ADDENDUM TO THE SAN PEDRO WATERFRONT PROJECT ENVIRONMENTAL IMPACT REPORT FOR THE SAN PEDRO PUBLIC MARKET PROJECT

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Acronyms and Abbreviations

AB	Assembly Bill
BACT	best available control technology
BMP	best management practice
Board	Los Angeles Board of Harbor Commissioners
CalEPA	California Environmental Protection Agency
CARB	California Air Resources Board
CEQA	California Environmental Quality Act
CHHSL	California Human Health Screening Level
City	City of Los Angeles
CO	carbon monoxide
CO_2e	carbon dioxide equivalent
dB	decibel
dBA	A-weighted decibels
EIR	Environmental Impact Report
EIS	Environmental Impact Statement
ENA	Exclusive Negotiating Agreement
EPA	U.S. Environmental Protection Agency
ERM	ERM-West, Inc.
ESA	Environmental Site Assessment
ESL	environmental screening level
GHG	greenhouse gas
HAZWOPER	Hazardous Waste Operations and Emergency Response
HHRA	Human Health Risk Assessment
HI	hazard index
I-110	Harbor Freeway
LADOT	Los Angeles Department of Transportation
LAHD	Los Angeles Harbor Department
LAWA	LA Waterfront Alliance
LOI	Letter of Intent
LOS	level of service
MCL	Maximum Contaminant Level
mg/kg	milligrams per kilogram
mg/L	milligrams per liter
Mike's	Mike's Main Channel Marine
MRZ	Mineral Resource Zone
NAHC	Native American Heritage Commission
NO_2	nitrous oxide
NO_X	nitrogen oxides
OCP	organochlorine pesticide
PAH	polycyclic aromatic hydrocarbon
Paleo Plan	Paleontological Monitoring and Mitigation Plan San Pedro Waterfront Project
PCB	polychlorinated biphenyl

PCE	tetrachloroethene
PM10	particulate matter 10 microns or less in diameter
PM2.5	particulate matter 2.5 microns or less in diameter
PMP	Port Master Plan
Port	Port of Los Angeles
REC	recognized environmental condition
RMP	Risk Management Plan
RSL	regional screening level
S.P.	Southern Pacific
SCAQMD	South Coast Air Quality Management District
SGI	Source Group, Inc.
SMP	Soil Management Plan
SO_X	sulfur oxides
SPPM Project	San Pedro Public Market Project
SPW	San Pedro Waterfront
SR	State Route
STLC	Soluble Threshold Limit Concentration
SWPPP	Stormwater Pollution Prevention Plan
TAC	toxic air contaminant
TCLP	toxicity characteristic leaching procedure
TEU	twenty-foot equivalent unit
TPH	total petroleum hydrocarbons
V/C	volume to capacity
VOC	volatile organic compound
WB	westbound

Chapter 1
Introduction and Summary

1.1 Introduction and Overview

Pursuant to the California Environmental Quality Act (CEQA) Public Resources Code section 21000 et. seq., this Addendum to the San Pedro Waterfront (SPW) Project Final Environmental Impact Report (EIR) has been prepared to address proposed changes to the redevelopment of Ports O'Call located between the Main Channel and Sampson Way from Berths 73-Z to 83 within the Port of Los Angeles (Port).

In the SPW Project Environmental Impact Statement (EIS)/EIR, the Los Angeles Harbor Department (LAHD) identified the redevelopment of Ports O'Call as one of the objectives of the SPW Project. Specifically, the objective called for enhanced visitor-serving commercial opportunities within Ports O'Call, complementary to those found in downtown San Pedro, as well as a potential conference center. The SPW Project EIS/EIR acknowledged that to successfully redevelop Ports O'Call, LAHD plans to work with a master developer in order to redevelop the entire area homogeneously. Since the certification of the SPW Project EIS/EIR on September 29, 2009, the Los Angeles Board of Harbor Commissioners (Board) selected LA Waterfront Alliance (LAWA), a joint venture consisting of The Ratkovich Company and Jerico Development, Inc., as the master developer for the redevelopment of Ports O'Call pursuant to a competitive, public request for qualifications process conducted by the Board in late 2012. LAWA entered into an Exclusive Negotiating Agreement (ENA) with the Port and the City of Los Angeles (City), effective March 2013. The ENA was extended through March 2015 and was replaced by a Letter of Intent (LOI), effective March 2015 and originally expiring in July 2015. During the initial term of the LOI, the Port and the City negotiated a term sheet describing the business terms of a proposed Ground Lease between the Port and LAWA. The term sheet was approved by the Board in July 2015, at which time the term of the LOI was extended through December 2015.

In December 2015, the master developer initially proposed modifications to the previous project design and uses that were analyzed for Ports O'Call in the SPW Project EIS/EIR. The proposed modifications constitute the "proposed Project" or SPPM Project for the purpose of this Addendum, and include the development of similar building area; a slightly larger development envelope, which now includes a portion of the Town Square originally evaluated in the SPW Project EIS/EIR; reconfiguration of the waterfront promenade; extension of the term of the proposed lease between LAHD and the developer of the proposed Project from 30 years to 50 years; and possible modification to the U.S. Army Corps of Engineers permits issued related to construction of the waterfront promenade and other over- and in-water features. The development of a 75,000-square-

foot conference center, as originally proposed in the SPW Project EIS/EIR, is currently not anticipated to occur.

1.2 Purpose and Use of an Addendum to a Previously Certified EIR

State CEQA Guidelines Section 15164 states: "The lead agency or responsible agency shall prepare an addendum to a previously certified EIR if some changes or additions are necessary but none of the conditions described in Section 15162 calling for the preparation of a subsequent EIR have occurred." An addendum need not be circulated for public review but can be included in or attached to the EIR. The decision-making body must consider the addendum with the EIR prior to making a decision on the project.

Pursuant to Section 15162 of the State CEQA Guidelines, no subsequent EIR may be required for a project unless the City determines, on the basis of substantial evidence, one or more of the following conditions are met.

(a) When an EIR has been certified or a negative declaration adopted for a project, no subsequent EIR shall be prepared for that project unless the lead agency determines, on the basis of substantial evidence in the light of the whole record, one or more of the following:

(1) Substantial changes are proposed in the project which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;

(2) Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or negative declaration due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or

(3) New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete or the negative declaration was adopted, shows any of the following:

(A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;

(B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;

(C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or

(D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

None of the conditions requiring preparation of a Subsequent EIR exist for the proposed Project and, as such, the preparation of an Addendum to the previously certified EIR is appropriate.

1.3 Previous Environmental Documents Incorporated by Reference

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

- Port of Los Angeles. 2008, September. San Pedro Waterfront Project Draft EIS/EIR (SCH No. 2005061041).
- Port of Los Angeles. 2009, September. San Pedro Waterfront Project Findings of Fact and Statement of Overriding Considerations.
- Port of Los Angeles. 2009, September. San Pedro Waterfront Project Mitigation Monitoring Report and Program.
- Port of Los Angeles. 2009, September. San Pedro Waterfront Project Final EIS/EIR (SCH No. 2005061041).
- Port of Los Angeles. 2011, November. Addendum to the San Pedro Waterfront Project Final EIR/EIS Warehouse Nos. 9 and 10, Crafted at the Port of Los Angeles.
- Port of Los Angeles. 2015, June. EIR Addendum San Pedro Waterfront Project, Harbor Boulevard/7th Street/Sampson Way Intersection Improvements (SCH No. 2005061041, APP No. 041122-208).

1.4 Evaluation of Environmental Impacts

This document, prepared pursuant to CEQA, constitutes an Addendum to the SPW Project EIR. These documents, together with the other documents incorporated by reference herein, serve as the environmental review of the SPPM Project, as required pursuant to the provisions of CEQA, the State CEQA Guidelines, and the City of Los Angeles procedures for CEQA implementation.

The SPW Project EIS/EIR described the affected resources and evaluated the potential impacts on those resources as a result of building and operating the SPW Project, including redevelopment of Ports O'Call. Impacts on Cultural Resources, Groundwater and Soils, Hazards and Hazardous Materials, Land Use and Planning, Transportation and Navigation (Marine), and Utilities and Public Services were determined to be less than significant or were reduced to a level that is considered less than significant through the adoption of mitigation measures. Impacts on Aesthetics, Air Quality, Biological

Resources, Geology, Noise, Recreation, Ground Transportation, and Water Quality, Sediments, and Oceanography, however, were identified as significant and unavoidable. For those impact areas, the Board adopted a Statement of Overriding Considerations.

The First EIR Addendum for Warehouse Nos. 9 and 10, Crafted at the Port of Los Angeles, analyzed the development of a marketplace for handmade goods with a higher number of visitors and workers than for the originally proposed low-intensity uses and did not find any new significant impacts or increase in severity of previously identified impacts as previously disclosed in the SPW Project EIS/EIR. Because the First Addendum did not change the findings and conclusions of the SPW Project EIS/EIR, the impact analysis below primarily compares the SPPM Project to the conclusions of the SPW Project EIS/EIR.

Additionally, the Second EIR Addendum that analyzed design changes to the Harbor Boulevard/7th Street/Sampson Way Intersection did not find any new significant impacts or increase in severity of previously identified impacts as previously disclosed in the SPW Project EIS/EIR. Because the Second Addendum did not change the findings and conclusions of the SPW Project EIS/EIR, the impact analysis below primarily compares the SPPM Project to the conclusions of the SPW Project EIS/EIR.

This Addendum addresses whether the conditions set forth in Section 15162 of the State CEQA Guidelines that would require a subsequent or supplemental EIR are met, and whether there are new significant impacts or a substantial increase in the severity of previously identified impacts resulting from the proposed Project. For purposes of determining whether new or substantially more severe "significant effects" would occur under State CEQA Guidelines Section 15162, the criteria for determining whether environmental effects would be significant in this Addendum analysis are the same as the significance thresholds contained within the certified SPW Project EIS/EIR.

The potential environmental effects of the SPPM Project are evaluated for each of the following areas that were previously evaluated in the SPW Project EIS/EIR.

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Groundwater and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Noise
- Recreation
- Transportation and Circulation (Ground)

- Transportation and Circulation (Marine)
- Utilities and Public Services
- Water Quality, Sediments, and Oceanography
- Environmental Justice
- Socioeconomics and Environmental Quality
- Growth Inducement
- Cumulative Impacts

1.5 Summary of Findings

Based on the findings of this Addendum, the SPPM Project would not result in any new significant impacts or a substantial increase in the severity of previously identified impacts that were analyzed in the SPW Project EIS/EIR, and none of the conditions set forth in Section 15162 of the State CEQA Guidelines that would otherwise require preparation of a subsequent EIR are met in this instance.

Chapter 2
Project Description

2.1 Project Location and Setting

The SPPM Project would involve redevelopment of Ports O'Call in the Port of Los Angeles (Port) as part of the San Pedro Waterfront (SPW) Project. The SPW Project comprises approximately 400 acres along the western boundary of the Port, adjacent to the community of San Pedro, generally encompassing the land and water areas between Los Angeles Harbor's Main Channel to the east and Harbor Boulevard to the west, from the Vincent Thomas Bridge to the north, and southward toward Inner Cabrillo Beach (see Figure 2-1).

The SPPM Project site is contained within the boundaries of the study areas for Ports O'Call redevelopment and a small portion of the town square development that were analyzed in the SPW Project EIS/EIR and comprises a total of approximately 45 acres within the San Pedro Waterfront area between the Los Angeles Harbor's Main Channel and Sampson Way from Berths 73-Z to 83 (Figure 2-2). The existing uses within the Project area, which is still currently known as Ports O'Call Village, include a faux New England fishing village that was developed in 1963 with a total of approximately 150,000 square feet of restaurant and retail space and a staging area for various festivals, including the Lobster Festival and the Tall Ship Festival. The Project area also includes sport fishing at Berth 79, harbor cruise and whale watching at Berths 79 and 77, a marina with 126 boat slips, approximately 0.9 acre of open space near the western end of the Project site, and parking lots totaling 1,848 parking spaces (Desman Associates 2014).

At the southern end of Ports O'Call is the Jankovich fueling station at Berth 74. This facility currently contains six aboveground storage tanks, including a 100,000-gallon fixed-roof tank within an approximately 2,500-square-foot diked area that is used to store diesel fuel. The other five tanks are located within a separate diked area, and include four 25,000-gallon fixed-roof tanks that are used to store diesel fuel and one 15,000-gallon tank used to store gasoline.

2.2 Project Objectives

The California Environmental Quality Act (CEQA) project objectives identified in the SPW Project EIS/EIR that are relevant to the SPPM Project are described below.

1) Enhance and revitalize the existing San Pedro Waterfront area, improve existing pedestrian corridors along the waterfront, increase waterfront access from upland areas, and create more open space, through:

   - providing public access to the San Pedro Waterfront and new open spaces, including parks and other landscape amenities linked to the promenade;
   - creating a continuous waterfront promenade throughout the project area allowing the public access to the water's edge;
   - enhancing key linkages between downtown San Pedro and the waterfront, including the creation of a downtown harbor and promenade that will become the focal point for vessel activity and draw visitors to downtown San Pedro;
   - creating and expanding the waterfront promenade as part of the California Coastal Trail to connect the community and region to the waterfront;
   - providing for a variety of waterfront uses, including berthing for visiting vessels, harbor service craft and tugboats, as well as other recreational, commercial, and port-related waterfront uses;
   - providing for enhanced visitor-serving commercial opportunities within Ports O'Call, complementary to those found in downtown San Pedro, as well as a potential conference center; and

2) Demonstrate the Los Angeles Harbor Department's commitment to sustainability by reflecting the Port's Sustainability Program policies and goals in the project design, construction, and implementation.

2.3 EIR Project Description Assumptions

As described above, among the CEQA Project Objectives identified in the SPW Project EIS/EIR was "providing for enhanced visitor-serving commercial opportunities within Ports O'Call, complementary to those found in downtown San Pedro, as well as a potential conference center." As one component of the SPW Project, Ports O'Call redevelopment was identified at a conceptual level, allowing for a total of 375,000 square feet of development that would include redevelopment of approximately 150,000 square feet of existing uses and 150,000 square feet of new development (the SPW Project EIS/EIR assumed that approximately 125,000 square feet of this area would be developed for restaurant uses, and approximately 175,000 square feet would be developed for commercial uses), and a new conference center measuring up to 75,000 square feet, of which approximately 37,500 square feet would be available for congregation or meeting space.

Other elements of the SPW Project at Ports O'Call included extension of the waterfront promenade along the entire Ports O'Call site and around the Southern Pacific (S.P.) Slip; removal of existing waterside structures and piles and installation of new piles, bulkheads, and floating docks; removal of marina slips in the Ports O'Call area for which replacement slips have already been made available in the Cabrillo Way Marina; and incorporation of "Fishermen's Park," an approximately 4.3-acre park within Ports O'Call that would be designed as an integral feature of the commercial development to accommodate Ports O'Call visitors, encourage harbor viewing, allow for picnicking, and

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Figure 2-1
San Pedro Waterfront Project Area
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Figure 2-2
Project Location
Addendum to the San Pedro Waterfront Project EIR for the San Pedro Public Market Project

host special events. It was envisioned to incorporate landscaping, hardscape, outdoor furniture, lighting, a water feature, and an outdoor amphitheater with seating for 500 people. The precise location of the park within Ports O'Call was unspecified, as it was to be integrated into a larger development plan for the redevelopment of the entire Ports O'Call area.

Several parking areas that would total 2,638 parking spaces for Ports O'Call patrons were also identified, including the following.

- approximately 400 surface spaces at Berths 78–83
- approximately 1,652 spaces in four 4-level structures that would be constructed at the bluff site located at the existing S.P. Railyard
- approximately 330 existing surface spaces at Berths 73–77
- approximately 256 spaces at a new surface parking lot proposed at 22nd Street and Sampson Way

The SPW Project EIS/EIR assumed that redevelopment of Ports O'Call would occur in two phases over a 5- to 10-year period. For the purposes of the analyses in the SPW Project EIS/EIR, Phase 1 of construction was assumed to occur between June 2009 and June 2010, and Phase 2 of construction was assumed to occur between December 2010 and June 2012. Additionally, the lease was assumed to be for a period of 30 years out to 2037.

2.4 Proposed Modifications

The SPPM Project is consistent with the development scenario for Ports O'Call analyzed in the SPW Project EIS/EIR and summarized above. The SPPM Project would introduce a similar mix of land uses and would include most of the other SPW Project components, such as extension of the promenade and provision of other recreational elements, a trolley, parking areas, and waterside improvements. Under the SPPM Project, overall development intensity would be similar; however, the development of a 75,000-square-foot conference center, which was a possibility discussed in the SPW Project EIS/EIR, is not currently anticipated to be developed. Also, the SPPM Project would reconfigure the promenade to avoid the coverage and shading of the mudflat at Berth 78 that would have occurred under the development scenario for Ports O'Call analyzed in the SPW Project EIS/EIR, eliminating the need to mitigate for this impact at the Salinas de San Pedro Salt Marsh (see Section 4.4, Biological Resources). Additionally, the proposed lease would be for 50 years, which extends beyond the planning horizon of 2037, which was assumed in the SPW Project EIS/EIR. Lastly, adjustments to the SPPM Project from that which was analyzed in the SPW Project EIS/EIR will require review by the U.S. Army Corps of Engineers for all in-water development. All modifications are being developed and designed in coordination with the respective resource agencies (U.S. Army Corps of Engineers and California Department of Fish and Wildlife). A detailed description of the SPPM Project features is provided below and a comparison between the project analyzed in the SPW Project EIS/EIR and the SPPM Project analyzed in this Addendum is provided in Table 2-1 below.

Table 2-1. Ports O'Call Development Comparison: SPW Project EIS/EIR vs. SPPM Project

Project Feature	SPW Project EIS/EIR	SPPM Project
Total development square footage	375,000 total sf: • 125,000 sf restaurant space • 175,000 sf commercial • 75,000 sf conference center	300,000 total sf: • 100,000 sf restaurant • 38,600 sf retail • 30,000 sf maritime-related office uses • 131,400 sf retail, restaurant, or commercial uses (based on market conditions) in Phase 2
Conference space	75,000 sf, assumed to accommodate a maximum 1,000 people, with an average of 300 people attending 5 daytime events/month, and an average of 100 people attending 15 weekend/evening events per month	None
Fishermen's Park	3 acres with amphitheater for 500 people	Now called City Park. 4.3-acre multi-purpose plaza with landscaping, hardscape, outdoor furniture and lighting; separate 500-seat amphitheater included in Discovery Sea Amusement area of the Project site
Discovery Sea Amusement Area	Not included	During Phase 1, 6.4-acre amusement area with playground facilities, entertainment attractions, and garden uses. During Phase 2, some of these uses in this area may be removed to allow construction of remaining square footage.
Waterfront Promenade	A continuous water's edge Promenade (with over-water sections ranging from 12 to 70 feet-wide). The mudflat at Berth 78 was proposed to be fully covered.	The Promenade will be constructed mostly landside, with an over-water component surrounding and not affecting the mudflat.
Waterfront Red Car Line	Rail, with stops at 7th and 13th Streets	Rail right-of-way within the SPPM Project footprint to be provided along Sampson Way alignment for future potential reinstatement of Red Car rail line. A rubber-tired trolley or rail trolley is anticipated to be included to move visitors within the Project site as well as provide connections to SPW attractions and the downtown San Pedro commercial district.
Red Car Maintenance Facility	To be located in the bluff area, near 13th Street	If a rail trolley is implemented, a maintenance facility will be constructed on site.
Over-Water Wharf/Floating Dock Structures	Removal of 89,900 sf of existing wharf/floating dock area; replace with 83,700 sf of wharf/floating dock	Removal and/or restoration of 89,900 sf of existing wharf/floating dock area; replace and/or renovation with 73,200 sf of wharf/floating dock area and floating restaurants.
No. of new piles	451 piles	Detailed design is not yet available, but would be fewer than 451.
Bulkhead installation (linear feet)	150	No replacement of bulkhead, only minor repairs to existing bulkhead

Project Feature	SPW Project EIS/EIR	SPPM Project
Berth 78 mudflat	750 sf of coverage	No coverage of mudflat. Impact avoided. No mitigation required at Salinas de San Pedro Salt Marsh.
Parking	2,638 spaces dedicated to Ports O'Call patrons in the following locations: • approximately 400 surface spaces at Berths 78–83 • approximately 1,652 spaces in four 4-level structures that would be constructed at the bluff site located at the existing S.P. Railyard • approximately 330 existing surface spaces at Berths 73–77 • approximately 256 spaces at a new surface parking lot proposed at 22nd Street and Sampson Way	1,909 surface spaces in Phase 1: • Approximately 915 spaces at main parking lot • Approximately 220 spaces at secondary/valet parking lot • Approximately 100 spaces at north parking lot • Approximately 670 spaces at west parking lot Structured parking spaces will be developed in Phase 2 with total spaces to be determined based on land use mix. The surface parking lot at 22nd Street and Sampson Way with 256 spaces was completed in 2009.
Construction Schedule	Phase 1: June 2009 – June 2010 Phase 2: December 2010 – June 2012	Phase 1: late 2018 – late 2020 Phase 2: to be determined; for the purposes of the addendum, assumed to begin within 5 to 10 years of Phase 1 completion, and last approximately 2 to 3 years.
Visitor Trip Generation (Build Out)	Weekday Daily: 8,632 trips Weekend Daily: 8,517 trips	Weekday Daily: 5,798 trips Weekend Daily: 6,285 trips
Terms of Lease	30 years, through 2037	50 years, through 2066

2.4.1 Landside Improvements

The SPPM Project would include a combination of redevelopment of the existing uses and new development, all of which would total approximately 300,000 square feet of restaurants, retail, office, open space, and entertainment uses (see Figure 2-3). New restaurant uses are anticipated to include full service restaurants, food halls, fish markets, farmers' markets, quick-serve dining, and an assortment of various food and beverage establishments that would include alcohol sales for both on-site and off-site consumption. Retail uses would include visitor-serving shops targeting visitors to the Project area, and office uses would include maritime-related office uses. In addition, the SPPM Project would include entertainment uses such as attractions and arcade-style games, a Ferris wheel, a merry-go-round, playground facilities, a 500-seat outdoor amphitheater, and other general entertainment uses. The outdoor amphitheater may be used for both public and private ticketed events. The SPPM Project would also include installation of a waterside promenade and a trolley system. At full buildout, the SPPM Project would operate 7 days a week during normal business hours with special events and other activities as scheduled.

The SPPM Project would be divided into three main planning areas: the City Park, the Marketplace, and the Discovery Sea Amusement Area (see Figure 2-3).

- **City Park (formerly "Fisherman's Park"):** The City Park planning area would occupy the northern portion of the Project site—an extension of San Pedro's downtown off 6th and 7th streets. This area of the Project site would include approximately 23,800 square feet of restaurants as well as a 4.3-acre park—a multi-purpose plaza with landscape, hardscape, outdoor furniture, and lighting that could be used for public events, such as a Farmer's Market and art shows. Buildings are anticipated to be no taller than 40 feet in height.

- **Marketplace:** The Marketplace area would occupy the central portion of the Project site and would include the highest concentration of development, with approximately 142,200 square feet of restaurants, visitor-serving retail, fish and farmers' markets, and maritime-related office space in buildings ranging from 40 to 50 feet in height as well as a 60-foot-tall centrally located tower.

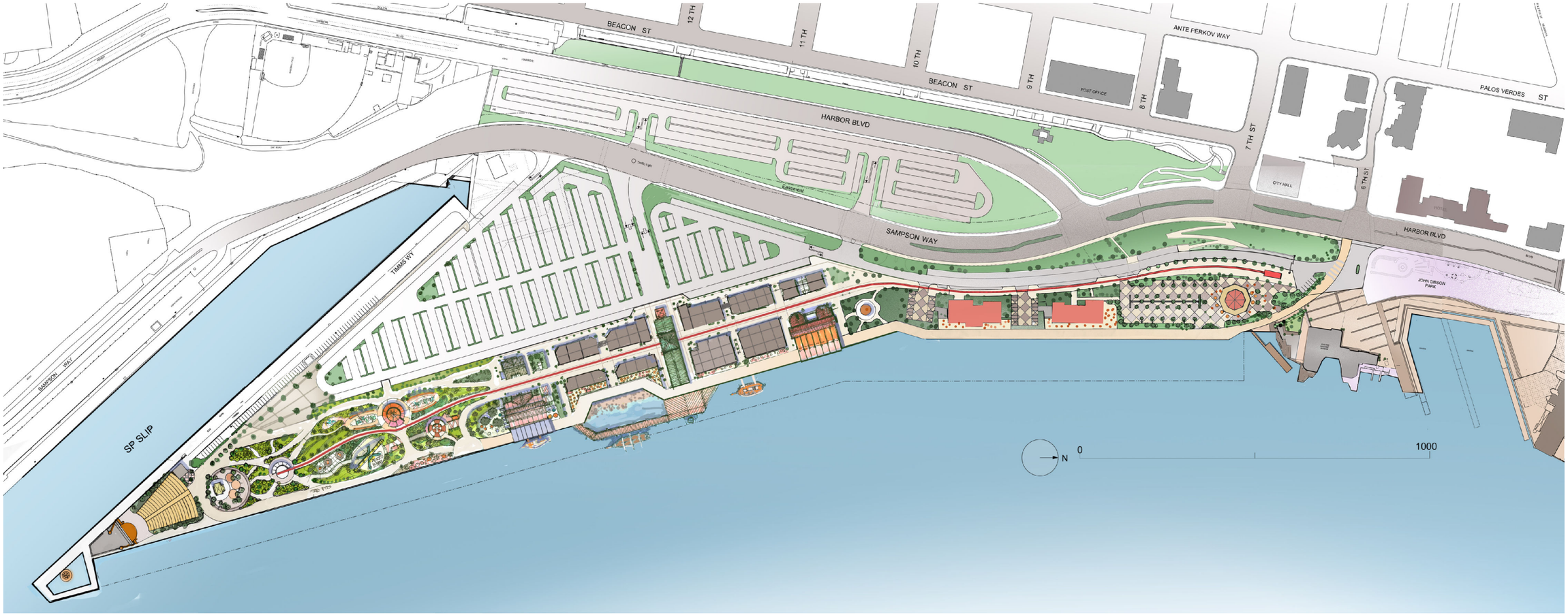
- **Discovery Sea Amusement Area:** The Discovery Sea Amusement Area would occupy the southern portion of the Project site and would include a 6.4-acre privately operated amusement component. This area would be generally open to the public, but may occasionally have restricted access for private functions, such as weddings or private concerts. This space would include playground facilities, entertainment attractions, and garden uses. Entertainment attractions within this area could include various temporary and permanent rides and attractions, such as an approximately 100-foot-high Ferris wheel, a carousel, and arcade-style games. It would also include a 500-seat amphitheater, which was previously evaluated in the SPW Project EIS/EIR. Garden uses could include art, public and private dining spaces, wedding facilities, water features, and informational and educational displays.

In addition, the SPPM Project may include a trolley route through the Project site that would act as a private transportation amenity paying homage to the historic San Pedro Red Car Line. This trolley may be fixed-rail or rubber tire or both. In the event a fixed-rail trolley is included, a maintenance facility comparable with the facility evaluated in the SPW Project EIS/EIR would be constructed on the site. Also as evaluated in the SPW Project EIS/EIR, the existing railroad tracks within the "bluff" area (west of Sampson Way) would be removed as part of the SPPM Project. The Port would retain a right-of-way for rail tracks along the newly aligned Sampson Way for possible Waterfront Red Car or other light rail system operation should they be constructed in the future.

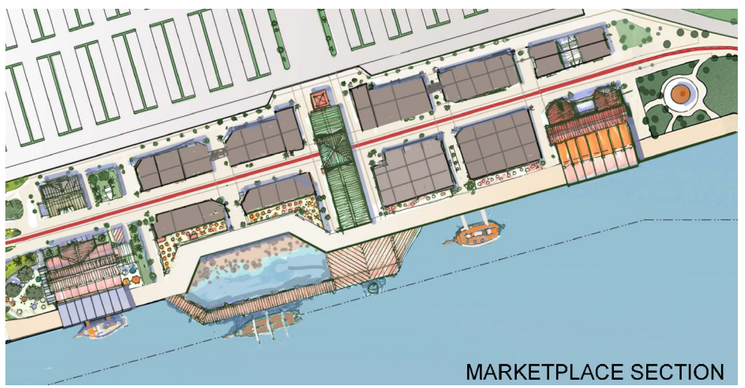
The initial phase of the SPPM Project would include up to approximately 1,909 surface parking spaces at parking ratios consistent with or in excess of those in the SPW Project EIS/EIR. Phase 1 of construction (described in more detail below) would include the development of all surface lots depicted in Figure 2-4 comprising:

- Approximately 1,235 spaces at the parking lots east of the realigned Sampson way, and
- Approximately 670 spaces at the west parking lot to be constructed in the bluff area west of the realigned Sampson Way.

In Phase 2, the number of spaces to be developed in the parking structures would be determined according to the specific land use mix determined by market demand, and consistent with the parking ratios in the SPW Project EIS/EIR. In addition to a paid



DISCOVERY SEA AMUSEMENT SECTION



MARKETPLACE SECTION

CITY PARK SECTION

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Figure 2-3
Proposed Site Plan Phase 1
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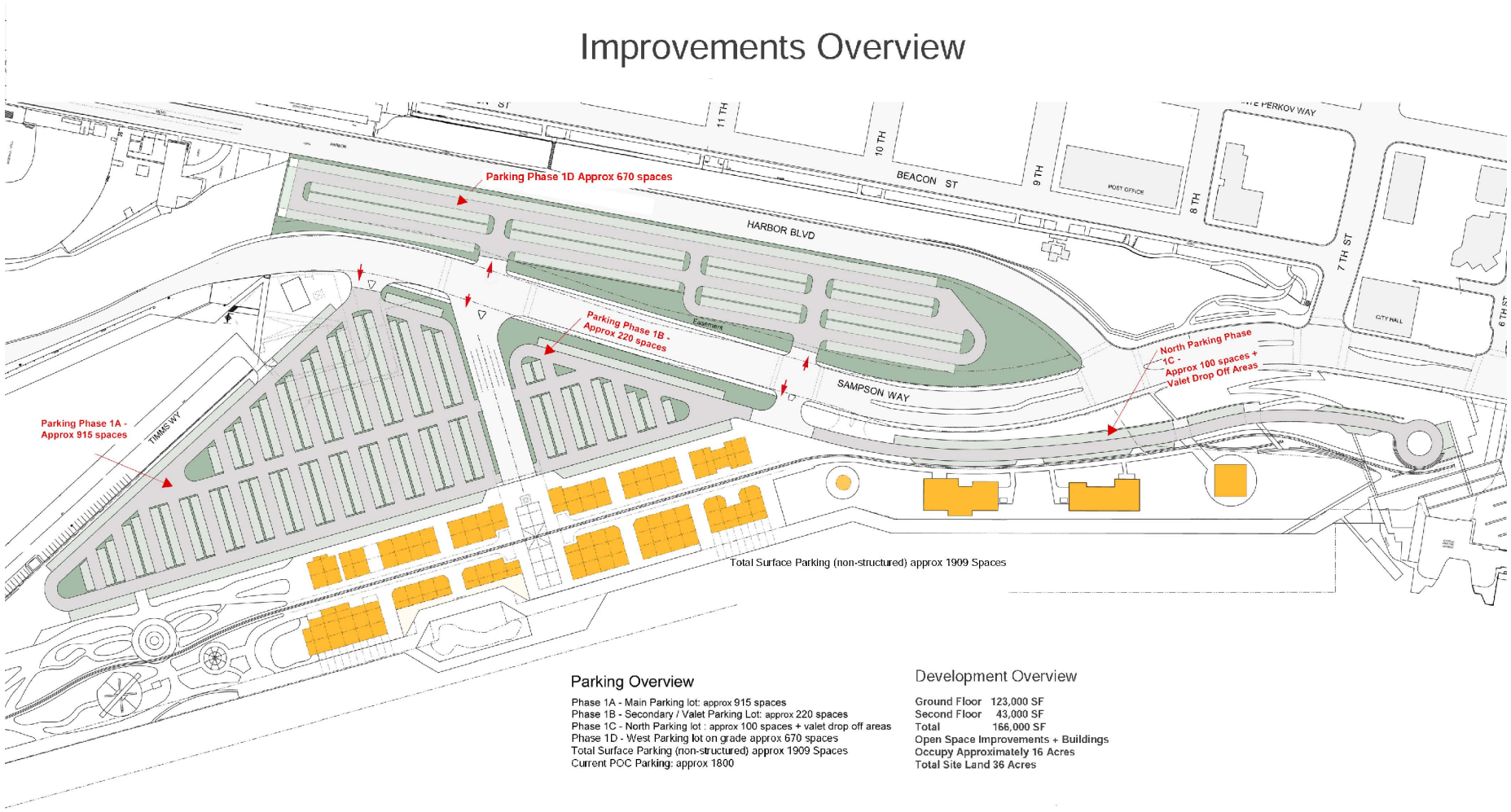

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Figure 2-4
Proposed Parking Plan Phase 1
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parking system, a variety of standard and compact spaces may be used along with operational systems such as valet to meet parking requirements.

The Jankovich fueling station will be removed and the site remediated consistent with the SPW Project EIS/EIR prior to development of the Discovery Sea portion of the SPPM Project. Relocation of the Jankovich fueling station is not part of the SPPM Project and would be conducted under a separate project approval process. While the details of the relocation are in the process of being finalized, the fueling station may move to Mike's Marine Fueling Station south of the Project site at Berth 72 off the Main Channel.

2.4.2 Waterside Improvements

The SPPM Project would reconfigure the existing waterside amenities, including the boardwalks and docks, into visitor-serving courtesy docks and docks for commercial sport fishing, whale watching, harbor cruise, water taxis, and related water-side tenants and up to 25,000 square feet of restaurant, retail, or maritime-related office space. Consistent with the SPW Project EIS/EIR, the SPPM Project would replace and/or restore the existing 89,900 square feet of over-the-water wharf structures and floating docks in the Project site, including the existing marina and all its associated in-water structures, with no more than 73,200 square feet of new and/or restored over-the-water wharf structures and floating docks. No dredging activities would be conducted as part of the SPPM Project. Existing tenants of the marina are in the process of vacating, which should be completed before the end of 2016.

Reconstruction of the floating dock (which was previously analyzed in the SPW Project EIS/EIR as part of the 7th Street Harbor and 7th Street Pier) would include approximately 600 linear feet of dock. New floating transient vessel docks, as contemplated in the SPW Project EIS/EIR, would be constructed as well. The SPPM Project includes waterside attractions consisting of floating restaurants which may be semi-permanently moored at the dock, while others would offer harbor and dinner cruises. Whereas in the SPW Project EIS/EIR the proposed waterfront promenade would have been built with half of the structure hanging over the water, the majority of the proposed promenade would now be built completely on land adjacent to the water's edge with the exception of a small portion that would extend over the water around the mudflat at Berth 78. This portion of the promenade would be raised above the surface of the water and elevated on piers. The mudflat (0.175 acre) is essentially a low, flat area landward of shoreline protection rock that is tidally inundated and has been the site of fine sediment deposition. All over-water improvements, including the floating restaurants and promenade around the mudflat, would not exceed the square footage of over-water structures or total number of piles evaluated in the SPW Project EIS/EIR.

2.4.3 Construction Phasing

The SPPM Project would be developed in two phases. Phase 1 would involve development of 100,000 square feet of restaurant space, 38,600 square feet of retail, and 30,000 square feet of Port-related office uses (see Figure 2-5), for a total of 168,600 square feet in the City Park and Marketplace planning areas. In addition, the 4.3-acre Fishermen's Park would be developed in the City Park area and 6.4 acres of amusement/playground space would be developed in the Discovery Sea Amusement Area. Overall, Phase 1 is envisioned to include a series of waterfront buildings, Fishermen's Park (City Park) and associated attractions, over-water uses, and parking all

linked by a promenade. Ancillary restaurants, retail, and entertainment uses may be incorporated within the proposed Fishermen's Park (City Park). Construction of Phase 1 is anticipated to begin in late 2018 and would be completed by late-2020.

Phase 2 would involve development of the remaining 131,400 square feet of retail, restaurant, and/or commercial uses within the Discovery Sea Amusement Area and would shift the amusement/playground space west and decrease the size of the amusement area, partially taking some surface parking (see Figure 2-6). The displaced surface parking would be accommodated in the bluff site parking structure also planned to be developed in Phase 2. The development of the remaining 131,400 square feet of retail, restaurant, and/or commercial uses would be programmed based on market conditions. In addition, as mentioned above, the number of spaces in the parking garage would be determined according to the specific land use mix, and consistent with the parking ratios in the SPW Project EIS/EIR. Timing for construction of Phase 2 is yet to be determined and would be driven by market demand, but for the purposes of this Addendum, it is anticipated that construction would begin within 5 to 10 years of Phase 1 completion, and last approximately 2 to 3 years.

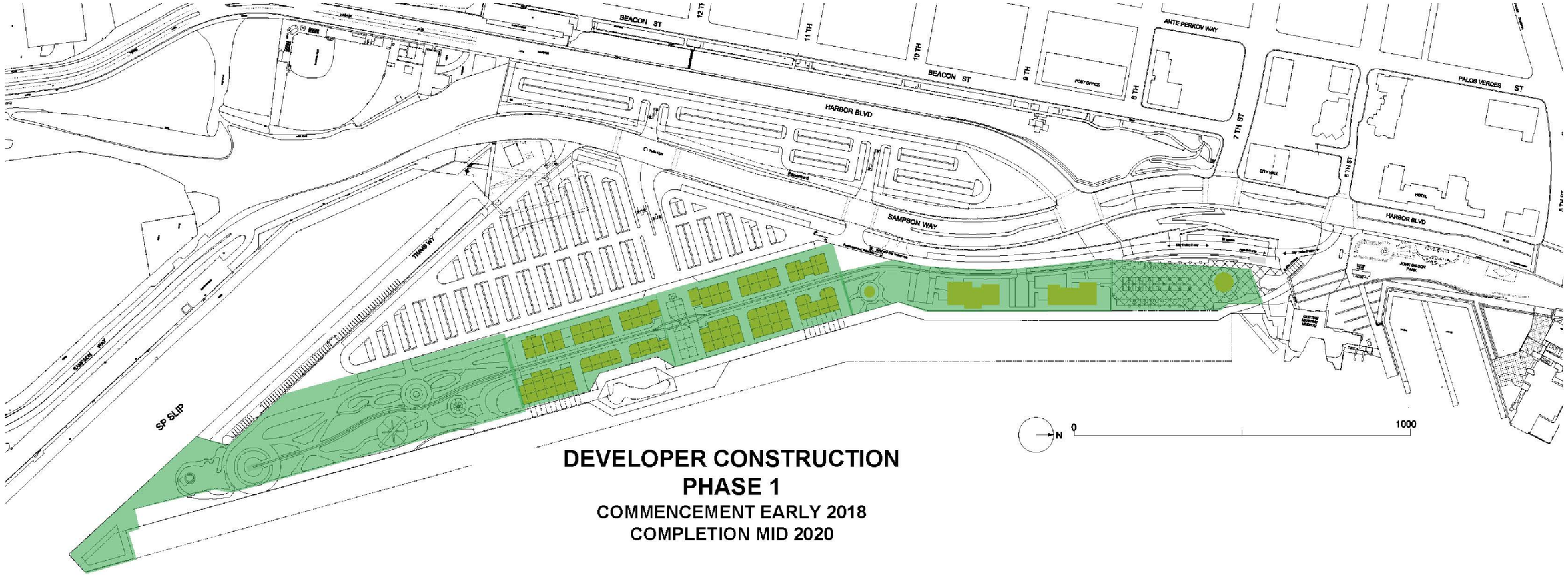

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Figure 2-5
Phase I Construction
Addendum to the San Pedro Waterfront Project EIR for the San Pedro Public Market Project

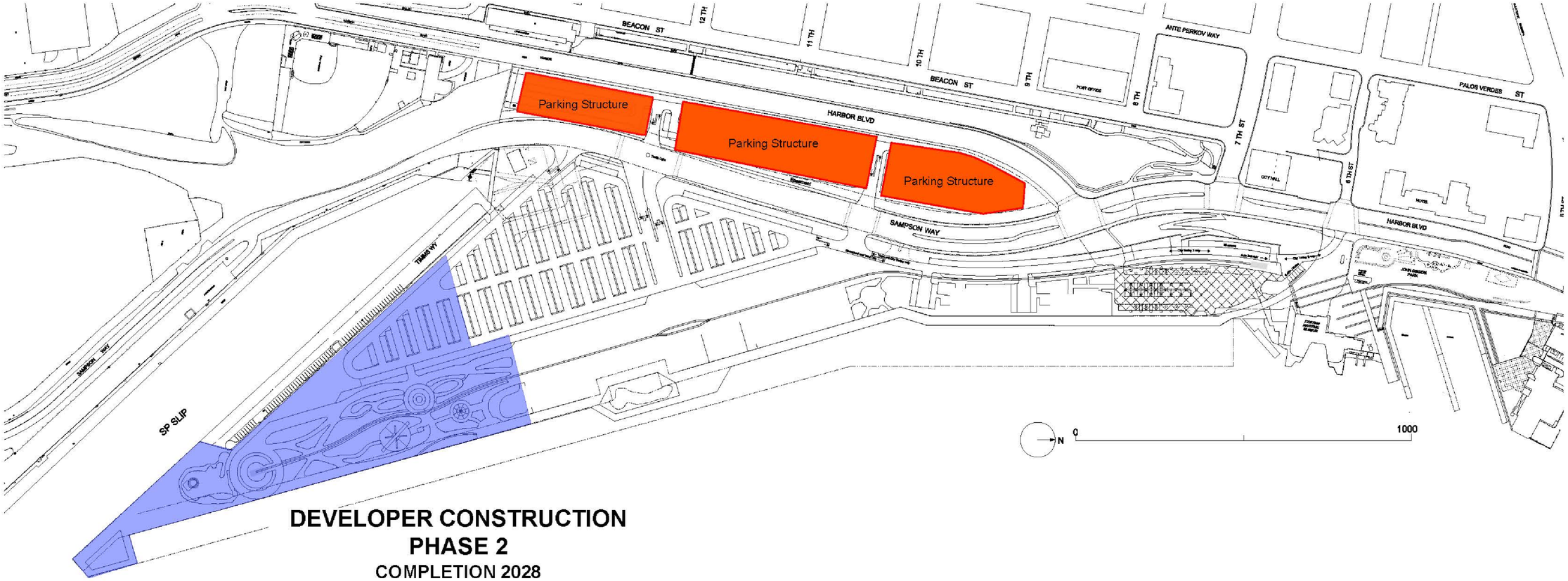

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Figure 2-6
Phase 2 Construction
Addendum to the San Pedro Waterfront Project EIR for the San Pedro Public Market Project

Chapter 3
Environmental Setting

This chapter presents the environmental setting for the SPPM Project site and surrounding areas. The setting is described as it relates to potential environmental effects associated with the SPPM Project. A discussion of the potential environmental impacts is provided in Chapter 4, *Environmental Impact Analysis*.

3.1 Aesthetics

The overall visual character of the project area has remained relatively the same since the certification of the San Pedro Waterfront (SPW) Project EIS/EIR.

The Port's visual setting is varied due to the diverging intensity of development, topographic characteristics, landscape features, and the quality of views of the harbor and open sea that are afforded from specific locations.

The view from Sampson Way looking west toward Beacon Street and Harbor Boulevard is of the residences that flank Beacon Street and their approximate 60-foot elevation above the waterfront at Ports O'Call. The sloped hillside separates Harbor Boulevard from Beacon Street and locates the residents back from the viewing edge so that sight lines extend over this area and the red rooftops at Ports O'Call frame the lower edge of the view. The bluff in this location is stabilized by a vertical, unadorned concrete wall with an average height of 30 feet. Palm trees of varying heights line the bluff and Beacon Street and define the view as a well-established, Southern California coastal community.

There are also some new visual elements in the area, and a few of the SPW Project components have been either completed or modified. These features are described below.

3.1.1 U.S.S. Iowa

Located at First Street and Harbor Boulevard at Berth 87, the U.S.S. Iowa is a new feature to the San Pedro Waterfront area. The ship is an historic vessel commissioned in 1943 and is now a museum operated by the Pacific Battleship Center. The battleship is a 45,000-ton Iowa class battleship and iconic because of its history of active military service, big guns, heavy armor, and design for speed.

3.1.2 AltaSea Marine Research Center

In 2012 the City Dock No. 1 Marine Search Center Project EIR was certified and included 28 acres of marine research facilities and marine business space at Berths 56

through 60 and Berths 70 and 71. At the time of preparation of the SPW Project EIS/EIR, no specific development plans had been identified for this site; however, the EIS/EIR did evaluate the future uses of the site as institutional/research and development use at a programmatic level. The project is now called the AltaSea Marine Research Center. Planning and design of the AltaSea facility is ongoing and will be assessed in a separate environmental analysis. At final buildout the AltaSea Marine Research Center is expected to include a new building with classrooms, a lecture hall/auditorium, and interpretive center open to the public at Berth 56; establishment of a marine science business park/incubator space with offices and research laboratory space within the Berths 58–60 transit sheds; and construction of a new marine research facility at Berth 57.

3.1.3 Downtown Harbor

Several design elements for the Downtown Harbor have changed since the approval of the SPW Project EIS/EIR and include more open space, widening of the promenades, and improvement of the physical and visual connectivity with downtown San Pedro. The Downtown Harbor project was completed in 2014 and included development of the area along Harbor Boulevard between 5th and 6th Streets with modifications to Berths 84–86 (between the LA Maritime Museum and Fire Station 112). Overall, the project cut 1.2 acres of existing waterfront land to create a new harbor inlet for vessels and approximately 700 linear feet of promenade. Surrounding the inlet is a public plaza and pedestrian promenade that features trees and landscaping, decorative lighting, a picnic area, and an overlook pier.

3.1.4 Crafted Marketplace & Brouwerij West

Reuse of Warehouses Nos. 9 and 10 was envisioned in the SPW Project EIS/EIR to be adapted for low-intensity, visitor-serving commercial or educational uses. Warehouse No. 9 has been adaptively reused and is now the location of Brouwerij West, a 15,000-barrel craft brewing operation with tours and tastings. Food is currently available from food trucks that visit the site but a restaurant is part of future development plans. Warehouse No. 10 has been restored and is the location of Crafted, a new large-scale permanent craft marketplace hosting more than 100 shop spaces for artists, crafters, and food vendors.

