to the seafood, but also create stress and the conditions which accelerate decay. Processing the seafood at the point of unloading would reduce the potential for damage, would increase productivity, and eliminate the risk of post-harvest damage.

Construct a State-Of-The-Art Seafood Processing Facility

The proposed project would convert approximately 91,500 square-feet of vacant and under-utilized industrial space into a commercial seafood processing facility and approximately 56,700 square-feet of vacant land into parking and ancillary facilities. The lease would also include approximately 31,370 square-feet of existing paved open or courtyard area that is currently used, and would continue to be used, for storage and access. No changes or construction activities are associated with the paved courtyard area. The proposed project includes making significant repairs to the existing site and structures, updating on-site infrastructure, demolishing unsafe and unsanitary interior office and restroom spaces, constructing new office, restroom shower and lounge spaces, adding a mezzanine, adding mechanical and storage spaces, enhancing the exterior of the existing buildings, and repaving the parking and loading areas. In addition, a new compressor room would be constructed as an add on to the south side of Building 9 and the paved area adjacent to Building 9 would be repaved and landscaped to provide parking.

2.3 PROJECT DESCRIPTION

The proposed project involves the elements described in Table 2-1.

Table 2-1
Summary of Project Components

Project Element	Description
Modifications to Building 9	• Demolish existing office and restroom space. • Construct new office, restroom, shower, locker and lunchroom/lounge space. • Repair and/or refurbish existing freezer room and equipment to efficient working order. • Install ice maker. • Construct a 5,760 square feet addition on the south side of Building 9 & Building 10 for mechanical equipment and freezer rack storage. • Repair roof, flashing and gutters. • Update electrical and plumbing systems throughout. • Repair and extend fire sprinkler system to cover all existing & new spaces. • Add windows to allow natural light into office and lounge spaces. • Add exterior sunshades to mitigate solar heat gain on the west side of the building. • Enhance the exterior through the removal of abandoned infrastructure and the patching / painting of exterior walls. • Repair or replace all existing doors. • Repair or replace existing loading dock canopy. • Install stationary blast cell freezers in the existing freezer room.
Modifications to Building 10	• Demolish existing office and restroom space. • Construct new office, restroom, shower, locker and lunchroom/lounge space. • Construct a new mezzanine. • Install floor drains in a portion of the building to be used for sorting and processing of fish. • Install processing lines to include scales and tape machines. • Install walk-in cooler. • Install plate freezers. • Install box assembly machines. • Construct a 5,760 square feet addition on the south side of Building 9 & Building 10 for mechanical equipment and freezer rack storage.

Project Element	Description
	• Repair roof, flashing and gutters. • Update electrical and plumbing systems throughout. • Repair and extend fire sprinkler system to cover all existing & new spaces. • Add windows to allow natural light into office and lounge spaces. • Add exterior sunshades to mitigate solar heat gain on the west side of the building. • Enhance the exterior through the removal of abandoned infrastructure and the patching / painting of exterior walls. • Repair or replace all existing doors. • Repair or replace existing loading dock canopy.
Modifications to Building 12	• Install stationary blast cell freezers in the existing freezer room. • Repair roof, flashing and gutters. • Update electrical and plumbing systems throughout. • Repair and extend fire sprinkler system to cover all existing & new spaces. • Add windows to allow natural light into office and lounge spaces. • Add exterior sunshades to mitigate solar heat gain on the west side of the building. • Enhance the exterior through the removal of abandoned infrastructure and the patching / painting of exterior walls. • Repair or replace all existing doors. • Repair or replace existing loading dock canopy.
Parking Lot and Loading Areas	• Re-pave existing parking and loading areas.
Fish Pump	• Install fish pump on the wharf to be connected to existing pipe that runs under Ways Street.
Fish Pipe	• Install a fish pipe along the north exterior wall of Buildings 9 and 10 and to the inside of the façade wall that extends between Buildings 9 and 2. This pipe would connect the existing underground fish pipe from the wharf to Building 10. The pipe would be mounted at a height above all doors and existing fenestration.

Source: LAHD 2013

2.4 CONSTRUCTION SCENARIO

Construction, both internal and external improvements, would occur primarily at Buildings 9, 10, and 12, as described in Table 2-2. In addition, a building (approximately 5,760 square feet) would be constructed on the vacant land south of Buildings 9 and 10 to house compressors and store freezing racks. Evaporators /condensers for the freezer system would be located on vacant land immediately to the west of the compressor building. The remaining area of the vacant lot would be repaved and landscaped for use as a parking lot with 84 parking spaces. Also, the loading dock area (approximately 16,000 square feet) would be repaved. The wharf at Berth 265 would have a fish pump installed, connected to the existing piping to transport seafood to the processing area.

Construction and demolition would occur in four phases: 1) demolition of existing office and restroom space in Buildings 9 and 10; 2) roof repairs on all three buildings; 3) site preparation; and 4) construction. Construction and demolition activities would involve up to 15 workers a day (7 a.m. – 5 p.m.) for a period of approximately 3 months. Anticipated equipment for construction and demolition consists of four propane fuelled forklifts and two electric scissor lifts. Staging areas would be on-site. Construction is anticipated to begin in early 2014.

Table 2-2
Anticipated Construction Summary

Construction Months			
2014			
	Jan	Feb	Mar
Project Phases			
Demolition (Existing Office and Restroom Space in Buildings 9 and 10)			
Roof Repairs on Buildings 9, 10, and 12			
Site Preparation for Addition of Compressor Room			
Construction of Interior Facilities			
Construction of Compressor Room			
Paving and Landscaping of Parking Lot			
Other Project Elements			
Fish Pump Installment			
Fish Pipe Installment			

2.5 OPERATION

Ongoing operations would be expanded to include seafood processing and freezing, increasing the existing workforce at the site. Operations would continue as a single daily shift of 7 a.m. – 4 p.m. Monday through Friday with an increase of workforce from 12 to 100, and the Saturday shift of 7 a.m. – 12 p.m. would increase from 12 to 25 workers. Ship calls would also be increased from the current approximately two ships a day to approximately four ships a day. The additional ship calls are anticipated to consist of redirected ships currently offloading elsewhere within the Port, not new vessel calls to the Port. Currently, approximately 1 to 10 refrigerated container trucks transport the bins of the product from the Fish Harbor location to the existing central processing facility located in the City of Vernon. Typically, three container trucks travel back to the facility at Fish Harbor in order to return the bins for

the following day's catch. Additionally, 90% of the processed and frozen product is eventually returned to the Port for global distribution. This results in approximately 13 truck round trips per day. Under the proposed project, the number of trucks visiting the facility would increase by 7 truck round trips per day but they would no longer travel 26 miles to Vernon, rather their destinations would be limited to the container terminals within the Ports of Los Angeles or the Port of Long Beach. With implementation of the proposed project, current operational activities to the processing facility located in the City of Vernon would be discontinued. Further, no truck trips to the Vernon facility would be associated with FPP.

2.6 ANTICIPATED PROJECT PERMITS AND APPROVALS

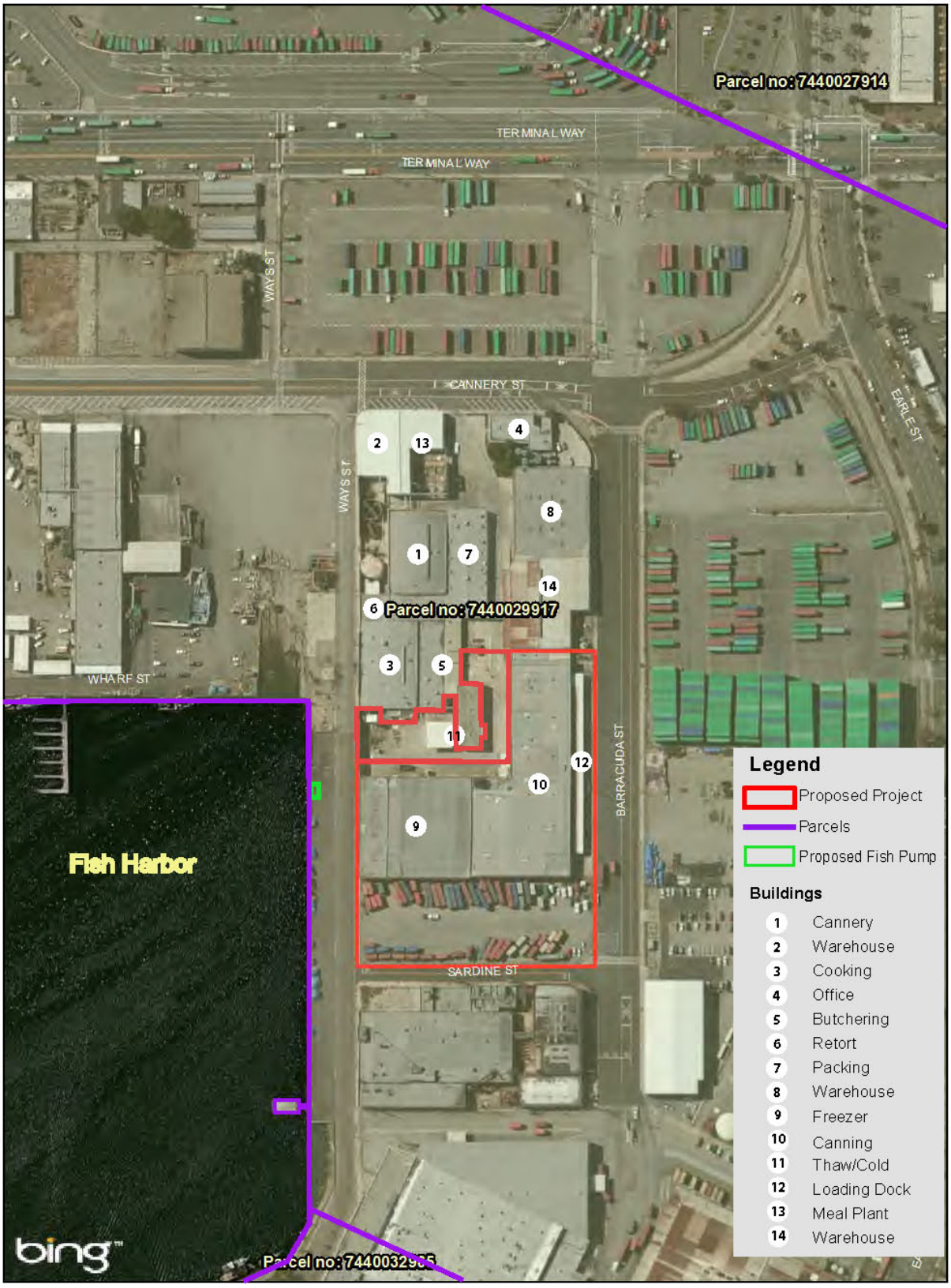
Under CEQA, the lead agency is the public agency with primary responsibility over approval of a proposed project. Pursuant to Section 15367, the CEQA lead agency for the proposed project is LAHD. Anticipated permits and approvals that may be required to implement the proposed project are listed below:

- LAHD Coastal Development Permit
- LAHD Property Lease
- Los Angeles Regional Water Quality Control Board 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 (SCAQMD) permits including AQMD Rules 403, 1401, and 1166
- City of Los Angeles, Department of Building and Safety Building Permit, Electrical Permit, and Grading Permit
- City of Los Angeles Fire Department, designated by the State of California as a Certified Unified Program Agency (CUPA) and implements the Hazardous Materials Disclosure and Business Plan, Aboveground Storage Tank Spill Prevention Control and Countermeasure (SPCC Plan), Underground Storage Tank Program and California Accidental Release Prevention Program elements of the Unified Program
- Los Angeles County Fire Department Health Hazardous Materials Division, implements the Hazardous Waste Generator element of City of Los Angeles' Unified Program.

0 0.125 0.25 0.5 Miles

Figure 1
Regional Map

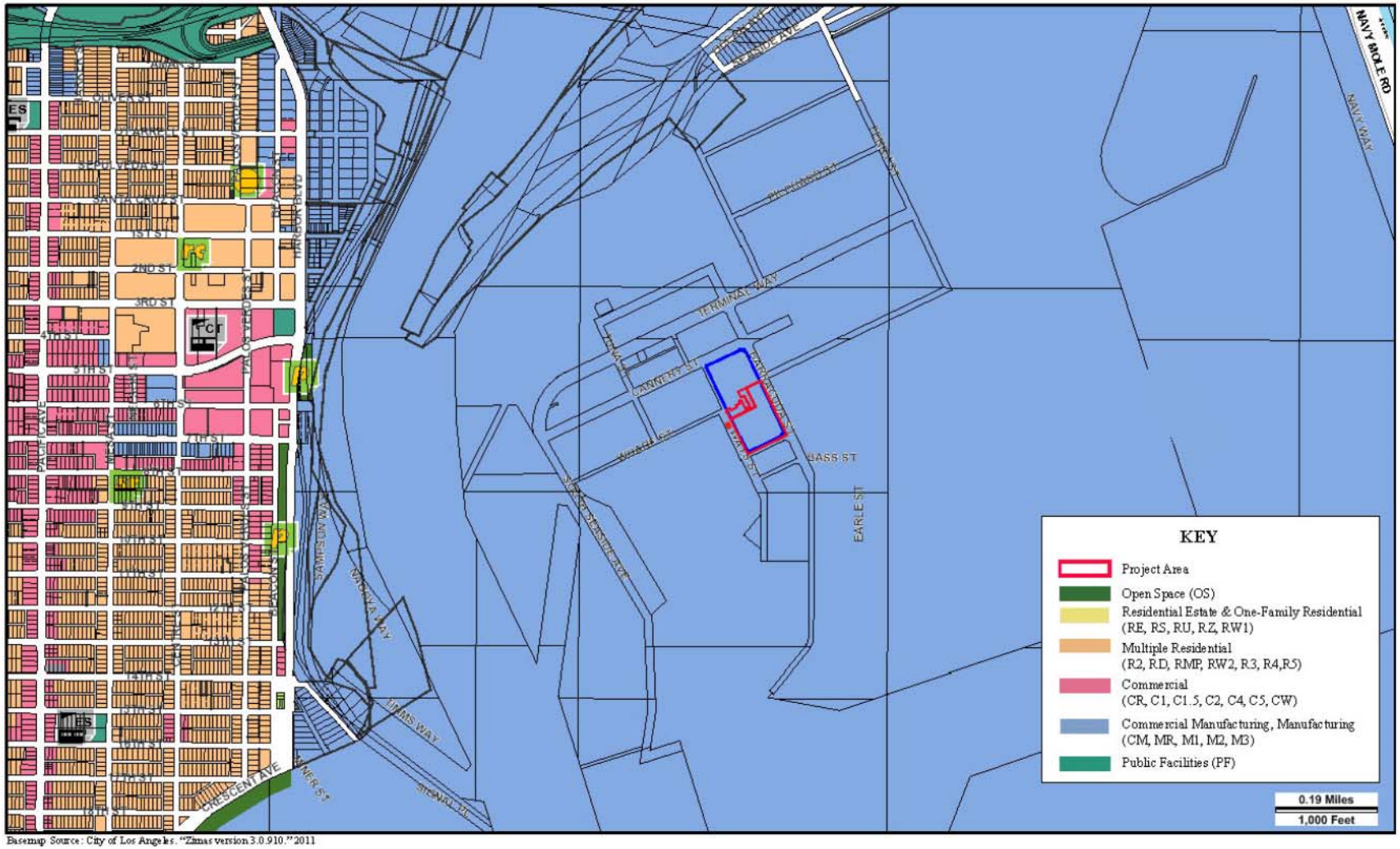
Fisherman's Pride Processors, Inc. Project IS/MND



0 50 100 200 Feet

Figure 2
Project Vicinity Map

Fisherman's Pride Processors, Inc. Project IS/MND



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

N

Not to Scale

Figure 3
Zoning

0 50 100 200 Feet

Figure 4
Historic Buildings

3.0 INITIAL STUDY CHECKLIST

1.	**Project Title:**	Fisherman's Pride Processors Blast Freezer Project
2.	**Lead Agency:**	City of Los Angeles Harbor Department Environmental Management Division 425 S. Palos Verdes St. San Pedro, CA 90731
3.	**Contact Person:**	Dennis Hagner, Project Manager, Environmental Management Division
4.	**Project Location:**	The existing Fisherman's Pride Processors, Inc. (FPP), doing business as Neptune Foods, operates at Berth 265 on Terminal Island in the Fish Harbor Planning Area of the Port. Currently, FPP uses the wharf along Ways Street at Berth 265 to unload fish from boats into bins. The bins are transported in cargo containers from Fish Harbor to the existing central processing facility located in the City of Vernon (4510 S. Alameda St., Vernon, California 90058), which is approximately 26 miles away. Also, FPP currently occupies 8,430 square-feet of Building 9 of COS under a space assignment to support their operations at the wharf. The proposed project is bounded by Cannery Street to the north, Barracuda Street to the east, the wharf along Way Street to the west, and Sardine Street to the south. The project site is also situated south of Berths 226-236 (Evergreen Container Terminal/STS), east of Berths 238-240C (Exxon Mobil), and west of Berths 302-305 (Eagle Marine Services Container Terminal). The project site is identified as Los Angeles County Assessor's Parcel Number (APN) 74400299117.
5.	**General Plan Designation:**	Port of Los Angeles (Commercial, Industrial/Non-Hazardous, General/Bulk Cargo)
6.	**Zoning:**	(Q)M3-1 – Industrial Uses
7.	**Description of Project:**	The City of Los Angeles Harbor Department (LAHD) is the lead agency under the California Environmental Quality Act (CEQA). The primary goal of the proposed project is to centralize processing and freezing operations at Buildings 9, 10, and 12 of the existing FPP facility located at 338 Cannery Street. The key objectives of the proposed project include eliminate truck traffic associated with current operations, improve operational efficiency, and construct a state-of-the-art commercial seafood processing facility.
8.	**Surrounding Land Uses/Setting:**	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. 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). The project is bounded by Cannery Street to the north, Barracuda Street to the east, the wharf

along Way Street to the west, and Sardine Street to the south. The project site is also situated south of Berths 226-236 (Evergreen Container Terminal/STS), east of Berths 238-240C (Exxon Mobil), and west of Berths 302-305 (Eagle Marine Services Container Terminal). The proposed project site is located at 338 Cannery Street located on Terminal Island, in an area of the Port known as the Fish Harbor, as designated in the Draft Port Master Plan.

9. Other Public Agencies Whose Approval is Required:

- Los Angeles Regional Water Quality Control Board
  - Section 401 Water Quality Certification Permit and Waste Discharge Requirement
  - Remedial plans and site cleanup under Voluntary Cleanup Oversight Agreement
- South Coast Air Quality Management District (SCAQMD)
  - Permits including AQMD Rules 403, 1401, and 1166
- California Department of Conservation, Division of Oil, Gas, and Geothermal Resources
  - Storm Water Pollution Prevention Plan Approval
- City of Los Angeles
  - Permits for disposal of materials and haul routes
  - Grading permit
- City of Los Angeles Fire Department, designated by the State of California as a Certified Unified Program Agency (CUPA) and implements the Hazardous Materials Disclosure and Business Plan, Aboveground Storage Tank Spill Prevention Control and Countermeasure (SPCC Plan), Underground Storage Tank Program and California Accidental Release Prevention Program elements of the Unified Program
- Los Angeles County Fire Department Health Hazardous Materials Division, implements the Hazardous Waste Generator element of City of Los Angeles' Unified Program.

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 on the following pages.

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

3.2 DETERMINATION

Based on 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
Christopher Cannon, Director
Environmental Management Division
City of Los Angeles Harbor Department

Date

	Potentially Significant Impact	*Less Than Significant Impact After 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

	Potentially Significant Impact	*Less Than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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	
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

	Potentially Significant Impact	*Less Than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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	
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	

	Potentially Significant Impact	*Less Than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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	
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

	Potentially Significant Impact	*Less Than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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	
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

	Potentially Significant Impact	*Less Than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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	
k. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the sea level rise?			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

	Potentially Significant Impact	*Less Than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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	
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

	Potentially Significant Impact	*Less Than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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
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

	Potentially Significant Impact	*Less Than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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	
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		

	Potentially Significant Impact	*Less Than Significant Impact After Mitigation Incorporated*	*Less Than Significant Impact*	*No Impact*
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	

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4.0 IMPACTS AND MITIGATION MEASURES

4.1 AESTHETICS

The purpose of this section is to identify and evaluate key visual and aesthetic resources in the project area and to determine the degree of visual and aesthetic impacts that would be attributable to the proposed project.

Would the Project:

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

No Impact. The proposed project does not include any protected or designated scenic vistas. The proposed project site is situated in the Fish Harbor area of the Port of Los Angeles. Fish Harbor consists of industrial and commercial buildings dedicated to the fishing industry and maritime support. The proposed project site consists of several large buildings previously used for commercial fish processing, which have been unoccupied or under-occupied since 2001 (Jones and Stokes 2008), ~~and~~ a paved parking area, and a paved open courtyard area that is used for storage and access purposes. The proposed project would continue the commercial fishing use of the buildings and be consistent with the industrial/commercial landscape of the area. The majority of the proposed improvements would occur to the interior of Buildings 9 and 10 and, thus, would not be visible. An additional 5,760 square-feet structure would be constructed in the existing parking lot south of Buildings 9 and 10 to house ancillary machinery for the proposed freezer facilities. However, this proposed building would be modest in size compared to the existing buildings and be of a utilitarian design in keeping with the surrounding buildings of the proposed project site and area. The exterior of the existing and new buildings, and potentially the wall on the western boundary of the COS, would be painted. No changes to the paved courtyard area are proposed. In addition, the existing paved parking area would be repaved and landscaped to accommodate employee parking and such upgrades would be an improvement to the aesthetics of the proposed project site and would not alter a scenic vista.

The proposed improvements would not block views of the Port available from public and private vantages, including panoramic views from hillside residential areas of San Pedro. Because the proposed project would include visible changes that would be similar in nature to the existing aesthetic of the site and would improve the parking lot with new pavement and landscaping, the proposed project would not result in adverse changes to the existing character of the site. Therefore, 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. Per the California Department of Transportation (Caltrans), the nearest officially designated state scenic highway is located approximately 34 miles north of the proposed project (State Highway 2, from approximately 3 miles north of Interstate 210 in La Cañada to the San Bernardino County Line) (Caltrans 2011). The nearest eligible state scenic highway is approximately 10 miles northeast of the proposed project site (State Highway 1, from State Highway 19 near Long Beach to Interstate 5 south of San Juan Capistrano) Caltrans 2011).

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). 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 proposed project site is approximately 0.6 mile south of the Vincent Thomas Bridge and is not visible from any 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 affected 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?

Less than Significant Impact. Within the historic context of fish canneries at the Port, those buildings comprising the former COS complex (and later California Marine Curing and Packing Company) (Buildings 1-8) appear to meet the criteria for listing in the California Register of Historical Resources (CRHR) and are, therefore, considered historical resources for the purposes of CEQA. Construction, both internal and external improvements, would only occur at Buildings 9, 10, and 12 which are located several feet away from Buildings 1-8. The three buildings were constructed outside the period of significance of the COS complex (Buildings 9 and 10 were constructed in 1972 and Building 12 was constructed in 1980). In addition, they were constructed within the past 50 years and insufficient time has passed to understand any historical importance they may possess. Buildings 1-8 would not be modified and would retain sufficient materials and integrity to convey their historical significance. The proposed construction would not change the overall configuration (size/massing) of the non-historic buildings being modified in a manner that could alter the visual context of the proposed project site and the nearby historic structures. The proposed project would not alter the historically significant buildings (Buildings 1-8) or diminish character-defining features of these buildings including the fish canning and processing equipment.

A portion of the corrugated metal wall on the western boundary of the COS complex has been found based on its association with the COS Cannery to be eligible for listing as a historic resource. This wall may be included in the FPP lease. If the metal wall is included, the wall would be painted as part of the redevelopment effort to match the other portions of their facility. LAHD Built Environment Historic, Architectural, and Cultural Resource Policy sets forth the evaluation and preservation of historic resources within the Port. Any modifications to the metal wall would comply with the Secretary of the Interior's Standards for Interior's Standards for Treatment of Historic Properties based on recommendations of a person meeting the Secretary of the Interior Professional Qualification Standards (Appendix A, 36 CFR Part 61). As such, the proposed project would have a less-than-significant visual impact on historical resources in the vicinity of the proposed project site.

The proposed project site is within the industrial waterfront that is actively used for commercial fishing and storage purpose currently. The area is zoned for industrial uses ([Q]M3-1) and is completely within LAHD property. [Q]M3-1 is designated as "quasi-heavy industrial" uses (City of Los Angeles Municipal Code 2011). The proposed project would redevelop approximately 91,500 square-feet of vacant and under-utilized industrial space into a state-of-the-art commercial seafood processing facility. The proposed project would be consistent with the existing visual character and would not constitute removal or obstruction of any significant visual features or elements. The proposed project are industrial in nature and, therefore, consistent with the existing industrial uses and facilities throughout Fish Harbor. The proposed project would not alter the nature of existing operations and would be consistent with the industrial/commercial visual landscape and character of the area. The visual environment would remain very similar to the existing aesthetic. Therefore, less than significant impacts related to existing visual character and quality of the site would 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?

No Impact. The proposed project site currently includes security lighting and general nighttime lighting on the property and the parking lot. The proposed project would include comparable lighting. Any new lighting would be replacement lighting that would serve the same function as existing lighting, to ensure safe operations. The proposed project is not anticipated to involve construction of new or additional sources of lighting that would noticeably alter the lighting levels at the facility or form any nighttime vantage of the property. Any new street light fixtures would be installed in accordance with current streetlight standards per municipal code (City of Los Angeles Municipal Code 2011).

Sources of glare in the proposed project area include building windows, light-colored building surfaces, cement parking lots, metal surfaces, and car windshields. Sensitive receptors relative to

daytime glare from reflected sunlight include motorists traveling on the adjacent roadways and adjacent office uses. Nighttime glare sources are from future on-site buildings, signage, or thematic elements, which incorporate reflective building materials occur in close proximity to both glare sensitive uses and motor vehicle traffic. The majority of the proposed improvements would occur to the interior of Buildings 9 and 10 and, thus, would not be visible or create glare. The materials for the proposed structure would not use highly reflective building materials. The proposed 5,760 square-feet structure to be constructed in the existing parking lot south of Buildings 9 and 10 would be steel with metal cladding. The proposed project would not include signage or thematic elements that would incorporate substantial amounts of reflective building materials that would be highly visible to off-site glare-sensitive uses. It should be noted that the nearest sensitive viewers are at the Al Larson Marina liveaboards approximately 1,584 feet (0.3 mile) west of the proposed project across Fish Harbor. Therefore, no impacts related to light and glare would result. 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. The proposed project would involve construction of an additional 5,760 square-feet room at the southern edge of Buildings 9 and 10 to house ancillary machinery for the proposed freezer facilities. However, this proposed room would be modest in size compared to the existing buildings and would not generate substantial shade or shadow. Further, any shade or shadow generated would be limited to within the paved parking area for the facility. Therefore, the proposed project would not create a new source of substantial shade or shadow that would adversely affect daytime views in the area and no impact would result. No mitigation is required.

4.2 AGRICULTURE AND FORESTRY RESOURCES

The purpose of this section is to identify and evaluate agricultural and forestry resources in the proposed project area and to determine the degree of impacts that would be attributable to the proposed project.

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 2006). 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.

According to the Farmland Mapping and Monitoring Program, the proposed 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 proposed project vicinity (California Department of Conservation 2006). Further, the City of Los Angeles General Plan does not designate the proposed project site as Farmland. No Farmland currently exists on the proposed project site and, therefore, none would be converted to accommodate the proposed project. No impacts would occur. 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 proposed project site is identified as Los Angeles County APN 74400299117 and is zoned for heavy industrial uses ([Q] M3-1) (City of Los Angeles Municipal Code 2011). 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 proposed project site is not located within a Prime Farmland designation, nor does it consist of more than 40 acres of farmland. The proposed project site is not within a Williamson Act contract. Thus, the proposed project would not conflict

with existing zoning for agricultural use, or a Williamson Act Contract. No impacts would occur. 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 proposed project is located on fully developed land within LAHD property. The site does not contain any property designated as forest or timberland. The proposed project site is fully developed with urban and industrial uses and not in the vicinity of any forest or timberland and the proposed project would not result in a change in the use of the existing site or surrounding area. Therefore, the proposed project would not conflict with existing zoning or cause rezoning of forest or timberland. No impacts would occur, and no further analysis 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 proposed project site does not contain any forest land or 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 discussed in Question 2(a), the proposed project site is not designated as Farmland and is designated as Urban and Built-Up Land. Additionally, no Farmland is located within the immediate vicinity of the proposed project site. Construction activities would take place entirely within the LAHD property being leased by FPP. Implementation of the proposed project would not alter the current use of the site or surrounding area. Therefore, the proposed project would not result in changes to the existing environment that could result in the conversion of Farmland to non-agricultural use. No impacts would occur and no mitigation is required.

4.3 AIR QUALITY

This section includes a description of existing air quality conditions in the proposed project area and analyses of potential short-term and long-term air quality impacts of the proposed project. The methods of analysis for construction, operational, local mobile source, odor, and toxic air contaminant (TAC) emissions are consistent with the guidelines of the South Coast Air Quality Management District (SCAQMD) and the LAHD's standard air quality protocols.

Would the Project:

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

Less than Significant Impact. The proposed project is located within the South Coast Air Basin (SCAB), which includes Orange County and portions of Los Angeles, Riverside, and San Bernardino Counties. Due to the combined air pollution sources within the SCAB and meteorological and geographical effects that limit dispersion of air pollution, the SCAB can experience high air pollutant concentrations. The SCAB is currently classified as an extreme nonattainment area for the 8-hour national ambient air quality standard (NAAQS) for ozone (O_3), and a nonattainment area for the NAAQS for particulate matter less than 2.5 microns ($PM_{2.5}$). On June 12, 2013, the U.S. EPA redesignated the SCAB as a maintenance area for the NAAQS for particulate matter less than 10 microns (PM_{10}). The SCAB is also classified as a maintenance area for the NAAQS for carbon monoxide (CO). The SCAB is also classified as a nonattainment area for the California ambient air quality standards (CAAQS) for O_3, $PM_{2.5}$, and PM_{10}.

Within the SCAB, the SCAQMD is responsible for the development and implementation of air quality plans and programs. Air quality plans describe air pollution control strategies to be implemented within the SCAB designed to attain and maintain the NAAQS and CAAQS in accordance with the requirements of the federal and California Clean Air Acts. The SCAQMD and the Southern California Association of Governments (SCAG) prepared the Air Quality Management Plan (AQMP) (SCAQMD 2012). The most recent AQMP was adopted on December 7, 2012. The 2012 AQMP proposes emission reduction strategies and provides a demonstration that the SCAB will attain the federal $PM_{2.5}$ standard in 2014 with implementation of all feasible control strategies. The AQMP also includes specific additional control measures to implement the ozone strategy within the 2007 AQMP that are designed to achieve attainment of the 8-hour NAAQS by 2023. The additional measures are also designed to demonstrate attainment of the revoked 1-hour O3 NAAQS, which is required by the U.S. EPA.

The LAHD provides input to SCAQMD and SCAG regarding its projected mobile source emissions, including truck trips that would be associated with the proposed project. The proposed project would centralize the activities that are currently taking place at the applicant's current processing facility in Vernon, CA, eliminating the need for truck to travel the 26 miles from

Terminal Island to Vernon. The proposed project would also eliminate the need to transport processed and frozen product from Vernon back to the Port for global distribution.

The proposed project would be consistent with the assumptions regarding land use and motor vehicle emissions within the 2012 AQMP. The proposed project would be subject to the requirements of the San Pedro Bay Port's Clean Air Action Plan (CAAP), including the Port of Los Angeles' Clean Trucks Program.

San Pedro Bay Ports CAAP Control Measure HDV-1, Performance Standards for On-Road Heavy Duty Vehicles

The control measure is focused on maximizing the reductions from frequent (7 or more calls per week) and semi-frequent (3.5 to less than 7 calls per week) caller trucks that service both Ports. This control measure sets forth the following "clean" truck definitions:

> All frequent caller trucks, and semi-frequent caller container trucks model year (MY) 1992 and older, calling at the San Pedro Bay Ports will meet or be cleaner than the EPA 2007 on-road emissions standard (0.01 g/bhp-hr for PM) and the cleanest available NO_X at time of replacement.
>
> Semi-frequent caller container trucks MY1993-2003 will be equipped with the maximum CARB verified emissions reduction technologies currently available.

San Pedro Bay Ports CAAP Control Measure HC-1, Performance Standards for Harbor Craft Lease Measure.

In addition, all fishing vessels calling at the facility must comply with the applicable CAAP Control Measure HC-1:

> All harbor craft operating in the ports of Long Beach and Los Angeles are required to comply with the CARB harbor craft (HC) regulation. This measure seeks to further reduce emissions by encouraging compliance with the following goals:
>
> By 2008, all HC home-ported in the San Pedro Bay will meet USEPA Tier 2 standards for harbor craft, or equivalent reductions.
>
> After Tier 3 engines become available between 2009 and 2014, within five years all HC homebased in the San Pedro Bay will be repowered with the new engines. All tugs will use shore power while at their home port location.

Through its Port Leasing Policy, LAHD tenants are required to comply with environmental requirements included in lease agreements in order to meet the requirements of the CAAP. The proposed project would utilize four 5,000-lb forklifts that would be subject to CAAP Cargo-Handling Equipment (CHE)-1 requirements, as shown below:

San Pedro Bay Ports CAAP Measure CHE-1 Lease Requirement. Upon lease approval, LAHD shall require the tenant to implement CAAP measure CHE-1, which includes the following requirement:

- Beginning 2007, all CHE purchases will meet one of the following performance standards:
    - Cleanest available on-road or off-road Nitrogen Oxides (NO_X) standard alternative-fueled engine, meeting 0.01 grams per brake-horsepower hour (g/bhp-hr) Diesel Particulate Matter (DPM), available at time of purchase, or
    - Cleanest available off-road or on-road NO_X standard diesel-fueled engine, meeting 0.01 g/bhp-hr PM, available at time of purchase.
    - If there are no engines available that meet 0.01 g/bhp-hr PM, then must purchase cleanest available engine (either fuel type) and install cleanest CARB Verified Diesel Emissions Control Strategy (VDECS) available.
- By the end of 2010, all yard tractors operating at the San Pedro Bay Ports will meet, at a minimum, the USEPA 2007 on-road or Tier 4 off-road engine standards.
- By the end of 2012, all pre-2007 on-road or pre-Tier 4 top picks, forklifts, reach stackers, rubber tired gantry (RTG) cranes, and straddle carriers <750 hp will meet, at a minimum, the USEPA 2007 on-road engine standards or Tier 4 offroad engine standards.
- By end of 2014, all CHE with engines >750 hp will meet, at a minimum, the USEPA Tier 4 off-road engine standards. Starting 2007 (until equipment is replaced with Tier 4), all CHE with engines >750 hp will be equipped with the cleanest available CARB VDECS.

To summarize the proposed project would not conflict with or obstruct implementation of the AQMP. Lease requirements have been provided to ensure compliance with CAAP measure CHE-1. Based on the discussion provided above, the proposed project would have less than significant impacts on applicable air quality plans or clean air programs.

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

Less than Significant Impact. The SCAQMD provides guidance on analysis of the air quality impacts of proposed projects (SCAQMD 2011). Table 4.3-1 shows the SCAQMD thresholds of significance for potential air quality impacts.

Table 4.3-1
SCAQMD Air Quality Significance Thresholds

Mass Daily Thresholds[a]		
Pollutant	**Construction[b]**	**Operation[c]**
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 Cancer Burden > 0.5 excess cancer cases (in areas ≥ 1 in 1 million) Chronic & Acute Hazard Index ≥ 1.0 (project increment)	
Odor	Proposed project creates an odor nuisance pursuant to SCAQMD Rule 402	
Ambient Air Quality Standards for Criteria Pollutants[d]		
NO_2 1-hour average Annual arithmetic mean	SCAQMD is in attainment; project is significant if it causes or contributes to an exceedance of the following attainment standards: 0.18 ppm (state) 0.03 ppm (state) and 0.0534 ppm (federal)	
PM_{10} 24-hour average Annual average	 10.4 µg/m^3 (construction)[e] & 2.5 µg/m^3 (operation) 1.0 µg/m^3	
$PM_{2.5}$ 24-hour average	 10.4 µg/m^3 (construction)[e] & 2.5 µg/m^3 (operation)	
SO_2 1-hour average 24-hour average	 0.25 ppm (state) & 0.075 ppm (federal – 99th percentile) 0.04 ppm (state)	
Sulfate 24-hour average	 25 µg/m^3 (state)	
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) and 35 ppm (federal) 9.0 ppm (state/federal)	
Lead 30-day average Rolling 3-month average Quarterly average	 1.5 µg/m^3 (state) 0.15 µg/m^3 (federal) 1.5 µg/m^3 (Federal)	

[a] Source: SCAQMD CEQA Handbook (SCAQMD, 1993)
[b] Construction thresholds apply to both the South Coast Air Basin and Coachella Valley (Salton Sea and Mojave Desert Air Basins).
[c] For Coachella Valley, the mass daily thresholds for operation are the same as the construction thresholds.
[d] Ambient air quality thresholds for criteria pollutants based on SCAQMD Rule 1303, Table A-2 unless otherwise stated.
[e] Ambient air quality threshold based on SCAQMD Rule 403.
KEY: lbs/day = pounds per day ppm = parts per million µg/m^3 = microgram per cubic meter
≥ = greater than or equal to
Source: SCAQMD 2011

The SCAQMD has also developed Localized Significance Thresholds (LSTs) to assist CEQA lead agencies in analyzing localized air quality impacts from proposed projects (SCAQMD 2009). LSTs were developed based on a calculation of the maximum emissions from a project that would not cause or contribute to a violation of the most stringent applicable federal or state ambient air quality standard. Accordingly, the LSTs were derived based on the ambient concentration of pollutant versus distance to receptor for each source-receptor area within the SCAB. LSTs have been developed for NO_X, CO, and particulate matter (PM_{10} and $PM_{2.5}$). The SCAQMD has developed LST look-up tables that apply to projects with an area of five acres or less. While the Fisherman's Pride site itself is 3.5 acres in size, the overall construction area for the proposed project would be approximately 24,000 square feet, or less than 1 acre in size. The LST look-up tables are therefore appropriate to evaluate ambient air quality impacts from the proposed project construction activities. For each phase of construction, air emissions from proposed construction activities mainly would occur from mobile off-road construction equipment and fugitive dust within a 1-acre project area. The LST look-up tables for a 1-acre project size with a receptor distance of 25 meters (82 feet) were used to evaluate potential ambient air quality impacts. Table 4.3-2 presents the LSTs for the source-receptor area for the proposed project.

Table 4.3-2
SCAQMD Air Quality Localized Significance Thresholds

Localized Significance Threshold, lbs/day[a]					
		PM_{10}		$PM_{2.5}$	
NO_X	CO	Construction	Operation	Construction	Operation
91	664	5	1	3	1

[a]Based on 1-acre site, 25-meter receptor distance

Construction

Construction emissions are short-term and temporary in duration. Construction emissions are associated with activities on the site designed to upgrade the Fisherman's Pride facility. Construction is anticipated to commence in January 2014 and be complete by April 2014. The inclusion in the lease of the existing paved courtyard area would not involve changes or construction activities in that area. The following construction activities would be conducted at the site:

- Demolition of the existing office and restroom space in Buildings 9 and 10 (3,100 square feet)
- Construction of new office, restroom, shower, locker, and lunchroom/lounge space in Buildings 9 and 10 (12,800 square feet)

- Construction of a new mezzanine in Building 10 (5,460 square feet).
- Construction of a 5,760-square foot addition on the south side of Buildings 9 and 10 for mechanical equipment and freezer rack storage
- Improvements to Building 10, including installation of floor drains, processing lines, walk-in cooler, plate freezers, box assembly machines; repair of roof, flashing, and gutters; and interior enhancements.
- Improvements to Building 9, including repair of existing freezer room; installation of stationary blast cell freezers in the existing freezer room and ice maker; repair of roof, flashing, and gutters; and interior enhancements.
- Improvements to Building 12 including repair of roof, flashing, and gutters; and interior enhancements.
- Updates to buildings, including addition of windows, repair of fire sprinkler system, updating of electrical and plumbing systems, repair of existing doors, and painting of exterior walls.
- Repair or replacement of existing loading dock canopy.
- Repavement of existing parking and loading areas.
- Installation of fish pump on the wharf to connect to the existing pipe that runs under Ways Street.
- Installation of a fish pipe along the north exterior wall of Buildings 9 and 10 to connect to the existing fish pipe.

Construction of improvements to the site would be conducted in a single construction phase commencing with demolition activities. Construction equipment would include a bobcat to load debris on haul trucks during demolition, along with four propane forklifts, two electric scissor lifts, a mid-size crane, paver, dump trucks and backhoe during the construction of site improvements. The proposed project would follow the *Sustainable Construction Guidelines* prepared by the LAHD for reducing air emissions from all construction projects within the Port (LAHD 2009).

Emissions associated with construction activities and vehicles were calculated using the CalEEMod Model, Version 2013.2.2. The model includes the latest emission factors for offroad equipment and on-road vehicles using the ARB's OFFROAD model and EMFAC2011 model. To account for construction activities and emissions associated with equipment, vehicles, and fugitive source, the construction activities and square footage listed in Table 4.3-3 were input into the CalEEMod Model. The activities and square footage were based on information provided in the site schematic diagrams prepared by DLB Planning.

Table 4.3-3
Construction Scenario

Building	Square Footage	Description
9	1,100	Improvements to SW corner, Building 9, 1st floor
9	1,095	Improvements to SW corner, Building 9, 2nd floor
9	1,484	Improvements to NW corner, Building 9, 1st floor
9	1,178	Improvements to NW corner, Building 9, 2nd floor
10	5,450	New Mezzanine on Building 10
10	4,938	Improvements to Building 10, 1st floor
10	4,418	Improvements to Building 10, 2nd floor
9	5,760	New Compressor Building Addition
Parking Lot	51,900	Repaving
Loading Dock	16,000	Repaving

Because the equipment used to make modifications to Building 12 would be the same as for Building 10, emissions from the modifications to Building 12 were not addressed separately within the CalEEMod Model.

The CalEEMod Model outputs are provided in Attachment A. Table 4.3-4 provides a summary of the emissions associated with project construction. As shown in Table 4.3-4, the peak daily emissions generated by project construction would not exceed any of the LST thresholds, nor would they exceed the SCAQMD daily significance thresholds. Accordingly, the proposed project construction would not violate any air quality standard or contribute substantially to an existing or projected air quality violation, and impacts would be less than significant. No mitigation is required.

Table 4.3-4
Daily Emissions from Construction of the Proposed Project

Construction Activity	Peak Daily Emissions, lbs/day					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
Demolition	0.36963	8.1719	42.6325	0.01489	0.3857	0.2413
Building Construction	0.5858	10.9955	46.3888	0.01993	0.5827	0.3943
Architectural Coatings Application	47.5105	0.1060	1.1054	0.00199	0.1693	0.0459
Repave Existing Parking and Loading Areas	0.3546	3.9672	4.5314	0.0065	0.2828	0.1644
Total Peak Daily Emissions[a]	**48.4510**	**15.0686**	**52.0256**	**0.0284**	**1.0397**	**0.6046**
Localized Significance Threshold	NA	91	664	NA	5	3
SCAQMD Daily Significance Threshold	75	100	550	150	150	55

[a] Peak daily emissions calculated within CalEEMod as the maximum daily emissions, considering simultaneous construction activities.

Operations

Current operations involve unloading of fish from boats at the wharf along Ways Street. Fish are then transported from the wharf to the existing processing facility located in Vernon, California. The current operation requires approximately trucks to transport fish to the Vernon facility. Approximately 13 round trips per day travel to and from the facility, which is located approximately 26 miles from Terminal Island. In addition, approximately 90 percent of the processed and frozen product is transported back to the Port for global distribution. The proposed project would centralize operations and eliminate the need for trucks to travel between the Port and the Vernon processing facility.

Ship calls would also be increased from the current approximately two ships a day to approximately four ships a day. The additional ship calls are anticipated to consist of redirected ships currently offloading elsewhere within the Port, not new vessel calls to the Port. The ship calls would therefore not result in an increase in emissions. The proposed project would utilize four forklifts during operation of the facility. The site would include an electrically powered freezer, and plug-ins would be available for refrigerated trucks. Under the proposed project, the number of trucks visiting the facility would increase by 7 truck round trips per day but they would no longer travel 26 miles to Vernon, rather their destinations would be limited to the container terminals with the Ports of Los Angeles or the Port of Long Beach. The number of employees at the facility would increase from 12 workers to 100 workers, which would generate 50 round trips per day.

Table 4.3-5 presents an analysis of existing operational emissions, including truck trips to and from the Vernon facility, in comparison with the operational emissions associated with the proposed project. As shown in Table 4.3-5, emissions would be below both the operational LST thresholds and the SCAQMD daily emission thresholds for all pollutants. Impacts would therefore be less than significant. No mitigation is required.

Table 4.3-5
Daily Emissions from Existing and Proposed Project Operations

	Daily Emissions, lbs/day					
	ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
Existing Operational Emissions						
Energy Use[a]	0.06	0.54	0.46	3.25e-03	0.04	0.04
Forklifts (2)	0.15	1.55	19.30	0.00	0.06	0.06
Truck Trips	0.26	5.80	1.06	0.02	0.56	0.31
Worker Vehicles	0.97	0.86	9.33	0.01	0.30	0.10
Total Existing	1.44	8.75	30.15	0.03	0.96	0.51
Proposed Project Operational Emissions						
Energy Use	0.06	0.58	0.48	3.45e-03	0.04	0.04
Forklifts (4)	0.31	3.09	38.60	0.00	0.12	0.12
Truck Trips	0.08	1.67	0.34	0.01	0.18	0.10
Worker Vehicles	3.72	3.25	35.20	0.04	1.25	0.40
Total Proposed Project	4.17	8.59	74.62	0.05345	1.59	0.66
Net Emissions Increase (Decrease)	**2.73**	**(0.16)**	**44.47**	**0.02**	**0.63**	**0.15**
Localized Significance Threshold	NA	91	664	NA	1	1
SCAQMD Daily Significance Threshold	55	55	550	150	150	55

[a]Calculated from CalEEMod Model based on total square footage of project.

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. As discussed under Question (a), the SCAB is currently classified as an extreme nonattainment area for the 8-hour NAAQS for O_3, and a nonattainment area for $PM_{2.5}$. The SCAB is also classified as a nonattainment area for the CAAQS for O_3, $PM_{2.5}$, and PM_{10}.

Construction

As discussed under Question (b), construction of the proposed project would result in the temporary generation of O_3 precursors ROG and NO_X, and emissions of nonattainment pollutants $PM_{2.5}$ and PM_{10}. Based on the analysis, construction of the proposed project would not result in emissions that exceed the LSTs or the SCAQMD's daily significance thresholds. Accordingly, the proposed project construction would not contribute to a cumulatively considerable air quality impact. No mitigation is required.

Operation

As discussed under Question (b), operational emissions would result in emissions of O_3 precursors ROG and NO_X, and emissions of nonattainment pollutants $PM_{2.5}$ and PM_{10}. The

operational emissions would be below the LSTs and the SCAQMD's daily emission thresholds. Accordingly, the proposed project operation would not contribute to a cumulatively considerable air quality impact. No mitigation is required.

d) Expose sensitive receptors to substantial pollutant concentrations?

Less Than Significant Impact. For the purpose of a CEQA analysis, the SCAQMD considers a sensitive receptor to be a receptor such as a residence, hospital, school, or convalescent facility where sensitive receptors could be exposed to substantial pollutant concentrations. Commercial and industrial facilities are not included in the definition of sensitive receptors because employees do not remain onsite for a full 24 hours, and are not considered sensitive.

The nearest sensitive receptors to the proposed project site are residential receptors located west of South Palos Verdes Street in San Pedro, located approximately one mile to the west of the proposed project site. These residential areas include properties zoned for single-family and multi-family residential dwellings, as well as park playgrounds and community centers. These receptors represent the nearest land uses with the potential to be impacted as a result of the proposed project.

Impacts to sensitive receptors are evaluated in terms of the greatest potential for exposure to TACs. Diesel particulate matter is the most prevalent TAC that would be emitted from equipment used in construction of the proposed project site, and from diesel-powered vehicles. Diesel particulate matter is considered to be a carcinogenic TAC, and also is considered to have the potential for adverse non-cancer health effects with chronic (i.e., long-term) exposure. According to SCAQMD methodology, health effects from carcinogenic TACs are usually described in terms of individual excess cancer risk based upon a lifetime of exposure, which is based on a 70-year exposure period.

Construction

The proposed project construction activities would occur over a short-term period, anticipated to be approximately 90 days. The construction period would be much lower than the 70-year exposure period for which carcinogenic risks are evaluated. The maximum daily diesel particulate emissions from heavy equipment operated on site during construction would be 0.35 lbs/day, as shown in the CalEEMod model outputs. Further, the proposed project's emissions during construction would not exceed the SCAQMD's LSTs for PM_{10} and $PM_{2.5}$ during construction. The proposed project would follow the *Sustainable Construction Guidelines* prepared by the LAHD for reducing air emissions from all construction projects within the Port (LAHD 2009). The *Guidelines* require that all on-road heavy-duty diesel trucks with a gross vehicle weight of 19,500 pounds or greater used at LAHD would comply with EPA 2007 on-road emission standards for PM_{10} and NO_X (0.01 g/bhp-hr and at least 1.2 g/bhp-hr, respectively). Furthermore,

the *Guidelines* require that off-road construction equipment be equipped with engines that meet Tier 3 emission standards. Because the use of off-road heavy-duty diesel equipment would be temporary, and because sensitive receptors are located one mile from the proposed project site, construction-related emissions of TACs would not expose sensitive receptors to substantial emissions of TACs. Impacts would be less than significant, and no mitigation is required.

Operation

As shown in Table 4.3-5, the proposed project would result in a decrease in emissions of diesel particulate matter from truck trips due to consolidation of the activity in one location and elimination of the need to truck fish from the Port to the processing facility in Vernon. Further, the proposed project's operational emissions would not exceed the LSTs or the SCAQMD's daily significance thresholds.

The proposed project would include anhydrous ammonia in the refrigeration system. Under SCAQMD Rule 219(d), refrigeration systems are exempt from the requirements of New Source Review, including Rule 1401, New Source Review of Toxic Air Contaminants. The ammonia would be subject to the requirements of the California Accidental Release Program (CalARP).

Operation of the proposed project would not introduce new sources of TACs. Therefore, the proposed project's operations would not expose sensitive receptors to substantial pollutant concentrations. Impacts would be less than significant, and no mitigation is required.

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

Less than Significant Impact. The proposed project is a food processing facility, and has the potential to generate odors from construction and operations.