3.1.5 Redesign of Sampson Way/7th Street Intersection

Redesign of the Sampson Way and 7th Street intersection was previously analyzed in the SPW Project EIS/EIR and included an enhanced four-way intersection with a modification of the 6th Street connection to Sampson Way, eliminating access to Sampson Way from Harbor Boulevard via 6th Street. The modification would have resulted in two through lanes in each direction on Sampson Way and two through lanes in each direction on Harbor Boulevard.

In June 2015, the Port prepared an addendum to the SPW Project EIS/EIR that would shift the intersection farther south of 7th Street, improve vehicular access to and along the waterfront, and provide additional pedestrian access. The project would also improve safety for pedestrians and vehicles by providing signalized intersections, shorter-distance striped crosswalks, designated bike lanes, and continuous pedestrian pathways. The redesign also proposed an extension of Plaza Park to an open space area west of Harbor

Boulevard including a plaza area, lighting, trees, and irrigation. Construction is expected to start in late August 2016 and be completed by the end of March 2018.

3.2 Air Quality and Meteorology

3.2.1 Air Quality

The setting for air quality and meteorology has remained relatively the same since the certification of the SPW Project EIS/EIR. The most recent available air quality data for the project area are presented in Tables 3.2-1 and 3.2-2. As shown, maximum pollutant concentrations of criteria pollutants have decreased slightly for the most part in the immediate project area since preparation of the SPW Project EIS/EIR.

Table 3.2-1. Maximum Pollutant Concentrations Measured at the North Long Beach Monitoring Station

Pollutant	Averaging Period	National Standard	State Standard	Highest Monitored Concentration	
				2007 (from the SPW Project EIS/EIR)	2013
Ozone (ppm)	1 hour	NA	0.09	0.099	0.092
	8 hours	0.08	0.07	0.073	0.070
Carbon monoxide (CO) (ppm)	1 hour	35	20	3.3	Not available
	8 hours	9	9	2.59	2.0
Nitrogen dioxide (NO_2) (ppm)	1 hour	NA	0.18	0.107	0.066
	Annual	0.053	0.030	0.020	0.014
Sulfur dioxide (SO_2) (ppm)	1 hour	NA	0.25	0.037	0.022
	24 hours	0.14	0.04	0.010	0.010
	Annual	0.03	NA	0.003	NA
Coarse particulate matter (PM10) ($\mu g/m^3$)	24 hours	150	50	**232.0**	37
	Annual	NA	20	**33.5**	**23.2**
Fine particulate matter (PM2.5) ($\mu g/m^3$)	24 hours	35	NA	**82.8**	**47.2**
	Annual	12	12	**14.6**	11.34
Lead ($\mu g/m^3$)	30 days	1.5	1.5	Not available	0.006
	Calendar quarter	1.5	NA	0.01	0.006
Sulfates ($\mu g/m^3$)	24 hours	NA	25	Not available	4.5

Note:
Exceedances of the standards are bolded. Although the National Ambient Air Quality Standards were not exceeded at the North Long Beach Station for CO and PM10, the U.S. Environmental Protection Agency has classified the South Coast Air Basin as being in as nonattainment for these pollutants because violations have occurred at other monitoring stations in the South Coast Air Basin.
$\mu g/m^3$ micrograms per cubic meter
ppm: parts per million
NA: Not applicable
The state 1-hour ozone standard was exceeded on 1 day in 2007 and on 0 days in 2013.
The national 8-hour ozone standard was not exceeded.
The state 24-hour PM10 standard was exceeded 6 days in 2007 and 0 days in 2013. The national PM10 standard was exceeded once in 2007 and for 0 days in 2013.
The national 24-hour PM2.5 standard was exceeded on 1 day in 2007 and 2 days in 2013.
Source: SCAQMD 2013

Table 3.2-3. 2013 12-Month Average Pollutant Concentrations Measured for the Port of Los Angeles Air Quality Monitoring Program

Pollutant		Port of Los Angeles Monitoring Stations				SCAQMD Monitoring Station
		Wilmington Community Station	Coastal Boundary Station	San Pedro Station	Source-Dominated Station	North Long Beach Station
PM10 ($\mu g/m^3$)	2007	27.8	--	--	--	30.9
	2013	26.0	24.4	--	--	23.2
PM2.5 ($\mu g/m^3$)	2007	12.4	9.8	10.7	13.5	14.1
	2013	8.9	5.9	9.3	8.3	11.3
Elemental carbon PM2.5 ($\mu g/m^3$)	2007	1.5	1.1	1.5	2.5	--
	2013	0.74	0.41	0.74	0.83	--

Notes:

For PM10, the South Coast Air Quality Management District (SCAQMD) North Long Beach Station measures a 24-hour sample every 6 days, compared to every 3 days for the Port monitoring stations. Therefore, only one-half of the Port monitoring station samples (every other sample) have a corresponding sample from the North Long Beach Station. For PM2.5, all monitoring sites measure a 24-hour sample every 3 days.

PM10 is not measured at the Coastal Boundary, San Pedro, or Source-Dominated Stations.

Elemental carbon PM2.5 is not measured at the SCAQMD North Long Beach Station.

Source: Port of Los Angeles 2015.

3.2.2 Greenhouse Gas Emissions

Sources of greenhouse gas (GHG) emissions present within the project area have remained relatively the same since the certification of the SPW Project EIS/EIR. Calculations conducted for the annual operational GHG emissions assumed sources typical of operations within the Port, including vessel transit and maneuvering, vessel hoteling, harbor craft, motor vehicles, terminal equipment, alternative marine power electricity usage, on-terminal electricity usage, and electricity associated with commercial uses and the Waterfront Red Car Line. With the exception of the Waterfront Red Car Line, operation of which has been suspended for the Sampson Way Realignment Project, these uses are still the primary sources of GHG emissions in the project area and no new major sources of GHG emissions have been constructed in the Port in the intervening years that would substantially affect GHG emissions.

3.3 Biological Resources

The biological resources present within the project area have remained relatively the same since the certification of the SPW Project EIS/EIR. The environmental setting contains terrestrial habitat consisting of vacant lots and developed land. Many of the trees along the waterfront provide valuable nesting and roosting habitat for both native and nonnative birds. There are also a variety of marine habitats, including mudflat, soft- and hard-bottomed benthic habitats, pier and pilings, eelgrass, riprap, and kelp forests, which

promote a diversity in marine species, as well as additional foraging opportunities for many bird species.

The mudflat at Berth 78–Ports O'Call is essentially a low, flat area landward of shoreline protection rock that is intermittently submerged (from tidal action) and supports intertidal benthic species. The mudflat was created at the time of development of the adjacent fish retail market deck that extends over the intertidal area. This area is protected from wave action and as a result is a depositional area for fine sediment. The mudflat is considered a depleted natural community with respect to number and extent, as well as value for habitat. In addition, mudflats are regulated under the Clean Water Act as special aquatic sites pursuant to the Section 404(b)(1) Guidelines (40 CFR 230). Small polychaete and oligochaete worms, peracarid crustaceans, and insects are common within unvegetated mudflat habitat. These invertebrate species serve as prey for shorebirds that forage at the mudflats within the proposed project area.

3.4 Cultural Resources

The setting for cultural resources has remained relatively the same since the certification of the SPW Project EIS/EIR. No specific listed archaeological or paleontological resources were identified in the Ports O'Call area, but the Ports O'Call area overlies land that includes both artificial fill and original bedrock areas that could contain unknown fossilized remains and historic archaeological features.

According to the record search performed during the preparation of the SPW Project EIS/EIR, two prehistoric archaeological sites (CA-LAN-145 and CA-LAN-146) were previously identified within 0.3 mile of the SPPM Project area. Nearby site CA-LAN-145 was recorded by N.C. "Nels" Nelson in 1912, who described the site as traces of a campsite. Because of the lack of artifacts, Nelson questioned the authenticity of this deposit as an actual archaeological site. In addition, the site is described in Nelson's notes as being located on top of a 50-foot bluff. Development and redevelopment have resulted in the grading of 40 to 50 feet of the original Palos Verdes Sand and San Pedro Sand in this area. Site CA-LAN-146 was also recorded in 1912 by N.C. Nelson. He described the site as a refuse heap consisting of pectin, abalone, oyster, and clamshells. CA-LAN-146 measured 75 feet by 150 feet with an estimated depth of 3 feet. A note in the Information Center's files dating to 1977 stated that CA-LAN-146 appeared to be completely destroyed by grading activities associated with the construction of the cruise terminal parking lot that currently covers the area.

3.5 Geology and Soils

Because geologic conditions do not generally change significantly over a short span of time, the setting for geology and soils remains the same since the certification of the SPW Project EIS/EIR.

The project site is near sea level in the coastal area of the Los Angeles Basin, a low-lying plain that rises inland to the Santa Monica Mountains to the north, the Repetto and Puente Hills to the northeast, the Santa Ana Mountains to the east, and the San Joaquin Hills to the southeast. The basin is bordered on the west by the Pacific Ocean and the Palos

Verdes Hills. The major faults in the region that contribute to the seismic hazard at the project site include the Palos Verdes Fault zone, north of the project site in the vicinity of the Vincent Thomas Bridge, and the more distant Newport-Inglewood Fault zone, approximately 7 miles northeast of the project site. The Cabrillo Fault, just south of the federal breakwater, may be a branch of the Palos Verdes Fault zone, but not much is known about its seismic activity. However, even a small earthquake on this fault could cause damage due to its proximity to the SPPM Project site.

Surficial geology of the Los Angeles Harbor is characterized by Holocene-age, near-shore, marine and non-marine deposits, including beach, estuary, tidal flat, lagoon, shallow-water bay sediments, and shoreline terrace deposits. Dredging and filling operations have modified these native sediments to create extensive land masses of dredged fill material that support numerous harbor facilities. Consequently, most of the harbor facilities in the project area have been constructed on dredged fill material.

Natural drainages at Port berths have been backfilled with undocumented fill materials. In addition, the natural alluvial deposits below the site generally are unconsolidated, soft, and saturated. Groundwater is present at shallow depths beneath the site. These conditions are conducive to liquefaction.

Tsunamis are gravity waves of long wavelength generated by a sudden disturbance in a body of water. Typically, oceanic tsunamis are the result of sudden vertical movement along a fault rupture in the ocean floor, submarine landslides or subsidence, or volcanic eruption, where the sudden displacement of water may set off transoceanic waves with wavelengths of up to 125 miles and with periods generally lasting from 5 to 60 minutes. Offshore faults present a local tsunami hazard and landslide-derived tsunamis are now perceived as a viable local tsunami hazard.

Seiches are seismically induced water waves that surge back and forth in an enclosed basin and may be expected in the harbor as a result of earthquakes. Any significant wave front could cause damage to seawalls and docks, and could breach sea walls at the project site. However, modern shoreline protection techniques are designed to resist seiche damage.

Subsidence is the phenomenon where the soils and other earth materials underlying the site settle or compress, resulting in a lower ground surface elevation. Fill and native materials on site can be water saturated, and a net decrease in the pore pressure and contained water will allow the soil grains to pack closer together. This closer grain packing results in less volume and the lowering of the ground surface. Subsidence near the project site, due to previous oil extraction in the Port area, has been mitigated and is not anticipated to affect adversely the SPPM Project.

Generally, a landslide is defined as the downward and outward movement of loosened rock or earth down a hillside or slope. Slope stabilization efforts have been completed for the Ports O'Call bluff area. The remaining area within the project site is relatively flat and paved, and no known or probable bedrock landslide areas have been identified.

Expansive soils generally result from specific clay minerals that expand when saturated and shrink in volume when dry. These expansive clay minerals are common in the geologic units in the adjacent Palos Verdes Peninsula. Clay minerals in geologic units in

the project area could be expansive, and previously imported fill soils could be expansive as well.

The project site is in a Mineral Resource Zone (MRZ) area classified as MRZ-1, which is defined as an area where adequate information indicates that no significant mineral deposits (i.e., aggregate deposits) are present or where it is judged that little likelihood exists for their presence (California Department of Conservation 1994).

3.6 Groundwater and Soils

As described in the SPW Project EIS/EIR, the Ports O'Call redevelopment area was defined as "Area C" for the purposes of the groundwater and soils analysis. See Figure 3-1 (Figure 3.6-1 of the SPW Project EIS/EIR) for the location of the project areas evaluated in the SPW Project EIS/EIR. Area C included restaurants and shops within the Ports O'Call Village, docks and facilities for commercial fishing, Jankovich & Son fueling station in the SP Slip area, and a portion of the Red Car Line. Historic maps indicated the area included warehousing as well as oil and gas tank facilities and operations dating back to the 1960s. The following properties of concern were identified within Area C of the Ports O'Call area as having a moderate likelihood of being contaminated by hazardous materials from prior or ongoing operations: Jankovich & Son fueling station in the SP Slip area, SP Railyard, and the former Standard/Union Oil gas and oil tanks/northern. Additionally, varied historical industrial and retail uses, including gas and oil companies, lumber yards, railroad rights-of way, machine shops, and repair shops, were identified as non-specific areas of concern in Area C. See Figure 3-2 (Figure 3.6-3 of the SPW Project EIS/EIR) for the location of sites of potential concern identified in the SPW Project EIS/EIR.

As reported in the SPW Project EIS/EIR, soil and groundwater in limited areas of the Ports O'Call redevelopment area have been affected by hazardous substances and petroleum products as a result of spills during historic industrial land uses. These areas have been and continue to be in various stages of contaminant site characterization and remediation. Mitigation Measure MM GW-1 of the SPW Project EIS/EIR required LAHD to remediate all contaminated soils within the SPW Project boundaries prior to or during demolition and grading activities.

Below is a summary of the site investigation reports and management plans that have been conducted on the project site since the preparation of the SPW Project EIS/EIR. Any new conditions of concern identified in these reports would be remediated or resolved through compliance with Mitigation Measure MM GW-1 as well as completion of any specific recommendations.

3.6.1 February 2013: Soil-Gas Investigation Report

The Source Group, Inc. (SGI) conducted a Soil-Gas Survey Investigation for the Ports O'Call area, dated February 26, 2013. The goal of the investigation was to provide a preliminary environmental screening for Berths 75 through 79 (Ports O'Call area) and to evaluate site conditions, spatial variability of contaminants, and potential associated risks associated with the identified compounds. The soil-gas survey was conducted to evaluate the presence of volatile organic compounds (VOCs) fuel oxygenates, and total petroleum

hydrocarbons (TPH) in soil gas throughout the site. A total of 150 passive soil gas samplers were deployed during the investigation.

A number of samples contained chemical levels that exceeded commercial environmental screening levels (ESLs) developed by the San Francisco Regional Water Quality Control Board,[1] and California Human Health Screening Levels (CHHSLs) developed by the California Environmental Protection Agency (CalEPA):

- TPH exceeded commercial ESLs at three locations and residential ESLs at four locations.
- Benzene exceeded the commercial/industrial CHHSL at four sample locations and exceeded the residential CHHSL at 26 locations.
- Tetrachloroethene (PCE) exceeded the commercial/industrial CHHSL at seven locations and the residential CHHSL at 18 locations.

The highest TPH and benzene values were detected in the parking area located in the central portion of the site, in the grass-covered area along the northwestern border, along the southern border, and in the northern area of the site. The highest PCE and trichloroethene (TCE) values were reported in the southwestern portion of the site, as well as in the north-central portion of the site. SGI states the comparison of the results to the CHHSLs and ESLs should not be used to draw conclusions with respect to potential risk; rather, the comparison is provided as a general basis for evaluating the passive soil-gas results. The data collected during this investigation were used to prepare a Phase II site investigation of soil and groundwater conditions at the site discussed below.

3.6.2 April 2013: Phase I ESA

In April 2013, Partner Engineering and Science, Inc. was retained to prepare a Phase I Environmental Site Assessment (ESA) to provide the Port with an assessment of the environmental conditions at Berths 73 and 75 through 83. The following recognized environmental conditions (RECs) were identified and are also consistent with what was evaluated in the SPW Project EIS/EIR.

- Former Unocal Marine Station No. 0692: In 2012, the Regional Water Quality Control Board reopened this case for soil and groundwater contamination after additional sampling of soil and groundwater conducted in 2009 detected the presence of petroleum-impacted soils and groundwater. On February 14, 2012, the Port submitted a Soil Management Plan (SMP) for the site and the facility continues to be an open remediation site, which is planned for remediation during the demolition of the buildings prior to development of the SPPM Project.
- Former lumber handling and planning operations: This operation included hydraulic material handling equipment, a steam-fired power plant, and heavy industrial wood planning equipment. No documentation was available for review regarding any clean-up operations or investigations; therefore, it is likely that oils and chlorinated solvents could still be present.

[1] CalEPA has developed CHHSLs to evaluate contaminants in soil gas; however, CHHSLs were not developed for TPH and the Los Angeles Regional Water Quality Control Board does not have ESL standards. Therefore, the Soil-Gas Survey Investigation (SGI 2013) utilized the San Francisco Regional Water Quality Control Board ESLs for TPH.

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Figure 3-1
Project Areas
Addendum to the San Pedro Waterfront Project EIR
for the San Pedro Public Market Project

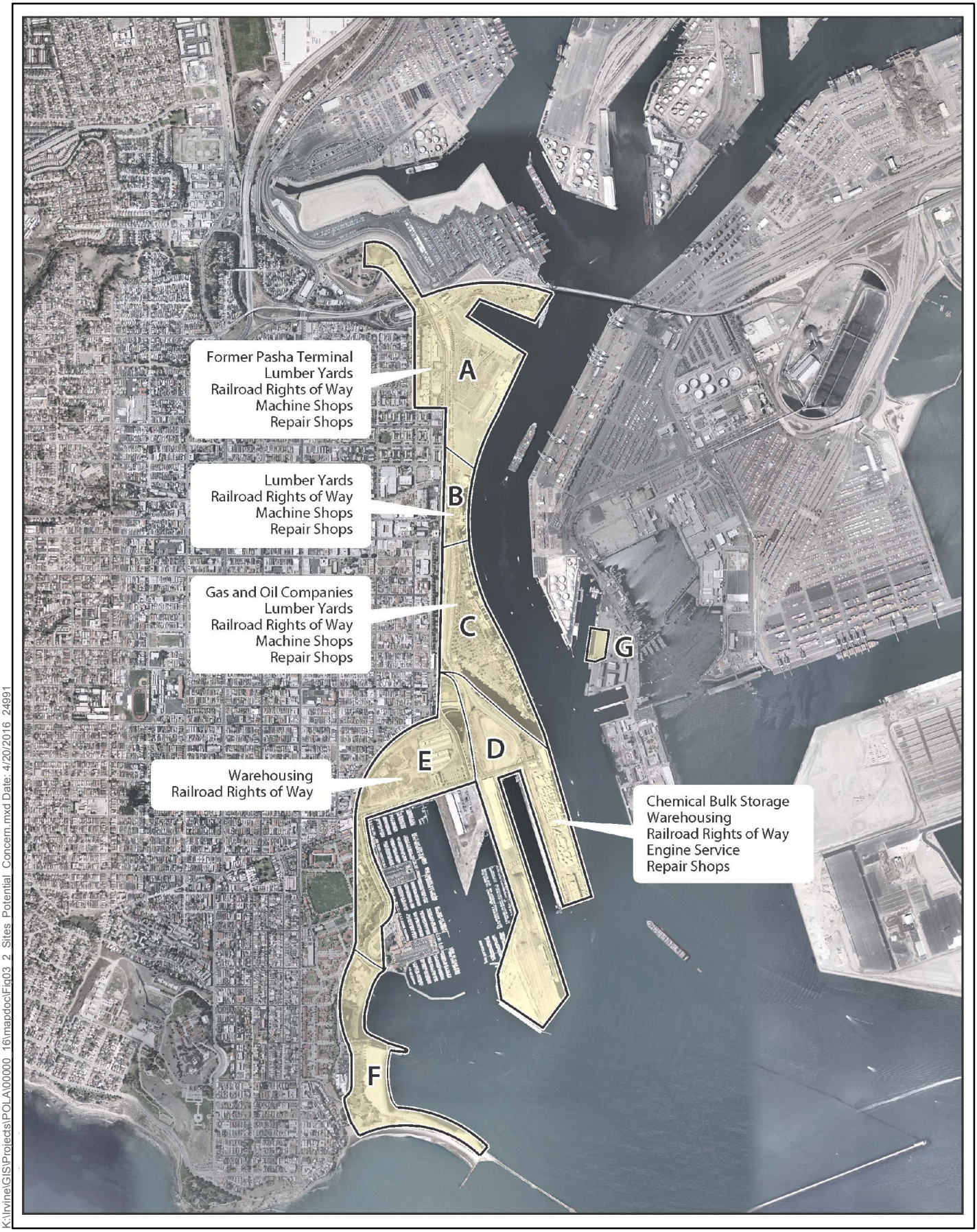

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Figure 3-2
Sites of Potential Concern Based on Historical Reviews and Site Interviews
Addendum to the San Pedro Waterfront Project EIR
for the San Pedro Public Market Project

- Former rail yard and tanker storage areas: This area was investigated by CH2M HILL in 2004 and the previously identified soil and groundwater contamination still remain.
- Jankovich: This facility is within the project site and was previously identified in the SPW Project EIS/EIR. It still remains a recognized environmental condition due to petroleum-impacted soil and groundwater.

One new REC and one new environmental issue were identified that were not previously evaluated nor discussed in the SPW Project EIS/EIR.

- VOCs: The findings of the 2013 Soil-Gas Investigation Report (SGI 2013), described above in Section 3.6.1, were also reviewed as part of this Phase I ESA and the presence of elevated levels of VOCs above ESLs and CHHSLs were identified as a REC that would require further investigation and potentially remediation.
- Active and previously abandoned oil lines: Partner Engineering and Science, Inc. reviewed a map depicting the locations of several active and previously abandoned oil lines that may cross the project site. The actual locations and presence of the pipelines have not been field checked, and the age and condition of these pipelines require further evaluation.

3.6.3 November 2013: Phase II ESA

In June 2013, the Port retained ERM-West, Inc. (ERM) to prepare a Phase II ESA for the area containing Berths 75–83 in the Ports O'Call redevelopment area. The goal of the Phase II ESA was to provide a broad characterization of the possible impacts on soil and groundwater at the site from historical operations. Fifty-five borings were advanced on the site; 150 soil samples, 15 duplicate samples, and 6 groundwater samples were collected. A total of 110 soil samples were analyzed for the following results:

- Soil at the site does not appear to be affected by either organochlorine pesticides (OCPs) or polychlorinated biphenyls (PCBs).
- TPH in soil concentrations above the Regional Water Quality Control Board screening criteria were only detected at two sample locations, both within the southwestern portion of the site.
- Black-stained soil was observed in one soil boring at a depth of 5.5 feet to 8 feet below ground surface, in the western portion of the site.
- VOCs were not detected in soils above industrial regional screening levels (RSLs) in any of the soil samples.
- Metals were detected in all soil samples. Arsenic and lead were detected at concentrations above either the industrial RSLs or commercial/industrial CHHSLs. Only one soil sample exceeded the commonly accepted California background concentration for arsenic. Only one soil sample exceeded the industrial RSLs for lead, and four soil samples exceeded the commercial/industrial CHHSL for lead. Laboratory test results indicate that the lead detected in soils at the site exceeded the Soluble Threshold Limit Concentration (STLC)-Citric Acid Extraction for lead for use in waste characterization purposes in four samples analyzed, with total lead exceeding 50 milligrams per kilogram (mg/kg). Further analyses of the four soil samples

exceeding the STLC-Citric Acid Extraction indicated that only one of the samples analyzed exceeds the toxicity characteristic leaching procedure (TCLP). The STLC of 5 milligrams per liter (mg/L) and the TCLP of 5 mg/L soluble lead are the regulatory thresholds for the characterization as a California hazardous waste and federal Resource Conservation and Recovery Act hazardous waste, respectively.

- Polycyclic aromatic hydrocarbons (PAHs) were detected in six soil samples, primarily within the southwestern portion of the site, at concentrations above industrial RSLs.

A total of seven groundwater samples were taken from six sample locations on the site. Laboratory analysis identified the following results:

- There were no detections of OCPs or PCBs in the groundwater samples.
- TPH was detected in all seven groundwater samples. Only one of the samples, in the southeastern portion of the site, exceeded the Regional Water Quality Control Board screening level.
- VOCs were detected in three groundwater samples. Only vinyl chloride was detected in two groundwater samples with concentrations exceeding the California Maximum Contaminant Level (MCL). These samples were located in the central portion of the site.
- California Title 22 Metals were detected in all seven groundwater samples. Arsenic, barium, cadmium, chromium, lead, and nickel were detected above the MCLs.
- PAHs were detected in one of the seven groundwater samples.

The ERM Phase II ESA included a number of site-specific recommendations. Relatively isolated soil removal or additional characterization may be warranted at the location of the black-stained soil dependent upon redevelopment plans. If soils at the site are disturbed by grading or excavation, they should be properly managed in accordance with their waste characteristic as determined by additional laboratory confirmation testing during excavation and grading. Site concentrations that exceed the groundwater screening levels do not automatically indicate unacceptable human health risks; rather, an exceedance may indicate that a site-specific Human Health Risk Assessment (HHRA) may also be warranted (see Section 3.6.4 for discussion of HHRA conducted). In addition, evaluation of the potential for vapor intrusion may be warranted once development plans are finalized. Section 3.6.5 below discusses the soil management plan for the Ports O'Call site that was developed in response to these issues, which will be implemented during construction of the SPPM Project.

3.6.4 July 2014: HHRA

In August 2013, the Port retained ERM to prepare an HHRA for the Ports O'Call area (Berths 75–83). ERM utilized the data collected during the Phase II ESA, discussed above. As no specific redevelopment design details were available at the time the HHRA was prepared, the HHRA examined generic commercial/industrial land use scenarios for the potential redevelopment of the Ports O'Call area, and presented a Conceptual Site Model. The HHRA did not evaluate a residential (i.e., unrestricted) use scenario for the subject site. Furthermore, the HHRA specifically did not include data from the areas

occupied by the current tenants, the former Unocal marine fueling station at Berth 78 or the Jankovich and Son property at Berth 74, as these sites are known to be contaminated and/or regulated and contamination was expected to be mitigated or removed prior to development. Once the final design for the SPPM Project is approved, the HHRA may be re-evaluated at the discretion of the Port and the applicant.

The Conceptual Site Model (1) included identification of chemical sources and exposure pathways that may result in human exposures and health risks; (2) aids in developing a sampling plan to address significant chemical releases and migration pathways; and (3) aids in identification of effective remediation alternatives, if necessary, targeted at significant contaminant sources and exposure pathways. The HHRA assessed the potential risk to human health of chemicals of potential concern in soil and groundwater known to underlie the Ports O'Call site. The potential receptors evaluated in the HHRA were future hypothetical construction workers, maintenance workers, indoor adult commercial workers, shoppers, and amusement park visitors. A series of conservative exposure assumptions were developed for assessing the exposure of these receptors.

Estimated hazards and risks associated with calculated exposures of future workers in the Ports O'Call area are less than 10^{-5} and consistent with the most conservative end of the acceptable risk range (10^{-6}). Hazard indexes (HIs) for estimated indoor adult workers were below acceptable non-cancer hazard levels (HI=1) for all locations within the Ports O'Call except sample location POC-1, which was located along the southeast property line, and only slightly above the target of 1.0 at this location. At the Jankovich property, estimated HIs were greater than 1.0 at several locations, indicating potentially significant vapor intrusion potential associated with petroleum hydrocarbons in groundwater.

3.6.5 Feb 2016: Soil Management Plan for Ports O'Call

In February 2016, the Port retained Leighton Consulting Inc. to prepare an SMP for the development of the Ports O'Call area (Berths 25–83). The contaminants of potential concern (based on the Phase II ESA) included the following.

- TPH as gasoline, diesel, and oil-range hydrocarbons
- VOCs
- PAHs
- Title 22 metals

The SMP also provides protocols to prevent and minimize impacts related to groundwater, soils, and hazardous materials.

When implemented, the SMP would provide protection and coverage for the following:

- Provide protocols and approaches to be utilized during redevelopment of the Ports O'Call area as they relate to the management of previously identified contaminated soil material as well as unforeseen conditions, if encountered.
- Identify proper handling and management practices to minimize waste creation and the disposal of waste generated during construction activities, as construction activities shall not contribute to the generation of hazardous waste except the excavation of soils that are known to be chemically impacted, if encountered.

- Prevent on-site worker and public exposure to potentially hazardous conditions and materials.
- Protect the environment through efficient resource allocation and recycling to the greatest extent practical.

The findings in these reports are consistent with what was evaluated and assumed in the SPW Project EIS/EIR and no new conditions of concern have been identified, with the exception of the presence of elevated levels of VOCs as identified in the Passive Soil Gas Survey and the active and previously abandoned oil lines.

3.7 Hazards and Hazardous Materials

The setting for hazards and hazardous materials has remained relatively the same since the certification of the SPW Project EIS/EIR.

The SP Railyard was identified in the SPW Project EIS/EIR as an existing hazard because it stored rail containers from the Westway Terminal, which handled and stored hazardous materials and was also identified as a hazard in the SPW Project EIS/EIR. The SPW Project EIS/EIR described the SP Railyard as having similar characteristics as a hazardous materials storage facility, but with a reduced hazard footprint due to the number of rail cars that can be stored at this site. Since the certification of the SPW Project EIS/EIR, the Westway Terminal has been decommissioned and the SP Railyard no longer transports or stores hazardous rail cars.

The Jankovich & Son fueling station is located at Berth 74 at the southern end of Ports O'Call, where it meets with the mouth of the SP Slip. According to the SPW Project EIS/EIR, it generally handles two commodities (gasoline and diesel) and services tugboats, cruise ships, Port Police, U.S. Coast Guard, California Department of Fish and Wildlife, and Los Angeles Fire Department vessels, and other shipping operations within the harbor. Gasoline is considered a flammable liquid, and diesel is considered a combustible liquid. Flammable materials have a flash point below 100 degrees Fahrenheit, while combustible products have a flash point between 100 degrees Fahrenheit and 200 degrees Fahrenheit. *Flash point* is defined as the lowest temperature at which a liquid can form an ignitable mixture in air near the surface of the liquid. The lower the flash point, the easier it is to ignite the material. Therefore, gasoline is slightly easier to ignite at the surface of the liquid than diesel. Based on this information, the Jankovich fueling station has an existing hazardous footprint per the Port's Risk Management Plan that overlaps with the Ports O'Call development and the open space next to the fueling station. This overlap constitutes an existing risk to vulnerable populations that use the Ports O'Call area should the Jankovich fueling station have an accidental release, spill, or explosion of the hazardous materials it regularly handles and stores. As described in the SPW Project EIS/EIR, the operations at the fueling station were planned to cease on or about June 2012, and the site was to be decommissioned, including removal of the tanks and other facilities. Remediation of the site would occur, if necessary, under the oversight of the Regional Water Quality Control Board. At the time of preparation of this Addendum, the Jankovich fueling station is still slated to be moved, but may be relocated to the current location of Mike's Main Channel Marine (Mike's) fueling station at Berth 72; however, further details were not available. Mike's has similar operations to the Jankovich fueling station and primarily sells fuel and alternative fuels to commercial fishing boats and commercial trucks that service adjacent

facilities. Mike's was contemplated for continuing operations at its current location in the SPW Project EIS/EIR, with restrictions identified in Mitigation Measure MM RISK-1, which involved removal of all hazardous materials with flashpoints below 140 degrees to remove the hazard associated with its proximity to the waterfront promenade that was planned to be built adjacent to the facility at Berth 72.

In addition, the SPW Project EIS/EIR addressed the probability of the risk of a terrorist action. There are limited data available to indicate how likely or unlikely a terrorist action aimed at the Port would be; therefore, the probability of a risk of a terrorist action cannot be evaluated accurately without a considerable amount of uncertainty. Nonetheless, this fact does not invalidate the analysis contained herein. A terrorist action could be the cause of events such as hazardous materials release and/or explosion. The potential impact of a hazardous materials release, explosion, or spill due to a terrorist action would remain the same as evaluated in the SPW Project EIS/EIR.

As discussed in the SPW Project EIS/EIR, there is also the potential for a large tsunami to affect the Port, and the project area could be exposed to tsunami-induced flooding. However, the Main Channel, where the Ports O'Call redevelopment would occur, was not identified as an area that would experience overtopping of the existing deck elevations.

3.8 Land Use and Planning

Some land uses in the project area have changed since the certification of the SPW Project EIS/EIR. New elements have been introduced into the area, including the U.S.S. Iowa, the Downtown Harbor, and the Crafted Marketplace & Brouwerij West (see Section 3.1, *Aesthetics*, above). While the San Pedro Community Plan was updated in 2013 (City of Los Angeles 2013), no major changes have occurred to the City of Los Angeles General Plan or the San Pedro Community Plan. However, a comprehensive amendment to the Port Master Plan (PMP) was adopted in February 2014 (Port of Los Angeles 2014a).

The PMP establishes policies and guidelines to direct the future development of the Port of Los Angeles. Goal 4 of the PMP, Increase Public Access to the Waterfront, provides for enhanced public access to the waterfront and visitor-serving facilities including retail, restaurants, museums, and parks. The Ports O'Call area is located in Planning Area 1 – San Pedro, which encompasses the San Pedro Waterfront from the breakwater to the Vincent Thomas Bridge along the western boundary of the Port. Planning Area 1 primarily includes land uses focused on public access to the waterfront, but also has limited cargo operations and commercial fishing activities. Planning Area 1 emphasizes waterfront access through a waterfront promenade, parks, museums, academic uses, and visitor-serving commercial uses and attractions. The PMP reflects the SPW Project, which is focused on increased public access to the waterfront, additional visitor-serving commercial development within the Port, and expanded cruise activities.

The entire Ports O'Call Site is identified for Visitor-Serving Commercial uses on the Planning Area 1 land use map. Ports O'Call Redevelopment was also specifically identified as one of the proposed projects, which would redevelop Ports O'Call Village into a vibrant, world-class urban waterfront destination, entitled for up to 300,000 square feet of visitor-serving commercial uses and up to 75,000 square feet for a conference center, a waterfront promenade, and 3 acres of open space.

3.9 Noise

Nothing within the Ports O'Call project area has changed substantially since certification of the SPW Project EIS/EIR that would cause the noise environment to change significantly. The environmental setting includes sources of noise typical of an industrialized port environment with commercial and visitor-serving uses.

3.10 Recreation

The setting for recreational resources has remained relatively the same since certification of the SPW Project EIS/EIR. All recreational resources still exist and some new recreational resources have opened in the project area, including the Downtown Harbor (see discussion of these resources under Section 3.1, *Aesthetics*, above). Service for the existing Waterfront Red Car Line has been suspended; however, there are no other disruptions to other recreational resources that were not analyzed in the SPW Project EIS/EIR.

3.11 Transportation and Circulation (Ground)

Primary regional access to the study area is provided by the Harbor Freeway (I-110) northwest of the SPPM Project site and by the Vincent Thomas Bridge and Seaside Avenue (State Route [SR] (SR-47) northeast of the SPPM Project site. Access to the Project area from I-110 is provided via the freeway terminus at Gaffey Street or ramps at Harbor Boulevard. From SR-47, the SMMP Project site can be accessed via ramps on Harbor Boulevard. Local access to the SMMP Project site is provided by a well-defined grid of arterial and collector roads. The primary roadway facilities in the proposed Project study area are as follows.

- **Gaffey Street** is classified by the City of Los Angeles as a Major Class II Highway that runs north-south in the study area. This arterial provides a connection for local and regional travel from San Pedro to other parts of Los Angeles and the South Bay region. Gaffey Street is a major commercial corridor within San Pedro.
- **Pacific Avenue** is classified as a Secondary Highway that provides north-south access within San Pedro. It is a major commercial corridor within San Pedro consisting of strip commercial, auto repair, and restaurants. The roadway's northern terminus is at Channel Street, where the roadway continues as John S. Gibson Boulevard. Its southern terminus is at the Pacific Ocean where it intersects with Shepard Street and Bluff Place.
- **Harbor Boulevard** is classified as a Major Class II Highway and provides north-south access along the eastern side of the community of San Pedro. Harbor Boulevard forms the western edge of the SMMP Project site. It continues as Front Street north of Regan Street, as John S. Gibson Boulevard north of Pacific Avenue, and as Miner Street south of Crescent Avenue.
- **7th Street** is classified as a Secondary Highway between Weymouth Avenue and Harbor Boulevard, providing east-west access through the central portion of the

community of San Pedro. This roadway starts just east of Western Avenue and terminates at Harbor Boulevard.

- **9th Street** is classified as a Major Class II Highway between Western Avenue and Pacific Avenue, providing east-west access through the central portion of the community of San Pedro. Between Pacific Avenue and Beacon Street it is classified as a Local Street. This roadway starts west of Western Avenue and terminates at Beacon Street, one block west of Harbor Boulevard.

Freight rail activity related to the former Westways Terminal at Berth 71 no longer occurs in the vicinity of the SPPM Project site, and the S.P. Railyard that was located along the east side of Harbor Boulevard and west of Sampson Way is no longer operational. This track was previously shared by the Waterfront Red Car Line, which is also not currently operational.

Pedestrian and bicycle facilities compose the existing nonmotorized traffic features. Pedestrian facilities include sidewalks, crosswalks, and pedestrian signals. Sidewalks are provided along existing major roadway facilities in the study area, with the exception of Sampson Way. Additionally, an existing pedestrian promenade extends south from the Harbor Freeway along the east side of the existing rail lines to Ports O'Call. Pedestrian crossings and signals are located at most major roadway intersections. Class II bike lanes (lanes on roadways designated for use by bicycles through striping, pavement legends, and signs) are provided on Harbor Boulevard from Front Street to 22nd Street.

There are a total of 13,159 parking spaces within the SPW Project area, including 11,002 public and 2,157 private spaces. The Ports O'Call site (including the Maritime Museum) provides 1,848 existing surface parking spaces, with an additional 313 spaces in the public lot adjacent to the bluff area. Additionally, the Jankovich facility provides 15 existing private spaces for its employees and visitors (Desman Associates 2014).

Changes to the development along the San Pedro Waterfront that have occurred since the completion of the traffic analysis for the SPW Project EIS/EIR and that are accounted for in the traffic analysis performed for this Addendum include the following:

- Replacing the original "Mercado" land use in Warehouses 9 and 10 as assessed in the SPW Project EIS/EIR with the existing Crafted at the Port of Los Angeles marketplace (opened June 2012) and Brewery West restaurant/micro-brewery (opened February 2016)
- Revised design for the Harbor Boulevard/7th Street/Sampson Way Intersection compared to what was assessed in the SPW Project EIS/EIR (construction to start September 2016 and be completed March 2018)
- Adding the USS Iowa Museum project (opened July 2012)
- Replacing the original 13 acres of research & development park as assessed in the SPW Project EIS/EIR with the approved City Dock #1 project

3.12 Transportation and Navigation (Marine)

The setting for transportation and navigation (marine) has not changed substantially since certification of the SPW Project EIS/EIR. Overall, vessel traffic has decreased in recent

years (2,820 vessel calls in 2006 versus 2,088 vessel calls in 2015) (Port of Los Angeles 2016a). Similarly, cargo movement is still down from 2006 levels from 8.5 million twenty-foot equivalent units (TEUs)[2] in 2006 to 8.2 million TEUs in 2015 (Port of Los Angeles 2016b, 2016c). Cruise traffic has also decreased in recent years, with 578,668 cruise passengers and 122 ship calls passing through the Port in 2014 (Port of Los Angeles 2016d), compared to 798,886 passengers and 162 ship calls in 2009. Occurrences of vessel accidents have changed; in 2012, there were six reported allisions, which involves the collision of a moving ship with one that is stationary, and one grounding (Los Angeles/Long Beach Harbor Safety Committee 2015) compared to two reported allisions and no groundings in 2006.

3.13 Utilities and Public Services

The setting for utilities and public services has remained relatively the same since certification of the SPW Project EIS/EIR. Police and fire protection services continue to be provided by the Los Angeles Police Department, the Port Police, and the Los Angeles Fire Department. Station 36 of the Los Angeles Fire Department, which was under construction at the time of preparation of the EIS/EIR, is now open and operational. Water supply sources and forecasts have remained the same, and the Terminal Island Treatment Plant is still within its wastewater treatment capacity and currently processes approximately 15 million gallons per day (LA Sanitation 2016). This is a slight decrease from the amount of wastewater treatment of 16 to 17 million gallons per day that was reported in the SPW Project EIS/EIR. In addition, a bulletin dated March 2015 and published by the Los Angeles County Sanitation Districts estimated that the Puente Hills Intermodal Facility, which would transport waste generated in the project area to the Mesquite Regional Landfill in Imperial County, would be operational within the first quarter of 2016 (Sanitation Districts of Los Angeles 2015).

3.14 Water Quality, Sediment, and Oceanography

The water quality, sediment, and oceanography conditions present within the Ports O'Call area have remained relatively the same since the certification of the SPW Project EIS/EIR. There have been no new uses or substantial changes in the project vicinity that would affect the water quality in the project area and it is assumed that the setting information provided in the SPW Project EIS/EIR provides appropriate characterization of the water quality, sediment, and oceanography environment. Construction of the Downtown Harbor, located on Harbor Boulevard, between 5th and 6th Streets, north of Ports O'Call, which provides 1.2 acres of open water, was completed in June 2014. Previously a parking lot, the space has been transformed with a new harbor inlet for recreational vessels to dock free of charge for up to 4 hours.

[2] A TEU is a measure of container cargo capacity based on the volume of a 20-foot-long by 8-foot-wide by 8-foot, 6-inch-tall container. When the measure was first developed, shipping containers were generally 20 feet long or 1 TEU. Currently, most containers are 40 feet long or 2 TEUs.

3.15 Environmental Justice

The demographic and population data presented in the SPW Project EIS/EIR determined that the project area includes concentrations of minority and low-income populations based on information provided in the 2000 census data. While the demographics of the area have changed during the intervening years (for example, the California Department of Finance reported a slight decrease in the population of Los Angeles County from 10,331,939 in 2007 to 10,136,559 in 2015), it is assumed for the purposes of the environmental justice analysis in this Addendum that the demographic make-up of the project area still constitutes a minority population concentration and a low-income population concentration, as identified in the SPW Project EIS/EIR.

3.16 Socioeconomics and Environmental Quality

The SPW Project EIS/EIR provided a detailed characterization of the socioeconomic environment within the Southern California Association of Governments area as well as within Los Angeles County and the project area. For the purposes of comparison between the data presented in the SPW Project EIS/EIR to the current socioeconomic environment, updates to the broader socioeconomic categories of Los Angeles County are provided here. As noted above under Section 3.16, the population for Los Angeles County has decreased slightly since certification of the SPW Project EIS/EIR. However, employment has increased since the 2006 figure of 4,100,200 jobs reported in the SPW Project EIS/EIR to 4,674,800 jobs in 2015 (California Employment Development Department 2016). The 2015 unemployment rate in Los Angeles County was 6.7 percent in 2015, which is up from 4.7 percent in 2006. Median household income increased from $42,000 in Los Angeles in 2006 to $55,870 in 2014 (U.S. Census Bureau 2014a). Los Angeles County experienced a slight decrease in owner-occupied housing units since the 2000 census data presented in the SPW Project EIS/EIR, with owner-occupied housing units composing 48 percent of the housing units versus 46.4 percent in 2014 (U.S. Census Bureau 2014b). In addition, median housing prices for Los Angeles decreased, going from $515,063 in 2006 to $425,100 in 2014 (U.S. Census Bureau 2014b). Housing vacancy rates increased from 4.4 percent in 2000 to 6.3 percent in 2014 (U.S. Census Bureau 2014b).

The environmental quality conditions present within the project area have remained relatively the same since the certification of the SPW Project EIS/EIR.

Chapter 4
Environmental Impact Analysis

This chapter presents information and analysis of the potential environmental impacts, if any, of the proposed modifications to the previous project design analyzed in the SPW Project EIS/EIR for the Ports O'Call area with implementation of the SPPM Project. The SPPM Project's effects were largely covered and analyzed in the SPW Project EIS/EIR, which identified redevelopment of Ports O'Call as a project element. The analysis contained within this chapter addresses the changes to impacts identified in the SPW Project EIS/EIR that could potentially occur as a result of the SPPM Project.

A summary of the SPW Project EIS/EIR findings is provided, followed by a discussion of the impacts associated with the SPPM Project modifications and significance of the impacts. Mitigation measures from the SPW Project EIS/EIR are incorporated into the SPPM Project where applicable.

4.1 Aesthetics

4.1.1.1 Summary of San Pedro Waterfront EIS/EIR Findings

The SPW Project EIS/EIR did not identify any significant aesthetic impacts related to development of the Ports O'Call and bluff site parking. No impacts were determined to occur related to development of the Ports O'Call and bluff site parking on a scenic vista from a designated scenic resource and damage to scenic resources within a state scenic highway. The less-than-significant aesthetic impacts related to development of the Ports O'Call are discussed below.

Ports O'Call

Views of Ports O'Call are limited to land uses elevated along Beacon Street and motorists and pedestrians along Harbor Boulevard. The project features identified in the SPW Project EIS/EIR that had the potential to affect the visual landscape in the area included the waterfront promenade and Ports O'Call redevelopment (including Fishermen's Park). At the time, these project features were not specified, but were envisioned to incorporate landscaping; hardscape; outdoor furniture, lighting, and signage; a water feature; and an amphitheater with lawn seating for 500 people. Additionally, the San Pedro Waterfront and Promenade Design Guidelines[1] were developed as part of the project to provide the framework for quality and appropriate design to ensure that SPW Project features would not adversely affect visual quality by introducing highly contrasting, inharmonious, or

[1] Updated in February 2014 (Port of Los Angeles 2014b)

unsuitably scaled architecture. LA Waterfront Design Guidelines (Port of Los Angeles 2014b) related to maintaining views and building heights include the following:

- Buildings should protect upland views to the water and adhere to the existing scale of development in Wilmington and San Pedro.
- The maximum building height for development should comply with the City of Los Angeles Zoning Ordinance. Where deemed appropriate by the Port, however, buildings can exceed this height through a variance.
- Roof elements such as poles and masts and other structures that occupy no more than 10% of the roof area are exempt from building height limits.
- Buildings should generally decrease in height as they approach the waterfront, with taller buildings away from the water and shorter buildings nearer the promenade.
- Tower elements or those portions of a building over 60 feet should be designed as slender structures to minimize view obstructions from inland areas and maintain upland views and east-west view corridors from existing streets.