Construction

Construction activities associated with the proposed project could result in emissions of odor compounds within diesel exhaust from heavy construction equipment operating on site. As discussed under Question (d), the nearest sensitive receptors are located approximately one mile west of the facility in San Pedro. Due to the temporary nature of the construction activities and the distance to the nearest sensitive receptor, project construction would not have the potential to create objectionable odors affecting a substantial number of people. Impacts would therefore be less than significant, and no mitigation is required.

Operation

The proposed project is a food processing facility. According to the SCAQMD (SCAQMD 1993), food processing plants are considered land uses that have the potential to result in odor impacts.

The proposed project would include a refrigeration system that utilizes anhydrous ammonia. The system is designed to be a closed system and would not release ammonia into the atmosphere. The ammonia refrigeration system would therefore not be a source of odors that would affect a substantial number of people. The system would be subject to the requirements of the CalARP.

The facility would employ odor controls to reduce odors to the extent possible. The facility has a sanitizing system in place, which includes daily application of deodorizing, disinfecting, and sanitizing systems. The facility currently operates using the odor control system in place, and would continue to operate with controls. Due to the proposed project's use of odor controls and the distance of the facility from sensitive receptors, project operations would not have the potential to create objectionable odors affecting a substantial number of people. Impacts would therefore be less than significant, and no mitigation is required.

4.4 BIOLOGICAL RESOURCES

POLA conducted biological baseline surveys of the Port area in 1988, 2000 and 2008 (MEC 1988, MEC 2000, Science Applications International Corporation 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 goal of the biological baseline surveys conducted in 1988, 2000 and 2008 (MEC 1988, MEC 2002, Science Applications International Corporation 2010) 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. The following evaluation incorporates information from these previous biological baseline surveys conducted in 2008. Biological resource sampling throughout the Port is not undertaken on an annual basis, and the most recent comprehensive surveys were completed in 2008 and are considered to be representative of current biological conditions as the site has not been substantially modified since that time. Because it is paved and used for commercial seafood processing, the entire facility contains no terrestrial 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?

No Impact. According to the biological baseline surveys, 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. However, the proposed project site is fully developed and had been historically operated as a seafood packing facility. The site is not suitable for use by biological species. No in- or above-water improvements are proposed and discharge of wastewater from processing would continue to be discharged in to the sewer system within the requirements of the Industrial Waste Permit from the Bureau of Sanitation. Further, no water would be drawn from the harbor. All water would come from the vessel holds. For these reasons, no impacts to candidate, sensitive, or special-status species would result from the proposed project. No mitigation is 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. As discussed in Question 4.4(a), the proposed project site is fully developed and had been historically operated as a seafood packing facility. The proposed project site does not contain any federally protected wetlands as defined by Section 404 of the Clean Water Act (CWA). The two designated wetlands within the Port, a freshwater emergent wetland at Anchorage Road 2 miles northeast of the proposed project site and the Cabrillo Salt Marsh, a 3.25-acre wetlands constructed by the LAHD, located at Cabrillo Beach in the Outer Harbor 2 miles to the southwest of the proposed project site. (USFWS 2012, Port of Los Angeles 2013b). The Cabrillo Salt Marsh is approximately 3 miles southwest of the proposed project site. The proposed project site contains no riparian habitat. The closest riparian habitats are the Dominguez Channel 5 miles to the north and the Los Angeles River 5.5 miles northeast from the proposed project site (USFWS 2012). 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. The proposed project site does not contain any federally protected wetlands as defined by Section 404 of the CWA. The closest wetlands are the Cabrillo Salt Marsh, a 3.25-acre wetlands constructed by the Port, located at Cabrillo Beach in the Outer Harbor (USFWS 2012, LAHD 2009). The Cabrillo Salt Marsh is approximately 3 miles southwest of the proposed project site.

Proposed construction activities would be confined to the immediate project site. No in or over water construction is proposed. Proposed project operations, would be conducted in the immediate area of the wharf and adjacent portions within Fish Harbor, consistent with existing operations. No activities would occur within or near wetlands. Thus, the proposed project would not affect this or any other federally protected wetlands as defined by Section 404 of the CWA. 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 proposed 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 only biological resources protected by City of Los Angeles ordinance pertain to certain tree species. A permit is required for removal or relocations (City of Los Angeles Municipal Code 2011). 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 proposed project site is located in a heavily urbanized region of the City of Los Angeles. The only vegetation at the proposed project site occurs in the exposed earth on the north side of the parking lot. This vegetation consists of grasses and herbaceous plants with none of the species listed in the tree preservation policy ordinance being present. 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 impact would occur and 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. Habitat Conservations Plans (HCPs) are administered by the U.S. Fish and Wildlife Service (USFWS) and are intended to identify how impacts would be mitigated when a project

would impact endangered species. There are no habitat conservations plans currently in place at the Port (CDFG 2010).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 (County of Los Angeles 2011). The proposed project site is approximately 2 miles north of Pier 400 and does not involve any construction or operational components within the vicinity of Pier 400. The nearest Natural Community Conservation Plan (NCCP) to the proposed project site, the Palos Verdes Peninsula Sub-Regional Plan, is located 3 miles southwest. This plan intends to protect coastal sage scrub and does not include Port lands. Thus, the proposed project would not conflict with the provisions of an adopted HCP or other approved local, regional, or state HCP. Neither the proposed project site nor any adjacent areas are included as part of an NCCP. No impact would occur and mitigation is required.

4.5 CULTURAL RESOURCES

Methodology

This section addresses potential impacts on cultural resources that could result from implementation of the proposed project, as based primarily on the findings of a technical study prepared by Jones and Stokes: *Final Architectural Survey an Evaluation of the Chicken of the Sea Plant, 338 Cannery Street, Terminal Island, Port of Los Angeles* (Jones and Stokes 2008). This report is provided in Appendix B of this IS/MND. Cultural resources customarily include archaeological resources, ethnographic resources, and those of the built environment (architectural resources). Though not specifically a cultural resource, paleontological resources (fossils predating human occupation) are also considered in this evaluation, as they are discussed in Appendix G of the State CEQA Guidelines (Environmental Checklist Form).

Regulatory Framework

CEQA provides a broad definition of what constitutes a cultural or historical resource. Cultural resources can include traces of prehistoric habitation and activities, historic-era sites and materials, and places used for traditional Native American observances or places with special cultural significance. In general, it is required to treat any trace of human activity more than 50 years in age as a potential cultural resource.

CEQA states that if a project would have significant impacts on important cultural resources, then alternative plans or mitigation measures must be considered. However, only significant cultural resources (termed "historical resources") need to be addressed. The CEQA Guidelines define a historical resource as a resource listed or eligible for listing on the California Register of Historical Resources (CRHR) (Public Resources Code Section 5024.1).

Cultural resources in California are protected by a number of federal, state, and local regulations, statues, and ordinances. The determination of CRHR significance of a resource is guided by specific legal context outlined in Sections 15064.5 (b), 21083.2, and 21084.1 of the Public Resources Code (PRC), and the CEQA Guidelines (CCR Title 14, Section 15064.5). A cultural resource may be eligible for listing in the CRHR if it:

1. is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage:
2. is associated with the lives of persons important in our past;
3. embodies the distinctive characteristics of a type, period, region or method of construction or represents the work of an important creative individual or possesses high artistic values; or
4. has yielded, or may be likely to yield, information important in prehistory or history.

In addition to meeting one or more of the above criteria, historical resources eligible for listing in the CRHR must retain enough of their historic character or appearance to be able to convey the reasons for

their significance. Such integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association.

The CEQA Guidelines also require consideration of unique archaeological resources (Section 15064.5). As used in the PRC (Section 21083.2), the term "unique archaeological resource" means an archaeological artifact, object, or site about which it can be clearly demonstrated that, without merely adding to the current body of knowledge, there is a high probability that it meets any of the following criteria:

1. Contains information needed to answer important scientific research questions and that there is a demonstrable public interest in that information;
2. Has a special and particular quality such as being the oldest of its type or the best available example of its type; or
3. Is directly associated with a scientifically recognized important prehistoric or historic event or person.

Archeological resources may also be assessed under CEQA as unique archeological resources, defined as archeological artifacts, objects, or sites that contain information needed to answer important scientific research questions.

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. The proposed project occupies parcels located at 338 Cannery Street, Terminal Island that consist of approximately 10 Industrial Utilitarian style buildings and structures varying in size. Ocean Products Corporation, South Coast Fisheries, French Sardine, California Marine Curing and Packing, Pan Pacific Fisheries, and COS occupied some portion of the 338 Cannery Site between 1913 and 2001. Within the historic context of fish canneries at the Port, those buildings comprising the former COS complex (and later California Marine Curing and Packing Company) (Buildings 1-8) appear to meet the criteria for listing in the CRHR and are therefore considered historical resources for the purposes of CEQA. The former COS buildings have a period of significance of 1950 to 1967, and have retained sufficient integrity to convey their historical significance. They appear to meet CRHR Criterion 1 for their association with the canning industry and the economic development of Fish Harbor at the Port. Under CRHR Criterion 2, the COS buildings are not known to be associated with individuals important to history in general. The buildings also do not appear to be eligible under CRHR Criterion 3 as they do not embody distinctive characteristics of a type, period, or method of construction and are not the works of a master.

The COS building complex also appears to qualify for listing as a Los Angeles Historic-Cultural Monument for the role the facility played in the "broad patterns" of the economic and social history of the city. The complex of buildings represent this role through the promotion of new fish products such as tuna, and their ability to demonstrate the evolution of the fish canning industry from 1913 to 2001.

Construction, both internal and external improvements, would occur at Buildings 9, 10, and 12 which are located several feet away from Buildings 1-8. The three buildings were constructed outside the period of significance of the COS complex (Buildings 9 and 10 were constructed in 1972 and Building 12 was constructed in 1980). In addition, they were constructed within the past 50 years and insufficient time has passed to understand any historical importance they may possess. Therefore, these resources do not meet the criteria for listing in the CRHR and are not considered historical resources per CEQA. Furthermore, the proposed project would not alter the historically significant buildings (Buildings 1-8) or diminish character-defining features of these buildings including the fish canning and processing equipment. Buildings 1-8 would retain sufficient materials and integrity to convey their historical significance. The proposed construction would not change the overall configuration (size/massing) of the non-historic buildings being modified. A portion of the corrugated metal wall on the western boundary of the COS complex has been found, based on its association with the COS Cannery, to be eligible for listing as a historic resource. This wall may be included in FPP lease. If the existing metal wall is included in the FPP, the wall would be painted as part of the redevelopment effort to match that of other portions of their facility. LAHD Built Environment Historic, Architectural, and Cultural Resource Policy sets forth the evaluation and preservation of historic resources within the Port. If FPP wishes to alter the wall, they would be required to comply with the Secretary of the Interior's Standards for Interior's Standards for Treatment of Historic Properties based on recommendations of a person meeting the Secretary of the Interior Professional Qualification Standards (Appendix A, 36 CFR Part 61). The inclusion in the lease of the existing paved courtyard area would not involve changes or construction activities in that area. As such, the proposed project would have a less-than-significant impact on historical resources at in the vicinity of the proposed project site. No mitigation is required.

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

Less than Significant Impact After Mitigation Incorporated. The proposed project is located on Terminal Island, which is made mostly of manmade fill material and is paved. A visual inspection conducted on October 30, 2013 identified that the entire project site is fully developed. Surface disturbance activities associated with construction of the proposed project would be limited to the proposed project area. The site has been extensively disturbed. Because the site is comprised of fill and is extensively disturbed, there is extremely low potential for discovering archaeological or ethnographic cultural resources. Further, the proposed project would involve

surface grading and shallow excavations (approximately three feet) in the proposed project site. Based on the above analysis, proposed project construction activities are not anticipated to result in significant impacts to known archaeological or ethnographic cultural resources under CEQA. Although impact to unknown resources is remote given the high degree of previous disturbance and the presence of manmade fill materials, archaeological or ethnographic cultural resources have been encountered throughout the Port in the past. Should such unknown resources occur within the area of disturbance, the proposed 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 Impact. As mentioned, the proposed project is located on Terminal Island, which is made mostly of manmade fill material and is paved. The proposed project site is fully developed. There would be an extremely low potential for buried resources to be found during demolition and internal and external building modification activities. The proposed project would involve surface grading or shallow excavations (approximately three feet) in the proposed project site. Ground disturbance activities are limited to preparation of the site for the 5,760 square-foot compressor and rack storage rooms and are not expected to encounter paleontological resources which are typically found in underlying bedrock and geologic formations due to extensive historic siltation, fill, and operational activity in Fish Harbor. All other construction operations would be accomplished on top of existing paved areas. Paleontological resources are not anticipated to be impacted as a result of the proposed project. As such, the proposed project would have a less than significant impact related to paleontological resources. No mitigation is required.

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

Less Than Significant Impact. No formal cemeteries or other places of human internment are known to exist in the proposed 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 proposed project site.

In the event human remains are encountered during construction activities, there shall be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains and the Los Angeles County Coroner will be contacted in accordance with , Health and Safety Code §7050.5, PRC §5097.98, and §15064.5 of the CEQA Guidelines. Work would not continue at the excavation site or nearby areas until the coroner determine that no investigation of the cause of death is required. 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 PRC §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.

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4.6 GEOLOGY AND SOILS

This section describes the regional and local geologic and soil characteristics of the proposed project area.

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.

Less than Significant Impact. The proposed 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 . The site is at an elevation of approximately 12 feet above mean sea level. The proposed 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 Newport-Inglewood-Rose Canyon Fault Zone is located approximately 18 miles north of the proposed project site (Southern California Earthquake Data Center 2013). The proposed project site is within a quarter-mile of the Palos Verdes fault. The probability of a moderate or major earthquake along the Palos Verdes fault zone is low (Southern California Earthquake Data Center 2013). The Safety Element of the City of Los Angeles General Plan does not identify the proposed project site as located within an Alquist-Priolo Earthquake Fault Zone or in a Fault Rupture Study Area (City of Los Angeles 1996). The proposed project is located approximately half a mile the Palos Verdes Fault Rupture Study Area. However, because the proposed project would make use of existing structures and any new structures or improvements would comply with all City building and safety guidelines, restrictions, and permit regulations as well as other applicable building safety requirements. Compliance with these existing requirements would result in less than significant impacts related to the risk of surface rupture due to faulting. No mitigation is required.

ii) Strong seismic ground shaking?

Less than Significant Impact. The proposed project site is located within the seismically active southern California region and could experience effects of ground shaking. The proposed project site is not located within an Alquist-Priolo Earthquake Fault Zone or in a Fault Rupture Study Area. The proposed project would construct interior structures in existing buildings for employees use, as well as install interior freezer facilities and an additional compressor room

exterior to existing Buildings 9 and 10. The proposed project would comply with all Port and City of Los Angeles 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.

Per the City of Los Angeles General Plan Safety Element, the proposed project site is located in an area identified as being susceptible to liquefaction (City of Los Angeles 1996). The area is designated as a "Liquefiable Area (recent alluvial deposits; ground water less than 30 feet deep)." The proposed project would not construct any habitable structures. Further, the proposed project would comply with all 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. According to the City of Los Angeles Safety Element, the proposed project site is not located within an area susceptible to landslides (City of Los Angeles 1996). The potential for seismically induced landslides in the proposed project site is considered remote. 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 Phase I Rule identifies eleven categories of industrial activity in the definition of "stormwater discharges associated with industrial activity" that must obtain an NPDES permit. Category 10 of this definition is construction activity, commonly referred to as "large" construction activity. Under Category 10, 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 (USEPA 2009)

Surface runoff water and drainage are directed generally toward existing to municipal storm drains and sewer off of Way Street, Barracuda Street, and Sardine Street. The proposed project would involve the construction on 91,500 square-feet of vacant and under-utilized industrial space, 56,700 square-feet of vacant land (approximately 0.02 acre in size) and approximately 31,370 square feet of existing paved open courtyard area. 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. 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). A SWPPP specifies BMPs aimed at controlling construction-related pollutants that originate from the site as a result of construction-related activities, including sediments. 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 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 due to construction. 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 proposed project site is already entirely developed with structures and pavement. The proposed project would continue the historic use of the property for seafood processing and packing. A Standard Urban Stormwater Mitigation Plan (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 due to operations. 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 proposed 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 proposed 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.

As previously discussed in Question 4.6(a)(iii), the proposed project site is located in an area identified as susceptible to liquefaction area (City of Los Angeles 1996). Operation of the proposed project would not be substantially different from historic operations as a seafood processing and packing plant. Modifications would be subject to Port and City of Los Angeles building and safety guidelines, restrictions, and permit regulations. Compliance with the existing

regulations would minimize any risks relating to expansive soils. 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 currently and would continue to be available to the proposed project site for the disposal of wastewater, and the use of septic tanks or other alternative wastewater disposal systems would not be necessary. Therefore, no impacts associated with use of wastewater disposal systems would occur. No mitigation is required.

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4.7 GREENHOUSE GAS IMPACTS

This section includes a description of the potential effects of greenhouse gases (GHGs) and analyses of potential greenhouse gas emissions and impacts of the proposed project. The methods of analysis for construction and operational emissions are consistent with the guidelines of the SCAQMD and the LAHD's standard protocols.

Certain gases in the earth's atmosphere, classified as GHGs, play a critical role in determining the earth's surface temperature. A portion of the solar radiation that enters the atmosphere is absorbed by the surface of the earth and a portion of this energy is reflected back towards space as infrared radiation. This infrared radiation released from the earth that otherwise would escape back into space is instead absorbed or "trapped" by GHGs, resulting in a warming of the atmosphere. This phenomenon, known as the "greenhouse effect," is responsible for maintaining a habitable climate on Earth.

GHG emissions have the potential to adversely affect the environment because they contribute, on a cumulative basis, to global climate change. Adverse effects attributable to global climate change may include an increase in overall temperatures, sea level rise, increases in heat wave incidence, increases in the incidence of drought, and increases in wildfires.

GHGs occur in the atmosphere due to natural and human sources or form by secondary reactions in the atmosphere. The most common GHGs emitted from natural processes and human activities include carbon dioxide (CO_2), methane (CH_4), and nitrous oxide (N_2O). Examples of GHGs created and emitted primarily through human activities include fluorinated gases (hydrofluorocarbons and perfluorocarbons) and sulfur hexafluoride. Each GHG is assigned a global warming potential (GWP), which is the ability of a gas or aerosol to trap heat in the atmosphere. The GWP rating system is standardized to CO_2, which has a value of one. For example, CH_4 has a GWP of 21, which means that it has a global warming effect 21 times greater than CO_2 on an equal-mass basis. Total GHG emissions from a source are often reported as a CO_2 equivalent (CO_2e). The CO_2e is calculated by multiplying the emission of each GHG by its GWP and adding the results together to produce a single, combined emission rate representing all GHGs.

To date, the City of Los Angeles has not established a threshold to determine whether project-specific emissions of GHGs would have a significant impact on the environment. The SCAQMD has adopted an interim CEQA significance threshold of 10,000 metric tons per year of CO_2e for industrial projects where SCAQMD is the lead agency (SCAQMD 2008). For the purpose of this IS/MND, this analysis used the SCAQMD GHG threshold identified above to evaluate proposed project GHG emissions under CEQA (SCAQMD 2011). Consistent with SCAQMD guidelines, construction emissions for the proposed project are amortized over the life of the proposed project (defined as 30 years), added to operational annual emissions, and then compared to this threshold (SCAQMD 2008). If estimated GHG emissions remain below this threshold, they would be expected to produce less than significant impacts to GHG levels.

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. As discussed, the SCAQMD has adopted an interim threshold for industrial projects of 10,000 metric tons of CO_2e where the SCAQMD is the lead agency for the proposed project. The SCAQMD also recommends amortization of construction emissions over a 30-year period to evaluate the contribution of construction to GHG emissions over the lifetime of the proposed project. For the purpose of this analysis, the LAHD is using the SCAQMD's significance threshold for GHG emissions of 10,000 metric tons per year.

Construction

As discussed in Section 4.3, construction emissions are associated with activities on the site designed to upgrade the Fisherman's Pride facility. Construction is anticipated to commence in January 2014 and be complete by April 2014. Construction of improvements to the site would be conducted in a continuous construction effort commencing with demolition activities. Construction equipment would include a bobcat to load debris on haul trucks during demolition, along with a propane forklift, mid-size crane, paver, dump trucks, and backhoe during the construction of site improvements. The proposed project would follow the *Sustainable Construction Guidelines* prepared by the LAHD for reducing air emissions from all LAHD-sponsored construction projects (LAHD 2009).

Construction GHG emissions were calculated using the CalEEMod Model (Appendix A), Version 2013.2.2 (ENVIRON 2013). Table 4.7-1 presents a summary of the construction emissions estimated for the proposed project.

Table 4.7-1
Total GHG Emissions from Construction of the Proposed Project

Construction Activity	GHG Emissions, metric tons			
	CO_2	CH_4	N_2O	CO_2e
Total Emissions	**77.54**	**0.02**	**0.00**	**77.93**
Amortized Emissions	2.60			
Significance Threshold	10,000			

Operations

Operational GHG emissions include both direct emissions and indirect emissions. Direct emissions would arise from sources operating at the facility, including vehicles and equipment. Indirect emissions would include emissions associated with energy use.

As discussed in Section 4.3, current operations involve unloading of fish from boats at the wharf along Ways Street. Fish are then transported from the wharf to the existing processing facility located in Vernon, California. Approximately 13 round trips per day travel to and from the facility, which is located approximately 26 miles from Terminal Island.

The proposed project would utilize four forklifts during operation of the facility. The site would include an electrically powered freezer, and plug-ins would be available for refrigerated trucks. Under the proposed project, the number of trucks visiting the facility would increase by 7 round truck trips per day but they would no longer travel 26 miles to Vernon, rather their destinations would be limited to the container terminals within the Ports of Los Angeles or the Port of Long Beach. The number of employees at the facility would increase from 12 workers to 100 workers.

Indirect emissions associated with energy use were calculated using the CalEEMod Model, assuming the facility could be categorized as an industrial project.

Table 4.7-2 presents an analysis of existing operational GHG emissions, including truck trips to and from the Vernon facility, in comparison with the operational GHG emissions associated with the proposed project. As shown in Table 4.7-2, emissions would be below 10,000 metric tons of CO_2e. Taken together with the amortized construction emissions the total GHG emissions for the proposed project are 680 CO_2e metric tons. Considering that existing operations generate GHG emissions of approximately 463 CO_2e metric tons, the increase attributed to the proposed project would be approximately 217 CO_2e metric tons. Impacts would therefore be less than significant. No mitigation is required.

Table 4.7-2
Total GHG Emissions from Existing and Proposed Project Operations

Operational Emissions	GHG Emissions, metric tons			
	CO_2	**CH_4**	**N_2O**	**CO_2e**
Existing Operational Emissions				
Total Direct GHG Emissions	351.25	0.02	0.01	355
Total Indirect Emissions	107.61	0.002	0.002	108
Total Existing GHG Emissions	458.86	0.022	0.012	463
Proposed Project Operational Emissions				
Total Direct Emissions	557.85	0.03	0.01	562
Total Indirect Emissions	114.26	0.002	0.002	115
Amortized Construction Emissions	-	-	-	2.60
Total GHG Emissions	**672.11**	**0.32**	**0.12**	**680**
Net CO_2e Emissions	217			
Significance Threshold	10,000			

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

Less than Significant Impact. Statewide GHG emissions must adhere to the requirements of Assembly Bill (AB) 32, first signed by Governor Arnold Schwarzenegger in 2006. AB 32 establishes regulatory, reporting, and market mechanisms to achieve quantifiable reductions in GHG emissions and establishes a cap on statewide GHG emissions.

AB 32 directed the California Air Resources Board (ARB) to develop a Scoping Plan, which is the state's plan to achieve the GHG reductions required by AB 32. The Scoping Plan was approved by ARB on December 11, 2008, and was updated in August 2011. A draft update to the Scoping Plan was released on October 1, 2013.

The *Climate Change AB 32 Scoping Plan* includes measures that would indirectly address GHG emission levels associated with the proposed project construction and operations, such as the phasing-in of cleaner technologies 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 the proposed project, either directly or indirectly, are assumed to be implemented by the beginning of proposed construction. Therefore, it is assumed that the proposed project would not conflict with the *Scoping Plan*.

In May 2007, the City of Los Angeles Mayor's Office released the Green LA Plan, 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 Port operations. In accordance with this directive, the LAHD prepared a Harbor Department Climate Action Plan (LAHD 2007) that details GHG emissions related to municipally-controlled Port activities (such as Port buildings and Port workforce operations) and outlines current and proposed actions to reduce GHGs from these operations. The Port is a founding member of The Climate Registry (TCR). The LAHD completed annual GHG emissions inventories for LAHD-controlled operations beginning in 2006, and they submitted annual GHG inventories for trucks, ships, and rail to TCR (formerly the California Climate Action Registry) beginning in 2008 for year 2006. The LAHD is developing a Sustainability Plan in accordance with the Mayor's Office Directive that would incorporate Port environmental programs and reports, including the Port's Climate Action Plan.

As shown in Tables 4.7-1 and 4.7-2, construction and operation of the proposed project would not exceed the SCAQMD GHG threshold of 10,000 metric tons of CO2e per year. The proposed project would not conflict with AB 32, Executive Directive No. 10, the City of Los Angeles Green LA Plan, or the Port's Climate Action Plan. Accordingly impacts would be less than significant. No mitigation is required.

4.8 HAZARDS AND HAZARDOUS MATERIALS

This section discusses the potential for the proposed project to expose people to hazards and hazardous materials. Information is summarized from the following previous investigations of the proposed project site and vicinity: the October 2012 Additional Site Investigation for Estimating Clean Up Costs, Chicken of the Sea International, 228 Cannery Street, San Pedro, CA, by Tetra Tech; a 2011 Phase I and Limited Phase II ESA by CH2M Hill; and the 2011 Final Limited Phase II Soil Investigation at the Former Chicken Of The Sea International Cannery In San Pedro, CA, by Eco & Associates, Inc.

Hazardous substances are defined by state and federal regulations as substances that must be regulated to protect the public health and the environment. Hazardous materials have certain chemical, physical, or infectious properties that cause them to be hazardous. The CCR Title 22, Chapter 11, Article 2, Section 66261 provides the following definition:

> A hazardous material is a substance or combination of substances which, because of its quantity, concentration, or physical, chemical, or infectious characteristics, may either (1) cause, or significantly contribute to, an increase in mortality or an increase in serious irreversible, or incapacitating reversible illness; or (2) pose a substantial present or potential hazard to human health or environment when improperly treated, stored, transported, or disposed of or otherwise managed.

According to Title 22 (CCR Chapter 11, Article 3), substances having a characteristic of toxicity, ignitability, corrosivity, or reactivity are considered hazardous. Hazardous wastes are hazardous substances that no longer have a practical use, such as material that has been abandoned, discarded, spilled, contaminated, or stored prior to disposal.

Toxic substances may cause short-term or long-term health effects, ranging from temporary effects to permanent disability or death. Examples of toxic substances include most heavy metals, pesticides, benzene, petroleum, hexane, natural gas, sulfuric acid, lye, explosives, pressurized canisters, and radioactive and biohazardous materials. Soils may also be toxic because of accidental spilling of toxic substances.

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 standard construction materials are not acutely hazardous, and all storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances (DTSC), USEPA, the Occupational Safety & Health Administration, and the Los Angeles City and County Fire Departments. 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. Impacts would be less than significant with adherence to required regulations and standards. No mitigation is required.

Operation

After construction, the proposed project would be utilized as a state-of-the-art commercial seafood processing facility. Operations would include seafood processing and freezing, increasing the existing workforce at the site. Fish processing would typically consists of removing the inedible part of the fish and preserving the edible parts. Products for human consumption range from whole fish to fillets and specialty products, which may be sold frozen, fresh (chilled) or preserved. Fish processing comprises the processing of the main product and associated by-products (World Bank Group 2007).

Fish processing activities generate potentially large quantities of organic waste and by-products from inedible fish parts and endoskeleton shell parts from the crustacean peeling process. Fish processing wastewater has a high organic content, and subsequently a high biochemical oxygen demand (BOD), because of the presence of blood, tissue, and dissolved protein. It also typically has a high content of nitrogen (especially if blood is present) and phosphorus. Detergents and disinfectants may also be present in the wastewater stream after application during facility cleaning activities. A range of chemicals is typically used for cleaning, including acid, alkaline, and neutral detergents, as well as disinfectants. The disinfectants commonly used include chlorine compounds, hydrogen peroxide, and formaldehyde. Other compounds also may be used for select activities (e.g. disinfection of fishmeal processing equipment (World Bank Group 2007). FPP would employ waste reduction efforts through the recovery of marketable by-products from fish wastes, typically pet food. The proposed project would seek permit approval from the Los Angeles Bureau of Sanitation (LABOS) to discharge this waste into the sewer. 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. In addition, discharge of wastewater from processing would continue to be discharged in to the

sewer system within the requirements of the Industrial Waste Permit from the Bureau of Sanitation.

Operation of the blast freezers proposed as part of the proposed project would require the use of ammonia, which is considered a hazardous material in a gaseous state. In liquid form the substance is not considered harmful to people, but as a gas it is considered harmful if inhaled at very high concentrations. Because it boils below room temperature, at normal atmospheric pressure it vaporizes (turns to gas), and is considered a toxic gas. Ammonia as a liquid is potentially harmful to aquatic species; however ammonia would be stored in a pressured gas state. Approximately 7,500-8,000 lbs. of ammonia would be stored in American Society of Mechanical Engineers (ASME) certified vessels. These vessels would be EPCS (Emergency Pressure Control System) installed at the premises that would include a pressure gauge with maximum pressure indicator, pressure sensor, solenoid valve, isolation valve, isolation valve with lock open feature, strainer. The quantities of ammonia that would be stored (up to 8,000 lbs) are under the California Accidental Release Prevention (CALARP) Program normal limits and regulations. Information concerning the emissions of ammonia in terms of air quality and odor is provided in section 4.3. Because the quantities of ammonia involved in the proposed project are below the normal limits of regulation under CALARP and ASME standards for the storage facilities would be adhered to, potential impacts related to a hazard to the public or the environment from the storage or use of ammonia would be less than significant.

Operation of the facility would involve the limited transport, storage, use, and disposal of hazardous materials. Such hazardous materials could include janitorial supplies, and lubricating fluids, and solvents to service the compressors and equipment. These types of standard materials are not acutely hazardous, and all storage, handling, and disposal of these materials are regulated by the California Department of Toxic Substances (DTSC), USEPA, the Occupational Safety & Health Administration, and the Los Angeles City and County Fire Departments. 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. Impacts would be less than significant with adherence to required regulations and standards.

Operation of the proposed project would not pose a significant hazard to the public or the environment. Impacts would be less than significant with adherence to required regulations and standards. 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

Construction of 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. H2 Environmental Consulting Services was retained by Tetra Tech, Inc. to conduct a previous asbestos survey material quantification and to collect supplemental sampling as required for the buildings of the former COS cannery located at 338 Cannery Street, San Pedro, California. The asbestos survey was conducted on April 2011. The results of the asbestos survey indicate buildings to be used in the proposed project (9, 10, and 12) did not contain asbestos (H2 Environmental Consulting Services 2011).

Tetra Tech, Inc. conducted site investigations in April 2011. Soil samples were analyzed to ascertain the presence of contamination. Soils beneath the proposed project site are mostly sand with some gravel. Tetra Tech, Inc. did not observe odor and staining during the drilling and soil sample collection. The soil boring results conducted by Tetra Tech did reveal elevated levels of lead concentrations exceeding 10 times the soluble threshold limits concentration (STLC); levels that potentially classify the soil as a hazardous waste in California (Tetra Tech 2012).

In addition, Eco and Associates, Inc. was retained by LAHD to conduct a Limited Phase II Soil Investigation at the proposed project site. The purpose of the investigation was to further assess the extent and nature of lead-impacted soil previously identified within the proposed project site. Limited soil sampling conducted in January 2011 by CH2M Hill indicated that soil samples collected from the southeast portion of the proposed project site had elevated lead concentrations. Several of the samples had lead concentrations exceeding 10 times the soluble threshold limits concentration (STLC); levels that potentially classify the soil as a hazardous waste in California. Fourteen samples were analyzed to determine exceedence of the California Human Health Screening Level for industrial/commercial soil (320 mg/kg). Based upon these results, the sampled soil is considered to be non-hazardous waste under California regulations (Eco and Associates, Inc. 2011).

It is unlikely that construction activities would involve the use of substantial quantities of hazardous materials, with the most likely source of these materials being from vehicles at the site. Thus, the most likely spills or releases of hazardous materials during construction would involve petroleum products, such as diesel fuel, gasoline, oils, and lubricants. Construction/demolition-related spills are not uncommon; however, such spills are typically small, short-term, and localized. Standard BMPs would be used during construction activities to minimize runoff of contaminants and clean-up any spills. Applicable BMPs include, but are not limited to: vehicle and equipment fueling and maintenance; material delivery, storage, and use; spill prevention and control; solid and hazardous waste management; and, contaminated soil management.

Impacts related to the release of hazardous materials into the environment during construction would be less than significant. However, in the event that asbestos or contaminated soil/groundwater are encountered, the proposed project would adhere to all applicable federal, state, or local regulations with regard to their removal and disposal. No mitigation is required.

Operation

The proposed project includes the storage of up to 8,000 lbs of ammonia for use in the blast freezers. Ammonia in a gaseous state is considered a hazardous substance. As described in response 4.8 a) the risks to public health, which would include from potential accidental release, would be less than significant because of the relatively low quantities to be stored and precautions applied as part of complying with applicable standards.

As discussed in Question 4.8(a), fish processing generate potentially large quantities of organic waste and by-products. In addition, detergents and disinfectants may also be present in the wastewater stream after application during facility cleaning activities. FPP would employ waste reduction efforts through the recovery of marketable by-products from fish wastes, typically pet food. In addition, discharge of wastewater from processing would continue to be discharged in to the sewer system within the requirements of the Industrial Waste Permit from the Bureau of Sanitation. Thus, operation of the proposed project would not pose a significant hazard to the public or the environment. Impacts would be less than significant with adherence to required regulations and standards. 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?

No Impact. The proposed project location is in Fish Harbor on Terminal Island. The Port of Los Angeles High School at the corner of 5th Street and Centre Street in San Pedro is the closest school (1 mile west) to the proposed project site. No new schools are planned for within one-quarter mile of the proposed project site (LAUSD 2012). As discussed in 4.8(a), hazardous materials such as ammonia, janitorial supplies, lubricating fluids, and solvents would be used during operation of the proposed project. Due to distance from local schools and adherence to all regulatory requirements related to handling and use of hazardous materials, no impacts would occur. 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.

Government Code Section 65962.5 requires DTSC to compile and update as appropriate, but at least annually, a list of all of the following:

(1) All hazardous waste facilities subject to corrective action pursuant to Section 25187.5 of the Health and Safety Code.

(2) All land designated as hazardous waste property or border zone property pursuant to Article 11 (commencing with Section 25220) of Chapter 6.5 of Division 20 of the Health and Safety Code.

(3) All information received by the Department of Toxic Substances Control pursuant to Section 25242 of the Health and Safety Code on hazardous waste disposals on public land.

(4) All sites listed pursuant to Section 25356 of the Health and Safety Code.

(5) All sites included in the Abandoned Site Assessment Program.

The California Environmental Protection Agency maintains these lists on their website at http://www.calepa.ca.gov/sitecleanup/corteselist/, which was accessed on November 25, 2013. The proposed project site is not listed pursuant to Government Code Section 65962.5.

A Phase I and Limited Phase II ESA of the Chicken of the Sea International facility was conducted by CH2M Hill in January 2011. Based on the 2011 Phase I ESA, several areas of surface staining were observed in several locations onsite. No historic recognized environmental conditions (RECs) were identified. Historically, there were several above-ground storage tanks (ASTs) west of Building 10. No RECs were identified at Building 9 and 12. Site wide, there were several ongoing underground storage tank (UST) investigations in the vicinity that have indicated contaminated groundwater (CH2M Hill 2011).

According to the CH2M Hill Phase I and Limited Phase II ESA 2011 report, three USTs were present at one time based on a review of the City of Los Angeles Fire Department's files. These included: 1) one 500-gallon UST for storing unleaded fuel that was abandoned on-site in 1981. This UST was reported to be located approximately 4 feet south of the north property line (Cannery Street) and 100 feet east of the west property line (Ways Street). This tank was reported to be located within the current location of Building 8; 2) one 5,000 gallon UST for storing fuel oil was abandoned and removed from the site in October 1967. As per the abandonment permit, this tank was reported to be located 30 feet east of the west property line and 150 south of the north property line; and 3) one 10,000-gallon UST for storing fuel oil. No information was available on file regarding the status of this tank (CH2M Hill 2011).

In the event that asbestos or contaminated soil/groundwater are encountered, the proposed project would adhere to all applicable federal, state, or local regulatory requirements. Based on the

CH2M Hill Phase I and Limited Phase II ESA 2011 report, one 10,000-gallon UST for storing fuel oil may be located at the proposed project site. In the event that soil excavation is required and the 10,000-gallon UST is encountered, its disposal would be managed according to LAHD and regulatory requirements. Impacts would be less than significant with adherence to required regulations and standards. 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 proposed project site is not located within two miles of a public airport or private airstrip, nor is it located within an airport land use plan. The nearest airport facility are helicopter-landing pads at Berth 95 (0.8 miles northwest of the proposed project site and across the East Basin Channel) and at 1175 Queens Highway, in Long Beach (over 7 miles to the east of the proposed project site). Small helicopters operate from these locations and transit primarily via the Main Channel of the Port. Given the distance of the heliport and the fact that no tall structures would be constructed, persons at or near the proposed project site would not be exposed to safety hazards associated with aircraft. Therefore, no impacts related to safety hazards within two miles of a public airport or private airstrip 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. Same as response provided in Question 4.8(e).

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

Less than Significant Impact. FPP currently uses the wharf along Ways Street to unload seafood products from fishing boats into bins. Approximately 1 to 10 refrigerated container trucks transport the bins of the product from the facility located at Fish Harbor to the existing central processing facility located in the City of Vernon, which is approximately 26 miles away. Typically, three container trucks travel back to the facility at Fish Harbor to return the bins for the following day's catch. Additionally, 90% of the processed and frozen product is eventually returned to the Port for global distribution. This result is approximately 13 round trips per day. These operations take place approximately 6 days a week. By centralizing the activities, the proposed project would eliminate the vast majority of the truck traffic associated with operations.

All construction activities would conform to the City of Los Angeles Municipal Code (City of Los Angeles Municipal Code 2011). Further, the proposed project applicant would coordinate with both the City of Los Angeles Fire Department 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 proposed 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. Per the Safety Element of the City of Los Angeles General Plan, the proposed project site is not located in an area designated as Very High Fire Hazard Severity Zone (City of Los Angeles 1996). The site is currently paved and would be repaved after construction activities; thus, limiting the potential for wildland fires due to lack of flammable vegetation. 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. No mitigation is required.

4.9 HYDROLOGY AND WATER QUALITY

This section describes the existing conditions relating to hydrology and water quality and the potential impacts associated with the proposed project. In addition, this analysis includes a discussion on the potential sea-level rise impacts that may result with implementation of the proposed project.

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 are directed generally toward existing to municipal storm drains and sewer off of Ways Street, Barracuda Street, and Sardine Street. The proposed project would involve the redevelopment of 91,500 square-feet of vacant and under-utilized industrial space, 56,700 square-feet of vacant land, and approximately 31,370 square-feet of paved courtyard area. No new areas of impervious surface would be created by the proposed project.

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 (USEPA 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).

Implementation of appropriate BMPs, 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 construction of the proposed project would not violate any water quality standards or waste discharge requirements. No mitigation is required.

Operation

Long-term operation of the proposed project would not result violate any water quality standards or waste discharge requirements because the proposed project site is already entirely developed with structures and pavement. The proposed project would continue the historic use of the property for seafood processing and packing. 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. The operation of the proposed project would involve the discharge of wastewater, from processing activities including the fish pump, into the sewer. The wastewater discharged in to the sewer system would continue to be within the requirements of the Industrial Waste Permit from the Bureau of Sanitation. Implementation of appropriate BMPs, preparation of SUSMP, and compliance with the requirements of the NPDES Stormwater Program, City of Los Angeles Municipal Code, Bureau of Sanitation, 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. In addition, the proposed project site is almost entirely covered with impermeable surfaces and does not support surface recharge of groundwater. The proposed project site would remain paved during operation. The proposed project would have no effect on existing groundwater supplies. 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. Re-pavement of portions of the proposed project site would not substantially alter the drainage pattern of the currently paved site and would continue to direct runoff to the existing storm drain system.

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 (USEPA 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).

Implementation of appropriate BMPs, 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

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 (USEPA 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.

Implementation of appropriate BMPs, 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

As discussed in Question 4.6(b), long-term operation of the proposed project would not result violate any water quality standards or waste discharge requirements because the proposed project site is already entirely developed with structures and pavement. The proposed project would continue the historic use of the property for seafood processing and packing. The wastewater discharged in to the sewer system would continue to be within the requirements of the Industrial Waste Permit from the Bureau of Sanitation. The parcel is entirely asphalt paved and fenced. Surface runoff water and drainage are directed generally toward existing to municipal storm drains and sewer off of Ways Street, Barracuda Street, and Sardine Street. No new areas of impervious surface would be created and drainage to the existing storm drain system would continue in a similar manner to existing conditions. 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 would be 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 would minimize potential for water quality degradation due to construction activities. The proposed project would not substantially degrade water quality and would, therefore, result in a less than significant impact. No mitigation is required.

Operation

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, LADWP, and all other applicable federal, state, and local regulations prior to project approval would minimize potential for water quality degradation due to operations. 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 proposed project site is mapped by the Federal Emergency Management Agency (FEMA) as Flood Zone X (defined as areas of 0.2 percent annual chance of flood; areas of one percent annual chance flood with average depths of less than one foot or with drainage areas less than one square mile; and areas protected by levees from one percent annual chance flood. As such, the proposed project site is not 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.

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), 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 proposed 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). 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, the Pacific Ocean and San Pedro Bay are 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 proposed 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, detailed studies of tsunami hazardous were conducted (Moffatt & Nichol 2007). Conclusions of the studies indicate that under various tsunami scenarios, the proposed project site would not experience significant impacts from inundations or flooding.

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

k) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the sea level rise?

Less than Significant Impact. One of the areas of climate change research where there have been many recent developments is the science underlying the proposed projection of sea level rise. Higher temperatures are expected to further raise sea level by expanding ocean water, melting mountain glaciers and small ice caps, and causing portions of Greenland and the Antarctic ice sheets to melt. The International Panel on Climate Change (IPCC) estimates that the global average sea level would rise between 0.6 and 2 feet (0.18 to 0.59 meters) in the next century (IPCC 2007). Coastal zones are particularly vulnerable to climate variability and change. Rising sea levels inundate wetlands and other low-lying lands, erode beaches, intensify flooding, and increase the salinity of rivers, bays, and groundwater tables. Some of these effects may be further compounded by other effects of a changing climate. Additionally, measures that people take to protect private property from rising sea level may have adverse effects on the environment and on public uses of beaches and waterways. Some property owners and state and local governments are already starting to take measures to prepare for the consequences of rising sea level.

On November 14, 2008, the Governor's Executive Order S-13-08 was issued to provide guidance for incorporating sea-level rise projections into planning and decision making for projects in California. The executive order calls for, among other things, the completion of a Sea Level Rise Assessment Report, the consideration of sea level rise scenarios for the years 2050 and 2100, and the development of a Climate Adaptation Strategy (Office of Governor 2008).

In October 2010, the Sea Level Rise Task Force of the Coastal and Ocean Working Group of the California Climate Action Team prepared the State of California Sea Level Rise Interim Guidance Document. The intent of this interim guidance document is to inform and assist state agencies as they develop approaches for incorporating sea level rise into planning decisions. Specifically, it provides information and recommendations that would enhance consistency across agencies in their development of approaches to sea level rise. Using year 2000 as the baseline, the State of California Sea-Level Interim Guidance Document projects that sea level rise is predicted to be greater with higher concentrations of GHGs, as shown in Table 4.9-1 (CO-CAT 2013). As shown in Table 4.9-1, a 7-inch rise in sea level could occur by 2030. By nature, the infrastructure and operations of ports would be vulnerable to sea level rise due to its geographic location. Wharves and piers may be damaged in strong storms, waves, or surges resulting from a rise in sea level.

Table 4.9-1
Sea Level Rise

Year	Level of GHG Emissions	Average of Models (in inches)	Range of Models (in inches)
2030		7	5 -8
2050		14	10 -17
2070	Low	23	17-27
	Medium	24	18 -29
	High	27	20-32
2100	Low	40	31-50
	Medium	55	37-60
	High	57	43-69

Source: CO-CAT 2013

The site is at an elevation of approximately 12 feet above mean sea level. The forecasted average rise in sea level through 2050 is 14 inches, as shown in Table 4.9-1. As such, the proposed project would not be at risk of forecasted sea level rise. Future scenarios for sea level rise out to 2100 show a medium average rise of 55 inches. While this rate is widely reported and has been accepted by some institutions the supportive data and disclaimers for forecasts beyond 2050, including the 2100 forecast, express many assumptions and such forecasts are considered speculative at this time. The rise of 55 inches would not result in a significant risk to the proposed project although if facilities remained as they are, or as proposed, there would be some

operational challenges associated with the higher sea level. However, the general built lifetime of project components is not beyond 50 years and the proposed facilities would not be as proposed by the time effects of the potential 2100 sea level rise would occur. In addition, the proposed project would not construct any new habitable structures. Furthermore, LAHD and the Rand Corporation have initiated a study evaluating the impacts of sea level rise on Port facilities. The study would identify Port facilities that are vulnerable to sea level rise, analyzes various strategies for managing sea level rise, and assess sea level rise considerations for incorporation into design guidelines. Because of the existing elevation of the proposed project site and that the proposed project would be utilizing existing structures. Impacts associated with risks from sea level rise would be less than significant. No mitigation is required.

4.10 LAND USE AND PLANNING

This section contains a description and analysis of the land use and planning considerations that would result from project implementation.

Would the Project:

a) Physically divide an established community?

No Impact. The proposed project provides improvements to an existing facility to continue and expand the existing use. 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 proposed project site is zoned for industrial uses ([Q]M3-1). The proposed project would be consistent with that land use designation. The California Coastal Commission in accordance with the California Coast Act of 1976 certified the Port of Los Angeles Master Plan in 1980 (Port of Los Angeles 1980). On August 2013, the Board of Harbor Commissions approved the comprehensive update to the Port Master Plan (Port of Los Angeles 2013a). The new Port Master Plan sets forth development policies for the Port to promote commerce, navigation, fisheries, recreation, and environmental protection and provides for the Port to adapt to changing technology, cargo trends, regulations, and competition from other U.S. and foreign seaports. The proposed project would not alter the land use of the proposed 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 HCP or NCCP (USFWS 2010, CDFG 2010). Therefore, no impact would occur. No mitigation is required.

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4.11 MINERAL RESOURCES

The purpose of this section is to identify and evaluate key mineral resources in the proposed project area and to determine the degree of impacts that would be attributable to the proposed project.

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 proposed 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). According to the City of Los Angeles General Plan Safety Element and the California Department of Conservation, Division of Oil, Gas, and Geothermic Resources, the proposed project site is located to the south of the Wilmington Oil Field (City of Los Angeles Municipal Code 2011). The proposed project would not create any obstacles to oil extraction operations associated with the Wilmington Oil Field.

The proposed project is located at on Terminal Island, which is made mostly of manmade fill material. No known valuable mineral resources would be impacted by the proposed Project. According to the California Department of Conservation Division of Mines and Geology mineral resource maps, the nearest non-petroleum mineral resources area is located in the San Gabriel Valley. Thus, the proposed project site is not located within any area containing known mineral resources. No impact 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 proposed project site is not located within mineral resource recovery site delineated in the Port of Los Angeles Master Plan or City of Los Angeles General Plan. As such, no loss of availability to mineral resources would occur. No mitigation is required.

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4.12 NOISE

The purpose of this chapter is to identify sensitive receptors in the proposed project area and to determine the degree of noise impacts that would be attributable to the proposed project.

Existing Noise Environment

The proposed project is located on Terminal Island within an industrial area in Fish Harbor of the Port. 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. Existing noise levels within the Port complex are from a wide array of sources that include ship engines, operations of bulk loading facilities, and other container terminal uses, truck traffic, train operations, and vehicle traffic on the local street network and freeways. The City of Los Angeles' Municipal Code ambient noise levels within areas zoned [Q] M3-1 ("heavy industrial uses") are 65 dBA during daytime and nighttime due to its light and heavy industrial uses (City of Los Angeles Municipal Code 2011).

Noise Sensitive Uses

Noise-sensitive receptors are defined as locations where people reside or where the presence of unwanted sound may adversely affect the use of land. Noise-sensitive land uses are categorized as residences, schools, libraries, churches, hospitals, guest loading, nursing homes, and certain types of passive recreational uses.

The nearest noise sensitive receptors are at the Al Larson Marina livaboards approximately 1,584 feet (0.3 mile) west of the proposed project across Fish Harbor; Reservation Point, which includes housing for U.S. Coast Guard (USCG) personnel at the USCG Coast Guard Base, approximately 4,754 feet (0.9 mile) southwest; and housing for prison personnel and inmates at the Federal Correctional Institution at the southern tip of Reservation Point, approximately 1 mile southwest. In addition, residences and hotels along Harbor Boulevard in San Pedro are approximately 4,594 feet (0.85 mile) east of the proposed project site. The Port of Los Angeles High School at the corner of 5th Street and Centre Street in San Pedro is the closest school (1 mile west) to the proposed project site

Human Response to Noise

Studies have shown that under controlled conditions in an acoustics laboratory, a healthy human ear is able to discern changes in sound levels of 1 dBA. In the normal environment with average background noise, the healthy human ear can detect changes of about 2 dBA; however, it is widely accepted that changes of 3 dBA in the normal environment are considered just noticeable to most people. An increase of 3 dBA is perceived as approximately a 25 percent increase in noise level. A change of 5 dBA is readily perceptible, and a change of 10 dBA is perceived as being twice as loud even though it results from a tenfold increase in sound pressure level.

City of Los Angeles Municipal Code

Section 41.40 of the City of Los Angeles Municipal Code prohibits construction work during nighttime and early morning hours. The Municipal Code section states the following:

a) No person shall between the hours of 9:00 pm and 7:00 am of the following day 6 perform any construction or repair work of any kind upon or any excavating for, any building or structure, where any of the foregoing entails the use of any power driven drill, driven machine, excavator, or any other machine, tool, device, or equipment which makes loud noises to the disturbance of persons occupying sleeping quarters in any dwelling, hotel, or apartment or other place of residence. In addition, the operation, repair or servicing of construction equipment and the jobsite delivering of construction materials in such areas shall be prohibited during the hours herein specified. Any person who knowingly and willfully violates the foregoing provision shall be deemed guilty of a misdemeanor punishable as elsewhere provided in this code.

b) The provisions of Subsection (a) shall not apply to any person who performs the construction, repair or excavation work involved pursuant to the express written permission of the Board of Police Commissioners through its Executive Director. The Executive Director, on behalf of the Board, may grant this permission, upon application in writing, where the work proposed to be done is in the public interest, or where hardship or injustice, or unreasonable delay would result from its interruption during the hours mentioned above, or where the building or structure involved is devoted or intended to be devoted to a use immediately related to public defense. The provisions of this section shall not in any event apply to construction, repair, or excavation work done within any district zoned for manufacturing or industrial uses under the provisions of Chapter I of this Code, nor to emergency work necessitated by any flood, fire or other catastrophe.