LA Waterfront Design Guidelines (Port of Los Angeles 2014b) related to signage include the following:

- Signs should be scaled based on their environment and intended user. For example, larger signs should be used for drivers moving at faster speeds while smaller signs should be used for pedestrians.
- Signs should be located where most effective in terms of decision points and information needs. They should be located for prominence and readability.
- Signs should be illuminated uniformly and use appropriate contrasting backgrounds to ensure visibility and legibility, even during night hours. Glare and reflection should be minimized.

These design standards, combined with unified planning that would be provided in a comprehensive master plan, were determined to result in visual improvements to the current facilities at Ports O'Call. Development of Ports O'Call as a unified district would provide visual structure through a master-designed approach to this area, while adding to the quality of vividness by providing a distinctive element in the visual tapestry of the Port.

The SPW Project was also found to have little effect on shade sensitive viewers because sensitive viewers would not be present in the specific settings where shadows cast by limited multiple-story development would occur. The potential shadow area could occupy the promenade during morning hours; however, this area is designed for pedestrian circulation and users would not be considered shadow sensitive because of their limited length of stay.

The SPW Project also included removal of tall light standards and floodlights, and development of new nighttime lighting and streetscape lighting consistent with commercial development and public spaces, including decorative lighting, thematic light poles, and walkway lighting. Overall, the SPW Project lighting features were found to have negligible impacts within the context of the function lighting of the Port. Proposed lighting along the waterfront promenade and at Ports O'Call were determined to not be

significant enough to provide a substantial adverse change in ambient Port lighting. Light-sensitive residents would be located over 40 feet above and approximately 500 feet or more away from Ports O'Call and would not be exposed to spill light. Furthermore, ambient lighting and special event lighting would be provided, but because this area is adjacent to downtown commercial and office buildings, night lighting would not affect light-sensitive areas. Lighting associated with the SPW Project would comply with the San Pedro Waterfront and Promenade Design Guidelines, which include lighting recommendations to minimize light pollution, spill light, and glare while promoting goals to create an attractive and safe daytime and nighttime waterfront that supports local economic growth. Design consistency with these guidelines and regulations would ensure that views of the area would not be adversely affected. New lighting would be both functional and decorative to enhance visual quality. Impacts would be less than significant.

Bluff Site Parking

The bluff site parking area was originally analyzed to comprise an approximately 1,652-space parking structure facility with four 3-level structures. The height of the structures was to be at or near the top of the bluffs so as to not block views and to minimize visual disruption toward the waterfront from Harbor Boulevard. The structures were also planned to have green rooftops designed for pedestrian access and to accommodate solar panels, viewing areas, and walkways to entice pedestrians to venture down staircases to the waterfront and Ports O'Call.

Beacon Street is raised approximately 50 feet above the Southern Pacific Railroad tracks, and the bluff blocks views of much of the area between Beacon Street and the waterfront. The rooftops of the current Ports O'Call buildings frame the lower edges of the view from this location, and the proposed parking structures were determined to not be within sightlines from Beacon Street nor from the ground floor of the buildings that front the street. The structures were proposed to be integrated into the existing topography and hidden from view from these sensitive residential areas. However, the structures were determined to be within views from San Pedro Plaza Park and the upper floors of the buildings across from the park, including the U.S. Post Office and adjacent rehabilitation center.

Representative foreground views shown in the SPW Project EIS/EIR from San Pedro Plaza Park (Draft EIS/EIS Figure 3.1-6) show a continuous stretch of transportation infrastructure including streets, rail lines, and parking lots. Additionally, adjacent to the proposed bluff site parking area across Sampson Way is a large surface parking lot servicing the existing Ports O'Call area. Ultimately, these surface parking areas were planned to be replaced by the bluff site parking, which would open up areas for public space by consolidating parking in a vertical structure. Some vantage points from Harbor Boulevard, San Pedro Plaza Park, and higher elevations to the west were determined to also have views of the top level of the proposed bluff site parking, but would not introduce inharmonious elements that would change the visual character of the area from these viewpoints. The bluff site parking was planned to be sited and scaled within the continuous approximately 30-foot grade separation that extends from 7th to 14th Streets. Integration of the design into the hillside was intended to minimize visual impact due to height, bulk, and contrast of the building. Furthermore, the parking structures would be designed according to design standards framed in the San Pedro Waterfront and

Promenade Design Guidelines (Appendix C.2 of the SPW Project EIS/EIR). Therefore, impacts from the bluff site parking were determined be less than significant.

As mentioned above, the SPW Project was also found to have little effect on shade-sensitive viewers because sensitive viewers would not be present in the specific settings where shadows cast by limited multiple-story development would occur. The four 3-level parking structures proposed in the to-be-vacated SP Railyard abutting Harbor Boulevard would be sited and scaled to take advantage of the continuous, approximately 30-foot grade separation that extends from 7th to 14th Streets to hide the presence of the garages from views (such as from vantage points along Harbor Boulevard, Beacon Street, other from higher elevations to the west). Because the height of the structures would be at or near the top of the bluffs with vehicular access to the top parking levels from Harbor Boulevard, there would be no shadow effect to the west. East-directed shadows would primarily extend over Sampson Way and would not occupy buildings or open space, or use areas where sensitive groups might be present.

The SPW Project EIS/EIR also found that proposed lighting for the parking structures would be shielded and directed downward to prevent spillover light and glare and would not adversely affect adjacent areas. There would be no substantial change over existing ambient illumination levels. Night lighting of Port operations would have remained a brightly lit backdrop for the SPW Project.

4.1.1.2 Impacts of the SPPM Project

The SPPM Project would generally be consistent with the redevelopment scenario that was analyzed in the SPW Project EIS/EIR. The SPPM Project would be contained within mostly the same development boundaries for Ports O'Call that were analyzed in the SPW Project EIS/EIR with the exception of a small portion of the Town Square area, which is now within the SPPM Project boundaries. Also, the SPPM Project would introduce a similar mix of land uses and would include most of the other project components, such as an extension of the promenade and provision of other recreational elements, a trolley, parking areas, and waterside improvements. In addition, the SPPM Project would include marquee signage, entertainment uses such as attractions and arcade-style games, a Ferris wheel, merry-go-round, playground facilities, and other general entertainment uses in the Discovery Sea Amusement Area.

Under the SPPM Project, overall development intensity would similar to the SPW Project, and the development of a 75,000-square-foot conference center is currently not anticipated to occur. The Ferris wheel and marquee signage would be new elements in the visual landscape. The Ferris wheel would not exceed 100 feet in height and marquee signage would be located on top of various buildings. Both the Ferris wheel and marquee signage would be designed in coordination with LAHD and would minimize view obstructions from inland areas per the San Pedro Waterfront and Promenade Design Guidelines (Port of Los Angeles 2014b), which specify that tower elements or those portions of a building over 60 feet should be designed as slender structures to minimize view obstructions from inland areas and maintain upland views and east-west view corridors from existing streets. These new visual elements do not represent a substantial change in the visual landscape from what was evaluated in the SPW Project EIS/EIR. They would be consistent with the uses and theme for both the SWP Project and SPPM Project and would not result in highly contrasting, inharmonious, or unsuitably scaled architecture.

Furthermore, nighttime lighting would include decorative lighting, thematic light poles, walkway lighting, and lighting for the Ferris wheel and marquee signage. Impacts related to nighttime lighting would be similar to those evaluated in the SPW Project EIS/EIR as night lighting of Port operations would still remain a brightly lit backdrop for the SPPM Project. As described above for the SPW Project, light-sensitive residents would be located over 40 feet above and approximately 500 feet or more away from Ports O'Call and would not be exposed to spill light. Ambient lighting and special event lighting would be provided, but because this area is adjacent to downtown commercial and office buildings, night lighting would not affect light-sensitive areas. The lighting proposed for the Ferris wheel and marquee signage does not represent a substantial change from what was evaluated in the SPW Project EIS/EIR, as it too would blend in with the night lighting of Port operations and would not adversely affect light-sensitive areas.

As mentioned above, the SPW Project EIS/EIR did not identify any significant aesthetic impacts related to development of the Ports O'Call and bluff site parking. The SPPM Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been evaluated in the SPW Project EIS/EIR. Therefore, impacts resulting from the SPPM Project would be less than significant, and there is no substantial change from the findings in the SPW Project EIS/EIR.

4.1.1.3 Mitigation Measures Applicable to the SPPM Project

No mitigation measures are required.

4.2 Air Quality and Meteorology

4.2.1.1 Summary of San Pedro Waterfront EIS/EIR Findings

Air Quality

The SPW Project EIS/EIR identified significant air quality impacts related to both the construction and operation phases. For construction activities, the air quality analysis for the SPW Project assumed that construction activities would occur during a 54-month period beginning in 2009 and concluding in 2014. Emission forecasts conducted for the SPW Project EIS/EIR assumed that a relatively large amount of construction would occur in a relatively intensive manner, and due to this conservative approach, actual emissions could be lower than forecasted. Significant air quality impacts identified for construction of the SPW Project include exceedance of emission thresholds for volatile organic compounds (VOC), carbon monoxide (CO), nitrogen oxides (NO_X), particulate matter 10 microns or less in diameter (PM10), and particulate matter 2.5 microns or less in diameter (PM2.5). With implementation of mitigation measures, these impacts would remain significant and unavoidable.

Operation of the SPW Project would exceed NEPA and CEQA thresholds for all pollutants (VOC, NO_X, sulfur oxides [SO_X], PM10, and PM2.5), except for CO, and even with the implementation of mitigation measures, these impacts would remain significant and unavoidable. In addition, operational emissions would be significant for nitrous oxide (NO_2) and 24-hour PM10 and PM2.5 as well as annual PM10; however, these operational impacts would result largely from operation of the cruise ship terminals. Operational

impacts associated with increased motor vehicle trips would be less than significant. In addition, the SPW Project would result in a significant impact related to cancer risk and acute hazard index at occupational, residential, and recreational receptors.

Greenhouse Gas Emissions

Total carbon dioxide equivalent (CO_2e) emissions during construction of the SPW Project would be greater than the baseline (which is zero for construction), and for each future project year, annual operational CO_2e emissions would increase relative to the baseline. Thus, the SPW Project would result in significant greenhouse gas (GHG) emission impacts. Measures that reduce electricity consumption or fossil fuel usage from project emission sources would also reduce GHG emissions; however, impacts would remain significant and unavoidable even with implementation of mitigation measures.

4.2.1.2 Impacts of SPPM Project

Air Quality

As noted in Section 3.2, *Air Quality and Meteorology*, concentrations of criteria pollutants have decreased in the project area over the last few years; therefore, the air quality analysis within the SPW Project EIS/EIR likely represents a more conservative scenario than actual emissions that have occurred, or are expected to occur, from implementation of the SPW Project. The SPPM Project would be similar to the previously analyzed elements for the Ports O'Call site both for construction and operations. Additionally, the following assumptions can be made related to the air quality impacts associated with the SPPM Project.

- The SPPM Project would be constructed and operated later than the previously analyzed SPW Project. Because source emissions tend to decrease in future years due to more stringent regulatory requirements and equipment turnover, the original analysis would likely remain more conservative.

- The elements of the SPPM Project are geographically similar to those of the Ports O'Call redevelopment analyzed in the SPW Project EIS/EIR and new receptors would not be affected; therefore, localized impacts would not change from the previous analysis.

- Previously analyzed Ports O'Call elements contributed little to the cancer risk in the SPW Project EIR/EIS. The previously analyzed, mitigated residential cancer risk was less than 1 in a million, for the whole SPW Project, of which the SPPM Project is just one component.

- Emission estimation models do not project emissions past 2040; emission factors in the model projections past 2040 are assumed to flat line or remain constant. Assuming that emission factors past 2040 would not change is conservative, because it is expected that technology will get cleaner and emission factors will continue to decline. Therefore, a longer lease would not change air quality impacts.

It is anticipated that project construction emissions for the SPPM Project would be similar to those analyzed in the SPW Project EIS/EIR for the Ports O'Call site because the area of impact and the square footage of development would be similar to that

anticipated in the SPW Project EIS/EIR. Therefore, the SPPM Project would require implementation of Mitigation Measures MM AQ-1 and MM AQ-3 through MM AQ-8. Mitigation Measure MM AQ-2 applies to dredging activities, and the SPPM Project would not require dredging; therefore, MM AQ-2 does not apply to the SPPM Project. As discussed above, operational air quality impacts associated with the SPW Project would result largely from the cruise ship terminal. As discussed in Section 4.11, *Transportation and Circulation (Ground)*, the SPPM Project would result in fewer daily vehicle trips to the Ports O'Call site than identified in the SPW Project EIS/EIR (the SPW Project EIS/EIR assumed up to 8,632 daily trips and the SPPM Project is estimated to generate up to 6,285 daily trips). Therefore, motor vehicles would not result in significant impacts on air quality. Overall, air quality impacts associated with the SPPM Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been evaluated in the SPW Project EIS/EIR. Therefore, there is no substantial change from the findings in the SPW Project EIS/EIR.

Greenhouse Gas Emissions

Similar to the air quality analysis above, the GHG emissions analysis assumes that because the SPPM Project would be constructed and operated later than the previously analyzed SPW Project, source emissions would decrease in future years due to more stringent regulatory requirements and equipment turnover. Thus, the original analysis would likely be more conservative. In addition, emission estimation models do not project emissions past 2040; emission projections past 2040 are assumed to flat line. Therefore, a longer lease would not change GHG emissions impacts. The SPPM Project would be similar to the Ports O'Call redevelopment component that was analyzed in the SPW Project EIS/EIR in terms of general land uses and square feet of development. Thus, the SPPM Project would result in similar GHG emissions impacts related to construction and operational activities as identified in the SPW Project EIS/EIR. Therefore, implementation of Mitigation Measures MM AQ-25 and MM AQ-27 are required. With implementation of mitigation measures, GHG impacts of the SPPM Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been evaluated in the SPW Project EIS/EIR. Therefore, there is no substantial change from the findings in the SPW Project EIS/EIR.

4.2.1.3 Mitigation Measures Applicable to the SPPM Project

MM AQ-1. Harbor Craft Used During Construction. All harbor craft used during the construction phase of the proposed project shall, at a minimum, be repowered to meet the cleanest existing marine engine emission standards or U.S. Environmental Protection Agency (EPA) Tier 2. Additionally, where available, harbor craft shall meet the proposed EPA Tier 3 (which are proposed to be phased in beginning 2009) or cleaner marine engine emission standards**.**

The above harbor craft measure shall be met unless one of the following circumstances exists and the contractor is able to provide proof that any of these circumstances exists.

- A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement;

- A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the proposed project, but the application process is not yet approved, or the application has been approved, but funds are not yet available; or
- A contractor has ordered a control device for a piece of equipment planned for use on the proposed project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the proposed project has the controlled equipment available for lease.

MM AQ-3. Fleet Modernization for Onroad Trucks.

1. Trucks hauling materials such as debris or fill shall be fully covered while operating off Port property.

2. Idling shall be restricted to a maximum of 5 minutes when not in use.

3. Tier Specifications:

   - All onroad heavy-duty diesel trucks with a gross vehicle weight rating of 19,500 pounds or greater used on site or to transport materials to and from the site shall comply with 2010 emission standards, where available.

     A copy of each unit's certified EPA rating, best available control technology (BACT) documentation, and California Air Resources Board (CARB) or South Coast Air Quality Management District (SCAQMD) operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

The above standards/specifications shall be met unless one of the following circumstances exists and the contractor is able to provide proof that any of these circumstances exists.

- A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement;
- A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the proposed project, but the application process is not yet approved, or the application has been approved, but funds are not yet available; or
- A contractor has ordered a control device for a piece of equipment planned for use on the proposed project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the proposed project has the controlled equipment available for lease.

MM AQ-4. Fleet Modernization for Construction Equipment.

1. Construction equipment shall incorporate, where feasible, emissions savings technology such as hybrid drives and specific fuel economy standards.

2. Idling shall be restricted to a maximum of 5 minutes when not in use.

3. Tier Specifications:

   - All offroad diesel-powered construction equipment greater than 50 horsepower shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations.

     A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment.

The above standards/specifications shall be met unless one of the following circumstances exists and the contractor is able to provide proof that any of these circumstances exists:

- A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement;
- A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the proposed project, but the application process is not yet approved, or the application has been approved, but funds are not yet available; or
- A contractor has ordered a control device for a piece of equipment planned for use on the proposed project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the proposed project has the controlled equipment available for lease.

MM AQ-5. Additional Fugitive Dust Controls. The calculation of fugitive dust (PM10) from unmitigated proposed project earth-moving activities assumes a 75% reduction from uncontrolled levels to simulate rigorous watering of the site and use of other measures (listed below) to ensure proposed project compliance with SCAQMD Rule 403.

The construction contractor shall apply for a SCAQMD Rule 403 Dust Control Permit.

The construction contractor shall further reduce fugitive dust emissions to 90% from uncontrolled levels. The construction contractor shall designate personnel to monitor the dust control program and to order increased watering or other dust control measures, as

necessary, to ensure a 90% control level. Their duties shall include holiday and weekend periods when work may not be in progress.

The following measures, at minimum, must be part of the contractor Rule 403 dust control plan.

- Active grading sites shall be watered one additional time per day beyond that required by Rule 403.
- Contractors shall apply approved nontoxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas.
- Construction contractors shall provide temporary wind fencing around sites being graded or cleared.
- Trucks hauling dirt, sand, or gravel shall be covered or shall maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code.
- Construction contractors shall install wheel washers where vehicles enter and exit unpaved roads onto paved roads or wash off tires of vehicles and any equipment leaving the construction site.
- The grading contractor shall suspend all soil disturbance activities when winds exceed 25 mph or when visible dust plumes emanate from a site; disturbed areas shall be stabilized if construction is delayed.
- Trucks hauling materials such as debris or fill shall be fully covered while operating off LAHD property.
- A construction relations officer shall be appointed to act as a community liaison concerning on-site construction activity including resolution of issues related to PM10 generation.
- All streets shall be swept at least once a day using SCAQMD Rule 1186, 1186.1 certified street sweepers or roadway washing trucks if visible soil materials are carried to adjacent streets.
- Water or non-toxic soil stabilizer shall be applied three times daily to all unpaved parking or staging areas or unpaved road surfaces.
- Roads and shoulders shall be paved.
- Water shall be applied three times daily or as needed to areas where soil is disturbed.

MM AQ-6. Best Management Practices. The following types of measures are required on construction equipment (including onroad trucks).

1. Use diesel oxidation catalysts and catalyzed diesel particulate traps.
2. Maintain equipment according to manufacturers' specifications.
3. Restrict idling of construction equipment to a maximum of 5 minutes when not in use.
4. Install high-pressure fuel injectors on construction equipment vehicles.

LAHD shall implement a process by which to select additional best management practices (BMPs) to further reduce air emissions during construction. LAHD shall determine the BMPs once the contractor identifies and secures a final equipment list.

Because the effectiveness of the above measure has not been established, it is not quantified in this study.

MM AQ-7. General Mitigation Measure. For any of the above mitigation measures (MM AQ-1 through AQ-6), if a CARB-certified technology becomes available and is shown to be as good as or better in terms of emissions performance than the existing measure, the technology could replace the existing measure pending approval by LAHD.

Because the effectiveness of the above measure has not been established, it is not quantified in this study.

MM AQ-8. Special Precautions near Sensitive Sites. When construction activities are planned within 1,000 feet of sensitive receptors (defined as schools, playgrounds, day care centers, and hospitals), the construction contractor shall notify each of these sites in writing at least 30 days before construction activities begin.

4.3 Biological Resources

4.3.1.1 Summary of San Pedro Waterfront EIS/EIR Findings

The SPW Project EIS/EIR identified impacts on biological resources associated with redevelopment of Ports O'Call. Most construction impacts were considered temporary and less than significant because the majority of potentially affected terrestrial and marine organisms are motile and would be able to avoid construction disturbances. Many trees within the project provide valuable foraging, roosting, and nesting habitat for both native and nonnative bird species. Tree removal activities could have a significant impact if birds are roosting or nesting in the area. Performing nesting bird surveys prior to ground-disturbing activities will minimize this impact to a less-than-significant level. Some benthic and sessile marine invertebrates were identified to be potentially displaced from pile replacement; however, this too was considered a temporary and less-than-significant impact because there would be an overall net gain in the number of piles. Noise and vibration generated from pile driving activities can also have a negative impact on marine mammals. Although marine mammals are motile and able to avoid areas that cause them distress, additional measures to minimize impacts on marine mammals include sound abatement practices for pile driving and creating a safety zone with additional operational procedures in place if marine mammals enter this area. To address and reduce these impacts to less-than-significant levels, the SPW Project EIS/EIR included the following construction-related mitigation measures.

- MM BIO -2: Conduct Nesting Bird Surveys
- MM BIO-3: Avoid Marine Mammals

The threat of introducing invasive species through vessel hull fouling, equipment, or ballast water discharges from any vessel was the only potentially significant and unavoidable operational impact associated with the SPW Project. At this time, there is no

proven technology to completely eliminate this threat, and there were no mitigation measures proposed for the introduction of invasive species. All other operational impacts associated with the SPW Project were considered to be temporary and less than significant.

The originally proposed promenade design for the Ports O'Call site analyzed in the SPW Project EIS/EIR would have created a significant unavoidable impact on the 0.175-acre mudflat at Berth 78 by shading the mudflat, reducing its ecological functionality and value. As stated in the SPW Project EIR/EIS, under Section 404(b)(1) Guidelines, mudflats are considered special aquatic sites. To compensate for the loss of functional mudflat habitat, a new mudflat would have been created at a mitigation ratio of 1:1 as part of the Salinas de San Pedro Salt Marsh habitat enhancement and expansion (SPW Project EIS/EIR Mitigation Measure MM BIO-4). In addition to creating new salt marsh habitat, a Habitat and Mitigation Monitoring Plan (SPW Project EIS/EIR Mitigation Measure MM BIO-5) would need to be developed and implemented to ensure that any new habitat created would become self-sustaining within 5 years. Because these impacts are associated with an overall enhancement and net gain in saltmarsh habitat, the project impacts would be self-mitigating, and no further mitigation measures would be needed to address these impacts.

The SPW Project EIS/EIR found operation of the SPW Project would not cause a substantial disruption of biological communities from shading as a result of changes to existing structures and construction of new over-water structures including wharves, piers, bulkheads, floating docks, and the promenade. Shade reduces energy available for photosynthesis and, therefore, reduces growth of algae or submerged vegetation; however, overhead structures also attract some fish species that shade and cover in the vicinity of the structure. The effect of shade on biological communities depends on local site conditions that also affect habitat variables. The area of over-water and in-water work proposed under the SPW Project at the Ports O'Call is summarized in Table 4-1.

Table 4-1. Summary of Over-Water and In-Water Project Elements under the SPW Project at Ports O'Call

Activity	Location	Quantity
Bulkhead Removal	Promenade, Berth 78	150 Linear Feet
Over-Water Structure Removal	Ports O'Call Promenade	89,900 Square feet
Piling Placement	Ports O'Call Promenade	451 Piles
Bulkhead Installation	Ports O'Call Promenade	150 Linear Feet
Over-Water Structure Installation	Ports O'Call Promenade (new wharf structures/floating docks/mudflat deck)	83,700 Square feet

These over-water and in-water structures could affect local biological communities by shading aquatic habitat and by providing cover and vertical (piling and rock) structure. However, the SPW Project EIS/EIR found that the SPW Project would create the majority of the open-water marine habitat that would contain these over-water and in-water structures. Furthermore, although there would be a short-term disruption to biological communities as a result of removal of existing over-water and in-water structures, and recolonization of these areas would take 1 to 3 years, there would be no net loss of open-water marine habitat or long-term biological community disruption overall. Therefore, with the exception of the above-mentioned shade impacts created at

the mudflat, shade created by the SPW Project's proposed over-water and in-water features was found to be less than significant.

4.3.1.2 Impacts of SPPM Project

The SPPM Project would generally be consistent with the redevelopment scenario that was analyzed in the SPW Project EIS/EIR. The SPPM Project would be contained mostly within the same development boundaries that were analyzed in the SPW Project EIS/EIR with the exception of a small portion of the Town Square area, which is now within the SPPM Project boundaries.

Consistent with the SPW Project EIS/EIR, the SPPM Project would replace and/or restore the existing 89,900 square feet of over-the-water wharf structures and floating docks within the SPPM Project site, including the existing marina and all its associated in-water structures, with no more than 73,200 square feet of new and/or restored over-the-water wharf structures and floating docks. As with the SPW Project, the SPPM Project would also place up to 451 new piles. The promenade would be redesigned and constructed mostly landside, with limited over-water components consisting of over-water wharf decks and new over-water commercial structures located outside the limits of the mudflat.

To avoid the impact on the mudflat, the promenade design would be modified at Berth 78 so it no longer crosses or produces shade over the mudflat. Instead, this portion of the promenade would be raised above the surface of the water and elevated on piers, and would be constructed around the mudflat. This portion of the promenade would also be designed in consultation with the resource agencies to ensure that the design would avoid any impacts on the mudflat area. This, in turn, would eliminate the need for mitigation at the Salinas de San Pedro Salt Marsh. These proposed modifications to the SPW Project would result in an overall reduction of impacts on biological resources, eliminating the need for Mitigation Measures MM BIO-4, Enhance and expand Salinas de San Pedro Salt Marsh, and MM BIO-5, Prepare a habitat mitigation and monitoring plan.

Additionally, and included as part of the 73,200 square feet of new and/or restored over-the-water wharf structures and floating docks mentioned above, the SPPM Project would include waterside attractions consisting of floating restaurants that may be semi-permanently moored at the dock, while others would offer harbor and dinner cruises. There would be no additional shading impacts as a result of these semi-permanently moored attractions because they would be included within the total proposed 73,200 square feet of new and/or restored over-water structures, which is less than what was evaluated in the SPW Project EIS/EIR. Therefore shading impacts associated with this new project feature would remain less than significant.

Construction impacts on terrestrial and marine organisms are expected to be generally the same as those evaluated in the SPW Project EIS/EIR and Mitigation Measures MM BIO-2 and BIO-3 would be required for the SPPM Project. Furthermore, no barriers to wildlife passage would result from operation of the SPPM Project and impacts would remain less than significant.

Overall, the SPPM Project would not result in any new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been addressed in the SPW Project EIS/EIR. Therefore, biological

resource impacts would be similar to or less than those evaluated in the SPW Project EIS/EIR, and there is no substantial change from the findings in the SPW Project EIS/EIR.

4.3.1.3 Mitigation Measures Applicable to the SPPM Project

Implementation of Mitigation Measures MM BIO-2 and MM BIO-3 would apply to the SPPM Project to minimize impacts related to biological resources.

MM BIO-2. Conduct nesting bird surveys. This measure applies if construction is to occur between February 15 and September 1. Prior to ground-disturbing activities, a qualified biologist will conduct surveys for the presence of black-crowned night herons, blue herons, and other nesting birds within Berth 78-Ports O'Call or other appropriate and known locations within the study area that contain potential nesting bird habitat. Surveys will be conducted 24 hours prior to the clearing, removal, or grubbing of any vegetation or ground disturbance. If active nests of species protected under the Migratory Bird Treaty Act and/or similar provisions of the California Fish and Game Code (i.e., native birds including but not limited to the black-crowned night heron) are located, then a barrier installed at a 50- to 100-foot radius from the nest(s) will be established and the tree/location containing the nest will be marked and will remain in place and undisturbed until a qualified biologist performs a survey to determine that the young have fledged or the nest is no longer active.

MM BIO-3. Avoid marine mammals. The contractor will be required to use sound abatement techniques to reduce both noise and vibrations from pile driving activities. Sound abatement techniques will include, but are not limited to, vibration or hydraulic insertion techniques, drilled or augured holes for cast-in-place piles, bubble curtain technology, and sound aprons where feasible. At the initiation of each pile driving event, and after breaks of more than 15 minutes, the pile driving will also employ a "soft-start" in which the hammer is operated at less than full capacity (i.e., approximately 40–60% energy levels) with no less than a 1-minute interval between each strike for a 5-minute period**.**

Although it is expected that marine mammals will voluntarily move away from the area at the commencement of the vibratory or "soft start" of pile driving activities, as a precautionary measure, pile driving activities occurring within the Outer Harbor will include establishment of a safety zone, and the area surrounding the operations will be monitored by a qualified marine biologist for pinnipeds. As the disturbance threshold level sound is expected to extend at least 1,000 feet from the steel pile driving operations, a safety zone will be established around the steel pile driving site and monitored for pinnipeds within a 1,200-foot-radius safety zone around the pile. As the steel pile driving site will move with each new pile, the 1,200-foot safety zone will move accordingly. Observers on shore or by boat will survey the safety zone to ensure that no marine mammals are seen within the zone before pile driving of a steel pile segment begins. If marine mammals are found within the safety zone, pile driving of the segment will be delayed until they move out of the area. If a marine mammal is seen above water and then dives below, the contractor will wait at least 15 minutes, and if no marine mammals are seen, it may be assumed that the animal has moved beyond the safety zone. This 15-minute criterion is based on a study indicating that pinnipeds dive for a mean time of 0.50 minute to 3.33 minutes; the 15-minute delay will allow a more than sufficient period of observation to be reasonably sure the animal has left the project vicinity.

If pinnipeds enter the safety zone after pile driving of a segment has begun, pile driving will continue. The biologist will monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed, and if it is operationally safe to do so, pile driving will cease until the animal leaves the area. Pile driving cannot be terminated safely and without severe operational difficulties until reaching a designated depth. Therefore, if it is deemed operationally unsafe by the project engineer to discontinue pile driving activities, and a pinniped is observed in the safety zone, pile driving activities will continue until the critical depth is reached (at which time pile driving will cease) or until the pinniped leaves the safety zone. Prior to the initiation of each new pile driving episode, the area will again be thoroughly surveyed by the biologist.

4.4 Cultural Resources

4.4.1.1 Summary of San Pedro Waterfront EIS/EIR Findings

The SPW Project EIS/EIR did not identify any significant and unavoidable impacts related to cultural resources. Impacts on historical resources were determined to be less than significant, and impacts on archaeological and paleontological resources would be less than significant with mitigation.

As mentioned in Chapter 3, *Environmental Setting*, no specifically listed archaeological or paleontological resources were identified in the Ports O'Call area, but the Ports O'Call area overlies land that includes both artificial fill and original bedrock areas that could contain unknown fossilized remains and historic archaeological features. The records search performed for the SPW Project EIS/EIR identified two prehistoric archaeological sites, CA-LAN 145 and CA-LAN 146, within 0.3 mile of the proposed project area. The results of the study indicated a low potential to encounter subsurface evidence of either archaeological site. Development in the Ports O'Call area would require implementation of Mitigation Measures MM CR-3 and MM CR-4 during construction to minimize the potential impacts on these resources. In addition, the S.P. Slip No. 1, which serves as the southern border to Ports O'Call, has been identified by LAHD as a significant historical resource, and appears eligible for the National Register of Historic Places under Criterion A and California Register of Historical Resources under Criterion 1, events, as the first large mooring facility for Pacific Coast lumber schooners in the early history of the Port of Los Angeles. The S.P. Slip now serves as the last remaining harbor anchorage for small-scale fishing boats. The SPW Project EIS/EIR determined that the project would have an indirect impact on S.P. Slip No. 1 due to the proposed land-side promenades that were planned to be constructed adjacent to the resource, but the effect would be less than significant because the fishing operations that form the basis for significance of the historic resource would not be affected.

4.4.1.2 Impacts of SPPM Project

The SPPM Project would generally be consistent with the redevelopment scenario for the Ports O'Call site analyzed in the SPW Project EIS/EIR. The SPPM Project would be contained within mostly the same development boundaries for Ports O'Call that were analyzed in the SPW Project EIS/EIR with the exception of a small portion of the Town Square area, which is now within the SPPM Project boundaries. Also, implementation of the SPPM Project would not include any development around the S.P. Slip except Berth

73-Z. The proposed modifications to the SPW Project and the extension of the lease through 2066 do not change or alter any of the findings of the SPW Project EIS/EIR's cultural resources impact assessment. The SPPM Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been addressed in the SPW Project EIS/EIR. Therefore, cultural resource impacts resulting from the SPPM Project would be similar to those evaluated in the SPW Project EIS/EIR, and there is no substantial change from the findings in the SPW Project EIS/EIR.

It should be noted that since adoption of the SPW Project EIS/EIR, LAHD has developed a program to mitigate impacts on nonrenewable paleontologic resources called the Paleontological Monitoring and Mitigation Plan San Pedro Waterfront Project (Paleo Plan, ICF 2015) in accordance with Mitigation Measure MM CR-4 as required by the SPW Project EIS/EIR. The Applicant would be required to comply with this program during excavation and construction activities for the SPPM Project. Per the Paleo Plan, a paleontological monitor must be present during construction of the parking structure, which is part of Phase 2 of the development. A monitor is not required for construction of the other elements of the SPPM Project.

4.4.1.3 Mitigation Measures Applicable to the SPPM Project

Implementation of Mitigation Measure MM CR-3 as well as adherence to the Paleo Plan developed by LAHD under MM CR-4 would minimize impacts on archaeological and paleontological resources.

MM CR-3: Stop work if unanticipated cultural resources are identified during ground-disturbing activities. In the event that any artifact or an unusual amount of bone, shell, or nonnative stone is encountered during construction, work will be immediately stopped and relocated from that area. The contractor will stop construction within 100 feet of the exposure of these finds until a qualified archaeologist, retained by LAHD in advance of construction, can be contacted to evaluate the find (see 36 CFR 800.11.1 and pertinent CEQA regulations). Examples of such cultural materials might include concentrations of ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they will be avoided or will be mitigated consistent with State Historic Preservation Office guidelines as appropriate. All construction equipment operators will attend a pre-construction meeting presented by a professional archaeologist retained by LAHD to review types of cultural resources and artifacts that would be considered potentially significant to ensure operator recognition of these materials during construction.

If human remains are encountered, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner will be contacted to determine the age and cause of death. If the remains are not of Native American heritage, construction in the area may recommence. If the remains are of Native American origin, the most likely descendants of the deceased will be identified by the Native American Heritage Commission (NAHC). LAHD and USACE will consult with the Native American most likely descendant(s) to identify a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods as provided

in Public Resources Code Section 5097.98. If NAHC is unable to identify a most likely descendant; if the descendant fails to make a recommendation within 24 hours of being notified by NAHC, LAHD, or USACE; and if the descendant is not capable of reaching a mutually acceptable strategy through mediation by NAHC, the Native American human remains and associated grave goods will be reburied with appropriate dignity on the proposed project site in a location not subject to further subsurface disturbance.

4.5 Geology and Soils

4.5.1.1 Summary of San Pedro Waterfront EIS/EIR Findings

The SPW Project EIS/EIR determined construction and operational impacts related to seismic hazards and risks involving tsunamis or seiches would be significant and unavoidable. The project area lies near the Palos Verdes Fault Zone and activity along this fault zone, or other regional faults, would potentially produce fault rupture, seismic ground shaking, liquefaction, or other seismically induced ground failure. Seismic hazards are common to the Los Angeles region and are not increased by the SPW Project. However, because the SPW Project area is potentially underlain by strands of the active Palos Verdes Fault and liquefaction-prone hydraulic fill, there is a substantial risk of seismic impacts. Design and construction in accordance with applicable laws and regulations pertaining to seismically induced ground movement would minimize structural damage in the event of an earthquake. However, increased exposure of people and property during construction and operation to seismic hazards from a major or great earthquake cannot be precluded even with incorporation of modern construction engineering and safety standards. Therefore, impacts due to seismically induced ground failure were found to be significant and unavoidable.

In addition, designing new facilities based on existing building codes may not prevent substantial damage to structures from coastal flooding. Impacts due to tsunamis and seiches are typical for the entire California coastline and would not be increased by construction and operation of the SPW Project. Emergency planning and coordination between the existing and future Port tenants and LAHD, as outlined in Mitigation Measure MM GEO-1, would contribute to reducing on-site injuries during a tsunami. However, even with incorporation of emergency planning and construction in accordance with current City and State regulations, substantial damage and/or injury would occur in the event of a tsunami or seiche. As a result, impacts during construction and operation of the SPW Project were found to be significant and unavoidable.

Other geologic impacts were determined to be less than significant and include land subsidence/settlement, expansive soils, unstable soil conditions, and mineral resources. No impacts were determined to occur for landslides and damaging or destroying prominent geologic or topographic features.

4.5.1.2 Impacts of SPPM Project

The SPPM Project would generally be consistent with the redevelopment scenario that was analyzed in the SPW Project EIS/EIR. The SPPM Project would be contained mostly within the same development boundaries for the Ports O'Call site and a small portion of the Town Square that were analyzed in the SPW Project EIS/EIR. The SPPM Project does not change or alter any of the findings of the SPW Project EIS/EIR's geology and

soils impact assessment. As with the SPW Project, all structures would be designed in accordance with the applicable seismic building codes. The SPPM Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been addressed in the SPW Project EIS/EIR. Therefore, geology and soils impacts resulting from the SPPM Project would be similar to those evaluated in the SPW Project EIS/EIR, and there is no substantial change from the findings in the SPW Project EIS/EIR.

4.5.1.3 Mitigation Measures Applicable to the SPPM Project

Implementation of Mitigation Measure MM GEO-1 would apply to the SPPM Project to reduce on-site injuries during a tsunami.

MM GEO-1. Emergency response planning. The tenants within the proposed project area will work with Port engineers and LAHD police to develop tsunami response training and procedures to ensure that construction and operations personnel will be prepared to act in the event of a large seismic event. Such procedures will include immediate evacuation requirements in the event that a large seismic event is felt at the proposed project site, as part of overall emergency response planning for this proposed project.

Such procedures will be included in any bid specifications for construction or operations personnel, with a copy of such bid specifications to be provided to LAHD, including a completed copy of its operations emergency response plan prior to commencement of construction activities and/or operations.

4.6 Groundwater and Soils

4.6.1.1 Summary of San Pedro Waterfront EIS/EIR Findings

The SPW Project EIS/EIR did not identify any groundwater and soils impacts as significant and unavoidable. Impacts related to encountering toxic substances and expanding the area affected by contaminants were determined to be less than significant with mitigation, and impacts on groundwater recharge would be less than significant. There were no impacts related to potable water levels and water quality standards.

Construction and operation of the SPW Project was determined to pose a potential threat to exposing personnel to contaminated soil and expanding the area affected by contaminants. LAHD (or other Responsible Parties in the case of the Former Unocal Station at Berth 78) would mitigate contaminated soil and groundwater where necessary prior to construction as required by Mitigation Measure MM GW-1 for previously identified contaminated sites. In addition, LAHD would implement Mitigation Measure MM GW-2 to address the potential to encounter unanticipated contaminated soil and groundwater during construction in areas outside currently identified contaminated sites.

Most of the proposed project area is currently paved and impermeable to groundwater recharge. Construction activities at the proposed project site would result in removal of pavement in select areas prior to repaving, thus resulting in a temporary increase in groundwater recharge at the site. The proposed project area is underlain by highly saline, non-potable groundwater, and it is not a designated recharge area for potable

groundwater. As such, any temporary increase in recharge would be inconsequential. Because the water is non-potable, the amount of recharge is irrelevant with respect to potential utilization of the perched aquifer as a drinking water source. During project operations, the project site would be subsequently paved, resulting in continued denied recharge at the majority of the site. Construction of new open space areas within the project area could result in fewer impermeable surfaces. However, as described above, the groundwater basin in the vicinity of the site does not contribute to recharge into potable groundwater. Therefore, the overall impact was found to be less than significant.

Because drinking water is provided to the project area by the Los Angeles Department of Water and Power and no existing production wells are located in the vicinity of the project site, no impacts were found to occur with respect to changes in potable water levels beneath the site or a violation of regulatory water quality standards at an existing production well.

4.6.1.2 Impacts of SPPM Project

The SPPM Project would generally be consistent with the redevelopment scenario that was analyzed in the SPW Project EIS/EIR. The SPPM Project would be contained mostly within the same development boundaries for Ports O'Call and a small portion of the Town Square that were analyzed in the SPW Project EIS/EIR. Although two new recognized environmental conditions (RECs) have been identified, due to the long history of industrial activity at the project site, it was always the assumption of the SPW Project EIS/EIR that project activities could encounter historical soil or groundwater contamination that had not been previously reported to regulatory agencies.

Specific to the SPPM Project site, and to implement Mitigation Measure MM GW-1 from the SPW Project EIS/EIR, the recommendations presented in the Phase II ESA (ERM 2013) would be required prior to development of the site. These include the following.

- Soil removal or additional characterization at the location of the black-stained soil dependent upon redevelopment plans.
- If soils at the site are disturbed by grading or excavation, they should be properly managed in accordance with their waste characteristic as determined by additional laboratory confirmation testing during excavation and grading.
- Evaluation of the potential for vapor intrusion once development plans are finalized.

In addition, implementation of the recommendations presented in the Soil Management Plan (SMP) for Ports O'Call (Leighton Consulting Inc. 2016) would be required prior to development of the site. The SMP provides protocols to prevent and minimize impacts related to groundwater, soils, and hazardous materials. When implemented, the SMP would provide protection and coverage for the following.

- Provide protocols and approaches to be utilized during redevelopment of the Ports O'Call area as they relate to the management of previously identified contaminated soil material as well as unforeseen conditions, if encountered.
- Identify proper handling and management practices to minimize waste creation and the disposal of waste generated during construction activities, as construction

operations shall not contribute to the generation of hazardous waste except the excavation of soils that are known to be chemically impacted, if encountered.

- Prevent on-site worker and public exposure to potentially hazardous conditions and materials.
- Protect the environment through efficient resource allocation and recycling to the greatest extent practical.

Furthermore, the Human Health Risk Assessment (HHRA) may be re-evaluated once the final design for the SPPM Project is approved. Should any recommendations result from the re-evaluation, they would be identified in the revised HHRA and implemented either prior to or concurrent with development of the SPPM Project.

These measures do not represent a substantial change in what was previously evaluated in the SPW Project EIS/EIR and Mitigation Measures MM GW-1 and MM GW-2 would address the newly discovered conditions. In addition, the extension of the lease through 2066 would not change or alter any of the findings of the SPW Project EIS/EIR's groundwater and soils impact assessment. The SPPM Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been addressed in the SPW Project EIS/EIR. Therefore, groundwater and soils impacts resulting from the SPPM Project would be similar to those evaluated in the SPW Project EIS/EIR, and there is no substantial change from the findings in the SPW Project EIS/EIR.

4.6.1.3 Mitigation Measures Applicable to the SPPM Project

Implementation of Mitigation Measures MM GW-1 and MM GW-2 would apply to the SPPM Project to minimize impacts related to encountering toxic substances and altering contaminant transport pathways.

MM GW-1. Complete site remediation. Unless otherwise authorized by the lead regulatory agency for any given site, LAHD will remediate all contaminated soils within proposed project boundaries prior to or during demolition and grading activities. Remediation will occur in compliance with local, state, and federal regulations as described in Section 3.6.3 of the SPW Project EIS/EIR and as directed by the Los Angeles County Fire Department, Department of Toxic Substances Control, and/or Regional Water Quality Control Board.

Soil remediation will be completed such that contamination levels are below health screening levels established by the California Office of Environmental Health Hazard Assessment and/or applicable action levels established by the lead regulatory agency with jurisdiction over the site. Use of localized soil capping/paving, combined with agency-approved deed restrictions, may be an acceptable remediation measure in upland areas and/or risk-based soil assessments, but would be subject to the discretion of the lead regulatory agency.

Existing groundwater contamination throughout the proposed project boundary will continue to be monitored and remediated, simultaneous and/or subsequent to site redevelopment, in accordance with direction provided by the Regional Water Quality Control Board.

Unless otherwise authorized by the lead regulatory agency for any given site, areas of soil contamination that will be remediated prior to or in conjunction with project demolition, grading, and construction would include, but not be limited to, the properties within and adjacent to the proposed project as listed in Table 3.6-3 and 3.6-4 of the SPW Project EIS/EIR.

MM GW-2. LAHD will prepare a contamination contingency plan for non-specific facilities. The project site has a long history of industrial activity, so it is possible that future construction activity could encounter historical soil or groundwater contamination that had not been previously reported to regulatory agencies. The following contingency plan will be implemented to address previously unknown contamination during demolition, grading, and construction.

a) All trench excavation and fill operations will be observed for the presence of chemicals of potential concern and petroleum products. Soils that are suspected to be impacted with chemicals of potential concern and/or petroleum products will be segregated from clean soil. Indications of contaminated/impacted soil may include but are not limited to: discolored soil, petroleum or organic odors, and/or visible sheen. In the event unexpected suspected chemically impacted material (soil or water) is encountered during construction, the contractor will notify LAHD's Chief Harbor Engineer, Director of Environmental Management, and Risk Management's Industrial Hygienist. LAHD will confirm the presence of the suspect material; direct the contractor to remove, stockpile, or contain the material; and characterize the suspect material identified within the boundaries of the construction area. Continued work at a contaminated site will require the approval of the Chief Harbor Engineer.

b) As warranted, appropriate air monitoring equipment (e.g., photoionization detector, combustible gas indicator, organic vapor analyzer) will be present during grading and/or excavation activities in soils that are suspected to be impacted with chemicals of concern and/or petroleum products.

c) Excavation of volatile organic compound-impacted soil will require obtaining and complying with a South Coast Air Quality Management District Rule 1166 permit.

d) The remedial option(s) selected will be dependent upon a number of criteria (including but not limited to types of chemical constituents, concentration of the chemicals, health and safety issues, time constraints, cost, etc.) and will be determined on a site-specific basis. Both off-site and on-site remedial options will be evaluated.

e) The extent of removal actions will be determined on a site-specific basis. At a minimum, the chemically impacted area(s) within the boundaries of the construction area will be remediated to the satisfaction of the lead regulatory agency for the site. The LAHD Project Manager overseeing removal actions will inform the contractor when the removal action is complete.

f) Copies of hazardous waste manifests or other documents indicating the amount, nature, and disposition of such materials will be submitted to the Chief Harbor Engineer within 30 days of project completion.

g) In the event that suspected contaminated soil is encountered, all on-site personnel handling the suspected contaminated material must be trained in accordance with the federal Hazardous Waste Operations and Emergency Response (HAZWOPER) standard. This training provides precautions and protective measures for workers

remediating contaminated sites. Workers not certified with HAZWOPER training will not be allowed to resume work in suspected contaminated areas until appropriate site characterization confirms that contaminated soil, groundwater, or soil vapor are not present.

h) As warranted, real-time perimeter and ambient air monitoring stations will be established during all grading, excavation, trenching, and/or soil handling activities associated with contaminated soil.

i) All excavations will be filled with structurally suitable fill material that is free from contamination.

4.7 Hazards and Hazardous Materials

4.7.1.1 Summary of San Pedro Waterfront EIS/EIR Findings

The SPW Project EIS/EIR did not identify any hazards and hazardous materials impacts as significant and unavoidable. Impacts related to compliance with applicable regulations and policies and accidental spill, release, or explosions as a result of construction and operation of the Ports O'Call redevelopment were determined to be less than significant. Additionally, impacts related to emergency response or evacuation plans and accidental spill, release, or explosions as a result of a tsunami or terrorist action were found to be less than significant.

General construction and demolition activities for the SPW Project would not involve the handling of significant amounts of hazardous materials. Furthermore, implementation of construction and demolition standards, including best management practices, and compliance with the state and federal requirements for the transport, handling, and storage of any hazardous materials during construction and demolition phases would minimize the potential for an accidental release of petroleum products and/or hazardous materials and/or explosion during construction/demolition activities. The decommissioning of the S.P. Railyard would require compliance with the Emergency Planning and Community Right-to-Know Act, Los Angeles Fire Department regulations, and other state and federal regulations and guidelines governing the decommissioning and remediation of hazardous materials and providing oversight and prevention techniques for the decommissioning. Additionally, the decommissioning would include remediation efforts as part of the SPW Project to remove the known or suspected hazardous groundwater and soil contamination at the site. Therefore, construction of the SPW Project was found to comply with applicable security and safety regulations and/or LAHD policies guiding Port development, and there would be no increased risk of an accidental spill, release, or explosion at the project site during construction.

Furthermore, the proposed expansion of the square footage in the Ports O'Call area, including the addition of a conference center, was found to not substantially increase the likelihood of an accidental hazardous material spill, release, or explosion involving people or property. Any new tenant of the expanded Ports O'Call was assumed to continue to comply with existing state and federal regulations regarding the use, storage, and handling of hazardous materials. These regulations are in place to minimize spills, releases, and explosions of hazardous materials and would serve to reduce the risk

associated with any slight increase in use of these materials within the expanded Ports O'Call area.

Due to its existing operations handling gasoline and diesel fuels, the Jankovich fueling station has an existing hazardous footprint per the Port's Risk Management Plan (RMP) that overlaps with the southernmost portions of Ports O'Call in the open space next to the fueling station. This overlap constitutes an existing risk to vulnerable populations that use the Ports O'Call area should the Jankovich fueling station have an accidental release, spill, or explosion of the hazardous materials it regularly handles and stores. The Jankovich fueling station was to be decommissioned as part of the SPW Project.

SPW Project contractors and tenants would be required to adhere to all Homeland Security, Port Police, and Los Angeles Fire Department emergency response and evacuation regulations, ensuring compliance with existing emergency response plans. Therefore, implementation of the SPW Project would not substantially interfere with an existing emergency response or evacuation plan or increase the risk of injury or death, and impacts were found to be less than significant.

In addition, the volume of spilled hazardous materials during a tsunami is expected to be relatively low and of a manageable amount to clean up that would not result in significant environmental impacts. Furthermore, the SPW Project would remove a number of industrial uses that could potentially cause a release, spill, or explosion of a hazardous material in the event of a tsunami; operation of the SPW Project would generally reduce the potential for a release, spill, or explosion of hazardous materials. Therefore, implementation of the SPW Project would not result in a substantially increased public health and safety concern as a result of the accidental release, spill, or explosion of hazardous materials due to a tsunami, and impacts were found to be less than significant.

Furthermore, because the amount of hazardous material released during construction or demolition activities is generally small, and redevelopment of the Ports O'Call would ultimately not substantially increase the vulnerability of these facilities or the seriousness of the consequences over the existing conditions, implementation of the SPW Project would not result in a substantial increase in the likelihood of a spill, release, or explosion of hazardous material(s) due to a terrorist action, and impacts were found to be less than significant.

4.7.1.2 Impacts of SPPM Project

The SPPM Project would generally be consistent with the redevelopment scenario for the Ports O'Call site that was analyzed in the SPW Project EIS/EIR. The SPPM Project would introduce a similar mix of land uses and is not expected to involve the handling of significant amounts of hazardous materials. The SPPM Project would be contained mostly within the same development boundaries for Ports O'Call and a small portion of the Town Square that were analyzed in the SPW Project EIS/EIR. Furthermore, the proposed modifications to the SPW Project and the extension of the lease through 2066 do not change or alter any of the findings of the SPW Project EIS/EIR's hazards and hazardous materials impact assessment. As described in Chapter 2, *Project Description*, the Jankovich fueling station located at Berth 74 was originally proposed to be decommissioned under the SPW Project. While the details of this project are in the process of being finalized, the fueling station may now be moved to Mike's Marine Fueling Station south of the project site at Berth 72 off the Main Channel. Relocation

would still be completed prior to the redevelopment of Ports O'Call. The SPPM Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been addressed in the SPW Project EIS/EIR. Therefore, hazards and hazardous materials impacts resulting from the SPPM Project would be less than significant, and there is no substantial change from the findings in the SPW Project EIS/EIR.

4.7.1.3 Mitigation Measures Applicable to the SPPM Project

No mitigation measures are required.

4.8 Land Use and Planning

4.8.1.1 Summary of San Pedro Waterfront EIS/EIR Findings

The SPW Project EIS/EIR identified a less-than-significant land use impact related to the physical disruption, division, or isolation of existing neighborhoods, communities, or land uses. The SPW Project EIS/EIR determined that the project would generally be consistent with the adopted land use/density designation in the Community Plan, redevelopment plan, or specific plan for the site with the exception of the location of the promenade adjacent to a fueling station, which would be inconsistent with the objective of the Port Master Plan to locate vulnerable populations away from hazardous facilities.

4.8.1.2 Impacts of SPPM Project

The SPPM Project would generally be consistent with the redevelopment scenario that was analyzed in the SPW Project EIS/EIR with the exception that the overall building square footage would be reduced by 75,000 square feet, and additional new features associated with the Discover Sea Amusement Area have been added to the SPPM Project. This space would include playground facilities, entertainment attractions such as various temporary and permanent rides (i.e., a Ferris wheel, a carousel, and arcade-style games), and garden uses that could include art, public and private dining spaces, wedding facilities, water features, and informational and educational displays.

The commercial restaurant and retail uses that would be developed under the SPPM Project are consistent with those analyzed in the SPW Project EIS/EIR, and other project components (i.e., waterfront promenade and the trolley) would be included, as well. The SPPM Project is consistent with the updated 2014 Port Master Plan (PMP). As mentioned in Section 3.8, the PMP includes a goal to provide enhanced public access to the waterfront and visitor-serving facilities including retail, restaurants, museums, and parks. Specifically, the Ports O'Call area located in Planning Area 1 emphasizes waterfront access through a waterfront promenade, parks, museums, academic uses, and visitor-serving commercial uses and attractions. Thus, the proposed commercial retail and restaurant uses, as well as the visitor-serving entertainment attractions, are consistent with the PMP, and the SPPM Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been addressed in the SPW Project EIS/EIR. Therefore, impacts resulting from the SPPM Project would be less than significant, and there is no substantial change from the findings in the SPW Project EIS/EIR.

4.8.1.3 Mitigation Measures Applicable to the SPPM Project

No mitigation measures are required.

4.9 Noise

4.9.1.1 Summary of San Pedro Waterfront EIS/EIR Findings

The SPW Project EIS/EIR determined that construction noise, primarily associated with pile driving for the waterfront promenade, would be significant and unavoidable even with implementation of noise mitigation. In addition, heavy equipment required to construct the parking areas of the Ports O'Call development would exceed the 5 decibel (dB) significance threshold. Other construction activities associated with redevelopment of the Ports O'Call site were determined to result in less-than-significant impacts. The only significant impact related to operational traffic noise was identified along Miner Street, south of 22nd Street, and there was no feasible mitigation that would reduce this impact to less-than-significant levels. However, this traffic would be generated by cruise terminal operations and was not associated with the Ports O'Call development.

4.9.1.2 Impacts of SPPM Project

The SPPM Project would result in similar construction activities that would result in similar previously identified impacts. While the SPPM Project would require the same or fewer piles than analyzed in the SPW Project EIS/EIR and, thus, would result in a similar or shorter duration of pile driving activities, pile driving would still exceed the 5 dB threshold at the nearest sensitive receptors. Furthermore, construction of the parking areas within the project site would require the use of heavy construction equipment and would also exceed 5 dB at the nearest sensitive receptors. Therefore, consistent with the findings of the SPW Project EIS/EIR, impacts associated with construction of the SPPM Project would remain significant even with implementation of mitigation measures (Mitigation Measures MM NOI-1 and MM NOI-2). The SPPM Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been evaluated in the SPW Project EIS/EIR. Therefore, there is no substantial change from the findings in the SPW Project EIS/EIR.

4.9.1.3 Mitigation Measures Applicable to the SPPM Project

MM NOI-1. Construct temporary noise barriers, muffle and maintain construction equipment, prohibit idling, locate equipment, use quiet construction equipment, and notify residents. The following will reduce the impact of noise from construction activities.

a) **Temporary Noise Barriers.** When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) will be located between noise-generating construction activities and sensitive receivers.

b) **Construction Equipment.** All construction equipment powered by internal combustion engines will be properly muffled and maintained.

c) **Idling Prohibitions.** Unnecessary idling of internal combustion engines near noise-sensitive areas will be prohibited.

d) **Equipment Location.** All stationary noise-generating construction equipment, such as air compressors and portable power generators, will be located as far as practical from existing noise-sensitive land uses.

e) **Quiet Equipment Selection.** Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance.

f) **Notification.** Notify residents within 500 feet of the proposed project site of the construction schedule in writing.

MM NOI-2. Construction activities for the proposed project would not exceed the ambient noise level by 5 A-weighted decibels (dBA) at a noise-sensitive use between the hours of 6:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday. If extended construction hours are needed during weekdays under special circumstances, LAHD and the contractor will provide at least 72 hours' notice to sensitive receptors within 0.5 mile of the construction area. Under no circumstances will construction hours exceed the range prescribed by the City of Los Angeles Municipal Code.

4.10 Recreation

4.10.1.1 Summary of San Pedro Waterfront EIS/EIR Findings

Construction activities, including construction noise and construction staging, resulting from development of the Ports O'Call project analyzed in the SPW Project EIS/EIR would result in significant impacts on nearby recreational resources due to temporary loss or diminished quality of the resource. Recreational resources that would be affected by construction of the Ports O'Call project include the following.

- Bike lanes (obstruction of bike lanes by construction activities, construction noise)
- California Coastal Trail (construction noise)
- Bloch Field (construction noise)
- Waterfront Red Car Line (construction noise)
- Recreational Fishing (removal of existing docks and slips, and harbor access)
- Recreational boating and special boating events (removal of existing docks, harbor access, disruption of harbor cruise services)

Even with the implementation of mitigation measures, these temporary construction-related impacts would remain significant and unavoidable.

Operation of the SPW Project, including the Ports O'Call area, would enhance many of the recreational opportunities within the project area through the construction of new

open space and transient slips for personal watercraft, and impacts on recreational resources related to operation of the SPW Project would be less than significant.

4.10.1.2 Impacts of SPPM Project

Operation of the SPPM Project would result in similarly beneficial operational impacts on recreational resources as those identified in the SPW Project EIS/EIR. Additionally, the SPPM Project would result in similar levels of construction and demolition activities as those analyzed in the SPW Project EIS/EIR. No new recreational resources have been developed in the vicinity of the Ports O'Call area since certification of the SPW Project EIS/EIR, and construction of the SPPM Project would result in the same temporary significant and unavoidable impacts on the recreational resources listed above. Mitigation Measures MM REC-1 through REC-4 and MM REC-6 through REC-7 as well as MM NOI-1 and MM NOI-2, which were identified in the SPW Project EIS/EIR, would apply to the SPPM Project. The SPPM Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been evaluated in the SPW Project EIS/EIR. Therefore, there is no substantial change from the findings in the SPW Project EIS/EIR.

4.10.1.3 Mitigation Measures Applicable to the SPPM Project

MM REC-1. Maintain pedestrian access during construction. LAHD and construction contractors will follow standard safety procedures to protect pedestrian traffic from construction hazards, including providing brightly colored fencing and signage indicating closures and safely directing pedestrian traffic around construction areas. This will also require coordinated construction activities such that pedestrian access can be routed around construction with a minimum increase in distance.

MM REC-2. Maintain bicycle access during construction. LAHD and construction contractors will provide signage notifying users of bike lanes of closure as well as signage directing users to alternative bike routes. Alternative bike lanes in the proposed project vicinity include a north-south Class II bike path along the entire length of South Gaffey Street, and an east-west Class III bike path on 9th from North Harbor Boulevard west to State Route 213. LAHD will be required to inform the public prior to commencement of construction resulting in closures or possible disruptions to bike paths. Public sources to notify will, at minimum, include the City of Los Angeles Department of Transportation Bicycle Program and Los Angeles area bicycling groups.

MM REC-3. Maintain parking during construction. LAHD and construction contractors will minimize parking obstructions during construction periods by placing construction areas out of roadways and parking lots, where possible. In areas where construction staging areas and construction activities must impede access to parking areas, detour signs and lane striping will direct traffic to additional off-site parking areas. LAHD will provide shuttle service to remote parking areas in the event that off-site parking areas are farther than 1 mile from existing waterfront areas and the Waterfront Red Car Line does not adequately service the off-site parking areas.

MM REC-4. Maintain vehicle access during construction. LAHD and construction contractors will minimize obstructions to vehicle access during construction periods by placing construction areas out of roadways and parking lots, where possible. In areas where construction staging areas and construction activities must impede access to

roadways, detour signs and lane striping will safely direct traffic around construction areas. See Section 3.11, *Transportation and Circulation (Ground)*, of the SPW EIS/EIR for further details on mitigation measures related to vehicle access to the proposed project site.

MM REC-6. Maintain access to open waters of the harbor during construction. LAHD and construction contractors will minimize obstructions to open waters of the harbor during construction periods by placing construction staging areas out of high-traffic waterways, parking lots leading to boat ramps, and boat docks, where possible. LAHD will embark on a public awareness campaign, providing information about construction periods, construction areas, closures, and suggestions of alternative boating areas. LAHD will inform the public prior to commencement of construction that will result in closures or possible disruptions to open waters of the harbor. Public notifications will, at minimum, include notifying local boating groups and posting flyers at boat ramps in the proposed project vicinity. LAHD will offer boater safety training for the public, specifically with respect to safe navigation around construction activities.

MM REC-7. Maintain docking space and dock access during construction. LAHD and construction contractors will minimize obstructions to docking space and dock access during construction periods by placing construction staging areas away from boat docks where possible. LAHD will embark on a public awareness campaign, providing information about construction periods, construction areas, closures, and suggestions of alternative boating areas and docking locations. In cases where docking space will be closed or removed and existing tenants need alternative docking space, LAHD will provide temporary docking space in the near vicinity of the proposed project. LAHD will provide notification and signage to direct users to these temporary alternative docking areas. LAHD will inform the public prior to commencement of construction that will result in closures or possible disruptions to dock access. Public notifications will, at minimum, include notifying local boating groups and posting flyers at boat ramps in the proposed project vicinity. LAHD will offer boater safety training for the public, specifically with respect to safe navigation around construction activities.

See Mitigation Measures MM NOI-1 and MM NOI-2 (Section 4.9, *Noise*) for measures to mitigate noise impacts.

4.11 Transportation and Circulation (Ground)

4.11.1.1 Summary of San Pedro Waterfront EIS/EIR Findings

Demolition and landside construction associated with various elements under the SPW Project were found to generate truck and other vehicular traffic associated with construction worker commutes, transport and staging of construction equipment, transport of construction materials to the construction site, and hauling excavated and demolished materials away from the site. Potential construction effects on roadway operations identified included the following:

- A temporary increase in traffic associated with construction worker commutes, delivery of construction materials, hauling of demolished and/or excavated materials, and general deliveries would increase travel demand on roadways.

- Temporary roadway lanes closures or narrowings in areas directly abutting construction activities would reduce capacity of roadways.
- Temporary roadway closures associated with the construction of transportation infrastructure would reduce the capacity of the roadway system, and/or require detours that increase travel times.
- Temporary lane or road closures could require route detours or reduced service for transit routes that run adjacent to proposed project elements that are under construction; namely, Metro lines 445 and 446/447, Los Angeles Department of Transportation (LADOT) Commuter Express Line 142, the San Pedro Electric Trolley, and the Waterfront Red Car Line.
- During proposed project construction, parking demand would increase from construction workers and from construction equipment that is not in use. In addition, parking spaces located adjacent to construction activities could be temporarily closed.
- Temporary sidewalk, lane, or road closures could occur adjacent to proposed project elements that are under construction, which could interfere with bicycle or pedestrian circulation within the proposed project vicinity.
- Travel disruptions could occur along the Class I bike path located at the southern end of the proposed project area parallel to Crescent Avenue and the Class II bicycle lanes along Harbor Boulevard north of 22nd Street.
- Heavy and slow-moving construction vehicles would mix with general-purpose vehicular and nonmotorized traffic in the area.

Once operational, the SPW Project would result in increased traffic volumes on the surrounding roadways and would degrade intersection operations. The SPW Project was determined to result in significant traffic impacts[2] at 10 intersections by 2015 and at 16 intersections by 2037 during one or more peak hours as shown in Table 4-2 below.

[2] A project is determined to result in a significant impact if an intersection would increase in volume to capacity (V/C) ratio equal to or greater than 0.04 for intersections operating at level of service (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.

Table 4-2. Significant Impacts at Intersections without Mitigation—SPW Project

Intersection	LOS (V/C)[1]					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
5. Gaffey Street/9th Street			C (0.731)	E (0.909)	E (0.923)	D (0.833)
6. Gaffey Street/7th Street						D (0.804)
7. Gaffey Street/6th Street	E (0.918)		D (0.831)	F (1.040)		E (0.942)
8. Gaffey Street/5th Street	E (0.955)			F (1.089)		D (0.842)
9. Gaffey Street/1st Street	F (1.211)		E (0.943)	F (1.414)	F (1.080)	F (1.077)
20. Miner Street/22nd Street				C (0.723)		
21. Harbor Boulevard/Miner Street/Crescent Avenue				C (0.729)		
22. Harbor Boulevard/7th Street			D (0.859)	C (0.800)		E (0.972)
23. Harbor Boulevard/6th Street						C (0.721)
24. Harbor Boulevard/5th Street		D (0.806)			E (0.906)	D (0.806)
25. Harbor Boulevard/1st Street	D (0.806)		D (0.817)	F (1.002)	C (0.787)	E (0.975)
26. Harbor Boulevard/Swinford Street/SR-47 eastbound ramps	E (0.935)		E (0.939)	F (1.198)	C (0.726)	F (1.208)
27. Harbor Boulevard/SR-47 westbound on-ramp				D (0.876)		C (0.771)
29. Harbor Boulevard/O'Farrell Street	C (0.712)	E (0.931)	D (0.864)	D (0.830)	F (1.046)	F (1.006)
30. Harbor Boulevard/3rd Street	C (0.793)	D (0.865)	E (0.981)	E (0.928)	E (0.948)	F (1.108)
34. Gaffey Street /13th Street				E (0.969)		

Note:
1. Only analysis intersections at which significant impacts have been identified are listed in this table. LOS (V/C) information is provided only in the years/analysis periods in which a significant impact has been identified

Several mitigation measures were identified to attempt to reduce intersection impacts identified through 2015 and 2037, which were found to mitigate impacts identified at seven of the 10 intersections in 2015 and six of the 16 intersections in 2037 to less-than-significant levels. For the remaining locations, no feasible measures were identified that would mitigate impacts to less-than-significant levels for all analysis periods due to existing physical constraints at those locations caused by unavailable right-of-way to

improve capacity or reduce volume. Impacts at those locations would be significant and unavoidable. Table 4-3 summarizes the locations and scenarios at which residual significant and unavoidable impacts are expected to remain after implementation of all recommended mitigation measures.

Table 4-3. Significant Residual Impacts at Intersections—SPW Project

	LOS (V/C)[1]					
	2015			2037		
Intersection	**AM**	**PM**	**Wkend**	**AM**	**PM**	**Wkend**
5. Gaffey Street/9th Street			C (0.731)	E (0.909)		D (0.833)
6. Gaffey Street/7th Street						D (0.804)
8. Gaffey Street/5th Street						D (0.842)
9. Gaffey Street/1st Street	F (1.211)		E (0.943)	F (1.414)	F (1.080)	F (1.077)
21. Harbor Boulevard/Miner Street/Crescent Avenue				C (0.729)		
22. Harbor Boulevard/7th Street			C (0.787)	C (0.703)		D (0.891)
24. Harbor Boulevard/5th Street						C (0.710)
25. Harbor Boulevard/1st Street				C (0.742)		
27. Harbor Boulevard/SR-47 westbound on-ramp				D (0.876)		C (0.771)

Notes:
[1] LOS (V/C) information is provided only in the years/analysis periods in which a significant and unavoidable residual impact has been identified

The SPW Project also found that increased traffic volumes would occur on the surrounding neighborhood roadways. Specifically, impacts on West 17th Street between Centre and Palos Verdes were found to be significant under 2015 and 2037 conditions. Short of the permanent closure of the affected street segment, which would not be acceptable because it serves adjacent land uses and carries substantial traffic volumes, no mitigation measures exist that would fully eliminate the addition of significant or adverse traffic volumes to this segment of 17th Street. Impacts at this neighborhood roadway would be significant and unavoidable.

The SPW Project was found to increase parking demand at the waterfront facilities. When comparing the proposed parking supply to the proposed project demand and to the requirements set forth in the City of Los Angeles Municipal Code, sufficient parking was provided throughout the SPW Project area (9,076 spaces provided versus 8,997 spaces required by anticipated demand in 2037). Impacts were less than significant.

The realignment and extension of the Waterfront Red Car through the Ports O'Call area was found to result in potential safety hazards at pedestrian and vehicle crossings, and cross-overs within streets. Several mitigation measures were identified to minimize potential conflicts to ensure the maximum safety and convenience, which reduced impacts to less-than-significant levels.

4.11.1.2 Impacts of SPPM Project

The traffic assessment conducted for this Addendum is based upon the following three modifications:

- Modified project description for the Ports O'Call development area of the SPW Project (SPPM Project)
- Updated information, including projected or actual trip generation of the other SPW Project elements
- Modified proposed lease length of the SPPM Project from the year 2037 to the year 2066

The SPPM Project would result in similar demolition and landside construction at the Ports O'Call site and a small portion of the Town Square, as analyzed in the SPW Project EIS/EIR. These activities would generate truck and other vehicular traffic associated with construction worker commutes, transport and staging of construction equipment, transport of construction materials to the construction site, and hauling of excavated and demolished materials away from the site. Potential construction effects on roadway operations would require implementation of Mitigation Measure MM TC-1, as required under the SPW Project EIS/EIR, which requires preparation of a Traffic Control Plan to minimize impacts from construction traffic.

The operational traffic assessment does not include a quantitative assessment of year 2066 traffic conditions using the revised trip generation of the SPPM Project and other SPW Project components as described below because it is not viable or appropriate to quantify traffic projections for conditions so many years in the future. First, the region's official population and employment projections as contained in the federally required long-range transportation plan prepared by the Southern California Association of Governments only extends to the year 2040. Also, the Port's latest cargo forecasts, released in February 2016, also only extend to the year 2040. Hence, it would be highly speculative to project beyond the year 2040. Moreover, it is important to note that the SPW Project as a whole (including the SPPM Project, USS Iowa, and Cruise Center), and both the Ports of Long Beach and Los Angeles cargo facilities, are all projected to be built out and at capacity by about the year 2037. Hence, a year 2040 traffic analysis is used as the basis for assessing the impacts of the extended lease to the year 2066. It should be noted that LAHD will monitor traffic volumes and operating conditions over time and collaborate with the City of Los Angeles on necessary improvements to maintain acceptable level of service (LOS) D or better conditions.

New analyses were conducted at 27 of the 36 intersections analyzed in the SPW Project EIS/EIR. The remaining study intersections, which were projected to operate at LOS A or B in the SPW Project EIS/EIR, were not re-analyzed as they are not expected to degrade to LOS C or worse with 3 more years of ambient growth from the year 2037 to the year 2040.

In addition to the SPPM Project changes, other land use changes along the Waterfront assumed in the new analysis include:

- Replacing the original "Mercado" land use in Warehouses 9 and 10 with the existing Crafted at the Port of Los Angeles marketplace, and Brewery West restaurant/micro-brewery (opened February 27, 2016) as analyzed in and approved with the Addendum to the SPW Project EIS/EIR (LAHD 2011) – Crafted at Port of Los Angeles (traffic counts conducted in January 2016 and used for trip generation);
- Replacing the original 13 acres of research and development park with the approved City Dock #1 project; and
- Adding the USS Iowa Museum project (estimates as contained in the EIR for the USS Iowa Project, March 2012); it should be noted that these are considered to be conservative based upon observed use of the facility and visitor data.

Tables 4-4 and 4-5 compare the SPW Project EIS/EIR and updated trip generation estimates. As can be seen, the updated overall SPW Project 24-hour trip generation is projected to be less by about 3.5% and 5.8% on a weekday and weekend, respectively, under buildout conditions compared to the analysis in the SPW Project EIS/EIR.

Long-term traffic volume forecasts were prepared in a manner similar to that employed in the SPW Project EIS/EIR. An ambient growth factor of 0.65% per year was applied to the existing baseline (2007) volumes for 3 additional years, for a total of 21.45%, as part of the updated Cumulative (No Project) 2040 scenario. Trip distribution was refined to better reflect local access. For two of the study intersections (Intersection #26, Harbor Boulevard/Swinford Street/SR-47 ramps, and Intersection #27, Harbor Boulevard & SR-47 westbound on-ramp), preliminary traffic projections from a more recent traffic study have been incorporated into the analysis. The study is part of the Harbor Boulevard/SR-47 Eastbound Ramps and Front Street & SR-47 Westbound Ramp project, which is described in greater detail below.

Table 4-4. Comparison of SPW Project EIS/EIR Ports O'Call Component and SPPM Project Trip Generation

					WEEKDAY							WEEKEND			
					Weekday Daily	AM Peak Hour			PM Peak Hour			Weekend Daily	Midday Peak Hour		
						Inbound	Outbound	Total	Inbound	Outbound	Total		Inbound	Outbound	Total
Original SPW Project EIS/EIR	Ports O' Call Commercial	*931 - Quality Restaurant*	*125*	*Ksf*	*11,244*	*51*	*51*	*101*	*627*	*309*	*936*	*11,795*	*798*	*555*	*1,353*
		814 - Specialty Retail	*175*	*Ksf*	*7,756*	*113*	*72*	*186*	*209*	*266*	*474*	*7,357*	*380*	*351*	*732*
		Total Ports O'Call Commercial less 15% Internal Capture			16,150	139	105	244	711	488	1,199	16,279	1,002	770	1,771
	Conference Facilities		300	Attendees	780	112	23	135	23	112	135	390	23	112	135
	Public Open Space		6	Acres	120	8	8	16	5	5	11	120	8	8	16
				Subtotal	17,050	259	135	394	739	606	1,345	16,789	1,032	890	1,922
				Less Existing Use Credit	8,418	122	78	200	343	234	577	8,272	534	419	953
				Total SPW EIS/EIR Trips	**8,632**	**137**	**57**	**194**	**396**	**372**	**768**	**8,517**	**498**	**471**	**969**
San Pedro Public Market Phase 1 Commercial	*Phase 1 Restaurant Development*	*931 - Quality Restaurant*	*100*	*Ksf*	8,995	41	41	81	502	247	749	9,436	638	444	1,082
	- less Quality Restaurant pass-by trips		*10%*		*(900)*	*(4)*	*(4)*	*(8)*	*(50)*	*(25)*	*(75)*	*(944)*	*(64)*	*(44)*	*(108)*
	Phase 1 Retail Development	*814 - Specialty Retail*	*38.6*	*Ksf*	1,711	25	16	41	46	59	105	1,623	84	77	161
	- less Specialty Retail pass-by trips		*10%*		*(171)*	*(2)*	*(2)*	*(4)*	*(5)*	*(6)*	*(10)*	*(162)*	*(8)*	*(8)*	*(16)*
	Single Tenant Office Development	*715 – Single Tenant Office Bldg*	*30*	*Ksf*	*350*	*48*	*6*	*54*	*8*	*44*	*52*	*0*	*0*	*0*	*0*
	Total Phase 1 Commercial less 15% Internal Capture		**15%**	**Internal Capture**	**8,487**	**91**	**48**	**139**	**426**	**272**	**697**	**8,460**	**553**	**399**	**951**
San Pedro Public Market Phase 1 Open Space	Fishermen's Park (including outdoor amphitheater)	Open Space	3	Acres	60	4	4	8	3	3	5	60	4	4	8
	Fantasy Park	*480 - Amusement Park*	9	Acres	682	2	0	2	22	14	36	1,622	98	71	170
	- less internal capture with restaurant/retail	Internal Capture Rate	50%	Internal Capture	(341)	(1)	(0)	(1)	(11)	(7)	(18)	(811)	(49)	(36)	(85)
	Total Phase 1				**401**	**5**	**4**	**9**	**14**	**10**	**23**	**871**	**53**	**40**	**93**

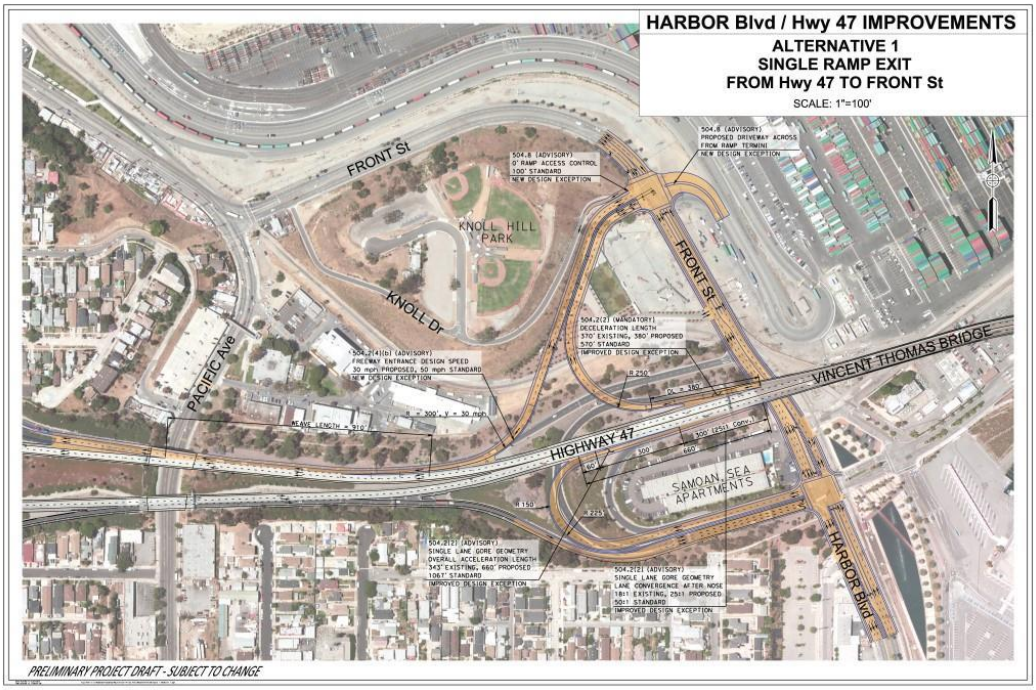
					WEEKDAY							WEEKEND			
					Weekday Daily	AM Peak Hour			PM Peak Hour			Weekend Daily	Midday Peak Hour		
						Inbound	Outbound	Total	Inbound	Outbound	Total		Inbound	Outbound	Total
	Open Space														
San Pedro Public Market Phase 2 Commercial	Phase 2 Restaurant Development	931 - Quality Restaurant	25	Ksf	2,249	10	10	20	125	62	187	2,359	160	111	271
	- less Quality Restaurant pass-by trips		10%		(225)	(1)	(1)	(2)	(13)	(6)	(19)	(236)	(16)	(11)	(27)
	Phase 2 Retail Development	814 - Specialty Retail	106.4	Ksf	4,716	69	44	113	127	161	288	4,473	231	213	445
	- less Specialty Retail pass-by trips		10%		(472)	(7)	(4)	(11)	(13)	(16)	(29)	(447)	(23)	(21)	(44)
	Total Phase 2 Commercial less 15% Internal Capture		**15%**	**Internal Capture**	**5,328**	**60**	**41**	**102**	**193**	**171**	**364**	**5,227**	**299**	**248**	**547**
San Pedro Public Market Subtotal					14,216	156	94	250	632	452	1,084	14,557	905	686	1,591
Less Existing Use Credit					8,418	122	78	200	343	234	577	8,272	535	419	954
Total San Pedro Public Market Trips					**5,798**	**34**	**16**	**50**	**289**	**218**	**507**	**6,285**	**370**	**267**	**637**

Table 4-5. Comparison of SPW Project EIS/EIR and 2016 Update Trip Generation

		WEEKDAY							WEEKEND			
		Weekday Daily	AM Peak Hour			PM Peak Hour			Weekend Daily	Midday Peak Hour		
			Inbound	Outbound	Total	Inbound	Outbound	Total		Inbound	Outbound	Total
SPW EIR	Cruise Center	11,882	452	634	1,087	175	201	376	11,906	789	527	1,316
	Ports O'Call	8,632	137	57	194	396	372	768	8,517	498	471	969
	Warehouses No. 9&10	481	13	4	17	13	24	37	395	20	20	40
	Westways	1,004	180	34	214	22	174	196	284	20	18	38
	Other	680	27	11	38	17	41	58	1,088	23	20	43
	Total:	**22,679**	**809**	**740**	**1,550**	**623**	**812**	**1,435**	**22,190**	**1,350**	**1,056**	**2,406**
2016 Updates	Cruise Center	11,882	452	634	1,087	175	201	377	11,906	789	527	1,316
	SPPM	5,798	34	16	50	289	218	507	6,285	370	267	637
	Crafted and Brewery West	586	31	0	31	49	48	97	632	58	45	103
	CityDock	2,935	318	66	384	60	283	343	997	77	35	112
	Other	680	27	11	38	16	41	58	1,088	23	21	44
	Total:	**21,880**	**863**	**727**	**1,590**	**590**	**792**	**1,382**	**20,908**	**1,317**	**895**	**2,212**

This updated traffic analysis also accounts for the Harbor Boulevard/SR-47 Eastbound Ramps and Front Street & SR-47 Westbound Ramp project currently being developed by the Port. Although not a mitigation measure, this project will offset some of the impacts of the SPW Project, and accommodate other growth in traffic. The project is illustrated below, and entails the following:

- Removal of the existing westbound (WB) SR-47/Vincent Thomas Bridge off-ramp (south of the Vincent Thomas Bridge) with Harbor Boulevard;
- Construction of new WB SR-47/Vincent Thomas Bridge off-ramp (north of the Vincent Thomas Bridge) with Front Street, including a new signal with Front Street (directly opposite West Basin Container Terminal Entrance); and
- Realignment of Knoll Drive (south) at the intersection with Front Street, and reversal of the one-way direction of Knoll Drive (inbound at southerly driveway and outbound at northerly driveway).



This project is presently in the preliminary engineering phase, with an environmental document expected to be approved by December 2017. Completion of the project is expected in the year 2022.

Table 4-6 summarizes the revised LOS results for the year 2040 (detailed Level of Service worksheets are included in Appendix A). As can be seen, the revised project description of the overall SPW Project results in fewer impacts, even under year 2040 conditions (as compared to the year 2037 conditions analyzed in the SPW Project EIS/EIR).

Mitigation measures required in 2015 under the SPW EIS/EIR were associated with the traffic impacts of the overall SPW Project, which was assumed to be completely built out in 2015 under the SPW Project EIS/EIR analysis. Because overall impacts of the SPW Project, including the modified SPPM Project, are less than disclosed in the SPW

EIS/EIR and because the majority of the SPW Project elements have not yet been constructed, no operational traffic mitigation measures are required for operation of the SPPM Project. LAHD will continue to monitor traffic conditions and mitigation requirements at the intersections assessed in the SPW EIS/EIR as development of the overall SPW Project progresses; however, that analysis is outside the scope of this Addendum, which is solely focused on the SPPM Project. The SPPM Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been evaluated in the SPW Project EIS/EIR. Therefore, there is no substantial change from the findings in the SPW Project EIS/EIR.

Table 4-6. Intersection Level of Service Summary

INT #	INTERSECTION	PEAK HOUR	FUTURE (NO PROJECT) (YEAR 2040)		PROPOSED PROJECT (YEAR 2040)		V/C		PROPOSED PROJECT WITH MITIGATION (YEAR 2040)		V/C	
			V/C	LOS	V/C	LOS	Change	Impact	V/C	LOS	Change	Impact
5	Gaffey St & 9th St	AM	0.893	D	0.902	E	0.009	NO	0.902	E	0.009	NO
		PM	0.924	E	0.940	E	0.016	YES	0.891	D	-0.033	NO
		WKND	0.804	D	0.841	D	0.037	YES	0.841	D	0.037	YES
6	Gaffey St & 7th St	AM	0.876	D	0.885	D	0.009	NO	0.694	B	-0.182	NO
		PM	0.861	D	0.867	D	0.006	NO	0.662	B	-0.199	NO
		WKND	0.778	C	0.795	C	0.017	NO	0.795	C	0.017	NO
7	Gaffey St & 6th St [a]	AM	0.901	E	0.913	E	0.012	YES	0.475	A	-0.426	NO
		PM	0.818	D	0.823	D	0.005	NO	0.425	A	-0.394	NO
		WKND	0.765	C	0.783	C	0.018	NO	0.606	B	-0.159	NO
8	Gaffey St & 5th St	AM	1.081	F	1.092	F	0.011	YES	0.859	D	-0.222	NO
		PM	1.020	F	1.025	F	0.005	NO	0.835	D	-0.185	NO
		WKND	0.820	D	0.840	D	0.020	YES	0.840	D	0.020	YES
9	Gaffey St & 1st St	AM	1.294	F	1.301	F	0.007	NO				
		PM	1.092	F	1.099	F	0.007	NO				
		WKND	1.072	F	1.092	F	0.020	YES				
11	Gaffey St & Summerland Ave	AM	0.932	E	0.935	E	0.004	NO				
		PM	1.005	F	1.008	F	0.004	NO				
		WKND	0.654	B	0.667	B	0.013	NO				
12	Pacific Ave & 22nd St	AM	0.617	B	0.666	B	0.049	NO				
		PM	0.517	A	0.570	A	0.053	NO				
		WKND	0.448	A	0.507	A	0.059	NO				
13	Pacific Ave & 9th St	AM	0.882	D	0.883	D	0.001	NO				
		PM	0.876	D	0.879	D	0.003	NO				
		WKND	0.668	B	0.685	B	0.017	NO				
14	Pacific Ave & 7th St	AM	0.859	D	0.861	D	0.002	NO				
		PM	0.844	D	0.853	D	0.009	NO				
		WKND	0.677	B	0.694	B	0.017	NO				
15	Pacific Ave & 6th St	AM	0.943	E	0.945	E	0.002	NO				
		PM	0.808	D	0.811	D	0.003	NO				
		WKND	0.707	C	0.716	C	0.009	NO				
16	Pacific Ave & 5th St	AM	0.959	E	0.960	E	0.001	NO				
		PM	0.745	C	0.747	C	0.001	NO				
		WKND	0.637	B	0.639	B	0.003	NO				
17	Pacific Ave & 1st St	AM	0.838	D	0.839	D	0.001	NO				
		PM	0.727	C	0.732	C	0.005	NO				
		WKND	0.617	B	0.626	B	0.009	NO				
20	Miner St & 22nd St	AM	0.401	A	0.693	B	0.292	NO				
		PM	0.411	A	0.490	A	0.079	NO				
		WKND	0.314	A	0.541	A	0.228	NO				
21	Miner St & Crescent Ave [a]	AM	0.440	A	0.658	B	0.218	NO				
		PM	0.435	A	0.528	A	0.093	NO				
		WKND	0.262	A	0.534	A	0.273	NO				

INT #	INTERSECTION	PEAK HOUR	FUTURE (NO PROJECT) (YEAR 2040) V/C	FUTURE (NO PROJECT) (YEAR 2040) LOS	PROPOSED PROJECT (YEAR 2040) V/C	PROPOSED PROJECT (YEAR 2040) LOS	PROPOSED PROJECT V/C Change	PROPOSED PROJECT Impact	PROPOSED PROJECT WITH MITIGATION (YEAR 2040) V/C	PROPOSED PROJECT WITH MITIGATION (YEAR 2040) LOS	PROPOSED PROJECT WITH MITIGATION V/C Change	PROPOSED PROJECT WITH MITIGATION Impact
22	Harbor Bl & 7th St	AM	0.372	A	0.595	A	0.223	NO	0.454	A	0.082	NO
		PM	0.427	A	0.687	B	0.260	NO	0.687	B	0.260	NO
		WKND	0.262	A	0.882	D	0.620	YES	0.882	D	0.620	YES
23	Harbor Bl & 6th St	AM	0.463	A	0.637	B	0.174	NO	0.406	A	-0.057	NO
		PM	0.498	A	0.677	B	0.179	NO	0.433	A	-0.065	NO
		WKND	0.772	C	1.012	F	0.240	YES	0.730	C	-0.042	NO
24	Harbor Bl & 5th St	AM	0.532	A	0.745	C	0.213	YES	0.515	A	-0.017	NO
		PM	0.807	D	0.968	E	0.161	YES	0.706	C	-0.101	NO
		WKND	0.515	A	0.843	D	0.328	YES	0.560	A	0.045	NO
25	Harbor Bl & 1st St	AM	0.799	C	1.041	F	0.242	YES	0.770	C	-0.029	NO
		PM	0.667	B	0.845	D	0.179	YES	0.575	A	-0.092	NO
		WKND	0.581	A	0.922	E	0.341	YES	0.618	B	0.037	NO
26	Harbor Bl & Swinford St / SR-47 EB Ramps	AM	0.434	A	0.659	B	0.225	NO	0.659	B	0.225	NO
		PM	0.506	A	0.617	B	0.111	NO	0.617	B	0.111	NO
		WKND	0.455	A	0.680	B	0.225	NO	0.680	B	0.225	NO
27	Harbor Bl & SR-47 WB On Ramp	AM	0.610	B	0.797	C	0.187	YES	0.797	C	0.187	YES
		PM	0.464	A	0.608	B	0.144	NO	0.608	B	0.144	NO
		WKND	0.357	A	0.538	A	0.181	NO	0.538	A	0.181	NO
29	Harbor Bl & O'Farrell St	AM	0.618	B	0.841	D	0.223	YES	0.558	A	-0.060	NO
		PM	0.903	E	1.057	F	0.155	YES	0.705	C	-0.198	NO
		WKND	0.637	B	0.997	E	0.361	YES	0.658	B	0.021	NO
30	Harbor Bl & 3rd St [a]	AM	0.581	A	0.842	D	0.261	YES	0.566	A	-0.015	NO
		PM	0.674	B	0.882	D	0.208	YES	0.583	A	-0.091	NO
		WKND	0.562	A	1.034	F	0.473	YES	0.690	B	0.128	NO
31	Pacific Av & 13th St	AM	0.776	C	0.789	C	0.013	NO				
		PM	0.655	B	0.667	B	0.012	NO				
		WKND	0.556	A	0.571	A	0.015	NO				
32	Pacific Av & 17th St	AM	0.609	B	0.614	B	0.005	NO				
		PM	0.548	A	0.559	A	0.011	NO				
		WKND	0.449	A	0.460	A	0.011	NO				
33	Pacific Av & 19th St	AM	0.395	A	0.400	A	0.005	NO				
		PM	0.515	A	0.525	A	0.009	NO				
		WKND	0.373	A	0.384	A	0.011	NO				
34	Gaffey St & 13th St	AM	0.975	E	0.986	E	0.011	YES	0.946	E	-0.029	NO
		PM	0.721	C	0.728	C	0.007	NO	0.705	C	-0.016	NO
		WKND	0.656	B	0.669	B	0.013	NO	0.628	B	-0.028	NO

Notes:
All signalized intersections assumed to operate under Automated Traffic Surveillance and Control (ATSAC)/Adaptive Traffic Control System (ATCS) system in the future.
[a] Intersection is two-way stop-controlled.
City of Los Angeles Significant Project Impact Criteria:
If LOS C, must be >= 0.04
If LOS D, must be >= 0.02
If LOS E or F, must be >= **0.01**

1

The initial phase of the SPPM Project would include up to 1,909 surface parking spaces at parking ratios consistent with or in excess of those in the SPW Project EIS/EIR. Phase 1 would include the development of 1,239 parking spaces east of the realigned Sampson Way, and the remaining 670 surface parking spaces would be constructed in the bluff area west of the realigned Sampson Way. The number of spaces in the parking structure during Phase 2 would be determined according to the specific land use mix determined by market demand, and consistent with the parking ratios in the SPW Project EIS/EIR. Table 4-7 summarizes the parking provided relative to the requirements of the Los Angeles Municipal Code. As shown in the table, ample parking spaces in excess of code requirements are being provided onsite to accommodate parking demand for the SPPM Project. The SPPM Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been evaluated in the SPW Project EIS/EIR. Therefore, there is no substantial change from the findings in the SPW Project EIS/EIR.

Table 4-7. Code-Required Auto Parking Spaces – SPPM Project (Phase I)

Project Component	Size	Code Requirement [a]		Provided [c]
		Ratio	Spaces	
Restaurants	125,000 sq. ft.	1/500 [a]	250	
Retail	145,000 sq. ft.	1/500 [a]	290	
Port offices	30,000 sq. ft.	1/500 [a]	60	
Discovery Park	500 seats	at 1/5 seats [b]	100	
Discovery Park	6 acres	none [a]	0	
San Pedro Public Market Total			*700*	
LA Maritime Museum	27,734 sq. ft.	1/500	55	
Ralph J. Scott Fireboat Museum	10,000 sq. ft.	1/500	20	
Subtotal Museums			75	
San Pedro Public Market Total plus Museums			*775*	*1,905*

Notes:
[a] Los Angles Municipal Code Section 12.21.A.4.x.3 requires 1 space per 500 square feet of development for this use, as the project site lies within a designated State Enterprise Zone (ZI-2130 Harbor Gateway State Enterprise Zone, confirmed through ZIMAS on 4/14/16).
[b] Los Angeles Municipal Code Section 12.21.A.4.
[c] The intent of the SPPM Project is that the 1,905 parking spaces adjacent to Ports O'Call will serve these uses. Proposed parking supply includes 1,235 spaces east of Sampson Way and approximately 670 spaces west of Sampson Way as part of Phase 1. The number of spaces in the parking structure during Phase 2 would be determined according to the specific land use mix determined by market demand, and consistent with the parking ratios in the SPW Project EIS/EIR.