Chapter 11 of the Municipal Code sets forth noise regulations, including regulations applicable to construction noise impacts, within 500 feet of a residence. Although the proposed Project is 900 feet from the nearest residence, the Municipal Code section is the pertinent of the significance criteria established in Section 3.9.4.2 below. Section 112.05 establishes maximum noise levels for powered equipment or 33 powered hand tools. This section states:

> Between the hours of 7:00 am and 10:00 pm in any residential zone of the City or within 500 feet thereof, no person shall operate or cause to be operated any powered equipment or powered hand tool that produces a maximum noise level exceeding the following noise limits at a distance of 50 feet there from (a) 75 dBA for construction, industrial and agricultural machinery including crawler tractors, dozers, rotary drills and augers, loaders, power shovels, cranes, derricks, motor graders, paving machines, off-highway trucks, ditchers, trenchers, compactors, scrapers, wagons, pavement breakers, depressors, and pneumatic or other powered equipment; (b) 75 dBA for powered equipment of 20 horsepower or less intended for infrequent use in residential areas

including chain saws, log chippers, and powered hand tools; and (c) 65 dBA for powered equipment intended for repetitive use in residential areas including lawn mowers, backpack mowers, small lawn and garden tools, and riding tractors.

The noise limits for particular equipment listed above 1 in (a), (b) and (c) shall be deemed to be superseded and replaced by noise limits for such equipment from and after their establishment by final regulations adopted by the Federal Environmental Protection Agency and published in the Federal Register.

Said noise limitations shall not apply where compliance therewith is technically infeasible. The burden of proving that compliance is technically infeasible shall be upon the person or persons charged with a violation of this section. Technical infeasibility shall mean that said noise limitations cannot be complied with despite the use of mufflers, shields, sound barriers, and/or other noise reduction device and techniques during the operation of the equipment.

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 overall character of the surrounding area is primarily industrial. The proposed project site is zoned for heavy industrial uses ([Q] M3-1). The overall character of the surrounding area is primarily manufacturing or transportation related. The properties to the north and west of the proposed project site are zoned Light Industrial (M-2) according to the Los Angeles City Zoning Ordinance. The proposed project site and surrounding areas are industrial in nature.

Construction and demolition activities would involve up to 15 workers a day (7 a.m. – 5 p.m.) for a period of approximately 3 months. Construction would consist of ground clearing, construction of a new structure south of Buildings 9 and 10, excavation, installation of utilities, installation of equipment, erecting the compressor building and re-paving 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 proposed 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.

Construction noise would be generated by diesel engine-driven construction equipment used for site preparation, removal of existing pavement, loading, unloading, and placing construction materials, and construction of the improvements. Diesel engine-driven trucks also would bring materials to the site and remove the spoils from excavation. Under load conditions, diesel engines can generate maximum noise levels up to 90 dBA L_{max} at a distance of 50 feet from the equipment (FTA 2006). However, the average hourly level would be lower and for purposes of this analysis, typical construction activity is anticipated to generated noise levels on the order of 82 dBA L_{eq} at 50 feet.

As stated in the project description, the nearest sensitive receptors are the Al Larson Marina livaboards approximately 1,600 feet (0.3 mile) west of the proposed project across Fish Harbor; Reservation Point, which includes housing for U.S. Coast Guard (USCG) personnel at the USCG Coast Guard Base, approximately 4,754 feet (0.9 mile) southwest; and housing for prison personnel and inmates at the Federal Correctional Institution at the southern tip of Reservation Point, approximately 1 mile southwest. In addition, residences and hotels along Harbor Boulevard in San Pedro are approximately 4,594 feet (0.85 mile) west of the proposed project site. The Port of Los Angeles High School at the corner of 5th Street and Centre Street in San Pedro is approximately 1 mile west. The daytime and nighttime average (L_{eq}) noise levels at a location

near the Al Larson Marine ranged from 54 to 61 dBA and 47 to 60 dBA, respectively with an average daytime L_{eq} of 57 dBA and an average nighttime L_{eq} of 54 dBA. Typical hourly average daytime noise levels for the southeast corner of Reservation Point ranged from 47 to 62 dBA L_{eq} and nighttime noise levels typically ranged from 46 to 56 dBA L_{eq}. The daytime and nighttime average (L_{eq}) noise levels at a resident neighborhood at 12th and Becan Street ranged from 58 to 74 dBA and 49 to 59 dBA, respectively with an average daytime L_{eq} of 65 dBA and an average nighttime L_{eq} of 55 dBA (LAHD 2012).

There are intervening structures (e.g., block wall, commercial/industrial buildings) and a body of water between the proposed project site and the nearest noise-sensitive receptor. Construction noise for the proposed project would fall within the typical range for daytime existing ambient noise. Typical construction would include all activities, the majority of which would occur internal to the existing Buildings 9 and 10, external construction would include compressor room site preparation, pavement/concrete removal, and paving. As indicated, typical construction would generate noise levels of approximately 82 dBA L_{eq} at 50 feet. At the marina (1,600 feet), noise levels would attenuate to approximately 52 dBA $L_{eq,}$ at Harbor Boulevard (4,594 feet) and Reservation Point (4,754 feet) between 40 and 46 dBA L_{eq}. The construction noise would be below the ambient daytime and nighttime noise levels for the locations and would not be perceptible. As such, these sensitive receptors are not anticipated to experience any noise impacts due to construction activities. 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). 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. 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. The proposed project is anticipated to be fully operational by spring 2014. Operations would increase the existing workforce at the site, continuing with the single daily shift of 7 a.m. – 4 p.m. Monday – Friday from 12 to 100, and from 12 to 25 workers for the Saturday shift of 7 a.m. – 12 p.m. Truck trips would increase from 13 to 20 round trips per day and ship calls from the current approximately two ships a day to approximately four ships a day. The additional ship calls are anticipated to consist of redirected ships currently offloading elsewhere within the Port, not new vessel calls to the Port.

Typically, traffic volumes have to double or increase by 100 percent before the associated increase in noise levels is noticeable [3 dBA (CNEL/L_{dn})] along roadways (Caltrans 1998). Existing peak hour traffic volumes along roadways in the proposed project vicinity range from 215 to 356 trips. Future peak hour traffic volumes along roadways in the proposed project vicinity would result in approximately 67 additional trips on local roadways. This increase in trips is not

of the magnitude to result in a generation of noise that could cause a 3 dBA increase in the CNEL. Consequently, operation of the proposed project would not result in a noticeable change in the traffic noise of area roadways. Further, the increase in ship calls is not expected to result in a noticeable increase in ambient noise levels. 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 proposed 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 proposed project site are identical to the noise-sensitive receptors.

Liveaboard boat tenants, identified to be located approximately 1,600 feet west of the proposed project, would not be impacted as they are across Fish Harbor. The historical buildings near the site would not be subjected to excessive groundborne vibration as the types of construction activities necessary for the proposed project would not include those activities known to generate high levels of vibration. Vibration impacts would be less than significant.

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. Operations would increase the existing workforce at the site, continuing with the single daily shift of 7 a.m. – 4 p.m. Monday – Friday from 12 to 100, and from 12 to 25 workers for the Saturday shift of 7 a.m. – 12 p.m.

Future peak hour traffic volumes along roadways in the proposed project vicinity would result in approximately 50 additional trips. Operation of the proposed project would not result in a noticeable change in the traffic noise of area roadways. In addition, ship calls would also be increased from the current approximately two ships a day to approximately four ships a day. The additional ship calls are anticipated to consist of redirected ships currently offloading elsewhere within the Port, not new vessel calls to the Port. The proposed project is located in a high noise environment due to adjacent industrial uses. Noise generated by the proposed project would be consistent with the existing noises that are currently generated on-site and within the working Port as a whole. The increase in ship calls is not expected to result in a noticeable increase in ambient noise levels. Further, the increased number of employees at the site would not result in changes to the hours of operation and shift times, nor would it result in substantial increase in traffic that would result in a generation of noise that could cause a 3 dBA increase in the CNEL. 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 proposed 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 proposed project would be 52 dBA L_{eq} at 1,600 feet assuming typical construction would generate noise levels of approximately 82 dBA L_{eq} at 50 feet. As such, 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. The proposed project site is not located within two miles of a public airport, nor is it located within an airport land use plan. The nearest airport facility are helicopter-landing pads at Berth 95 (0.8 miles northwest of the proposed project site and across the East Basin Channel) and at 1175 Queens Highway, in Long Beach (over 7 miles to the east of the proposed project site). Small helicopters operate from these locations and transit primarily via the Main Channel of the Port. Given the distance of the heliport and the existing noise environment, persons at or near the proposed project site would not be exposed to excessive noise levels associated with aircraft. 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. Same as response provided in Question 4.8(e).

4.13 POPULATION AND HOUSING

This section describes potential impacts to population and housing associated with the proposed project.

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 convert 91,500 square feet of vacant and under-utilize processing industrial space into seafood processing facility, ~~and~~ 56,700 square feet of vacant land into ancillary structures and parking for the facility, and would include an existing approximately 31,370 square-feet paved courtyard area. 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. The proposed project would employ 88 new workers at the proposed facility, which can be supplied from the over 4 million population of Los Angeles County. The proposed project would not increase the population of the region necessitating the construction of additional housing, businesses, or infrastructure. Thus, the proposed project would not result in either direct or 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 proposed 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.

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4.14 PUBLIC SERVICES

This section evaluates public services impacts associated with the implementation of the proposed project in terms of fire protection, police protection, schools, parks, and other 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. The City of 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 station is approximately is 1.0 mile to the west of the proposed 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 proposed project site. This would be the secondary fire station responding to the proposed 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 –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 is the redevelopment and occupation of existing buildings, whose presence since the 1950s, has been accounted for in the LAFD's plans for staffing and deployment. In addition, the LAFD's Engineering Unit reviews plans and specifications for General Approvals and for Fire Permit applications filed under Division 5 of the Los Angeles Fire Code. Plans and specifications are reviewed for compliance with the applicable Los Angeles Fire Code, California Fire Code, City of Los Angeles Building Code, and National Fire Protection Association standards. The granting of General Approvals and Fire Permit applications are subject to a determination that the proposed work or operation would not create any undue fire hazard, and that it would conform to the provisions of the Los Angeles Fire Code and of other relevant laws. 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 Los Angeles Police Department (LAPD) provides police protection to the entire City of Los Angeles. The proposed project site is located within the LAPD Harbor Division Area, which includes a 27.5 square-mile area including Harbor City, Harbor Gateway, San Pedro, Wilmington, and Terminal Island. The LAPD Harbor Division Area is located at 2175 John S. Gibson Boulevard, approximately 6 miles north of the proposed project site.

The Los Angeles Port Police (Port Police) is the primary law enforcement agency within the Port of Los Angeles. The Port Police are authorized a total of 218 positions for fiscal year 2013-14 including 128 sworn staff. 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 headquarters are located at 330 S. Centre Street (between 3rd and 5th Streets, which is approximately 5 miles east of the proposed project site. 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. In addition, there is a Wilmington substation at 300 Water Street, approximately 7 miles north of the proposed project site. 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.

Construction of the proposed project may result in the temporary interruption and/or delays for law enforcement. The contractor would be required to coordinate with LAPD and Port Police to allow for the identification of alternative response routes during all construction phases. Although construction of the proposed project would require staging equipment and materials on-site, the area would be secured from public access. Therefore, project construction would not affect demand for law enforcement such that new facilities would be required.

The proposed project would increase operational activities within Fish Harbor. The related increases in demands for law enforcement would not be substantial. The proposed project's security infrastructure would include:

- Surveillance by high definition cameras alongside the structures record into a computerize video system 24/7;
- A controlled gate access with a guard on duty it is locate at the parking lot to grant access to personnel and delivery trucks;
- Security personnel would be active overnight with a plan patrol for sections of the buildings and peripheries;
- Active and motion sensors installed in all openings and fenestration; and
- Physical security (i.e., fencing, gates, lighting, etc.), and surveillance systems (e.g. cameras).

The proposed project would not increase the demand for law enforcement services because operational changes would be unsubstantial. The proposed project would only affect the Port

Police directly. However, the proposed project would result in a minimal increased likelihood that any special circumstance situation might occur. This would result in negligible, if any, increase in demand on the LAPD and Port Police. The Port Police and LAPD service levels are considered adequate in the proposed project site. The impact would be less than significant and no mitigation is required.

iii) Schools?

No Impact. The proposed project would convert 91,500 square feet of vacant and under-utilized industrial space into a seafood processing facility and 59,000 square feet of vacant land into ancillary and parking for the facility. 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

This section evaluates recreation impacts associated with the implementation of the proposed project. The analysis addresses construction-related and operational impacts and the associated potential impact to the surrounding local parks or other recreation facilities that would occur as a result of the proposed project.

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 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 development does not include any recreational facilities. 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 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.

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4.16 TRANSPORTATION AND TRAFFIC

This section provides a summary of the existing and future traffic conditions analysis conducted. This analysis provides a summary of the Technical Memorandum prepared by Fehr and Peers on November 2013. For the purposes of this evaluation, the following traffic scenarios were analyzed as part of this technical memorandum:

- Existing (Year 2013) Conditions – The analysis of existing conditions provides a basis for the remainder of the study. The existing conditions analysis includes an assessment of traffic volumes and operating conditions.
- Existing (Year 2013) with Project Conditions – The objective of this scenario is to identify potential impacts of the proposed project on Existing (Year 2013) traffic operating conditions with the additional traffic expected to be generated by buildout of the proposed project.
- Future (Year 2035) without Project Conditions – The objective of this scenario is to project future traffic growth and operating conditions that could be expected to result from ambient traffic growth without consideration of the proposed project.
- Future (Year 2035) with Project Conditions – The objective of this scenario is to identify potential impacts of the proposed project on projected Future (Year 2035) traffic operating conditions with the additional traffic expected to be generated by buildout of the proposed project added to the Future (Year 2035) without Project traffic forecasts.

The following five intersections, including the two freeway intersections that provide vehicular access to the Island's internal street network, were evaluated in the Technical Memorandum:

- Terminal Way & Earle Street
- Terminal Way & Ferry Street
- Pilchard Street & Ferry Street
- Ferry Street & SR-47 Eastbound On- and Off-Ramps
- Navy Way & Seaside Avenue

The Technical Memorandum is included as Appendix C 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.

Construction

Construction, both internal and external improvements, would occur primarily onsite at Buildings 9, 10, and 12. In addition, the remaining area of the vacant lot would be repaved and landscaped for use as a parking lot with 84 parking spaces. Construction and demolition activities would involve up to 15 workers a day (7 a.m. – 5 p.m.) for a period of approximately 3 months. The proposed project site is located on Terminal Island, which is only accessible via the Vincent Thomas Bridge to the west, the Gerald Desmond Bridge to the east, and the Terminal Island Freeway Bridge to the north. Each of the study intersections is currently operating at acceptable levels of service (LOS) A or B. Worker trips are not anticipated to be substantial. Asphalt and concrete demolition debris would be recycled onsite by LAHD's Construction and Maintenance Division. In addition, the proposed project would not result in significant impacts to the County-designated disaster route. The proposed project is not anticipated to result in roadway closures, and operation of nearby roadways would be preserved. To ensure minimal construction impacts and coordination of construction and other event activities, LAHD would be required to prepare a construction traffic control plan with input from the City of Los Angeles and other applicable regulatory agencies (City of Los Angeles 1999). This plan would provide a framework for the implementation of traffic control strategies and timely distribution of traffic-related information to emergency services, local citizens, and affected businesses. This would address such issues as access for local businesses and residents, truck routing, dust control, construction worker parking, hours of operation, potential temporary street closures, detouring, and materials storage. The impacts would be less than significant. No mitigation is required

Operation

As described in the attached traffic analysis, the Los Angeles Department of Transportation (LADOT) has Traffic Study Policies and Procedures (LADOT 2013) 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 proposed 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.

Ongoing operations would be expanded to include seafood processing and freezing, increasing the existing workforce at the site. Using a worst-case estimation of trip generation based on the facility square-footage, the proposed project is would generate 350 daily trips on a typical weekday, of which 67 trips (52 inbound/15 outbound) are expected to occur during the morning peak hour and 67 trips (24 inbound/43 outbound) are expected to occur during the evening peak hour.

Table 4.16-1 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 4.16-1, there are no significant impacts associated with the proposed project at local roadway intersections.

Table 4.16-1
Existing (2013) Intersection LOS

No.	Intersection	Peak Hour	Existing		Existing + Project		Project Increase	Significant Project Impact
			V/C	LOS	V/C	LOS	V/C	
1	Earle Street & Terminal Way	AM	0.151	A	0.171	A	0.020	NO
	Signalized	PM	0.279	A	0.305	A	0.026	NO
2	Ferry Street & Terminal Way	AM	0.357	A	0.392	A	0.035	NO
	Signalized	PM	0.202	A	0.218	A	0.016	NO
3	Ferry Street & Pilchard Street	AM	0.192	A	0.206	A	0.014	NO
	Signalized	PM	0.218	A	0.232	A	0.014	NO
4	Ferry Street & SR-47 Ramps	AM	0.300	A	0.309	A	0.009	NO
	Signalized	PM	0.339	A	0.359	A	0.020	NO
5	Navy Way & Seaside Freeway	AM	0.534	A	0.540	A	0.006	NO
	Signalized	PM	0.644	B	0.651	B	0.007	NO

Source: Fehr and Peers 2013

Based on the addition of project-related traffic and corresponding changes in V/C ratios and LOS as displayed in Table 4.16-1, the proposed project would not result in a significant traffic impact at any of the five analyzed intersections under Existing Plus Project conditions.

Table 4.16-2 summarizes and compares the Future (2035) base conditions and Future (2035) plus project conditions for the weekday morning and evening peak hours, including V/C ratios and corresponding LOS for the analyzed intersections.

Table 4.16-2
Future (Year 2035) Intersection LOS

No.	Intersection`	Peak Hour	Future		Future + Project		Project Increase	Significant Project Impact
			V/C	LOS	V/C	LOS	V/C	
4	Ferry Street & SR-47 Ramps	AM	0.595	A	0.609	B	0.014	NO
	Signalized	PM	0.472	A	0.491	A	0.019	NO

Source: Fehr and Peers 2013

Only the Intersection 4 (Ferry Street & SR-47 Ramps) was analyzed for cumulative impacts under forecast year 2035 conditions. The recently adopted Port Master Plan Update indicates that major changes to the land uses on western Terminal Island are planned which would likely reconfigure the minor internal Port streets in the vicinity of the proposed project, including Intersections 1 to 3. Intersection 5 was not included in future analysis as it is planned to be grade-separated by 2035, and, therefore, would not exist in its present condition in the cumulative year. Based on the addition of project-related traffic and corresponding changes in V/C ratios and LOS, the proposed project would not result in a significant traffic impact at Intersection 4 under Future (2035) Plus Project conditions.

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.

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, because of trip distributions, 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)

Four CMP freeway monitoring stations are located within or close to the proposed project study area. The proposed project would add less than 150 daily trips at these two freeway-monitoring locations. The four CMP freeway monitoring stations are provided below:

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).

Construction

Construction and demolition activities would involve up to 15 workers a day (7 a.m. – 5 p.m.) for a period of approximately 3 months. The proposed project site is located on Terminal Island, which is only accessible via the Vincent Thomas Bridge to the west, the Gerald Desmond Bridge to the east and the Terminal Island Freeway Bridge to the north. Each of the study intersections is currently operating at acceptable levels of service (LOS A or B). Worker trips are not anticipated to be substantial. Asphalt and concrete demolition debris would be recycled within the Port by LAHD's Construction and Maintenance Division. In addition, the proposed project would not result in significant impacts to the County-designated disaster route. The proposed project is not anticipated to result in roadway closures, and operation of nearby roadways would be preserved. To further ensure minimal construction impacts and coordination of construction and other event activities, LAHD would prepare a construction traffic control plan with input from the City of Los Angeles and other applicable regulatory agencies. This plan would provide a framework for the implementation of traffic control strategies and timely distribution of traffic-related information to emergency services, local citizens, and affected businesses. This would address

such issues as access for local businesses and residents, truck routing, dust control, construction worker parking, hours of operation, potential temporary street closures, detouring, and materials storage. As such, the proposed project would result in less than significant impacts related to applicable congestion management plans during construction. No mitigation measures are required.

Operation

The proposed project would generate new trips as operations at the proposed project site would be expanded. As aforementioned, the proposed project is expected to generate 350 daily trips on a typical weekday, of which 67 trips (52 inbound/15 outbound) are expected to occur during the morning peak hour and 67 trips (24 inbound/43 outbound) are expected to occur during the evening peak hour. Based on an evaluation of various traffic scenarios including existing (2013) plus project conditions and future (2035) plus (2035) Project conditions, the proposed project would not result in a significant traffic impact in relation to the existing traffic load and capacity of the street system. As such, no impacts would occur. No mitigation measures are required.

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 proposed project site is not located within two miles of a public airport or private airstrip, nor is it located within an airport land use plan. The nearest airport facility are helicopter-landing pads at Berth 95 (0.8 miles northwest of the proposed project site and across the East Basin Channel) and at 1175 Queens Highway, in Long Beach (over 7 miles to the east of the proposed project site). Small helicopters operate from these locations and transit primarily via the Main Channel of the Port. Given the distance of the heliport, the proposed project would not result in a change in air traffic patterns, including increased air traffic levels or a change in location that results in substantial safety risks. The proposed project would not result in permanent aerial structures; the only construction would be consistent with the height of current buildings in the area. No change to air traffic patterns would occur. As such, no impacts would occur. No mitigation measures are required.

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 does not include any alterations to access points or routes to the site or interfere with any existing accesses. Therefore, the proposed project would not substantially increase hazards due to a design feature. As such, no impacts would occur. No mitigation measures are required.

e) Result in inadequate emergency access?

Less than Significant Impact. As stated above, the proposed project would not alter any access points or routes and would not result in any closures of roadways. To further ensure minimal construction impacts and coordination of construction and other event activities, LAHD would prepare a construction traffic control plan with input from the City of Los Angeles and other applicable regulatory agencies. This plan would provide a framework for the implementation of traffic control strategies and timely distribution of traffic-related information to emergency services, local citizens, and affected businesses. This would address such issues as access for local businesses and residents, truck routing, dust control, construction worker parking, hours of operation, potential temporary street closures, detouring, and materials storage. As such, the proposed project would result in less than significant impacts related to applicable congestion management plans during construction. In addition, operation of the proposed project is not anticipated to result in significant traffic impact at any of the five analyzed intersections under any traffic scenario evaluated as part of the Technical Memorandum. Therefore, the proposed project would not result in inadequate emergency access. No mitigation measures are required.

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. Implementation of the proposed project would allow for the continued use of the property as a seafood processing and freezing facility. The proposed project would be consistent with the land use. The proposed project would not alter the land use of the proposed project site or surrounding area, and would not conflict with any applicable land use plans.

Although the proposed project would result in additional on-site employees, the increase in work-related trips using public transit would be negligible. Most workers prefer to use a personal automobile to facilitate timely commuting.

For this analysis it was assumed a single occupant per vehicle, although it is anticipated that workers would carpool, consistent with current behaviors, with 2-4 riders per vehicle. Finally, although there is 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. As such, the proposed project would not conflict with policies, plans, or programs supporting alternative transportation, e.g., bicycles, buses, carpools, vanpools, ridesharing, walking, etc. No impacts would occur. No mitigation measures are required.

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4.17 UTILITIES AND SERVICE SYSTEMS

This section evaluates impacts related to utilities and service systems associated with the implementation of the proposed project in terms of water service, wastewater, solid waste, and stormwater.

Would the Project:

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

Less than Significant Impact. The proposed project site is serviced by the City of Los Angeles Bureau of Sanitation's Terminal Island Water Reclamation Plant (TIWRP). The proposed project does involve an industrial process that requires an Industrial Waste Permit from the Bureau of Sanitation. The water associated with processing, cleaning, and storing seafood during can contain organic waste products. To minimize the organic content of water the operation of the facility would continue to follow the Environmental, Health, and Safety (EHS) Guidelines for fish processing (World Bank Group 2007). The facility operators have an Industrial Waste Permit to discharge wastewater into the sewer. The proposed project would not substantially increase the current volume discharged to the sewer and subsequently 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 proposed 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, LADWP 2005). TIWRP has been operating 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 an additional 8,334 gallons per day (gpd) based upon LADWP formulas for water demand by land use and square-footage, less approximately 15 percent to account for existing processing at the facility and the increase in employees[2]. The increase in gpd from the proposed project would equate to 0.025 acre feet a year, which would be an increase of less than 0.001% of the LADWP water supply. 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 parcel is entirely developed and paved. Surface runoff water and drainage are directed generally toward existing to municipal storm drains and sewer on Way Street, Barracuda Street, and Sardine Street. 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 (USEPA 2005, Cal EPA 2010). The proposed project consists of improvements to existing developed areas and would not increase the amount of impervious and would not generate increased volumes of runoff or stormwater. Thus, impacts to stormwater drainage facilities 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?

Less than Significant Impact. The proposed project site is currently used for fish processing. Operation of the proposed project would require an additional 8,334 gpd in water supply. This is a conservative estimate as it does not take into account water conservations measures of the proposed project. 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

[2] [Industrial commercial (factor of 80 per 1,000 square feet) 80 x 91.5 (1,000 square feet) = 7,320 gpd – 15% (1,098 gpd) = 6,222 gpd + (new employees) 88 x 24 (Bureau of Sanitation Districts factor for per capita wastewater generated) = 2,112 = 8,334 gpd].

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. The increase in gpd from the proposed project would equate to 0.025 acre feet a year, which would be an increase of less than 0.001% of the LADWP water supply. As such, the proposed project would have adequate water supply and facilities to service the site. Therefore, impacts would be less than significant 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 proposed 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 an additional 8,334 gpd in water supply, which would translate to an equivalent increase in wastewater as it is a function of the amount of water used. Because the facility is making use of an existing structure and infrastructure in place has been sized to accommodate this type of facility and land uses, 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. 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. Solid waste would be generated during construction of the proposed project. Construction and demolition activities would generate debris that would include concrete, metal, and timber solids. Operation of the proposed project is not estimated to generate substantial amounts of solid waste as portions of the seafood not processed and sold for human consumption are sold for use as pet food.

The Los Angeles Harbor Department's Construction and Maintenance Division recycles asphalt and concrete demolition debris by crushing and stockpiling the crushed material to use on Port projects. 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. In addition, as described in response to Question 4.8(a) any asbestos discovered would be disposed of at an appropriately approved facility. While the proposed project would redevelop 91,500 square-feet of vacant and under-utilized industrial space and 56,700 square-feet of vacant land into a state-of-the-art seafood processing facility, 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. The proposed project site is fully developed and had been historically operated as a seafood packing facility. The site is not suitable for use by biological species. The only vegetation at the proposed project site occurs in the exposed earth on the north side of the parking lot. This vegetation consists of grasses and herbaceous plants with none of the species listed in the tree preservation policy ordinance being present. 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 site does not contain any federally protected wetlands as defined by Section 404 of the CWA. Proposed construction activities would be confined to the immediate project site. No in or over water construction is proposed. Proposed project operations, would be conducted in the immediate area of the marina and adjacent portions within Fish Harbor, consistent with existing operations.

The proposed project would not have a significant impact on historic resources. Construction, both internal and external improvements, would occur primarily at Buildings 9, 10, and 12. Buildings 9 and 10 were constructed in 1972. Building 12 was constructed in 1980. These are not considered as historic structures. The existing retaining wall located on the west side of the proposed project, across Ways Street, was constructed in 1967 and was determined to be eligible for the NRHP, CRHR, and City of Los Angeles Historic-Cultural Monument (LAHCM). A proposed fish pipe would be installed along the north exterior wall of buildings 9 and 10 and extended to the inside of the façade wall between buildings 9 and 2. If the retaining wall is included as part of the FPP lease, the retaining wall would be painted as part of the redevelopment effort to match other portions of the facility. If the retaining wall undergoes this modification, the proposed project would be required to comply with the Secretary of the Interior's Standards for Interior's Standards for Treatment of Historic Properties based on recommendations of a person meeting the Secretary of the Interior Professional Qualification Standards (Appendix A, 36 CFR Part 61). As such, the proposed project would have a less than significant impact on historical resources at in the vicinity of the proposed project site.

The proposed project would not have a significant impact on cultural resources. The proposed project is located at on Terminal Island, which is made mostly of manmade fill material and is paved. Surface disturbance activities associated with construction of the proposed project would be limited to the proposed project area. In addition, the site has been extensively disturbed.

Because the site is comprised of fill and is extensively disturbed, there is low potential for discovering archaeological resources. However, to avoid the potential for unforeseen impacts to cultural resources, mitigation measure CUL-1 is provided. With the implementation of mitigation measure CUL-1, the proposed project would have a less than significant impact on archaeological resources.

The proposed project would not result in impacts to ethnographic or paleontological resources. No formal cemeteries or other places of human internment are known to exist in the proposed project site itself.

The proposed project would not degrade the quality of the environment. The impact would be less than significant to biological and cultural resources. 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 proposed project site is located at 338 Cannery Street located on Terminal Island in an area of the Port known as the Fish Harbor. The proposed project would redevelop 91,500 square-feet of vacant and under-utilized industrial space and 59,000 square-feet of vacant land into a state-of-the-art seafood processing facility.

As discussed throughout the Chapter 4 analysis sections, the proposed project would result in no impacts to agricultural and forestry resources, land use planning, mineral resources, population and housing, and recreation. The proposed project would result in less than significant impacts to aesthetics, air quality, biological resources, cultural resources, geology and soils, greenhouse gas emissions, hazards and hazardous materials, hydrology and water quality, noise, public services, transportation and traffic, and utilities and service systems.

The proposed project would comply with the San Pedro Bay Ports CAAP Measure HDV-1, HC-1, and CHE-1 Lease Requirements, as discussed in Section 4.3, Air Quality. These lease measures are distinct from CEQA mitigation measures to address identified impacts of the proposed project. Upon lease approval, LAHD would require the tenant to implement CAAP measure HDV-1, HC-1, and CHE-1 to minimize air quality impacts. Compliance with the lease requirement and applicable regulations would result in less than significant impacts on applicable air quality plans or clean air programs. Other projects within the Port would be subject to these and other similar air quality emission reduction measures that would minimize the potential for cumulative air quality impacts.

The implementation of the identified lease measure and/or compliance with applicable codes, ordinances, laws and other required regulations for air quality, greenhouse gas emissions, noise, and transportation and traffic would reduce the magnitude of any impacts associated with the proposed project to a level of less than significant. Additionally, many of these same regulations would also apply to other cumulative project in the area and serve to minimize the potential for cumulative impacts to occur. Because of the small scale and localized effects of the proposed project, the potential incremental contribution from the proposed project would not be cumulatively considerable. The analysis has determined that the proposed project would not have any individually limited but 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 proposed project's potential effects on cultural 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.

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5.0 MITIGATION MONITORING AND REPORTING PLAN

CEQA requires public agencies to adopt a reporting or monitoring program for the changes to the proposed 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) would 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. Further, the table below identifies specific lease measures that are required as part of the proposed project and considered in a determination of less than significant impacts.

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 performed prior to any ground disturbing activities. The mitigation measure must be included in the construction specifications and in the lease. A qualified archaeologist shall be retained by the project proponent or by the construction contractor with EMD approval. All construction equipment operators shall attend a preconstruction meeting presented by a professional archaeologist retained by the project proponent 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**: Project proponent and Construction Contractor. LAHD Real Estate Division for lease requirements. **Monitoring and Reporting**: Project proponent and Construction Contractor.

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.

San Pedro Bay Ports CAAP Control Measure HDV-1, Performance Standards for On-Road Heavy Duty Vehicles. The control measure is focused on maximizing the reductions from frequent (7 or more calls per week) and semi-frequent (3.5 to less than 7 calls per week) caller trucks that service both Ports. This control measure sets forth the following "clean" truck definitions:

> All frequent caller trucks, and semi-frequent caller container trucks model year (MY) 1992 and older, calling at the San Pedro Bay Ports will meet or be cleaner than the EPA 2007 on-road emissions standard (0.01 g/bhp-hr for PM) and the cleanest available NO_X at time of replacement.
>
> Semi-frequent caller container trucks MY1993-2003 will be equipped with the maximum CARB verified emissions reduction technologies currently available.

San Pedro Bay Ports CAAP Control Measure HC-1, Performance Standards for Harbor Craft Lease Measure. In addition, all fishing vessels calling at the facility must comply with the applicable CAAP Control Measure HC-1:

> All harbor craft operating in the ports of Long Beach and Los Angeles are required to comply with the CARB harbor craft (HC) regulation. This measure seeks to further reduce emissions by encouraging compliance with the following goals:
>
> - By 2008, all HC home-ported in the San Pedro Bay will meet USEPA Tier 2 standards for harbor craft, or equivalent reductions.
> - After Tier 3 engines become available between 2009 and 2014, within five years all HC home-based in the San Pedro Bay will be repowered with the new engines. All tugs will use shore power while at their home port location.

San Pedro Bay Ports CAAP Measure Cargo Handling Equipment (CHE)-1 Lease Requirement. Through its Port Leasing Policy, LAHD tenants are required to comply with environmental requirements included in lease agreements in order to meet the requirements of the San Pedro Bay Port's Clean Air Action Plan (CAAP). Upon lease approval, LAHD shall require the tenant to implement CAAP measure CHE-1, which includes the following requirement:

- Beginning 2007, all CHE purchases will meet one of the following performance standards:
  - Cleanest available on-road or off-road Nitrogen Oxides (NO_X) standard alternative-fueled engine, meeting 0.01 grams per brake-horsepower hour (g/bhp-hr) Diesel Particulate Matter (DPM), available at time of purchase, or
  - Cleanest available off-road or on-road NO_X standard diesel-fueled engine, meeting 0.01 g/bhp-hr PM, available at time of purchase.
  - If there are no engines available that meet 0.01 g/bhp-hr PM, then must purchase cleanest available engine (either fuel type) and install cleanest CARB Verified Diesel Emissions Control Strategy (VDECS) available.
- By the end of 2010, all yard tractors operating at the San Pedro Bay Ports will meet, at a minimum, the USEPA 2007 on-road or Tier 4 off-road engine standards.
- By the end of 2012, all pre-2007 on-road or pre-Tier 4 top picks, forklifts, reach stackers, rubber tired gantry (RTG) cranes, and straddle carriers <750 hp will meet, at a minimum, the USEPA 2007 on-road engine standards or Tier 4 offroad engine standards.
- By end of 2014, all CHE with engines >750 hp will meet, at a minimum, the USEPA Tier 4 off-road engine standards. Starting 2007 (until equipment is replaced with Tier 4), all CHE with engines >750 hp will be equipped with the cleanest available CARB VDECS.

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 proposed project and/or mitigation measures, the proposed project would not have a significant effect on the environment.

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7.0 PREPARERS AND CONTRIBUTORS

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8.0 ACRONYMS AND ABBREVIATIONS

[Q]M3-1	Heavy Industrial Uses
[Q]C2	Commercial
AB	Assembly Bill
APN	Assessor's Parcel Number
ARB	California Air Resources Board
BMPs	best management practices
BOS	Los Angeles Bureau of Sanitation
BTEX	benzene, toluene, ethylbenzene, and xylenes
CAAP	Clean Air Action Plan
CAAQS	California Ambient Air Quality Standards
Caltrans	California Department of Transportation
CCAR	California Climate Action Registry
CEQA	California Environmental Quality Act
CHL	California Historical Landmarks
CMP	Congestion Management Program
CO	carbon monoxide
CO_2e	CO_2-equivalents
CUP	Conditional Use Permit
CWA	Clean Water Act
DTSC	Department of Toxic Substances
FPP	Fisherman's Pride Processors, Inc.
GHG	greenhouse gas
GPD	Gallons per day
GWP	Global Warming Potential
HCP	Habitat Conservation Plan
HRI	Historic Resources Inventory
HSC	Health and Safety Code
IS	Initial Study
LABOS	Los Angeles Bureau of Sanitation
LAFD	Los Angeles Fire Department
LAHD	Los Angeles Harbor Department
LAPD	Los Angeles Police Department
Metro	Los Angeles County Metropolitan Transportation Authority
NAAQS	National Ambient Air Quality Standards
NCCP	Natural Community Conservation Plan
NOI	Notice of Intent
NO_X	nitrogen oxides
NPDES	National Pollution Discharge Elimination System

NRHP	National Register of Historic Places
PM_{10}	diesel-emitted particulate matter less than 10 microns
$PM_{2.5}$	directly emitted particulate matter less than 2.5 microns
RWQCB	Regional Water Quality Control Board
SCAQMD	South Coast Air Quality Management District
SCCIC	South Central Coastal Information Center
SEA	Significant Ecological Area
SO_X	sulfur oxides
SUSMP	*Standard Urban Stormwater Mitigation Plan*
SVOCs	semi-volatile organic compounds
SWPPP	Stormwater Pollution Prevention Plan
SWRCB	State Water Resources Control Board
TACs	toxic air contaminants
TCR	The Climate Registry
TIWRP	Terminal Island Water Reclamation Plant
TPH	total petroleum hydrocarbon
USEPA	U.S. Environmental Protection Agency
V/C	volume to capacity
VOC	volatile organic compound
ZI-1192	2000 ft. Buffer Zone for Border Zone Property Site

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APPENDIX A

AIR QUALITY CALCULATIONS

Table A-1. Operational On-Road Vehicles, Existing Conditions

Vehicle	Vehicle Class	Peak No. of Vehicles per day	Speed or idle time (mph or minutes)	VMT	CO		NO_X		ROG					
				(mi/vehicle-day)	Running Exhaust (g/mi)	Startup Exhaust (g/vehicle/day)	Running Exhaust (g/mi)	Startup Exhaust (g/vehicle/day)	Running Exhaust (g/mi)	Startup Exhaust (g/vehicle/day)	Diurnal Emissions (g/vehicle/day)	Hot Soak Emissions (g/vehicle/day)	Running Evaporative Emissions (g/mile)	Resting Loss (g/vehicle/day)
Truck Trips to Vernon Facility	T6 Small	13	Aggregated	52	0.71		3.89		0.17					
Subtotal														
Worker Vehicles														
Light-duty Trucks	LDT1	12	Aggregated	80	3.89	41.15	0.38	2.34	0.13	3.30	1.26	2.15	0.23	0.88
Subtotal														
Total														

Paved Road Fugitive Dust	
EPA's AP-42, Section 13.2.1, January 2011	
E = k(sL/2)^0.91 x (W)^1.02	
W for all on-road vehicles, tons	2.2
Assume silt loading for 10,000 ADT roadways, g/m3	0.03
k for PM10	1
k for PM2.5	0.25
Emission Factor, grams/VMT	
PM10	0.09192878
PM2.5	0.02298219

Table A-1. Operational On-Road Vehicles, Existing Conditions

Vehicle	SOx		PM10				PM2.5				CO2		CH4	
	Running Exhaust (g/mi)	Startup Exhaust (g/vehicle/ day)	Running Exhaust (g/mi)	Startup Exhaust (g/vehicle/ day)	Tire Wear (g/mi)	Brake Wear (g/mi)	Running Exhaust (g/mi)	Startup Exhaust (g/vehicle/ day)	Tire Wear (g/mi)	Brake Wear (g/mi)	Running Exhaust (g/mi)	Startup Exhaust (g/vehicle/ day)	Running Exhaust (g/mi)	Startup Exhaust (g/vehicle/ day)
Truck Trips to Vernon Facility	0.01		0.14		0.01	0.13	0.13		0.00	0.06	1111.12827		0.06	
Subtotal														
Worker Vehicles														
Light-duty Trucks	0.00	0.01	0.01	0.04	0.01	0.04	0.01	0.03	0.00	0.02	384.21	486.31	0.02	0.03
Subtotal														
Total														

Table A-1. Operational On-Road Vehicles, Existing Conditions

Vehicle	N2O		Emissions, lbs/day											
	Running Exhaust (g/mi)	Startup Exhaust (g/vehicle/ day)	CO	NOx	VOCs	SOx	PM10	PM2.5	Paved Road Fugitive Dust PM10	Paved Road Fugitive Dust PM2.5	CO2	CH4	N2O	Days per Week
Truck Trips to Vernon Facility	0.03		1.06	5.80	0.26	0.02	0.42	0.28	0.14	0.03	1655.95	0.09	0.04	6
Subtotal			1.06	5.80	0.26	0.02	0.42	0.28	0.14	0.03	1655.95	0.09	0.04	
Worker Vehicles														
Light-duty Trucks	0.01	0.01	9.33	0.86	0.97	0.01	0.11	0.05	0.19	0.05	826.02	0.05	0.02	6
Subtotal			9.33	0.86	0.97	0.01	0.11	0.05	0.19	0.05	826.02	0.05	0.02	
Total			10.39	6.66	1.23	0.02	0.53	0.33	0.33	0.08	2481.97	0.14	0.06	

Table A-1. Operational On-Road Vehicles, Existing Conditions

Vehicle	Total Emissions, tons										
	CO	NOx	VOCs	SOx	PM10	PM2.5	Paved Road Fugitive Dust PM10	Paved Road Fugitive Dust PM2.5	CO2	CH4	N2O
Truck Trips to Vernon Facility	0.17	0.91	0.04	0.00	0.07	0.04	0.02	0.01	234.35	0.01	0.01
Subtotal	0.17	0.91	0.04	0.00	0.07	0.04	0.02	0.01	234.35	0.01	0.01
Worker Vehicles											
Light-duty Trucks	1.46	0.13	0.15	0.00	0.02	0.01	0.03	0.01	116.90	0.01	0.00
Subtotal	1.46	0.13	0.15	0.00	0.02	0.01	0.03	0.01	116.90	0.01	0.00
Total	1.62	1.04	0.19	0.00	0.08	0.05	0.05	0.01	351.25	0.02	0.01

Table A-2. Operational On-Road Vehicles, Proposed Project

Vehicle	Vehicle Class	Peak No. of Vehicles per day	Speed or idle time (mph or minutes)	VMT	CO		NO_X		ROG					
				(mi/vehicle-day)	Running Exhaust (g/mi)	Startup Exhaust (g/vehicle/day)	Running Exhaust (g/mi)	Startup Exhaust (g/vehicle/day)	Running Exhaust (g/mi)	Startup Exhaust (g/vehicle/day)	Diurnal Emissions (g/vehicle/day)	Hot Soak Emissions (g/vehicle/day)	Running Evaporative Emissions (g/mile)	Resting Loss (g/vehicle/day)
Truck Trips	T6 Small	20	Aggregated	12	0.64		3.15		0.15					
Subtotal														
Worker Vehicles														
Light-duty Trucks	LDT1	50	Aggregated	80	3.52	37.78	0.34	2.16	0.11	2.99	1.20	2.08	0.22	0.85
Subtotal														
Total														

Paved Road Fugitive Dust	
EPA's AP-42, Section 13.2.1, January 2011	
E = k(sL/2)^0.91 x (W)^1.02	
W for all on-road vehicles, tons	2.2
Assume silt loading for 10,000 ADT roadways, g/m3	0.03
k for PM10	1
k for PM2.5	0.25
Emission Factor, grams/VMT	
PM10	0.09192878
PM2.5	0.02298219

Table A-2. Operational On-Road Vehicles, Proposed Project

Vehicle	SOx		PM10				PM2.5				CO2		CH4	
	Running Exhaust (g/mi)	Startup Exhaust (g/vehicle/ day)	Running Exhaust (g/mi)	Startup Exhaust (g/vehicle/ day)	Tire Wear (g/mi)	Brake Wear (g/mi)	Running Exhaust (g/mi)	Startup Exhaust (g/vehicle/ day)	Tire Wear (g/mi)	Brake Wear (g/mi)	Running Exhaust (g/mi)	Startup Exhaust (g/vehicle/ day)	Running Exhaust (g/mi)	Startup Exhaust (g/vehicle/ day)
Truck Trips	0.01		0.11		0.01	0.13	0.10		0.00	0.06	1102.3144		0.06	
Subtotal														
Worker Vehicles														
Light-duty Trucks	0.00	0.01	0.01	0.03	0.01	0.04	0.00	0.03	0.00	0.02	374.91	475.27	0.02	0.03
Subtotal														
Total														

Table A-2. Operational On-Road Vehicles, Proposed Project

Vehicle	N2O		Emissions, lbs/day											Days per Week
	Running Exhaust (g/mi)	Startup Exhaust (g/vehicle/ day)	CO	NOx	VOCs	SOx	PM10	PM2.5	Paved Road Fugitive Dust PM10	Paved Road Fugitive Dust PM2.5	CO2	CH4	N2O	
Truck Trips	0.03		0.34	1.67	0.08	0.01	0.13	0.09	0.05	0.01	583.25	0.03	0.01	6
Subtotal			0.34	1.67	0.08	0.01	0.13	0.09	0.05	0.01	583.25	0.03	0.01	
Worker Vehicles														
Light-duty Trucks	0.01	0.01	35.20	3.25	3.72	0.04	0.44	0.20	0.81	0.20	3358.56	0.19	0.09	6
Subtotal			35.20	3.25	3.72	0.04	0.44	0.20	0.81	0.20	3358.56	0.19	0.09	
Total			35.54	4.92	3.80	0.04	0.58	0.29	0.86	0.21	3941.81	0.23	0.10	

Table A-2. Operational On-Road Vehicles, Proposed Project

Vehicle	Total Emissions, tons										
	CO	NOx	VOCs	SOx	PM10	PM2.5	Paved Road Fugitive Dust PM10	Paved Road Fugitive Dust PM2.5	CO2	CH4	N2O
Truck Trips	0.05	0.26	0.01	0.00	0.02	0.01	0.01	0.00	82.54	0.00	0.00
Subtotal	0.05	0.26	0.01	0.00	0.02	0.01	0.01	0.00	82.54	0.00	0.00
Worker Vehicles											
Light-duty Trucks	5.49	0.51	0.58	0.01	0.07	0.03	0.13	0.03	475.31	0.03	0.01
Subtotal	5.49	0.51	0.58	0.01	0.07	0.03	0.13	0.03	475.31	0.03	0.01
Total	5.54	0.77	0.59	0.01	0.09	0.04	0.13	0.03	557.85	0.03	0.01

Fisherman's Pride

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	1.10	1000sqft	0.03	1,100.00	0
General Heavy Industry	1.09	1000sqft	0.03	1,095.00	0
General Heavy Industry	1.48	1000sqft	0.03	1,484.00	0
General Heavy Industry	1.18	1000sqft	0.03	1,178.00	0
General Heavy Industry	5.45	1000sqft	0.13	5,450.00	0
General Heavy Industry	4.94	1000sqft	0.11	4,938.00	0
General Heavy Industry	4.42	1000sqft	0.10	4,418.00	0
General Heavy Industry	5.76	1000sqft	0.13	5,760.00	0
Other Asphalt Surfaces	16.00	1000sqft	0.37	16,000.00	0
Parking Lot	51.90	1000sqft	1.19	51,900.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2014
Utility Company					
CO2 Intensity (lb/MWhr)	0	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Construction Phase - Based on 3-month construction schedule

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Interior	64470	0
tblAreaMitigation	UseLowVOCPaintNonresidentialExterio Value	250	0
tblAreaMitigation	UseLowVOCPaintNonresidentialInterior Value	250	0
tblAreaMitigation	UseLowVOCPaintResidentialExteriorVa lue	100	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorVal ue	50	0
tblConstEquipMitigation	FuelType	Diesel	CNG
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	10.00	21.00
tblConstructionPhase	NumDays	220.00	53.00
tblConstructionPhase	NumDays	20.00	11.00
tblConstructionPhase	NumDays	10.00	41.00
tblConstructionPhase	PhaseEndDate	4/29/2014	3/31/2014
tblConstructionPhase	PhaseEndDate	5/27/2014	3/31/2014
tblConstructionPhase	PhaseStartDate	4/1/2014	3/1/2014
tblConstructionPhase	PhaseStartDate	4/1/2014	2/1/2014
tblLandUse	LandUseSquareFeet	1,090.00	1,095.00
tblLandUse	LandUseSquareFeet	1,180.00	1,178.00
tblLandUse	LandUseSquareFeet	1,480.00	1,484.00
tblLandUse	LandUseSquareFeet	4,420.00	4,418.00
tblLandUse	LandUseSquareFeet	4,940.00	4,938.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00

tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblTripsAndVMT	VendorTripNumber	15.00	14.00
tblTripsAndVMT	WorkerTripNumber	28.00	15.00
tblTripsAndVMT	WorkerTripNumber	39.00	15.00
tblTripsAndVMT	WorkerTripNumber	8.00	15.00

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					
2014	0.5835	0.8042	0.5086	7.7000e-004	0.0130	0.0492	0.0621	3.4600e-003	0.0452	0.0487	0.0000	71.5227	71.5227	0.0165	0.0000	71.8695
Total	**0.5835**	**0.8042**	**0.5086**	**7.7000e-004**	**0.0130**	**0.0492**	**0.0621**	**3.4600e-003**	**0.0452**	**0.0487**	**0.0000**	**71.5227**	**71.5227**	**0.0165**	**0.0000**	**71.8695**

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					
2014	0.5233	0.4198	1.5687	7.7000e-004	0.0128	0.0122	0.0250	3.4300e-003	0.0121	0.0156	0.0000	77.5439	77.5439	0.0183	0.0000	77.9280
Total	**0.5233**	**0.4198**	**1.5687**	**7.7000e-004**	**0.0128**	**0.0122**	**0.0250**	**3.4300e-003**	**0.0121**	**0.0156**	**0.0000**	**77.5439**	**77.5439**	**0.0183**	**0.0000**	**77.9280**

	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	N20	CO2e
Percent Reduction	**10.32**	**47.80**	**-208.46**	**0.00**	**1.31**	**75.16**	**59.75**	**0.87**	**73.15**	**68.03**	**0.00**	**-8.42**	**-8.42**	**-10.78**	**0.00**	**-8.43**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2014	1/15/2014	5	11	
2	Building Construction	Building Construction	1/16/2014	3/31/2014	5	53	
3	Paving	Paving	2/1/2014	3/31/2014	5	41	
4	Architectural Coating	Architectural Coating	3/1/2014	3/31/2014	5	21	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 64,470; Non-Residential Outdoor: 21,490 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	0.00	81	0.73
Demolition	Forklifts	4	8.00	89	0.20
Demolition	Off-Highway Trucks	2	2.00	400	0.38
Demolition	Rubber Tired Dozers	1	0.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	0.00	97	0.37
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	4	8.00	89	0.20
Building Construction	Generator Sets	1	0.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	0.00	46	0.45
Paving	Cement and Mortar Mixers	1	0.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	0.00	130	0.36
Paving	Rollers	2	0.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	0.00	97	0.37
Architectural Coating	Air Compressors	1	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	11	15.00	0.00	3.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	10	15.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Alternative Fuel for Construction Equipment

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2014

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					2.9000e-004	0.0000	2.9000e-004	4.0000e-005	0.0000	4.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	8.3900e-003	0.0818	0.0435	7.0000e-005		5.2900e-003	5.2900e-003		4.8600e-003	4.8600e-003	0.0000	6.7183	6.7183	1.9900e-003	0.0000	6.7600
Total	**8.3900e-003**	**0.0818**	**0.0435**	**7.0000e-005**	**2.9000e-004**	**5.2900e-003**	**5.5800e-003**	**4.0000e-005**	**4.8600e-003**	**4.9000e-003**	**0.0000**	**6.7183**	**6.7183**	**1.9900e-003**	**0.0000**	**6.7600**

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	3.0000e-005	5.6000e-004	3.8000e-004	0.0000	3.0000e-005	1.0000e-005	4.0000e-005	1.0000e-005	1.0000e-005	2.0000e-005	0.0000	0.1035	0.1035	0.0000	0.0000	0.1035
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	6.0000e-004	6.2200e-003	1.0000e-005	9.1000e-004	1.0000e-005	9.1000e-004	2.4000e-004	1.0000e-005	2.5000e-004	0.0000	0.9076	0.9076	5.0000e-005	0.0000	0.9088
Total	**4.4000e-004**	**1.1600e-003**	**6.6000e-003**	**1.0000e-005**	**9.4000e-004**	**2.0000e-005**	**9.5000e-004**	**2.5000e-004**	**2.0000e-005**	**2.7000e-004**	**0.0000**	**1.0111**	**1.0111**	**5.0000e-005**	**0.0000**	**1.0123**

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					1.1000e-004	0.0000	1.1000e-004	2.0000e-005	0.0000	2.0000e-005	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000

Off-Road	1.5600e-003	0.0438	0.2280	7.0000e-005		1.0400e-003	1.0400e-003		1.0400e-003	1.0400e-003	0.0000	7.7532	7.7532	2.2900e-003	0.0000	7.8013
Total	**1.5600e-003**	**0.0438**	**0.2280**	**7.0000e-005**	**1.1000e-004**	**1.0400e-003**	**1.1500e-003**	**2.0000e-005**	**1.0400e-003**	**1.0600e-003**	**0.0000**	**7.7532**	**7.7532**	**2.2900e-003**	**0.0000**	**7.8013**

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	3.0000e-005	5.6000e-004	3.8000e-004	0.0000	3.0000e-005	1.0000e-005	4.0000e-005	1.0000e-005	1.0000e-005	2.0000e-005	0.0000	0.1035	0.1035	0.0000	0.0000	0.1035
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	4.1000e-004	6.0000e-004	6.2200e-003	1.0000e-005	9.1000e-004	1.0000e-005	9.1000e-004	2.4000e-004	1.0000e-005	2.5000e-004	0.0000	0.9076	0.9076	5.0000e-005	0.0000	0.9088
Total	**4.4000e-004**	**1.1600e-003**	**6.6000e-003**	**1.0000e-005**	**9.4000e-004**	**2.0000e-005**	**9.5000e-004**	**2.5000e-004**	**2.0000e-005**	**2.7000e-004**	**0.0000**	**1.0111**	**1.0111**	**5.0000e-005**	**0.0000**	**1.0123**

3.3 Building Construction - 2014

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	0.0564	0.5623	0.2835	3.9000e-004		0.0375	0.0375		0.0345	0.0345	0.0000	37.9241	37.9241	0.0112	0.0000	38.1595
Total	**0.0564**	**0.5623**	**0.2835**	**3.9000e-004**		**0.0375**	**0.0375**		**0.0345**	**0.0345**	**0.0000**	**37.9241**	**37.9241**	**0.0112**	**0.0000**	**38.1595**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.3400e-003	0.0437	0.0509	8.0000e-005	2.2800e-003	8.3000e-004	3.1100e-003	6.5000e-004	7.6000e-004	1.4100e-003	0.0000	7.4822	7.4822	7.0000e-005	0.0000	7.4837
Worker	1.9800e-003	2.8900e-003	0.0300	5.0000e-005	4.3600e-003	4.0000e-005	4.4000e-003	1.1600e-003	4.0000e-005	1.2000e-003	0.0000	4.3730	4.3730	2.6000e-004	0.0000	4.3785

Total	**6.3200e-003**	**0.0466**	**0.0808**	**1.3000e-004**	**6.6400e-003**	**8.7000e-004**	**7.5100e-003**	**1.8100e-003**	**8.0000e-004**	**2.6100e-003**	**0.0000**	**11.8553**	**11.8553**	**3.3000e-004**	**0.0000**	**11.8622**

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	8.9600e-003	0.2457	1.1480	3.9000e-004		7.8100e-003	7.8100e-003		7.8100e-003	7.8100e-003	0.0000	42.9104	42.9104	0.0127	0.0000	43.1767
Total	**8.9600e-003**	**0.2457**	**1.1480**	**3.9000e-004**		**7.8100e-003**	**7.8100e-003**		**7.8100e-003**	**7.8100e-003**	**0.0000**	**42.9104**	**42.9104**	**0.0127**	**0.0000**	**43.1767**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	4.3400e-003	0.0437	0.0509	8.0000e-005	2.2800e-003	8.3000e-004	3.1100e-003	6.5000e-004	7.6000e-004	1.4100e-003	0.0000	7.4822	7.4822	7.0000e-005	0.0000	7.4837
Worker	1.9800e-003	2.8900e-003	0.0300	5.0000e-005	4.3600e-003	4.0000e-005	4.4000e-003	1.1600e-003	4.0000e-005	1.2000e-003	0.0000	4.3730	4.3730	2.6000e-004	0.0000	4.3785
Total	**6.3200e-003**	**0.0466**	**0.0808**	**1.3000e-004**	**6.6400e-003**	**8.7000e-004**	**7.5100e-003**	**1.8100e-003**	**8.0000e-004**	**2.6100e-003**	**0.0000**	**11.8553**	**11.8553**	**3.3000e-004**	**0.0000**	**11.8622**

3.4 Paving - 2014

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	9.5400e-003	0.1089	0.0591	9.0000e-005		5.4500e-003	5.4500e-003		5.0100e-003	5.0100e-003	0.0000	8.8984	8.8984	2.6300e-003	0.0000	8.9536
Paving	2.0400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.0116**	**0.1089**	**0.0591**	**9.0000e-005**		**5.4500e-003**	**5.4500e-003**		**5.0100e-003**	**5.0100e-003**	**0.0000**	**8.8984**	**8.8984**	**2.6300e-003**	**0.0000**	**8.9536**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5300e-003	2.2400e-003	0.0232	4.0000e-005	3.3700e-003	3.0000e-005	3.4100e-003	9.0000e-004	3.0000e-005	9.3000e-004	0.0000	3.3829	3.3829	2.0000e-004	0.0000	3.3872
Total	**1.5300e-003**	**2.2400e-003**	**0.0232**	**4.0000e-005**	**3.3700e-003**	**3.0000e-005**	**3.4100e-003**	**9.0000e-004**	**3.0000e-005**	**9.3000e-004**	**0.0000**	**3.3829**	**3.3829**	**2.0000e-004**	**0.0000**	**3.3872**

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	3.6100e-003	0.0792	0.0702	9.0000e-005		2.4300e-003	2.4300e-003		2.4300e-003	2.4300e-003	0.0000	8.8983	8.8983	2.6300e-003	0.0000	8.9536
Paving	2.0400e-003					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**5.6500e-003**	**0.0792**	**0.0702**	**9.0000e-005**		**2.4300e-003**	**2.4300e-003**		**2.4300e-003**	**2.4300e-003**	**0.0000**	**8.8983**	**8.8983**	**2.6300e-003**	**0.0000**	**8.9536**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	1.5300e-003	2.2400e-003	0.0232	4.0000e-005	3.3700e-003	3.0000e-005	3.4100e-003	9.0000e-004	3.0000e-005	9.3000e-004	0.0000	3.3829	3.3829	2.0000e-004	0.0000	3.3872
Total	**1.5300e-003**	**2.2400e-003**	**0.0232**	**4.0000e-005**	**3.3700e-003**	**3.0000e-005**	**3.4100e-003**	**9.0000e-004**	**3.0000e-005**	**9.3000e-004**	**0.0000**	**3.3829**	**3.3829**	**2.0000e-004**	**0.0000**	**3.3872**

3.5 Architectural Coating - 2014

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	0.4980					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.4980**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.8000e-004	1.1500e-003	0.0119	2.0000e-005	1.7300e-003	2.0000e-005	1.7400e-003	4.6000e-004	2.0000e-005	4.7000e-004	0.0000	1.7327	1.7327	1.0000e-004	0.0000	1.7349
Total	**7.8000e-004**	**1.1500e-003**	**0.0119**	**2.0000e-005**	**1.7300e-003**	**2.0000e-005**	**1.7400e-003**	**4.6000e-004**	**2.0000e-005**	**4.7000e-004**	**0.0000**	**1.7327**	**1.7327**	**1.0000e-004**	**0.0000**	**1.7349**

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	0.4980					0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Total	**0.4980**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Worker	7.8000e-004	1.1500e-003	0.0119	2.0000e-005	1.7300e-003	2.0000e-005	1.7400e-003	4.6000e-004	2.0000e-005	4.7000e-004	0.0000	1.7327	1.7327	1.0000e-004	0.0000	1.7349
Total	**7.8000e-004**	**1.1500e-003**	**0.0119**	**2.0000e-005**	**1.7300e-003**	**2.0000e-005**	**1.7400e-003**	**4.6000e-004**	**2.0000e-005**	**4.7000e-004**	**0.0000**	**1.7327**	**1.7327**	**1.0000e-004**	**0.0000**	**1.7349**

Fisherman's Pride

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	1.10	1000sqft	0.03	1,100.00	0
General Heavy Industry	1.09	1000sqft	0.03	1,095.00	0
General Heavy Industry	1.48	1000sqft	0.03	1,484.00	0
General Heavy Industry	1.18	1000sqft	0.03	1,178.00	0
General Heavy Industry	5.45	1000sqft	0.13	5,450.00	0
General Heavy Industry	4.94	1000sqft	0.11	4,938.00	0
General Heavy Industry	4.42	1000sqft	0.10	4,418.00	0
General Heavy Industry	5.76	1000sqft	0.13	5,760.00	0
Other Asphalt Surfaces	16.00	1000sqft	0.37	16,000.00	0
Parking Lot	51.90	1000sqft	1.19	51,900.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2014
Utility Company					
CO2 Intensity (lb/MWhr)	0	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Construction Phase - Based on 3-month construction schedule

Table Name	Column Name	Default Value	New Value
tblAreaCoating	Area_Nonresidential_Interior	64470	0
tblAreaMitigation	UseLowVOCPaintNonresidentialExterior Value	250	0
tblAreaMitigation	UseLowVOCPaintNonresidentialInterior Value	250	0
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	0
tblConstEquipMitigation	FuelType	Diesel	CNG
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00

tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	8.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	2.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	1.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	5.00
tblConstEquipMitigation	NumberOfEquipmentMitigated	0.00	3.00
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 2
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstEquipMitigation	Tier	No Change	Tier 3
tblConstructionPhase	NumDays	10.00	21.00
tblConstructionPhase	NumDays	220.00	53.00
tblConstructionPhase	NumDays	20.00	11.00
tblConstructionPhase	NumDays	10.00	41.00
tblConstructionPhase	PhaseEndDate	4/29/2014	3/31/2014
tblConstructionPhase	PhaseEndDate	5/27/2014	3/31/2014
tblConstructionPhase	PhaseStartDate	4/1/2014	3/1/2014
tblConstructionPhase	PhaseStartDate	4/1/2014	2/1/2014
tblLandUse	LandUseSquareFeet	1,090.00	1,095.00
tblLandUse	LandUseSquareFeet	1,180.00	1,178.00
tblLandUse	LandUseSquareFeet	1,480.00	1,484.00
tblLandUse	LandUseSquareFeet	4,420.00	4,418.00
tblLandUse	LandUseSquareFeet	4,940.00	4,938.00
tblOffRoadEquipment	OffRoadEquipmentUnitAmount	2.00	4.00
tblOffRoadEquipment	UsageHours	6.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	7.00	8.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00

tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	6.00	8.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblOffRoadEquipment	UsageHours	8.00	0.00
tblTripsAndVMT	VendorTripNumber	15.00	14.00
tblTripsAndVMT	WorkerTripNumber	28.00	15.00
tblTripsAndVMT	WorkerTripNumber	39.00	15.00
tblTripsAndVMT	WorkerTripNumber	8.00	15.00

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					
2014	50.5322	28.4658	18.8611	0.0284	0.5904	1.7162	2.3066	0.1583	1.5788	1.7371	0.0000	2,903.0924	2,903.0924	0.6430	0.0000	2,916.5949
Total	**50.5322**	**28.4658**	**18.8611**	**0.0284**	**0.5904**	**1.7162**	**2.3066**	**0.1583**	**1.5788**	**1.7371**	**0.0000**	**2,903.0924**	**2,903.0924**	**0.6430**	**0.0000**	**2,916.5949**

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					
2014	48.4510	15.0686	52.0256	0.0284	0.5904	0.4492	1.0397	0.1583	0.4463	0.6046	0.0000	3,110.5078	3,110.5078	0.7043	0.0000	3,125.2975
Total	**48.4510**	**15.0686**	**52.0256**	**0.0284**	**0.5904**	**0.4492**	**1.0397**	**0.1583**	**0.4463**	**0.6046**	**0.0000**	**3,110.5078**	**3,110.5078**	**0.7043**	**0.0000**	**3,125.2975**

	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	N20	CO2e
Percent Reduction	**4.12**	**47.06**	**-175.84**	**0.00**	**0.00**	**73.83**	**54.93**	**0.00**	**71.73**	**65.20**	**0.00**	**-7.14**	**-7.14**	**-9.53**	**0.00**	**-7.16**

3.0 Construction Detail

Construction Phase

Phase Number	Phase Name	Phase Type	Start Date	End Date	Num Days Week	Num Days	Phase Description
1	Demolition	Demolition	1/1/2014	1/15/2014	5	11	
2	Building Construction	Building Construction	1/16/2014	3/31/2014	5	53	
3	Paving	Paving	2/1/2014	3/31/2014	5	41	
4	Architectural Coating	Architectural Coating	3/1/2014	3/31/2014	5	21	

Acres of Grading (Site Preparation Phase): 0

Acres of Grading (Grading Phase): 0

Acres of Paving: 0

Residential Indoor: 0; Residential Outdoor: 0; Non-Residential Indoor: 64,470; Non-Residential Outdoor: 21,490 (Architectural Coating –

OffRoad Equipment

Phase Name	Offroad Equipment Type	Amount	Usage Hours	Horse Power	Load Factor
Demolition	Concrete/Industrial Saws	1	0.00	81	0.73
Demolition	Forklifts	4	8.00	89	0.20
Demolition	Off-Highway Trucks	2	2.00	400	0.38
Demolition	Rubber Tired Dozers	1	0.00	255	0.40
Demolition	Tractors/Loaders/Backhoes	3	0.00	97	0.37
Building Construction	Cranes	1	8.00	226	0.29
Building Construction	Forklifts	4	8.00	89	0.20
Building Construction	Generator Sets	1	0.00	84	0.74
Building Construction	Tractors/Loaders/Backhoes	1	8.00	97	0.37
Building Construction	Welders	3	0.00	46	0.45
Paving	Cement and Mortar Mixers	1	0.00	9	0.56
Paving	Pavers	1	8.00	125	0.42
Paving	Paving Equipment	1	0.00	130	0.36
Paving	Rollers	2	0.00	80	0.38
Paving	Tractors/Loaders/Backhoes	1	0.00	97	0.37
Architectural Coating	Air Compressors	1	0.00	78	0.48

Trips and VMT

Phase Name	Offroad Equipment Count	Worker Trip Number	Vendor Trip Number	Hauling Trip Number	Worker Trip Length	Vendor Trip Length	Hauling Trip Length	Worker Vehicle Class	Vendor Vehicle Class	Hauling Vehicle Class
Demolition	11	15.00	0.00	3.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Building Construction	10	15.00	14.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Paving	6	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT
Architectural Coating	1	15.00	0.00	0.00	14.70	6.90	20.00	LD_Mix	HDT_Mix	HHDT

3.1 Mitigation Measures Construction

Use Alternative Fuel for Construction Equipment

Use Cleaner Engines for Construction Equipment

Water Exposed Area

Reduce Vehicle Speed on Unpaved Roads

3.2 Demolition - 2014

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					0.0525	0.0000	0.0525	7.9500e-003	0.0000	7.9500e-003			0.0000			0.0000
Off-Road	1.5250	14.8806	7.9043	0.0127		0.9611	0.9611		0.8842	0.8842		1,346.4768	1,346.4768	0.3979		1,354.8327
Total	**1.5250**	**14.8806**	**7.9043**	**0.0127**	**0.0525**	**0.9611**	**1.0136**	**7.9500e-003**	**0.8842**	**0.8922**		**1,346.4768**	**1,346.4768**	**0.3979**		**1,354.8327**

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	6.4300e-003	0.1009	0.0704	2.0000e-004	4.7500e-003	1.8800e-003	6.6300e-003	1.3000e-003	1.7300e-003	3.0300e-003		20.7128	20.7128	1.8000e-004		20.7165
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0790	0.1060	1.1054	1.9900e-003	0.1677	1.5800e-003	0.1693	0.0445	1.4400e-003	0.0459		179.1210	179.1210	0.0109		179.3491
Total	**0.0855**	**0.2069**	**1.1759**	**2.1900e-003**	**0.1724**	**3.4600e-003**	**0.1759**	**0.0458**	**3.1700e-003**	**0.0489**		**199.8338**	**199.8338**	**0.0110**		**200.0656**

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					0.0205	0.0000	0.0205	3.1000e-003	0.0000	3.1000e-003			0.0000			0.0000

Off-Road	0.2842	7.9650	41.4567	0.0127		0.1893	0.1893		0.1893	0.1893	0.0000	1,553.8922	1,553.8922	0.4592		1,563.5353
Total	**0.2842**	**7.9650**	**41.4567**	**0.0127**	**0.0205**	**0.1893**	**0.2097**	**3.1000e-003**	**0.1893**	**0.1924**	**0.0000**	**1,553.8922**	**1,553.8922**	**0.4592**		**1,563.5353**

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	6.4300e-003	0.1009	0.0704	2.0000e-004	4.7500e-003	1.8800e-003	6.6300e-003	1.3000e-003	1.7300e-003	3.0300e-003		20.7128	20.7128	1.8000e-004		20.7165
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0790	0.1060	1.1054	1.9900e-003	0.1677	1.5800e-003	0.1693	0.0445	1.4400e-003	0.0459		179.1210	179.1210	0.0109		179.3491
Total	**0.0855**	**0.2069**	**1.1759**	**2.1900e-003**	**0.1724**	**3.4600e-003**	**0.1759**	**0.0458**	**3.1700e-003**	**0.0489**		**199.8338**	**199.8338**	**0.0110**		**200.0656**

3.3 Building Construction - 2014

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	2.1299	21.2183	10.6966	0.0149		1.4144	1.4144		1.3013	1.3013		1,577.5156	1,577.5156	0.4662		1,587.3053
Total	**2.1299**	**21.2183**	**10.6966**	**0.0149**		**1.4144**	**1.4144**		**1.3013**	**1.3013**		**1,577.5156**	**1,577.5156**	**0.4662**		**1,587.3053**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1688	1.6181	1.9643	3.0400e-003	0.0875	0.0314	0.1188	0.0249	0.0289	0.0538		309.7380	309.7380	2.8300e-003		309.7976
Worker	0.0790	0.1060	1.1054	1.9900e-003	0.1677	1.5800e-003	0.1693	0.0445	1.4400e-003	0.0459		179.1210	179.1210	0.0109		179.3491

Total	**0.2478**	**1.7241**	**3.0697**	**5.0300e-003**	**0.2551**	**0.0330**	**0.2881**	**0.0694**	**0.0303**	**0.0997**		**488.8591**	**488.8591**	**0.0137**		**489.1466**

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	0.3380	9.2714	43.3191	0.0149		0.2946	0.2946		0.2946	0.2946	0.0000	1,784.9311	1,784.9311	0.5275		1,796.0079
Total	**0.3380**	**9.2714**	**43.3191**	**0.0149**		**0.2946**	**0.2946**		**0.2946**	**0.2946**	**0.0000**	**1,784.9311**	**1,784.9311**	**0.5275**		**1,796.0079**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.1688	1.6181	1.9643	3.0400e-003	0.0875	0.0314	0.1188	0.0249	0.0289	0.0538		309.7380	309.7380	2.8300e-003		309.7976
Worker	0.0790	0.1060	1.1054	1.9900e-003	0.1677	1.5800e-003	0.1693	0.0445	1.4400e-003	0.0459		179.1210	179.1210	0.0109		179.3491
Total	**0.2478**	**1.7241**	**3.0697**	**5.0300e-003**	**0.2551**	**0.0330**	**0.2881**	**0.0694**	**0.0303**	**0.0997**		**488.8591**	**488.8591**	**0.0137**		**489.1466**

3.4 Paving - 2014

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	0.4652	5.3115	2.8839	4.5100e-003		0.2656	0.2656		0.2444	0.2444		478.4757	478.4757	0.1414		481.4450
Paving	0.0997					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.5649**	**5.3115**	**2.8839**	**4.5100e-003**		**0.2656**	**0.2656**		**0.2444**	**0.2444**		**478.4757**	**478.4757**	**0.1414**		**481.4450**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0790	0.1060	1.1054	1.9900e-003	0.1677	1.5800e-003	0.1693	0.0445	1.4400e-003	0.0459		179.1210	179.1210	0.0109		179.3491
Total	**0.0790**	**0.1060**	**1.1054**	**1.9900e-003**	**0.1677**	**1.5800e-003**	**0.1693**	**0.0445**	**1.4400e-003**	**0.0459**		**179.1210**	**179.1210**	**0.0109**		**179.3491**

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	0.1759	3.8612	3.4260	4.5100e-003		0.1185	0.1185		0.1185	0.1185	0.0000	478.4757	478.4757	0.1414		481.4450
Paving	0.0997					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Total	**0.2756**	**3.8612**	**3.4260**	**4.5100e-003**		**0.1185**	**0.1185**		**0.1185**	**0.1185**	**0.0000**	**478.4757**	**478.4757**	**0.1414**		**481.4450**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0790	0.1060	1.1054	1.9900e-003	0.1677	1.5800e-003	0.1693	0.0445	1.4400e-003	0.0459		179.1210	179.1210	0.0109		179.3491
Total	**0.0790**	**0.1060**	**1.1054**	**1.9900e-003**	**0.1677**	**1.5800e-003**	**0.1693**	**0.0445**	**1.4400e-003**	**0.0459**		**179.1210**	**179.1210**	**0.0109**		**179.3491**

3.5 Architectural Coating - 2014

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	47.4315					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Total	**47.4315**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**		**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0790	0.1060	1.1054	1.9900e-003	0.1677	1.5800e-003	0.1693	0.0445	1.4400e-003	0.0459		179.1210	179.1210	0.0109		179.3491
Total	**0.0790**	**0.1060**	**1.1054**	**1.9900e-003**	**0.1677**	**1.5800e-003**	**0.1693**	**0.0445**	**1.4400e-003**	**0.0459**		**179.1210**	**179.1210**	**0.0109**		**179.3491**

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	47.4315					0.0000	0.0000		0.0000	0.0000			0.0000			0.0000
Off-Road	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000
Total	**47.4315**	**0.0000**	**0.0000**	**0.0000**		**0.0000**	**0.0000**		**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**	**0.0000**		**0.0000**

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	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Vendor	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000		0.0000	0.0000	0.0000		0.0000
Worker	0.0790	0.1060	1.1054	1.9900e-003	0.1677	1.5800e-003	0.1693	0.0445	1.4400e-003	0.0459		179.1210	179.1210	0.0109		179.3491
Total	**0.0790**	**0.1060**	**1.1054**	**1.9900e-003**	**0.1677**	**1.5800e-003**	**0.1693**	**0.0445**	**1.4400e-003**	**0.0459**		**179.1210**	**179.1210**	**0.0109**		**179.3491**

Fisherman's Pride Energy Use Existing

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	93.19	1000sqft	3.67	93,188.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2013
Utility Company					
CO2 Intensity (lb/MWhr)	0	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Existing buildings

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExterioValue	250	0
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	0
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	0
tblLandUse	LotAcreage	2.14	3.67
tblProjectCharacteristics	OperationalYear	2014	2013

2.0 Emissions Summary

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					
Energy	0.0109	0.0989	0.0830	5.9000e-004		7.5100e-003	7.5100e-003		7.5100e-003	7.5100e-003	0.0000	107.6128	107.6128	2.0600e-003	1.9700e-003	108.2678

Total	**0.0109**	**0.0989**	**0.0830**	**5.9000e-004**	**0**	**7.5100e-003**	**7.5100e-003**	**0**	**7.5100e-003**	**7.5100e-003**	**0.0000**	**107.6128**	**107.6128**	**2.0600e-003**	**1.9700e-003**	**108.2678**

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					
Energy	0.0109	0.0989	0.0830	5.9000e-004		7.5100e-003	7.5100e-003		7.5100e-003	7.5100e-003	0.0000	107.6128	107.6128	2.0600e-003	1.9700e-003	108.2678
Total	**0.0109**	**0.0989**	**0.0830**	**5.9000e-004**	**0**	**7.5100e-003**	**7.5100e-003**	**0**	**7.5100e-003**	**7.5100e-003**	**0.0000**	**107.6128**	**107.6128**	**2.0600e-003**	**1.9700e-003**	**108.2678**

	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	N20	CO2e
Percent Reduction	**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**

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						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0109	0.0989	0.0830	5.9000e-004		7.5100e-003	7.5100e-003		7.5100e-003	7.5100e-003	0.0000	107.6128	107.6128	2.0600e-003	1.9700e-003	108.2678
NaturalGas Unmitigated	0.0109	0.0989	0.0830	5.9000e-004		7.5100e-003	7.5100e-003		7.5100e-003	7.5100e-003	0.0000	107.6128	107.6128	2.0600e-003	1.9700e-003	108.2678

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/yr	tons/yr										MT/yr					

General Heavy Industry	2.01659e+006	0.0109	0.0989	0.0830	5.9000e-004		7.5100e-003	7.5100e-003		7.5100e-003	7.5100e-003	0.0000	107.6128	107.6128	2.0600e-003	1.9700e-003	108.2678
Total		**0.0109**	**0.0989**	**0.0830**	**5.9000e-004**		**7.5100e-003**	**7.5100e-003**		**7.5100e-003**	**7.5100e-003**	**0.0000**	**107.6128**	**107.6128**	**2.0600e-003**	**1.9700e-003**	**108.2678**

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/yr	tons/yr										MT/yr					
General Heavy Industry	2.01659e+006	0.0109	0.0989	0.0830	5.9000e-004		7.5100e-003	7.5100e-003		7.5100e-003	7.5100e-003	0.0000	107.6128	107.6128	2.0600e-003	1.9700e-003	108.2678
Total		**0.0109**	**0.0989**	**0.0830**	**5.9000e-004**		**7.5100e-003**	**7.5100e-003**		**7.5100e-003**	**7.5100e-003**	**0.0000**	**107.6128**	**107.6128**	**2.0600e-003**	**1.9700e-003**	**108.2678**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Heavy Industry	861057	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Heavy Industry	861057	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Fisherman's Pride Energy Use Existing

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	93.19	1000sqft	3.67	93,188.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2013
Utility Company					
CO2 Intensity (lb/MWhr)	0	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Existing buildings

Table Name	Column Name	Default Value	New Value
tblAreaMitigation	UseLowVOCPaintNonresidentialExterioValue	250	0
tblAreaMitigation	UseLowVOCPaintNonresidentialInteriorValue	250	0
tblAreaMitigation	UseLowVOCPaintResidentialExteriorValue	100	0
tblAreaMitigation	UseLowVOCPaintResidentialInteriorValue	50	0
tblLandUse	LotAcreage	2.14	3.67
tblProjectCharacteristics	OperationalYear	2014	2013

2.0 Emissions Summary

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					
Energy	0.0596	0.5417	0.4550	3.2500e-003		0.0412	0.0412		0.0412	0.0412		649.9882	649.9882	0.0125	0.0119	653.9439

Total	**0.0596**	**0.5417**	**0.4550**	**3.2500e-003**	**0**	**0.0412**	**0.0412**	**0**	**0.0412**	**0.0412**		**649.9882**	**649.9882**	**0.0125**	**0.0119**	**653.9439**

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					
Energy	0.0596	0.5417	0.4550	3.2500e-003		0.0412	0.0412		0.0412	0.0412		649.9882	649.9882	0.0125	0.0119	653.9439
Total	**0.0596**	**0.5417**	**0.4550**	**3.2500e-003**	**0**	**0.0412**	**0.0412**	**0**	**0.0412**	**0.0412**		**649.9882**	**649.9882**	**0.0125**	**0.0119**	**653.9439**

	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	N20	CO2e
Percent Reduction	**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**

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	0.0596	0.5417	0.4550	3.2500e-003		0.0412	0.0412		0.0412	0.0412		649.9882	649.9882	0.0125	0.0119	653.9439
NaturalGas Unmitigated	0.0596	0.5417	0.4550	3.2500e-003		0.0412	0.0412		0.0412	0.0412		649.9882	649.9882	0.0125	0.0119	653.9439

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/yr	lb/day										lb/day					
General Heavy Industry	5524.9	0.0596	0.5417	0.4550	3.2500e-003		0.0412	0.0412		0.0412	0.0412		649.9882	649.9882	0.0125	0.0119	653.9439

Total		**0.0596**	**0.5417**	**0.4550**	**3.2500e-003**		**0.0412**	**0.0412**		**0.0412**	**0.0412**		**649.9882**	**649.9882**	**0.0125**	**0.0119**	**653.9439**

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/yr	lb/day										lb/day					
General Heavy Industry	5.5249	0.0596	0.5417	0.4550	3.2500e-003		0.0412	0.0412		0.0412	0.0412		649.9882	649.9882	0.0125	0.0119	653.9439
Total		**0.0596**	**0.5417**	**0.4550**	**3.2500e-003**		**0.0412**	**0.0412**		**0.0412**	**0.0412**		**649.9882**	**649.9882**	**0.0125**	**0.0119**	**653.9439**

Fisherman's Pride Energy Use Proposed

South Coast Air Basin, Annual

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	98.95	1000sqft	2.27	98,948.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2014
Utility Company					
CO2 Intensity (lb/MWhr)	0	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Assumed project size plus addition

Table Name	Column Name	Default Value	New Value

2.0 Emissions Summary

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					
Energy	0.0116	0.1050	0.0882	6.3000e-004		7.9800e-003	7.9800e-003		7.9800e-003	7.9800e-003	0.0000	114.2644	114.2644	2.1900e-003	2.0900e-003	114.9598
Total	**0.0116**	**0.1050**	**0.0882**	**6.3000e-004**	**0**	**7.9800e-003**	**7.9800e-003**	**0**	**7.9800e-003**	**7.9800e-003**	**0.0000**	**114.2644**	**114.2644**	**2.1900e-003**	**2.0900e-003**	**114.9598**

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					
Energy	0.0116	0.1050	0.0882	6.3000e-004		7.9800e-003	7.9800e-003		7.9800e-003	7.9800e-003	0.0000	114.2644	114.2644	2.1900e-003	2.0900e-003	114.9598
Total	**0.0116**	**0.1050**	**0.0882**	**6.3000e-004**	**0**	**7.9800e-003**	**7.9800e-003**	**0**	**7.9800e-003**	**7.9800e-003**	**0.0000**	**114.2644**	**114.2644**	**2.1900e-003**	**2.0900e-003**	**114.9598**

	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	N20	CO2e
Percent Reduction	**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**

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						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
Electricity Unmitigated						0.0000	0.0000		0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000	0.0000
NaturalGas Mitigated	0.0116	0.1050	0.0882	6.3000e-004		7.9800e-003	7.9800e-003		7.9800e-003	7.9800e-003	0.0000	114.2644	114.2644	2.1900e-003	2.0900e-003	114.9598
NaturalGas Unmitigated	0.0116	0.1050	0.0882	6.3000e-004		7.9800e-003	7.9800e-003		7.9800e-003	7.9800e-003	0.0000	114.2644	114.2644	2.1900e-003	2.0900e-003	114.9598

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/yr	tons/yr										MT/yr					
General Heavy Industry	2.14123e+006	0.0116	0.1050	0.0882	6.3000e-004		7.9800e-003	7.9800e-003		7.9800e-003	7.9800e-003	0.0000	114.2644	114.2644	2.1900e-003	2.0900e-003	114.9598
Total		**0.0116**	**0.1050**	**0.0882**	**6.3000e-004**		**7.9800e-003**	**7.9800e-003**		**7.9800e-003**	**7.9800e-003**	**0.0000**	**114.2644**	**114.2644**	**2.1900e-003**	**2.0900e-003**	**114.9598**

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/yr	tons/yr										MT/yr					
General Heavy Industry	2.14123e+006	0.0116	0.1050	0.0882	6.3000e-004		7.9800e-003	7.9800e-003		7.9800e-003	7.9800e-003	0.0000	114.2644	114.2644	2.1900e-003	2.0900e-003	114.9598
Total		**0.0116**	**0.1050**	**0.0882**	**6.3000e-004**		**7.9800e-003**	**7.9800e-003**		**7.9800e-003**	**7.9800e-003**	**0.0000**	**114.2644**	**114.2644**	**2.1900e-003**	**2.0900e-003**	**114.9598**

5.3 Energy by Land Use - Electricity

Unmitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Heavy Industry	914280	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Mitigated

	Electricity Use	Total CO2	CH4	N2O	CO2e
Land Use	kWh/yr	MT/yr			
General Heavy Industry	914280	0.0000	0.0000	0.0000	0.0000
Total		**0.0000**	**0.0000**	**0.0000**	**0.0000**

Fisherman's Pride Energy Use Proposed

South Coast Air Basin, Winter

1.0 Project Characteristics

1.1 Land Usage

Land Uses	Size	Metric	Lot Acreage	Floor Surface Area	Population
General Heavy Industry	98.95	1000sqft	2.27	98,948.00	0

1.2 Other Project Characteristics

Urbanization	Urban	**Wind Speed (m/s)**	2.2	**Precipitation Freq (Days)**	31
Climate Zone	8			**Operational Year**	2014
Utility Company					
CO2 Intensity (lb/MWhr)	0	**CH4 Intensity (lb/MWhr)**	0	**N2O Intensity (lb/MWhr)**	0

1.3 User Entered Comments & Non-Default Data

Project Characteristics -

Land Use - Assumed project size plus addition

Table Name	Column Name	Default Value	New Value

2.0 Emissions Summary

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					
Energy	0.0633	0.5751	0.4831	3.4500e-003		0.0437	0.0437		0.0437	0.0437		690.1643	690.1643	0.0132	0.0127	694.3645
Total	**0.0633**	**0.5751**	**0.4831**	**3.4500e-003**	**0**	**0.0437**	**0.0437**	**0**	**0.0437**	**0.0437**		**690.1643**	**690.1643**	**0.0132**	**0.0127**	**694.3645**

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					
Energy	0.0633	0.5751	0.4831	3.4500e-003		0.0437	0.0437		0.0437	0.0437		690.1643	690.1643	0.0132	0.0127	694.3645
Total	**0.0633**	**0.5751**	**0.4831**	**3.4500e-003**	**0**	**0.0437**	**0.0437**	**0**	**0.0437**	**0.0437**		**690.1643**	**690.1643**	**0.0132**	**0.0127**	**694.3645**

	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	N20	CO2e
Percent Reduction	**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**

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	0.0633	0.5751	0.4831	3.4500e-003		0.0437	0.0437		0.0437	0.0437		690.1643	690.1643	0.0132	0.0127	694.3645
NaturalGas Unmitigated	0.0633	0.5751	0.4831	3.4500e-003		0.0437	0.0437		0.0437	0.0437		690.1643	690.1643	0.0132	0.0127	694.3645

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/yr	lb/day										lb/day					
General Heavy Industry	5866.4	0.0633	0.5751	0.4831	3.4500e-003		0.0437	0.0437		0.0437	0.0437		690.1643	690.1643	0.0132	0.0127	694.3645
Total		**0.0633**	**0.5751**	**0.4831**	**3.4500e-003**		**0.0437**	**0.0437**		**0.0437**	**0.0437**		**690.1643**	**690.1643**	**0.0132**	**0.0127**	**694.3645**

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/yr	lb/day										lb/day					
General Heavy Industry	5.8664	0.0633	0.5751	0.4831	3.4500e-003		0.0437	0.0437		0.0437	0.0437		690.1643	690.1643	0.0132	0.0127	694.3645
Total		**0.0633**	**0.5751**	**0.4831**	**3.4500e-003**		**0.0437**	**0.0437**		**0.0437**	**0.0437**		**690.1643**	**690.1643**	**0.0132**	**0.0127**	**694.3645**

APPENDIX B

FINAL ARCHITECTURAL SURVEY AND EVALUATION REPORT FOR THE CHICKEN OF THE SEA PLANT

Final Architectural Survey and Evaluation of the Chicken of the Sea Plant 338 Cannery Street, Terminal Island Port of Los Angeles

ADP# 060131-563

Prepared for:

Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90733-0151
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Prepared by:

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March 2008

This document should be cited as:

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INTRODUCTION

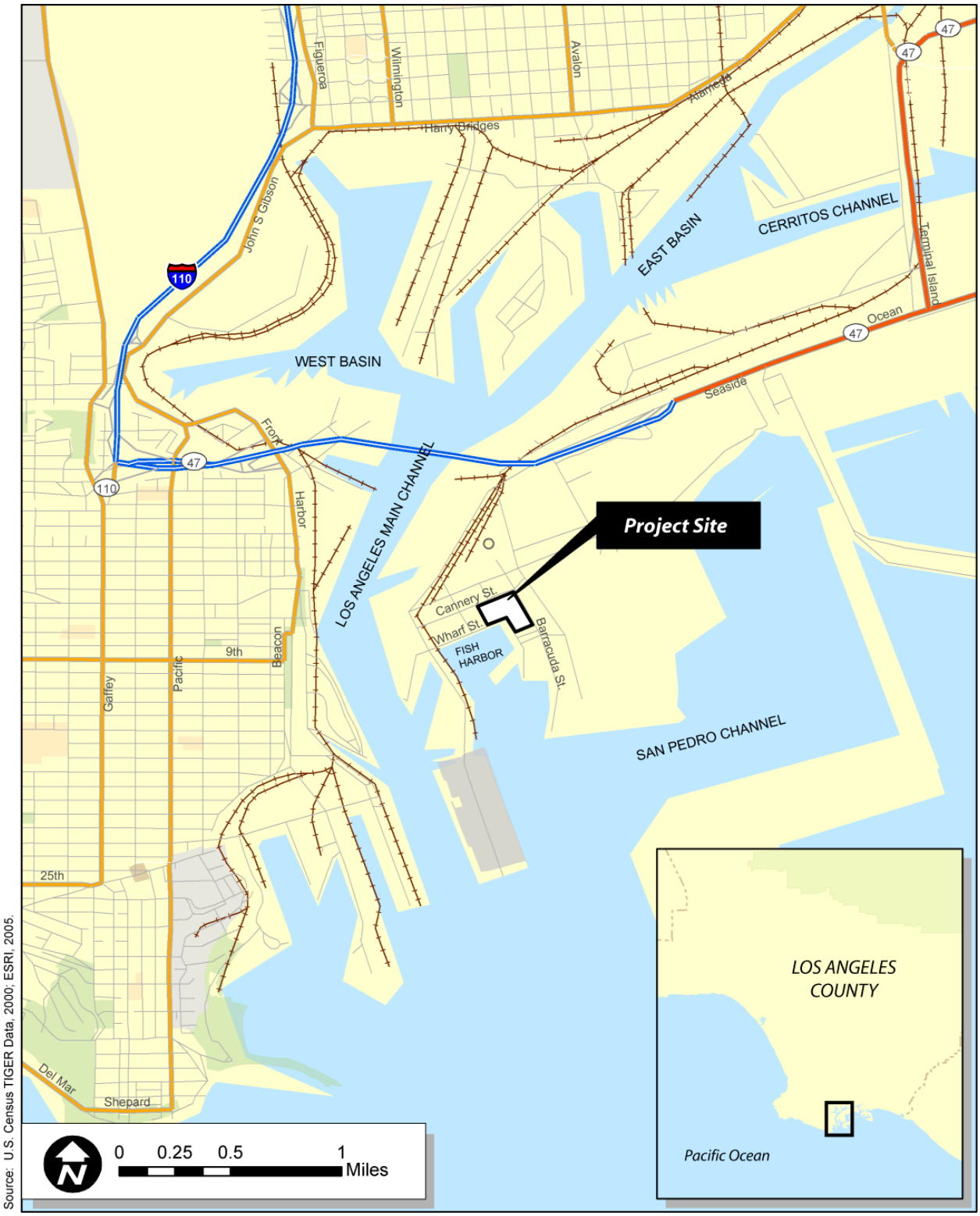
The Los Angeles Harbor Department (LAHD) contracted with Jones & Stokes to perform a survey and evaluation of the former Chicken of the Sea Plant, located at 338 Cannery Street on Terminal Island (Figure 1, Project Vicinity Map, Figure 2, Parcel Map, Figure 3 Survey Coverage Map). The LAHD is planning redevelopment of the area, which may include demolition of the building. For the purposes of the California Environmental Quality Act (CEQA), the identification and evaluation of historical resources within the project area will support an assessment of the impact of the project on cultural resources. To satisfy future projects subject to federal regulations, the building was also evaluated for eligibility for listing in the National Register of Historic Places (NRHP). The LAHD requested that Jones & Stokes provide a conclusive evaluation of the former Chicken of the Sea Plant at 338 Cannery Street to determine whether the property may qualify as a significant historical resource for the purposes of CEQA, and whether it is eligible for listing in the NRHP.

This report documents Jones & Stokes' methods and findings of an intensive architectural survey and evaluation of the property at 338 Cannery Street. Efforts included conducting archival research, surveying the resource, and applying the eligibility criteria for listing in the NRHP and in the California Register of Historical Resources (CRHR). Portia Lee, Jones & Stokes Senior Architectural Historian who meets the Secretary of the Interior's professional qualification standards for historian and architectural historian, conducted survey and evaluation work. Katy Lain conducted survey work and historical research. Portions of the report were written by Madeline Bowen, Portia Lee, and Katy Lain.

METHODOLOGY

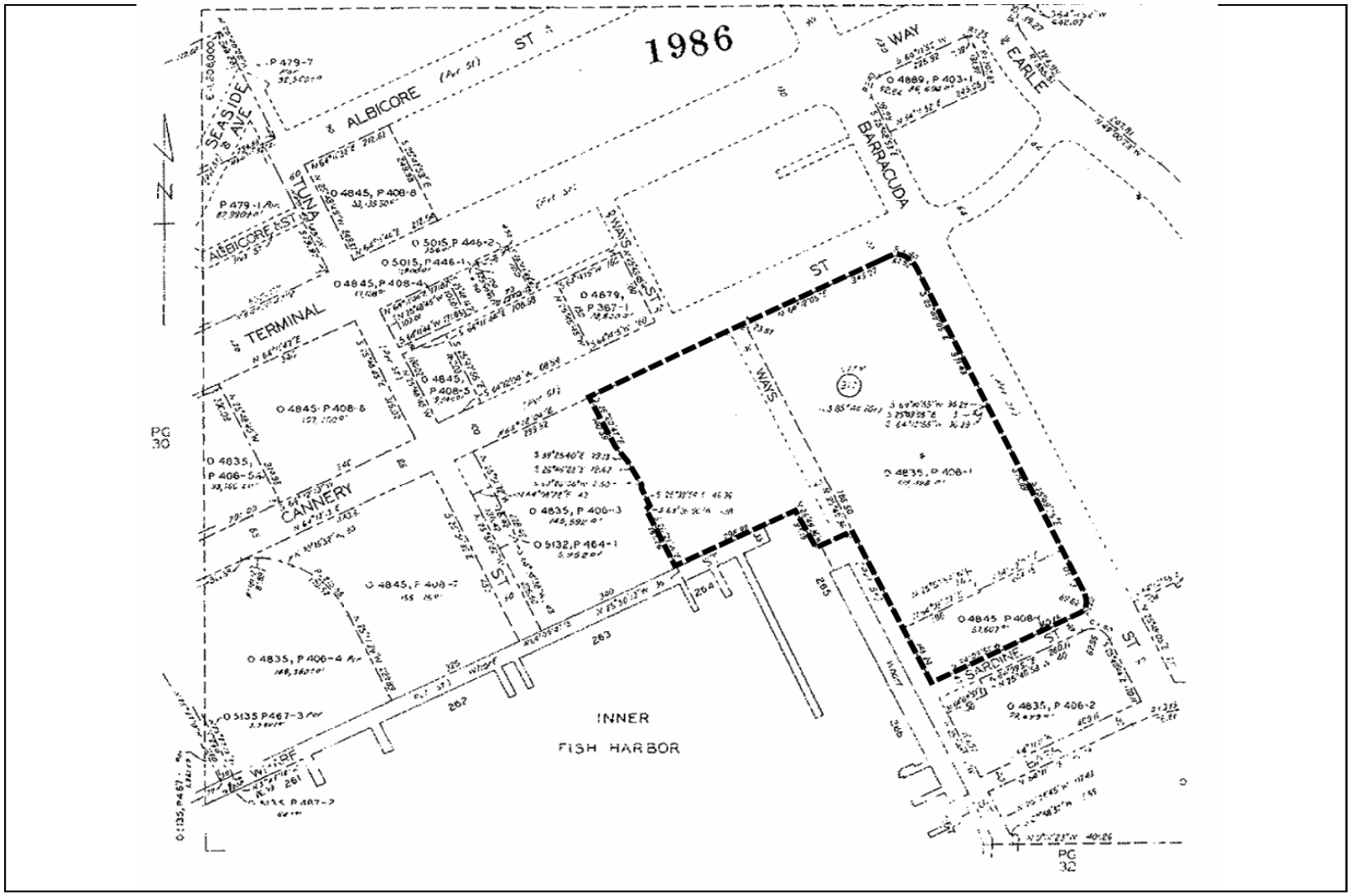
In 1983, the U. S. Army Corps of Engineers inventoried and evaluated Port of Los Angeles (Port) facilities at Fish Harbor and determined the harbor to be potentially eligible for listing in the NRHP. In 1995, San Buenaventura Research Associates inventoried Fish Harbor and its environs as part of a larger reconnaissance-level survey for Fugro West, Inc. The purpose of the larger port-wide reconnaissance survey was to identify areas with potential historical significance. The report concluded that the Fish Harbor area as a whole did not appear to meet the criteria for listing in NRHP due to a lack of integrity. As part of that report, historian Mitch Stone also evaluated a part of the subject building. He assigned the significance of the total building complex as "moderate" (San Buenaventura Research Associates 1995). These recommendations were not submitted to or concurred with by the California State Office of Historic Preservation.

In evaluating NRHP eligibility for the present Chicken of the Sea facility located at 338 Cannery Street between Ways and Barracuda Streets, archival research was conducted at the Port of Los



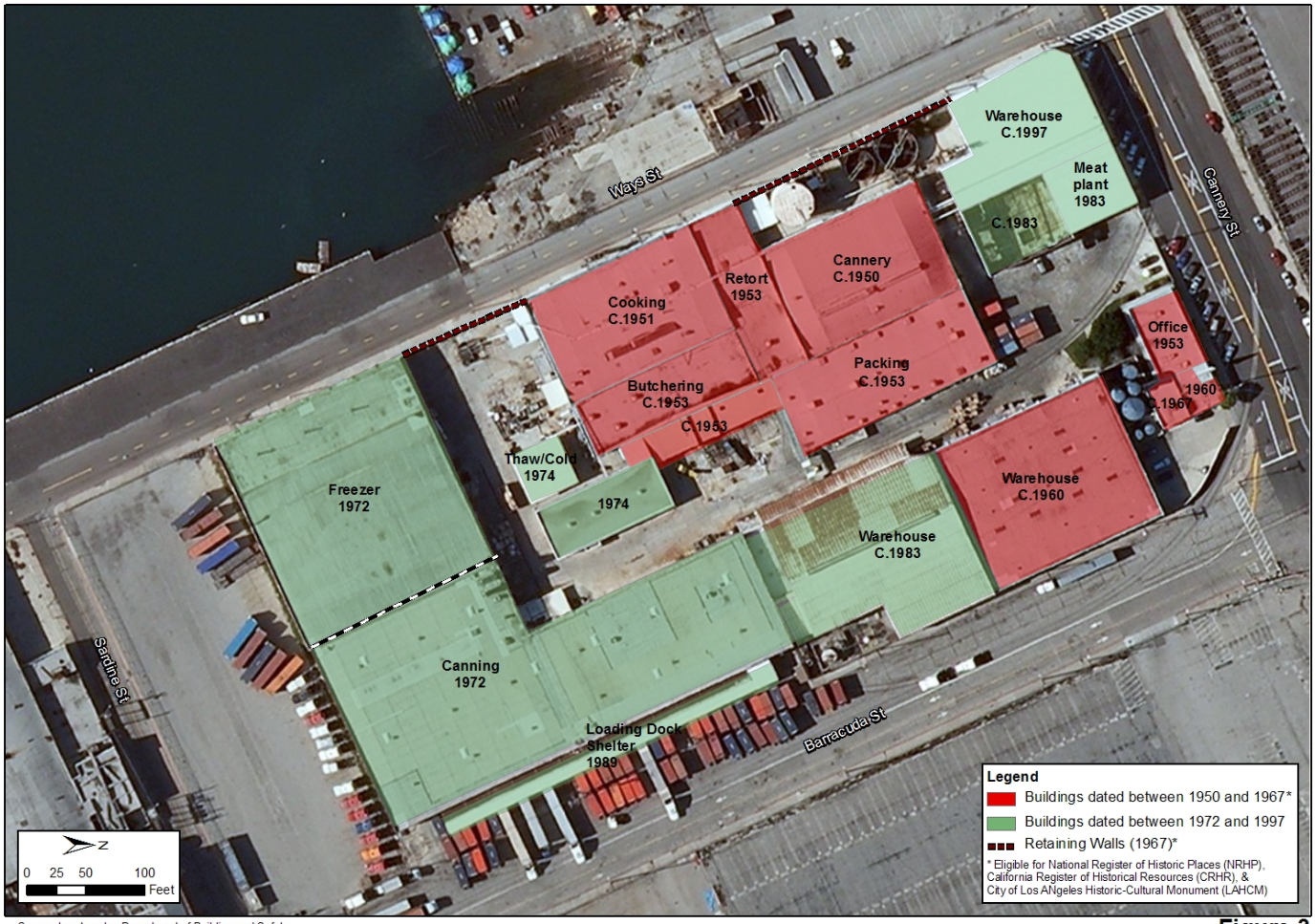
Jones & Stokes

Figure 1
Project Vicinity Map



Jones & Stokes

Figure 2
Parcel Map



Source: Los Angeles Department of Building and Safety, Los Angeles Harbor Department Engineering Permits, ESRI Imagery (2008, 1.5m)

Jones & Stokes

Figure 3
Survey Coverage Map
Chicken of the Sea Plant

Angeles administrative offices, San Pedro Historical Society, Los Angeles Maritime Museum, Los Angeles Public Library, and files of the *Historical Los Angeles Times.* Research efforts focused on development of a broad context for the role of the canneries at the Port and property-specific history of the former Chicken of the Sea facility at 338 Cannery Street.