4.11.1.3 Mitigation Measures Applicable to the SPPM Project

MM TC-1: Develop and implement a Traffic Control Plan throughout proposed project construction. In accordance with the City's policy on street closures and traffic diversion for arterial and collector roadways, the construction contractor will prepare a traffic control plan (to be approved by the city and county engineers) before construction. The traffic control plan will include:

- a street layout showing the location of construction activity and surrounding streets to be used as detour routes, including special signage;
- a tentative start date and construction duration period for each phase of construction;

- the name, address, and emergency contact number for those responsible for maintaining the traffic control devices during the course of construction; and
- written approval to implement traffic control from other agencies, as needed.

Additionally, the traffic control plan will include the following stipulations.

- Provide access for emergency vehicles at all times.
- Avoid creating additional delay at intersections currently operating at congested conditions, either by choosing routes that avoid these locations, or constructing during nonpeak times of day.
- Maintain access for driveways and private roads, except for brief periods of construction, in which case property owners will be notified.
- Provide adequate off-street parking areas at designated staging areas for construction-related vehicles.
- Maintain pedestrian and bicycle access and circulation during proposed project construction where safe to do so. If construction encroaches on a sidewalk, a safe detour will be provided for pedestrians at the nearest crosswalk. If construction encroaches on a bike lane, warning signs will be posted that indicate bicycles and vehicles are sharing the roadway.
- Traffic controls may include flag persons wearing Occupational Safety and Health Administration–approved vests and using a "Stop/Slow" paddle to warn motorists of construction activity.
- Maintain access to Metro, LADOT, MAX, PVPTA, and LAHD transit services and ensure that public transit vehicles are detoured.
- Post standard construction warning signs in advance of the construction area and at any intersection that provides access to the construction area.
- Construction warning signs will be posted, in accordance with local standards or those set forth in the Manual on Uniform Traffic Control Devices (Federal Highway Administration 2001) in advance of the construction area and at any intersection that provides access to the construction area.
- During lane closures, notify LAFD and LAPD, as well as the Los Angeles County Sheriff's and Fire Departments, of construction locations to ensure that alternative evacuation and emergency routes are designed to maintain response times during construction periods, if necessary.
- Provide written notification to contractors regarding appropriate routes to and from construction sites, and weight and speed limits for local roads used to access construction sites. Submit a copy of all such written notifications to the City of Los Angeles Planning Department.
- Repair or restore the road right-of-way to its original condition or better upon completion of the work.

Mitigation measures are not expected to be required for the first or second phases of the SPPM Project given the following:

- The amount of traffic estimated to be generated by the first phase of the SPPM

- Previously projected year 2015 good (LOC C or better) traffic conditions without the proposed SPW Project, as contained in the SPW Project EIS/EIR
- Updated year 2015 and future year 2040 LOS at the SR-47 interchange intersections
- Updated year 2014 LOS at the intersections of Harbor Boulevard with 6th and 7th Streets
- The amount of activity and corresponding traffic growth as projected in the first phase of the overall SPW Project program by 2015 has not come to fruition:
  - The outer harbor cruise facility/calls has not occurred.
  - The City Dock EIR determined that no mitigation measures would be needed under year 2016, 2024, and year 2042 conditions.
  - The City Dock EIR determined that no mitigation measures would be needed under year 2024 conditions.
- The incremental amount of traffic expected to be generated with the proposed second phase (see Table 4-4); about 62.5% of the SPPM Project trips are projected to be generated in the first phase.

4.12 Transportation and Navigation (Marine)

4.12.1.1 Summary of San Pedro Waterfront EIS/EIR Findings

The SPW Project EIS/EIR identified a potential increase in marine navigation hazards during construction of the waterfront promenade along the Ports O'Call site. Approximately 25 vessels were proposed to remove existing wharf decks and floating docks, install new piles, and construct new wharf structures and floating docks. Additionally, replacement of the existing wood bulkhead with a new sheet pile bulkhead (approximately 150 linear feet) at Berth 78 would require marine-side construction vessels. Several of the SPW Project elements would provide new facilities to accommodate vessel traffic. Relocation of some facilities associated with the SPW Project would not be expected to generate additional vessel demand but would change the travel patterns of vessels that utilize them. Relocation of the existing recreational boat slips at Ports O'Call would also result in some changes to vessel transportation patterns. Additional marine vessels may be required for the removal of tanks and other facilities, as well as site remediation, at the Jankovich fueling station. With adherence to standard safety precautions, impacts would be less than significant and no mitigation was required.

4.12.1.2 Impacts of SPPM Project

Construction activities associated with the SPPM Project would be substantially similar to those analyzed in the SPW Project EIS/EIR related to removal/replacement and/or renovation of existing wharf decks and floating dock, and installation of new piles. However, overall impacts may be reduced because construction of the waterfront promenade would now be primarily on land rather than partially over water. Operationally, the SPPM Project would include vessel activity associated with harbor cruises and dinner cruises, charter fishing boats, water taxis, and transient harbor craft visiting the site. This would be similar to existing operations at the Ports O'Call area and

would not result in new vessel transportation impacts. Relocation of the existing recreational boat slips is occurring separately from the SPPM Project. The SPPM Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been evaluated in the SPW Project EIS/EIR. Therefore, there is no substantial change from the findings in the SPW Project EIS/EIR.

4.12.1.3 Mitigation Measures Applicable to the SPPM Project

No mitigation measures are required.

4.13 Utilities and Public Services

4.13.1.1 Summary of San Pedro Waterfront EIS/EIR Findings

The SPW Project EIS/EIR did not identify any significant and unavoidable impacts related to utilities or public services. Existing public services and utility infrastructure and supplies were determined to be adequate to serve the entire project. Buildout of the SPW Project would not increase the demand for additional law enforcement officers and/or facilities such that the United States Coast Guard, Los Angeles Police Department, or Port Police would not be able to maintain an adequate level of service without additional facilities, nor would the SPW Project result in an increased demand for personnel or equipment for the Los Angeles Fire Department in order to maintain adequate fire protection services. However, project construction could have temporary impacts on emergency access to portions of the proposed project area, which would be a significant impact that would be mitigated to less-than-significant levels.

No major utility improvements or installations would be required to accommodate the SPW Project. The SPW Project would not generate significant increases in water or wastewater demand. While some utility upgrades or relocations may be required as part of the Ports O'Call development, these improvements would occur within the existing rights-of-way and would comply with the City's municipal code, and would be performed under permit by the City Bureau of Engineering and/or LADWP.

Construction of the SPW Project may generate a substantial contribution to the solid waste stream, possibly contributing to the exceedance of solid waste facility capacities, which would result in a significant impact. In addition, construction and operation of the SPW Project would increase demands for energy consumption, which could result in significant impacts. Mitigation measures would reduce all impacts related to public services and utilities to less-than-significant levels.

4.13.1.2 Impacts of SPPM Project

Demolition and construction activities under the SPPM Project would be substantially the same as those identified in the SPW Project EIS/EIR and a similar amount of construction waste would be generated. In addition, construction and operation of the SPPM Project would result in similar demands on utilities and public services as those identified in the SPW Project EIS/EIR. Therefore, no changes to the determinations of the SPW Project EIS/EIR would occur and impacts would be less than significant with implementation of mitigation measures that would require coordination with law

enforcement agencies during construction activities, recycling of construction materials, and water/wastewater and energy conservation. The SPPM Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been evaluated in the SPW Project EIS/EIR. Therefore, there is no substantial change from the findings in the SPW Project EIS/EIR.

4.13.1.3 Mitigation Measures Applicable to the SPPM Project

MM PS-1. Coordinate with law enforcement agencies. LAHD will be required, pursuant to the Watch Manual, to coordinate with law enforcement agencies, during construction of all roadway improvements, to establish emergency vehicular access and ensure continuous law enforcement access to surrounding areas.

MM PS-2: Recycle construction materials. Demolition and/or excess construction materials will be separated on site for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials will be provided on site.

MM PS-3: Use materials with recycled content. Materials with recycled content, such as recycled steel from framing and recycled concrete and asphalt from roadway construction, will be used in project construction. Wood chippers registered through CARB's Portable Equipment Registration Program will be used on site during construction. Wood from tree removal, not from demolished structures, will be reused as landscape cover, further reducing the quantity of wood that would otherwise be disposed of at solid waste facilities.

MM PS-4: Comply with Assembly Bill (AB) 939. LAHD and Port tenants will implement a Solid Waste Management Program including the following measures to achieve a 50% reduction of current waste generation percentages by 2037 and ensure compliance with the California Solid Waste Management Act (AB 939).

a. Provide space and/or bins for storage of recyclable materials on the project site. All garbage and recycle bin storage space will be enclosed and plans will show equal area availability for both garbage and recycle bins in storage spaces.

b. Establish a recyclable material pick-up area for commercial buildings.

c. Participate in a curbside recycling program to serve the new development.

d. Develop a plan for accessible collection of materials on a regular basis.

e. Develop source reduction measures that indicate the method and amount of expected reduction.

f. Implement a program to purchase materials that have recycled content for project construction and operation (e.g., lumber, plastic, office supplies).

g. Provide a resident-tenant/employee education pamphlet to be used in conjunction with available Los Angeles County and federal source reduction educational materials. The pamphlet will be provided to all commercial tenants by the leasing/property management agency.

h. Include lease language requiring tenant participation in recycling/waste reduction programs, including specification that janitorial contracts support recycling.

MM PS-5: Water Conservation and Wastewater Reduction. LAHD and Port tenants will implement the following water conservation and wastewater reduction measures to further reduce impacts on water demand and wastewater flows.

a. The landscape irrigation system will be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns will be adjusted to minimize overspray onto walkways and streets. Each zone (sprinkler valve) will water plants having similar watering needs (i.e., shrubs, flowers, and turf will not be in the same watering zone). Automatic irrigation timers will be set to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Irrigation run times will be adjusted for all zones seasonally, reducing length and frequency of waterings in the cooler months (i.e., fall, winter, spring). Adjust sprinkler timer run time to avoid water runoff, especially when irrigating sloped property. Sprinkler times will be reduced once drought-tolerant plants have been established.

b. Drought-tolerant, low-water consuming plant varieties will be used to reduce irrigation water consumption.

c. Recycled water will be used for irrigation and toilet flushing (dual-flushing).

d. Ultra-low-flush toilets, ultra-low-flush urinals, and water-saving showerheads must be installed in both new construction and when remodeling. Low-flow faucet aerators will be installed on all sink faucets.

e. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e., employ cooling towers). LADWP will be contacted for specific information of appropriate measures.

f. Recirculating or point-of-use hot water systems will be installed to reduce water waste in long piping systems where water must be run for a considerable period before heated water reaches the outlet.

MM PS-6: Employ energy conservation measures. During the design process, LAHD will consult with LADWP's Efficiency Solutions Business Group regarding possible energy efficiency measures. LAHD and its tenants will incorporate measures to meet or, if possible, exceed minimum efficiency standards for Title XXIV of the California Code of Regulations, such as:

a. Built-in appliances, refrigerators, and space-conditioning equipment will exceed the minimum efficiency levels mandated in the California Code of Regulations.

b. High-efficiency air conditioning will be installed that is controlled by a computerized energy-management system in office and retail spaces and provides the following:

   - a variable air-volume system that results in minimum energy consumption and avoids hot water energy consumption for terminal reheat,

- a 100% outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods,
- sequentially staged operation of air-conditioning equipment in accordance with building demands,
- the isolation of air conditioning to any selected floor or floors, and
- considers the applicability of the use of thermal energy storage to handle cooling loads.

c. Ventilation air will be cascaded from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted.

d. Lighting system heat will be recycled for space heating during cool weather, while exhaust lighting-system heat will be recycled from the buildings, via ceiling plenums, to reduce cooling loads in warm weather.

e. Low and medium static-pressure terminal units will be installed, as well as ductwork to reduce energy consumption by air-distribution systems.

f. Buildings must be well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. Where applicable, design building entrances with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air.

g. A performance check of the installed space-conditioning system will be completed by the developer/installer prior to issuance of the certificate of occupancy to ensure that energy-efficiency measures incorporated into the proposed project operate as designed.

h. Exterior walls will be finished with light-colored materials and high-emissivity characteristics to reduce cooling loads. Interior walls will be finished with light-colored materials to reflect more light, and thus increase light efficiency.

i. White reflective material will be used for roofing meeting California standards for reflectivity and emissivity to reject heat.

j. Thermal insulation that exceeds requirements established by the California Code of Regulations will be installed in walls and ceilings.

k. Window systems will be designed to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather.

l. Heat-rejecting window treatments will be installed, such as films, blinds, draperies, or others on appropriate exposures.

m. Fluorescent and high-intensity discharge lamps that give the highest light output per watt of electricity consumed will be installed wherever possible, including all street and parking lot lighting, to reduce electricity consumption. Reflectors will be used to direct maximum levels of light to work surfaces.

n. Photosensitive controls and dimmable electronic ballasts will be installed to maximize the use of natural daylight available and reduce artificial lighting load.

o. Occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling will be installed to avoid unnecessary energy consumption.

p. Time-controlled interior and exterior public area light will be installed, limited to that which is necessary for safety and security.

q. Mechanical systems (HVAC and lighting) in the building will be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space.

r. Windowless walls or passive solar inset of windows will be incorporated, where feasible, in building design.

s. Project will focus pedestrian activity within sheltered outdoor areas.

4.14 Water Quality, Sediment and Oceanography

4.14.1.1 Summary of San Pedro Waterfront EIS/EIR Findings

The SPW Project EIS/EIR determined there would be no significant and unavoidable impacts on water quality, sediment, and oceanography related to redevelopment of the Ports O'Call area. The impacts associated with removal of existing water-side structures and piles and installation of new piles, bulkheads, and floating docks would disturb sediments and result in localized impacts on water quality, such as turbidity. However, sediment testing results (presented in Section 3.14.2.1.3 of the SPW Project EIS/EIR) indicate that such disturbance of sediments in the project area would not cause significant toxicity, contaminant bioaccumulation, or releases of contaminants to surface waters. In addition, in compliance with LAHD's BMPs for in-water work, implementation of minimization measures would minimize turbidity and sediment resuspension during construction. Examples of such measures include using silt curtains to confine turbidity within the work area and working at slack tide to minimize the potential for sediment transport away from the work area.

Construction activities associated with upland improvements for the SPW Project have the potential to adversely affect the quality of stormwater runoff. However, compliance with the statewide General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activities would be required. This would include implementation of a Stormwater Pollution Prevention Plan (SWPPP) and incorporation of BMPs, such as sediment basins or traps and fabric filter fences or straw bale barriers, to control runoff of eroded soils and pollutants. The SWPPP would also incorporate monitoring requirements intended to minimize potential impacts and verify BMP effectiveness. These measures, combined with the low potential for erosion and the remediation of sites prior to construction, would limit the soil and contaminant loading to Los Angeles Harbor. Other construction impacts would be minimized through

implementation of BMPs. While accidental spills from vessels are possible, spill prevention and cleanup procedures for the SPW Project would be addressed in a SWPPP that would be implemented by the construction contractor. The plan would define actions to minimize the potential for spills and provide efficient responses to spill events to minimize the magnitude of the spill and extent of impacts. Therefore, accidental spills of pollutants would cause less-than-significant impacts under CEQA.

Based on the analysis in the SPW Project EIS/EIR, compliance with existing regulations, including implementation of a SWPPP and LAHD BMPs, the SPW Project would result in less-than-significant impacts on water quality, sediment, and oceanography, and no mitigation measures were required.

4.14.1.2 Impacts of SPPM Project

The SPPM Project would involve the removal and/or renovation and reuse of existing water-side structures and piles, and the installation of new piles, wharfs, and floating docks as analyzed in the SPW Project EIS/EIR. The SPPM Project would install or rehabilitate and reuse up to 73,200 square feet of wharf and floating dock area—less than the 83,700 square feet of wharf and floating dock. The SPPM Project would also include 451 piles or fewer, as analyzed in the SPW Project EIS/EIR. While impacts of the SPPM Project would likely be reduced compared to those analyzed in the SPW Project EIS/EIR, the SPPM Project would still result in localized impacts on water quality from temporary turbidity and sediment suspension. The SPPM Project would be required to conduct sediment testing in areas where jetting is used to drive new piles and implement additional BMPs, including use of silt curtains around the pile driving operation if jetting is used to ensure that the impacts would be less than significant. Applicable testing, and permits, would need to be obtained prior to the start of in-water construction activities. The project would be subject to existing regulations requiring the implementation of a SWPPP and LAHD BMPs for in-water work, which would ensure that impacts related to the SPPM Project would remain less than significant, consistent with the findings of the SPW Project EIS/EIR. The SPPM Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been evaluated in the SPW Project EIS/EIR. Therefore, there is no substantial change from the findings in the SPW Project EIS/EIR.

4.14.1.3 Mitigation Measures Applicable to the SPPM Project

No mitigation measures are required.

4.15 Environmental Justice

4.15.1.1 Summary of San Pedro Waterfront EIS/EIR Findings

The SPW Project EIS/EIR determined the SPW Project would result in disproportionately high and adverse effects on minority and low-income populations from:

- exceedance of significance thresholds of air pollutant emissions during construction and operation of the SPW Project;
- exposure to toxic air contaminants (TACs);

- exceedance of noise standards during construction;
- a permanent increase in ambient noise levels due to vehicular traffic;
- the temporary diminished quality of recreational resources; and
- increased traffic volumes that would degrade levels of service along roadway segments and at intersections within the project vicinity.

4.15.1.2 Impacts of SPPM Project

The SPPM Project would result in similar contribution to the overall SPW Project construction-related air quality impacts, construction and operational (due to increased vehicular traffic) noise impacts, temporary diminished quality of recreational resources (due to construction noise and temporary obstruction of resources), and degradation of levels of service along roadway segments in the project vicinity as analyzed for the Ports O'Call site in the SPW Project EIS/EIR. Exposure of sensitive receptors to TACs is largely associated with operation of the cruise terminals and, therefore, the SPPM Project would not result in a substantial contribution to impacts related to TACs. However, the SPPM Project would contribute to other impacts identified above and, therefore, implementation of the SPPM Project would result in disproportionately high and adverse impacts on minority and low-income populations. The SPPM Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been evaluated in the SPW Project EIS/EIR. Therefore, there is no substantial change from the findings in the SPW Project EIS/EIR.

4.15.1.3 Mitigation Measures Applicable to the SPPM Project

The following mitigation measures are required to reduce environmental justice impacts.

- MM AQ-1 and MM AQ-3 through MM AQ-8
- MM NOI-1 and MM NOI-2
- MM REC-1 through MM REC-4, and MM REC-6 through MM REC-7

4.16 Socioeconomics and Environmental Quality

4.16.1.1 Summary of San Pedro Waterfront EIS/EIR Findings

The SPW Project EIS/EIR determined there would be no significant and unavoidable impacts on socioeconomics related to implementation of the SPW Project, including redevelopment of the Ports O'Call project area. The SPW Project would not displace substantial numbers of people or existing housing and would not require the construction of new housing elsewhere, nor would the SPW Project adversely affect local property values. Redevelopment of the Ports O'Call site was determined to result in the expiration of existing leaseholds and, thus, the displacement of existing businesses, but this impact would be less than significant. Furthermore, the SPW Project would result in a beneficial impact related to local business revenue and would increase employment in the project area from construction and operational activities.

4.16.1.2 Impacts of SPPM Project

Implementation of the SPPM Project would result in similar socioeconomic impacts identified in the SPW Project EIS/EIR, including no displacement of existing people or housing. As noted above, the SPPM Project would result in the retention of some of the existing leaseholds as well as the expiration of some of the existing leaseholds and, therefore, would result in the displacement of some existing businesses. The SPPM Project is expected to result in beneficial impacts on local business revenue and employment. Overall, socioeconomic impacts related to development of the SPPM Project would be less than significant. The SPPM Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been evaluated in the SPW Project EIS/EIR. Therefore, there is no substantial change from the findings in the SPW Project EIS/EIR.

4.16.1.3 Mitigation Measures Applicable to the SPPM Project

No mitigation measures are required.

4.17 Growth Inducement

4.17.1.1 Summary of San Pedro Waterfront EIS/EIR Findings

The SPW Project EIS/EIR determined while the project would not introduce new housing, it could have direct and indirect growth-inducing effects through transportation system improvements and new investment in surrounding communities based on the new amenities the SPW Project would bring to the area. In addition, while the SPW Project would introduce new employment opportunities, it was determined that the majority of new employees would come from the diverse worker population already residing within Southern California and would not require a substantial influx of new residents into the area to fill new jobs. As such, the SPW Project would not adversely affect the existing housing stock in the surrounding area. The other impacts of growth, such as those related to air quality, traffic congestion, increases in noise, and increased public services and utility consumption, were addressed throughout the SPW Project EIS/EIR.

4.17.1.2 Impacts of SPPM Project

The SPPM Project would not contribute to the direct or indirect population growth that would occur under the overall SPW Project because it would not involve the development of transportation system improvements. While the SPPM project would result in new jobs, it is anticipated that new employees at the project site would come from the existing worker population in Southern California, and the SPPM Project would not require a large influx of new employees moving into the region.

4.17.1.3 Mitigation Measures Applicable to the SPPM Project

Mitigation measures for significant impacts associated with growth-inducement are identified under the appropriate resource discussions of this Addendum where growth-related impacts would occur.

4.18 Cumulative Analysis

4.18.1 Introduction

This section presents information and analysis of the potential cumulative environmental impacts, if any, of the proposed modifications to the previous project design analyzed in the SPW Project EIS/EIR for the Ports O'Call area with the SPPM Project. The SPPM Project's cumulative effects were largely covered and analyzed in the SPW Project EIS/EIR, which identified redevelopment of Ports O'Call as a project element. The analysis contained within this section addresses the changes to cumulative impacts identified in the SPW Project EIS/EIR that could potentially occur as a result of the SPPM Project.

4.18.2 Summary of SPW EIS/EIR Findings

The SPW Project EIS/EIR includes a comprehensive list of related and cumulative projects (Table 4-1 and Figure 4-1 of the SPW Project EIS/EIR), in which the cumulative contribution of the SPW Project was considered. Resource areas where the SPW Project was determined to contribute to a cumulatively considerable adverse effect included:

- aesthetics (nighttime lighting),
- air quality (construction emissions),
- biological resources (pile driving and mudflat habitat),
- cultural resources (archaeological resources),
- geology (fault rupture, ground-shaking, liquefaction, or other seismically induced ground failure, and tsunami risks),
- noise (construction noise),
- recreation (construction),
- transportation and circulation (ground), and
- water quality, sediments, and oceanography (stormwater runoff).

4.18.3 Impacts of the SPPM Project

The modifications proposed by the SPPM Project are minor. The project would be in the same general location, with the exception of a small portion of the Town Square area, which is now within the SPPM Project boundaries, and would develop similar uses. In addition, the construction equipment and duration of the proposed SPPM Project would be equal to or less than the original project analyzed in the SPW Project EIS/EIR. The following changes have occurred within or in the vicinity of the SPW Project area since approval of the SPW Project EIS/EIR, which include components of the SPW Project, as well as additional elements not previously considered. These have been noted and addressed throughout this Addendum where appropriate.

- U.S.S. Iowa: Located at First Street and Harbor Boulevard at Berth 87, the U.S.S. Iowa is a new museum feature to the San Pedro Waterfront area.

- AltaSea Marine Research Center: In 2012, the City Dock No. 1 Marine Search Center Project EIR was certified. The project has not been constructed, and planning and design of the AltaSea facility is ongoing and will be assessed in a separate environmental analysis.
- Downtown Harbor: Located along Harbor Boulevard and 5th and 6th Streets, this 1.2-acre water cut feature of the SPW Project was completed in 2014 and includes more open space, widening of the promenades, and improvement of the physical and visual connectivity with downtown San Pedro.
- Crafted Marketplace & Brouwerij West: Reuse of Warehouses Nos. 9 and 10 was envisioned in the SPW Project EIS/EIR to be adapted for low-intensity, visitor-serving commercial or educational uses. Warehouse No. 9 has been adaptively reused and is now the location of Brouwerij West, and Warehouse No. 10 has been restored and is the location of Crafted, a new large-scale permanent craft marketplace hosting more than 100 shop spaces for artists, crafters, and food vendors.
- Redesign of Sampson Way/7th Street Intersection: Redesign of the Sampson Way and 7th Street intersection was previously analyzed in the SPW Project EIS/EIR and included an enhanced four-way intersection with a modification of the 6th Street connection to Sampson Way, eliminating access to Sampson Way from Harbor Boulevard via 6th Street. The modification would have resulted in two through lanes in each direction on Sampson Way and two through lanes in each direction on Harbor Boulevard. In June 2015, the Port prepared an addendum to the SPW Project EIS/EIR that would shift the intersection farther south of 7th Street, improve vehicular access to and along the waterfront, and provide additional pedestrian access. The project would also improve safety for pedestrians and vehicles by providing signalized intersections, shorter-distance striped crosswalks, designated bike lanes, and continuous pedestrian pathways. The redesign also proposed an extension of Plaza Park to an open space area west of Harbor Boulevard including a plaza area, lighting, trees, and irrigation. Construction is expected to start in late August 2016 and be completed by the end of March 2018.
- Los Angeles Waterfront Red Car Line: Operations along the 1.5-mile route have been suspended along the waterfront between Swinford Street and 22nd Street.

In addition, cumulative projects from Table 4-1 and Figure 4-1 of the SPW Project EIS/EIR that could potentially contribute to a cumulative traffic effect have been considered in the analysis of the proposed SPPM Project as changes to baseline conditions and have been considered within the updated traffic analysis. These include:

- Cabrillo Way Marina Phase II at 22nd Street/Miner Street: constructed and operational since 2011.
- Port of Los Angeles Charter School and Port Police Headquarters at 330 S. Centre Street in San Pedro: constructed and operational since 2011.
- Westway Decommissioning at Berths 70–71: storage tanks removed in 2012.
- San Pedro Waterfront Enhancements Project: portions of the project were completed, including development of 22nd Street Park and parking lot at 22nd Street and Sampson Way.

As concluded throughout this chapter, the proposed SPPM Project would not result in new significant impacts, substantially increase the severity of a previously analyzed impact, or require new mitigation measures that have not already been evaluated in the SPW Project EIS/EIR. Mitigation measures relating to development of the project site for air quality, biological resources, cultural resources, geology, groundwater and soils, noise, recreation, ground transportation, utilities and public services, and environmental justice would be adhered to during construction of the SPPM Project. The analysis shows that the modifications would not affect any of the Project-specific impact determinations made in the SPW Project EIS/EIR. As such, the modified SPPM Project would also not affect most of the cumulative impact determinations made in the SPW Project EIS/EIR. The only exception would be the SPW Project's contribution to cumulative impacts on mudflat habitat, which would not occur under the proposed SPPM Project; as noted in Section 4.3.1.2, implementation of MM BIO-4, Enhance and expand Salinas de San Pedro Salt Marsh, and MM BIO-5, Prepare a habitat mitigation and monitoring plan, would no longer be required.

Chapter 5
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Appendix A
Level of Service Worksheets

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
5	

PROJECT TITLE: SPW, POC Addendum
North-South Street: Gaffey St **East-West Street:** 9th St
Scenario: Future No Project
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <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?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	68	1	68	56	1	**56**
	Left-Through		0			0	
	Through	1503	2	**752**	1132	2	566
	Through-Right		0			0	
	Right	28	1	0	42	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	**46**	151	1	151
	Left-Through		0			0	
	Through	1108	1	613	1620	1	**881**
	Through-Right		1			1	
	Right	118	0	118	141	0	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	287	1	**287**	195	1	**195**
	Left-Through		0			0	
	Through	504	1	504	275	1	275
	Through-Right		0			0	
	Right	58	1	24	47	1	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	1	77	98	1	98
	Left-Through		0			0	
	Through	325	0	**404**	283	0	**404**
	Through-Right		1			1	
	Right	79	0	0	121	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	798		*North-South:*	937
			East-West:	691		*East-West:*	599
			SUM:	1489		*SUM:*	1536
VOLUME/CAPACITY *(V/C)* RATIO:				0.993			1.024
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.893**			**0.924**
LEVEL OF SERVICE (LOS):				**D**			**E**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
6	

PROJECT TITLE: SPW, POC Addendum
North-South Street: Gaffey St **East-West Street:** 7th St
Scenario: Future No Project
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	22	53	1	**53**
	Left-Through		0			0	
	Through	1797	2	**899**	1346	2	673
	Through-Right		0			0	
	Right	53	1	0	42	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	71	1	**71**	106	1	106
	Left-Through		0			0	
	Through	1202	1	686	1739	1	**918**
	Through-Right		1			1	
	Right	170	0	170	97	0	97
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	302	1	**302**	163	1	**163**
	Left-Through		0			0	
	Through	185	0	220	181	0	234
	Through-Right		1			1	
	Right	35	0	0	53	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	114	1	114	105	1	105
	Left-Through		0			0	
	Through	113	0	**192**	197	0	**308**
	Through-Right		1			1	
	Right	79	0	0	111	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	970		*North-South:*	971
			East-West:	494		*East-West:*	471
			SUM:	1464		*SUM:*	1442
VOLUME/CAPACITY *(V/C)* RATIO:				0.976			0.961
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.876**			**0.861**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
7	North-South Street:	Gaffey St	East-West Street:	6th St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				0			0
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?				2			2
Override Capacity				1200			1200
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	61	1	61	64	1	**64**
	Left-Through		0			0	
	Through	2020	1	**1042**	1537	1	798
	Through-Right		1			1	
	Right	64	0	64	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	1	**114**	70	1	70
	Left-Through		0			0	
	Through	1487	1	794	1807	1	**956**
	Through-Right		1			1	
	Right	101	0	101	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	13	0	**13**	15	0	**15**
	Left-Through		1			1	
	Through	11	0	24	9	0	24
	Through-Right		0			0	
	Right	38	1	8	93	1	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	0	2	10	0	10
	Left-Through		1			1	
	Through	30	0	**32**	11	0	21
	Through-Right		0			0	
	Right	44	1	0	102	1	**67**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1156		*North-South:*	1020
			East-West:	45		*East-West:*	82
			SUM:	1201		*SUM:*	1102
VOLUME/CAPACITY *(V/C)* RATIO:				1.001			0.918
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.901**			**0.818**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
8	North-South Street:	Gaffey St	East-West Street:	5th St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	46	1	**46**
	Left-Through		0			0	
	Through	2012	2	**1006**	1617	2	809
	Through-Right		0			0	
	Right	28	1	0	34	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	125	1	**125**	131	1	131
	Left-Through		0			0	
	Through	1525	2	763	1881	2	**941**
	Through-Right		0			0	
	Right	141	1	0	137	1	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	299	1	**299**	137	1	**137**
	Left-Through		0			0	
	Through	184	0	217	93	0	117
	Through-Right		1			1	
	Right	33	0	0	24	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	102	1	102	103	1	103
	Left-Through		0			0	
	Through	116	0	**253**	339	0	**472**
	Through-Right		1			1	
	Right	137	0	0	133	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1131		*North-South:*	987
			East-West:	552		*East-West:*	609
			SUM:	1683		*SUM:*	1596
VOLUME/CAPACITY *(V/C)* RATIO:				1.181			1.120
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.081**			**1.020**
LEVEL OF SERVICE (LOS):				**F**			**F**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
9	North-South Street:	Gaffey St	East-West Street:	1st St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2				2
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?				2				2	
Override Capacity				0				0	
	MOVEMENT	Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	19	1	19		38	1	**38**	
	Left-Through		0				0		
	Through	2560	2	**857**		1875	2	630	
	Through-Right		1				1		
	Right	11	0	11		16	0	16	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	127	1	**127**		139	1	139	
	Left-Through		0				0		
	Through	1847	2	729		2184	2	**901**	
	Through-Right		1				1		
	Right	341	0	341		519	0	519	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	1302	2	**716**		945	2	**520**	
	Left-Through		0				0		
	Through	77	0	95		143	0	202	
	Through-Right		1				1		
	Right	18	0	0		59	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	55	1	55		88	1	88	
	Left-Through		0				0		
	Through	201	1	201		180	1	**180**	
	Through-Right		0				0		
	Right	280	1	**217**		209	1	140	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	984			*North-South:*	939	
			East-West:	933			*East-West:*	700	
			SUM:	1917			*SUM:*	1639	
VOLUME/CAPACITY *(V/C)* RATIO:				1.394				1.192	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.294**				**1.092**	
LEVEL OF SERVICE (LOS):				**F**				**F**	

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
11	North-South Street:	Summerland Ave	East-West Street:	Gaffey St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	146	1	**146**	182	1	**182**
	Left-Through		0			0	
	Through	589	1	307	567	1	310
	Through-Right		1			1	
	Right	25	0	25	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	13	23	1	23
	Left-Through		0			0	
	Through	551	2	**276**	807	2	**404**
	Through-Right		0			0	
	Right	210	1	0	381	1	262
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	570	1	**570**	238	1	**238**
	Left-Through		0			0	
	Through	5	0	74	4	0	73
	Through-Right		1			1	
	Right	69	0	0	69	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	399	2	219	676	2	372
	Left-Through		0			0	
	Through	171	0	**478**	362	0	**750**
	Through-Right		1			1	
	Right	307	0	0	388	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	422		North-South:	586
			East-West:	1048		East-West:	988
			SUM:	1470		SUM:	1574
VOLUME/CAPACITY (V/C) RATIO:				1.032			1.105
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.932**			**1.005**
LEVEL OF SERVICE (LOS):				**E**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
12	North-South Street:	Pacific Ave	East-West Street:	22nd St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	1	24	34	1	34
	Left-Through		0			0	
	Through	561	1	**561**	439	1	**439**
	Through-Right		0			0	
	Right	352	1	352	127	1	127
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	40	1	**40**	24	1	**24**
	Left-Through		0			0	
	Through	194	1	194	387	1	387
	Through-Right		0			0	
	Right	34	1	34	87	1	87
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	47	0	47	34	0	**34**
	Left-Through		0			0	
	Through	320	0	**403**	133	0	222
	Through-Right		0			0	
	Right	36	0	0	55	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	72	0	**72**	218	0	218
	Left-Through		0			0	
	Through	107	0	201	175	0	**429**
	Through-Right		0			0	
	Right	22	0	0	36	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	601		*North-South:*	463
			East-West:	475		*East-West:*	463
			SUM:	1076		*SUM:*	926
VOLUME/CAPACITY *(V/C)* RATIO:				0.717			0.617
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.617**			**0.517**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
13	North-South Street:	Pacific Ave	East-West Street:	9th St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	97	1	97		62	1	**62**	
	Left-Through		0				0		
	Through	1053	1	**1053**		764	1	764	
	Through-Right		0				0		
	Right	38	1	33		41	1	16	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	16	1	**16**		41	1	41	
	Left-Through		0				0		
	Through	591	1	591		1010	1	**1010**	
	Through-Right		0				0		
	Right	132	1	49		130	1	67	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	166	1	**166**		127	1	**127**	
	Left-Through		0				0		
	Through	162	0	213		191	0	296	
	Through-Right		1				1		
	Right	51	0	0		105	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	11	1	11		50	1	50	
	Left-Through		0				0		
	Through	186	0	**238**		202	0	**265**	
	Through-Right		1				1		
	Right	52	0	0		63	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			*North-South:*	1069			*North-South:*	1072	
			East-West:	404			*East-West:*	392	
			SUM:	1473			*SUM:*	1464	
VOLUME/CAPACITY *(V/C)* RATIO:				0.982				0.976	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.882**				**0.876**	
LEVEL OF SERVICE (LOS):				**D**				**D**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
14	North-South Street:	Pacific Ave	East-West Street:	7th St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	73	1	**73**
	Left-Through		0			0	
	Through	1252	1	**1252**	863	1	863
	Through-Right		0			0	
	Right	47	1	28	28	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	16	1	**16**	20	1	20
	Left-Through		0			0	
	Through	740	1	740	1015	1	**1015**
	Through-Right		0			0	
	Right	51	1	26	51	1	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	**51**	35	1	35
	Left-Through		0			0	
	Through	97	0	129	164	0	**214**
	Through-Right		1			1	
	Right	32	0	0	50	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	38	114	1	**114**
	Left-Through		0			0	
	Through	99	0	**120**	178	0	225
	Through-Right		1			1	
	Right	21	0	0	47	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	1268		North-South:	1088
			East-West:	171		East-West:	328
			SUM:	1439		SUM:	1416
VOLUME/CAPACITY (V/C) RATIO:				0.959			0.944
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.859**			**0.844**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
15	North-South Street:	Pacific Ave	East-West Street:	6th St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	32	38	1	**38**
	Left-Through		0			0	
	Through	1236	1	**1236**	849	1	849
	Through-Right		0			0	
	Right	52	1	52	75	1	75
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	36	1	36
	Left-Through		0			0	
	Through	722	1	722	999	1	**999**
	Through-Right		0			0	
	Right	28	1	28	46	1	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	25	0	25	25	0	25
	Left-Through		0			0	
	Through	76	0	**128**	80	0	**150**
	Through-Right		0			0	
	Right	27	0	0	45	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	40	0	**40**	62	0	**62**
	Left-Through		0			0	
	Through	22	0	98	77	0	175
	Through-Right		0			0	
	Right	36	0	0	36	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	1266		North-South:	1037
			East-West:	168		East-West:	212
			SUM:	1434		SUM:	1249
VOLUME/CAPACITY (V/C) RATIO:				1.043			0.908
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.943**			**0.808**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
16	North-South Street:	Pacific Ave	East-West Street:	5th St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	36	1	36		40	1	40	
	Left-Through		0				0		
	Through	1196	1	**1196**		854	1	**854**	
	Through-Right		0				0		
	Right	68	1	22		66	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	50	1	**50**		50	1	**50**	
	Left-Through		0				0		
	Through	668	1	668		851	1	851	
	Through-Right		0				0		
	Right	38	1	19		32	1	5	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	38	1	38		55	1	55	
	Left-Through		0				0		
	Through	211	0	**250**		130	0	**178**	
	Through-Right		1				1		
	Right	39	0	0		48	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	93	1	**93**		186	1	**186**	
	Left-Through		0				0		
	Through	173	0	225		176	0	235	
	Through-Right		1				1		
	Right	52	0	0		59	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			North-South:	1246			North-South:	904	
			East-West:	343			East-West:	364	
			SUM:	1589			SUM:	1268	
VOLUME/CAPACITY (V/C) RATIO:				1.059				0.845	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.959**				**0.745**	
LEVEL OF SERVICE (LOS):				**E**				**C**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
17	North-South Street:	Pacific Ave	East-West Street:	1st St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	217	1	217		153	1	**153**	
	Left-Through		0				0		
	Through	1070	1	**1070**		762	1	762	
	Through-Right		0				0		
	Right	46	1	46		33	1	33	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	35	1	**35**		29	1	29	
	Left-Through		0				0		
	Through	610	1	610		825	1	**825**	
	Through-Right		0				0		
	Right	45	1	45		59	1	59	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	52	0	**52**		62	0	62	
	Left-Through		1				1		
	Through	116	0	168		142	0	**204**	
	Through-Right		0				0		
	Right	64	1	0		93	1	17	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	112	0	112		58	0	**58**	
	Left-Through		1				1		
	Through	138	0	**250**		119	0	177	
	Through-Right		0				0		
	Right	58	1	41		22	1	8	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			North-South:	1105			North-South:	978	
			East-West:	302			East-West:	262	
			SUM:	1407			SUM:	1240	
VOLUME/CAPACITY (V/C) RATIO:				0.938				0.827	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.838**				**0.727**	
LEVEL OF SERVICE (LOS):				**D**				**C**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
20	North-South Street:	Miner St	East-West Street:	22nd St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	30	1	**30**	43	1	**43**
	Left-Through		0			0	
	Through	73	1	46	136	1	83
	Through-Right		1			1	
	Right	18	0	18	30	0	30
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	59	1	59	34	1	34
	Left-Through		0			0	
	Through	104	1	**104**	142	1	142
	Through-Right		1			1	
	Right	168	0	0	483	0	**354**
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	528	1	**528**	258	1	**258**
	Left-Through		0			0	
	Through	71	1	53	56	1	49
	Through-Right		1			1	
	Right	34	0	34	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	19	1	19	36	1	36
	Left-Through		0			0	
	Through	27	1	**27**	51	1	**47**
	Through-Right		1			1	
	Right	34	0	5	42	0	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	134		*North-South:*	397
			East-West:	555		*East-West:*	305
			SUM:	689		*SUM:*	702
VOLUME/CAPACITY *(V/C)* RATIO:				0.501			0.511
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.401**			**0.411**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
21	North-South Street:	Harbor Bl / Miner St	East-West Street:	Crescent Av
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				0			0
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?				2			2
Override Capacity				1200			1200
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	2	1	2	10	1	**10**
	Left-Through		0			0	
	Through	682	2	**341**	430	2	215
	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	310	1	218	660	1	**523**
	Through-Right		1			1	
	Right	125	0	125	386	0	386
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	299	0	299	103	0	103
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	8	0	**307**	6	0	**109**
	Left-Through-Right		0			0	
	Left-Right		1			1	
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:	341		North-South:	533
			East-West:	307		East-West:	109
			SUM:	648		SUM:	642
VOLUME/CAPACITY (V/C) RATIO:				0.540			0.535
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.440**			**0.435**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
22	North-South Street:	Harbor Blvd	East-West Street:	7th St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	16	1	16	21	1	**21**
	Left-Through		0			0	
	Through	1016	2	**508**	598	2	299
	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	464	2	232	1125	2	**563**
	Through-Right		0			0	
	Right	244	1	162	372	1	289
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	299	2	**164**	303	2	**167**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	7	1	0	28	1	18
	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:	508		North-South:	584
			East-West:	164		East-West:	167
			SUM:	672		SUM:	751
VOLUME/CAPACITY (V/C) RATIO:				0.472			0.527
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.372**			**0.427**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
23	North-South Street:	Harbor Blvd	East-West Street:	6th St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	18	1	18	23	1	**23**
	Left-Through		0			0	
	Through	1331	1	**673**	841	1	443
	Through-Right		1			1	
	Right	15	0	15	44	0	44
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	72	1	**72**	146	1	146
	Left-Through		0			0	
	Through	735	1	424	1378	1	**728**
	Through-Right		1			1	
	Right	113	0	113	78	0	78
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	42	1	**42**	50	1	**50**
	Left-Through		0			0	
	Through	8	0	29	39	0	58
	Through-Right		1			1	
	Right	21	0	0	19	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	7	1	7	28	1	28
	Left-Through		0			0	
	Through	15	1	**15**	33	1	33
	Through-Right		0			0	
	Right	24	1	0	124	1	**51**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	745		*North-South:*	751
			East-West:	57		*East-West:*	101
			SUM:	802		*SUM:*	852
VOLUME/CAPACITY *(V/C)* RATIO:				0.563			0.598
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.463**			**0.498**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
24	North-South Street:	Harbor Blvd	East-West Street:	5th St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	**34**	17	1	**17**
	Left-Through		0			0	
	Through	1230	1	617	894	1	447
	Through-Right		1			1	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	912	1	**654**	1616	1	**879**
	Through-Right		1			1	
	Right	396	0	396	141	0	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	184	1	**184**	368	1	**368**
	Left-Through		0			0	
	Through	8	0	23	4	0	37
	Through-Right		1			1	
	Right	15	0	0	33	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	4	1	4	1	1	1
	Left-Through		0			0	
	Through	6	1	6	5	1	5
	Through-Right		0			0	
	Right	29	1	**29**	28	1	**28**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	688		*North-South:*	896
			East-West:	213		*East-West:*	396
			SUM:	901		*SUM:*	1292
VOLUME/CAPACITY *(V/C)* RATIO:				0.632			0.907
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.532**			**0.807**
LEVEL OF SERVICE (LOS):				**A**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
25	North-South Street:	Harbor Blvd	East-West Street:	1st St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	1	7	16	1	**16**
	Left-Through		0			0	
	Through	1608	1	**806**	1394	1	699
	Through-Right		1			1	
	Right	4	0	4	3	0	3
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	303	1	**303**	28	1	28
	Left-Through		0			0	
	Through	1282	1	687	1700	1	**884**
	Through-Right		1			1	
	Right	92	0	92	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	**125**	100	1	**100**
	Left-Through		0			0	
	Through	0	0	13	3	0	18
	Through-Right		1			1	
	Right	13	0	0	15	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	0	2	5	0	5
	Left-Through		1			1	
	Through	0	0	**2**	13	0	18
	Through-Right		0			0	
	Right	10	1	0	68	1	**54**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1109		*North-South:*	900
			East-West:	127		*East-West:*	154
			SUM:	1236		*SUM:*	1054
VOLUME/CAPACITY *(V/C)* RATIO:				0.899			0.767
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.799**			**0.667**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
26	North-South Street:	Harbor Blvd	East-West Street:	SR 47 EB Off-Ramp / Swinford St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
	No. of Phases			4			4
	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-- 3	WB--	3	EB-- 3	WB--	3
	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	535	2	**294**	360	2	**198**
	Left-Through		0			0	
	Through	639	1	336	804	1	408
	Through-Right		1			1	
	Right	32	0	32	12	0	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	246	2	135	157	2	86
	Left-Through		0			0	
	Through	547	2	**205**	1464	2	**521**
	Through-Right		1			1	
	Right	69	0	69	99	0	99
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	38	1	38	45	1	**45**
	Left-Through		0			0	
	Through	311	1	**235**	64	1	64
	Through-Right		1			1	
	Right	395	1	0	265	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	**0**	1	1	1
	Left-Through		0			0	
	Through	129	1	129	69	1	**69**
	Through-Right		0			0	
	Right	308	1	173	114	1	28
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	499		North-South:	719
			East-West:	235		East-West:	114
			SUM:	734		SUM:	833
	VOLUME/CAPACITY (V/C) RATIO:			0.534			0.606
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.434**			**0.506**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
27	North-South Street:	Harbor Blvd	East-West Street:	SR-47 WB On-Ramp
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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--	3	NB-- 3	SB--	3
		EB-- 1	WB--	0	EB-- 1	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	1020	2	**561**	743	2	**409**
	Left-Through		0			0	
	Through	334	0	376	248	0	285
	Through-Right		1			1	
	Right	42	0	0	37	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	4	1	4	34	1	34
	Left-Through		0			0	
	Through	311	2	**156**	438	2	**219**
	Through-Right		0			0	
	Right	29	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	1	43	100	1	**100**
	Left-Through		0			0	
	Through	234	1	**234**	60	1	60
	Through-Right		0			0	
	Right	486	1	0	954	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	45	2	**25**	141	2	78
	Left-Through		0			0	
	Through	138	2	69	95	2	**48**
	Through-Right		0			0	
	Right	11	1	9	27	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	717		North-South:	628
			East-West:	259		East-West:	148
			SUM:	976		SUM:	776
VOLUME/CAPACITY (V/C) RATIO:				0.710			0.564
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.610**			**0.464**
LEVEL OF SERVICE (LOS):				**B**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
29	North-South Street:	Harbor	East-West Street:	O'Farrell
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	1	**11**	14	1	**14**
	Left-Through		0			0	
	Through	1786	2	893	1693	2	847
	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	1859	1	**938**	2679	1	**1357**
	Through-Right		1			1	
	Right	16	0	16	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	**128**	133	1	**133**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	11	1	6	14	1	7
	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:*	949		*North-South:*	1371
			East-West:	128		*East-West:*	133
			SUM:	1077		*SUM:*	1504
VOLUME/CAPACITY *(V/C)* RATIO:				0.718			1.003
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.618**			**0.903**
LEVEL OF SERVICE (LOS):				**B**			**E**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
30	North-South Street:	Harbor	East-West Street:	3rd
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					0				0
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?					2				2
Override Capacity					1200				1200
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	18	1	18		18	1	**18**	
	Left-Through		0				0		
	Through	1373	2	**687**		1313	2	657	
	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	1096	1	645		1597	1	**839**	
	Through-Right		1				1		
	Right	194	0	194		80	0	80	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	130	1	**130**		72	1	**72**	
	Left-Through		0				0		
	Through	0	0	0		0	0	0	
	Through-Right		0				0		
	Right	17	1	8		19	1	10	
	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:*	687			*North-South:*	857	
			East-West:	130			*East-West:*	72	
			SUM:	817			*SUM:*	929	
VOLUME/CAPACITY *(V/C)* RATIO:				0.681				0.774	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.581**				**0.674**	
LEVEL OF SERVICE (LOS):				**A**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
31	North-South Street:	Pacific Ave	East-West Street:	13th
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	53	49	1	**49**
	Left-Through		0			0	
	Through	1001	1	**1001**	667	1	667
	Through-Right		0			0	
	Right	22	1	22	19	1	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	**11**	34	1	34
	Left-Through		0			0	
	Through	353	1	353	833	1	**833**
	Through-Right		0			0	
	Right	121	1	121	114	1	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	0	**121**	78	0	78
	Left-Through		0			0	
	Through	68	0	231	94	0	**235**
	Through-Right		0			0	
	Right	42	0	0	63	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	16	0	**16**
	Left-Through		0			0	
	Through	116	0	**181**	95	0	139
	Through-Right		0			0	
	Right	55	0	0	28	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1012		*North-South:*	882
			East-West:	302		*East-West:*	251
			SUM:	1314		*SUM:*	1133
VOLUME/CAPACITY *(V/C)* RATIO:				0.876			0.755
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.776**			**0.655**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
32	North-South Street:	Pacific Ave	East-West Street:	17th
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	57	1	57		19	1	**19**	
	Left-Through		0				0		
	Through	662	1	**662**		560	1	560	
	Through-Right		0				0		
	Right	4	1	4		8	1	8	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	21	1	**21**		17	1	17	
	Left-Through		0				0		
	Through	300	1	300		735	1	**735**	
	Through-Right		0				0		
	Right	83	1	83		78	1	78	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	192	0	192		49	0	**49**	
	Left-Through		0				0		
	Through	141	0	**375**		53	0	130	
	Through-Right		0				0		
	Right	42	0	0		28	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	6	0	**6**		33	0	33	
	Left-Through		0				0		
	Through	123	0	165		106	0	**169**	
	Through-Right		0				0		
	Right	36	0	0		30	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES			North-South:	683			North-South:	754	
			East-West:	381			East-West:	218	
			SUM:	1064			SUM:	972	
VOLUME/CAPACITY (V/C) RATIO:				0.709				0.648	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.609**				**0.548**	
LEVEL OF SERVICE (LOS):				**B**				**A**	