Jones & Stokes conducted an intensive survey of the former Chicken of the Sea facility, located at 338 Cannery Street, on May 2, 2006. Photographs and written descriptions of the buildings were prepared as part of this survey and will be recorded on California Department of Parks and Recreation (DPR) Series 523 Forms in Appendix A of the final report.

HISTORIC SETTING

Early History

The Port of Los Angeles is located at the southern most point in Los Angeles County, approximately 20 miles from downtown Los Angeles. Given its location on the Pacific Ocean, the surrounding area historically served as a general port facility. The Port sits within the boundaries of three historic ranchos conferred by Governor Pedro Fages to three veterans of the 1769 Portola expedition. The three ranchos included Rancho San Pedro, Rancho Los Palos Verdes, and Rancho Los Cerritos. The combined total acreage for the three ranchos equated to nearly 84,000 acres (Beck and Haase 1974). As was common for the time, owners of the rancho lands earned a living through the raising of cattle and participation in the hide and tallow trade (Rawls and Bean 1993). By 1830, San Pedro was known as the leading hide center on the west coast (Queenan 1986).

The annexation of California by the United States in 1848 and the gold rush of 1849 resulted in an influx of new settlers to the San Pedro area. While a few older residents realized the profit potential of the port area, it was largely underused for shipping during this period (Queenan 1986). However, the area continued to serve as a center for cattle and sheep ranching (Beck and Haase 1974).

Initial Commercial Shipping, 1857–1897

Phineas Banning, one of the area's earliest residents, realized the promise of a commercial shipping port. The endpoints of two primary routes to the southwest gold fields, the Gila River Trail and the Old Spanish Trail, stood at Los Angeles. In 1857, Banning constructed new docks to capitalize on the increasing trade coming in and out of Los Angeles. With his base location up the bay at a Wilmington, Banning could shuttle materials on smaller boats to and from a second location on the Rancho San Pedro waterfront.

Banning also realized the importance of rail transportation and in 1869 organized the Los Angeles & San Pedro Railroad (LA&SP), the first route offering a reliable means of moving cargo from the ships coming into San Pedro Harbor to the City of Los Angeles. Improved transportation to and from the harbor had a significant effect on the growth of Los Angeles. By the turn of the century, city population had reached 102,000, resulting in increased demand for lumber and good at San Pedro Harbor (Matson 1920).

Los Angeles Harbor, 19th Century

San Pedro Bay—Founding of Port of Los Angeles, 1897–1913

The growth of commerce in Los Angeles required the formal establishment of a shipping port. The federal government agreed to assist the City of Los Angeles by establishing its official harbor in San Pedro. Following an extensive battle with railroad magnate Collis Huntington who advocated a site near his holdings in Santa Monica, the city of Los Angeles San Pedro won authorization from Congress for the establishment of a shipping port in March of 1897.

In preparation for the opening of the Panama Canal, and in conjunction with its annexation of San Pedro in 1906, the City of Los Angeles extended its boundaries to coastal tidewaters. The Port of Los Angeles and the Los Angeles Harbor Commission were officially created in December 1907. Numerous harbor improvements followed, including the completion of the 2.11-mile breakwater, the broadening and dredging of the main channel, the completion of the first major wharf by the Southern Pacific Railroad, the construction of the Angel's Gate lighthouse, and the construction of the city's first municipal pier and wholesale fish market. By 1909, both Wilmington and San Pedro were part of the City of Los Angeles (Matson 1920). Since the opening of the Panama Canal in 1915 was expected to decrease the time spent by ships traveling between eastern and western U.S. ports, the City of Los Angeles completed one of many large municipal terminals in the

San Pedro Waterfront, ca. 1910

harbor. The completion of this building symbolized the Port's transition from a small, poorly equipped landing to a significant seaport able to handle deep-sea ships with varied cargo (Queenan 1986).

Wartime Changes, 1914–1950

While the outbreak of World War I temporarily brought the idea of expanded worldwide trade to a halt, the principal uses of the Port changed considerably when England declared war on Germany in 1914. During this period, a significant increase in trade encouraged distributors to construct a large number of new warehouses and sheds between 1917 and 1930. Improvements to transportation systems within the harbor area also facilitated the growth of the import and export trade. By 1917, a vast railroad network existed around the Harbor and Los Angeles, allowing for the efficient movement of goods throughout the country (San Buenaventura Research Associates 1996).

Following the conclusion of World War I in 1918, the importation of lumber and other types of raw materials into the Port increased exponentially. Although some harbor facilities existed at the time for products such as oil, lumber, shipbuilding, and fish, new facilities were developed to handle products such as cotton, borax, citrus crops, and steel. In 1923, the City of Los Angeles passed a harbor improvement bond measure, which resulted in the construction of additional wharves to meet the demands of increased imports and exports (Queenan 1986; San Buenaventura Research Associates 1996).

During the Depression years, traffic within the Port slowed as part of the far-reaching effects of the collapse of the American economy. The Port witnessed a sharp decline in international trade, but the Harbor Commission continued to make improvements including a new breakwater extension, completed by 1937, and the construction of new or the expansion of existing cargo and passenger terminals. The federal government's Works Progress Administration (WPA) helped the Port finance passenger and freight terminals as well as wharf and other improvements (Queenan 1986).

World War II brought new life and distinction to San Pedro, one of the major American ports closest to the fighting in the Pacific Ocean. The Port served as a location for the production of wartime materials, and as embarkation point for military personnel and equipment sent to the war zones. In addition, the U.S. Government acquired some 400 acres of Terminal Island for Navy uses in September 1942 (Queenan 1986). Following the war, the Los Angeles Harbor Department launched a broad restoration program for facilities within the harbor that required maintenance delayed during the war years, improved a number of older buildings, and removed many temporary wartime buildings (Queenan 1986).

Containerization: 1950 to Present

Methods of shipping changed dramatically following World War II with the advent of containerization. Previously, cargo loading was labor intensive: individual pieces of cargo, drums, boxes, bags, or crates, were loaded into ships after a repetitive process of unloading and reloading at the wharf, and stowing into ships' holds by cranes or by hand. Once in the ship's holds, the cargo was stowed by longshoremen. Some efficiency was achieved by placing several individual packets (e.g., drums, bags, or boxes) on a pallet and then loading the pallet into the cargo hold. Alternatively, longshoremen would place the individual pieces of cargo into cargo nets, and then hoist the nets into the ship where the individual pieces of cargo were again unloaded and stowed.

Containerization required the maritime industry to adapt to the needs of this mode of transport, utilizing not only specially designed ships, truck trailers, rail cars, and cargo cranes, but also new port facilities. Major improvements in the 1970s included the deepening of the main channel to accommodate the larger container vessels entering the bay, the purchase of land to expand terminals, and the replacement of older wharves that could not bear the increased weight of newer containers.

Port of Los Angeles Fishing and Canning Industry

Commercial fishing in the San Pedro area began with the establishment of the Golden Gate Packing Company on the wharf alongside the Main Ship Channel in 1893. The Golden Gate Packing Company moved its operation from San Francisco to the Port because it was suffering from a periodic slump in the anchovy and sardine business. Once at the Port, the company reestablished itself as the California Fish Company. Prior to 1903, San Pedro canneries packed sardines only. However, during the early 1900s, the sardine catch quantities began to decline in the Los Angles Harbor also, and canners needed to find another fish to pack and sell. Albacore tuna, an oily fish which often weighed between 20 and 40 pounds, abounded off the Southern California Coast. However, albacore was unfamiliar to most consumers and its oil made it difficult to can.

In 1903, Albert P. Halfhill, co-owner of the California Fish Company, working with his superintendent Wilbur F. Wood, invented a method for steaming albacore that removed the oil. He persuaded grocers in the Los Angeles area to give away cans of tuna when customers purchased coffee. This successful tuna promotional campaign along with generally affordable prices encouraged the public to try the new fish product and opened the way for nationwide marketing (Matson 1945; Queenan 1983; *Los Angeles Times* 1953). In 1912, Wood opened the California Tunny Canning Company located at the head of the SP slip on the west side of the Main Channel. Two years later, Frank L. Van Camp bought the company from Wood and renamed it "Van Camp Sea Food Company" (Van Camp 1925). The new business, marketing

"Chicken of the Sea," went on to become the leader in the tuna industry and was instrumental in popularizing tuna on the national market (Queenan 1983; *Los Angeles Times* 1953).

Throughout the early twentieth century, the fishing and canning industry at the Port of Los Angeles continued to grow rapidly. As early as 1893, Southern California fishermen began to use the purse seiner, a type of boat that catches surface fish by encircling them with a net and then drawing the net. The boat enabled fishermen to catch the elusive blue-fin and yellow-fin tuna. Soon purse seiners filled the harbor. In 1917, Martin J. Bogdanovich founded the French Sardine Company, which labeled its product Star-Kist. Eventually, the company became the largest fish cannery in the world. By World War I, the Port led the nation in commercial fishing, harvesting vast quantities of tuna, mackerel, and sardines from the Pacific Ocean (Skogsberg 1925; Queenan 1983.)

During the mid-1920s, to enable the various canning companies to expedite the handling of fish and to provide them with railroad distribution connections to the rest of the country, the Harbor Department built a small, protected anchorage known as Fish Harbor. Fish Harbor was completed by 1928 at a cost of $1.5 million (Queenan, 1983; Board of Harbor Commissioners 1925:16-17, 1928:50). By this time, the municipal wholesale fish market operated at Berth 80 on the Main Channel. Just to the south at Berths 77–78, fisherman could moor their boats at a wharf, and they built a cluster of sheds for storage and fish net mending (Sanborn 1920). By 1925, approximately 1,200 tuna fishing boats served the wholesale fish markets and seven canneries at the Port. While at least 80 percent of the sardine pack was exported to markets in Argentina, Manila, India, Belgium, England, and the Dutch East Indies, almost the entire tuna pack was consumed in the United States. Fish by-products, including fertilizer, supported both the California citrus industry and the rice fields in Japan.

Through the 1920s and 1930s, fishing and canning operations expanded at Fish Harbor, and that area became the focus of the industry at the Port. Twelve canneries leased space at Fish Harbor during this period. Although sardines remained important to the industry, tuna became dominant in volume and value during this period. In 1934, the volume of the tuna pack exceeded the sardine pack for the first time. During the 1930s, fishing and canning was a significant industry at the Port. In 1936, the value of the Los Angeles fish pack represented half the total for all of California and was twice that of the next largest fishing port. By 1939, the canneries and fishing fleet at the Port employed over 6,000 workers with a combined payroll of $6.75 million (Board of Harbor Commissioners 1936:55, 1939:25).

Fish Harbor, 1938

To increase the efficiency of the canneries through a ready supply of labor, the Harbor Commissioners leased and

developed land adjacent to Fish Harbor for cannery employees. By the early 1930s, more than 600 Japanese-Americans lived at Fish Harbor, manning the fishing boats and working in the canneries. However, during World War II the entire Japanese community was removed. By the late-1940s, the Port had demolished the remaining buildings (Queenan 1983; Pacific Air Industries 1949). Following the United States entry into World War II in December 1941, the Port turned its attention to the war effort. Fishing and canning continued to expand to meet wartime demand. After the war, the Port of Los Angeles immediately began restoring its property to pre-war status and resuming normal operations. Projects included completing general maintenance of Fish Harbor and constructing a new municipal fish market at Berth 72 on Fishermen's Wharf (Queenan 1983).

Due to growing demand for tuna and through expansion of fishing and canning operations, the Los Angeles Harbor, led by Fish Harbor, was the homeport to the world's largest fisheries in value and in tonnage of fish by the early-1950s (see Figure 3). Some 950 million pounds of fish were landed in the San Pedro district during the 1950–1951 season with a total value of the catch and canning distribution at approximately $78 million. The Los Angeles Harbor area produced nearly half of the 9.5 million cases of tuna packed in the United States during that season (Board of Harbor Commissioners 1951–1952:47).

The fishing and canning industry remained strong through the 1960s, though the future of the San Pedro facilities became doubtful as Van Camp and Star-Kist, the largest canners, opened new plants overseas, including American Samoa and Mexico. For a period of 75 years, canneries had expanded their building sites and sold their products all over the world. Tuna canning became a large and thriving industry, but plants and labels were kept within a small community of owners. After 1975, mergers and acquisition with large corporations changed the pattern of the industry. The last tuna cannery on Terminal Island, packing under the Chicken of the Sea label, was the subject site, which closed in October 2001 (*Daily Breeze* 2001).

Figure 4: Fish Harbor, Terminal Island, 1957. Courtesy Los Angeles Harbor Department.

SIGNIFICANCE CRITERIA

National Register of Historic Places Criteria

This report evaluates cultural resources significance in terms of eligibility for listing in the NRHP. NRHP significance criteria applied to evaluate the cultural resources in this study are defined in 36 CFR 60.4 as follows:

The quality of significance in American history, architecture, archaeology, engineering, and culture is present in districts, sites, buildings, structures, and objects that possess integrity of location, design, setting, materials, workmanship, feeling, and association, and

A. that are associated with events that have made a significant contribution to the broad patterns of our history; or

B. that are associated with the lives of persons significant in our past; or

C. that embody the distinctive characteristics of a type, period, or method of construction, or that represent the work of a master, or that possess high artistic values, or that represent a significant and distinguishable entity whose components may lack individual distinction; or

D. that have yielded, or may be likely to yield, information important in prehistory or history.

In order for a property to convey its historical significance, it must retain intact the physical qualities or character defining features that illustrate its significance under NRHP criteria. Integrity is judged on seven aspects: location, design, setting, workmanship, materials, feeling, and association. These seven factors can be roughly grouped into three types of integrity considerations. Location and setting relate to the relationship between the property and its environment. Design, materials, and workmanship most often apply to historic buildings and relate to construction methods and architectural details. Feeling and association are the least objective criteria, pertaining to the overall ability of the property to convey a sense of the historical time and place in which it was constructed (National Park Service 1991).

California Register of Historical Resources Criteria

CEQA guidelines define three ways that a property can qualify as a significant historical resource for the purposes of CEQA review. 1) The resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR). 2) The resource is included in a local register of historical resources, as defined in section 5020.1(k) of the Public Resources Code or identified as significant in an historical resource survey meeting the requirements of section 5024.1(g) of the Public Resources Code, unless the preponderance of evidence demonstrates that it is not historically or culturally significant. 3) The lead agency determines the resource to be significant as supported by substantial evidence in light of the whole record (California Code of Regulations, Title 14, Division 6, Chapter 3, section 15064.5).

The CRHR was created by the State Legislature in 1992 and is intended to serve as an authoritative listing of historical and archaeological resources in California. Additionally, the

eligibility criteria for the CRHR are intended to serve as the definitive criteria for assessing the significance of historical resources for purposes of CEQA, in this way establishing a consistent set of criteria to the evaluation process for all public agencies statewide.

For a historical resource to be eligible for listing in CRHR, it must be significant at the local, state, or national level under one or more of the following four criteria:

1. is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;

2. is associated with the lives of persons important in our past;

3. embodies the distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic values;

4. or has yielded, or may be likely to yield, information important in prehistory or history.

In addition, to understand the historic importance of a resource, sufficient time must have passed to obtain a scholarly perspective on the events or individuals associated with the resource.

Integrity is the authenticity of an historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance. Historical resources eligible for listing in the CRHR must meet one of the criteria of significance described above and retain enough of their historic character or appearance to be recognizable as historical resources and to convey their significance through their documented history and the quality of their important architectural elements.

Integrity is evaluated with regard to the retention of location, design, setting, materials, workmanship, feeling, and association. It must also be judged with reference to the particular criteria under which a resource is proposed for eligibility. Alterations over time to a resource or historic changes in its use may themselves have historical, cultural, or architectural significance. It is possible that historical resources may not retain sufficient integrity to meet the criteria for listing in the NRHP, but they may still be eligible for listing in the CRHR. A resource that has lost its historic character or appearance may still have sufficient integrity for the CRHR if it maintains the potential to yield significant scientific or historical information or specific data (California Office of Historic Preservation 2001).

Local Regulations

The Los Angeles Municipal and Administrative Codes address the preservation of historic and cultural monuments, and Preservation Zones. A list of historical and cultural monuments has been compiled and is maintained by the Cultural Heritage Commission, a board of five persons appointed by the Mayor and approved by the City Council. It is the responsibility of the Cultural Heritage Commission to oversee and approve the establishment of Preservation zones (LA Municipal Code Sec. 12.20.3) and to preserve monuments when such action is not in conflict with the public health, safety, and general welfare (LA Administrative Code Sec. 22.128).

According to Section 22.130 of the Los Angeles Municipal Code, a historical or cultural monument is "any site (including significant trees or other plant life located thereon), building or structure of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad cultural, economic or social history of the nation, state or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, state or local history or which embody the distinguishing characteristics of an architectural type specimen, inherently valuable for a study of a period, style or method of construction, or a notable work of a master builder, designer, or architect whose individual genius influenced his age."

Significant Resource Types

The historic significance of the Port relates to the role that the Port facilities played in expanding the commercial and economic success of Los Angeles, which coincided with Los Angeles' emergence as an "international" city between the 1920s and the 1940s. Facilities typically associated with this theme include buildings and structures constructed to facilitate transshipment of goods from oceangoing vessels to rail or truck systems, especially those improvements added either by major shipping companies or by the Port in a port wide expansion aimed at meeting the demands of increased usage of the Port during this period. In the Fish Harbor area, properties associated with fishing and canning, a major Port industry from the 1920s through the 1980s, may be historically significant.

HISTORIC RESOURCES – THE CHICKEN OF THE SEA CANNERY PLANT, 338 CANNERY STREET

History

The former Chicken of the Sea Plant is located at 338 Cannery Street on a site bounded by Cannery Street on the north, Sardine Street on the south, Barracuda Street on the east and Ways Street on the west. From just after the turn of the century to the present time, and through

a succession of ownership and uses, the property's history is a microcosm of the rise and fall of tuna canning on Terminal Island, documenting changes over time in the marketing, technology, labor utilization, and assembly line canning processes in the industry.

The *Los Angeles Times* regularly covered cannery news at the Port with a special section titled "Shipping News." Articles on cannery activities at the Port reveal a tangled web of ownerships. All the canners worked with each other and were often related by families. They cooperated in associations to fight legal and workplace battles over catch limits and labor and union issues, and fostered innovation in boat design and assembly processes. However, over time two factors proved decisive for the future of the industry: a growing scarcity of fish and overseas competition.

Sanborn Fire Insurance Maps

Sanborn Fire Insurance Maps for 338 Cannery Street were reviewed to determine ownership and uses for the subject site (see Figures 4 and 5). The earliest appears to have been the small Ocean Products plant which processed sardines for fish oil and fertilizer. Sanborn Maps covering the years 1921–1932 show this structure designated as Ocean Products Shipping Company. Located at the northwest corner of the site adjoining Ways Street, the L-shaped building has the legends "W Ho" and "Fertilizer Mfg." Adjacent to this building is a structure that appears to be a furnace. Six steel oil tanks are illustrated. A penciled notation indicates "United By-Products." The rest of the site appears vacant, although another penciled notation indicates, "South Coast Fisheries, see Terminal Island card."

Sanborn Maps for 1921 updated to 1954 show the complete site running from Cannery to Sardine Streets north to south and Barracuda to Ways east and west. The site of the sardine oil tanks, now designated "Pacific Processing Corporation," has moved east to a larger site with more tanks at the northeastern corner of Cannery and Barracuda Street. The total site has been roughly divided into thirds with California Marine Curing and Packing Company occupying the northerly portion, South Coast Fisheries, the middle portion, and French Sardine Company the southerly portion, which extends to Sardine Street. On the last available Sanborn Map, 1921–1960, the property configuration remains unchanged. Across Sardine Street, south of the subject site, Pan-Pacific Fisheries has a tuna processing plant.

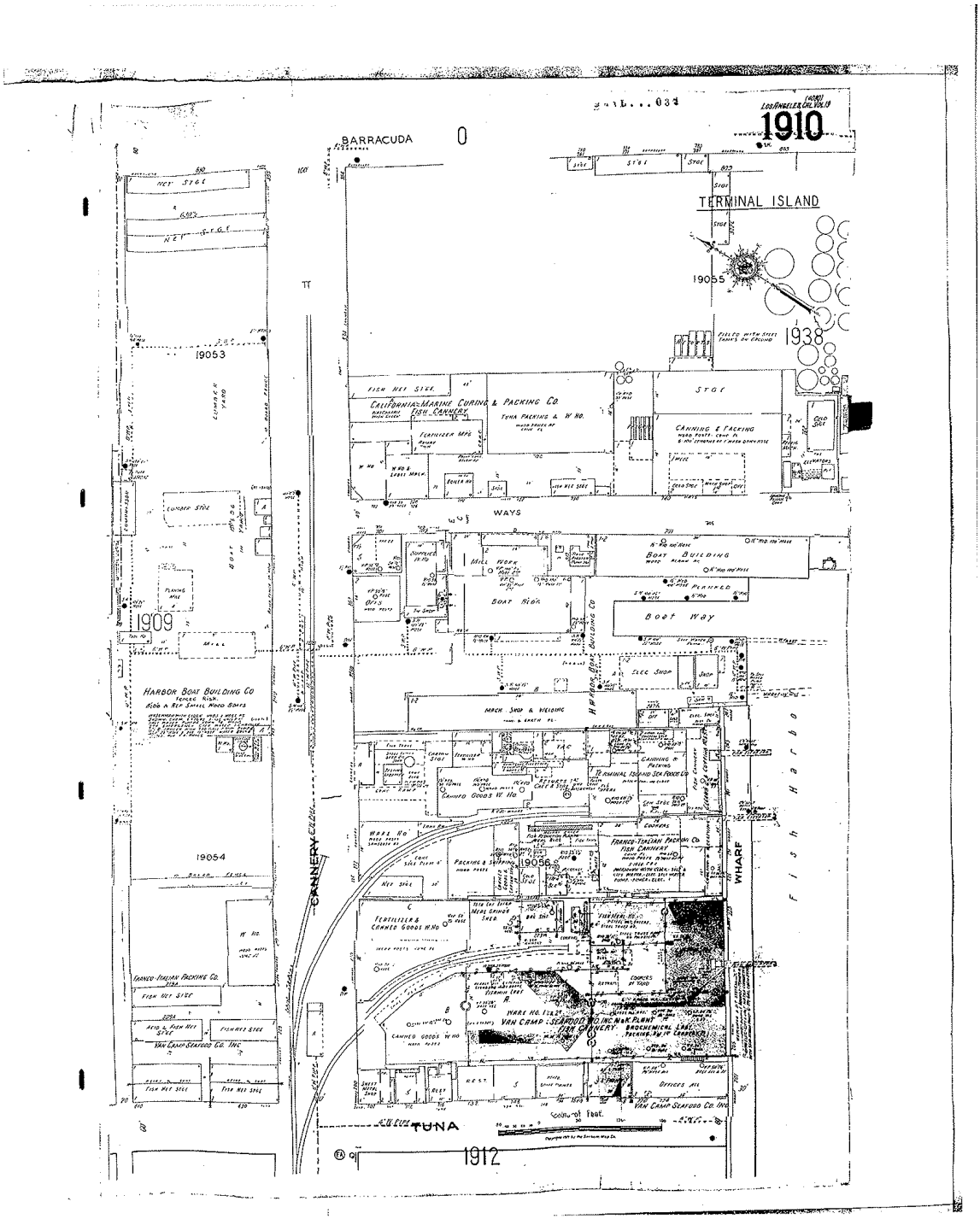


Figure 5: Sanborn Fire Insurance Map of Fish Harbor, 1921 (Updated 1950), Volume 19, Sheet 1910. California Marine Curing & Packing Company Fish Cannery can be seen at the top of the map. To the east, vacant land indicates the office building had not yet been constructed.

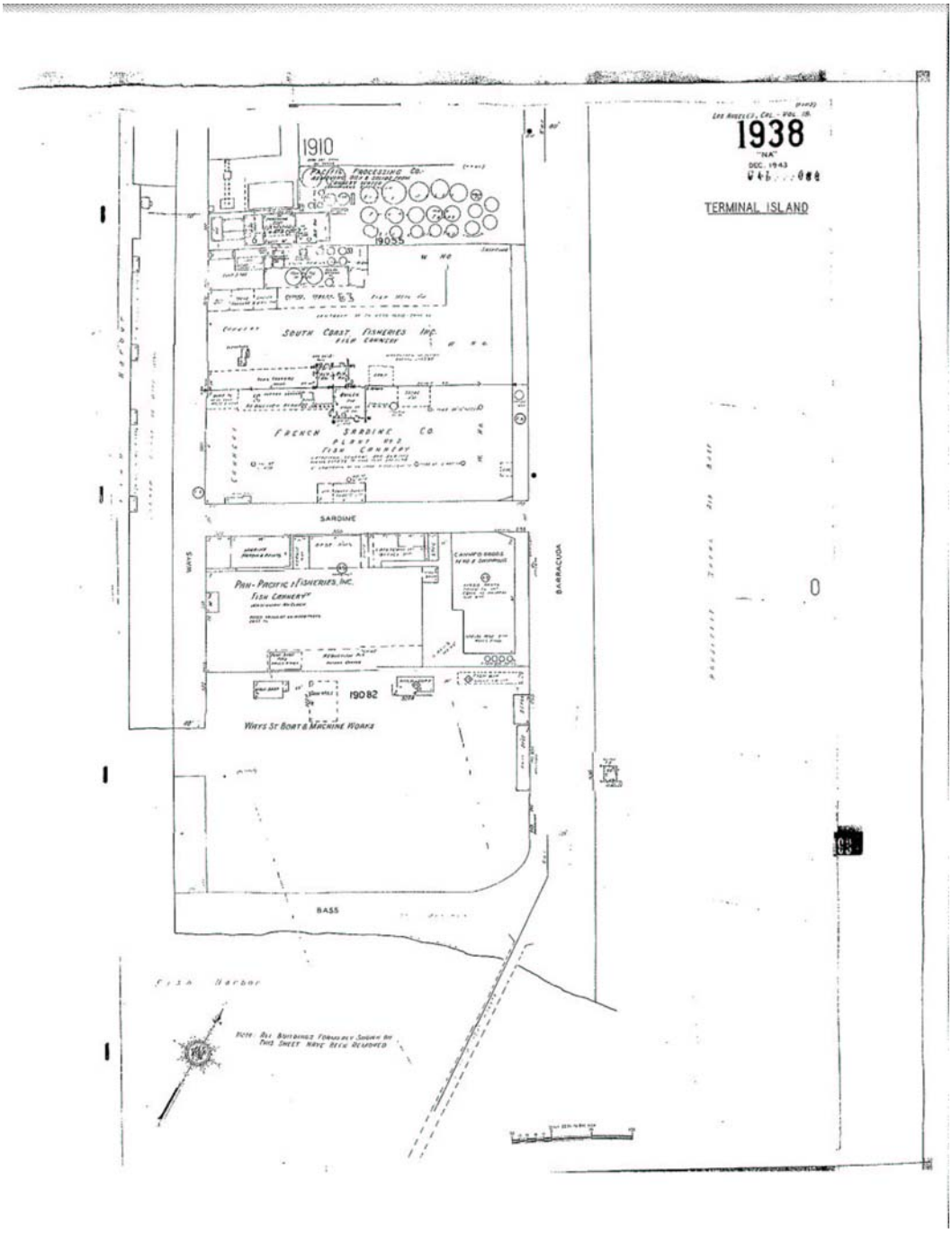


Figure 6: Sanborn Fire Insurance Map of Fish Harbor, 1921 (Updated 1950), Volume 19, Sheet 1938. Pacific Processing Company, South Coast Fisheries, Inc., Fish Cannery, and French Sardine Company's Plant No. 2 are visible at the top of the map. To the south of Sardine Street is Pan Pacific Fisheries, Inc., Fish Cannery.

Building Permit History

All building permits available for 338 Cannery Street were retrieved from the Los Angeles Department of Building and Safety. Engineering permits were obtained from the Los Angeles Harbor Department Archives. Permits indicate that California Marine Curing and Packing continued to occupy the northern portion of the parcel from January of 1958 to February of 1970. From February of 1973 to September of 1988, all building permits listed Pan Pacific Fisheries as owner.

California Marine was permitted for the following changes:

7-14-50	Dry Fish Cannery
4-27-53	Permit SP 5767 Private Office Building
1-10-58	Permit SP 17477: toilet room remodel.
3-14-60	Permit SP 22287: an office addition. Plot plan attached indicating a demolition of the existing office and addition of a new office on the Cannery Street frontage near Barracuda Street, presumably the presently existing office.
4-27-67	Permits SP 19092 and 38297: change corrugated siding on "various cannery buildings."
6-2-67.1	Permit SP 38479: addition of office and bathroom.
6-2-67.2	Permit SP 39225: work on retaining walls and footing. Plot plan attached.
2-19-70	Permit SP 43849: re-roofing.

Pan Pacific Fisheries made these changes to the plant:

2-23-73	Permits SP 49263, 49264,49265: Grading and construction of water treatment tanks.
8-2-74	Permit 51848: Fish thaw tanks and shelter. Plot plan attached.
10-8-74	Permit 08844: Evaporator Tanks.
7-31-76	Permit 55192: Solubles Evaporation. Plot plan attached; also 8-10-76.
9-14-81	Permit SP 66074: reroof.
4-26-83	Permit SP 68097: foundation for equipment.

Leasehold History

Ocean Products Corporation/Pacific Processing Company

The year Ocean Products Corporation began operations on Terminal Island could not be documented. The death of the owner William Engleman was reported in the *Los Angeles Times* on November 20, 1928. The sale of the company, described as a plant that converted sardines into fertilizer and fish meal, was reported a year later when a *Times* article dated December 28, 1929, stated that the three units would continue to operate with new ownership, "under a program of plant expansion, using the harbor factory and the uptown plant of United By-Products Company." The small size of the building may reflect the fact that California Fish and

Game regulations passed in 1925 mandated that packing plants could use no more than 25 percent of their capacity for the reduction of fish oil, meal and fertilizer. No information could be found on Pacific Processing Company.

South Coast Fisheries

The first published reference found for South Coast Fisheries appears in a *Times* article dated July 13, 1913. Titled "Make Fortunes Canning Fish," the article details the activities of fish canneries at San Pedro Harbor, reporting that tuna canning was still in its infancy, but several companies had already made "small fortunes." Privett Brothers, it was stated, had opened a new plant in Long Beach, having sold their interest in the South Coast Company to Nick Kuglich and George M. Evich (*Los Angeles Times* 1913).

An item in the "Shipping News" section of the *Los Angeles Times* reported that the Harbor Commissioners had granted a building permit to South Coast Fisheries, Inc. for construction of a cannery and reduction plant at 821 Ways Street. Separate bids were received for an industrial and sanitary sewer to serve the facility. The architect of record for the plant was William F. Durr (*Los Angeles Times,* December 1936).

On January 10, 1937, "Shipping News" reported that South Coast Fisheries would complete construction of its $100,000 plant at Fish Harbor "next week" in order to begin packing sardines and mackerel. The *Times* also noted that later installations would equip the plant to pack tuna (*Los Angeles Times* 1937).

Six years after the South Coast plant completion, the structure, along with the adjoining French Sardine Co. Plant No. 2, burned to the ground. The blaze occurred at the height of the packing season when the canneries were running at full wartime capacity and both canneries lost much of their canned stock and what was described as "irreplaceable equipment. Five months later the *Times* reported Kuglich's death. South Coast apparently rebuilt since a *Times* item published on June 3, 1950, reported that the company was one of seven Fish Harbor canneries suing the CIO Fishermen's Union and the Fishermen's Cooperative Association for illegal monopoly price-fixing, together with other members of the Fish Canners' Association, protesting harbor oil drilling (*Los Angeles Times,* January 1943, August 1943, 1950, 1957).

French Sardine Company

French Sardine Company was founded by Martin Bogdanovich, who later built the company into the world's largest tuna canning enterprise under the label Star-Kist. Bogdanovitch originally started his enterprise as a sardine-packing firm under the label French Sardine Company. By 1926, the company was also packing tuna and was part of a consortium of Terminal Island Packers that extended the fishery to Mexican waters. In 1928, the company applied for a lease, 60 x 120 feet at the northwest corner of Cannery and Ways Streets, to expand already existing facilities. The Harbor Board approved an application for improvements a year later. Like South Coast, French Sardine rebuilt after the 1943 fire since it appears at the Cannery and Ways location on the last Sanborn Map dated 1921–1960 (*Los Angeles Times* 1926, 1928).

California Marine Curing and Packing

***Los Angeles Times* display ad, June 3, 1948.**

On September 20, 1934, the *Times* reported the granting of a five-year lease on a frontage at Fish Harbor to California Marine Curing and Packing Company for a specialty plant to can and pack seafood at Fish Harbor. In December of the same year, the Harbor Department leased a 40' by 95' lot to California Marine Packing and Curing Company to build a reduction plant. The building measured 40 feet by 95 feet and was reported to be at Cannery and Ways Street "across from its present canning department." The plant, described as "bringing a new industry to Los Angeles," would cost $10,000 (*Los Angeles Times* 1936). William F. Durr was probably the architect for this facility (Jones and Stokes, November 2004).

On October 8, 1936, "Shipping News" reported that California Marine secured another lease at Fish Harbor to erect a $25,000 fishmeal plant. In 1948, a small display ad on the Ralphs Grocery page in the *Times* depicted a can of Priority Tuna, identifying California Marine Curing and Packing Company, Terminal Island as the packer (*Los Angeles Times* 1936, 1950). Max Gorby, President of California Marine Curing & Packing Company died on April 23, 1963. His brother Jack Gordy then became president of the Company (*Los Angeles Times* 1963). The last permit obtainable for California Marine was dated February 19, 1970.

Pan-Pacific Fisheries

Sardamack Fisheries Company, a predecessor to Pan Pacific Fisheries, constructed a new cannery at Fish Harbor in 1945, at one of the peak periods of expansion at Fish Harbor. This

facility was located south of the subject site. The company was well established in the business, having come to Fish Harbor from a previous location in Wilmington. A year later, the company was restructured as Pan-Pacific Fisheries, packing tuna, mackerel, sardines, and pilchards. The company operated its own finger pier on Fish Harbor, using a tunnel under the wharf to convey sardines and mackerel (Jones & Stokes, July 2004). Building permits indicate that Pan-Pacific expanded into the former French Sardine site at 338 Cannery Street in 1973, and pulled permits for various improvements in the plant until 1983. Pan Pacific Fisheries Inc. was acquired by C.H.B. Seafoods in July 1963 and operated until 1992 when it closed out operations (Jones & Stokes 2004).

Chicken of the Sea/Tri-Union International

Chicken of the Sea, a brand famous throughout the world, was pioneered by Gilbert C. Van Kamp and his son Frank Van Kamp. Frank Van Kamp persuaded his father to enter the fish canning market in San Pedro in 1914. Through an extensive modernization of the old California Tunny plant, the Van Kamps began a successful tuna canning operation at the Harbor. The company was the first to utilize purse seiners and led in innovation of assembly processes. It grew large and successful by amalgamating smaller companies and in 1940 began to use fish to harvest Vitamin D from tuna livers (*Los Angeles Times* 1914, 1940).

In the 1970s and 1980s, canneries began moving out of the harbor to lower wage area plants in Samoa and Puerto Rico. After Pan-Pacific Fisheries vacated the 338 Cannery Street plant, the building was unused for several years. In 1996, a group of Thailand fish packers, Tri-Union Inc., amalgamated with two other Asian companies and bought the 338 Cannery Street facility. In 1997, the group purchased the assets of Van Camp Seafood and began packing under the Chicken of the Sea logo. However, as the costs for deep-sea fishing in California climbed and the catch continued to dwindle, Chicken of the Sea International closed its doors. Fishing boats were moved to the western Pacific and fish were shipped for packing to a cannery in Pago-Pago in Western Samoa (*Daily Breeze* 2001). The subject site is presently used as a distribution center for canned tuna.

Property Description

The Chicken of the Sea cannery complex occupies a rectangular parcel located at 338 Cannery Street, Terminal Island. The structure, which has a northwest orientation, is bounded by Cannery Street on the north and Sardine Street on the south, Barracuda Street on the east, and Ways Street and Fish Harbor on the west. Historians Katy Lain and Portia Lee toured the building with Vincent Lauro of Tomich Brothers Seafood Company on May 2, 2006, in order to make a visual survey and photographic record of buildings on the site (see Photographs 1 through 4). Building identification was provided by Mr. Lauro, who reported that the span of time since the Tri-Union plant closed precludes any exact identification of the final use of buildings.

338 Cannery Street is a complex of approximately 10 Industrial Utilitarian style buildings and structures varying in area and constructed of a variety of materials, including wood frame, concrete, corrugated metal and brick. Buildings are assembled on the site in an irregular configuration, divided roughly in half by asphalt yard space with the storage, warehouse, and

Photograph 1. California Marine Buildings, facing south. 05.02.2006.

Photograph 2. California Marine Buildings, facing west. 05.02.2006.

Photograph 3. Fish Oil Tanks. 05.02.2006.

Photograph 4. Fish Retorts. 05.02.2006.

Photograph 5. Chicken of the Sea Plant main office, facing southwest. 05/02/2006.

office complex oriented to the east portion of the parcel. On the western side of the parcel, buildings contain fish processing, canning and distribution machinery. Rooflines are generally flat and frequently pierced by round ventilators, pipes and fans. A large water tank is visible above the rooflines. Interior ceilings are wood frame truss or concrete with ceiling height between 12 and 20 feet. A long glass monitor lights the packing and labeling rooms. Fenestration consists of window rows placed at infrequent intervals; doors are track-hung steel or wide, tall roll-ups. An unused railroad spur enters the property on the Cannery Street frontage.

Two large, contiguous concrete warehouses form the east elevation, which extends from Cannery Street southward along Barracuda Street, and is continued by a third warehouse, slightly separated from the second across a narrow passage. Yard space separates the east warehouse grouping from the west fish processing structures. Individual elements such as fish oil tanks, thawing tanks and hoses, circular metal retorts, pallet elevators, pumps and conveyor belts are situated in the intervening space. The west elevation extends about half way along Ways Street, and then continues along the Fish Harbor frontage to Sardine Street. A large metal roll-up door from the former freezer building provides access to the Fish Harbor wharf. The west grouping of buildings, which are placed irregularly in the asphalt yard, contains a packing room which was also used for labeling and casing. To the south are a cooling room, fish plant and butchering room. Freezer building and compression rooms are placed along the Sardine Street elevation.

The north elevation is defined by a Modernistic style, wood frame stucco and brick office building, ca. 1953, which was built during the tenure of California Marine Curing and Packing Company. No original permit was found for this building, although permits taken out by California Marine in 1960 and 1967 read "addition to office." The L-shaped building appears in its present location on the 1951 Sanborn Map. A one-story brick and wood frame structure elaborated with brick trim, the structure is set on a corner site with frontage on both Barracuda and Cannery Streets. A deep entryway features brick pillars that support a wide canopy sheltering divided glass entry doors. A low barrel roof covers a window row that extends to the Barracuda Street corner. Heavy wood muntins divide individual glass panes of the window row that is set on a base of similar brick. The building is presently occupied by Tomich Bros Seafood Company which utilizes it as warehouse space.

Building Plan

The building plan shown on Figure 7 was abstracted from a Fire Department evacuation plan, found in the plant during the 2006 ICF Jones & Stokes evaluation tour, dating presumably from the era of the Tri-Union ownership (Figure 7). Reconstructing the exact plan utilized by this company is problematical, but what is observed presently seems to follow generally the room and assembly processing arrangement that remains in the plant. The plan also reinforces the assumption that existing machinery utilized by Tri-Union was on the site from previous ownerships and adapted or re-used for their operation.

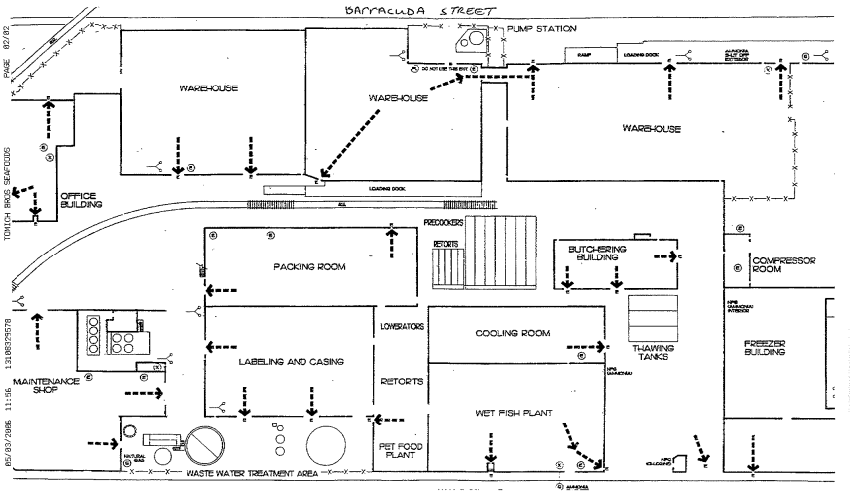


Figure 7: Fire Evacuation Plan, Chicken of the Sea Plant, n.d.

EVALUATION OF SIGNIFICANCE

Statement of Significance

Ocean Products Corporation, South Coast Fisheries, French Sardine, California Marine Curing and Packing, Pan Pacific Fisheries, and Chicken of the Sea occupied some portion of the 338 Cannery Site between 1913 and 2001. The group represents most of the important canners and processors in the industry. The site itself is an index to the evolution of the fish canning industry in the 20th industry, from its small beginning processing fish offal into fertilizer to its world dominance in the tuna packing industry. This persistence of usage over time gives the site its historic importance, showing the complex factors that shaped the fish packing industry: the nourishing of the consumer taste for tuna and the close business interrelationships among cannery company managers. Chicken of the Sea was the last operational cannery in the evolution of canning at Fish Harbor. Chicken of the Sea/Tri-Union reopened the plant in an attempt to profitably can tuna, until the plant finally closed permanently in 2001. No major changes to buildings and machinery are apparent after this time.

In 2004 a survey of the exterior of the Chicken of the Sea facilities was performed as part of an intensive survey by Jones and Stokes of the Pan-Pacific Fisheries building located to the south of the subject site across Ways Street. When Pan Pacific ceased operations in 1992, it also vacated the Chicken of the Sea buildings, which it had leased in 1973 to expand cannery

operations. However, since the Chicken of the Sea facility was not the subject of the report, the evaluator gave the Chicken of the Sea and adjoining Star Kist facilities, which Pan-Pacific had been utilizing, only a comparative exterior evaluation. The report noted extensive exterior alterations without specific details.

Both the exterior and interior of the Chicken of the Sea plant were extensively surveyed and evaluated for the present report. The majority of the structures were built during the plant's major period of operation from 1950-1967. Most of the structures on the site appear to have been adapted to changes in product, canning operation and machinery upgrades during this period. This span of years, the prime years of the tuna canning operation during and after World War II and the post-war boom years for the Port of Los Angeles, can be taken to represent the plant's period of significance. At the time of the survey, machinery of different types and functions was observed. It seems probable that most of what remains is machinery that was found useful from earlier periods and maintained until Chicken of the Sea/Tri-Union closed the plant in 2001.

Because of the many changes brought about by the continuing adaptive reuse of the Chicken of the Sea buildings, it is difficult to map individual structures with complete accuracy. Building permits can date a building exactly, but whether changes over time have impaired their integrity to the extent that they can no longer convey their significance is a more difficult problem. In order to determine which buildings existing on the Chicken of the Sea site still retain their basic configuration and sufficient integrity to convey the operation of the cannery site at Fish Harbor, a Survey Coverage Map was prepared utilizing Sanborn Maps, building permits, plot plans which accompanied the building permits, historical information from *The Annual Reports of the Harbor Commissioners,* and the "Shipping News" a regular section of the *Los Angeles Times* which covered both Harbor Commission meetings and local news at the Harbor waterfront. Potentially historic buildings and retaining walls are identified in red. (See Figure 3, page 4.)

Findings

Within the historic context of fish canneries at the Port of Los Angeles, those buildings on the Chicken of the Sea site that were existing during the occupancy of California Marine Curing and Packing Company, 1950 to 1967, and have retained substantial integrity, are eligible under Criteria A of the National Register of Historic Places as properties:

> A: "associated with events that have made a significant contribution to the broad patterns of our history.

These buildings are also eligible under Criterion 1of the California Register of Historical Places, as a property:

> "associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage.

The California Marine buildings still extant and retaining integrity are significant under Criterion A of the National Register and under Criterion 1 of the California Register of Historical Resources for their important association with the canning industry and the history the buildings conveys about the individual cannery companies that occupied the site. In addition, the plant is associated with the economic development of Fish Harbor through its succession of owners and evolution of products and canning technology during the period of significance 1950 to 1967. Building permits issued after 1967 were taken out by Pan Pacific Fisheries. Those buildings are not eligible under National Register or California Register criteria as they have not yet reached the 50 year age mark required for eligibility.

Properties eligible under National Register criteria must also retain integrity, which is defined as the ability of a property to convey its significance. Integrity is grounded in an understanding of a property's physical features and how they relate to its significance. To retain historic integrity, a property will always possess several aspects of integrity.

The California Marine buildings on the site retain integrity of location, defined as the place where the historic property is constructed, or the place where the historic event occurred.

The California Marine buildings have lost some aspects of design integrity, defined as the combination of elements that create the form, plan, space, structure and style of a property. The elements of design include historic functions and technologies, structural system and arrangement of spaces. However, its function as a cannery is still apparent given it relationship to setting and location and cannery elements still in the buildings.

The California Marine buildings retain integrity of setting, defined as the physical environment of a historic property. Although cannery operations have ceased, the California Marine buildings on the site retain their relationship and positioning at Fish Harbor.

The California Marine buildings have lost some integrity of materials, defined as the physical elements that were combined or deposited during a particular period of time and in a particular pattern or configuration to form a historic property. .

The California Marine buildings have lost some integrity of workmanship, defined as the physical evidence of crafts of a particular culture or people during any given period in history or prehistory. However, some fish canning elements such as retorts, machinery and canning lines, as well as building configuration were observed during site visits.

The California Marine buildings have retained integrity of feeling, defined as the historic sense of a particular period in time. Despite the site's evolution of processes and products over time, as well as the continuing evolution of canning technology, the buildings still show their history and connection to the canning industry at Fish Harbor.

The California Marine Buildings on the site do retain integrity of association, defined as the direct link between an important historic events and a historic property, through their association with a significant industry at the port, and their continuity of use as fish processing plants.

The buildings do not appear to be eligible under Architecture/Design, (Criterion C) of the National Register of Historic Places as structures that

> "embodies the distinctive characteristic of a type, period or method of construction, or represents the work of a master, or possess high artistic values, or represent a significant and distinguishable entity whose components may lack individual distinction."

The site is **not** eligible for the California Register under Criterion 3, since the building the building **does not**

> embody the distinctive characteristic of a type, period region or method of construction, or represent the work of an important creative individual or possess high artistic values.

While the entire Chicken of the Sea complex exhibits a variety of individual buildings in the Utilitarian Commercial style, the complex as a whole does not have sufficient integrity to convey its significance under National Register Criteria C or California Register Criterion 3 in terms of style or use. The structures are not the work of a master builder, nor do they possess high artistic values, nor are they individually distinguished, or representative of the work of an important creative individual.

Los Angeles Cultural Heritage Monument Criteria

The Chicken of the Sea building complex **does** appear to qualify for listing as a Los Angeles Historic-Cultural Monument as a

> "site of particular historic or cultural significance to the City of Los Angeles, such as historic structures or sites in which the broad cultural, economic or social history of the nation, State or community is reflected or exemplified, or which are identified with historic personages or with important events in the main currents of national, state or local history…"

The structures derive their its historic and cultural significance to the City of Los Angeles from the part they played in the "broad patterns" of the economic and social history of the city through the promotion of new fish products such as tuna, and their ability to demonstrate the evolution of the fish canning industry from 1913 to 2001.

Integrity

National Register Bulletin, "How to Apply the National Register Criteria for Evaluation states: "Ultimately, the question of integrity is answered by whether or not the property retains the **identity** for which it is significant". It appears that the California Marine buildings on the Chicken of the Sea site have retained sufficient aspects of integrity to convey their significance. While there have been changes over time, all changes made were in the course promotion of the fish cannery usage and therefore can qualify or the National Register of Historic Places and the California Register of Historical Resources under Criteria A and 2 respectively.

RECOMMENDATIONS

Due to their significant historic associations, those California Marine Curing and Packing company buildings on the Chicken of the Sea site which date between 1950 to 1970, the period of occupation and use by the California Marine Curing and Packing Company, appear to be eligible for the NRHP under Criteria A and for the CRHR under Criteria 1. The building is also potentially eligible as a Los Angeles Historic-Cultural Monument.

The Los Angeles Harbor Department may wish to consider a National Register District at Fish Harbor. If so, the former Chicken of the Sea plant site appears to be a potential contributor to a National Register district within the context of cannery-related structures. A district, as defined by the National Register, can contain contributing buildings that might not be individually distinctive as long as the majority of the components add to the district's historic character, and the grouping achieves significance as a whole within its historic context.

It is further recommended that the LAHD document the historical significance of the former Chicken of the Sea property through an interpretive program that utilizes current and historic photographs, results of archival research and associated materials, and the results of

focused oral history documentation. This interpretive program would be exhibited electronically via the Port of Los Angeles historical web site, www.laporthistory.org. This website is organized in historic tours or "modules" that relate to a particular aspect of Port history. The module for the former Chicken of the Sea Cannery would be expanded to interpret the fishing and canning industry focused at Fish Harbor (including the extant Canner's Steam Company building), and it could include the wholesale fish market and Fisherman's Slip at Berths 73–80.

Photo documentation should be completed to support the web module and to record the historic physical qualities of the cannery property before its condition further deteriorates. This documentation should be prepared by a professional photographer, utilizing black-and-white, medium format negatives archivally processed, as well as 35mm color format. Photo documentation of the buildings should be performed prior to the removal of any part of the buildings, including historic processing equipment. The photography should include overall contextual shots, some portraits of individual features, and some detail shots. Efforts should be made to coordinate the photography of the current condition with the expected needs of the interpretive program, so that opportunities to illustrate archival or oral history information are not missed.

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1926b "Local Sardine Trade Expands." December 2.

1928a "Sardine Group in Trade Pact." April 27.

1928b "Mackerel Test Proves Winner." October 4.

1928c "Companies Seek Space." October 11.

1928d "Man Forced to View Suicide." November 20.

1929a "Harbor Board Opens Bids." June 6.

1929b "Court Shuts Up Four Canneries." March 14.

1929c "Sale of Fertilizer Concern Announced." December 28.

1932a "Tuna Canners form Society for Protection." April 26.