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
33	North-South Street:	19th St	East-West Street:	Pacific
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	29	1	**29**
	Left-Through		0			0	
	Through	535	1	**535**	456	1	456
	Through-Right		0			0	
	Right	17	1	17	16	1	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	**15**	27	1	27
	Left-Through		0			0	
	Through	247	1	247	675	1	**675**
	Through-Right		0			0	
	Right	27	1	27	42	1	42
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	36	0	36	45	0	**45**
	Left-Through		0			0	
	Through	108	0	**183**	43	0	120
	Through-Right		0			0	
	Right	39	0	0	32	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	10	0	**10**	42	0	42
	Left-Through		0			0	
	Through	53	0	73	111	0	**174**
	Through-Right		0			0	
	Right	10	0	0	21	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	550		North-South:	704
			East-West:	193		East-West:	219
			SUM:	743		SUM:	923
VOLUME/CAPACITY (V/C) RATIO:				0.495			0.615
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.395**			**0.515**
LEVEL OF SERVICE (LOS):				**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
34	North-South Street:	Gaffey St	East-West Street:	13th St.
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	1	38	71	1	**71**
	Left-Through		0			0	
	Through	1460	1	**766**	1028	1	538
	Through-Right		1			1	
	Right	71	0	71	48	0	48
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	34	1	**34**	95	1	95
	Left-Through		0			0	
	Through	819	1	484	1224	1	**656**
	Through-Right		1			1	
	Right	149	0	149	87	0	87
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	215	0	**215**	195	0	**195**
	Left-Through		0			0	
	Through	307	0	579	159	0	446
	Through-Right		0			0	
	Right	57	0	0	92	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	60	0	60	33	0	33
	Left-Through		0			0	
	Through	346	0	**597**	200	0	**310**
	Through-Right		0			0	
	Right	191	0	0	77	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	800		North-South:	727
			East-West:	812		East-West:	505
			SUM:	1612		SUM:	1232
VOLUME/CAPACITY (V/C) RATIO:				1.075			0.821
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.975**			**0.721**
LEVEL OF SERVICE (LOS):				**E**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
5	North-South Street:	Gaffey St	East-West Street:	9th St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	76	1	**76**	0	1	**0**
	Left-Through		0			0	
	Through	1264	2	632	0	2	0
	Through-Right		0			0	
	Right	53	1	12	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	139	1	139	0	1	0
	Left-Through		0			0	
	Through	1372	1	**734**	0	1	**0**
	Through-Right		1			1	
	Right	95	0	95	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	202	1	**202**	0	1	0
	Left-Through		0			0	
	Through	237	1	237	0	1	**0**
	Through-Right		0			0	
	Right	64	1	26	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	83	0	1	**0**
	Left-Through		0			0	
	Through	211	0	**344**	0	0	0
	Through-Right		1			1	
	Right	133	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	810		*North-South:*	0
			East-West:	546		*East-West:*	0
			SUM:	1356		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.904			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.804**			**0.000**
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
6	North-South Street:	Gaffey St	East-West Street:	7th St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	29	0	1	**0**
	Left-Through		0			0	
	Through	1614	2	**807**	0	2	0
	Through-Right		0			0	
	Right	49	1	13	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	162	1	**162**	0	1	0
	Left-Through		0			0	
	Through	1406	1	763	0	1	**0**
	Through-Right		1			1	
	Right	119	0	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	116	1	**116**	0	1	0
	Left-Through		0			0	
	Through	123	0	176	0	0	**0**
	Through-Right		1			1	
	Right	53	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	73	1	73	0	1	**0**
	Left-Through		0			0	
	Through	125	0	**232**	0	0	0
	Through-Right		1			1	
	Right	107	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	969		*North-South:*	0
			East-West:	348		*East-West:*	0
			SUM:	1317		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.878			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.778**			**0.000**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
7	

PROJECT TITLE: SPW, POC Addendum
North-South Street: Gaffey St **East-West Street:** 6th St
Scenario: Future No Project
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

				SAT					
No. of Phases				0					0
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	NB-- 0	SB--	0
	EB-- 0	WB--	0	EB-- 0	WB--	0	EB-- 0	WB--	0
ATSAC-1 or ATSAC+ATCS-2?			2			2			2
Override Capacity			1200			1200			1200

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	1	73	0	1	**0**
	Left-Through		0			0	
	Through	1698	1	**873**	0	1	0
	Through-Right		1			1	
	Right	47	0	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	101	1	**101**	0	1	0
	Left-Through		0			0	
	Through	1642	1	841	0	1	**0**
	Through-Right		1			1	
	Right	39	0	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	11	0	**11**	0	0	0
	Left-Through		1			1	
	Through	14	0	25	0	0	**0**
	Through-Right		0			0	
	Right	64	1	28	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		1			1	
	Through	15	0	25	0	0	0
	Through-Right		0			0	
	Right	103	1	**53**	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	974		*North-South:*	0
			East-West:	64		*East-West:*	0
			SUM:	1038		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.865			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.765**			**0.000**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
8	North-South Street:	Gaffey St	East-West Street:	5th St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	1	**0**
	Left-Through		0			0	
	Through	1679	2	**840**	0	2	0
	Through-Right		0			0	
	Right	32	1	10	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	125	1	**125**	0	1	0
	Left-Through		0			0	
	Through	1769	2	885	0	2	**0**
	Through-Right		0			0	
	Right	90	1	31	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	**118**	0	1	0
	Left-Through		0			0	
	Through	91	0	120	0	0	**0**
	Through-Right		1			1	
	Right	29	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	44	1	44	0	1	**0**
	Left-Through		0			0	
	Through	107	0	**228**	0	0	0
	Through-Right		1			1	
	Right	121	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	965		*North-South:*	0
			East-West:	346		*East-West:*	0
			SUM:	1311		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.920			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.820**			**0.000**
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
9	North-South Street:	Gaffey St	East-West Street:	1st St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	49	1	**49**	0	1	**0**
	Left-Through		0			0	
	Through	1682	2	569	0	2	0
	Through-Right		1			1	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	198	1	198	0	1	0
	Left-Through		0			0	
	Through	2288	2	**938**	0	2	**0**
	Through-Right		1			1	
	Right	527	0	527	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	763	2	**420**	0	2	0
	Left-Through		0			0	
	Through	178	0	287	0	0	**0**
	Through-Right		1			1	
	Right	109	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	64	0	1	0
	Left-Through		0			0	
	Through	205	1	**205**	0	1	**0**
	Through-Right		0			0	
	Right	216	1	117	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	987		*North-South:*	0
			East-West:	625		*East-West:*	0
			SUM:	1612		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.172			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.072**			**0.000**
LEVEL OF SERVICE (LOS):				**F**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
11	North-South Street:	Summerland Ave	East-West Street:	Gaffey St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	**200**	0	1	**0**
	Left-Through		0			0	
	Through	625	1	332	0	1	0
	Through-Right		1			1	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	1	18	0	1	0
	Left-Through		0			0	
	Through	694	2	**347**	0	2	**0**
	Through-Right		0			0	
	Right	216	1	112	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	209	1	**209**	0	1	0
	Left-Through		0			0	
	Through	6	0	98	0	0	**0**
	Through-Right		1			1	
	Right	92	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	432	2	238	0	2	**0**
	Left-Through		0			0	
	Through	153	0	**318**	0	0	0
	Through-Right		1			1	
	Right	165	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	547		*North-South:*	0
			East-West:	527		*East-West:*	0
			SUM:	1074		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.754			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.654**			**0.000**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
12	North-South Street:	Pacific Ave	East-West Street:	22nd St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	33	0	1	**0**
	Left-Through		0			0	
	Through	343	1	**343**	0	1	0
	Through-Right		0			0	
	Right	113	1	113	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	58	1	**58**	0	1	0
	Left-Through		0			0	
	Through	351	1	351	0	1	**0**
	Through-Right		0			0	
	Right	64	1	64	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	22	0	22	0	0	0
	Left-Through		0			0	
	Through	178	0	**241**	0	0	**0**
	Through-Right		0			0	
	Right	41	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	180	0	**180**	0	0	**0**
	Left-Through		0			0	
	Through	159	0	390	0	0	0
	Through-Right		0			0	
	Right	51	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	401		*North-South:*	0
			East-West:	421		*East-West:*	0
			SUM:	822		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.548			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.448**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
13	North-South Street:	Pacific Ave	East-West Street:	9th St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	1	66	0	1	**0**
	Left-Through		0			0	
	Through	721	1	**721**	0	1	0
	Through-Right		0			0	
	Right	34	1	8	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	102	1	**102**	0	1	0
	Left-Through		0			0	
	Through	738	1	738	0	1	**0**
	Through-Right		0			0	
	Right	49	1	3	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	93	1	93	0	1	0
	Left-Through		0			0	
	Through	179	0	**277**	0	0	**0**
	Through-Right		1			1	
	Right	98	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	52	1	**52**	0	1	**0**
	Left-Through		0			0	
	Through	139	0	204	0	0	0
	Through-Right		1			1	
	Right	65	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	823		*North-South:*	0
			East-West:	329		*East-West:*	0
			SUM:	1152		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.768			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.668**			**0.000**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
14	North-South Street:	Pacific Ave	East-West Street:	7th St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

			SAT					
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?					2			2
Override Capacity					0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	75	1	**75**	0	1	**0**
	Left-Through		0			0	
	Through	779	1	779	0	1	0
	Through-Right		0			0	
	Right	42	1	9	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	25	1	25	0	1	0
	Left-Through		0			0	
	Through	758	1	**758**	0	1	**0**
	Through-Right		0			0	
	Right	55	1	27	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	56	1	56	0	1	0
	Left-Through		0			0	
	Through	186	0	**267**	0	0	**0**
	Through-Right		1			1	
	Right	81	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	66	1	**66**	0	1	**0**
	Left-Through		0			0	
	Through	129	0	172	0	0	0
	Through-Right		1			1	
	Right	43	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	833		North-South:	0
			East-West:	333		East-West:	0
			SUM:	1166		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.777			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.677**			**0.000**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
15	North-South Street:	Pacific Ave	East-West Street:	6th St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
No. of Phases				4			4
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	1	**42**	0	1	**0**
	Left-Through		0			0	
	Through	742	1	742	0	1	0
	Through-Right		0			0	
	Right	87	1	87	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	65	1	65	0	1	0
	Left-Through		0			0	
	Through	789	1	**789**	0	1	**0**
	Through-Right		0			0	
	Right	38	1	38	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	33	0	33	0	0	0
	Left-Through		0			0	
	Through	146	0	**213**	0	0	**0**
	Through-Right		0			0	
	Right	34	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	66	0	**66**	0	0	**0**
	Left-Through		0			0	
	Through	106	0	230	0	0	0
	Through-Right		0			0	
	Right	58	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	831		*North-South:*	0
			East-West:	279		*East-West:*	0
			SUM:	1110		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.807			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.707**			**0.000**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
16	North-South Street:	Pacific Ave	East-West Street:	5th St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	34	0	1	**0**
	Left-Through		0			0	
	Through	750	1	**750**	0	1	0
	Through-Right		0			0	
	Right	86	1	41	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	1	**83**	0	1	0
	Left-Through		0			0	
	Through	717	1	717	0	1	**0**
	Through-Right		0			0	
	Right	46	1	28	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	36	1	**36**	0	1	0
	Left-Through		0			0	
	Through	114	0	175	0	0	**0**
	Through-Right		1			1	
	Right	61	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	91	1	91	0	1	**0**
	Left-Through		0			0	
	Through	135	0	**236**	0	0	0
	Through-Right		1			1	
	Right	101	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	833		*North-South:*	0
			East-West:	272		*East-West:*	0
			SUM:	1105		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.737			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.637**			**0.000**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
17	North-South Street:	Pacific Ave	East-West Street:	1st St		
	Scenario:	Future No Project				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
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?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	136	1	**136**	0	1	**0**
	Left-Through		0			0	
	Through	662	1	662	0	1	0
	Through-Right		0			0	
	Right	43	1	43	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	1	26	0	1	0
	Left-Through		0			0	
	Through	664	1	**664**	0	1	**0**
	Through-Right		0			0	
	Right	41	1	41	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	41	0	41	0	0	0
	Left-Through		1			1	
	Through	164	0	**205**	0	0	**0**
	Through-Right		0			0	
	Right	101	1	33	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	0	**70**	0	0	**0**
	Left-Through		1			1	
	Through	152	0	222	0	0	0
	Through-Right		0			0	
	Right	33	1	20	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	800		North-South:	0
			East-West:	275		East-West:	0
			SUM:	1075		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.717			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.617**			**0.000**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
20	North-South Street:	Miner St	East-West Street:	22nd St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
No. of Phases				4			4
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	64	1	**64**	0	1	**0**
	Left-Through		0			0	
	Through	222	1	140	0	1	0
	Through-Right		1			1	
	Right	58	0	58	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	25	1	25	0	1	0
	Left-Through		0			0	
	Through	225	1	**225**	0	1	**0**
	Through-Right		1			1	
	Right	254	0	142	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	225	1	**225**	0	1	0
	Left-Through		0			0	
	Through	73	1	67	0	1	**0**
	Through-Right		1			1	
	Right	60	0	60	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	56	1	56	0	1	**0**
	Left-Through		0			0	
	Through	66	1	**55**	0	1	0
	Through-Right		1			1	
	Right	44	0	44	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	289		*North-South:*	0
			East-West:	280		*East-West:*	0
			SUM:	569		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.414			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.314**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
21	North-South Street:	Harbor Bl / Miner St	East-West Street:	Crescent Av
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
	No. of Phases			0			0
	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?			2			2
	Override Capacity			1200			1200
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	1	**4**	0	1	**0**
	Left-Through		0			0	
	Through	476	2	238	0	2	0
	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	478	1	**326**	0	1	**0**
	Through-Right		1			1	
	Right	174	0	174	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	102	0	102	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	2	0	**104**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			1	
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:	330		North-South:	0
			East-West:	104		East-West:	0
			SUM:	434		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.362			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.262**			**0.000**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
22	North-South Street:	Harbor Blvd	East-West Street:	7th St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	1	**11**	0	1	**0**
	Left-Through		0			0	
	Through	612	2	306	0	2	0
	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	732	2	**366**	0	2	**0**
	Through-Right		0			0	
	Right	186	1	117	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	252	2	**139**	0	2	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	27	1	22	0	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:*	377		*North-South:*	0
			East-West:	139		*East-West:*	0
			SUM:	516		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.362			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.262**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
23	North-South Street:	Harbor Blvd	East-West Street:	6th St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
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?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	14	1	14	0	1	**0**
	Left-Through		0			0	
	Through	751	1	**447**	0	1	0
	Through-Right		1			1	
	Right	143	0	143	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	422	1	**422**	0	1	0
	Left-Through		0			0	
	Through	825	1	441	0	1	**0**
	Through-Right		1			1	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	49	1	**49**	0	1	0
	Left-Through		0			0	
	Through	138	0	154	0	0	**0**
	Through-Right		1			1	
	Right	16	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	41	1	41	0	1	**0**
	Left-Through		0			0	
	Through	146	1	146	0	1	0
	Through-Right		0			0	
	Right	536	1	**325**	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	869		*North-South:*	0
			East-West:	374		*East-West:*	0
			SUM:	1243		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.872			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.772**			**0.000**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
24	North-South Street:	Harbor Blvd	East-West Street:	5th St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	**25**	0	1	**0**
	Left-Through		0			0	
	Through	1225	1	615	0	1	0
	Through-Right		1			1	
	Right	4	0	4	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	1232	1	**650**	0	1	**0**
	Through-Right		1			1	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	92	1	92	0	1	0
	Left-Through		0			0	
	Through	159	0	**200**	0	0	**0**
	Through-Right		1			1	
	Right	41	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	1	1	**1**	0	1	**0**
	Left-Through		0			0	
	Through	50	1	50	0	1	0
	Through-Right		0			0	
	Right	33	1	33	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	675		*North-South:*	0
			East-West:	201		*East-West:*	0
			SUM:	876		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.615			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.515**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
25	North-South Street:	Harbor Blvd	East-West Street:	1st St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
No. of Phases				4			4
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	35	1	35	0	1	**0**
	Left-Through		0			0	
	Through	1399	1	**702**	0	1	0
	Through-Right		1			1	
	Right	5	0	5	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	124	1	**124**	0	1	0
	Left-Through		0			0	
	Through	1337	1	712	0	1	**0**
	Through-Right		1			1	
	Right	87	0	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	**83**	0	1	0
	Left-Through		0			0	
	Through	18	0	53	0	0	**0**
	Through-Right		1			1	
	Right	35	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	4	0	4	0	0	**0**
	Left-Through		1			1	
	Through	17	0	21	0	0	0
	Through-Right		0			0	
	Right	89	1	**27**	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	826		*North-South:*	0
			East-West:	110		*East-West:*	0
			SUM:	936		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.681			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.581**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
26	North-South Street:	Harbor Blvd	East-West Street:	SR 47 EB Off-Ramp / Swinford St
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
	No. of Phases			4			4
	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-- 3	WB-- 3		EB-- 3	WB-- 3	
	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	384	2	211		2	**0**
	Left-Through		0			0	
	Through	670	1	**368**		1	0
	Through-Right		1			1	
	Right	66	0	66		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	56	2	**31**		2	0
	Left-Through		0			0	
	Through	255	2	122		2	**0**
	Through-Right		1			1	
	Right	110	0	110		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	273	1	**273**		1	0
	Left-Through		0			0	
	Through	140	1	140		1	**0**
	Through-Right		1			1	
	Right	765	1	210		1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	54	1	54		1	**0**
	Left-Through		0			0	
	Through	91	1	**91**		1	0
	Through-Right		0			0	
	Right	88	1	57		1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	399		North-South:	0
			East-West:	364		East-West:	0
			SUM:	763		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.555			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.455**			**0.000**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
27	North-South Street:	Harbor Blvd	East-West Street:	SR-47 WB On-Ramp
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
No. of Phases				4			4
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--	3	NB-- 3	SB--	3	
	EB-- 1	WB--	0	EB-- 1	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	798	2	**439**	0	2	**0**
	Left-Through		0			0	
	Through	206	0	233	0	0	0
	Through-Right		1			1	
	Right	27	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	25	1	25	0	1	0
	Left-Through		0			0	
	Through	232	2	**116**	0	2	**0**
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	1	0
	Left-Through		0			0	
	Through	44	1	**44**	0	1	**0**
	Through-Right		0			0	
	Right	136	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	53	2	**29**	0	2	**0**
	Left-Through		0			0	
	Through	35	2	18	0	2	0
	Through-Right		0			0	
	Right	10	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	555		*North-South:*	0
			East-West:	73		*East-West:*	0
			SUM:	628		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.457			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.357**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
29	North-South Street:	Harbor	East-West Street:	O'Farrell
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	9	1	**9**	0	1	**0**
	Left-Through		0			0	
	Through	1498	2	749	0	2	0
	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	1946	1	**989**	0	1	**0**
	Through-Right		1			1	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	1	**107**	0	1	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	31	1	27	0	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:*	998		*North-South:*	0
			East-West:	107		*East-West:*	0
			SUM:	1105		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.737			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.637**			**0.000**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
30	North-South Street:	Harbor	East-West Street:	3rd
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
No. of Phases				0			0
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?			2			2
Override Capacity			1200			1200

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	31	1	**31**	0	1	**0**
	Left-Through		0			0	
	Through	1375	2	688	0	2	0
	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	1334	1	**692**	0	1	**0**
	Through-Right		1			1	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	71	1	**71**	0	1	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	26	1	11	0	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:*	723		*North-South:*	0
			East-West:	71		*East-West:*	0
			SUM:	794		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.662			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.562**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
31	North-South Street:	Pacific Ave	East-West Street:	13th
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	1	47	0	1	**0**
	Left-Through		0			0	
	Through	745	1	**745**	0	1	0
	Through-Right		0			0	
	Right	18	1	18	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	36	1	**36**	0	1	0
	Left-Through		0			0	
	Through	692	1	692	0	1	**0**
	Through-Right		0			0	
	Right	84	1	84	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	0	75	0	0	0
	Left-Through		0			0	
	Through	80	0	**195**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	8	0	**8**	0	0	**0**
	Left-Through		0			0	
	Through	66	0	109	0	0	0
	Through-Right		0			0	
	Right	35	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	781		North-South:	0
			East-West:	203		East-West:	0
			SUM:	984		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.656			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.556**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
32	North-South Street:	Pacific Ave	East-West Street:	17th
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	1	**0**
	Left-Through		0			0	
	Through	629	1	**629**	0	1	0
	Through-Right		0			0	
	Right	13	1	13	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	**23**	0	1	0
	Left-Through		0			0	
	Through	618	1	618	0	1	**0**
	Through-Right		0			0	
	Right	69	1	69	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	42	0	**42**	0	0	0
	Left-Through		0			0	
	Through	50	0	125	0	0	**0**
	Through-Right		0			0	
	Right	33	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	17	0	17	0	0	**0**
	Left-Through		0			0	
	Through	89	0	**129**	0	0	0
	Through-Right		0			0	
	Right	23	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	652		*North-South:*	0
			East-West:	171		*East-West:*	0
			SUM:	823		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.549			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.449**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
33	North-South Street:	19th St	East-West Street:	Pacific
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

			SAT					
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?					2			2
Override Capacity					0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	**21**	0	1	**0**
	Left-Through		0			0	
	Through	556	1	556	0	1	0
	Through-Right		0			0	
	Right	18	1	18	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	13	0	1	0
	Left-Through		0			0	
	Through	550	1	**550**	0	1	**0**
	Through-Right		0			0	
	Right	50	1	50	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	48	0	**48**	0	0	0
	Left-Through		0			0	
	Through	35	0	115	0	0	**0**
	Through-Right		0			0	
	Right	32	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	12	0	12	0	0	**0**
	Left-Through		0			0	
	Through	56	0	**90**	0	0	0
	Through-Right		0			0	
	Right	22	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	571		*North-South:*	0
			East-West:	138		*East-West:*	0
			SUM:	709		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.473			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.373**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
34	North-South Street:	Gaffey St	East-West Street:	13th St.
	Scenario:	Future No Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
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?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	67	1	**67**	0	1	**0**
	Left-Through		0			0	
	Through	1127	1	587	0	1	0
	Through-Right		1			1	
	Right	46	0	46	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	75	1	75	0	1	0
	Left-Through		0			0	
	Through	1139	1	**604**	0	1	**0**
	Through-Right		1			1	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	0	**190**	0	0	0
	Left-Through		0			0	
	Through	118	0	370	0	0	**0**
	Through-Right		0			0	
	Right	62	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	60	0	60	0	0	**0**
	Left-Through		0			0	
	Through	143	0	**273**	0	0	0
	Through-Right		0			0	
	Right	70	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	671		*North-South:*	0
			East-West:	463		*East-West:*	0
			SUM:	1134		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.756			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.656**			**0.000**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
5	North-South Street:	Gaffey St	East-West Street:	9th St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	77	63	1	**63**
	Left-Through		0			0	
	Through	1527	2	**764**	1153	2	577
	Through-Right		0			0	
	Right	28	1	0	42	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	**46**	151	1	151
	Left-Through		0			0	
	Through	1136	1	628	1629	1	**888**
	Through-Right		1			1	
	Right	119	0	119	146	0	146
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	289	1	**289**	201	1	**201**
	Left-Through		0			0	
	Through	506	1	506	278	1	278
	Through-Right		0			0	
	Right	68	1	30	50	1	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	1	77	98	1	98
	Left-Through		0			0	
	Through	325	0	**404**	287	0	**408**
	Through-Right		1			1	
	Right	79	0	0	121	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	810		*North-South:*	951
			East-West:	693		*East-West:*	609
			SUM:	1503		*SUM:*	1560
VOLUME/CAPACITY *(V/C)* RATIO:				1.002			1.040
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.902**			**0.940**
LEVEL OF SERVICE (LOS):				**E**			**E**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	
6	

PROJECT TITLE: SPW, POC Addendum
North-South Street: Gaffey St **East-West Street:** 7th St
Scenario: Future With Project
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <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?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	22	1	22	53	1	**53**
	Left-Through		0			0	
	Through	1821	2	**911**	1365	2	683
	Through-Right		0			0	
	Right	55	1	0	49	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	72	1	**72**	108	1	108
	Left-Through		0			0	
	Through	1230	1	700	1748	1	**923**
	Through-Right		1			1	
	Right	170	0	170	97	0	97
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	302	1	**302**	163	1	**163**
	Left-Through		0			0	
	Through	186	0	221	184	0	237
	Through-Right		1			1	
	Right	35	0	0	53	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	115	1	115	111	1	111
	Left-Through		0			0	
	Through	113	0	**192**	200	0	**312**
	Through-Right		1			1	
	Right	79	0	0	112	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	983		*North-South:*	976
			East-West:	494		*East-West:*	475
			SUM:	1477		*SUM:*	1451
VOLUME/CAPACITY *(V/C)* RATIO:				0.985			0.967
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.885**			**0.867**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
7	North-South Street:	Gaffey St	East-West Street:	6th St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
	No. of Phases			0			0
	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?			2			2
	Override Capacity			1200			1200
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	61	1	61	64	1	**64**
	Left-Through		0			0	
	Through	2045	1	**1055**	1557	1	808
	Through-Right		1			1	
	Right	64	0	64	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	1	**114**	71	1	71
	Left-Through		0			0	
	Through	1515	1	808	1817	1	**961**
	Through-Right		1			1	
	Right	101	0	101	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	13	0	**13**	15	0	**15**
	Left-Through		1			1	
	Through	12	0	25	12	0	27
	Through-Right		0			0	
	Right	38	1	8	93	1	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	0	2	10	0	10
	Left-Through		1			1	
	Through	31	0	**33**	13	0	23
	Through-Right		0			0	
	Right	44	1	0	103	1	**68**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	1169		*North-South:*	1025
			East-West:	46		*East-West:*	83
			SUM:	1215		*SUM:*	1108
	VOLUME/CAPACITY *(V/C)* RATIO:			1.013			0.923
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.913**			**0.823**
	LEVEL OF SERVICE (LOS):			**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
8	North-South Street:	Gaffey St	East-West Street:	5th St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	46	1	**46**
	Left-Through		0			0	
	Through	2037	2	**1019**	1639	2	820
	Through-Right		0			0	
	Right	28	1	0	34	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	1	**126**	133	1	133
	Left-Through		0			0	
	Through	1553	2	777	1892	2	**946**
	Through-Right		0			0	
	Right	141	1	0	137	1	69
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	299	1	**299**	137	1	**137**
	Left-Through		0			0	
	Through	184	0	217	93	0	117
	Through-Right		1			1	
	Right	33	0	0	24	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	102	1	102	103	1	103
	Left-Through		0			0	
	Through	116	0	**254**	339	0	**474**
	Through-Right		1			1	
	Right	138	0	0	135	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	1145		North-South:	992
			East-West:	553		East-West:	611
			SUM:	1698		SUM:	1603
VOLUME/CAPACITY (V/C) RATIO:				1.192			1.125
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.092**			**1.025**
LEVEL OF SERVICE (LOS):				**F**			**F**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
9	North-South Street:	Gaffey St	East-West Street:	1st St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					4				4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?					2				2
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?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	19	1	19		38	1	**38**	
	Left-Through		0				0		
	Through	2585	2	**865**		1899	2	638	
	Through-Right		1				1		
	Right	11	0	11		16	0	16	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	128	1	**128**		141	1	141	
	Left-Through		0				0		
	Through	1876	2	739		2196	2	**905**	
	Through-Right		1				1		
	Right	341	0	341		519	0	519	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	1302	2	**716**		945	2	**520**	
	Left-Through		0				0		
	Through	80	0	98		149	0	208	
	Through-Right		1				1		
	Right	18	0	0		59	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	55	1	55		88	1	88	
	Left-Through		0				0		
	Through	203	1	203		185	1	**185**	
	Through-Right		0				0		
	Right	281	1	**217**		211	1	141	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			North-South:	993			North-South:	943	
			East-West:	933			East-West:	705	
			SUM:	1926			SUM:	1648	
VOLUME/CAPACITY (V/C) RATIO:				1.401				1.199	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.301**				**1.099**	
LEVEL OF SERVICE (LOS):				**F**				**F**	

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
11	North-South Street:	Summerland Ave	East-West Street:	Gaffey St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	146	1	**146**	183	1	**183**
	Left-Through		0			0	
	Through	594	1	310	580	1	317
	Through-Right		1			1	
	Right	25	0	25	53	0	53
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	13	23	1	23
	Left-Through		0			0	
	Through	562	2	**281**	815	2	**408**
	Through-Right		0			0	
	Right	210	1	0	381	1	262
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	570	1	**570**	238	1	**238**
	Left-Through		0			0	
	Through	5	0	74	4	0	73
	Through-Right		1			1	
	Right	69	0	0	69	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	399	2	219	676	2	372
	Left-Through		0			0	
	Through	171	0	**478**	362	0	**750**
	Through-Right		1			1	
	Right	307	0	0	388	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	427		*North-South:*	591
			East-West:	1048		*East-West:*	988
			SUM:	1475		*SUM:*	1579
VOLUME/CAPACITY *(V/C)* RATIO:				1.035			1.108
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.935**			**1.008**
LEVEL OF SERVICE (LOS):				**E**			**F**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
12	North-South Street:	Pacific Ave	East-West Street:	22nd St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	24	1	24	34	1	34
	Left-Through		0			0	
	Through	561	1	**561**	440	1	**440**
	Through-Right		0			0	
	Right	352	1	352	128	1	128
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	47	1	**47**	32	1	**32**
	Left-Through		0			0	
	Through	194	1	194	388	1	388
	Through-Right		0			0	
	Right	34	1	34	87	1	87
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	47	0	47	34	0	**34**
	Left-Through		0			0	
	Through	386	0	**469**	165	0	254
	Through-Right		0			0	
	Right	36	0	0	55	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	72	0	**72**	219	0	219
	Left-Through		0			0	
	Through	151	0	248	234	0	**499**
	Through-Right		0			0	
	Right	25	0	0	46	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	608		*North-South:*	472
			East-West:	541		*East-West:*	533
			SUM:	1149		*SUM:*	1005
VOLUME/CAPACITY *(V/C)* RATIO:				0.766			0.670
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.666**			**0.570**
LEVEL OF SERVICE (LOS):				**B**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
13	North-South Street:	Pacific Ave	East-West Street:	9th St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	97	1	97		64	1	**64**	
	Left-Through		0				0		
	Through	1054	1	**1054**		765	1	765	
	Through-Right		0				0		
	Right	38	1	33		41	1	16	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	16	1	**16**		41	1	41	
	Left-Through		0				0		
	Through	592	1	592		1011	1	**1011**	
	Through-Right		0				0		
	Right	132	1	49		130	1	67	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	166	1	**166**		127	1	**127**	
	Left-Through		0				0		
	Through	164	0	216		193	0	300	
	Through-Right		1				1		
	Right	52	0	0		107	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	11	1	11		50	1	50	
	Left-Through		0				0		
	Through	186	0	**238**		203	0	**266**	
	Through-Right		1				1		
	Right	52	0	0		63	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			North-South:	1070			North-South:	1075	
			East-West:	404			East-West:	393	
			SUM:	1474			SUM:	1468	
VOLUME/CAPACITY (V/C) RATIO:				0.983				0.979	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.883**				**0.879**	
LEVEL OF SERVICE (LOS):				**D**				**D**	

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
14	North-South Street:	Pacific Ave	East-West Street:	7th St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	28	1	28	73	1	**73**
	Left-Through		0			0	
	Through	1253	1	**1253**	863	1	863
	Through-Right		0			0	
	Right	47	1	28	28	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	16	1	**16**	20	1	20
	Left-Through		0			0	
	Through	741	1	741	1016	1	**1016**
	Through-Right		0			0	
	Right	51	1	26	51	1	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	51	1	**51**	35	1	35
	Left-Through		0			0	
	Through	101	0	133	176	0	**226**
	Through-Right		1			1	
	Right	32	0	0	50	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	38	1	38	114	1	**114**
	Left-Through		0			0	
	Through	101	0	**122**	187	0	234
	Through-Right		1			1	
	Right	21	0	0	47	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	1269		North-South:	1089
			East-West:	173		East-West:	340
			SUM:	1442		SUM:	1429
VOLUME/CAPACITY (V/C) RATIO:				0.961			0.953
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.861**			**0.853**
LEVEL OF SERVICE (LOS):				**D**			**D**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
15	North-South Street:	Pacific Ave	East-West Street:	6th St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	32	1	32	38	1	**38**
	Left-Through		0			0	
	Through	1236	1	**1236**	849	1	849
	Through-Right		0			0	
	Right	53	1	53	76	1	76
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	30	1	**30**	36	1	36
	Left-Through		0			0	
	Through	722	1	722	999	1	**999**
	Through-Right		0			0	
	Right	28	1	28	46	1	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	25	0	25	25	0	25
	Left-Through		0			0	
	Through	78	0	**130**	83	0	**153**
	Through-Right		0			0	
	Right	27	0	0	45	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	41	0	**41**	63	0	**63**
	Left-Through		0			0	
	Through	24	0	101	80	0	179
	Through-Right		0			0	
	Right	36	0	0	36	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1266		*North-South:*	1037
			East-West:	171		*East-West:*	216
			SUM:	1437		*SUM:*	1253
VOLUME/CAPACITY *(V/C)* RATIO:				1.045			0.911
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.945**			**0.811**
LEVEL OF SERVICE (LOS):				**E**			**D**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
16	North-South Street:	Pacific Ave	East-West Street:	5th St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	36	1	36		40	1	40	
	Left-Through		0				0		
	Through	1196	1	**1196**		854	1	**854**	
	Through-Right		0				0		
	Right	68	1	22		66	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	50	1	**50**		50	1	**50**	
	Left-Through		0				0		
	Through	668	1	668		851	1	851	
	Through-Right		0				0		
	Right	38	1	19		32	1	5	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	38	1	38		55	1	55	
	Left-Through		0				0		
	Through	212	0	**251**		132	0	**180**	
	Through-Right		1				1		
	Right	39	0	0		48	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	93	1	**93**		186	1	**186**	
	Left-Through		0				0		
	Through	174	0	226		178	0	237	
	Through-Right		1				1		
	Right	52	0	0		59	0	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			North-South:	1246			North-South:	904	
			East-West:	344			East-West:	366	
			SUM:	1590			SUM:	1270	
VOLUME/CAPACITY (V/C) RATIO:				1.060				0.847	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.960**				**0.747**	
LEVEL OF SERVICE (LOS):				**E**				**C**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
17	North-South Street:	Pacific Ave	East-West Street:	1st St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	217	1	217	153	1	**153**
	Left-Through		0			0	
	Through	1070	1	**1070**	762	1	762
	Through-Right		0			0	
	Right	46	1	46	33	1	33
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	35	1	**35**	29	1	29
	Left-Through		0			0	
	Through	610	1	610	825	1	**825**
	Through-Right		0			0	
	Right	45	1	45	59	1	59
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	52	0	**52**	62	0	62
	Left-Through		1			1	
	Through	119	0	171	150	0	**212**
	Through-Right		0			0	
	Right	64	1	0	93	1	17
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	112	0	112	58	0	**58**
	Left-Through		1			1	
	Through	140	0	**252**	125	0	183
	Through-Right		0			0	
	Right	58	1	41	22	1	8
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1105		*North-South:*	978
			East-West:	304		*East-West:*	270
			SUM:	1409		*SUM:*	1248
VOLUME/CAPACITY *(V/C)* RATIO:				0.939			0.832
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.839**			**0.732**
LEVEL OF SERVICE (LOS):				**D**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
20	North-South Street:	Miner St	East-West Street:	22nd St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					4				4
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?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	63	1	63		51	1	**51**	
	Left-Through		0				0		
	Through	544	1	**308**		241	1	142	
	Through-Right		1				1		
	Right	71	0	71		43	0	43	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	212	1	**212**		63	1	63	
	Left-Through		0				0		
	Through	392	1	280		245	1	245	
	Through-Right		1				1		
	Right	168	0	168		483	0	**354**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	528	1	**528**		258	1	**258**	
	Left-Through		0				0		
	Through	131	1	92		87	1	69	
	Through-Right		1				1		
	Right	52	0	52		50	0	50	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	48	1	48		47	1	47	
	Left-Through		0				0		
	Through	42	1	**42**		117	1	117	
	Through-Right		1				1		
	Right	66	0	0		179	0	**148**	
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES			North-South:	520			North-South:	405	
			East-West:	570			East-West:	406	
			SUM:	1090			SUM:	811	
VOLUME/CAPACITY (V/C) RATIO:				0.793				0.590	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.693**				**0.490**	
LEVEL OF SERVICE (LOS):				**B**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
21	North-South Street:	Harbor Bl / Miner St	East-West Street:	Crescent Av
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				0			0
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?				2			2
Override Capacity				1200			1200
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	3	1	3	18	1	**18**
	Left-Through		0			0	
	Through	1183	2	**592**	715	2	358
	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	777	1	452	833	1	**614**
	Through-Right		1			1	
	Right	127	0	127	394	0	394
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	303	0	303	113	0	113
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	14	0	**317**	9	0	**122**
	Left-Through-Right		0			0	
	Left-Right		1			1	
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:	592		North-South:	632
			East-West:	317		East-West:	122
			SUM:	909		SUM:	754
VOLUME/CAPACITY (V/C) RATIO:				0.758			0.628
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.658**			**0.528**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
22	North-South Street:	Harbor Blvd	East-West Street:	7th St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	33	80	1	**80**
	Left-Through		0			0	
	Through	1648	2	**824**	1304	2	652
	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	1179	2	590	1750	2	**875**
	Through-Right		0			0	
	Right	246	1	163	374	1	291
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	301	2	**166**	304	2	**167**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	51	1	35	75	1	35
	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:	824		North-South:	955
			East-West:	166		East-West:	167
			SUM:	990		SUM:	1122
VOLUME/CAPACITY (V/C) RATIO:				0.695			0.787
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.595**			**0.687**
LEVEL OF SERVICE (LOS):				**A**			**B**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
23	North-South Street:	Harbor Blvd	East-West Street:	6th St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	10	1	**10**
	Left-Through		0			0	
	Through	1970	1	**986**	1560	1	781
	Through-Right		1			1	
	Right	1	0	1	1	0	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	**14**	10	1	10
	Left-Through		0			0	
	Through	1454	1	784	2003	1	**1041**
	Through-Right		1			1	
	Right	113	0	113	78	0	78
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	1	**43**	51	1	**51**
	Left-Through		0			0	
	Through	-1	0	15	0	0	49
	Through-Right		1			1	
	Right	16	0	0	49	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	1	1	1
	Left-Through		0			0	
	Through	4	1	4	2	1	2
	Through-Right		0			0	
	Right	14	1	**7**	10	1	**5**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1000		*North-South:*	1051
			East-West:	50		*East-West:*	56
			SUM:	1050		*SUM:*	1107
VOLUME/CAPACITY *(V/C)* RATIO:				0.737			0.777
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.637**			**0.677**
LEVEL OF SERVICE (LOS):				**B**			**B**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
24	North-South Street:	Harbor Blvd	East-West Street:	5th St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	**34**	17	1	**17**
	Left-Through		0			0	
	Through	1886	1	943	1509	1	755
	Through-Right		1			1	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	1	1	1	1	1
	Left-Through		0			0	
	Through	1573	1	**982**	2105	1	**1123**
	Through-Right		1			1	
	Right	391	0	391	141	0	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	186	1	**186**	370	1	**370**
	Left-Through		0			0	
	Through	0	0	15	0	0	33
	Through-Right		1			1	
	Right	15	0	0	33	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	2	1	**2**	0	1	0
	Through-Right		0			0	
	Right	1	1	1	12	1	**12**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1016		*North-South:*	1140
			East-West:	188		*East-West:*	382
			SUM:	1204		*SUM:*	1522
VOLUME/CAPACITY *(V/C)* RATIO:				0.845			1.068
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.745**			**0.968**
LEVEL OF SERVICE (LOS):				**C**			**E**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
25	North-South Street:	Harbor Blvd	East-West Street:	1st St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				4			4
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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	22	1	**22**
	Left-Through		0			0	
	Through	2174	1	**1119**	1969	1	991
	Through-Right		1			1	
	Right	63	0	63	12	0	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	323	1	**323**	32	1	32
	Left-Through		0			0	
	Through	1934	1	1013	2163	1	**1116**
	Through-Right		1			1	
	Right	92	0	92	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	**125**	101	1	**101**
	Left-Through		0			0	
	Through	2	0	17	3	0	26
	Through-Right		1			1	
	Right	15	0	0	23	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	0	2	6	0	6
	Left-Through		1			1	
	Through	0	0	**2**	15	0	21
	Through-Right		0			0	
	Right	12	1	0	77	1	**61**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1442		*North-South:*	1138
			East-West:	127		*East-West:*	162
			SUM:	1569		*SUM:*	1300
VOLUME/CAPACITY *(V/C)* RATIO:				1.141			0.945
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.041**			**0.845**
LEVEL OF SERVICE (LOS):				**F**			**D**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
26	North-South Street:	Harbor Blvd	East-West Street:	SR 47 EB Off-Ramp / Swinford St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
No. of Phases					4				4
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-- 3		WB--	3	EB-- 3		WB--	3
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	652	2		359	573	2		**315**
	Left-Through		0				0		
	Through	1098	1		**565**	1168	1		590
	Through-Right		1				1		
	Right	32	0		32	12	0		12
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	250	2		**138**	158	2		87
	Left-Through		0				0		
	Through	687	2		252	1569	2		**556**
	Through-Right		1				1		
	Right	69	0		69	99	0		99
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	38	1		38	45	1		**45**
	Left-Through		0				0		
	Through	323	1		**323**	69	1		69
	Through-Right		1				1		
	Right	853	1		110	606	1		18
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	17	1		**17**	12	1		12
	Left-Through		0				0		
	Through	133	1		133	70	1		**70**
	Through-Right		0				0		
	Right	347	1		209	122	1		35
	Left-Through-Right		0				0		
	Left-Right		0				0		
CRITICAL VOLUMES				North-South:	703			North-South:	871
				East-West:	340			East-West:	115
				SUM:	1043			SUM:	986
VOLUME/CAPACITY (V/C) RATIO:					0.759				0.717
V/C LESS ATSAC/ATCS ADJUSTMENT:					**0.659**				**0.617**
LEVEL OF SERVICE (LOS):					**B**				**B**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
27	North-South Street:	Harbor Blvd	East-West Street:	SR-47 WB On-Ramp
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