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1940 "Leaping Vitamins." January 7.

1942 "Coast Seafood Leaders Honored." July 19.

1943a "Fire Causes $1,000,000 Harbor Loss." January 3.

1943b "Fishery Executive Dies. August 26.

1945 "Harbor Lease Authorized." April 1.

1945 "Fish Packing Unit Started." September 30.

"Sardine Flow to Canneries in Full Swing." October 4

"Site Sought by Canneries." October 20

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Appendix A. DPR Forms

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

PRIMARY RECORD

Primary # _____
HR # _____
Trinomial _____
NRHP Status Code 3CS
Other Listings _____
Review Code _____ Reviewer _____ Date _____

Page 1 of 3

* Resource Name or #: Chicken of the Sea Cannery
P1. Other Identifier: 338 Cannery Street
* P2. Location: ☑ Not for Publication ☐ Unrestricted a. County Los Angeles
b. USGS 7.5' Quad San Pedro, California Date 1992 T___; R___; ___ 1/4 of ___1/4 of Sec___; _____ B.M.
c. Address 338 Cannery St City San Pedro Zip 90731
d. UTM: (Give more than one for large and/or linear feature) Zone _____, _____mE/ _____mN
e. Other Locational Data: (e.g. parcel #, legal description, directions to resource, elevation, additional UTMs, etc. as app
Assessor's Parcel Number: 7440-029-917.

* P3a. Description: (Describe resource and its major elements. Include design, materials, condition, alterations, size, setting, and boundaries.)
The Chicken of the Sea cannery complex occupies a rectangular parcel located at 338 Cannery Street, Terminal Island. The structure, which has a northwest orientation, is bounded by Cannery Street on the north, Sardine Street on the south, lying between Barracuda Street on the east and Ways Street and Fish Harbor on the west. The cannery plant is a complex of 10 Industrial Utilitarian style buildings and structures, varying in area and constructed of a variety of materials, including wood frame, concrete, corrugated metal and brick. Buildings are assembled on the site in an irregular plan, divided roughly in half by asphalt yard space with storage/warehouse and office buildings oriented to the east portion of the parcel. On the western side of the parcel, buildings contain fish processing, canning and distribution elements. Rooflines are generally flat, although frequently pierced by round ventilators, pipes and fans. A large water tank is visible above rooflines. Interior ceilings are wood frame truss or concrete with ceiling height between 12 and 20 feet. A long glass monitor lights the packing and labeling rooms. Fenestration consists of window rows placed at infrequent intervals; doors are track-hung steel or wide, tall roll-ups. An unused railroad spur enters the property on the Cannery Street frontage. (See Continuation Sheet).

* P3b. Resource Attributes: (List attributes and codes) HP8, Industrial Building
* P4. Resources Present: ☑ Building ☑ Structure ☐ Object ☐ Site ☐ District ☐ Element of District ☐ Other (Isolates, etc.)

P5a. Photograph or Drawing (Photograph required for buildings, structures, and objects)

P5b. Description of Photo: (View, date, etc.)
Facing south.

* P6. Date Constructed/Age and Sources:
☐ Prehistoric ☑ Historic ☐ Both
1943 Circa

* P7. Owner and Address:
Los Angeles Harbor Department
425 South Palos Verdes Street
San Pedro, CA 90733-0151

* P8. Recorded by: (Name, affiliation, address)
Portia Lee/Katy Lain
Jones & Stokes
811 W 7th ST, Suite 800
Los Angeles, CA 90017

* P9. Date Recorded: 06.12.06

* P10. Survey Type: (Describe)
Intensive Survey

* P11. Report Citation: (Cite survey report/other sources or "none") Jones & Stokes. 2006. Architectural Survey and Evaluation of Chicken of the Sea, 338 Cannery Street, San Pedro, California.

* Attachments: ☐ NONE ☐ Location Map ☐ Sketch Map ☑ Continuation Sheet ☑ Building, Structure, and Object Record
☐ Archaeological Record ☐ District Record ☐ Linear Feature Record ☐ Milling Station Record ☐ Rock Art Record ☐ Artifact Record
☐ Photograph Record ☐ Other: (List) _____

DPR 523A (1/95) * Required Information

State of California -- The Resources Agency
DEPARTMENT OF PARKS AND RECREATION

Primary # _____
HR # _____

BUILDING, STRUCTURE, AND OBJECT RECORD

Page 2 of 3

* NRHP Status Code 3CS

* Resource Name or #: Chicken of the Sea Cannery

B1. Historic Name: _____

B2. Common Name Chicken of the Sea Cannery

B3. Original Use: Cannery B4. Present Use: Commercial

* B5. Architectural Style: Industrial

* B6. Construction History: (Construction date, alterations, and date of alterations.)
Original building permits were not located for the structures located on this property. Alteration permits were issued to 4 canneries formerly located on this parcel: California Marine & Curing Company, South Coast Fisheries, French Sardine, and Pan Pacific Fisheries. Sanborn maps detailing the area indicate that the office building located at 338 Cannery Street was constructed circa 1953.

* B7. Moved? ☐ No ☐ Yes ☑ Unknown Date: _____ Original Location: _____

* B8. Related Features:

B9a. Architect: N/A b. Builder: N/A

* B10. Significance: Theme Fishing and Canning Industry Area San Pedro
Period of Significance 1943-2002 Property Type Industrial Applicable Criteria A
(Discuss importance in terms of historical or architectural context as defined by theme, period, and geographic scope. Also address integrity.)

The canneries that occupied the 338 Cannery Street site represent several of the most important in the tuna cannery industry that flourished at Fish Harbor, Terminal Island, in the 20th century. While the site is not definitively associated with a single cannery, it appears to be the last remaining cannery with intact structural and machinery elements that can document the fish canning process from the early days of the canning of sardines and their by products, through the height of the tuna harvesting industry in the 1940s and 1950s, to the end of fish packing on Terminal Island when the Chicken of the Sea/Tri Union operation shut down in 2001. The Chicken of the Sea building complex appears eligible under Register Criterion A, for its significant association with the canning industry and the history it conveys about individual canneries that occupied the site. In addition, the plant is associated with an important industry at the Port of Los Angeles and the development of Fish Harbor over an 80-year period. The remaining cannery machinery is an index to canning and processing methods, and machinery on the site comprises a group of historic artifacts that can still convey how the cannery operated. The buildings have good integrity and the canning artifacts still extant have sufficient integrity to convey their significance and purpose. The site does not appear to be eligible under Architecture/Design, (Criterion C) of the National Register of Historic Places, since the building complex is not individually distinguished, or associated with a master architect, nor is the cannery known to be associated with persons significant in history (Criterion B).

B11. Additional Resource Attributes: (List attributes and codes): _____

* B12. References:
Los Angeles Department of Building and Safety Archives

Proquest/Historical Los Angeles Times

Sanborn Historical Fire Insurance Maps

B13. Remarks:

* B14. Evaluator: Portia Lee
Date of Evaluation: 05.02.06

(This space reserved for official comments.)

(Sketch map with north arrow required)

P3a. Description (Continued):

Two large, contiguous concrete warehouses form the east elevation which extends from Cannery Street southward along Barracuda Street and is continued by a third warehouse, slightly separated from the second across a narrow passage. Yard space separates the west warehouse grouping from the east fish processing structures. Individual elements such as fish oil tanks, thawing tanks and hoses, circular metal retorts, pallet elevators, pumps and conveyor belts are situated in the intervening space. The west elevation extends about half way along Ways Street, and then continues along Fish Harbor frontage to Sardine Street. A large metal roll-up door provides access to the Fish Harbor wharf. The west grouping of buildings, which are placed irregularly in the asphalt yard, contains a packing room, and labeling and casing room. To the south are a cooling room, west fish plant and butchering room. Freezer building and compression rooms are placed along the Sardine Street elevation.

The north elevation is defined by a Modernistic style, wood frame stucco and brick office building, ca. 1950, which was built during the tenure of California Marine Curing and Packing Company. No original permit was found for this building, although permits taken out by California Marine in 1960 and 1967 read "addition to office." The L-shaped building appears in its present location on the 1951 Sanborn Map. The rectangular plan structure, a one-story brick and wood frame structure elaborated with brick trim, is set on a corner site with frontage on both Barracuda and Cannery Streets. A deep entryway features brick pillars that support a wide canopy sheltering divided glass entry doors. A low barrel roof covers a window row that extends to the Barracuda Street corner. Heavy wood muntins divide individual glass panes of the window row that is set on a base of similar brick. The building is presently occupied by Tomich Bros Seafood Company.

Appendix B. Timeline of the Fishing Industry in Los Angeles Harbor

Timeline of the Fishing Industry in Los Angeles Harbor

1893 Golden Gate Packing Company moved its operations from San Francisco to Los Angeles and re-established itself as the California Fish Company.

A small sardine cannery began in San Pedro.

1897 Admiral John C. Walker recommended that port development continue in San Pedro, creating plans of expanding port activity to help create today the Port of Los Angeles.

1903 Albert Halfhill, co-owner of the California Fish Company, developed a method of canning whereby albacore were steamed (removing the oils and changing the color white), and the meat was packed in vegetable oil. This gave the tuna a more acceptable taste and appearance (some said like chicken) to Euro-American consumers.

1905 Tuna canning began due to depletion of sardines.

1906 City annexed the harbor.

City of Los Angeles annexed a 16-miles of land along the ocean in San Pedro and Wilmington; three years later they would become the City of Los Angeles.

1907 On December 9th the Los Angeles City Council created the Los Angeles Board of Harbor Commissioners, marking the official founding of the Port of Los Angeles.

1909 Numerous harbor improvements occurred, including completion of a two mile breakwater, broadening and dredging of the main channel, construction of Angel's Gate lighthouse, and completion of wharfs, piers, and warehouses.

Canning sardines stopped due to desire for white meat of albacore.

San Pedro and Wilmington were annexed.

1912 Wilbur Wood opened the California Tuna Canning Company at Los Angeles Harbor. Two years later, Frank Van Camp bought the company and renamed it Van Camp Sea Food Company. This new company became best known for its Chicken of the Sea product line.

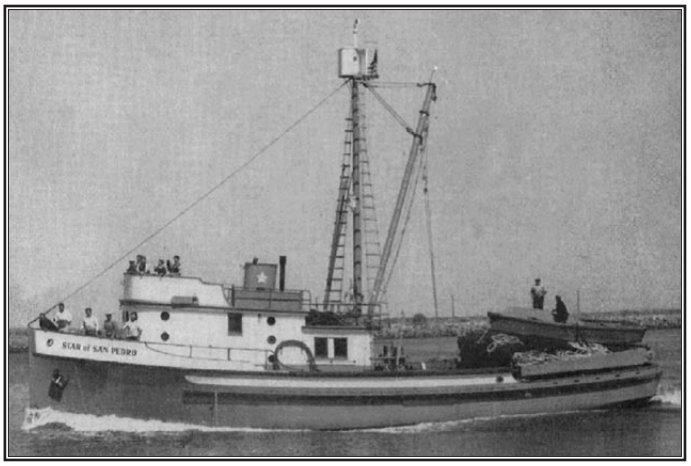
1914 Panama Canal opened with the Port of Los Angeles as became the natural port-of-call for most transpacific and coastal users.

California Fish Company's first building was destroyed by fire.

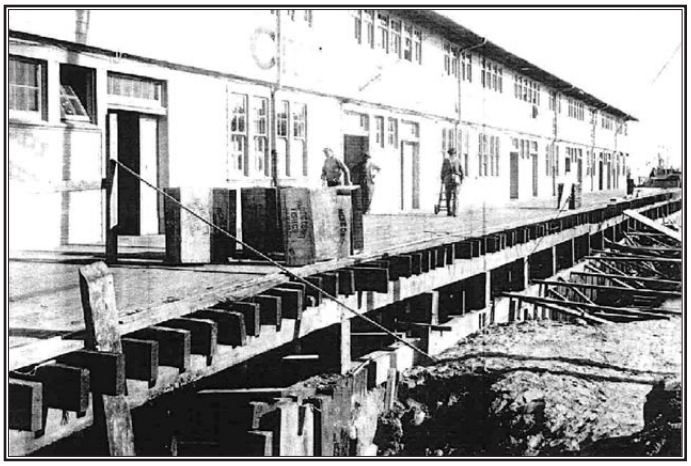
Rear Admiral John C. Walker (Queenan 1983).

Pacific Tuna Canning Co. (top) opened in 1911. White Star Canning Co. (above) opened in 1912 (Pacific Fishermen 1952).

California Fish Company's first building, destroyed by fire in 1914 (Queenan 1983).



Purse seine boat, circa 1916 (Scofield 1951).



The rear elevation of the Wholesale Municipal Fish Market at Berths 79–80, 1917 (San Pedro Historical Society).

1915 As a part of the LA port development program Fish Harbor was constructed.

1916 The purse seiner, a type of boat that catches surface fish by encircling them with a net and then drawing (pursing) the net, was introduced.

16 tuna canneries in Southern California had 1,800 workers and were valued at approximately $1 million.

1917 Martin Bogdanovich founded the French Sardine Company, better known by its later name Star-Kist. Eventually, the company became the largest fish cannery in the world.

Peak year of albacore with 34 million pounds caught.

Warehouse No. 1 was completed.

Market value of Albacore dropped and desire for other types of tuna arose.

Within 2 years, sardines caught rose from under 16 million to 158 million pounds, and a total of 40 canneries were established.

The first Municipal Fish Market was constructed at the port.

1928 Fish Harbor was completed for $1.5 million, where canning operations congregated, allowing for more efficient landings of raw fish and a concentrated railroad and truck distribution point.

Mackerel became 2nd in popularity under sardines and tuna.

1929 75% of the catches in California were canned in Los Angeles Harbor.

Los Angeles brought in 45% of catches in California and 1/4th of total catches in the United States, including Alaska, with a total of 857 million pounds.

LA Harbor generated 2.25 million gallons of fish oil and 20,000 tons of fish meal.

Warehouse No. 1, 1917 (Queenan 1983).

The French Sardine Company first established a building in 1917. In the picture is owner Martin Bogdanovich (Queenan 1983).

1930 Beginning in 1917, increase in trade at the Port led distributors to construct a large number of warehouses and transit sheds, and a vast railroad network developed around the harbor and Los Angeles. Harbor facilities served a diverse range of products, including oil, lumber, shipbuilding, cotton, citrus crops, steel, and fishing and canning.

Peak year for tuna fishing with 40% of 111 million pounds from LA Harbor.

1930s Fishing and canning became a significant industry in Los Angeles; it was tied with San Diego as the largest center for fish canning in the country, and it ranked among the world's largest.

1931 Loss in markets with 37% of state catches, only 441 million pounds.

1932 75% of over 1,800 commercial fishermen were foreign born.

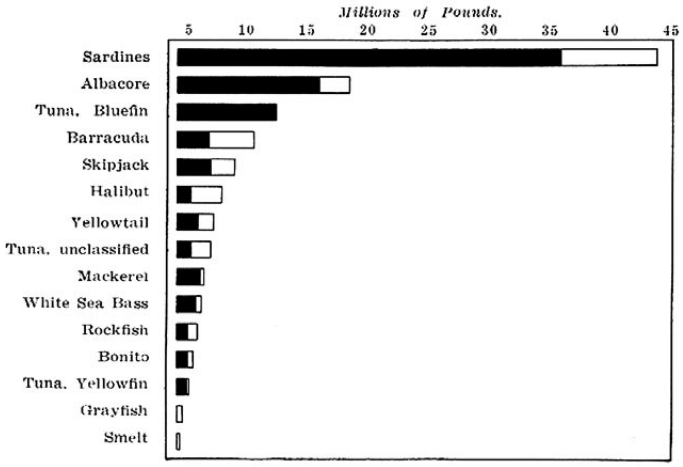
1939 The canneries and fishing fleet at the Los Angeles harbor employed more than 6,000 workers with a combined payroll of $6.75 million.

1941 Municipal Ferry Terminal was established to carry cars and people from San Pedro to Terminal Island until 1963 when the bridge was completed; it later turned into the Maritime Museum when the bridge was completed.

1944 French Sardine (Star-Kist) founder Martin Bogdanovich died

1945 Formerly known as Sardamack Fisheries and an established canner of tuna, mackerel and sardines, Pan Pacific broke ground on a new cannery in September of 1945. This plant was the first of a number of expansions in cannery facilities following WWII.

1946 Tuna canning in Los Angeles Harbor became the largest in the world in following WW II.



Average annual landings of common marine fish in Southern California, 1919–1921. Black, of local origin landed in Los Angeles County (Skogsberg 1925).

Municipal Ferry, constructed in 1941 (Queenan 1983).

Main Channel and Municipal Fish Market, circa 1940 (Port of Los Angeles).

Pan Pacific Sea Food plant was completed on October 1, 1946, opening day of the sardine season. The new cannery plant cost approximately $500,000 and was designed by James R. Friend, who worked in the Long Beach and Los Angeles areas and designed other Port buildings. The cannery was considered the most modern plant of its kind at Fish Harbor in 1946.

1947 Coast Fisheries Company constructed a building at Fries Avenue and Water Street.

1950 Los Angeles Harbor area produced nearly half of the 9.5 million cases of tuna packed in the U.S. during that season, approximately $78 million.

1950s LA Harbor accounted for 80% of the 12 million cases of tuna produced in the U.S.; the canneries employed 5,000 people with payrolls of $15 million, and they maintained a yearly volume of business exceeding $150 million.

1951 Municipal Wholesale Fish Market was constructed.

The new Canner's Cooperative Steam Company was formed to supply steam to canneries throughout Fish Harbor. The cooperative was incorporated in December 1950 and consisted of five Fish Harbor tuna canneries: Van Camp, French Sardine, South Coast Fisheries, Terminal Island Sea Foods, and California Marine Curing & Packing. By the early 1950s, the five participating canneries were so successful that they required their own steam processing plant. Eventually, other canneries at Fish Harbor, including Pan Pacific, joined the cooperative.

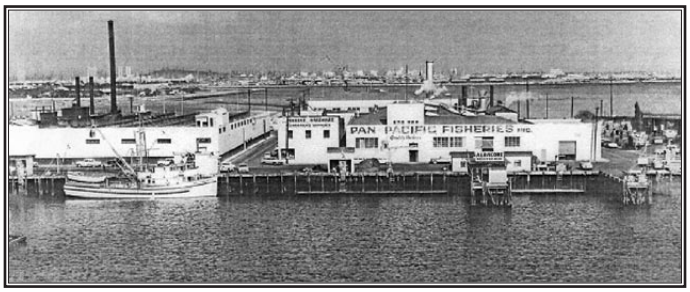
1952 French Sardine Company became Star-Kist.

The new Star-Kist plant was completed at a cost of $1 million was said to be the largest tuna-packing facility in the world. The plant covered 10 acres, could pack more than 400 tons of tuna in a single 8 hour shift, and contained modern docking facilities and innovative machinery.

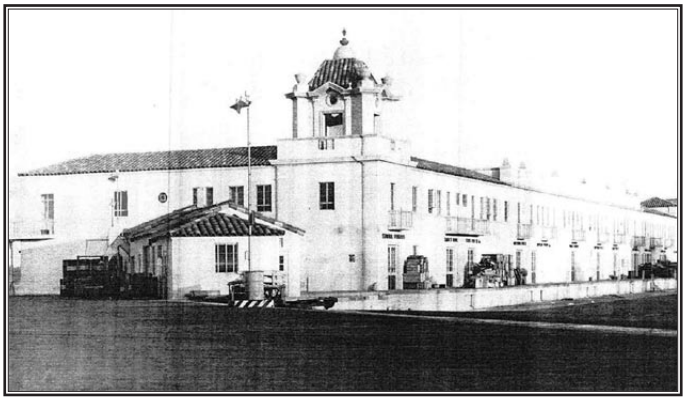
1953 Coast Fisheries had become a division of the Quaker Oats Company and was advertising and marketing "Puss 'n Boots" cat food extensively around the United States, labeling the product's maker as "Coast Fisheries Division of Quaker Oats Company, Wilmington, California.

One of the Star-Kist Canning facilities, built in 1943 (courtesy J. Deluca, 2007)


Inside of one of the Star-Kist facilities, no date (Queenan 1983).



Pan Pacific Fisheries Canning Building, no date (San Pedro Historical Society).


Municipal Wholesale Fish Market (San Pedro Historical Society, 1951).

1954 LA County seal was established and included a tuna fish, along with other well-known industries—oil, film, and cattle in the early days.

1961 Star-Kist Tuna introduces the "Charlie the Tuna" cartoon mascot.

1963 C.H.B. Seafoods acquired Pan Pacific, Heinz Corporation acquired Star-Kist, and Ralston Purina acquired Van Camp. The dominant tuna canning operations, once locally based, were now part of multinational food-processing conglomerates.

1972 San Pedro fishermen begin to face serious competition from foreign fleets.

1973 The Commercial Diving Center Inc. bought the Coast Fishing Company Building and was renamed the National Polytechnic College of Engineering and Oceaneering.

1977 Star-Kist Cannery becomes the largest fish-processing plant in the world.

1980s Tuna industry became contracted to one small operation.

1984 Star-Kist was the first big cannery to shut down.

1992 CHB Foods cannery, formerly known as Pan Pacific, was shut down.

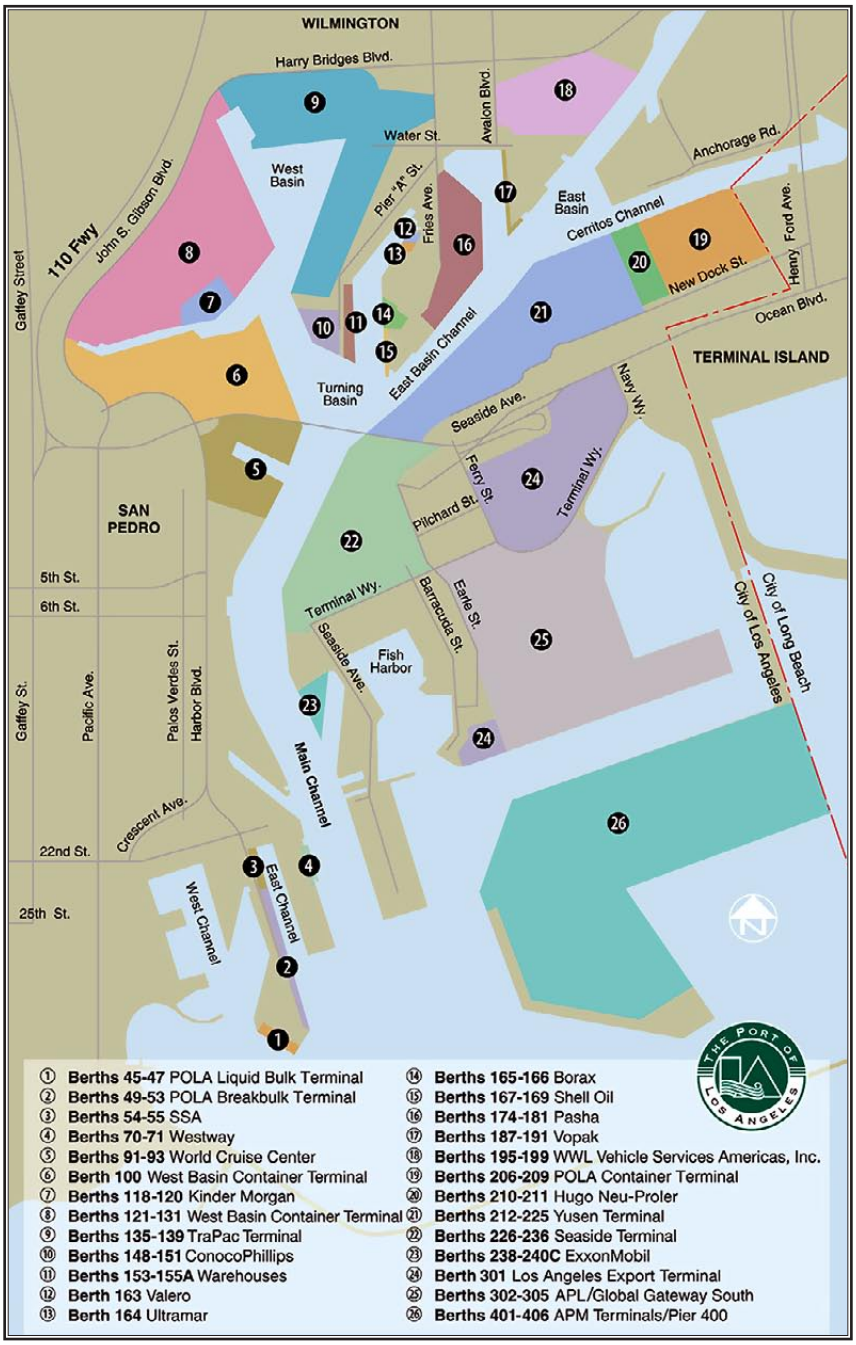
1994 Pier 300/400 underwent construction as the largest capital improvement undertaking of all US seaports and the Port's most ambitious development project.

2001 Chicken of the Sea tuna canning plant at the Los Angeles Harbor closed down, displacing 250 workers in the San Pedro area of Los Angeles and representing the last tuna fish canning operation in the continental U.S.

2006 Ports of Los Angeles and Long Beach together create the San Pedro Bay Ports Clean Air Action Plan, which plans to reduce emissions by 50% within five years.

2007 The Port's Centennial birthday.

Coast Fisheries Building (David Greenwood, Jones & Stokes, 2006).



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APPENDIX C

TRAFFIC TECHNICAL MEMORANDUM

FEHR PEERS

DRAFT
TRAFFIC TECHNICAL MEMORANDUM

Date: November 15, 2013

To: Matthew Valerio, AECOM Technical Services

From: Netai Basu, AICP

Subject: ***Traffic Impact Analysis for the Fisherman's Pride Project***

Ref: LA13-2635

This technical memorandum summarizes the results of a traffic impact analysis conducted by Fehr & Peers in support of the environmental document for the proposed Fisherman's Pride project to be located at 338 Cannery Street in the Port of Los Angeles (PoLA or Port), California. The proposed project will convert vacant and underutilized warehouses and manufacturing space to a fish-processing plant. Provided below is a description of the project and its components followed by a detailed traffic impact analysis.

PROJECT DESCRIPTION

The Project site encompasses Buildings 9, 10, and 12 on a parcel located at 338 Cannery Street on Terminal Island in the Port. Fisherman's Pride will employ approximately 100 employees working one shift six days per week. The company currently uses a site in the City of Vernon to carry out the manufacturing and processing functions that are proposed to be relocated by the project. The project includes the following components:

- Adaptive re-use of 91,500 square feet of existing vacant warehouses and manufacturing space;
- Repave and restripe an on-site surface parking lot located on the south side of the facility to accommodate employee and visitor vehicles;
- Repave a truck loading and unloading area on the east side of the site, located immediately adjacent to Barracuda Street;
- Install wharfside fish pumps on the west side of Ways Street.

An existing surface parking lot at the southern edge of the project site would be improved and would provide parking to support the proposed project. Auto access is via existing two-way driveways on Barracuda Street and Ways Street, immediately north of Sardine Street. Figure 1 shows the preliminary site plan for the project.

TRAFFIC ANALYSIS

The analysis evaluates the potential for project-related traffic impacts on the street and highway system immediately surrounding the project site. Following consultation with Port staff, five intersections surrounding the project site were selected for analysis. These locations are illustrated on Figure 2.

The following traffic scenarios were analyzed as part of this technical memorandum:

- Existing (Year 2013) Conditions – The analysis of existing conditions provides a basis for the remainder of the study. The existing conditions analysis includes an assessment of traffic volumes and operating conditions.

- Existing (Year 2013) with Project Conditions – The objective of this scenario is to identify potential impacts of the proposed project on Existing (Year 2013) traffic operating conditions with the additional traffic expected to be generated by buildout of the proposed project.

- Future (Year 2035) without Project Conditions – The objective of this scenario is to project future traffic growth and operating conditions that could be expected to result from ambient traffic growth without consideration of the proposed project.

- Future (Year 2035) with Project Conditions – The objective of this scenario is to identify potential impacts of the proposed project on projected Future (Year 2035) traffic operating conditions with the additional traffic expected to be generated by buildout of the proposed project added to the Future (Year 2035) without Project traffic forecasts.

EXISTING TRAFFIC CONDITIONS

The Project site is located on Terminal Island, which is only accessible via the Vincent Thomas Bridge to the west, the Gerald Desmond Bridge to the east and the Terminal Island Freeway bridge to the north. The following five intersections, including the two freeway intersections that provide vehicular access to the Island's internal street network, were selected for significant impact analysis:

1. Terminal Way & Earle Street
2. Terminal Way & Ferry Street
3. Pilchard Street & Ferry Street
4. Ferry Street & SR-47 Eastbound On- and Off-Ramps
5. Navy Way & Seaside Avenue

New baseline traffic counts were collected in October 2013 for Intersections 1 to 4. Recent (2012) baseline traffic counts collected in the Port Master Plan Update (PMPU) were used for Intersection 5. These counts were adjusted to reflect existing conditions by applying an annual growth factor of one percent per year, resulting in an adjustment of one percent. Count data for all intersections was adjusted to account for the presence of heavy trucks in the traffic stream by applying a passenger-car equivalent (PCE) factor of 2.0 to tractor-trailer combinations, and a PCE factor of 1.1 to bobtail trucks. Existing morning and evening peak hour traffic volumes are provided in Table 1-A.

The study intersections fall under the jurisdiction of the City of Los Angeles. Therefore, the analysis presented in this document follows the guidelines requires by the Los Angeles Department of Transportation (LADOT) as specified in the *Traffic Study Policies and Procedures* (LADOT, August 2013). Per LADOT requirements, the "Critical Movement Analysis (CMA) – Planning" (Transportation Research Board – Circular 212, 1980) method of intersection capacity calculation was used to analyze signalized

intersections. The CMA methodology determines the intersection volume-to-capacity (V/C) ratio. The ratio is then used to find the corresponding level of service (LOS) based on the definitions in Table 2. Level of service (LOS) is a qualitative measure used to describe the traffic flow conditions, ranging from excellent (LOS A) to oversaturated (LOS F) conditions.

Table 3-A summarizes the existing weekday morning and evening peak hour V/C ratios and their corresponding LOS at the analyzed intersections. As is shown on Table 3-A, each of the study intersections is operating at good levels of service (LOS A or B). Attachment 1 contains the detailed CMA - LOS calculations, as well as the traffic counts used for this study.

PROJECT TRAFFIC PROJECTIONS

The traffic projections for the proposed project were developed using the following three steps: estimate the trip generation of the project, determine trip distribution, and assign the project traffic to the roadway system.

TRIP GENERATION METHODOLOGY AND ANALYSIS

Trip generation estimates for the proposed Project were developed based on the rates for land use code 140 (Manufacturing Space) from *Trip Generation, 9th Edition* (Institute of Transportation Engineers, 2012), and based on the gross building area of proposed project (91,500 square feet). To be conservative, no existing use credits were applied. Table 4 shows the rates and estimates used to determine the proposed Project's vehicular trip generation on a typical weekday. As can be seen in Table 4, the proposed Project is expected to generate 350 daily trips on a typical weekday, of which 67 trips (52 inbound/15 outbound) are expected to occur during the morning peak hour and 67 trips (24 inbound/43 outbound) are expected to occur during the evening peak hour.

PROJECT TRAFFIC DISTRIBUTION AND ASSIGNMENT

The distribution pattern of project traffic was developed based on the location of the project relative to Terminal Island access points, the areas from which employees are drawn, and the areas served by the Project's delivery trucks. Information from Fisherman's Pride indicates that most of their employees live in the Wilmington and San Pedro areas. A general distribution pattern of project-generated trips is given below, and the specific trip assignments are shown in Table 1-C.

- 50 percent to/from the west via SR 47
- 50 percent to/from the east via SR 47 and I-710
- 75 percent of inbound trips using Ferry Avenue to access the Project Site
- 25 percent of inbound trips using Navy Way to access the Project Site
- 90 percent of outbound trips using Ferry Avenue to exit the Project Site
- 10 percent of outbound trips using Navy Way to exit the Project Site

CITY OF LOS ANGELES SIGNIFICANCE CRITERIA

The City of Los Angeles has established threshold criteria to determine significant traffic impact of a proposed Project in its jurisdiction. Under the LADOT guidelines, an intersection would be significantly impacted with an increase in V/C ratio equal to or greater than 0.04 for intersections operating at LOS C, equal to or greater than 0.02 for intersections operating at LOS D, and equal to or greater than 0.01 for intersections operating at LOS E or F after the addition of project traffic. Intersections operating at LOS A or B after the addition of the project traffic are not considered significantly impacted regardless of the increase in V/C ratio. The following summarizes the impact criteria:

LOS	Final V/C Ratio	Project Related Increase in V/C
C	>0.700 - 0.800	equal to or greater than 0.040
D	> 0.800 - 0.900	equal to or greater than 0.020
E or F	> 0.900	equal to or greater than 0.010

EXISTING (2013) PLUS PROJECT TRAFFIC IMPACT ANALYSIS

Project traffic assigned to the study intersections was added to the existing base volumes to calculate existing plus project traffic volumes. These volumes are provided in 1-C. Table 3 summarizes and compares the existing conditions and existing plus project conditions for the weekday morning and evening peak hours, including V/C ratios and corresponding LOS for the analyzed intersections. Based on the addition of project-related traffic and corresponding changes in V/C ratios and LOS, the proposed project will not result in a significant traffic impact at any of the five analyzed intersections under existing plus project conditions.

FUTURE YEAR (2035) TRAFFIC IMPACT ANALYSIS

Only Intersection 4 was analyzed for cumulative impacts under forecast year 2035 conditions. The recently adopted Port Master Plan Update indicates that major changes to the land uses on western Terminal Island are planned which will likely reconfigure the minor internal Port streets in the vicinity of the Project, including Intersections 1 to 3. Intersection 5 was not included in future analysis as it is planned to be grade-separated by 2035, and therefore will not exist in its present condition in the cumulative year. Cumulative traffic volumes at Intersection 4 used in this study were drawn from the environmental impact report for the Port Master Plan Update. Project traffic assigned to Intersection 4 was added to those volumes to develop the Cumulative plus Project scenario for the morning and afternoon peak hours. These volumes are provided in Tables 1-D and 1-E.

Table 3-B summarizes and compares the Future (2035) base conditions and Future (2035) plus project conditions for the weekday morning and evening peak hours, including V/C ratios and corresponding LOS for the analyzed intersections. Based on the addition of project-related traffic and corresponding changes in V/C ratios and LOS, the proposed project will not result in a significant traffic impact at Intersection 4 under Future (2035) plus Project conditions.

CONCLUSIONS

This study was undertaken to analyze the potential traffic impacts of the proposed the Fisherman's Pride project, which will relocate an existing fish processing and manufacturing facility from the City of Vernon to a site in the Fish Harbor area of the Port of Los Angeles. It will refurbish and reuse 91,500 square feet of vacant manufacturing space and employ approximately 100 workers on one shift per day, six days per week. A focused traffic impact analysis was conducted for five key intersections along the primary access routes to the site and no significant traffic impacts were identified.

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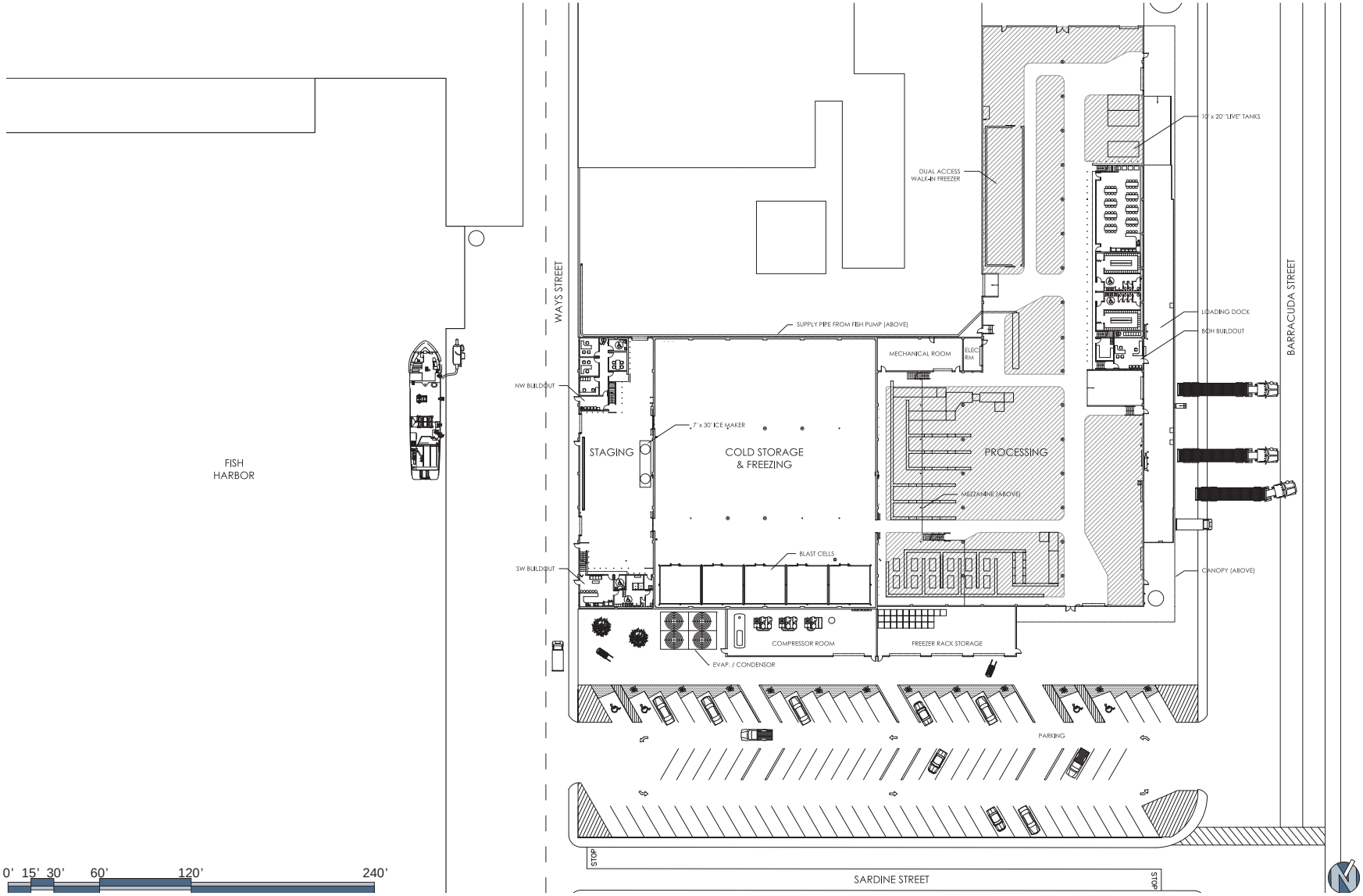

Not to Scale

FEHR PEERS

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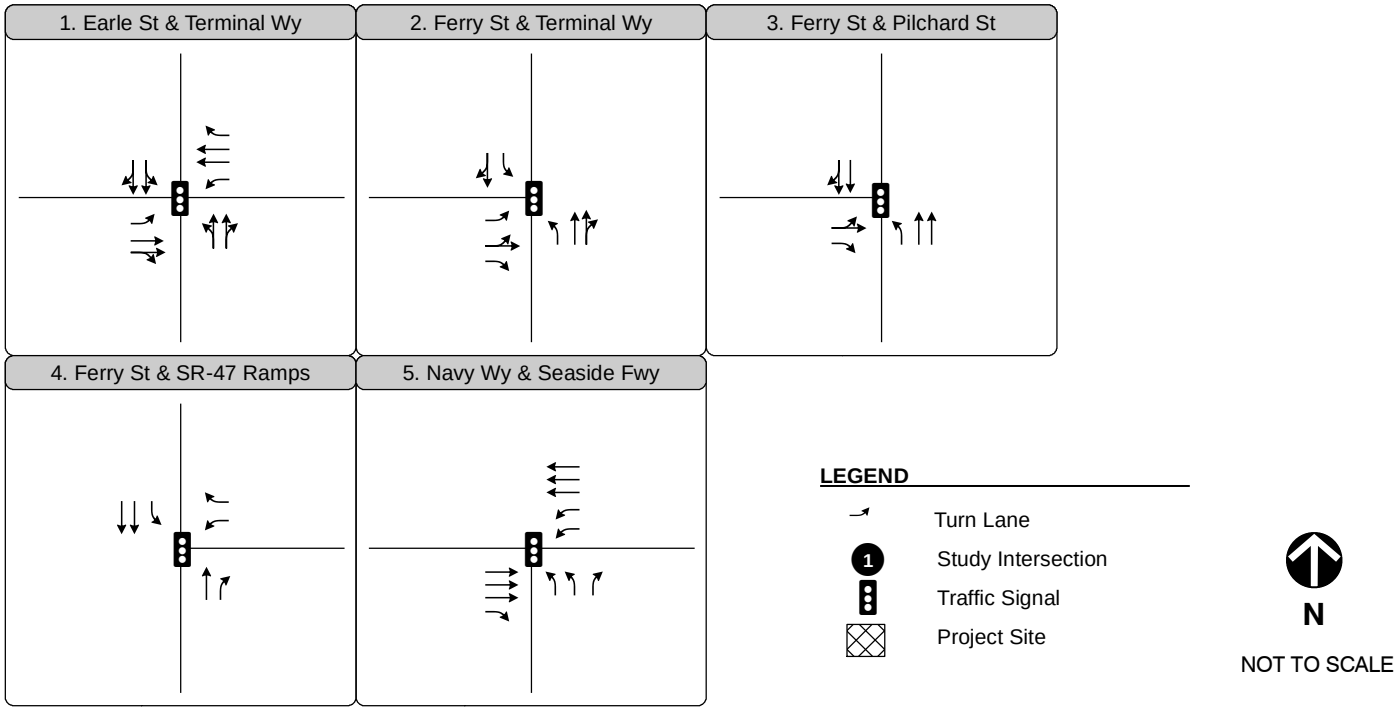
PRELIMINARY SITE PLAN

FIGURE 1



FEHR & PEERS

STUDY INTERSECTIONS & LANE CONFIGURATIONS

FIGURE 2

Tables

TABLE 1-A
EXISTING (2013) PEAK-HOUR INTERSECTION TURNING VOLUMES

			AM												PM											
Int_No	**N-S Street**	**E-W Street**	**SB_R**	**SB_T**	**SB_L**	**WB_R**	**WB_T**	**WB_L**	**NB_R**	**NB_T**	**NB_L**	**EB_R**	**EB_T**	**EB_L**	**SB_R**	**SB_T**	**SB_L**	**WB_R**	**WB_T**	**WB_L**	**NB_R**	**NB_T**	**NB_L**	**EB_R**	**EB_T**	**EB_L**
1	Earle Street	Terminal Way	1	1	0	0	359	178	35	0	3	4	62	2	3	4	1	0	171	126	146	2	4	8	366	8
2	Ferry Street	Terminal Way	445	21	0	0	0	0	0	4	91	9	0	89	236	22	1	0	0	0	0	51	67	64	0	407
3	Ferry Street	Pilchard Street	77	471	0	0	0	0	0	92	3	0	0	11	57	263	0	0	0	0	0	458	1	1	0	98
4	Ferry Street	SR-47 Ramps	0	248	2	2	0	303	53	50	0	0	0	0	0	150	1	2	0	177	257	305	0	0	0	0
5*	Navy Way	Seaside Freeway	0	0	0	0	2,205	54	169	0	48	292	2,114	0	0	0	0	0	2,147	35	595	0	366	235	2,095	0

* NOTE: Counts at Intersection 5 were taken in 2012. They have been grown by one percent to reflect interim ambient growth in traffic.

TABLE 1-B
PROJECT-ONLY PEAK-HOUR INTERSECTION TURNING VOLUMES

			AM												PM											
Int_No	**N-S Street**	**E-W Street**	**SB_R**	**SB_T**	**SB_L**	**WB_R**	**WB_T**	**WB_L**	**NB_R**	**NB_T**	**NB_L**	**EB_R**	**EB_T**	**EB_L**	**SB_R**	**SB_T**	**SB_L**	**WB_R**	**WB_T**	**WB_L**	**NB_R**	**NB_T**	**NB_L**	**EB_R**	**EB_T**	**EB_L**
1	Earle Street	Terminal Way	0	0	0	0	26	26	8	0	0	0	6	1	0	0	0	0	12	12	22	0	0	0	17	4
2	Ferry Street	Terminal Way	39	0	0	0	0	0	0	0	13	1	0	12	18	0	0	0	0	0	0	0	6	4	0	35
3	Ferry Street	Pilchard Street	0	39	0	0	0	0	0	12	0	0	0	1	0	18	0	0	0	0	0	35	0	0	0	4
4	Ferry Street	SR-47 Ramps	0	0	0	0	0	13	6	8	0	26	0	0	0	0	0	0	0	6	17	22	0	12	0	0
5	Navy Way	Seaside Freeway	0	0	0	0	13	13	2	0	0	0	6	0	0	0	0	0	6	6	4	0	0	0	17	0

TABLE 1-C
EXISTING (2013) + PROJECT PEAK-HOUR INTERSECTION TURNING VOLUMES

			AM												PM											
Int_No	**N-S Street**	**E-W Street**	**SB_R**	**SB_T**	**SB_L**	**WB_R**	**WB_T**	**WB_L**	**NB_R**	**NB_T**	**NB_L**	**EB_R**	**EB_T**	**EB_L**	**SB_R**	**SB_T**	**SB_L**	**WB_R**	**WB_T**	**WB_L**	**NB_R**	**NB_T**	**NB_L**	**EB_R**	**EB_T**	**EB_L**
1	Earle Street	Terminal Way	1	1	0	0	385	204	43	0	3	4	68	3	3	4	1	0	183	138	168	2	4	8	383	12
2	Ferry Street	Terminal Way	484	21	0	0	0	0	0	4	104	11	0	101	254	22	1	0	0	0	0	51	73	68	0	441
3	Ferry Street	Pilchard Street	77	510	0	0	0	0	0	104	3	0	0	12	57	281	0	0	0	0	0	493	1	1	0	102
4	Ferry Street	SR-47 Ramps	0	248	2	2	0	316	59	58	0	26	0	0	0	150	1	2	0	183	274	327	0	12	0	0
5*	Navy Way	Seaside Freeway	0	0	0	0	2,218	67	170	0	48	292	2,120	0	0	0	0	0	2,153	41	599	0	366	235	2,112	0

* NOTE: Counts at Intersection 5 were taken in 2012. They have been grown by one percent to reflect interim ambient growth in traffic.

TABLE 1-D
FUTURE (2035) PEAK-HOUR INTERSECTION TURNING VOLUMES

			AM												PM											
Int_No	**N-S Street**	**E-W Street**	**SB_R**	**SB_T**	**SB_L**	**WB_R**	**WB_T**	**WB_L**	**NB_R**	**NB_T**	**NB_L**	**EB_R**	**EB_T**	**EB_L**	**SB_R**	**SB_T**	**SB_L**	**WB_R**	**WB_T**	**WB_L**	**NB_R**	**NB_T**	**NB_L**	**EB_R**	**EB_T**	**EB_L**
4*	Ferry Street	SR-47 Ramps	0	430	0	0	0	545	270	445	0	0	0	0	0	285	5	0	0	265	280	545	0	0	0	0

* NOTE: Counts at Intersection 4 were taken from the Port Master Plan '2035 With Project Scenario' LOS Worksheets.

TABLE 1-E
FUTURE (2035) + PROJECT PEAK-HOUR INTERSECTION TURNING VOLUMES

			AM												PM											
Int_No	**N-S Street**	**E-W Street**	**SB_R**	**SB_T**	**SB_L**	**WB_R**	**WB_T**	**WB_L**	**NB_R**	**NB_T**	**NB_L**	**EB_R**	**EB_T**	**EB_L**	**SB_R**	**SB_T**	**SB_L**	**WB_R**	**WB_T**	**WB_L**	**NB_R**	**NB_T**	**NB_L**	**EB_R**	**EB_T**	**EB_L**
4*	Ferry Street	SR-47 Ramps	0	430	0	0	0	558	276	453	0	26	0	0	0	285	5	0	0	271	297	567	0	12	0	0

* NOTE: Counts at Intersection 4 were taken from the Port Master Plan '2035 With Project Scenario' LOS Worksheets.

TABLE 2 LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS		
Level of Service	**Intersection Capacity Utilization**	**Definition**
A	0.000-0.600	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.
B	0.601-0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701-0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801-0.900	FAIR. 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.
E	0.901-1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* , Transportation Research Board, 1980.

TABLE 3-A
EXISTING INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION	PEAK HOUR	EXISTING		EXISTING + PROJECT		Project Increase	Significant Project Impact
			V/C	LOS	V/C	LOS	V/C	
1	Earle Street & Terminal Way	AM	0.151	A	0.171	A	0.020	NO
	Signalized	PM	0.279	A	0.305	A	0.026	NO
2	Ferry Street & Terminal Way	AM	0.357	A	0.392	A	0.035	NO
	Signalized	PM	0.202	A	0.218	A	0.016	NO
3	Ferry Street & Pilchard Street	AM	0.192	A	0.206	A	0.014	NO
	Signalized	PM	0.218	A	0.232	A	0.014	NO
4	Ferry Street & SR-47 Ramps	AM	0.300	A	0.309	A	0.009	NO
	Signalized	PM	0.339	A	0.359	A	0.020	NO
5	Navy Way & Seaside Freeway	AM	0.534	A	0.540	A	0.006	NO
	Signalized	PM	0.644	B	0.651	B	0.007	NO

TABLE 3-B
FUTURE (YEAR 2035) INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION	PEAK HOUR	FUTURE		FUTURE + PROJECT		Project Increase	Significant Project Impact
			V/C	LOS	V/C	LOS	V/C	
4	Ferry Street & SR-47 Ramps	AM	0.595	A	0.609	B	0.014	NO
	Signalized	PM	0.472	A	0.491	A	0.019	NO

Note: A V/C credit of 0.100 has been applied to reflect the combined benefits of ATSAC and ATCS at these intersections

TABLE 4
TRIP GENERATION ESTIMATES

Land Use	Size		Trip Generation Rates								Estimated Trip Generation						
			ITE	Daily	AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour			PM Peak Hour		
			Code	Rate	Rate	% In	% Out	Rate	% In	% Out	Trips	In	Out	Total	In	Out	Total
Manufacturing - Gross Floor Area [a]	91.5	ksf	140	3.82	0.73	78%	22%	0.73	36%	64%	350	52	15	67	24	43	67
TOTAL PROJECT TRIP GENERATION ESTIMATE											**350**	**52**	**15**	**67**	**24**	**43**	**67**

Notes:

[a] Source: *Trip Generation* , *Ninth Edition* , Institute of Transportation Engineers (ITE), 2012. The weighted average trip generation rate was used for trip generation purposes.