	AM			PM		
No. of Phases			4			4
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-- 3		NB-- 3	SB-- 3	
	EB-- 1	WB-- 0		EB-- 1	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	1462	2	**804**	1083	2	**596**
	Left-Through		0			0	
	Through	390	0	432	280	0	317
	Through-Right		1			1	
	Right	42	0	0	37	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	4	1	4	34	1	34
	Left-Through		0			0	
	Through	340	2	**170**	459	2	**230**
	Through-Right		0			0	
	Right	29	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	1	43	100	1	**100**
	Left-Through		0			0	
	Through	234	1	**234**	60	1	60
	Through-Right		0			0	
	Right	601	1	0	1039	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	45	2	**25**	141	2	78
	Left-Through		0			0	
	Through	138	2	69	95	2	**48**
	Through-Right		0			0	
	Right	11	1	9	27	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	974		North-South:	826
			East-West:	259		East-West:	148
			SUM:	1233		SUM:	974
VOLUME/CAPACITY (V/C) RATIO:				0.897			0.708
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.797**			**0.608**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
29	North-South Street:	Harbor	East-West Street:	O'Farrell
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	1	**11**	17	1	**17**
	Left-Through		0			0	
	Through	2362	2	1181	2270	2	1135
	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	2528	1	**1272**	3137	1	**1586**
	Through-Right		1			1	
	Right	16	0	16	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	**128**	133	1	**133**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	13	1	8	17	1	9
	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:*	1283		*North-South:*	1603
			East-West:	128		*East-West:*	133
			SUM:	1411		*SUM:*	1736
VOLUME/CAPACITY *(V/C)* RATIO:				0.941			1.157
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.841**			**1.057**
LEVEL OF SERVICE (LOS):				**D**			**F**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
30	North-South Street:	Harbor	East-West Street:	3rd
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM			PM		
No. of Phases				0			0
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?				2			2
Override Capacity				1200			1200
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	22	33	1	**33**
	Left-Through		0			0	
	Through	1999	2	**1000**	1898	2	949
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	3	0	**0**	2	0	0
	Left-Through		0			0	
	Through	1748	1	971	2066	1	**1073**
	Through-Right		1			1	
	Right	194	0	194	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	72	1	**72**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	24	1	13	36	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	1	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	1	0	0	5	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1000		*North-South:*	1106
			East-West:	130		*East-West:*	72
			SUM:	1130		*SUM:*	1178
VOLUME/CAPACITY *(V/C)* RATIO:				0.942			0.982
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.842**			**0.882**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
31	North-South Street:	Pacific Ave	East-West Street:	13th
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	53	1	53	49	1	**49**
	Left-Through		0			0	
	Through	1002	1	**1002**	670	1	670
	Through-Right		0			0	
	Right	24	1	24	29	1	29
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	11	1	**11**	34	1	34
	Left-Through		0			0	
	Through	355	1	355	836	1	**836**
	Through-Right		0			0	
	Right	121	1	121	114	1	114
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	121	0	**121**	78	0	78
	Left-Through		0			0	
	Through	76	0	239	101	0	**242**
	Through-Right		0			0	
	Right	42	0	0	63	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	18	0	18	24	0	**24**
	Left-Through		0			0	
	Through	127	0	**200**	100	0	152
	Through-Right		0			0	
	Right	55	0	0	28	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1013		*North-South:*	885
			East-West:	321		*East-West:*	266
			SUM:	1334		*SUM:*	1151
VOLUME/CAPACITY *(V/C)* RATIO:				0.889			0.767
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.789**			**0.667**
LEVEL OF SERVICE (LOS):				**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
32	North-South Street:	Pacific Ave	East-West Street:	17th
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?					2				2
Override Capacity					0				0
MOVEMENT		Volume	No. of Lanes	Lane Volume		Volume	No. of Lanes	Lane Volume	
NORTHBOUND	Left	57	1	57		19	1	**19**	
	Left-Through		0				0		
	Through	665	1	**665**		573	1	573	
	Through-Right		0				0		
	Right	4	1	4		9	1	9	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	21	1	**21**		17	1	17	
	Left-Through		0				0		
	Through	309	1	309		745	1	**745**	
	Through-Right		0				0		
	Right	83	1	83		78	1	78	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	192	0	192		49	0	**49**	
	Left-Through		0				0		
	Through	145	0	**379**		56	0	133	
	Through-Right		0				0		
	Right	42	0	0		28	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
WESTBOUND	Left	6	0	**6**		34	0	34	
	Left-Through		0				0		
	Through	124	0	166		111	0	**176**	
	Through-Right		0				0		
	Right	36	0	0		31	0	0	
	Left-Through-Right		1				1		
	Left-Right		0				0		
CRITICAL VOLUMES			North-South:	686			North-South:	764	
			East-West:	385			East-West:	225	
			SUM:	1071			SUM:	989	
VOLUME/CAPACITY (V/C) RATIO:				0.714				0.659	
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.614**				**0.559**	
LEVEL OF SERVICE (LOS):				**B**				**A**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
33	North-South Street:	19th St	East-West Street:	Pacific
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	29	1	**29**
	Left-Through		0			0	
	Through	538	1	**538**	469	1	469
	Through-Right		0			0	
	Right	17	1	17	16	1	16
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	15	1	**15**	27	1	27
	Left-Through		0			0	
	Through	256	1	256	685	1	**685**
	Through-Right		0			0	
	Right	28	1	28	43	1	43
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	37	0	37	46	0	**46**
	Left-Through		0			0	
	Through	111	0	**187**	43	0	121
	Through-Right		0			0	
	Right	39	0	0	32	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	10	0	**10**	42	0	42
	Left-Through		0			0	
	Through	54	0	74	114	0	**177**
	Through-Right		0			0	
	Right	10	0	0	21	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	553		North-South:	714
			East-West:	197		East-West:	223
			SUM:	750		SUM:	937
VOLUME/CAPACITY (V/C) RATIO:				0.500			0.625
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.400**			**0.525**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
34	North-South Street:	Gaffey St	East-West Street:	13th
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	1	38	71	1	**71**
	Left-Through		0			0	
	Through	1486	1	**779**	1050	1	550
	Through-Right		1			1	
	Right	71	0	71	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	37	1	**37**	97	1	97
	Left-Through		0			0	
	Through	848	1	499	1234	1	**661**
	Through-Right		1			1	
	Right	149	0	149	87	0	87
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	215	0	**215**	195	0	**195**
	Left-Through		0			0	
	Through	307	0	579	159	0	446
	Through-Right		0			0	
	Right	57	0	0	92	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	60	0	60	34	0	34
	Left-Through		0			0	
	Through	346	0	**598**	200	0	**315**
	Through-Right		0			0	
	Right	192	0	0	81	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	816		North-South:	732
			East-West:	813		East-West:	510
			SUM:	1629		SUM:	1242
VOLUME/CAPACITY (V/C) RATIO:				1.086			0.828
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.986**			**0.728**
LEVEL OF SERVICE (LOS):				**E**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum			
5	North-South Street:	Gaffey St	East-West Street:	9th St	
	Scenario:	Future With Project			
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>	

		SAT					
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	81	1	**81**	0	1	**0**
	Left-Through		0			0	
	Through	1283	2	642	0	2	0
	Through-Right		0			0	
	Right	53	1	12	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	159	1	159	0	1	0
	Left-Through		0			0	
	Through	1402	1	**753**	0	1	**0**
	Through-Right		1			1	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	212	1	**212**	0	1	0
	Left-Through		0			0	
	Through	244	1	244	0	1	**0**
	Through-Right		0			0	
	Right	73	1	33	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	83	0	1	**0**
	Left-Through		0			0	
	Through	216	0	**366**	0	0	0
	Through-Right		1			1	
	Right	150	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	834		North-South:	0
			East-West:	578		East-West:	0
			SUM:	1412		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.941			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.841**			**0.000**
	LEVEL OF SERVICE (LOS):			**D**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
6	

PROJECT TITLE: SPW, POC Addendum
North-South Street: Gaffey St **East-West Street:** 7th St
Scenario: Future With Project
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		SAT					
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?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	29	0	1	**0**
	Left-Through		0			0	
	Through	1652	2	**826**	0	2	0
	Through-Right		0			0	
	Right	60	1	20	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	164	1	**164**	0	1	0
	Left-Through		0			0	
	Through	1456	1	788	0	1	**0**
	Through-Right		1			1	
	Right	119	0	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	116	1	**116**	0	1	0
	Left-Through		0			0	
	Through	127	0	180	0	0	**0**
	Through-Right		1			1	
	Right	53	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	0	1	**0**
	Left-Through		0			0	
	Through	128	0	**237**	0	0	0
	Through-Right		1			1	
	Right	109	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	990		*North-South:*	0
			East-West:	353		*East-West:*	0
			SUM:	1343		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.895			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.795**			**0.000**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum			
7	North-South Street:	Gaffey St	East-West Street:	6th St	
	Scenario:	Future With Project			
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>	

		SAT					
	No. of Phases			0			0
	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?			2			2
	Override Capacity			1200			1200
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	1	73	0	1	**0**
	Left-Through		0			0	
	Through	1738	1	**893**	0	1	0
	Through-Right		1			1	
	Right	47	0	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	102	1	**102**	0	1	0
	Left-Through		0			0	
	Through	1695	1	867	0	1	**0**
	Through-Right		1			1	
	Right	39	0	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	11	0	**11**	0	0	0
	Left-Through		1			1	
	Through	18	0	29	0	0	**0**
	Through-Right		0			0	
	Right	64	1	28	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		1			1	
	Through	19	0	29	0	0	0
	Through-Right		0			0	
	Right	104	1	**53**	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	995		*North-South:*	0
			East-West:	64		*East-West:*	0
			SUM:	1059		*SUM:*	0
	VOLUME/CAPACITY *(V/C)* RATIO:			0.883			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.783**			**0.000**
	LEVEL OF SERVICE (LOS):			**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
8	North-South Street:	Gaffey St	East-West Street:	5th St		
	Scenario:	Future With Project				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
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?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	1	**0**
	Left-Through		0			0	
	Through	1719	2	**860**	0	2	0
	Through-Right		0			0	
	Right	32	1	10	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	132	1	**132**	0	1	0
	Left-Through		0			0	
	Through	1823	2	912	0	2	**0**
	Through-Right		0			0	
	Right	90	1	31	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	**118**	0	1	0
	Left-Through		0			0	
	Through	91	0	120	0	0	**0**
	Through-Right		1			1	
	Right	29	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	44	1	44	0	1	**0**
	Left-Through		0			0	
	Through	107	0	**230**	0	0	0
	Through-Right		1			1	
	Right	123	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	992		*North-South:*	0
			East-West:	348		*East-West:*	0
			SUM:	1340		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.940			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.840**			**0.000**
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
9	North-South Street:	Gaffey St	East-West Street:	1st St		
	Scenario:	Future With Project				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
No. of Phases				4			4
Opposed Ø'ing: N/S-1, E/W-2 or Both-3?				2			2
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?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	49	1	**49**	0	1	**0**
	Left-Through		0			0	
	Through	1725	2	583	0	2	0
	Through-Right		1			1	
	Right	25	0	25	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	200	1	200	0	1	0
	Left-Through		0			0	
	Through	2348	2	**958**	0	2	**0**
	Through-Right		1			1	
	Right	527	0	527	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	763	2	**420**	0	2	0
	Left-Through		0			0	
	Through	188	0	297	0	0	**0**
	Through-Right		1			1	
	Right	109	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	64	1	64	0	1	0
	Left-Through		0			0	
	Through	212	1	**212**	0	1	**0**
	Through-Right		0			0	
	Right	218	1	118	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1007		*North-South:*	0
			East-West:	632		*East-West:*	0
			SUM:	1639		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.192			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.092**			**0.000**
LEVEL OF SERVICE (LOS):				**F**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
11	North-South Street:	Summerland Ave	East-West Street:	Gaffey St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	200	1	**200**	0	1	**0**
	Left-Through		0			0	
	Through	654	1	346	0	1	0
	Through-Right		1			1	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	18	1	18	0	1	0
	Left-Through		0			0	
	Through	731	2	**366**	0	2	**0**
	Through-Right		0			0	
	Right	216	1	112	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	209	1	**209**	0	1	0
	Left-Through		0			0	
	Through	6	0	99	0	0	**0**
	Through-Right		1			1	
	Right	93	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	435	2	239	0	2	**0**
	Left-Through		0			0	
	Through	153	0	**318**	0	0	0
	Through-Right		1			1	
	Right	165	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	566		*North-South:*	0
			East-West:	527		*East-West:*	0
			SUM:	1093		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.767			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.667**			**0.000**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
12	North-South Street:	Pacific Ave	East-West Street:	22nd St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

			SAT					
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?					2			2
Override Capacity					0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	33	0	1	**0**
	Left-Through		0			0	
	Through	345	1	**345**	0	1	0
	Through-Right		0			0	
	Right	115	1	115	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	69	1	**69**	0	1	0
	Left-Through		0			0	
	Through	352	1	352	0	1	**0**
	Through-Right		0			0	
	Right	64	1	64	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	22	0	22	0	0	0
	Left-Through		0			0	
	Through	251	0	**314**	0	0	**0**
	Through-Right		0			0	
	Right	41	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	182	0	**182**	0	0	**0**
	Left-Through		0			0	
	Through	205	0	446	0	0	0
	Through-Right		0			0	
	Right	59	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	414		*North-South:*	0
			East-West:	496		*East-West:*	0
			SUM:	910		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.607			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.507**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
13	North-South Street:	Pacific Ave	East-West Street:	9th St		
	Scenario:	Future With Project				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
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?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	68	1	68	0	1	**0**
	Left-Through		0			0	
	Through	722	1	**722**	0	1	0
	Through-Right		0			0	
	Right	34	1	8	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	102	1	**102**	0	1	0
	Left-Through		0			0	
	Through	740	1	740	0	1	**0**
	Through-Right		0			0	
	Right	49	1	3	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	93	1	93	0	1	0
	Left-Through		0			0	
	Through	203	0	**302**	0	0	**0**
	Through-Right		1			1	
	Right	99	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	52	1	**52**	0	1	**0**
	Left-Through		0			0	
	Through	159	0	224	0	0	0
	Through-Right		1			1	
	Right	65	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	824		*North-South:*	0
			East-West:	354		*East-West:*	0
			SUM:	1178		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.785			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.685**			**0.000**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
14	North-South Street:	Pacific Ave	East-West Street:	7th St		
	Scenario:	Future With Project				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
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?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	75	1	**75**	0	1	**0**
	Left-Through		0			0	
	Through	782	1	782	0	1	0
	Through-Right		0			0	
	Right	42	1	9	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	25	1	25	0	1	0
	Left-Through		0			0	
	Through	764	1	**764**	0	1	**0**
	Through-Right		0			0	
	Right	55	1	27	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	56	1	56	0	1	0
	Left-Through		0			0	
	Through	205	0	**286**	0	0	**0**
	Through-Right		1			1	
	Right	81	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	66	1	**66**	0	1	**0**
	Left-Through		0			0	
	Through	143	0	186	0	0	0
	Through-Right		1			1	
	Right	43	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	839		North-South:	0
			East-West:	352		East-West:	0
			SUM:	1191		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.794			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.694**			**0.000**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
15	North-South Street:	Pacific Ave	East-West Street:	6th St		
	Scenario:	Future With Project				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
No. of Phases				4			4
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?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	42	1	**42**	0	1	**0**
	Left-Through		0			0	
	Through	744	1	744	0	1	0
	Through-Right		0			0	
	Right	88	1	88	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	65	1	65	0	1	0
	Left-Through		0			0	
	Through	794	1	**794**	0	1	**0**
	Through-Right		0			0	
	Right	38	1	38	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	33	0	33	0	0	0
	Left-Through		0			0	
	Through	152	0	**219**	0	0	**0**
	Through-Right		0			0	
	Right	34	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	67	0	**67**	0	0	**0**
	Left-Through		0			0	
	Through	110	0	235	0	0	0
	Through-Right		0			0	
	Right	58	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	836		*North-South:*	0
			East-West:	286		*East-West:*	0
			SUM:	1122		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.816			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.716**			**0.000**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
16	North-South Street:	Pacific Ave	East-West Street:	5th St		
	Scenario:	Future With Project				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
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?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	34	0	1	**0**
	Left-Through		0			0	
	Through	751	1	**751**	0	1	0
	Through-Right		0			0	
	Right	86	1	41	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	83	1	**83**	0	1	0
	Left-Through		0			0	
	Through	718	1	718	0	1	**0**
	Through-Right		0			0	
	Right	46	1	28	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	36	1	**36**	0	1	0
	Left-Through		0			0	
	Through	117	0	181	0	0	**0**
	Through-Right		1			1	
	Right	64	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	91	1	91	0	1	**0**
	Left-Through		0			0	
	Through	138	0	**239**	0	0	0
	Through-Right		1			1	
	Right	101	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	834		*North-South:*	0
			East-West:	275		*East-West:*	0
			SUM:	1109		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.739			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.639**			**0.000**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
17	North-South Street:	Pacific Ave	East-West Street:	1st St		
	Scenario:	Future With Project				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
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?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	136	1	**136**	0	1	**0**
	Left-Through		0			0	
	Through	663	1	663	0	1	0
	Through-Right		0			0	
	Right	43	1	43	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	26	1	26	0	1	0
	Left-Through		0			0	
	Through	666	1	**666**	0	1	**0**
	Through-Right		0			0	
	Right	41	1	41	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	41	0	41	0	0	0
	Left-Through		1			1	
	Through	176	0	**217**	0	0	**0**
	Through-Right		0			0	
	Right	101	1	33	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	70	0	**70**	0	0	**0**
	Left-Through		1			1	
	Through	161	0	231	0	0	0
	Through-Right		0			0	
	Right	33	1	20	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	802		*North-South:*	0
			East-West:	287		*East-West:*	0
			SUM:	1089		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.726			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.626**			**0.000**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
20	North-South Street:	Miner St	East-West Street:	22nd St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
No. of Phases				4			4
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?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	87	1	**87**	0	1	**0**
	Left-Through		0			0	
	Through	538	1	316	0	1	0
	Through-Right		1			1	
	Right	94	0	94	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	63	1	63	0	1	0
	Left-Through		0			0	
	Through	726	1	**490**	0	1	**0**
	Through-Right		1			1	
	Right	254	0	254	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	225	1	**225**	0	1	0
	Left-Through		0			0	
	Through	117	1	107	0	1	**0**
	Through-Right		1			1	
	Right	97	0	97	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	116	1	116	0	1	**0**
	Left-Through		0			0	
	Through	97	1	**80**	0	1	0
	Through-Right		1			1	
	Right	62	0	62	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	577		*North-South:*	0
			East-West:	305		*East-West:*	0
			SUM:	882		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.641			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.541**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum			
21	North-South Street:	Harbor Bl / Miner St	East-West Street:	Crescent Av	
	Scenario:	Future With Project			
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>	

		SAT					
	No. of Phases			0			0
	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?			2			2
	Override Capacity			1200			1200
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	7	1	**7**	0	1	**0**
	Left-Through		0			0	
	Through	856	2	428	0	2	0
	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	1078	1	**632**	0	1	**0**
	Through-Right		1			1	
	Right	185	0	185	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	117	0	117	0	0	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	5	0	**122**	0	0	0
	Left-Through-Right		0			0	
	Left-Right		1			1	
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:	639		North-South:	0
			East-West:	122		East-West:	0
			SUM:	761		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.634			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.534**			**0.000**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
22	North-South Street:	Harbor Blvd	East-West Street:	7th St		
	Scenario:	Future With Project				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	1	**66**	0	1	**0**
	Left-Through		0			0	
	Through	1894	2	947	0	2	0
	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	2387	2	**1194**	0	2	**0**
	Through-Right		0			0	
	Right	188	1	119	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	253	2	**139**	0	2	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	97	1	64	0	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:*	1260		*North-South:*	0
			East-West:	139		*East-West:*	0
			SUM:	1399		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.982			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.882**			**0.000**
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum			
23	North-South Street:	Harbor Blvd	East-West Street:	6th St	
	Scenario:	Future With Project			
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>	

		SAT					
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	1	**4**	0	1	**0**
	Left-Through		0			0	
	Through	2043	1	1023	0	1	0
	Through-Right		1			1	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	14	0	1	0
	Left-Through		0			0	
	Through	2353	1	**1205**	0	1	**0**
	Through-Right		1			1	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	49	1	**49**	0	1	0
	Left-Through		0			0	
	Through	2	0	4	0	0	**0**
	Through-Right		1			1	
	Right	2	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	4	1	4	0	1	**0**
	Left-Through		0			0	
	Through	14	1	14	0	1	0
	Through-Right		0			0	
	Right	334	1	**327**	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1209		*North-South:*	0
			East-West:	376		*East-West:*	0
			SUM:	1585		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.112			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**1.012**			**0.000**
LEVEL OF SERVICE (LOS):				**F**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
24	North-South Street:	Harbor Blvd	East-West Street:	5th St		
	Scenario:	Future With Project				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
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?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	**25**	0	1	**0**
	Left-Through		0			0	
	Through	2013	1	1008	0	1	0
	Through-Right		1			1	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	1	1	0	1	0
	Left-Through		0			0	
	Through	2352	1	**1212**	0	1	**0**
	Through-Right		1			1	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	93	1	**93**	0	1	0
	Left-Through		0			0	
	Through	5	0	46	0	0	**0**
	Through-Right		1			1	
	Right	41	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	2	1	2	0	1	0
	Through-Right		0			0	
	Right	14	1	**14**	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1237		*North-South:*	0
			East-West:	107		*East-West:*	0
			SUM:	1344		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.943			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.843**			**0.000**
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
25	North-South Street:	Harbor Blvd	East-West Street:	1st St		
	Scenario:	Future With Project				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
No. of Phases				4			4
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--	0		NB-- 0 EB-- 0	SB--	0
		WB--	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	44	1	**44**	0	1	**0**
	Left-Through		0			0	
	Through	2108	1	1073	0	1	0
	Through-Right		1			1	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	131	1	131	0	1	0
	Left-Through		0			0	
	Through	2420	1	**1254**	0	1	**0**
	Through-Right		1			1	
	Right	87	0	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	**83**	0	1	0
	Left-Through		0			0	
	Through	18	0	65	0	0	**0**
	Through-Right		1			1	
	Right	47	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	4	0	4	0	0	**0**
	Left-Through		1			1	
	Through	17	0	21	0	0	0
	Through-Right		0			0	
	Right	89	1	**24**	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1298		*North-South:*	0
			East-West:	107		*East-West:*	0
			SUM:	1405		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.022			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.922**			**0.000**
LEVEL OF SERVICE (LOS):				**E**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
26	North-South Street:	Harbor Blvd	East-West Street:	SR 47 EB Off-Ramp / Swinford St
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

			SAT				
No. of Phases			4				4
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-- 3	WB--	3	EB-- 3	WB--		3
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	657	2	361		2	**0**
	Left-Through		0			0	
	Through	1100	1	**584**		1	0
	Through-Right		1			1	
	Right	68	0	68		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	2	**34**		2	0
	Left-Through		0			0	
	Through	497	2	202		2	**0**
	Through-Right		1			1	
	Right	110	0	110		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	273	1	273		1	0
	Left-Through		0			0	
	Through	166	1	166		1	**0**
	Through-Right		1			1	
	Right	1551	1	**492**		1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	93	1	**92**		0	**0**
	Left-Through		0			1	
	Through	94	1	94		0	0
	Through-Right		0			1	
	Right	114	1	80		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	

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SAT	EB Critical Move		*0*	EB Critical Move	
	RT	LT		RT	LT
N-S	618	618	N-S	0	0
EB	360	273	EB	0	0
WB	94	94	WB	0	0
Sum	1072	985	Sum	0	0
V/C	0.780	0.716	**V/C**	0.000	0.000
Less A	0.680	0.616	Less A	-0.100	-0.100
LOS	B	B	LOS	A	A
	Int V/C	**0.680**		**Int V/C**	**-0.100**
		B			A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
27	North-South Street:	Harbor Blvd	East-West Street:	SR-47 WB On-Ramp
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
No. of Phases				4			4
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--	3	NB-- 3	SB--	3	
	EB-- 1	WB--	0	EB-- 1	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	1204	2	**662**		2	**0**
	Left-Through		0			0	
	Through	256	0	283		0	0
	Through-Right		1			1	
	Right	27	0	0		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	25	1	25		1	0
	Left-Through		0			0	
	Through	283	2	**142**		2	**0**
	Through-Right		0			0	
	Right	0	1	0		1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4		1	0
	Left-Through		0			0	
	Through	44	1	**44**		1	**0**
	Through-Right		0			0	
	Right	333	1	0		1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	53	2	**29**		2	**0**
	Left-Through		0			0	
	Through	35	2	18		2	0
	Through-Right		0			0	
	Right	10	1	0		1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	804		*North-South:*	0
			East-West:	73		*East-West:*	0
			SUM:	877		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.638			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.538**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum			
29	North-South Street:	Harbor	East-West Street:	O'Farrell	
	Scenario:	Future With Project			
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>	

		SAT					
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	**13**	0	1	**0**
	Left-Through		0			0	
	Through	2202	2	1101	0	2	0
	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	3020	1	**1526**	0	1	**0**
	Through-Right		1			1	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	1	**107**	0	1	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	36	1	30	0	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:*	1539		*North-South:*	0
			East-West:	107		*East-West:*	0
			SUM:	1646		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				1.097			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.997**			**0.000**
LEVEL OF SERVICE (LOS):				**E**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
30	North-South Street:	Harbor	East-West Street:	3rd		
	Scenario:	Future With Project				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
	No. of Phases			0			0
	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?			2			2
	Override Capacity			1200			1200
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	1	**52**	0	1	**0**
	Left-Through		0			0	
	Through	2124	2	1062	0	2	0
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	2	0	0	0	0	0
	Left-Through		0			0	
	Through	2426	1	**1238**	0	1	**0**
	Through-Right		1			1	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	71	1	**71**	0	1	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	53	1	27	0	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	2	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	1290		North-South:	0
			East-West:	71		East-West:	0
			SUM:	1361		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			1.134			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**1.034**			**0.000**
	LEVEL OF SERVICE (LOS):			**F**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
31	North-South Street:	Pacific Ave	East-West Street:	13th
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
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?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	47	1	47	0	1	**0**
	Left-Through		0			0	
	Through	748	1	**748**	0	1	0
	Through-Right		0			0	
	Right	27	1	27	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	36	1	**36**	0	1	0
	Left-Through		0			0	
	Through	696	1	696	0	1	**0**
	Through-Right		0			0	
	Right	84	1	84	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	75	0	75	0	0	0
	Left-Through		0			0	
	Through	87	0	**202**	0	0	**0**
	Through-Right		0			0	
	Right	40	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	20	0	**20**	0	0	**0**
	Left-Through		0			0	
	Through	71	0	126	0	0	0
	Through-Right		0			0	
	Right	35	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	784		North-South:	0
			East-West:	222		East-West:	0
			SUM:	1006		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.671			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.571**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
32	North-South Street:	Pacific Ave	East-West Street:	17th
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	17	1	17	0	1	**0**
	Left-Through		0			0	
	Through	640	1	**640**	0	1	0
	Through-Right		0			0	
	Right	15	1	15	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	23	1	**23**	0	1	0
	Left-Through		0			0	
	Through	633	1	633	0	1	**0**
	Through-Right		0			0	
	Right	69	1	69	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	42	0	**42**	0	0	0
	Left-Through		0			0	
	Through	55	0	130	0	0	**0**
	Through-Right		0			0	
	Right	33	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	18	0	18	0	0	**0**
	Left-Through		0			0	
	Through	93	0	**135**	0	0	0
	Through-Right		0			0	
	Right	24	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	663		*North-South:*	0
			East-West:	177		*East-West:*	0
			SUM:	840		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.560			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.460**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
33	North-South Street:	19th St	East-West Street:	Pacific
	Scenario:	Future With Project		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		SAT					
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?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	21	1	**21**	0	1	**0**
	Left-Through		0			0	
	Through	568	1	568	0	1	0
	Through-Right		0			0	
	Right	18	1	18	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	13	1	13	0	1	0
	Left-Through		0			0	
	Through	564	1	**564**	0	1	**0**
	Through-Right		0			0	
	Right	51	1	51	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	50	0	**50**	0	0	0
	Left-Through		0			0	
	Through	36	0	118	0	0	**0**
	Through-Right		0			0	
	Right	32	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	12	0	12	0	0	**0**
	Left-Through		0			0	
	Through	57	0	**91**	0	0	0
	Through-Right		0			0	
	Right	22	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	585		*North-South:*	0
			East-West:	141		*East-West:*	0
			SUM:	726		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.484			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.384**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
34	North-South Street:	Gaffey St	East-West Street:	13th		
	Scenario:	Future With Project				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
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?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	67	1	**67**	0	1	**0**
	Left-Through		0			0	
	Through	1147	1	598	0	1	0
	Through-Right		1			1	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	77	1	77	0	1	0
	Left-Through		0			0	
	Through	1171	1	**620**	0	1	**0**
	Through-Right		1			1	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	0	**190**	0	0	0
	Left-Through		0			0	
	Through	118	0	370	0	0	**0**
	Through-Right		0			0	
	Right	62	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
WESTBOUND	Left	62	0	62	0	0	**0**
	Left-Through		0			0	
	Through	143	0	**277**	0	0	0
	Through-Right		0			0	
	Right	72	0	0	0	0	0
	Left-Through-Right		1			1	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	687		*North-South:*	0
			East-West:	467		*East-West:*	0
			SUM:	1154		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.769			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.669**			**0.000**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
5	

PROJECT TITLE: SPW, POC Addendum
North-South Street: Gaffey St **East-West Street:** 9th St
Scenario: Future With Project With Mitigation
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	77	1	77	63	1	**63**
	Left-Through		0			0	
	Through	1527	2	**764**	1153	2	577
	Through-Right		0			0	
	Right	28	1	0	42	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	46	1	**46**	151	1	151
	Left-Through		0			0	
	Through	1136	2	568	1629	2	**815**
	Through-Right		0			0	
	Right	119	1	0	146	1	46
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	289	1	**289**	201	1	**201**
	Left-Through		0			0	
	Through	506	1	506	278	1	278
	Through-Right		0			0	
	Right	68	1	30	50	1	19
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	77	1	77	98	1	98
	Left-Through		0			0	
	Through	325	0	**404**	287	0	**408**
	Through-Right		1			1	
	Right	79	0	0	121	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	810		*North-South:*	878
			East-West:	693		*East-West:*	609
			SUM:	1503		*SUM:*	1487
VOLUME/CAPACITY *(V/C)* RATIO:				1.002			0.991
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.902**			**0.891**
LEVEL OF SERVICE (LOS):				**E**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum			
6	North-South Street:	Gaffey St	East-West Street:	7th St	
	Scenario:	Future With Project With Mitigation			
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date: <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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	22	53	1	**53**
	Left-Through		0			0	
	Through	1821	2	**625**	1365	2	471
	Through-Right		1			1	
	Right	55	0	55	49	0	49
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	72	1	**72**	108	1	108
	Left-Through		0			0	
	Through	1230	2	467	1748	2	**615**
	Through-Right		1			1	
	Right	170	0	170	97	0	97
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	302	1	**302**	163	1	**163**
	Left-Through		0			0	
	Through	186	0	221	184	0	237
	Through-Right		1			1	
	Right	35	0	0	53	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	115	1	115	111	1	111
	Left-Through		0			0	
	Through	113	0	**192**	200	0	**312**
	Through-Right		1			1	
	Right	79	0	0	112	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	697		North-South:	668
			East-West:	494		East-West:	475
			SUM:	1191		SUM:	1143
	VOLUME/CAPACITY (V/C) RATIO:			0.794			0.762
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.694**			**0.662**
	LEVEL OF SERVICE (LOS):			**B**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum			
7	North-South Street:	Gaffey St	East-West Street:	6th St	
	Scenario:	Future With Project With Mitigation			
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	61	1	61	64	1	**64**
	Left-Through		0			0	
	Through	2045	2	**703**	1557	2	538
	Through-Right		1			1	
	Right	64	0	64	58	0	58
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	114	1	**114**	71	1	71
	Left-Through		0			0	
	Through	1515	2	539	1817	2	**640**
	Through-Right		1			1	
	Right	101	0	101	104	0	104
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	13	0	**13**	15	0	**15**
	Left-Through		1			1	
	Through	12	0	25	12	0	27
	Through-Right		0			0	
	Right	38	1	8	93	1	61
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	0	2	10	0	10
	Left-Through		1			1	
	Through	31	0	**33**	13	0	23
	Through-Right		0			0	
	Right	44	1	0	103	1	**68**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	817		*North-South:*	704
			East-West:	46		*East-West:*	83
			SUM:	863		*SUM:*	787
	VOLUME/CAPACITY *(V/C)* RATIO:			0.575			0.525
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.475**			**0.425**
	LEVEL OF SERVICE (LOS):			**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
8	

PROJECT TITLE: SPW, POC Addendum
North-South Street: Gaffey St **East-West Street:** 5th St
Scenario: Future With Project With Mitigation
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <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?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	17	1	17	46	1	**46**
	Left-Through		0			0	
	Through	2037	2	**688**	1639	2	558
	Through-Right		1			1	
	Right	28	0	28	34	0	34
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	126	1	**126**	133	1	133
	Left-Through		0			0	
	Through	1553	2	565	1892	2	**676**
	Through-Right		1			1	
	Right	141	0	141	137	0	137
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	299	1	**299**	137	1	**137**
	Left-Through		0			0	
	Through	184	0	217	93	0	117
	Through-Right		1			1	
	Right	33	0	0	24	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	102	1	102	103	1	103
	Left-Through		0			0	
	Through	116	0	**254**	339	0	**474**
	Through-Right		1			1	
	Right	138	0	0	135	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	814		*North-South:*	722
			East-West:	553		*East-West:*	611
			SUM:	1367		*SUM:*	1333
VOLUME/CAPACITY *(V/C)* RATIO:				0.959			0.935
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.859**			**0.835**
LEVEL OF SERVICE (LOS):				**D**			**D**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
22	North-South Street:	Harbor Blvd	East-West Street:	7th St		
	Scenario:	Future With Project With Mitigation				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	33	1	**33**	80	1	**80**
	Left-Through		0			0	
	Through	1648	3	549	1304	3	435
	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	1179	2	**590**	1750	2	**875**
	Through-Right		0			0	
	Right	246	1	163	374	1	291
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	301	2	**166**	304	2	**167**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	51	1	35	75	1	35
	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:*	623		*North-South:*	955
			East-West:	166		*East-West:*	167
			SUM:	789		*SUM:*	1122
VOLUME/CAPACITY *(V/C)* RATIO:				0.554			0.787
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.454**			**0.687**
LEVEL OF SERVICE (LOS):				**A**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
23	North-South Street:	Harbor Blvd	East-West Street:	6th St		
	Scenario:	Future With Project With Mitigation				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<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?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	10	1	10	10	1	**10**
	Left-Through		0			0	
	Through	1970	2	**657**	1560	2	520
	Through-Right		1			1	
	Right	1	0	1	1	0	1
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	**14**	10	1	10
	Left-Through		0			0	
	Through	1454	2	522	2003	2	**694**
	Through-Right		1			1	
	Right	113	0	113	78	0	78
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	1	**43**	51	1	**51**
	Left-Through		0			0	
	Through	-1	0	15	0	0	49
	Through-Right		1			1	
	Right	16	0	0	49	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	1	2	1	1	1
	Left-Through		0			0	
	Through	4	1	4	2	1	2
	Through-Right		0			0	
	Right	14	1	**7**	10	1	**5**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	671		North-South:	704
			East-West:	50		East-West:	56
			SUM:	721		SUM:	760
VOLUME/CAPACITY (V/C) RATIO:				0.506			0.533
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.406**			**0.433**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
24	North-South Street:	Harbor Blvd	East-West Street:	5th St		
	Scenario:	Future With Project With Mitigation				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	34	1	**34**	17	1	**17**
	Left-Through		0			0	
	Through	1886	2	629	1509	2	503
	Through-Right		1			1	
	Right	0	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	1	1	1	1	1
	Left-Through		0			0	
	Through	1573	2	**655**	2105	2	**749**
	Through-Right		1			1	
	Right	391	0	391	141	0	141
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	186	1	**186**	370	1	**370**
	Left-Through		0			0	
	Through	0	0	15	0	0	33
	Through-Right		1			1	
	Right	15	0	0	33	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	1	0
	Left-Through		0			0	
	Through	2	1	**2**	0	1	0
	Through-Right		0			0	
	Right	1	1	1	12	1	**12**
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		*North-South:*	689		*North-South:*	766
			East-West:	188		*East-West:*	382
			SUM:	877		*SUM:*	1148
	VOLUME/CAPACITY *(V/C)* RATIO:			0.615			0.806
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.515**			**0.706**
	LEVEL OF SERVICE (LOS):			**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
25	North-South Street:	Harbor Blvd	East-West Street:	1st St		
	Scenario:	Future With Project With Mitigation				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
No. of Phases				4			4
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?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	8	1	8	22	1	**22**
	Left-Through		0			0	
	Through	2174	2	**746**	1969	2	660
	Through-Right		1			1	
	Right	63	0	63	12	0	12
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	323	1	**323**	32	1	32
	Left-Through		0			0	
	Through	1934	2	675	2163	2	**744**
	Through-Right		1			1	
	Right	92	0	92	68	0	68
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	125	1	**125**	101	1	**101**
	Left-Through		0			0	
	Through	2	0	17	3	0	26
	Through-Right		1			1	
	Right	15	0	0	23	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	2	0	2	6	0	6
	Left-Through		1			1	
	Through	0	0	**2**	15	0	21
	Through-Right		0			0	
	Right	12	1	0	77	1	**61**
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	1069		*North-South:*	766
			East-West:	127		*East-West:*	162
			SUM:	1196		*SUM:*	928
VOLUME/CAPACITY *(V/C)* RATIO:				0.870			0.675
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.770**			**0.575**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
26	North-South Street:	Harbor Blvd	East-West Street:	SR 47 EB Off-Ramp / Swinford St
	Scenario:	Future With Project With Mitigation		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

		AM				PM			
	No. of Phases				4				4
	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-- 3	WB--		3	EB-- 3	WB--		3
	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	652	2	359		573	2	**315**	
	Left-Through		0				0		
	Through	1098	1	**565**		1168	1	590	
	Through-Right		1				1		
	Right	32	0	32		12	0	12	
	Left-Through-Right		0				0		
	Left-Right		0				0		
SOUTHBOUND	Left	250	2	**138**		158	1	158	
	Left-Through		0				0		
	Through	687	2	252		1569	2	**556**	
	Through-Right		1				1		
	Right	69	0	69		99	0	99	
	Left-Through-Right		0				0		
	Left-Right		0				0		
EASTBOUND	Left	38	1	38		45	1	**45**	
	Left-Through		0				0		
	Through	323	1	**323**		69	1	69	
	Through-Right		1				1		
	Right	853	1	110		606	1	18	
	Left-Through-Right		0				0		
	Left-Right		0				0		
WESTBOUND	Left	17	1	**17**		12	1	12	
	Left-Through		0				0		
	Through	133	1	133		70	1	**70**	
	Through-Right		0				0		
	Right	347	1	209		122	1	0	
	Left-Through-Right		0				0		
	Left-Right		0				0		
	CRITICAL VOLUMES		North-South:	703			North-South:	871	
			East-West:	340			East-West:	115	
			SUM:	1043			SUM:	986	
	VOLUME/CAPACITY (V/C) RATIO:			0.759				0.717	
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.659**				**0.617**	
	LEVEL OF SERVICE (LOS):			**B**				**B**	

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
27	North-South Street:	Harbor Blvd	East-West Street:	SR-47 WB On-Ramp		
	Scenario:	Future With Project With Mitigation				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		AM			PM		
	No. of Phases			4			4
	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--	3	NB-- 3	SB--	3
		EB-- 1	WB--	0	EB-- 1	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	1462	2	**804**	1083	2	**596**
	Left-Through		0			0	
	Through	390	0	432	280	0	317
	Through-Right		1			1	
	Right	42	0	0	37	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	4	1	4	34	1	34
	Left-Through		0			0	
	Through	340	2	**170**	459	2	**230**
	Through-Right		0			0	
	Right	29	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	43	1	43	100	1	**100**
	Left-Through		0			0	
	Through	234	1	**234**	60	1	60
	Through-Right		0			0	
	Right	601	1	0	1039	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	45	2	**25**	141	2	78
	Left-Through		0			0	
	Through	138	2	69	95	2	**48**
	Through-Right		0			0	
	Right	11	1	9	27	1	10
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	974		North-South:	826
			East-West:	259		East-West:	148
			SUM:	1233		SUM:	974
	VOLUME/CAPACITY (V/C) RATIO:			0.897			0.708
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.797**			**0.608**
	LEVEL OF SERVICE (LOS):			**C**			**B**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
29	

PROJECT TITLE: SPW, POC Addendum
North-South Street: Harbor **East-West Street:** O'Farrell
Scenario: Future With Project With Mitigation
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <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?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	11	1	**11**	17	1	**17**
	Left-Through		0			0	
	Through	2362	3	787	2270	3	757
	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	2528	2	**848**	3137	2	**1057**
	Through-Right		1			1	
	Right	16	0	16	35	0	35
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	128	1	**128**	133	1	**133**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	13	1	8	17	1	9
	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:*	859		*North-South:*	1074
			East-West:	128		*East-West:*	133
			SUM:	987		*SUM:*	1207
VOLUME/CAPACITY *(V/C)* RATIO:				0.658			0.805
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.558**			**0.705**
LEVEL OF SERVICE (LOS):				**A**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum			
30	North-South Street:	Harbor	East-West Street:	3rd	
	Scenario:	Future With Project With Mitigation			
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>	

		AM			PM		
No. of Phases				0			0
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?				2			2
Override Capacity				1200			1200
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	22	1	**22**	33	1	**33**
	Left-Through		0			0	
	Through	1999	3	666	1898	3	633
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	3	0	0	2	0	0
	Left-Through		0			0	
	Through	1748	2	**647**	2066	2	**715**
	Through-Right		1			1	
	Right	194	0	194	80	0	80
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	130	1	**130**	72	1	**72**
	Left-Through		0			0	
	Through	0	0	0	0	0	0
	Through-Right		0			0	
	Right	24	1	13	36	1	20
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	0	0	1	0	0
	Left-Through		0			0	
	Through	0	0	**0**	0	0	**0**
	Through-Right		0			0	
	Right	1	0	0	5	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	669		*North-South:*	748
			East-West:	130		*East-West:*	72
			SUM:	799		*SUM:*	820
VOLUME/CAPACITY *(V/C)* RATIO:				0.666			0.683
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.566**			**0.583**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
34	North-South Street:	Gaffey St.	East-West Street:	13th		
	Scenario:	Future With Project With Mitigation				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	38	1	38	71	1	**71**
	Left-Through		0			0	
	Through	1486	1	**779**	1050	1	550
	Through-Right		1			1	
	Right	71	0	71	50	0	50
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	37	1	**37**	97	1	97
	Left-Through		0			0	
	Through	848	1	499	1234	1	**661**
	Through-Right		1			1	
	Right	149	0	149	87	0	87
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	215	1	**215**	195	1	**195**
	Left-Through		0			0	
	Through	307	0	364	159	0	251
	Through-Right		1			1	
	Right	57	0	0	92	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	60	1	60	34	1	34
	Left-Through		0			0	
	Through	346	0	**538**	200	0	**281**
	Through-Right		1			1	
	Right	192	0	0	81	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	816		*North-South:*	732
			East-West:	753		*East-West:*	476
			SUM:	1569		*SUM:*	1208
VOLUME/CAPACITY *(V/C)* RATIO:				1.046			0.805
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.946**			**0.705**
LEVEL OF SERVICE (LOS):				**E**			**C**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
5	

PROJECT TITLE: SPW, POC Addendum
North-South Street: Gaffey St **East-West Street:** 9th St
Scenario: Future With Project With Mitigation
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		SAT					
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?				2			2
Override Capacity				0			0
MOVEMENT		**Volume**	**No. of Lanes**	**Lane Volume**	**Volume**	**No. of Lanes**	**Lane Volume**
NORTHBOUND	Left	81	1	**81**	0	1	**0**
	Left-Through		0			0	
	Through	1283	2	642	0	2	0
	Through-Right		0			0	
	Right	53	1	12	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	159	1	159	0	1	0
	Left-Through		0			0	
	Through	1402	1	**753**	0	1	**0**
	Through-Right		1			1	
	Right	103	0	103	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	212	1	**212**	0	1	0
	Left-Through		0			0	
	Through	244	1	244	0	1	**0**
	Through-Right		0			0	
	Right	73	1	33	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	83	1	83	0	1	**0**
	Left-Through		0			0	
	Through	216	0	**366**	0	0	0
	Through-Right		1			1	
	Right	150	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	834		*North-South:*	0
			East-West:	578		*East-West:*	0
			SUM:	1412		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.941			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.841**			**0.000**
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
6	

PROJECT TITLE: SPW, POC Addendum
North-South Street: Gaffey St **East-West Street:** 7th St
Scenario: Future With Project With Mitigation
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		SAT					
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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	29	1	29	0	1	**0**
	Left-Through		0			0	
	Through	1652	2	**826**	0	2	0
	Through-Right		0			0	
	Right	60	1	20	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	164	1	**164**	0	1	0
	Left-Through		0			0	
	Through	1456	1	788	0	1	**0**
	Through-Right		1			1	
	Right	119	0	119	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	116	1	**116**	0	1	0
	Left-Through		0			0	
	Through	127	0	180	0	0	**0**
	Through-Right		1			1	
	Right	53	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	81	1	81	0	1	**0**
	Left-Through		0			0	
	Through	128	0	**237**	0	0	0
	Through-Right		1			1	
	Right	109	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	990		*North-South:*	0
			East-West:	353		*East-West:*	0
			SUM:	1343		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.895			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.795**			**0.000**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
7	