ATTACHMENT 1:

LOS WORKSHEETS AND TRAFFIC COUNTS

Level of Service Worksheet
(Circular 212 Method)

I/S #: 1

PROJECT TITLE: FISHERMAN'S WHARF
North-South Street: Earle Street **East-West Street:** Terminal Way
Scenario: EXISTING CONDITIONS
Count Date: **Analyst:** **Date:**

		AM			PM		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	0	**3**	4	0	4
	Left-Through		1			1	
	Through	0	0	3	2	0	6
	Through-Right		1			1	
	Right	35	0	0	146	0	**83**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	1	0	**1**
	Left-Through		1			1	
	Through	1	0	**1**	4	0	4
	Through-Right		1			1	
	Right	1	0	0	3	0	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	2	1	2	8	1	8
	Left-Through		0			0	
	Through	62	1	**33**	366	1	**187**
	Through-Right		1			1	
	Right	4	0	4	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	178	1	**178**	126	1	**126**
	Left-Through		0			0	
	Through	359	2	180	171	2	86
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	4		*North-South:*	84
			East-West:	211		*East-West:*	313
			SUM:	215		*SUM:*	397
	VOLUME/CAPACITY *(V/C)* RATIO:			0.151			0.279
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.151			0.279
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 2

PROJECT TITLE: FISHERMAN'S WHARF
North-South Street: Ferry Street **East-West Street:** Terminal Way
Scenario: EXISTING CONDITIONS
Count Date: **Analyst:** **Date:**

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3
		EB-- 1	WB--	0	EB-- 1	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	91	1	**91**	67	1	**67**
	Left-Through		0			0	
	Through	4	1	2	51	1	26
	Through-Right		1			1	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	1	1	1
	Left-Through		0			0	
	Through	21	1	21	22	1	22
	Through-Right		0			0	
	Right	445	1	**400**	236	1	**33**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	89	1	45	407	1	203
	Left-Through		1			1	
	Through	0	0	**45**	0	0	**203**
	Through-Right		0			0	
	Right	9	1	0	64	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	491		*North-South:*	100
			East-West:	45		*East-West:*	203
			SUM:	536		*SUM:*	303
	VOLUME/CAPACITY *(V/C)* RATIO:			0.357			0.202
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.357			0.202
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 3

PROJECT TITLE: FISHERMAN'S WHARF
North-South Street: Ferry Street **East-West Street:** Pilchard Street
Scenario: EXISTING CONDITIONS
Count Date: **Analyst:** **Date:**

		AM			PM		
No. of Phases				2			2
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0 EB-- 0	SB-- WB--		0	NB-- 0 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	1	**3**	1	1	1
	Left-Through		0			0	
	Through	92	2	46	458	2	**229**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	471	1	**274**	263	1	160
	Through-Right		1			1	
	Right	77	0	77	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	11	0	11	98	0	98
	Left-Through		1			1	
	Through	0	0	**11**	0	0	**98**
	Through-Right		0			0	
	Right	0	1	0	1	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	277		*North-South:*	229
			East-West:	11		*East-West:*	98
			SUM:	288		*SUM:*	327
VOLUME/CAPACITY *(V/C)* RATIO:				0.192			0.218
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.192			0.218
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 4

PROJECT TITLE: FISHERMAN'S WHARF
North-South Street: Ferry Street **East-West Street:** SR-47 Ramps
Scenario: EXISTING CONDITIONS
Count Date: **Analyst:** **Date:**

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3 EB-- 0	SB-- WB--		0	NB-- 3 EB-- 0	SB-- WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	50	1	50	305	1	**305**
	Through-Right		0			0	
	Right	53	1	0	257	1	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	2	1	2	1	1	**1**
	Left-Through		0			0	
	Through	248	2	**124**	150	2	75
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	303	1	**303**	177	1	**177**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2	1	1	2	1	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	124		*North-South:*	306
			East-West:	303		*East-West:*	177
			SUM:	427		*SUM:*	483
VOLUME/CAPACITY *(V/C)* RATIO:				0.300			0.339
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.300			0.339
LEVEL OF SERVICE (LOS):				A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 5

PROJECT TITLE: FISHERMAN'S WHARF
North-South Street: Navy Way **East-West Street:** Seaside Freeway
Scenario: EXISTING CONDITIONS
Count Date: **Analyst:** **Date:**

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--		0	NB-- 1	SB--	0
	EB-- 3	WB--		0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	2	**26**	366	2	**201**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	169	1	0	595	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2114	3	**705**	2095	3	**698**
	Through-Right		0			0	
	Right	292	1	266	235	1	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	54	2	**30**	35	2	**19**
	Left-Through		0			0	
	Through	2205	3	735	2147	3	716
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	26		*North-South:*	201
			East-West:	735		*East-West:*	717
			SUM:	761		*SUM:*	918
VOLUME/CAPACITY *(V/C)* RATIO:				0.534			0.644
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.534			0.644
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 1

PROJECT TITLE: FISHERMAN'S WHARF
North-South Street: Earle Street **East-West Street:** Terminal Way
Scenario: EXISTING + PROJECT
Count Date: **Analyst:** **Date:**

		AM			PM		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	0	**3**	4	0	4
	Left-Through		1			1	
	Through	0	0	3	2	0	6
	Through-Right		1			1	
	Right	43	0	0	168	0	**99**
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	1	0	**1**
	Left-Through		1			1	
	Through	1	0	**1**	4	0	4
	Through-Right		1			1	
	Right	1	0	0	3	0	4
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	3	1	4	12	1	12
	Left-Through		0			0	
	Through	68	1	**36**	383	1	**196**
	Through-Right		1			1	
	Right	4	0	4	8	0	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	204	1	**204**	138	1	**138**
	Left-Through		0			0	
	Through	385	2	193	183	2	92
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	4		*North-South:*	100
			East-West:	240		*East-West:*	334
			SUM:	244		*SUM:*	434
	VOLUME/CAPACITY *(V/C)* RATIO:			0.171			0.305
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.171			0.305
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 2

PROJECT TITLE: FISHERMAN'S WHARF
North-South Street: Ferry Street **East-West Street:** Terminal Way
Scenario: EXISTING + PROJECT
Count Date: **Analyst:** **Date:**

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	3	NB-- 0	SB--	3
		EB-- 1	WB--	0	EB-- 1	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	104	1	**104**	73	1	**73**
	Left-Through		0			0	
	Through	4	1	2	51	1	26
	Through-Right		1			1	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	1	1	1
	Left-Through		0			0	
	Through	21	1	21	22	1	22
	Through-Right		0			0	
	Right	484	1	**433**	254	1	**33**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	101	1	51	441	1	221
	Left-Through		1			1	
	Through	0	0	**51**	0	0	**221**
	Through-Right		0			0	
	Right	11	1	0	68	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	537		*North-South:*	106
			East-West:	51		*East-West:*	221
			SUM:	588		*SUM:*	327
	VOLUME/CAPACITY *(V/C)* RATIO:			0.392			0.218
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.392			0.218
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #: 3

PROJECT TITLE: FISHERMAN'S WHARF
North-South Street: Ferry Street **East-West Street:** Pilchard Street
Scenario: EXISTING + PROJECT
Count Date: **Analyst:** **Date:**

		AM			PM		
	No. of Phases			2			2
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 0	SB--	0	NB-- 0	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	1	**3**	1	1	1
	Left-Through		0			0	
	Through	104	2	52	493	2	**246**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	**0**
	Left-Through		0			0	
	Through	510	1	**294**	281	1	169
	Through-Right		1			1	
	Right	77	0	77	57	0	57
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	12	0	12	102	0	102
	Left-Through		1			1	
	Through	0	0	**12**	0	0	**102**
	Through-Right		0			0	
	Right	0	1	0	1	1	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	**0**	0	0	**0**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	297		*North-South:*	246
			East-West:	12		*East-West:*	102
			SUM:	309		*SUM:*	348
	VOLUME/CAPACITY *(V/C)* RATIO:			0.206			0.232
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.206			0.232
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Workheet
(Circular 212 Method)

I/S #: 4

PROJECT TITLE: FISHERMAN'S WHARF
North-South Street: Ferry Street **East-West Street:** SR-47 Ramps
Scenario: EXISTING + PROJECT
Count Date: **Analyst:** **Date:**

		AM			PM		
	No. of Phases			3			3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?			0			0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--	0	NB-- 3	SB--	0
		EB-- 0	WB--	0	EB-- 0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?			0			0
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	**0**	0	0	0
	Left-Through		0			0	
	Through	58	1	58	327	1	**327**
	Through-Right		0			0	
	Right	59	1	0	274	1	91
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	2	1	2	1	1	**1**
	Left-Through		0			0	
	Through	248	2	**124**	150	2	75
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	26	0	0	12	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	316	1	**316**	183	1	**183**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	2	1	1	2	1	2
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	124		*North-South:*	328
			East-West:	316		*East-West:*	183
			SUM:	440		*SUM:*	511
	VOLUME/CAPACITY *(V/C)* RATIO:			0.309			0.359
	V/C LESS ATSAC/ATCS ADJUSTMENT:			0.309			0.359
	LEVEL OF SERVICE (LOS):			A			A

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 5

PROJECT TITLE: FISHERMAN'S WHARF
North-South Street: Navy Way **East-West Street:** Seaside Freeway
Scenario: EXISTING + PROJECT
Count Date: **Analyst:** **Date:**

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 1	SB--		0	NB-- 1	SB--	0
	EB-- 3	WB--		0	EB-- 3	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				0			0
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	48	2	**26**	366	2	**201**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	170	1	0	599	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	2120	3	**707**	2112	3	**704**
	Through-Right		0			0	
	Right	292	1	266	235	1	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	67	2	**37**	41	2	**23**
	Left-Through		0			0	
	Through	2218	3	739	2153	3	718
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	26		*North-South:*	201
			East-West:	744		*East-West:*	727
			SUM:	770		*SUM:*	928
VOLUME/CAPACITY *(V/C)* RATIO:				0.540			0.651
V/C LESS ATSAC/ATCS ADJUSTMENT:				0.540			0.651
LEVEL OF SERVICE (LOS):				A			B

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 4

PROJECT TITLE: FISHERMAN'S WHARF
North-South Street: Ferry Street **East-West Street:** SR-47 Ramps
Scenario: 2035 CONDITIONS
Count Date: **Analyst:** **Date:**

		AM			PM		
No. of Phases				3			3
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0			0
Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB-- 3	SB--		0	NB-- 3	SB--	0
	EB-- 0	WB--		0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	445	1	**445**	545	1	**545**
	Through-Right		0			0	
	Right	270	1	0	280	1	15
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	**0**	5	1	**5**
	Left-Through		0			0	
	Through	430	2	215	285	2	143
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	0	0	0	0	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	545	1	**545**	265	1	**265**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	445		*North-South:*	550
			East-West:	545		*East-West:*	265
			SUM:	990		*SUM:*	815
VOLUME/CAPACITY *(V/C)* RATIO:				0.695			0.572
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.595**			**0.472**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #: 4

PROJECT TITLE: FISHERMAN'S WHARF
North-South Street: Ferry Street **East-West Street:** SR-47 Ramps
Scenario: 2035 CONDITIONS + PROJECT
Count Date: **Analyst:** **Date:**

		AM				PM			
	No. of Phases				3				3
	Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				0				0
	Right Turns: FREE-1, NRTOR-2 or OLA-3?	NB--	3	SB--	0	NB--	3	SB--	0
		EB--	0	WB--	0	EB--	0	WB--	0
	ATSAC-1 or ATSAC+ATCS-2?				2				2
	Override Capacity				0				0
	MOVEMENT	Volume	No. of Lanes		Lane Volume	Volume	No. of Lanes		Lane Volume
NORTHBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	452.5	1		**452**	566.5	1		**566**
	Through-Right		0				0		
	Right	276	1		0	297	1		26
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	0	1		**0**	5	1		**5**
	Left-Through		0				0		
	Through	430	2		215	285	2		143
	Through-Right		0				0		
	Right	0	0		0	0	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	0	0		0	0	0		0
	Left-Through		0				0		
	Through	0	0		**0**	0	0		**0**
	Through-Right		0				0		
	Right	26	0		0	12	0		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	558	1		**558**	271	1		**271**
	Left-Through		0				0		
	Through	0	0		0	0	0		0
	Through-Right		0				0		
	Right	0	1		0	0	1		0
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES			*North-South:*	452			*North-South:*	571
				East-West:	558			*East-West:*	271
				SUM:	1010			*SUM:*	842
	VOLUME/CAPACITY *(V/C)* RATIO:				0.709				0.591
	V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.609**				**0.491**
	LEVEL OF SERVICE (LOS):				**B**				**A**

Version: 1i Beta; 8/4/2011

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-001

Day: Tuesday

Bobtails w_Containers

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Earle St			Earle St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	0	0	0	0	0	1	8	0	9
7:15 AM	0	0	1	0	0	0	0	0	0	0	5	0	6
7:30 AM	0	0	0	0	0	0	0	2	0	0	7	0	9
7:45 AM	0	0	1	0	0	0	0	0	0	0	13	0	14
8:00 AM	0	0	1	0	0	0	0	6	0	1	11	0	19
8:15 AM	0	0	2	0	0	0	0	6	0	2	13	0	23
8:30 AM	0	0	1	0	0	0	0	8	0	0	15	0	24
8:45 AM	0	0	2	0	0	0	0	14	0	0	20	0	36
9:00 AM	0	0	0	0	0	0	0	8	0	0	21	0	29
9:15 AM	0	0	2	0	0	0	0	15	0	1	22	0	40
9:30 AM	0	0	1	0	0	0	0	10	0	0	26	0	37
9:45 AM	0	0	2	0	0	0	0	15	0	1	22	0	40

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	13	0	0	0	0	84	0	6	183	0	286
APPROACH %'s :	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	3.17%	96.83%	0.00%	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	0	0	5	0	0	0	0	47	0	1	89	0	142
PEAK HR FACTOR :	0.625			0.000			0.783			0.865			0.924

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-001

Day: Tuesday

TOTALS

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Earle St			Earle St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
7:00 AM	1	0	9	0	0	0	0	10	0	54	103	0	177
7:15 AM	0	0	7	0	1	0	0	12	2	40	99	0	161
7:30 AM	1	0	10	0	0	1	0	16	1	44	74	0	147
7:45 AM	0	0	8	0	0	0	2	18	1	35	75	0	139
8:00 AM	0	0	23	0	0	2	2	21	0	22	62	0	132
8:15 AM	1	1	31	0	0	1	0	24	0	23	52	0	133
8:30 AM	1	0	12	0	0	0	0	39	1	28	51	0	132
8:45 AM	1	0	8	0	0	0	0	49	2	25	64	1	150
9:00 AM	0	1	5	1	0	0	2	30	3	20	50	0	112
9:15 AM	0	0	14	0	0	0	4	54	2	24	52	1	151
9:30 AM	0	1	12	0	1	1	0	47	1	21	61	0	145
9:45 AM	0	0	12	0	0	1	1	42	3	19	53	0	131

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	3	151	1	2	6	11	362	16	355	796	2	1710
APPROACH %'s :	3.14%	1.89%	94.97%	11.11%	22.22%	66.67%	2.83%	93.06%	4.11%	30.79%	69.04%	0.17%	

PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	2	0	34	0	1	1	2	56	4	173	351	0	624
PEAK HR FACTOR :	0.818			0.500			0.738			0.834			0.881

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-001

Day: Tuesday

TOTALS

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Earle St			Earle St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
3:00 PM	0	0	17	0	1	0	0	103	0	19	61	0	201
3:15 PM	0	0	24	0	0	1	0	97	1	21	46	0	190
3:30 PM	0	1	20	0	1	0	4	80	2	11	55	1	175
3:45 PM	0	0	15	1	1	1	4	106	1	26	45	0	200
4:00 PM	1	1	19	0	3	2	2	102	3	20	29	0	182
4:15 PM	2	0	28	0	0	0	1	100	1	20	43	0	195
4:30 PM	1	1	84	0	0	0	0	49	2	55	51	0	243
4:45 PM	1	0	29	0	2	1	0	54	3	52	38	0	180
5:00 PM	0	0	15	0	1	0	1	45	1	58	47	1	169
5:15 PM	1	1	9	0	0	3	0	22	0	61	36	0	133
5:30 PM	0	0	12	0	1	3	0	21	2	50	42	0	131
5:45 PM	0	1	27	1	1	2	3	26	0	33	19	0	113

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	6	5	299	2	11	13	15	805	16	426	512	2	2112
APPROACH %'s :	1.94%	1.61%	96.45%	7.69%	42.31%	50.00%	1.79%	96.29%	1.91%	45.32%	54.47%	0.21%	

PEAK HR START TIME :	345 PM												TOTAL
PEAK HR VOL :	4	2	146	1	4	3	7	357	7	121	168	0	820
PEAK HR FACTOR :		0.442			0.400			0.836			0.682		0.844

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

NDS

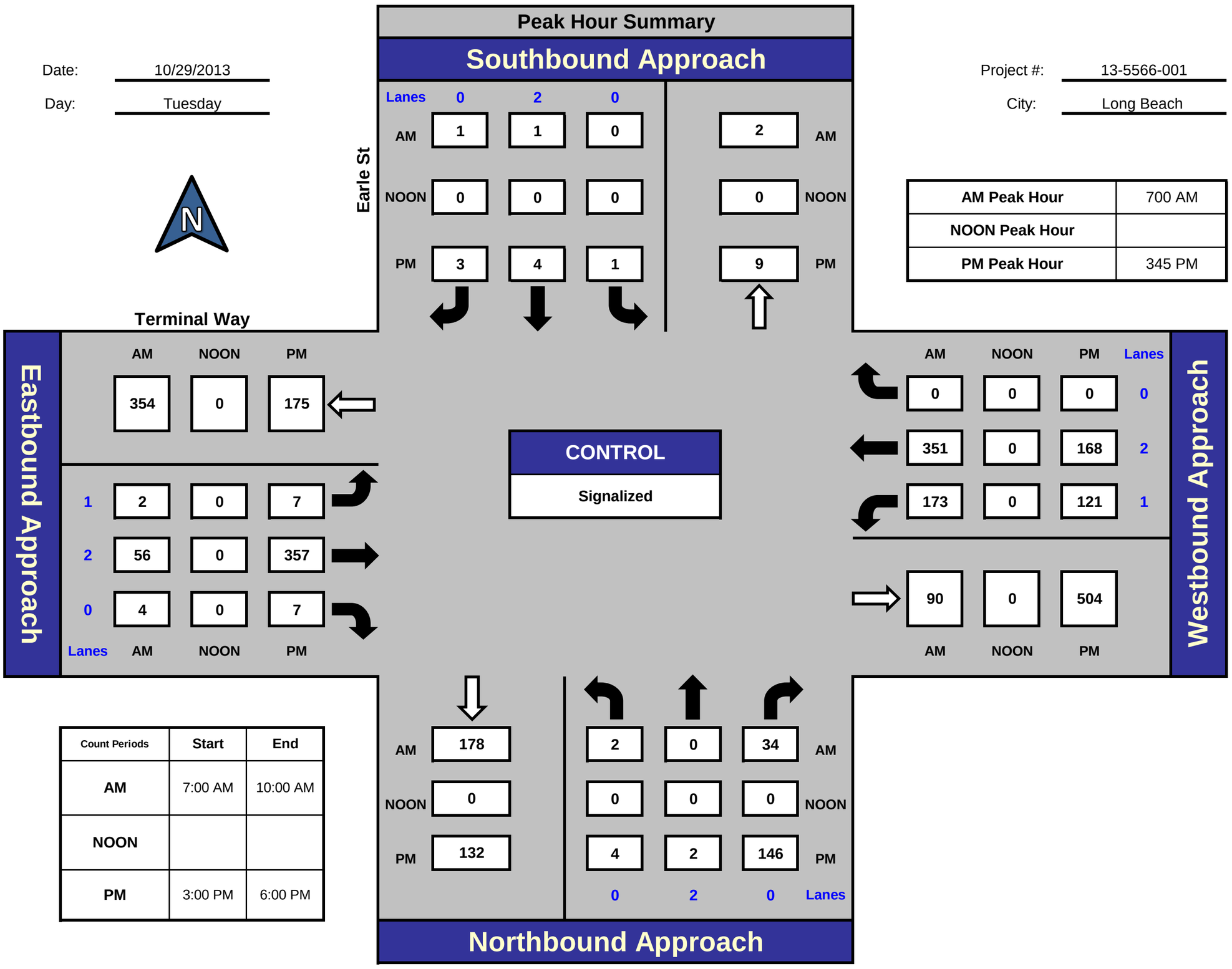
Earle St and Terminal Way , Long Beach

Date: 10/29/2013

Day: Tuesday

Project #: 13-5566-001

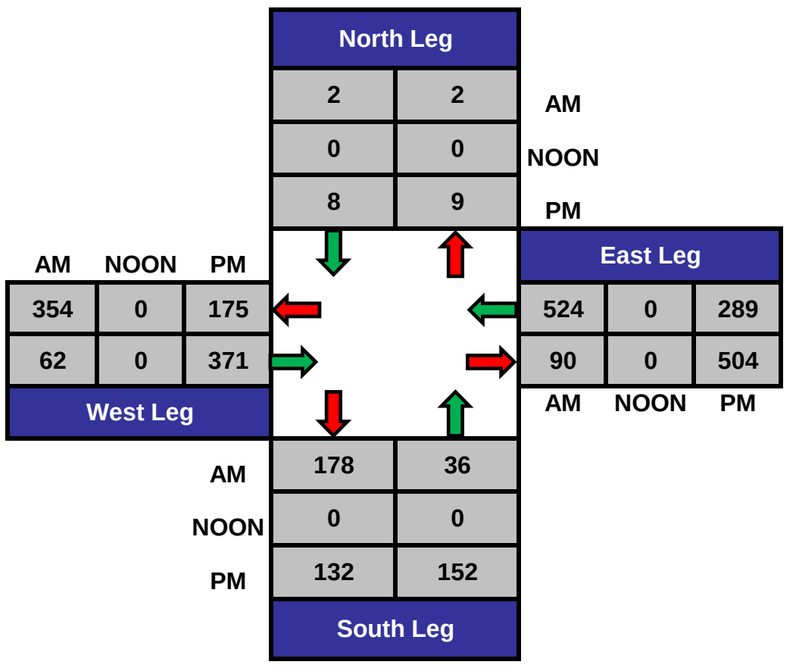
City: Long Beach



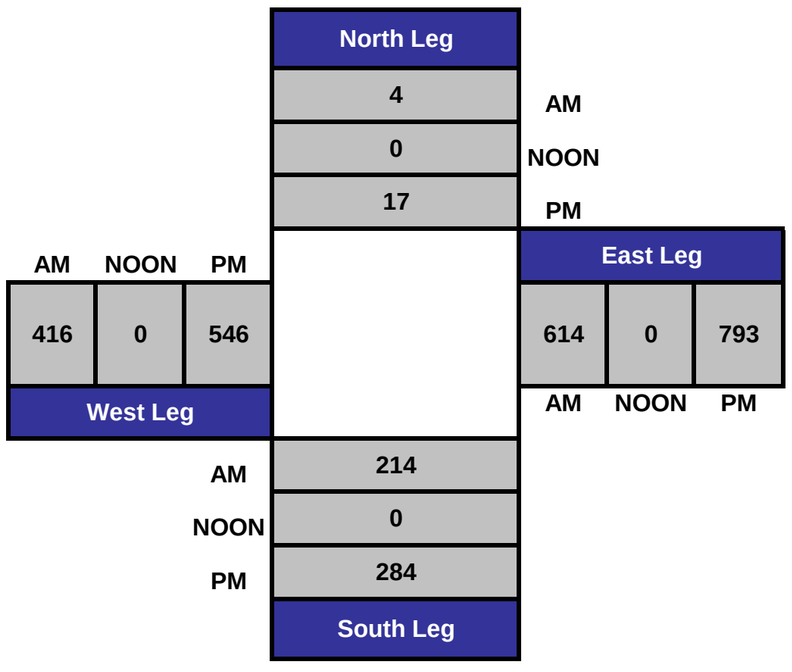
Peak Hour	
AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	345 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-001

Day: Tuesday

Cars

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Earle St			Earle St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
7:00 AM	0	0	8	0	0	0	0	8	0	45	94	0	155
7:15 AM	0	0	6	0	1	0	0	12	2	34	88	0	143
7:30 AM	1	0	8	0	0	1	0	7	1	35	59	0	112
7:45 AM	0	0	7	0	0	0	2	15	1	22	56	0	103
8:00 AM	0	0	22	0	0	2	2	13	0	15	38	0	92
8:15 AM	1	1	27	0	0	1	0	12	0	12	30	0	84
8:30 AM	0	0	10	0	0	0	0	14	0	15	28	0	67
8:45 AM	1	0	5	0	0	0	0	12	0	7	29	1	55
9:00 AM	0	1	4	1	0	0	2	12	0	9	17	0	46
9:15 AM	0	0	8	0	0	0	4	19	1	8	17	1	58
9:30 AM	0	1	10	0	1	1	0	12	0	11	23	0	59
9:45 AM	0	0	6	0	0	1	1	6	0	8	20	0	42

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	3	121	1	2	6	11	142	5	221	499	2	1016
APPROACH %'s :	2.36%	2.36%	95.28%	11.11%	22.22%	66.67%	6.96%	89.87%	3.16%	30.61%	69.11%	0.28%	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	1	2	27	1	1	1	6	55	1	35	86	2	218
PEAK HR FACTOR :	0.682			0.375			0.646			0.831			0.924

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-001

Day: Tuesday

Cars

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Earle St			Earle St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
3:00 PM	0	0	13	0	1	0	0	70	0	9	10	0	103
3:15 PM	0	0	19	0	0	0	0	50	0	9	10	0	88
3:30 PM	0	1	19	0	1	0	2	47	0	6	22	0	98
3:45 PM	0	0	15	0	1	0	4	64	0	8	17	0	109
4:00 PM	0	1	18	0	3	2	2	71	0	7	9	0	113
4:15 PM	2	0	28	0	0	0	0	73	0	10	21	0	134
4:30 PM	0	1	82	0	0	0	0	43	0	43	31	0	200
4:45 PM	1	0	28	0	2	0	0	45	3	41	21	0	141
5:00 PM	0	0	15	0	0	0	1	40	1	51	22	1	131
5:15 PM	1	1	9	0	0	1	0	17	0	46	14	0	89
5:30 PM	0	0	12	0	1	0	0	18	1	37	18	0	87
5:45 PM	0	1	24	1	1	0	3	25	0	12	4	0	71

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	4	5	282	1	10	3	12	563	5	279	199	1	1364
APPROACH %'s :	1.37%	1.72%	96.91%	7.14%	71.43%	21.43%	2.07%	97.07%	0.86%	58.25%	41.54%	0.21%	

PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	0	1	66	0	3	0	6	231	0	32	59	0	398
PEAK HR FACTOR :		0.838			0.750			0.846			0.813		0.913

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-001

Day: Tuesday

Bobtails

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Earle St			Earle St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
7:00 AM	0	0	1	0	0	0	0	0	0	8	1	0	10
7:15 AM	0	0	0	0	0	0	0	0	0	6	2	0	8
7:30 AM	0	0	1	0	0	0	0	6	0	8	3	0	18
7:45 AM	0	0	0	0	0	0	0	1	0	11	4	0	16
8:00 AM	0	0	0	0	0	0	0	0	0	4	9	0	13
8:15 AM	0	0	1	0	0	0	0	5	0	9	4	0	19
8:30 AM	1	0	1	0	0	0	0	13	1	11	6	0	33
8:45 AM	0	0	1	0	0	0	0	18	2	18	8	0	47
9:00 AM	0	0	0	0	0	0	0	8	3	11	9	0	31
9:15 AM	0	0	3	0	0	0	0	19	1	11	7	0	41
9:30 AM	0	0	0	0	0	0	0	22	1	8	8	0	39
9:45 AM	0	0	2	0	0	0	0	19	3	9	10	0	43

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	0	10	0	0	0	0	111	11	114	71	0	318
APPROACH %'s :	9.09%	0.00%	90.91%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	90.98%	9.02%	61.62%	38.38%	0.00%	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	0	0	4	0	0	0	0	67	7	48	32	0	158
PEAK HR FACTOR :	0.333			0.000			0.804			0.769			0.924

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-001

Day: Tuesday

Bobtails

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Earle St			Earle St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
3:00 PM	0	0	3	0	0	0	0	20	0	9	9	0	41
3:15 PM	0	0	1	0	0	1	0	30	1	11	5	0	49
3:30 PM	0	0	1	0	0	0	1	24	1	5	10	0	42
3:45 PM	0	0	0	1	0	1	0	33	1	18	7	0	61
4:00 PM	1	0	0	0	0	0	0	22	3	12	9	0	47
4:15 PM	0	0	0	0	0	0	0	17	1	10	4	0	32
4:30 PM	1	0	1	0	0	0	0	4	2	12	8	0	28
4:45 PM	0	0	0	0	0	1	0	2	0	10	5	0	18
5:00 PM	0	0	0	0	0	0	0	3	0	6	2	0	11
5:15 PM	0	0	0	0	0	2	0	4	0	15	6	0	27
5:30 PM	0	0	0	0	0	3	0	2	1	10	2	0	18
5:45 PM	0	0	2	0	0	2	0	1	0	19	4	0	28

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	0	8	1	0	10	1	162	10	137	71	0	402
APPROACH %'s :	20.00%	0.00%	80.00%	9.09%	0.00%	90.91%	0.58%	93.64%	5.78%	65.87%	34.13%	0.00%	

PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	0	0	5	1	0	2	1	107	3	43	31	0	193
PEAK HR FACTOR :	0.417			0.375			0.816			0.740			0.951

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-001

Day: Tuesday

Bobtails w_Containers

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Earle St			Earle St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
3:00 PM	0	0	0	0	0	0	0	8	0	1	35	0	44
3:15 PM	0	0	1	0	0	0	0	9	0	0	26	0	36
3:30 PM	0	0	0	0	0	0	0	6	0	0	20	1	27
3:45 PM	0	0	0	0	0	0	0	7	0	0	20	0	27
4:00 PM	0	0	1	0	0	0	0	5	0	0	10	0	16
4:15 PM	0	0	0	0	0	0	0	7	0	0	17	0	24
4:30 PM	0	0	1	0	0	0	0	1	0	0	10	0	12
4:45 PM	0	0	0	0	0	0	0	3	0	1	12	0	16
5:00 PM	0	0	0	0	0	0	0	0	0	0	23	0	23
5:15 PM	0	0	0	0	0	0	0	0	0	0	15	0	15
5:30 PM	0	0	0	0	0	0	0	1	0	0	22	0	23
5:45 PM	0	0	0	0	0	0	0	0	0	0	11	0	11

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	3	0	0	0	0	47	0	2	221	1	274
APPROACH %'s :	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	0.89%	98.66%	0.45%	

PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	30	0	1	101	1	134
PEAK HR FACTOR :	0.250			0.000			0.833			0.715			0.951

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-001

Day: Tuesday

Bobtails w_Chassis

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Earle St			Earle St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	1	0	1
7:30 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
7:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1
8:00 AM	0	0	0	0	0	0	0	0	0	1	2	0	3
8:15 AM	0	0	1	0	0	0	0	1	0	0	3	0	5
8:30 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
8:45 AM	0	0	0	0	0	0	0	2	0	0	4	0	6
9:00 AM	0	0	1	0	0	0	0	1	0	0	2	0	4
9:15 AM	0	0	0	0	0	0	0	1	0	1	4	0	6
9:30 AM	0	0	1	0	0	0	0	0	0	0	1	0	2
9:45 AM	0	0	1	0	0	0	0	1	0	0	1	0	3

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	4	0	0	0	0	7	0	3	22	0	36
APPROACH %'s :	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	12.00%	88.00%	0.00%	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	0	0	2	0	0	0	0	4	0	1	11	0	18
PEAK HR FACTOR :	0.500			0.000			0.500			0.600			0.924

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-001

Day: Tuesday

Bobtails w_Chassis

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Earle St			Earle St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
3:00 PM	0	0	0	0	0	0	0	4	0	0	6	0	10
3:15 PM	0	0	0	0	0	0	0	5	0	0	3	0	8
3:30 PM	0	0	0	0	0	0	0	2	0	0	2	0	4
3:45 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
4:00 PM	0	0	0	0	0	0	0	4	0	1	1	0	6
4:15 PM	0	0	0	0	0	0	0	3	0	0	1	0	4
4:30 PM	0	0	0	0	0	0	0	1	0	0	2	0	3
4:45 PM	0	0	0	0	0	0	0	4	0	0	0	0	4
5:00 PM	0	0	0	0	1	0	0	1	0	0	0	0	2
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	2

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	0	0	1	0	0	25	0	6	16	0	48
APPROACH %'s :	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	27.27%	72.73%	0.00%	

PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	12	0	0	12	0	24
PEAK HR FACTOR :	0.000			0.000			0.600			0.500			0.951

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-001

Day: Tuesday

Heavy Trucks

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Earle St			Earle St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
7:00 AM	1	0	0	0	0	0	0	2	0	0	0	0	3
7:15 AM	0	0	0	0	0	0	0	0	0	0	3	0	3
7:30 AM	0	0	1	0	0	0	0	1	0	1	2	0	5
7:45 AM	0	0	0	0	0	0	0	2	0	1	2	0	5
8:00 AM	0	0	0	0	0	0	0	2	0	1	2	0	5
8:15 AM	0	0	0	0	0	0	0	0	0	0	2	0	2
8:30 AM	0	0	0	0	0	0	0	3	0	2	1	0	6
8:45 AM	0	0	0	0	0	0	0	3	0	0	3	0	6
9:00 AM	0	0	0	0	0	0	0	1	0	0	1	0	2
9:15 AM	0	0	1	0	0	0	0	0	0	3	2	0	6
9:30 AM	0	0	0	0	0	0	0	3	0	2	3	0	8
9:45 AM	0	0	1	0	0	0	0	1	0	1	0	0	3

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	0	3	0	0	0	0	18	0	11	21	0	54
APPROACH %'s :	25.00%	0.00%	75.00%	#DIV/0!	#DIV/0!	#DIV/0!	0.00%	100.00%	0.00%	34.38%	65.63%	0.00%	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	0	0	1	0	0	0	0	7	0	5	9	0	22
PEAK HR FACTOR :	0.250			0.000			0.583			0.700			0.924

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-001

Day: Tuesday

Heavy Trucks

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Earle St			Earle St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	2	0	0	2	0	1	2	0	1	2	0	
3:00 PM	0	0	1	0	0	0	0	1	0	0	1	0	3
3:15 PM	0	0	3	0	0	0	0	3	0	1	2	0	9
3:30 PM	0	0	0	0	0	0	1	1	1	0	1	0	4
3:45 PM	0	0	0	0	0	0	0	1	0	0	0	0	1
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	1	0	0	0	0	0	1
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1
5:00 PM	0	0	0	0	0	0	0	1	0	1	0	0	2
5:15 PM	0	0	0	0	0	0	0	1	0	0	1	0	2
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 PM	0	0	1	0	0	0	0	0	0	0	0	0	1

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	0	6	0	0	0	2	8	1	2	5	0	24
APPROACH %'s :	0.00%	0.00%	100.00%	#DIV/0!	#DIV/0!	#DIV/0!	18.18%	72.73%	9.09%	28.57%	71.43%	0.00%	

PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	0	0	4	0	0	0	1	6	1	1	4	0	17
PEAK HR FACTOR :	0.333			0.000			0.667			0.417			0.951

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-002

Day: Tuesday

Heavy Trucks

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Ferry St			Ferry St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1.5	.5	1	0	0	0	
3:00 PM	0	0	0	0	0	1	0	0	0				1
3:15 PM	0	0	0	0	0	2	6	0	0				8
3:30 PM	0	1	0	0	0	2	1	0	0				4
3:45 PM	0	0	0	0	0	0	1	0	0				1
4:00 PM	0	0	0	0	0	0	0	0	0				0
4:15 PM	0	0	0	0	0	0	0	0	0				0
4:30 PM	0	0	0	0	0	0	0	0	0				0
4:45 PM	0	0	0	0	0	0	2	0	0				2
5:00 PM	0	0	0	0	0	1	1	0	0				2
5:15 PM	0	1	0	0	0	1	1	0	0				3
5:30 PM	0	0	0	0	0	0	0	0	0				0
5:45 PM	0	0	0	0	0	0	1	0	0				1

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	2	0	0	0	7	13	0	0	0	0	0	22
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	0.00%	100.00%	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	0	1	0	0	0	5	8	0	0	0	0	0	14
PEAK HR FACTOR :	0.250			0.625			0.333			0.000			0.873

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-002

Day: Tuesday

TOTALS

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Ferry St			Ferry St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1.5	.5	1	0	0	0	
7:00 AM	27	1	0	0	3	131	12	0	2				176
7:15 AM	27	1	0	0	2	120	24	0	0				174
7:30 AM	20	1	0	0	7	89	26	0	3				146
7:45 AM	14	1	0	0	9	95	19	0	4				142
8:00 AM	12	1	0	1	6	73	41	0	4				138
8:15 AM	19	1	0	0	2	57	51	0	3				133
8:30 AM	17	2	0	0	5	61	42	0	5				132
8:45 AM	17	1	0	0	5	67	55	0	7				152
9:00 AM	13	0	0	0	2	58	31	0	3				107
9:15 AM	18	2	0	0	1	59	51	0	11				142
9:30 AM	11	1	0	0	2	73	63	0	5				155
9:45 AM	12	2	1	0	2	65	44	0	6				132

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	207	14	1	1	46	948	459	0	53	0	0	0	1729
APPROACH %'s :	93.24%	6.31%	0.45%	0.10%	4.62%	95.28%	89.65%	0.00%	10.35%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	88	4	0	0	21	435	81	0	9	0	0	0	638
PEAK HR FACTOR :	0.821			0.851			0.776			0.000			0.906

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-002

Day: Tuesday

TOTALS

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Ferry St			Ferry St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1.5	.5	1	0	0	0	
3:00 PM	16	3	0	0	3	67	113	0	19				221
3:15 PM	15	5	0	0	2	51	97	0	13				183
3:30 PM	10	3	0	0	4	53	88	0	22				180
3:45 PM	16	4	0	0	2	55	93	0	18				188
4:00 PM	16	11	0	0	4	42	109	0	14				196
4:15 PM	11	19	0	1	3	44	101	0	24				203
4:30 PM	16	12	0	0	8	78	118	0	15				247
4:45 PM	20	9	0	0	7	69	72	0	11				188
5:00 PM	17	6	0	0	2	99	43	0	17				184
5:15 PM	12	4	0	0	3	76	26	0	6				127
5:30 PM	10	3	0	0	4	86	28	0	2				133
5:45 PM	14	1	0	0	5	45	46	0	8				119

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	173	80	0	1	47	765	934	0	169	0	0	0	2169
APPROACH %'s :	68.38%	31.62%	0.00%	0.12%	5.78%	94.10%	84.68%	0.00%	15.32%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	63	51	0	1	22	233	400	0	64	0	0	0	834
PEAK HR FACTOR :		0.950			0.744			0.872			0.000		0.844

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

Ferry St and Terminal Way , Long Beach

Date: 10/29/2013

Day: Tuesday

Project #: 13-5566-002

City: Long Beach

Peak Hour Summary

	AM Peak Hour	NOON Peak Hour	PM Peak Hour
Southbound Approach	700 AM		400 PM
Eastbound Approach	700 AM		400 PM
Westbound Approach	700 AM		400 PM
Northbound Approach	700 AM		400 PM

Southbound Approach (Ferry St)

Lanes	0	2	1		
AM	435	21	0	85	AM
NOON	0	0	0	0	NOON
PM	233	22	1	451	PM

Eastbound Approach (Terminal Way)

Lanes	AM	NOON	PM
	523	0	296
1.5	81	0	400
.5	0	0	0
1	9	0	64

Westbound Approach

Lanes	AM	NOON	PM
0	0	0	0
0	0	0	0
0	0	0	0
	0	0	1

Northbound Approach

	1	2	1	Lanes
AM	88	4	0	AM
NOON	0	0	0	NOON
PM	63	51	0	PM
AM	30			
NOON	0			
PM	86			

CONTROL: Signalized

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs

	AM	NOON	PM
North Leg	456	0	256
	85	0	451
East Leg	0	0	0
	0	0	1
West Leg	523	0	296
	90	0	464
South Leg	30	0	86
	92	0	114

Total Volume Per Leg

	AM	NOON	PM
North Leg	541	0	707
East Leg	0	0	1
West Leg	613	0	760
South Leg	122	0	200

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-002

Day: Tuesday

Cars

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Ferry St			Ferry St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1.5	.5	1	0	0	0	
7:00 AM	22	1	0	0	3	119	9	0	2				156
7:15 AM	25	1	0	0	2	104	24	0	0				156
7:30 AM	15	1	0	0	7	70	16	0	2				111
7:45 AM	6	1	0	0	9	71	14	0	3				104
8:00 AM	5	1	0	1	6	52	32	0	4				101
8:15 AM	7	1	0	0	2	34	35	0	3				82
8:30 AM	5	0	0	0	4	37	18	0	3				67
8:45 AM	1	1	0	0	3	31	19	0	3				58
9:00 AM	3	0	0	0	2	23	13	0	2				43
9:15 AM	5	2	0	0	0	20	22	0	6				55
9:30 AM	5	1	0	0	1	31	18	0	2				58
9:45 AM	1	2	1	0	1	32	8	0	3				48

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	100	12	1	1	40	624	228	0	33	0	0	0	1039
APPROACH %'s :	88.50%	10.62%	0.88%	0.15%	6.02%	93.83%	87.36%	0.00%	12.64%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	14	4	0	0	6	105	72	0	13	0	0	0	214
PEAK HR FACTOR :	0.643			0.816			0.759			0.000			0.922

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-002

Day: Tuesday

Cars

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Ferry St			Ferry St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1.5	.5	1	0	0	0	
3:00 PM	0	2	0	0	3	25	83	0	15				128
3:15 PM	3	3	0	0	2	16	56	0	8				88
3:30 PM	2	2	0	0	4	17	53	0	17				95
3:45 PM	3	4	0	0	2	27	54	0	15				105
4:00 PM	0	11	0	0	4	19	75	0	13				122
4:15 PM	5	19	0	1	3	19	79	0	21				147
4:30 PM	4	12	0	0	8	60	109	0	14				207
4:45 PM	7	9	0	0	7	53	64	0	9				149
5:00 PM	11	6	0	0	2	72	38	0	16				145
5:15 PM	3	3	0	0	2	48	21	0	6				83
5:30 PM	6	2	0	0	4	54	27	0	0				93
5:45 PM	2	1	0	0	5	21	43	0	7				79

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	46	74	0	1	46	431	702	0	141	0	0	0	1441
APPROACH %'s :	38.33%	61.67%	0.00%	0.21%	9.62%	90.17%	83.27%	0.00%	16.73%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	8	11	0	0	11	85	246	0	55	0	0	0	416
PEAK HR FACTOR :	0.679			0.828			0.768			0.000			0.813

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-002

Day: Tuesday

Bobtails

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Ferry St			Ferry St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1.5	.5	1	0	0	0	
7:00 AM	5	0	0	0	0	3	1	0	0				9
7:15 AM	2	0	0	0	0	7	0	0	0				9
7:30 AM	4	0	0	0	0	7	5	0	1				17
7:45 AM	8	0	0	0	0	7	1	0	1				17
8:00 AM	7	0	0	0	0	5	0	0	0				12
8:15 AM	8	0	0	0	0	6	6	0	0				20
8:30 AM	8	0	0	0	0	7	13	0	1				29
8:45 AM	14	0	0	0	0	14	17	0	2				47
9:00 AM	8	0	0	0	0	12	9	0	0				29
9:15 AM	9	0	0	0	0	11	12	0	4				36
9:30 AM	4	0	0	0	0	11	24	0	3				42
9:45 AM	7	0	0	0	0	11	18	0	3				39

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	84	0	0	0	0	101	106	0	15	0	0	0	306
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	87.60%	0.00%	12.40%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	35	0	0	0	0	48	62	0	9	0	0	0	154
PEAK HR FACTOR :	0.625			0.857			0.657			0.000			0.897

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-002

Day: Tuesday

Bobtails

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Ferry St			Ferry St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1.5	.5	1	0	0	0	
3:00 PM	9	1	0	0	0	7	17	0	3				37
3:15 PM	10	2	0	0	0	6	25	0	5				48
3:30 PM	7	0	0	0	0	10	24	0	5				46
3:45 PM	11	0	0	0	0	9	29	0	3				52
4:00 PM	16	0	0	0	0	10	24	0	0				50
4:15 PM	6	0	0	0	0	9	14	0	2				31
4:30 PM	10	0	0	0	0	7	5	0	1				23
4:45 PM	11	0	0	0	0	6	2	0	1				20
5:00 PM	3	0	0	0	0	6	2	0	1				12
5:15 PM	9	0	0	0	0	11	4	0	0				24
5:30 PM	4	0	0	0	0	9	1	0	1				15
5:45 PM	10	0	0	0	0	13	2	0	1				26

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	106	3	0	0	0	103	149	0	23	0	0	0	384
APPROACH %'s :	97.25%	2.75%	0.00%	0.00%	0.00%	100.00%	86.63%	0.00%	13.37%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	37	3	0	0	0	32	95	0	16	0	0	0	183
PEAK HR FACTOR :	0.833			0.800			0.867			0.000			0.873

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-002

Day: Tuesday

Bobtails w_Containers

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Ferry St			Ferry St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1.5	.5	1	0	0	0	
7:00 AM	0	0	0	0	0	9	0	0	0				9
7:15 AM	0	0	0	0	0	5	0	0	0				5
7:30 AM	0	0	0	0	0	7	3	0	0				10
7:45 AM	0	0	0	0	0	13	1	0	0				14
8:00 AM	0	0	0	0	0	11	7	0	0				18
8:15 AM	2	0	0	0	0	14	8	0	0				24
8:30 AM	3	0	0	0	0	13	8	0	1				25
8:45 AM	2	0	0	0	1	17	14	0	1				35
9:00 AM	2	0	0	0	0	19	8	0	1				30
9:15 AM	2	0	0	0	1	21	14	0	0				38
9:30 AM	1	0	0	0	0	27	17	0	0				45
9:45 AM	3	0	0	0	0	18	14	0	0				35

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	15	0	0	0	2	174	94	0	3	0	0	0	288
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	1.14%	98.86%	96.91%	0.00%	3.09%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	7	0	0	0	2	84	53	0	2	0	0	0	148
PEAK HR FACTOR :	0.875			0.796			0.809			0.000			0.897

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-002

Day: Tuesday

Bobtails w_Containers

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Ferry St			Ferry St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1.5	.5	1	0	0	0	
3:00 PM	4	0	0	0	0	31	10	0	0				45
3:15 PM	2	0	0	0	0	25	6	0	0				33
3:30 PM	1	0	0	0	0	20	8	0	0				29
3:45 PM	2	0	0	0	0	18	7	0	0				27
4:00 PM	0	0	0	0	0	12	5	0	1				18
4:15 PM	0	0	0	0	0	15	7	0	0				22
4:30 PM	2	0	0	0	0	10	2	0	0				14
4:45 PM	1	0	0	0	0	10	2	0	1				14
5:00 PM	3	0	0	0	0	20	0	0	0				23
5:15 PM	0	0	0	0	0	16	0	0	0				16
5:30 PM	0	1	0	0	0	21	0	0	1				23
5:45 PM	1	0	0	0	0	10	0	0	0				11

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	16	1	0	0	0	208	47	0	3	0	0	0	275
APPROACH %'s :	94.12%	5.88%	0.00%	0.00%	0.00%	100.00%	94.00%	0.00%	6.00%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	9	0	0	0	0	94	31	0	0	0	0	0	134
PEAK HR FACTOR :	0.563			0.758			0.775			0.000			0.873

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-002

Bobtails w_Chassis

Day: Tuesday

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Ferry St			Ferry St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1.5	.5	1	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0				0
7:15 AM	0	0	0	0	0	1	0	0	0				1
7:30 AM	0	0	0	0	0	3	0	0	0				3
7:45 AM	0	0	0	0	0	1	0	0	0				1
8:00 AM	0	0	0	0	0	2	0	0	0				2
8:15 AM	2	0	0	0	0	1	2	0	0				5
8:30 AM	1	0	0	0	0	1	0	0	0				2
8:45 AM	0	0	0	0	0	3	3	0	0				6
9:00 AM	0	0	0	0	0	3	0	0	0				3
9:15 AM	0	0	0	0	0	5	2	0	1				8
9:30 AM	0	0	0	0	0	1	1	0	0				2
9:45 AM	0	0	0	0	0	1	1	0	0				2

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	0	0	0	0	22	9	0	1	0	0	0	35
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	0.00%	100.00%	90.00%	0.00%	10.00%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	0	0	0	0	0	12	6	0	1	0	0	0	19
PEAK HR FACTOR :	0.000			0.600			0.583			0.000			0.897

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-002

Bobtails w_Chassis

Day: Tuesday

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Ferry St			Ferry St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1.5	.5	1	0	0	0	
3:00 PM	3	0	0	0	0	3	3	0	1				10
3:15 PM	0	0	0	0	0	2	4	0	0				6
3:30 PM	0	0	0	0	0	4	2	0	0				6
3:45 PM	0	0	0	0	0	1	2	0	0				3
4:00 PM	0	0	0	0	0	1	5	0	0				6
4:15 PM	0	0	0	0	0	1	1	0	1				3
4:30 PM	0	0	0	0	0	1	2	0	0				3
4:45 PM	1	0	0	0	0	0	2	0	0				3
5:00 PM	0	0	0	0	0	0	2	0	0				2
5:15 PM	0	0	0	0	1	0	0	0	0				1
5:30 PM	0	0	0	0	0	2	0	0	0				2
5:45 PM	1	0	0	0	0	1	0	0	0				2

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	0	0	0	1	16	23	0	2	0	0	0	47
APPROACH %'s :	100.00%	0.00%	0.00%	0.00%	5.88%	94.12%	92.00%	0.00%	8.00%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	300 PM												TOTAL
PEAK HR VOL :	3	0	0	0	0	10	11	0	1	0	0	0	25
PEAK HR FACTOR :	0.250			0.625			0.750			0.000			0.873

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-002

Day: Tuesday

Heavy Trucks

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Ferry St			Ferry St			Terminal Way			Terminal Way			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	1	1	2	0	1.5	.5	1	0	0	0	
7:00 AM	0	0	0	0	0	0	2	0	0				2
7:15 AM	0	0	0	0	0	3	0	0	0				3
7:30 AM	1	0	0	0	0	2	2	0	0				5
7:45 AM	0	0	0	0	0	3	3	0	0				6
8:00 AM	0	0	0	0	0	3	2	0	0				5
8:15 AM	0	0	0	0	0	2	0	0	0				2
8:30 AM	0	2	0	0	1	3	3	0	0				9
8:45 AM	0	0	0	0	1	2	2	0	1				6
9:00 AM	0	0	0	0	0	1	1	0	0				2
9:15 AM	2	0	0	0	0	2	1	0	0				5
9:30 AM	1	0	0	0	1	3	3	0	0				8
9:45 AM	1	0	0	0	1	3	3	0	0				8

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	2	0	0	4	27	22	0	1	0	0	0	61
APPROACH %'s :	71.43%	28.57%	0.00%	0.00%	12.90%	87.10%	95.65%	0.00%	4.35%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	3	0	0	0	2	8	7	0	1	0	0	0	21
PEAK HR FACTOR :	0.375			0.625			0.667			0.000			0.897

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-003

Day: Tuesday

Heavy Trucks

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Ferry St			Ferry St			Pilchard St			Pilchard St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	1	0	0	0	0	
3:00 PM	0	1			1	1	2		0				5
3:15 PM	0	7			3	0	0		0				10
3:30 PM	0	3			1	0	0		0				4
3:45 PM	0	1			0	0	1		0				2
4:00 PM	0	0			0	0	0		0				0
4:15 PM	0	0			0	1	1		0				2
4:30 PM	0	0			0	0	0		0				0
4:45 PM	0	1			0	0	0		0				1
5:00 PM	0	0			1	0	1		0				2
5:15 PM	0	2			1	0	0		0				3
5:30 PM	0	0			0	0	0		0				0
5:45 PM	0	1			1	0	0		0				2

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	16	0	0	8	2	5	0	0	0	0	0	31
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	80.00%	20.00%	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	345 PM												TOTAL
PEAK HR VOL :	0	1	0	0	0	1	2	0	0	0	0	0	4
PEAK HR FACTOR :	0.250			0.250			0.500			0.000			0.786

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-003

Day: Tuesday

TOTALS

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Ferry St			Ferry St			Pilchard St			Pilchard St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	1	0	0	0	0	
7:00 AM	0	16			125	19	1		0				161
7:15 AM	2	20			123	14	2		0				161
7:30 AM	1	26			104	19	6		0				156
7:45 AM	0	22			107	25	2		0				156
8:00 AM	1	38			71	7	2		1				120
8:15 AM	0	56			58	4	2		0				120
8:30 AM	0	46			65	6	4		1				122
8:45 AM	0	55			72	4	3		0				134
9:00 AM	1	33			56	1	2		1				94
9:15 AM	0	55			65	5	3		0				128
9:30 AM	0	59			71	2	5		0				137
9:45 AM	0	46			63	4	2		0				115

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	472	0	0	980	110	34	0	3	0	0	0	1604
APPROACH %'s :	1.05%	98.95%	0.00%	0.00%	89.91%	10.09%	91.89%	0.00%	8.11%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	3	84	0	0	459	77	11	0	0	0	0	0	634
PEAK HR FACTOR :		0.806			0.931			0.458			0.000		0.984

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-003

Day: Tuesday

TOTALS

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Ferry St			Ferry St			Pilchard St			Pilchard St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	1	0	0	0	0	
3:00 PM	1	110			68	4	9		0				192
3:15 PM	1	107			62	5	19		0				194
3:30 PM	0	90			53	1	3		0				147
3:45 PM	0	100			55	4	30		0				189
4:00 PM	1	129			37	6	17		1				191
4:15 PM	0	113			50	8	28		0				199
4:30 PM	0	130			93	16	31		0				270
4:45 PM	0	80			80	26	21		0				207
5:00 PM	0	40			90	25	15		0				170
5:15 PM	0	33			84	24	5		0				146
5:30 PM	0	29			88	35	7		1				160
5:45 PM	0	49			43	12	6		0				110

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	3	1010	0	0	803	166	191	0	2	0	0	0	2175
APPROACH %'s :	0.30%	99.70%	0.00%	0.00%	82.87%	17.13%	98.96%	0.00%	1.04%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	1	452	0	0	260	56	97	0	1	0	0	0	867
PEAK HR FACTOR :		0.871			0.725			0.790			0.000		0.803

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

NDS

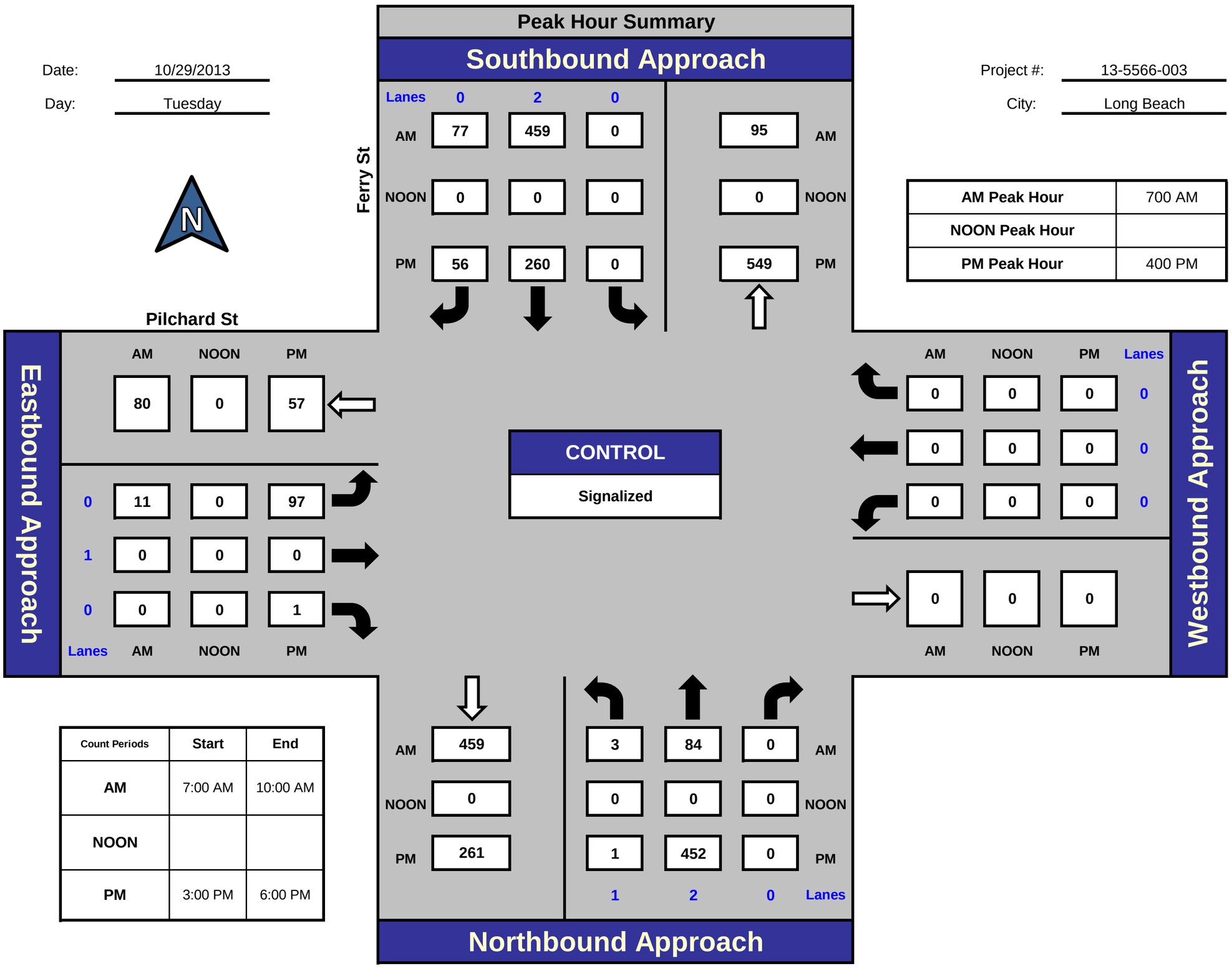
Ferry St and Pilchard St , Long Beach

Date: 10/29/2013

Day: Tuesday

Project #: 13-5566-003

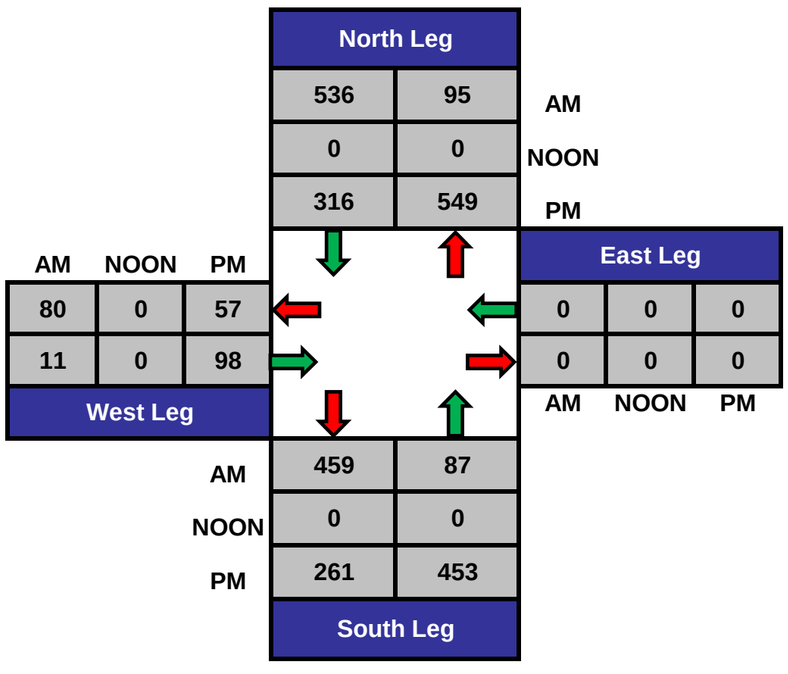
City: Long Beach



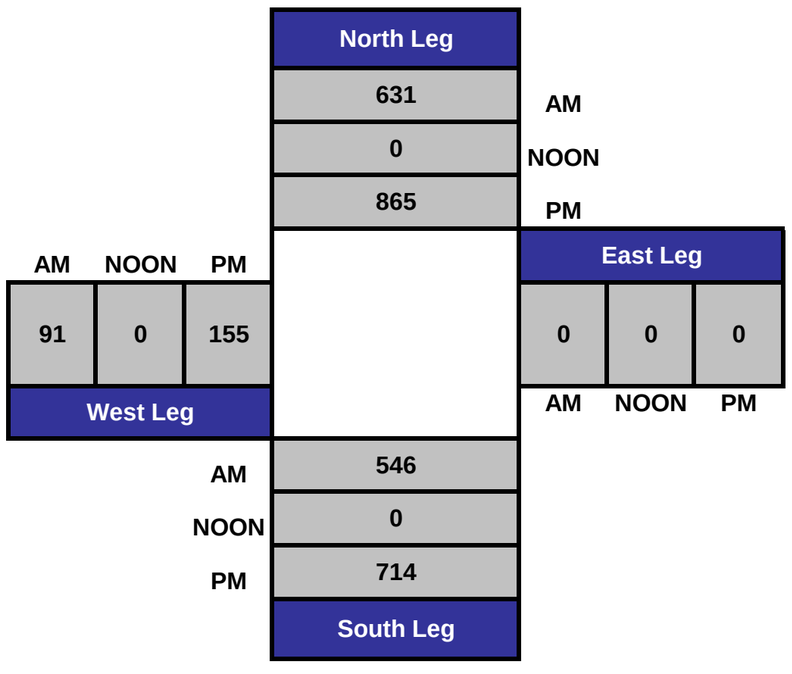
AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM	7:00 AM	10:00 AM
NOON		
PM	3:00 PM	6:00 PM

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-003

Day: Tuesday

Cars

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Ferry St			Ferry St			Pilchard St			Pilchard St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	1	0	0	0	0	
7:00 AM	0	13			113	19	1		0				146
7:15 AM	2	19			107	14	2		0				144
7:30 AM	1	16			85	19	6		0				127
7:45 AM	0	18			82	25	2		0				127
8:00 AM	1	29			49	7	1		1				88
8:15 AM	0	41			34	4	2		0				81
8:30 AM	0	19			39	6	4		1				69
8:45 AM	0	20			35	3	3		0				61
9:00 AM	1	14			22	1	2		1				41
9:15 AM	0	26			22	4	2		0				54
9:30 AM	0	16			29	2	4		0				51
9:45 AM	0	9			30	3	2		0				44

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	5	240	0	0	647	107	31	0	3	0	0	0	1033
APPROACH %'s :	2.04%	97.96%	0.00%	0.00%	85.81%	14.19%	91.18%	0.00%	8.82%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	1	76	0	0	108	10	11	0	1	0	0	0	207
PEAK HR FACTOR :		0.740			0.776			0.750			0.000		0.848

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-003

Day: Tuesday

Cars

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Ferry St			Ferry St			Pilchard St			Pilchard St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	1	0	0	0	0	
3:00 PM	1	79			24	3	7		0				114
3:15 PM	0	62			22	5	19		0				108
3:30 PM	0	55			20	1	2		0				78
3:45 PM	0	63			24	3	29		0				119
4:00 PM	1	93			16	6	17		1				134
4:15 PM	0	89			25	7	27		0				148
4:30 PM	0	123			77	16	31		0				247
4:45 PM	0	71			62	25	21		0				179
5:00 PM	0	37			65	25	14		0				141
5:15 PM	0	26			54	23	5		0				108
5:30 PM	0	27			56	32	7		1				123
5:45 PM	0	46			20	10	6		0				82

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	2	771	0	0	465	156	185	0	2	0	0	0	1581
APPROACH %'s :	0.26%	99.74%	0.00%	0.00%	74.88%	25.12%	98.93%	0.00%	1.07%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	345 PM												TOTAL
PEAK HR VOL :	1	368	0	0	142	32	104	0	1	0	0	0	648
PEAK HR FACTOR :		0.750			0.468			0.847			0.000		0.656

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-003

Day: Tuesday

Bobtails

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Ferry St			Ferry St			Pilchard St			Pilchard St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	1	0	0	0	0	
7:00 AM	0	1			3	0	0		0				4
7:15 AM	0	0			7	0	0		0				7
7:30 AM	0	6			6	0	0		0				12
7:45 AM	0	0			8	0	0		0				8
8:00 AM	0	0			5	0	0		0				5
8:15 AM	0	6			6	0	0		0				12
8:30 AM	0	13			10	0	0		0				23
8:45 AM	0	17			11	0	0		0				28
9:00 AM	0	7			12	0	0		0				19
9:15 AM	0	14			11	0	0		0				25
9:30 AM	0	22			11	0	0		0				33
9:45 AM	0	18			12	0	0		0				30

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	104	0	0	102	0	0	0	0	0	0	0	206
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	0	60	0	0	45	0	0	0	0	0	0	0	105
PEAK HR FACTOR :		0.682			0.938			0.000			0.000		0.900

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-003

Day: Tuesday

Bobtails

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Ferry St			Ferry St			Pilchard St			Pilchard St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	1	0	0	0	0	
3:00 PM	0	19			7	0	0		0				26
3:15 PM	1	26			10	0	0		0				37
3:30 PM	0	21			10	0	1		0				32
3:45 PM	0	29			12	1	0		0				42
4:00 PM	0	25			8	0	0		0				33
4:15 PM	0	15			8	0	0		0				23
4:30 PM	0	5			6	0	0		0				11
4:45 PM	0	2			8	1	0		0				11
5:00 PM	0	2			4	0	0		0				6
5:15 PM	0	4			13	1	0		0				18
5:30 PM	0	1			7	3	0		0				11
5:45 PM	0	2			12	2	0		0				16

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	1	151	0	0	105	8	1	0	0	0	0	0	266
APPROACH %'s :	0.66%	99.34%	0.00%	0.00%	92.92%	7.08%	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	345 PM												TOTAL
PEAK HR VOL :	0	74	0	0	34	1	0	0	0	0	0	0	109
PEAK HR FACTOR :		0.638			0.673			0.000			0.000		0.786

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-003

Day: Tuesday

Bobtails w_Containers

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Ferry St			Ferry St			Pilchard St			Pilchard St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	1	0	0	0	0	
7:00 AM	0	0			9	0	0		0				9
7:15 AM	0	1			5	0	0		0				6
7:30 AM	0	2			7	0	0		0				9
7:45 AM	0	1			13	0	0		0				14
8:00 AM	0	7			12	0	0		0				19
8:15 AM	0	8			13	0	0		0				21
8:30 AM	0	8			12	0	0		0				20
8:45 AM	0	14			19	0	0		0				33
9:00 AM	0	9			19	0	0		0				28
9:15 AM	0	13			24	0	0		0				37
9:30 AM	0	16			25	0	0		0				41
9:45 AM	0	15			18	0	0		0				33

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	94	0	0	176	0	0	0	0	0	0	0	270
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	0	52	0	0	87	0	0	0	0	0	0	0	139
PEAK HR FACTOR :		0.813			0.870			0.000			0.000		0.900

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-003

Day: Tuesday

Bobtails w_Containers

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Ferry St			Ferry St			Pilchard St			Pilchard St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	1	0	0	0	0	
3:00 PM	0	8			32	0	0		0				40
3:15 PM	0	8			24	0	0		0				32
3:30 PM	0	8			20	0	0		0				28
3:45 PM	0	6			18	0	0		0				24
4:00 PM	0	6			12	0	0		0				18
4:15 PM	0	7			16	0	0		0				23
4:30 PM	0	1			9	0	0		0				10
4:45 PM	0	3			10	0	0		0				13
5:00 PM	0	0			20	0	0		0				20
5:15 PM	0	0			15	0	0		0				15
5:30 PM	0	1			22	0	0		0				23
5:45 PM	0	0			10	0	0		0				10

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	48	0	0	208	0	0	0	0	0	0	0	256
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	345 PM												TOTAL
PEAK HR VOL :	0	20	0	0	55	0	0	0	0	0	0	0	75
PEAK HR FACTOR :		0.714			0.764			0.000			0.000		0.786

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-003

Day: Tuesday

Bobtails w_Chassis

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Ferry St			Ferry St			Pilchard St			Pilchard St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	1	0	0	0	0	
7:00 AM	0	0			0	0	0		0				0
7:15 AM	0	0			1	0	0		0				1
7:30 AM	0	0			2	0	0		0				2
7:45 AM	0	0			1	0	0		0				1
8:00 AM	0	0			3	0	0		0				3
8:15 AM	0	1			2	0	0		0				3
8:30 AM	0	1			1	0	0		0				2
8:45 AM	0	2			3	0	0		0				5
9:00 AM	0	1			2	0	0		0				3
9:15 AM	0	1			5	0	0		0				6
9:30 AM	0	1			1	0	0		0				2
9:45 AM	0	1			1	0	0		0				2

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	8	0	0	22	0	0	0	0	0	0	0	30
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	0	5	0	0	11	0	0	0	0	0	0	0	16
PEAK HR FACTOR :	0.625			0.550			0.000			0.000			0.900

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-003

Day: Tuesday

Bobtails w_Chassis

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Ferry St			Ferry St			Pilchard St			Pilchard St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	1	0	0	0	0	
3:00 PM	0	3			4	0	0		0				7
3:15 PM	0	4			3	0	0		0				7
3:30 PM	0	3			2	0	0		0				5
3:45 PM	0	1			1	0	0		0				2
4:00 PM	0	5			1	0	0		0				6
4:15 PM	0	2			1	0	0		0				3
4:30 PM	0	1			1	0	0		0				2
4:45 PM	0	3			0	0	0		0				3
5:00 PM	0	1			0	0	0		0				1
5:15 PM	0	1			1	0	0		0				2
5:30 PM	0	0			3	0	0		0				3
5:45 PM	0	0			0	0	0		0				0

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	24	0	0	17	0	0	0	0	0	0	0	41
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	345 PM												TOTAL
PEAK HR VOL :	0	9	0	0	4	0	0	0	0	0	0	0	13
PEAK HR FACTOR :		0.450			1.000			0.000			0.000		0.786

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-003

Day: Tuesday

Heavy Trucks

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Ferry St			Ferry St			Pilchard St			Pilchard St			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	1	2	0	0	2	0	0	1	0	0	0	0	
7:00 AM	0	2			0	0	0		0				2
7:15 AM	0	0			3	0	0		0				3
7:30 AM	0	2			4	0	0		0				6
7:45 AM	0	3			3	0	0		0				6
8:00 AM	0	2			2	0	1		0				5
8:15 AM	0	0			3	0	0		0				3
8:30 AM	0	5			3	0	0		0				8
8:45 AM	0	2			4	1	0		0				7
9:00 AM	0	2			1	0	0		0				3
9:15 AM	0	1			3	1	1		0				6
9:30 AM	0	4			5	0	1		0				10
9:45 AM	0	3			2	1	0		0				6

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	26	0	0	33	3	3	0	0	0	0	0	65
APPROACH %'s :	0.00%	100.00%	0.00%	0.00%	91.67%	8.33%	100.00%	0.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	0	9	0	0	13	2	2	0	0	0	0	0	26
PEAK HR FACTOR :		0.563			0.750			0.500			0.000		0.900

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-004

Day: Tuesday

Heavy Trucks

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Ferry St			Ferry St			SR-47 Ramps			SR-47 Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	1	2	0	0	0	0	1	0	1	
3:00 PM		1	2	0	1					1		0	5
3:15 PM		2	3	0	0					2		0	7
3:30 PM		3	2	0	0					0		0	5
3:45 PM		1	1	0	1					1		0	4
4:00 PM		0	0	0	0					0		0	0
4:15 PM		0	1	0	0					0		0	1
4:30 PM		0	0	0	0					0		0	0
4:45 PM		3	0	0	0					0		0	3
5:00 PM		1	0	0	0					1		0	2
5:15 PM		2	1	0	1					1		0	5
5:30 PM		0	0	0	0					0		0	0
5:45 PM		1	0	0	0					0		0	1

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	14	10	0	3	0	0	0	0	6	0	0	33
APPROACH %'s :	0.00%	58.33%	41.67%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	

PEAK HR START TIME :	345 PM												TOTAL
PEAK HR VOL :	0	1	2	0	1	0	0	0	0	1	0	0	5
PEAK HR FACTOR :		0.375			0.250			0.000			0.250		0.784

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-004

Day: Tuesday

TOTALS

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Ferry St			Ferry St			SR-47 Ramps			SR-47 Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	1	2	0	0	0	0	1	0	1	
7:00 AM		9	9	0	70					78		0	166
7:15 AM		11	12	0	63					76		2	164
7:30 AM		15	16	0	51					78		0	160
7:45 AM		13	10	2	60					65		0	150
8:00 AM		20	20	2	49					36		1	128
8:15 AM		27	31	0	49					14		2	123
8:30 AM		20	27	0	42					33		0	122
8:45 AM		25	37	1	46					29		0	138
9:00 AM		9	23	0	36					24		2	94
9:15 AM		24	33	1	40					31		0	129
9:30 AM		19	49	2	46					25		1	142
9:45 AM		16	30	0	42					21		0	109

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	208	297	8	594	0	0	0	0	510	0	8	1625
APPROACH %'s :	0.00%	41.19%	58.81%	1.33%	98.67%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	98.46%	0.00%	1.54%	

PEAK HR START TIME :	700 AM												TOTAL
PEAK HR VOL :	0	48	47	2	244	0	0	0	0	297	0	2	640
PEAK HR FACTOR :		0.766			0.879			0.000			0.958		0.964

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-004

Day: Tuesday

TOTALS

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Ferry St			Ferry St			SR-47 Ramps			SR-47 Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	1	2	0	0	0	0	1	0	1	
3:00 PM		56	69	0	44					27		2	198
3:15 PM		48	77	0	36					27		0	188
3:30 PM		46	51	0	31					26		2	156
3:45 PM		70	63	1	34					25		0	193
4:00 PM		77	71	0	21					22		0	191
4:15 PM		70	72	0	36					23		0	201
4:30 PM		97	65	0	42					68		2	274
4:45 PM		57	44	1	49					63		0	214
5:00 PM		33	26	1	39					75		0	174
5:15 PM		22	19	1	46					64		2	154
5:30 PM		23	18	0	54					68		3	166
5:45 PM		30	26	0	25					29		0	110

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	629	601	4	457	0	0	0	0	517	0	11	2219
APPROACH %'s :	0.00%	51.14%	48.86%	0.87%	99.13%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	97.92%	0.00%	2.08%	

PEAK HR START TIME :	400 PM												TOTAL
PEAK HR VOL :	0	301	252	1	148	0	0	0	0	176	0	2	880
PEAK HR FACTOR :		0.853			0.745			0.000			0.636		0.803

CONTROL : Signalized

ITM Peak Hour Summary

Prepared by:

NDS

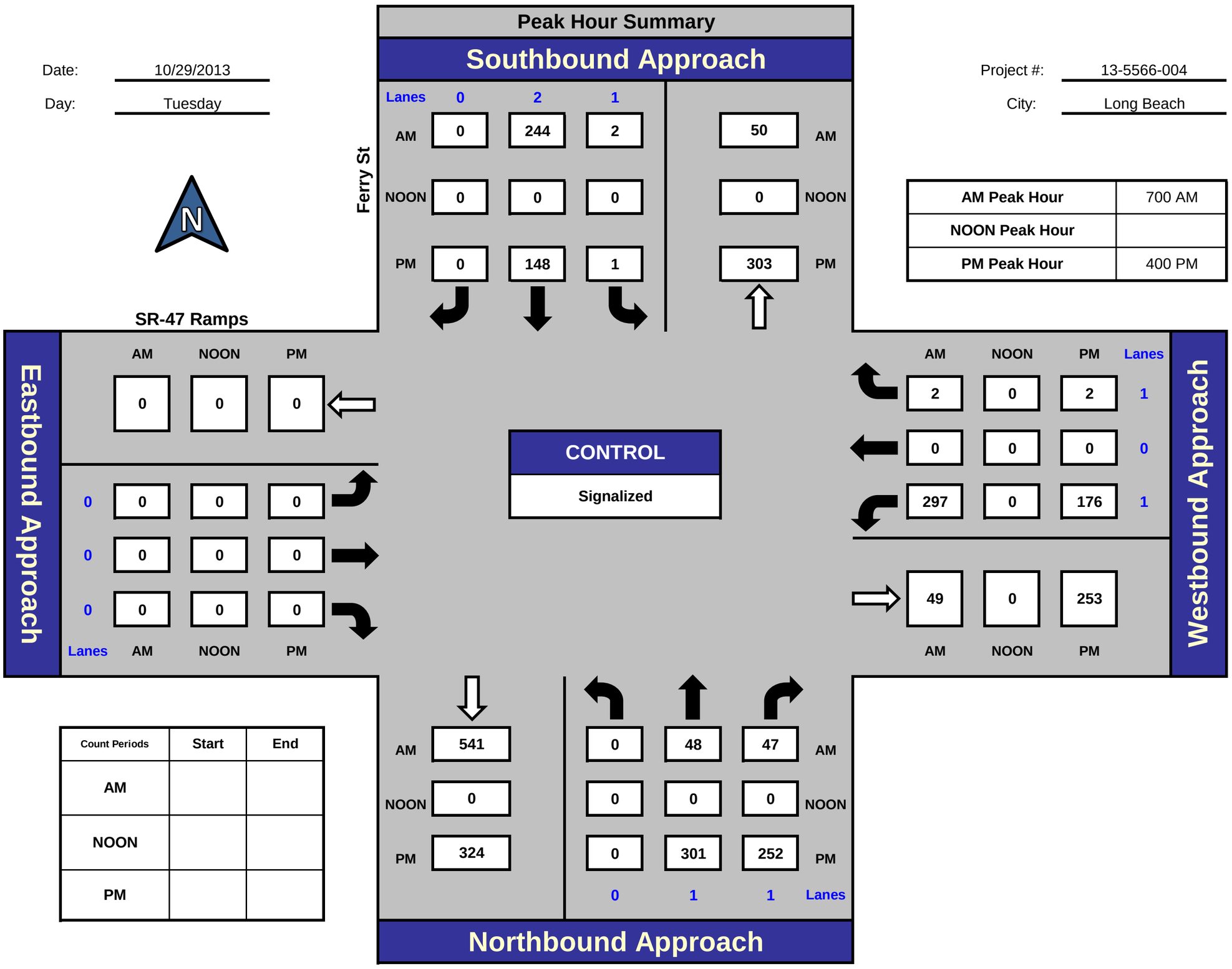
Ferry St and SR-47 Ramps , Long Beach

Date: 10/29/2013

Day: Tuesday

Project #: 13-5566-004

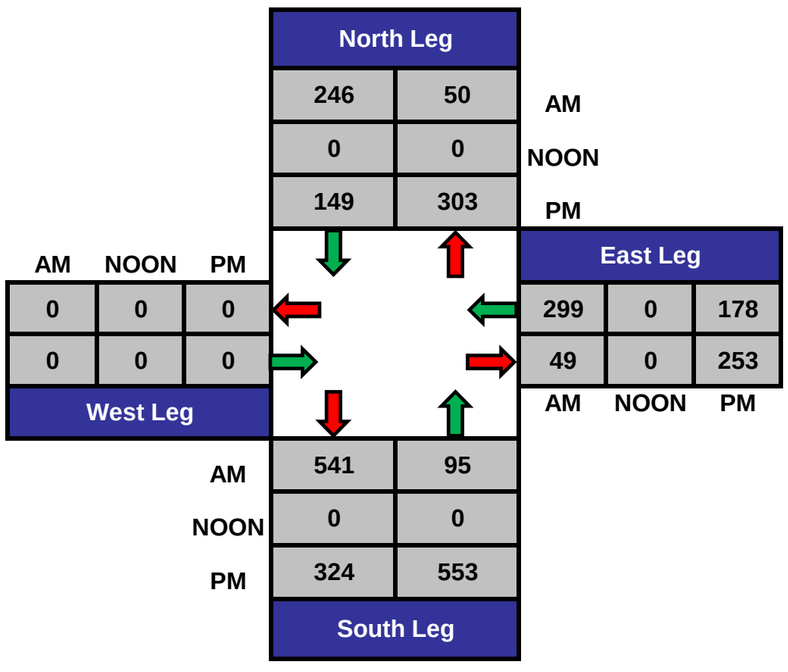
City: Long Beach



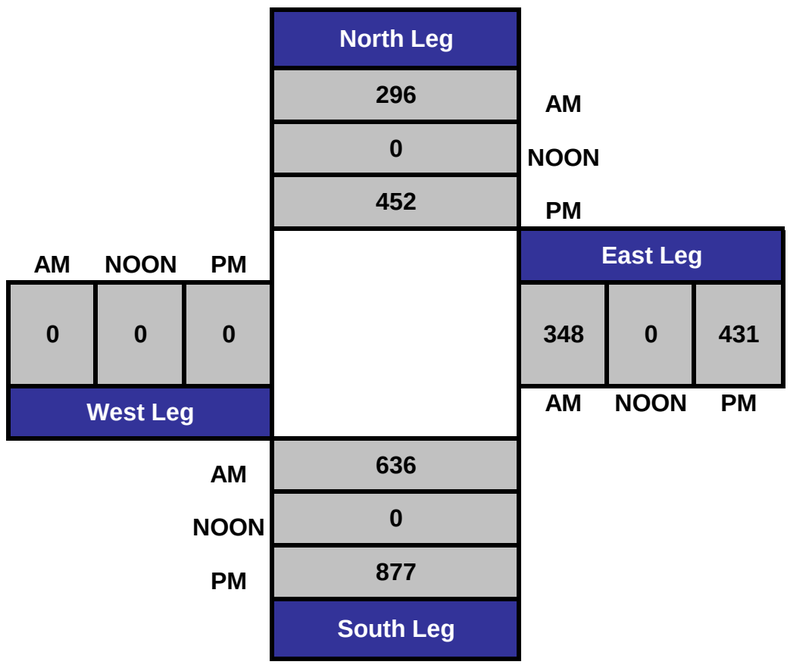
AM Peak Hour	700 AM
NOON Peak Hour	
PM Peak Hour	400 PM

Count Periods	Start	End
AM		
NOON		
PM		

Total Ins & Outs



Total Volume Per Leg



Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-004

Day: Tuesday

Cars

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Ferry St			Ferry St			SR-47 Ramps			SR-47 Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	1	2	0	0	0	0	1	0	1	
7:00 AM		9	6	0	61					75		0	151
7:15 AM		11	11	0	55					67		2	146
7:30 AM		12	9	0	41					70		0	132
7:45 AM		11	8	2	46					56		0	123
8:00 AM		17	13	1	34					29		1	95
8:15 AM		27	15	0	25					13		1	81
8:30 AM		8	12	0	19					27		0	66
8:45 AM		17	8	1	21					16		0	63
9:00 AM		5	10	0	13					15		2	45
9:15 AM		13	13	0	10					17		0	53
9:30 AM		12	13	2	18					12		1	58
9:45 AM		8	1	0	14					14		0	37

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	150	119	6	357	0	0	0	0	411	0	7	1050
APPROACH %'s :	0.00%	55.76%	44.24%	1.65%	98.35%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	98.33%	0.00%	1.67%	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	0	47	44	3	62	0	0	0	0	60	0	3	219
PEAK HR FACTOR :		0.875			0.739			0.000			0.926		0.869

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-004

Day: Tuesday

Cars

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Ferry St			Ferry St			SR-47 Ramps			SR-47 Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	1	2	0	0	0	0	1	0	1	
3:00 PM		44	47	0	11					16		2	120
3:15 PM		40	43	0	9					14		0	106
3:30 PM		34	31	0	10					16		2	93
3:45 PM		56	36	1	9					16		0	118
4:00 PM		68	46	0	6					17		0	137
4:15 PM		64	51	0	15					18		0	148
4:30 PM		95	59	0	30					65		2	251
4:45 PM		52	38	0	38					56		0	184
5:00 PM		31	22	1	19					70		0	143
5:15 PM		18	15	0	24					53		2	112
5:30 PM		22	17	0	24					65		2	130
5:45 PM		29	24	0	6					22		0	81

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	553	429	2	201	0	0	0	0	428	0	10	1623
APPROACH %'s :	0.00%	56.31%	43.69%	0.99%	99.01%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	97.72%	0.00%	2.28%	

PEAK HR START TIME :	345 PM												TOTAL
PEAK HR VOL :	0	283	192	1	60	0	0	0	0	116	0	2	654
PEAK HR FACTOR :		0.771			0.508			0.000			0.440		0.651

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-004

Day: Tuesday

Bobtails

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Ferry St			Ferry St			SR-47 Ramps			SR-47 Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	1	2	0	0	0	0	1	0	1	
7:00 AM		0	1	0	2					1		0	4
7:15 AM		0	0	0	2					5		0	7
7:30 AM		2	4	0	5					2		0	13
7:45 AM		0	0	0	5					2		0	7
8:00 AM		0	0	0	2					3		0	5
8:15 AM		0	6	0	6					0		0	12
8:30 AM		8	5	0	8					3		0	24
8:45 AM		5	12	0	10					1		0	28
9:00 AM		2	5	0	8					3		0	18
9:15 AM		4	9	1	7					3		0	24
9:30 AM		3	18	0	9					3		0	33
9:45 AM		4	15	0	10					2		0	31

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	28	75	1	74	0	0	0	0	28	0	0	206
APPROACH %'s :	0.00%	27.18%	72.82%	1.33%	98.67%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	0	14	44	1	34	0	0	0	0	10	0	0	103
PEAK HR FACTOR :		0.690			0.875			0.000			0.833		0.886

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-004

Day: Tuesday

Bobtails

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Ferry St			Ferry St			SR-47 Ramps			SR-47 Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	1	2	0	0	0	0	1	0	1	
3:00 PM		6	16	0	3					4		0	29
3:15 PM		3	25	0	6					4		0	38
3:30 PM		5	12	0	5					4		0	26
3:45 PM		9	21	0	8					5		0	43
4:00 PM		8	16	0	7					1		0	32
4:15 PM		2	14	0	6					1		0	23
4:30 PM		1	4	0	6					0		0	11
4:45 PM		0	2	1	4					4		0	11
5:00 PM		0	2	0	3					1		0	6
5:15 PM		1	3	0	7					8		0	19
5:30 PM		1	0	0	7					2		0	10
5:45 PM		0	1	0	10					6		0	17

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	36	116	1	72	0	0	0	0	40	0	0	265
APPROACH %'s :	0.00%	23.68%	76.32%	1.37%	98.63%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	

PEAK HR START TIME :	345 PM												TOTAL
PEAK HR VOL :	0	20	55	0	27	0	0	0	0	7	0	0	109
PEAK HR FACTOR :		0.625			0.844			0.000			0.350		0.784

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-004

Day: Tuesday

Bobtails w_Containers

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Ferry St			Ferry St			SR-47 Ramps			SR-47 Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	1	2	0	0	0	0	1	0	1	
7:00 AM		0	0	0	7					2		0	9
7:15 AM		0	1	0	3					2		0	6
7:30 AM		0	2	0	3					4		0	9
7:45 AM		1	0	0	7					6		0	14
8:00 AM		1	6	0	9					3		0	19
8:15 AM		0	8	0	12					1		1	22
8:30 AM		1	6	0	10					2		0	19
8:45 AM		1	14	0	12					8		0	35
9:00 AM		1	6	0	12					6		0	25
9:15 AM		4	10	0	15					8		0	37
9:30 AM		1	16	0	17					9		0	43
9:45 AM		3	12	0	15					3		0	33

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	13	81	0	122	0	0	0	0	54	0	1	271
APPROACH %'s :	0.00%	13.83%	86.17%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	98.18%	0.00%	1.82%	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	0	7	46	0	56	0	0	0	0	31	0	0	140
PEAK HR FACTOR :		0.779			0.824			0.000			0.861		0.886

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-004

Day: Tuesday

Bobtails w_Containers

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Ferry St			Ferry St			SR-47 Ramps			SR-47 Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	1	2	0	0	0	0	1	0	1	
3:00 PM		5	4	0	25					6		0	40
3:15 PM		3	3	0	20					5		0	31
3:30 PM		4	3	0	16					4		0	27
3:45 PM		4	4	0	15					3		0	26
4:00 PM		0	5	0	8					4		0	17
4:15 PM		4	4	0	13					3		0	24
4:30 PM		1	1	0	6					3		0	11
4:45 PM		1	2	0	7					3		0	13
5:00 PM		0	0	0	17					3		0	20
5:15 PM		0	0	0	14					2		0	16
5:30 PM		0	1	0	20					1		1	23
5:45 PM		0	0	0	8					1		0	9

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	22	27	0	169	0	0	0	0	38	0	1	257
APPROACH %'s :	0.00%	44.90%	55.10%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	97.44%	0.00%	2.56%	

PEAK HR START TIME :	345 PM												TOTAL
PEAK HR VOL :	0	9	14	0	42	0	0	0	0	13	0	0	78
PEAK HR FACTOR :		0.719			0.700			0.000			0.813		0.784

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-004

Day: Tuesday

Bobtails w_Chassis

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Ferry St			Ferry St			SR-47 Ramps			SR-47 Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	1	2	0	0	0	0	1	0	1	
7:00 AM		0	0	0	0					0		0	0
7:15 AM		0	0	0	1					0		0	1
7:30 AM		0	0	0	2					0		0	2
7:45 AM		0	0	0	1					0		0	1
8:00 AM		0	0	1	3					0		0	4
8:15 AM		0	2	0	2					0		0	4
8:30 AM		0	1	0	1					0		0	2
8:45 AM		0	1	0	1					2		0	4
9:00 AM		0	1	0	2					0		0	3
9:15 AM		1	0	0	5					0		0	6
9:30 AM		0	1	0	1					0		0	2
9:45 AM		0	1	0	2					0		0	3

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	1	7	1	21	0	0	0	0	2	0	0	32
APPROACH %'s :	0.00%	12.50%	87.50%	4.55%	95.45%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	0	1	3	0	9	0	0	0	0	2	0	0	15
PEAK HR FACTOR :		1.000			0.450			0.000			0.250		0.886

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-004

Day: Tuesday

Bobtails w_Chassis

City: Long Beach

Date: 10/29/2013

PM

NS/EW Streets:	Ferry St			Ferry St			SR-47 Ramps			SR-47 Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	1	2	0	0	0	0	1	0	1	
3:00 PM		0	0	0	4					0		0	4
3:15 PM		0	3	0	1					2		0	6
3:30 PM		0	3	0	0					2		0	5
3:45 PM		0	1	0	1					0		0	2
4:00 PM		1	4	0	0					0		0	5
4:15 PM		0	2	0	2					1		0	5
4:30 PM		0	1	0	0					0		0	1
4:45 PM		1	2	0	0					0		0	3
5:00 PM		1	2	0	0					0		0	3
5:15 PM		1	0	1	0					0		0	2
5:30 PM		0	0	0	3					0		0	3
5:45 PM		0	1	0	1					0		0	2

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	4	19	1	12	0	0	0	0	5	0	0	41
APPROACH %'s :	0.00%	17.39%	82.61%	7.69%	92.31%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	

PEAK HR START TIME :	345 PM												TOTAL
PEAK HR VOL :	0	1	8	0	3	0	0	0	0	1	0	0	13
PEAK HR FACTOR :		0.450			0.375			0.000			0.250		0.784

CONTROL : Signalized

Intersection Turning Movement

Prepared by:

National Data & Surveying Services

Project ID: 13-5566-004

Day: Tuesday

Heavy Trucks

City: Long Beach

Date: 10/29/2013

AM

NS/EW Streets:	Ferry St			Ferry St			SR-47 Ramps			SR-47 Ramps			
	NORTHBOUND			SOUTHBOUND			EASTBOUND			WESTBOUND			
	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
LANES:	0	1	1	1	2	0	0	0	0	1	0	1	
7:00 AM		0	2	0	0					0		0	2
7:15 AM		0	0	0	2					2		0	4
7:30 AM		1	1	0	0					2		0	4
7:45 AM		1	2	0	1					1		0	5
8:00 AM		2	1	0	1					1		0	5
8:15 AM		0	0	0	4					0		0	4
8:30 AM		3	3	0	4					1		0	11
8:45 AM		2	2	0	2					2		0	8
9:00 AM		1	1	0	1					0		0	3
9:15 AM		2	1	0	3					3		0	9
9:30 AM		3	1	0	1					1		0	6
9:45 AM		1	1	0	1					2		0	5

	NL	NT	NR	SL	ST	SR	EL	ET	ER	WL	WT	WR	TOTAL
TOTAL VOLUMES :	0	16	15	0	20	0	0	0	0	15	0	0	66
APPROACH %'s :	0.00%	51.61%	48.39%	0.00%	100.00%	0.00%	#DIV/0!	#DIV/0!	#DIV/0!	100.00%	0.00%	0.00%	

PEAK HR START TIME :	845 AM												TOTAL
PEAK HR VOL :	0	8	5	0	7	0	0	0	0	6	0	0	26
PEAK HR FACTOR :		0.813			0.583			0.000			0.500		0.886

CONTROL : Signalized

TABLE 1-A
EXISTING (2013) PEAK-HOUR INTERSECTION TURNING VOLUMES

			AM												PM											
Int_No	**N-S Street**	**E-W Street**	**SB_R**	**SB_T**	**SB_L**	**WB_R**	**WB_T**	**WB_L**	**NB_R**	**NB_T**	**NB_L**	**EB_R**	**EB_T**	**EB_L**	**SB_R**	**SB_T**	**SB_L**	**WB_R**	**WB_T**	**WB_L**	**NB_R**	**NB_T**	**NB_L**	**EB_R**	**EB_T**	**EB_L**
1	Earle Street	Terminal Way	1	1	0	0	359	178	35	0	3	4	62	2	3	4	1	0	171	126	146	2	4	8	366	8
2	Ferry Street	Terminal Way	445	21	0	0	0	0	0	4	91	9	0	89	236	22	1	0	0	0	0	51	67	64	0	407
3	Ferry Street	Pilchard Street	77	471	0	0	0	0	0	92	3	0	0	11	57	263	0	0	0	0	0	458	1	1	0	98
4	Ferry Street	SR-47 Ramps	0	248	2	2	0	303	53	50	0	0	0	0	0	150	1	2	0	177	257	305	0	0	0	0
5*	Navy Way	Seaside Freeway	0	0	0	0	2,205	54	169	0	48	292	2,114	0	0	0	0	0	2,147	35	595	0	366	235	2,095	0

* NOTE: Counts at Intersection 5 were taken in 2012. They have been grown by one percent to reflect interim ambient growth in traffic.

TABLE 1-B
PROJECT-ONLY PEAK-HOUR INTERSECTION TURNING VOLUMES

			AM												PM											
Int_No	**N-S Street**	**E-W Street**	**SB_R**	**SB_T**	**SB_L**	**WB_R**	**WB_T**	**WB_L**	**NB_R**	**NB_T**	**NB_L**	**EB_R**	**EB_T**	**EB_L**	**SB_R**	**SB_T**	**SB_L**	**WB_R**	**WB_T**	**WB_L**	**NB_R**	**NB_T**	**NB_L**	**EB_R**	**EB_T**	**EB_L**
1	Earle Street	Terminal Way	0	0	0	0	26	26	8	0	0	0	6	1	0	0	0	0	12	12	22	0	0	0	17	4
2	Ferry Street	Terminal Way	39	0	0	0	0	0	0	0	13	1	0	12	18	0	0	0	0	0	0	0	6	4	0	35
3	Ferry Street	Pilchard Street	0	39	0	0	0	0	0	12	0	0	0	1	0	18	0	0	0	0	0	35	0	0	0	4
4	Ferry Street	SR-47 Ramps	0	0	0	0	0	13	6	8	0	26	0	0	0	0	0	0	0	6	17	22	0	12	0	0
5	Navy Way	Seaside Freeway	0	0	0	0	13	13	2	0	0	0	6	0	0	0	0	0	6	6	4	0	0	0	17	0

TABLE 1-C
EXISTING (2013) + PROJECT PEAK-HOUR INTERSECTION TURNING VOLUMES

			AM												PM											
Int_No	**N-S Street**	**E-W Street**	**SB_R**	**SB_T**	**SB_L**	**WB_R**	**WB_T**	**WB_L**	**NB_R**	**NB_T**	**NB_L**	**EB_R**	**EB_T**	**EB_L**	**SB_R**	**SB_T**	**SB_L**	**WB_R**	**WB_T**	**WB_L**	**NB_R**	**NB_T**	**NB_L**	**EB_R**	**EB_T**	**EB_L**
1	Earle Street	Terminal Way	1	1	0	0	385	204	43	0	3	4	68	3	3	4	1	0	183	138	168	2	4	8	383	12
2	Ferry Street	Terminal Way	484	21	0	0	0	0	0	4	104	11	0	101	254	22	1	0	0	0	0	51	73	68	0	441
3	Ferry Street	Pilchard Street	77	510	0	0	0	0	0	104	3	0	0	12	57	281	0	0	0	0	0	493	1	1	0	102
4	Ferry Street	SR-47 Ramps	0	248	2	2	0	316	59	58	0	26	0	0	0	150	1	2	0	183	274	327	0	12	0	0
5*	Navy Way	Seaside Freeway	0	0	0	0	2,218	67	170	0	48	292	2,120	0	0	0	0	0	2,153	41	599	0	366	235	2,112	0

* NOTE: Counts at Intersection 5 were taken in 2012. They have been grown by one percent to reflect interim ambient growth in traffic.

TABLE 1-D
FUTURE (2035) PEAK-HOUR INTERSECTION TURNING VOLUMES

			AM												PM											
Int_No	**N-S Street**	**E-W Street**	**SB_R**	**SB_T**	**SB_L**	**WB_R**	**WB_T**	**WB_L**	**NB_R**	**NB_T**	**NB_L**	**EB_R**	**EB_T**	**EB_L**	**SB_R**	**SB_T**	**SB_L**	**WB_R**	**WB_T**	**WB_L**	**NB_R**	**NB_T**	**NB_L**	**EB_R**	**EB_T**	**EB_L**
4*	Ferry Street	SR-47 Ramps	0	430	0	0	0	545	270	445	0	0	0	0	0	285	5	0	0	265	280	545	0	0	0	0

* NOTE: Counts at Intersection 4 were taken from the Port Master Plan '2035 With Project Scenario' LOS Worksheets.

TABLE 1-E
FUTURE (2035) + PROJECT PEAK-HOUR INTERSECTION TURNING VOLUMES

			AM												PM											
Int_No	**N-S Street**	**E-W Street**	**SB_R**	**SB_T**	**SB_L**	**WB_R**	**WB_T**	**WB_L**	**NB_R**	**NB_T**	**NB_L**	**EB_R**	**EB_T**	**EB_L**	**SB_R**	**SB_T**	**SB_L**	**WB_R**	**WB_T**	**WB_L**	**NB_R**	**NB_T**	**NB_L**	**EB_R**	**EB_T**	**EB_L**
4*	Ferry Street	SR-47 Ramps	0	430	0	0	0	558	276	453	0	26	0	0	0	285	5	0	0	271	297	567	0	12	0	0

* NOTE: Counts at Intersection 4 were taken from the Port Master Plan '2035 With Project Scenario' LOS Worksheets.

TABLE 2 LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS		
Level of Service	**Intersection Capacity Utilization**	**Definition**
A	0.000-0.600	EXCELLENT. No Vehicle waits longer than one red light and no approach phase is fully used.
B	0.601-0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.701-0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.801-0.900	FAIR. 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.
E	0.901-1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: *Transportation Research Circular No. 212, Interim Materials on Highway Capacity* , Transportation Research Board, 1980.

TABLE 3-A
EXISTING INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION	PEAK HOUR	EXISTING		EXISTING + PROJECT		Project Increase	Significant Project Impact
			V/C	LOS	V/C	LOS	V/C	
1	Earle Street & Terminal Way	AM	0.151	A	0.171	A	0.020	NO
	Signalized	PM	0.279	A	0.305	A	0.026	NO
2	Ferry Street & Terminal Way	AM	0.357	A	0.392	A	0.035	NO
	Signalized	PM	0.202	A	0.218	A	0.016	NO
3	Ferry Street & Pilchard Street	AM	0.192	A	0.206	A	0.014	NO
	Signalized	PM	0.218	A	0.232	A	0.014	NO
4	Ferry Street & SR-47 Ramps	AM	0.300	A	0.309	A	0.009	NO
	Signalized	PM	0.339	A	0.359	A	0.020	NO
5	Navy Way & Seaside Freeway	AM	0.534	A	0.540	A	0.006	NO
	Signalized	PM	0.644	B	0.651	B	0.007	NO

TABLE 3-B
FUTURE (YEAR 2035) INTERSECTION LEVEL OF SERVICE ANALYSIS

NO.	INTERSECTION	PEAK HOUR	FUTURE		FUTURE + PROJECT		Project Increase	Significant Project Impact
			V/C	LOS	V/C	LOS	V/C	
4	Ferry Street & SR-47 Ramps	AM	0.595	A	0.609	B	0.014	NO
	Signalized	PM	0.472	A	0.491	A	0.019	NO

Note: A V/C credit of 0.100 has been applied to reflect the combined benefits of ATSAC and ATCS at these intersections

TABLE 4
TRIP GENERATION ESTIMATES

Land Use	Size		Trip Generation Rates							Estimated Trip Generation						
			ITE	Daily	AM Peak Hour			PM Peak Hour			Daily	AM Peak Hour			PM Peak Hour		
			Code	Rate	Rate	% In	% Out	Rate	% In	% Out	Trips	In	Out	Total	In	Out	Total
Manufacturing - Gross Floor Area [a]	91.5	ksf	140	3.82	0.73	78%	22%	0.73	36%	64%	350	52	15	67	24	43	67
TOTAL PROJECT TRIP GENERATION ESTIMATE											**350**	**52**	**15**	**67**	**24**	**43**	**67**

Notes:

[a] Source: *Trip Generation* , *Ninth Edition* , Institute of Transportation Engineers (ITE), 2012. The weighted average trip generation rate was used for trip generation purposes.