PROJECT TITLE: SPW, POC Addendum
North-South Street: Gaffey St **East-West Street:** 6th St
Scenario: Future With Project With Mitigation
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		SAT					
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?				2			2
Override Capacity				0			0
MOVEMENT		Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	73	1	73	0	1	**0**
	Left-Through		0			0	
	Through	1738	1	**893**	0	1	0
	Through-Right		1			1	
	Right	47	0	47	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	102	1	**102**	0	1	0
	Left-Through		0			0	
	Through	1695	1	867	0	1	**0**
	Through-Right		1			1	
	Right	39	0	39	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	11	0	**11**	0	0	0
	Left-Through		1			1	
	Through	18	0	29	0	0	**0**
	Through-Right		0			0	
	Right	64	1	28	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	10	0	10	0	0	**0**
	Left-Through		1			1	
	Through	19	0	29	0	0	0
	Through-Right		0			0	
	Right	104	1	**53**	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	995		*North-South:*	0
			East-West:	64		*East-West:*	0
			SUM:	1059		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.706			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.606**			**0.000**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
8	North-South Street:	Gaffey St	East-West Street:	5th St		
	Scenario:	Future With Project With Mitigation				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
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?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	50	1	50	0	1	**0**
	Left-Through		0			0	
	Through	1719	2	**860**	0	2	0
	Through-Right		0			0	
	Right	32	1	10	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	132	1	**132**	0	1	0
	Left-Through		0			0	
	Through	1823	2	912	0	2	**0**
	Through-Right		0			0	
	Right	90	1	31	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	118	1	**118**	0	1	0
	Left-Through		0			0	
	Through	91	0	120	0	0	**0**
	Through-Right		1			1	
	Right	29	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	44	1	44	0	1	**0**
	Left-Through		0			0	
	Through	107	0	**230**	0	0	0
	Through-Right		1			1	
	Right	123	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			North-South:	992		North-South:	0
			East-West:	348		East-West:	0
			SUM:	1340		SUM:	0
VOLUME/CAPACITY (V/C) RATIO:				0.940			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.840**			**0.000**
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
22	North-South Street:	Harbor Blvd	East-West Street:	7th St		
	Scenario:	Future With Project With Mitigation				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
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?			2			2
Override Capacity			0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	66	1	**66**	0	1	**0**
	Left-Through		0			0	
	Through	1894	3	631	0	3	0
	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	2387	2	**1194**	0	2	**0**
	Through-Right		0			0	
	Right	188	1	119	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	253	2	**139**	0	2	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	97	1	64	0	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:*	1260		*North-South:*	0
			East-West:	139		*East-West:*	0
			SUM:	1399		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.982			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.882**			**0.000**
LEVEL OF SERVICE (LOS):				**D**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	
23	

PROJECT TITLE: SPW, POC Addendum
North-South Street: Harbor Blvd **East-West Street:** 6th St
Scenario: Future With Project With Mitigation
Count Date: 1/0/1900 **Analyst:** <Fehr & Peers> **Date:** <date>

		SAT					
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?				2			2
Override Capacity				0			0

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	4	1	**4**	0	1	**0**
	Left-Through		0			0	
	Through	2043	2	682	0	2	0
	Through-Right		1			1	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	14	1	14	0	1	0
	Left-Through		0			0	
	Through	2353	2	**803**	0	2	**0**
	Through-Right		1			1	
	Right	56	0	56	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	49	1	**49**	0	1	0
	Left-Through		0			0	
	Through	2	0	4	0	0	**0**
	Through-Right		1			1	
	Right	2	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	4	1	4	0	1	**0**
	Left-Through		0			0	
	Through	14	1	14	0	1	0
	Through-Right		0			0	
	Right	334	1	**327**	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	807		*North-South:*	0
			East-West:	376		*East-West:*	0
			SUM:	1183		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.830			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.730**			**0.000**
LEVEL OF SERVICE (LOS):				**C**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
24	North-South Street:	Harbor Blvd	East-West Street:	5th St		
	Scenario:	Future With Project With Mitigation				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
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?			2			2	
Override Capacity			0			0	

	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	25	1	**25**	0	1	**0**
	Left-Through		0			0	
	Through	2013	2	672	0	2	0
	Through-Right		1			1	
	Right	2	0	2	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	1	1	1	0	1	0
	Left-Through		0			0	
	Through	2352	2	**808**	0	2	**0**
	Through-Right		1			1	
	Right	72	0	72	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	93	1	**93**	0	1	0
	Left-Through		0			0	
	Through	5	0	46	0	0	**0**
	Through-Right		1			1	
	Right	41	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	0	1	0	0	1	**0**
	Left-Through		0			0	
	Through	2	1	2	0	1	0
	Through-Right		0			0	
	Right	14	1	**14**	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	833		*North-South:*	0
			East-West:	107		*East-West:*	0
			SUM:	940		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.660			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.560**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
25	North-South Street:	Harbor Blvd	East-West Street:	1st St		
	Scenario:	Future With Project With Mitigation				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
No. of Phases				4			4
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?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	44	1	**44**	0	1	**0**
	Left-Through		0			0	
	Through	2108	2	715	0	2	0
	Through-Right		1			1	
	Right	38	0	38	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	131	1	131	0	1	0
	Left-Through		0			0	
	Through	2420	2	**836**	0	2	**0**
	Through-Right		1			1	
	Right	87	0	87	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	83	1	**83**	0	1	0
	Left-Through		0			0	
	Through	18	0	65	0	0	**0**
	Through-Right		1			1	
	Right	47	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	4	0	4	0	0	**0**
	Left-Through		1			1	
	Through	17	0	21	0	0	0
	Through-Right		0			0	
	Right	89	1	**24**	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	880		*North-South:*	0
			East-West:	107		*East-West:*	0
			SUM:	987		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.718			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.618**			**0.000**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum		
26	North-South Street:	Harbor Blvd	East-West Street:	SR 47 EB Off-Ramp / Swinford St
	Scenario:	Future With Project With Mitigation		
	Count Date:	1/0/1900	Analyst: <Fehr & Peers>	Date: <date>

			SAT					
No. of Phases				4				4
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--	3	WB-- 3		EB--	3	WB--	3
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	657	2	361		2	**0**
	Left-Through		0			0	
	Through	1100	1	**584**		1	0
	Through-Right		1			1	
	Right	68	0	68		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	62	2	**34**		2	0
	Left-Through		0			0	
	Through	497	2	202		2	**0**
	Through-Right		1			1	
	Right	110	0	110		0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	273	1	273		1	0
	Left-Through		0			0	
	Through	166	1	166		1	**0**
	Through-Right		1			1	
	Right	1551	1	**492**		1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	93	1	**92**		1	**0**
	Left-Through		0			0	
	Through	94	1	94		1	0
	Through-Right		0			0	
	Right	114	1	80		1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	

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SAT	EB Critical Move		*0*	EB Critical Move	
	RT	LT		RT	LT
N-S	618	618	N-S	0	0
EB	360	273	EB	0	0
WB	94	94	WB	0	0
Sum	1072	985	Sum	0	0
V/C	0.780	0.716	**V/C**	0.000	0.000
Less A	0.680	0.616	Less A	-0.100	-0.100
LOS	B	B	LOS	A	A
	Int V/C	**0.680**		**Int V/C**	**-0.100**
		B			A

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
27	North-South Street:	Harbor Blvd	East-West Street:	SR-47 WB On-Ramp		
	Scenario:	Future With Project With Mitigation				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
No. of Phases				4			4
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--	3	NB-- 3	SB--	3	
	EB-- 1	WB--	0	EB-- 1	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	1204	2	**662**	0	2	**0**
	Left-Through		0			0	
	Through	256	0	283	0	0	0
	Through-Right		1			1	
	Right	27	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	25	1	25	0	1	0
	Left-Through		0			0	
	Through	283	2	**142**	0	2	**0**
	Through-Right		0			0	
	Right	0	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	4	1	4	0	1	0
	Left-Through		0			0	
	Through	44	1	**44**	0	1	**0**
	Through-Right		0			0	
	Right	333	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	53	2	**29**	0	2	**0**
	Left-Through		0			0	
	Through	35	2	18	0	2	0
	Through-Right		0			0	
	Right	10	1	0	0	1	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
CRITICAL VOLUMES			*North-South:*	804		*North-South:*	0
			East-West:	73		*East-West:*	0
			SUM:	877		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.638			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.538**			**0.000**
LEVEL OF SERVICE (LOS):				**A**			**A**

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Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
29	North-South Street:	Harbor	East-West Street:	O'Farrell		
	Scenario:	Future With Project With Mitigation				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
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?				2			2
Override Capacity				0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	13	1	**13**	0	1	**0**
	Left-Through		0			0	
	Through	2202	3	734	0	3	0
	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	3020	2	**1017**	0	2	**0**
	Through-Right		1			1	
	Right	32	0	32	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	107	1	**107**	0	1	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	36	1	30	0	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:*	1030		*North-South:*	0
			East-West:	107		*East-West:*	0
			SUM:	1137		*SUM:*	0
VOLUME/CAPACITY *(V/C)* RATIO:				0.758			0.000
V/C LESS ATSAC/ATCS ADJUSTMENT:				**0.658**			**0.000**
LEVEL OF SERVICE (LOS):				**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
30	North-South Street:	Harbor	East-West Street:	3rd		
	Scenario:	Future With Project With Mitigation				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
	No. of Phases			0			0
	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?			2			2
	Override Capacity			1200			1200
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	52	1	**52**	0	1	**0**
	Left-Through		0			0	
	Through	2124	3	708	0	3	0
	Through-Right		0			0	
	Right	1	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	2	0	0	0	0	0
	Left-Through		0			0	
	Through	2426	2	**825**	0	2	**0**
	Through-Right		1			1	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	71	1	**71**	0	1	0
	Left-Through		0			0	
	Through	0	0	0	0	0	**0**
	Through-Right		0			0	
	Right	53	1	27	0	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	2	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	877		North-South:	0
			East-West:	71		East-West:	0
			SUM:	948		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.790			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.690**			**0.000**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Level of Service Worksheet
(Circular 212 Method)

I/S #:	PROJECT TITLE:	SPW, POC Addendum				
34	North-South Street:	Gaffey St.	East-West Street:	13th		
	Scenario:	Future With Project With Mitigation				
	Count Date:	1/0/1900	Analyst:	<Fehr & Peers>	Date:	<date>

		SAT					
	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?			2			2
	Override Capacity			0			0
	MOVEMENT	Volume	No. of Lanes	Lane Volume	Volume	No. of Lanes	Lane Volume
NORTHBOUND	Left	67	1	**67**	0	1	**0**
	Left-Through		0			0	
	Through	1147	1	598	0	1	0
	Through-Right		1			1	
	Right	49	0	49	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
SOUTHBOUND	Left	77	1	77	0	1	0
	Left-Through		0			0	
	Through	1171	1	**620**	0	1	**0**
	Through-Right		1			1	
	Right	68	0	68	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
EASTBOUND	Left	190	1	**190**	0	1	0
	Left-Through		0			0	
	Through	118	0	180	0	0	**0**
	Through-Right		1			1	
	Right	62	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
WESTBOUND	Left	62	1	62	0	1	**0**
	Left-Through		0			0	
	Through	143	0	**215**	0	0	0
	Through-Right		1			1	
	Right	72	0	0	0	0	0
	Left-Through-Right		0			0	
	Left-Right		0			0	
	CRITICAL VOLUMES		North-South:	687		North-South:	0
			East-West:	405		East-West:	0
			SUM:	1092		SUM:	0
	VOLUME/CAPACITY (V/C) RATIO:			0.728			0.000
	V/C LESS ATSAC/ATCS ADJUSTMENT:			**0.628**			**0.000**
	LEVEL OF SERVICE (LOS):			**B**			**A**

Version: 1i Beta; 8/4/2011

Appendix B
Summary of Mitigation Measures for San Pedro Waterfront Addendum—San Pedro Public Market Project

This is a summary of the mitigation measures contained in the San Pedro Waterfront Mitigation Monitoring and Reporting Program (MMRP) that apply specifically to the San Pedro Public Market (SPPM) Project and is not a replacement for the Final MMRP which was approved by the Board. However, this summary table includes certian modifications compared to Table 2-1 in the approved MMRP in order to tailor all applicable mitigation measure requirements to the SPPM Project. Such modifications include: 1) removing language for construction equipment engine requirements which have sunsetted 2) adding language to the "Methods" and "Implementation" sections to specifically indicate the requirements of the SPPM Developer (Developer) and 3) requiring that the Developer follow the Paleontological Monitoring and Mitigation Plan San Pedro Waterfront Project which the Harbor Department developed as a requirement of Mitigation Measure CR-4.

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
Air Quality and Meteorology: Construction		
MM AQ-1. Harbor Craft Engine Standards. All harbor craft used during the construction phase of the proposed Project shall, at a minimum, be repowered to meet the cleanest existing marine engine emission standards or EPA Tier 2. Additionally, where available, harbor craft shall meet the proposed EPA Tier 3 (which are proposed to be phased-in beginning 2009) or cleaner marine engine emission standards. The above harbor craft measure shall be met unless one of the following circumstances exists and the contractor is able to provide proof that any of these circumstances exists: ▪ A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement; ▪ A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the proposed Project, but the application process is not yet approved, or the application has been approved, but funds are not yet available; or ▪ A contractor has ordered a control device for a piece of equipment planned for use on the proposed Project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the proposed Project has the controlled equipment available for lease.	**Timing:** During specified construction phases. **Methods:** This measure shall be incorporated into the LAHD and Developer contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD and Developer through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM AQ-3. Fleet Modernization for Onroad Trucks. 1. Trucks hauling materials such as debris or fill shall be fully covered while operating off Port property. 2. Idling shall be restricted to a maximum of 5 minutes when not in use. 3. Tier Specifications: All onroad heavy-duty diesel trucks with a GVWR of 19,500 pounds or greater used on site or to transport materials to and from the site shall comply with	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into the LAHD and Developer contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by	**Implementation:** LAHD and Developer through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
2010 emission standards, where available. A copy of each unit's certified EPA rating, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. The above standards/specifications shall be met unless one of the following circumstances exists and the contractor is able to provide proof that any of these circumstances exists: A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement; A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the proposed Project, but the application process is not yet approved, or the application has been approved, but funds are not yet available; or A contractor has ordered a control device for a piece of equipment planned for use on the proposed Project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the proposed Project has the controlled equipment available for lease.	LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications. The construction equipment measures shall be met, unless one of the following circumstances exist and the contractor is able to provide proof that any of these circumstances exists: 1. A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement. 2. A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application process is not yet approved, or the application has been approved, but funds are not yet available. 3. A contractor has ordered a control device for a piece of equipment planned for use on the project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the project has the controlled equipment available for lease.	Management Division
MM AQ-4. Fleet Modernization for Construction Equipment. 1. Construction equipment shall incorporate, where feasible, emissions savings technology such as hybrid drives and specific fuel economy	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into the LAHD and Developer contract	**Implementation:** LAHD and Developer through Construction Contractor

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
standards. 2. Idling shall be restricted to a maximum of 5 minutes when not in use. 3. Tier Specifications: All offroad diesel-powered construction equipment greater than 50 hp shall meet the Tier 4 emission standards, where available. In addition, all construction equipment shall be outfitted with BACT devices certified by CARB. Any emissions control device used by the contractor shall achieve emissions reductions that are no less than what could be achieved by a Level 3 diesel emissions control strategy for a similarly sized engine as defined by CARB regulations. A copy of each unit's certified tier specification, BACT documentation, and CARB or SCAQMD operating permit shall be provided at the time of mobilization of each applicable unit of equipment. The construction equipment measures shall be met, unless one of the following circumstances exist and the contractor is able to provide proof that any of these circumstances exists: ▪ A piece of specialized equipment is unavailable in a controlled form within the state of California, including through a leasing agreement. ▪ A contractor has applied for necessary incentive funds to put controls on a piece of uncontrolled equipment planned for use on the project, but the application process is not yet approved, or the application has been approved, but funds are not yet available. A contractor has ordered a control device for a piece of equipment planned for use on the project, or the contractor has ordered a new piece of controlled equipment to replace the uncontrolled equipment, but that order has not been completed by the manufacturer or dealer. In addition, for this exemption to apply, the contractor must attempt to lease controlled equipment to avoid using uncontrolled equipment, but no dealer within 200 miles of the project has the controlled equipment available for lease.	specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Monitoring and Reporting:** Environmental Management Division, Construction Management Division
MM AQ-5. Additional Fugitive Dust Controls. The calculation of fugitive dust (PM10) from unmitigated proposed project earth-moving activities assumes a 75% reduction from uncontrolled levels to simulate rigorous watering of the site and use of other measures (listed below) to ensure proposed project compliance with SCAQMD Rule 403.	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into the LAHD and Developer contract specifications for all construction work to reduce the impact of fugitive	**Implementation:** LAHD and Developer through Construction Contractor **Monitoring and Reporting**:

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
The construction contractor shall apply for a SCAQMD Rule 403 Dust Control Permit. The construction contractor shall further reduce fugitive dust emissions to 90% from uncontrolled levels. The construction contractor shall designate personnel to monitor the dust control program and to order increased watering or other dust control measures, as necessary, to ensure a 90% control level. Their duties shall include holiday and weekend periods when work may not be in progress. The following measures, at minimum, must be part of the contractor Rule 403 dust control plan: ▪ Active grading sites shall be watered one additional time per day beyond that required by Rule 403; ▪ Contractors shall apply approved nontoxic chemical soil stabilizers to all inactive construction areas or replace groundcover in disturbed areas; ▪ Construction contractors shall provide temporary wind fencing around sites being graded or cleared; ▪ Trucks hauling dirt, sand, or gravel shall be covered or shall maintain at least 2 feet of freeboard in accordance with Section 23114 of the California Vehicle Code; ▪ Construction contractors shall install wheel washers where vehicles enter and exit unpaved roads onto paved roads or wash off tires of vehicles and any equipment leaving the construction site; ▪ The grading contractor shall suspend all soil disturbance activities when winds exceed 25 mph or when visible dust plumes emanate from a site; disturbed areas shall be stabilized if construction is delayed; and ▪ Trucks hauling materials such as debris or fill shall be fully covered while operating off LAHD property. ▪ A construction relations officer shall be appointed to act as a community liaison concerning onsite construction activity including resolution of issues related to PM10 generation; ▪ All streets shall be swept at least once a day using South Coast Air Quality Management District (SCAQMD) Rule 1186, 1186.1 certified street sweepers or roadway washing trucks if visible soil materials are carried to	dust (PM10) emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	Environmental Management Division, Construction Management Division

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
adjacent streets; ▪ Water or non-toxic soil stabilizer shall be applied three times daily to all unpaved parking or staging areas or unpaved road surfaces; ▪ Roads and shoulders shall be paved; and ▪ Water shall be applied three times daily or as needed to areas where soil is disturbed.		
MM AQ-6. Best Management Practices. The following types of measures are required on construction equipment (including on-road trucks): 1. Use diesel oxidation catalysts and catalyzed diesel particulate traps. 2. Maintain equipment according to manufacturers' specifications 3. Restrict idling of construction equipment to a maximum of 5 minutes when not in use 4. Install high-pressure fuel injectors on construction equipment vehicles LAHD shall implement a process by which to select additional BMPs to further reduce air emissions during construction. The LAHD shall determine the BMPs once the contractor identifies and secures a final equipment list.	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into the LAHD and Developer contract specifications for all construction work to reduce the impact of construction diesel emissions. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD and Developer through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM AQ-7. General Mitigation Measure. For any of the above mitigation measures (MM AQ-1 through AQ-6), if a CARB-certified technology becomes available and is shown to be as good as or better in terms of emissions performance than the existing measure, the technology could replace the existing measure pending approval by the LAHD.	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into the LAHD and Developer contract specifications. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity, which would include any proposed new technology.	**Implementation:** LAHD and Developer through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
MM AQ-8. Special Precautions near Sensitive Sites. When construction activities are planned within 1,000 feet of sensitive receptors (defined as schools, playgrounds, day care centers, and hospitals), the construction contractor shall notify each of these sites in writing at least 30 days before construction activities begin.	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into the LAHD and Developer contract specifications for all construction work. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity which shall include a plan to notify sensitive receptors and shall be approved by the LAHD.	**Implementation:** LAHD and Developer through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
Biological Resources: Construction		
MM BIO-2. Conduct nesting bird surveys. This measure applies if construction is to occur between February 15 and September 1. Prior to ground-disturbing activities, a qualified biologist will conduct surveys for the presence of black crowned night herons, blue herons, and other nesting birds within Berth 78–Ports O'Call or other appropriate and known locations within the study area that contain potential nesting bird habitat. Surveys will be conducted 24 hours prior to the clearing, removal, or grubbing of any vegetation or ground disturbance. If active nests of species protected under the MBTA and/or similar provisions of the California Fish and Game Code (i.e., native birds including but not limited to the black-crowned night heron) are located, then a barrier installed at a 50–100 foot radius from the nest(s) will be established and the tree/location containing the nest will be marked and will remain in place and undisturbed until a qualified biologist performs a survey to determine that the young have fledged or the nest is no longer active.	**Timing:** During any construction between February 15 and September 1 of every year. **Methods:** This measure shall be incorporated into LAHD and Developer contract specifications for all construction work. The construction contractor shall instruct construction personnel as part of normal construction procedures. LAHD shall arrange for the presence of the qualified biologist to monitor during construction activity.	**Implementation:** LAHD and Developer through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM BIO-3. Avoid marine mammals. The contractor will be required to use sound abatement techniques to reduce both noise and vibrations from pile driving activities. Sound abatement techniques will include, but are not limited to, vibration or hydraulic insertion techniques, drilled or augured holes for cast-in-place piles, bubble curtain technology, and sound aprons where feasible. At the initiation of each pile driving event, and after breaks of more than 15 minutes, the pile driving will also employ a "soft-start" in which the hammer is	**Timing:** During all in-water construction activities requiring pile driving. **Methods:** This measure shall be incorporated into LAHD and Developer contract specifications for all construction work. The construction contractor shall instruct construction personnel as part of normal	**Implementation:** LAHD and Developer through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
operated at less than full capacity (i.e., approximately 40–60% energy levels) with no less than a 1-minute interval between each strike for a 5-minute period. Pile driving activities occurring within the Outer Harbor will include establishment of a safety zone, and the area surrounding the operations will be monitored by a qualified marine biologist for pinnipeds. As the disturbance threshold level sound is expected to extend at least 1,000 feet from the steel pile driving operations, a safety zone will be established around the steel pile driving site and monitored for pinnipeds within a 1,200-foot-radius safety zone around the pile. As the steel pile driving site will move with each new pile, the 1,200 foot safety zone will move accordingly. Observers on shore or by boat will survey the safety zone to ensure that no marine mammals are seen within the zone before pile driving of a steel pile segment begins. If marine mammals are found within the safety zone, pile driving of the segment will be delayed until they move out of the area. If a marine mammal is seen above water and then dives below, the biologist will instruct the contractor to wait at least 15 minutes, and if no marine mammals are seen by the biologist in that time, it may be assumed that the animal has moved beyond the safety zone. This 15-minute criterion is based on a study indicating that pinnipeds dive for a mean time of 0.50 minutes to 3.33 minutes; the 15-minute delay will allow a more than sufficient period of observation to be reasonably sure the animal has left the project vicinity. If pinnipeds enter the safety zone after pile driving of a segment has begun, pile driving will continue. The biologist will monitor and record the species and number of individuals observed, and make note of their behavior patterns. If the animal appears distressed and, if it is operationally safe to do so, pile driving will cease until the animal leaves the area. Pile driving cannot be terminated safely and without severe operational difficulties until reaching a designated depth. Therefore, if it is deemed operationally unsafe by the project engineer to discontinue pile driving activities, and a pinniped is observed in the safety zone, pile driving activities will continue until the critical depth is reached (at which time pile driving will cease) or until the pinniped leaves the safety zone. Prior to the initiation of each new pile driving episode, the area will again be thoroughly surveyed by the biologist	construction procedures. LAHD shall arrange for the presence of a qualified biologist to monitor during construction activity.	Management Division
Cultural Resources: Construction		
MM CR-3: Stop Work If Unanticipated Cultural Resources Are Identified	**Timing:** During initial ground disturbance	**Implementation:** LAHD,

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
During Ground Disturbing Activities. In the event that any artifact or an unusual amount of bone, shell, or non-native stone is encountered during construction, work will be immediately stopped and relocated from that area. The contractor will stop construction within 100 feet of the exposure of these finds until a qualified archaeologist, retained by LAHD in advance of construction, can be contacted to evaluate the find (see 36 CFR 800.11.1 and pertinent CEQA regulations). Examples of such cultural materials might include concentrations of ground stone tools such as mortars, bowls, pestles, and manos; chipped stone tools such as projectile points or choppers; flakes of stone not consistent with the immediate geology such as obsidian or fused shale; trash pits containing bottles and/or ceramics; or structural remains. If the resources are found to be significant, they will be avoided or will be mitigated consistent with SHPO guidelines as appropriate. All construction equipment operators will attend a pre-construction meeting presented by a professional archaeologist retained by LAHD to review types of cultural resources and artifacts that would be considered potentially significant to ensure operator recognition of these materials during construction. If human remains are encountered, there will be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent human remains. The Los Angeles County Coroner will be contacted to determine the age and cause of death. If the remains are not of Native American heritage, construction in the area may recommence. If the remains are of Native American origin, the most likely descendants of the deceased will be identified by the NAHC. LAHD and the USACE will consult with the Native American most likely descendant(s) to identify a mutually acceptable strategy for treating and disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98. If the NAHC is unable to identify a most likely descendant; if the descendant fails to make a recommendation within 24 hours of being notified by the NAHC, LAHD, or the USACE; and if the descendant is not capable of reaching a mutually acceptable strategy through mediation by the NAHC, the Native American human remains and associated grave goods will be reburied with appropriate dignity on the proposed project site in a location not subject to further subsurface disturbance.	during construction **Methods:** To avoid or reduce this potential impact, the Environmental Management Division (EMD) shall retain a qualified archaeologist. The Construction Manager/Contractor shall instruct construction personnel as part of normal construction procedures to halt/redirect construction activities if any materials are uncovered that are suspect of being associated with historical or prehistoric occupation. If materials are found, the construction contractor shall contact the Construction Manager, EMD, and archeologist	archaeological consultants (ICF Jones & Stokes), Developer through construction contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division
Geology: Construction and Operation		

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
MM GEO-1. Emergency response planning. The tenants within the proposed project area will work with Port engineers and LAHD police to develop tsunami response training and procedures to assure that construction and operations personnel will be prepared to act in the event of a large seismic event. Such procedures will include immediate evacuation requirements in the event that a large seismic event is felt at the proposed project site, as part of overall emergency response planning for this proposed Project. Such procedures will be included in any bid specifications for construction or operations personnel, with a copy of such bid specifications to be provided to LAHD, including a completed copy of its operations emergency response plan prior to commencement of construction activities and/or operations.	**Timing:** At beginning of Construction and within first year of Operation (with annual updates) **Method: Construction:** LAHD Engineering Division shall provide procedures for inclusion in bid specifications. Such procedures will be included in any bid specifications for construction or operations personnel, with a copy of such bid specifications to be provided to LAHD, including a completed copy of its operations emergency response plan prior to commencement of construction activities and/or operations The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications **Method: Operations:** General requirements of this measure shall be incorporated into the lease. All tenants and LAHD shall prepare an emergency response plan for submittal to the LAHD within first year of operation. Enforcement shall include oversight by the Real Estate Division. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** LAHD and Developer through Construction Contractor; tenant for operations. **Monitoring and Reporting:** Environmental Management Division, Port Operations, Construction Management Division, Real Estate Division.
Groundwater and Soils: Construction		
MM GW-1. Complete site remediation. Unless otherwise authorized by the lead regulatory agency for any given site, the LAHD will remediate all	**Timing:** Prior to or during grading activities **Method:** Soil and groundwater remediation	**Implementation:** LAHD through Construction

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
contaminated soils within proposed project boundaries prior to or during demolition and grading activities. Remediation will occur in compliance with local, state, and federal regulations and as directed by the LACFD, DTSC, and/or RWQCB. Soil remediation will be completed such that contamination levels are below health screening levels established by OEHHA and/or applicable action levels established by the lead regulatory agency with jurisdiction over the site. Use of localized soil capping/paving, combined with agency-approved deed restrictions, may be an acceptable remediation measure in upland areas and/or risk-based soil assessments, but would be subject to the discretion of the lead regulatory agency. Existing groundwater contamination throughout the proposed project boundary will continue to be monitored and remediated, simultaneous and/or subsequent to site redevelopment, in accordance with direction provided by the RWQCB. Unless otherwise authorized by the lead regulatory agency for any given site, areas of soil contamination that will be remediated prior to or in conjunction with project demolition, grading, and construction would include, but not be limited to, the properties within and adjacent to the proposed Project.	shall be completed such that contamination levels are below health screening levels established by OEHHA and/or applicable action levels established by the lead regulatory agency with jurisdiction over the site. Soil contamination waivers may be acceptable as a result of encapsulation (i.e., paving) and/or risk-based soil assessments, but would be subject to the discretion of the lead regulatory agency.	Contractor. **Monitoring and Reporting:** Environmental Management Division, Construction Management Division, Engineering Division, Real Estate Division. Environmental Management Division will conduct independent soil sampling as appropriate.
MM GW-2. LAHD will prepare a contamination contingency plan for non-specific facilities. The project site has a long history of industrial activity, so it is possible that future construction activity could encounter historical soil or groundwater contamination that had not been previously reported to regulatory agencies. The following contingency plan will be implemented to address previously unknown contamination during demolition, grading, and construction: a) All trench excavation and fill operations will be observed for the presence of chemicals of potential concern and petroleum products. Soils that are suspected to be impacted with chemicals of potential concern and/or petroleum products will be segregated from clean soil. Indications of contaminated/impacted soil may include but are not limited to: discolored soil, petroleum or organic odors, and/or visible sheen. In the event unexpected suspected chemically impacted material (soil or water) is encountered during construction, the contractor will notify LAHD's Chief Harbor Engineer, Director of Environmental Management, and Risk Management's Industrial Hygienist. LAHD will confirm the presence of	**Timing:** Prior to construction **Method:** LAHD will prepare a contamination contingency plan and the plan shall be included in bid specifications. Developer shall include the plan in any bid specifications. Such procedures will be included in any bid specifications for construction or operations personnel, with a copy of such bid specifications to be provided to LAHD, including a completed copy of its operations emergency response plan prior to commencement of construction activities and/or operations The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance	**Implementation:** LAHD through Construction Contractor; Developer undertake soil disturbing construction activities. **Monitoring and Reporting:** Environmental Management Division, Construction Management Division, Engineering Division, Real Estate Division. Environmental Management Division will conduct independent soil sampling as appropriate.

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
the suspect material; direct the contractor to remove, stockpile, or contain the material; and characterize the suspect material identified within the boundaries of the construction area. Continued work at a contaminated site will require the approval of the Chief Harbor Engineer. b) As warranted, appropriate air monitoring equipment (e.g., photoionization detector, combustible gas indicator, organic vapor analyzer, etc.) will be present during grading and/or excavation activities in soils that are suspected to be impacted with chemicals of concern and/or petroleum products. c) Excavation of VOC-impacted soil will require obtaining and complying with a South Coast Air Quality Management District Rule 1166 permit. d) The remedial option(s) selected will be dependent upon a number of criteria (including but not limited to types of chemical constituents, concentration of the chemicals, health and safety issues, time constraints, cost, etc.) and will be determined on a site-specific basis. Both off-site and on-site remedial options will be evaluated. e) The extent of removal actions will be determined on a site-specific basis. At a minimum, the chemically impacted area(s) within the boundaries of the construction area will be remediated to the satisfaction of the lead regulatory agency for the site. The LAHD Project Manager overseeing removal actions will inform the contractor when the removal action is complete. f) Copies of hazardous waste manifests or other documents indicating the amount, nature, and disposition of such materials will be submitted to the Chief Harbor Engineer within 30 days of project completion. g) In the event that suspected contaminated soil is encountered, all onsite personnel handling the suspected contaminated material must be trained in accordance with the federal Hazardous Waste Operations and Emergency Response (HAZWOPER) standard. This training provides precautions and protective measures for workers remediating contaminated sites. Workers not certified with HAZWOPER training will not be allowed to resume work in suspected contaminated areas until appropriate site characterization confirms that contaminated soil, groundwater, or soil vapor are not present. h) As warranted, real-time perimeter and ambient air monitoring stations will be established during all grading, excavation, trenching, and/or soil handling activities associated with contaminated soil.	Plan throughout construction phases.	

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
i) All excavations will be filled with structurally suitable fill material that is free from contamination.		
Transportation and Circulation (Ground): Construction		
MM TC-1: Develop and implement a Traffic Control Plan throughout proposed project construction. In accordance with the City's policy on street closures and traffic diversion for arterial and collector roadways, the construction contractor will prepare a traffic control plan (to be approved by the city and county engineers) before construction. The traffic control plan will include: a street layout showing the location of construction activity and surrounding streets to be used as detour routes, including special signage; a tentative start date and construction duration period for each phase of construction; the name, address, and emergency contact number for those responsible for maintaining the traffic control devices during the course of construction; and written approval to implement traffic control from other agencies, as needed. Additionally, the traffic control plan will include the following stipulations. Provide access for emergency vehicles at all times. Avoid creating additional delay at intersections currently operating at congested conditions, either by choosing routes that avoid these locations, or constructing during nonpeak times of day. Maintain access for driveways and private roads, except for brief periods of construction, in which case property owners will be notified. Provide adequate off-street parking areas at designated staging areas for construction-related vehicles. Maintain pedestrian and bicycle access and circulation during proposed project construction where safe to do so. If construction encroaches on a sidewalk, a safe detour will be provided for pedestrians at the nearest crosswalk. If construction encroaches on a bike lane, warning signs will be posted that indicate bicycles and vehicles are sharing the roadway.	**Timing:** Prior to construction activities, to be implemented during construction. **Methods:** This measure shall be completed by the LAHD and Developer, with compliance reported to the Board of Harbor Commissioners.	**Implementation:** LAHD and Developer **Monitoring and Reporting**: LAHD Environmental Management and Engineering Divisions

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
Traffic controls may include flag persons wearing Occupational Safety and Health Administration–approved vests and using a "Stop/Slow" paddle to warn motorists of construction activity. Maintain access to Metro, LADOT, MAX, PVPTA, and LAHD transit services and ensure that public transit vehicles are detoured. Post standard construction warning signs in advance of the construction area and at any intersection that provides access to the construction area. Construction warning signs will be posted, in accordance with local standards or those set forth in the Manual on Uniform Traffic Control Devices (Federal Highway Administration 2001) in advance of the construction area and at any intersection that provides access to the construction area. During lane closures, notify LAFD and LAPD, as well as the Los Angeles County Sheriff's and Fire Departments, of construction locations to ensure that alternative evacuation and emergency routes are designed to maintain response times during construction periods, if necessary. Provide written notification to contractors regarding appropriate routes to and from construction sites, and weight and speed limits for local roads used to access construction sites. Submit a copy of all such written notifications to the City of Los Angeles Planning Department. Repair or restore the road right-of-way to its original condition or better upon completion of the work.		
Noise: Construction		
MM NOI-1. Construct temporary noise barriers, muffle and maintain construction equipment, prohibit idling, locate equipment, use quiet construction equipment, and notify residents. The following will reduce the impact of noise from construction activities: a) **Temporary Noise Barriers.** When construction is occurring within 500 feet of a residence or park, temporary noise barriers (solid fences or curtains) will be located between noise-generating construction activities and sensitive receivers. b) **Construction Equipment.** All construction equipment powered by internal	**Timing:** Throughout all construction phases. **Methods:** This measure shall be incorporated into contract specifications for all construction work to reduce noise the impacts. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include	**Implementation:** LAHD and Developer through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
combustion engines will be properly muffled and maintained. c) **Idling Prohibitions.** Unnecessary idling of internal combustion engines near noise sensitive areas will be prohibited. d) **Equipment Location.** All stationary noise-generating construction equipment, such as air compressors and portable power generators, will be located as far as practical from existing noise sensitive land uses. e) **Quiet Equipment Selection.** Select quiet construction equipment whenever possible. Comply where feasible with noise limits established in the City of Los Angeles Noise Ordinance. f) **Notification.** Notify residents within 500 feet to the proposed project site of the construction schedule in writing.	oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	
MM NOI-2. Construction Hours. Construction activities for the proposed Project would not exceed the ambient noise level by 5 dBA at a noise sensitive use between the hours of 6:00 p.m. and 7:00 a.m. Monday through Friday, before 8:00 a.m. or after 6:00 p.m. on Saturday, or at any time on Sunday. If extended construction hours are needed during weekdays under special circumstances, LAHD and the contractor will provide at least 72 hours' notice to sensitive receptors within 0.5 miles of the construction area. Under no circumstances will construction hours exceed the range prescribed by the City of Los Angeles Municipal Code.	**Timing:** During construction. **Methods:** This measure shall be incorporated into contract specifications for all construction work to reduce noise the impacts. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD and Developer through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction Management Division
Utilities and Public Services: Construction		

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
MM PS-2: Recycle construction materials. Demolition and/or excess construction materials will be separated on site for reuse/recycling or proper disposal. During grading and construction, separate bins for recycling of construction materials will be provided on site.	**Timing:** Throughout construction. **Methods:** This measure shall be incorporated into contract specifications for all construction work to improve recycling efforts. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager to ensure compliance with contract specifications.	**Implementation:** LAHD and Developer through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM PS-3: Use materials with recycled content. Materials with recycled content, such as recycled steel from framing and recycled concrete and asphalt from roadway construction, will be used in project construction. Wood chippers registered through the California Air Resources Board's Portable Equipment Registration Program will be operated on site during construction. Wood from tree removal, not from demolished structures, will be reused as landscape cover, further reducing the quantity of wood that would otherwise be disposed of at solid waste facilities.	**Timing:** Throughout construction. **Methods:** This measure shall be incorporated into contract specifications for all construction work to improve recycling efforts. The contractor(s) shall submit an Environmental Compliance Plan for review and approval by LAHD prior to beginning of any construction activity. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager to ensure compliance with contract specifications.	**Implementation:** LAHD and Developer through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
Utilities and Public Services: Operation		

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
MM PS-4: Comply with AB 939. LAHD and Port tenants will implement a Solid Waste Management Program including the following measures to achieve a 50% reduction of current waste generation percentages by 2037 and ensure compliance with the California Solid Waste Management Act (AB 939). a. Provide space and/or bins for storage of recyclable materials on the project site. All garbage and recycle bin storage space will be enclosed and plans will show equal area availability for both garbage and recycle bins in storage spaces. b. Establish a recyclable material pick-up area for commercial buildings. c. Participate in a curbside recycling program to serve the new development. d. Develop a plan for accessible collection of materials on a regular basis. e. Develop source reduction measures that indicate the method and amount of expected reduction. f. Implement a program to purchase materials that have recycled content for project construction and operation (e.g., lumber, plastic, office supplies). g. Provide a resident-tenant/employee education pamphlet to be used in conjunction with available Los Angeles County and federal source reduction educational materials. The pamphlet will be provided to all commercial tenants by the leasing/property management agency. h. Include lease language requiring tenant participation in recycling/waste reduction programs, including specification that janitorial contracts support recycling.	**Timing:** Throughout all operational years. **Methods:** This measure shall be incorporated into the Cruise Line, Cruise Terminal, Catalina Express, Tug Company and Ports O'Call Developer leases. If the tenant proposes replacing any mitigation measure, the tenant must first make a formal request to the Port's Executive Director. The Executive Director will then consider the proposal. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Cruise Line, Cruise Terminal, Catalina Express, Tug Company and Ports O'Call Developer leases and LAHD **Monitoring and Reporting**: LAHD Environmental Management and Real Estate Divisions
MM PS-5: Water Conservation and Wastewater Reduction. LAHD and Port tenants will implement the following water conservation and wastewater reduction measures to further reduce impacts on water demand and wastewater flows. a. The landscape irrigation system will be designed, installed, and tested to provide uniform irrigation coverage for each zone. Sprinkler head patterns will be adjusted to minimize overspray onto walkways and streets. Each zone (sprinkler valve) will water plants having similar watering needs (i.e., shrubs, flowers, and turf will not be in the same watering zone). Automatic irrigation timers will be set to water landscaping during early morning or late evening hours to reduce water losses from evaporation. Irrigation run times will be adjusted for all zones seasonally, reducing length and	**Timing:** Throughout all operational years. **Methods:** This measure shall be incorporated into the Cruise Line, Cruise Terminal, Catalina Express, Tug Company and Ports O'Call Developer leases. If the tenant proposes replacing any mitigation measure, the tenant must first make a formal request to the Port's Executive Director. The Executive Director will then consider the proposal. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Cruise Line, Cruise Terminal, Catalina Express , Tug Company and Ports O'Call Developer leases and LAHD **Monitoring and Reporting**: LAHD Environmental Management and Real Estate Divisions

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
frequency of waterings in the cooler months (i.e., fall, winter, spring). Adjust sprinkler timer run time to avoid water runoff, especially when irrigating sloped property. Sprinkler times will be reduced once drought-tolerant plants have been established. b. Drought-tolerant, low water consuming plant varieties will be used to reduce irrigation water consumption. c. Recycled water will be used for irrigation and toilet flushing (dual-flushing) d. Ultra-low-flush toilets, ultra-low-flush urinals, and water-saving showerheads must be installed in both new construction and when remodeling. Low flow faucet aerators will be installed on all sink faucets. e. Significant opportunities for water savings exist in air conditioning systems that utilize evaporative cooling (i.e., employ cooling towers). LADWP will be contacted for specific information of appropriate measures. f. Recirculating or point-of-use hot water systems will be installed to reduce water waste in long piping systems where water must be run for considerable period before heated water reaches the outlet.		
MM PS-6: Employ energy conservation measures. During the design process, LAHD will consult with LADWP's Efficiency Solutions Business Group regarding possible energy efficiency measures. LAHD and its tenants will incorporate measures to meet or, if possible, exceed minimum efficiency standards for Title XXIV of the California Code of Regulations, such as: a. Built-in appliances, refrigerators, and space-conditioning equipment will exceed the minimum efficiency levels mandated in the California Code of Regulations. b. High-efficiency air conditioning will be installed that is controlled by a computerized energy-management system in office and retail spaces and provides the following: a variable air-volume system that results in minimum energy consumption and avoids hot water energy consumption for terminal reheat, a 100% outdoor air-economizer cycle to obtain free cooling in appropriate climate zones during dry climatic periods, sequentially staged operation of air-conditioning equipment in accordance with building demands,	**Timing:** Throughout all operational years. **Methods:** This measure shall be incorporated into the Cruise Line, Cruise Terminal, Catalina Express, Tug Company and Ports O'Call Developer leases. If the tenant proposes replacing any mitigation measure, the tenant must first make a formal request to the Port's Executive Director. The Executive Director will then consider the proposal. Annual staff reports shall be made available to the Board at a regularly scheduled public Board Meeting.	**Implementation:** Cruise Line, Cruise Terminal, Catalina Express, Tug Company and Ports O'Call Developer leases and LAHD **Monitoring and Reporting**: LAHD Environmental Management and Real Estate Divisions

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
the isolation of air conditioning to any selected floor or floors, and considers the applicability of the use of thermal energy storage to handle cooling loads. c. Ventilation air will be cascaded from high-priority areas before being exhausted, thereby decreasing the volume of ventilation air required. For example, air could be cascaded from occupied space to corridors and then to mechanical spaces before being exhausted. d. Lighting system heat will be recycled for space heating during cool weather. While exhaust lighting-system heat will be recycled from the buildings, via ceiling plenums, to reduce cooling loads in warm weather. e. Low and medium static-pressure terminal units will be installed, as well as ductwork to reduce energy consumption by air-distribution systems. f. Buildings must be well sealed to prevent outside air from infiltrating and increasing interior space-conditioning loads. Where applicable, design building entrances with vestibules to restrict infiltration of unconditioned air and exhausting of conditioned air. g. A performance check of the installed space-conditioning system will be completed by the developer/installer prior to issuance or the certificate of occupancy to ensure that energy-efficiency measures incorporated into the proposed Project operate as designed. h. Exterior walls will be finished with light-colored materials and high-emissivity characteristics to reduce cooling loads. Interior walls will be finished with light-colored materials to reflect more light and, thus increase light efficiency. i. White reflective material will be used for roofing meeting California standards for reflectivity and emissivity to reject heat. j. Thermal insulation that exceeds requirements established by the California Code of Regulations will be installed in walls and ceilings. k. Window systems will be designed to reduce thermal gain and loss, thus reducing cooling loads during warm weather and heating loads during cool weather. l. Heat-rejecting window treatments will be installed, such as films, blinds, draperies, or others on appropriate exposures. m. Fluorescent and high-intensity discharge lamps that give the highest light output per watt of electricity consumed will be installed wherever possible,		

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
including all street and parking lot lighting, to reduce electricity consumption. Reflectors will be used to direct maximum levels of light to work surfaces. n. Photosensitive controls and dimmable electronic ballasts will be installed to maximize the use of natural daylight available and reduce artificial lighting load. o. Occupant-controlled light switches and thermostats to permit individual adjustment of lighting, heating, and cooling will be installed to avoid unnecessary energy consumption. p. Time-controlled interior and exterior public area light will be installed, limited to that which is necessary for safety and security. q. Mechanical systems (HVAC and lighting) in the building will be controlled with timing systems to prevent accidental or inappropriate conditioning or lighting of unoccupied space. r. Windowless walls or passive solar inset of windows will be incorporated, where feasible, in building design. s. Project will focus pedestrian activity within sheltered outdoor areas.		
Recreation: Construction		
MM REC-1. Maintain pedestrian access during construction. The LAHD and construction contractors will follow standard safety procedures to protect pedestrian traffic from construction hazards, including providing brightly colored fencing and signage indicating closures and safely directing pedestrian traffic around construction areas. This will also require coordinated construction activities such that pedestrian access can be routed around construction with a minimum increase in distance.	**Timing:** During Construction **Methods:** This measure shall be incorporated into the LAHD and Developer design and contract specifications. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD and Developer through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM REC-2. Maintain bicycle access during construction. The LAHD and construction contractors will provide signage notifying users of bike lanes of closure as well as signage directing users to alternative bike routes. Alternative	**Timing:** During Construction **Methods:** This measure shall be incorporated into the LAHD and Developer design and	**Implementation:** LAHD and Developer through

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
bike lanes in the proposed project vicinity include a north-south Class II bike path along the entire length of South Gaffey Street, and an east-west Class III bike path on 9th from North Harbor Boulevard west to State Route 213. LAHD will be required to inform the public prior to commencement of construction resulting in closures or possible disruptions to bike paths. Public sources to notify will, at minimum, include the City of Los Angeles Department of Transportation Bicycle Program, and Los Angeles area bicycling groups.	contract specifications. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM REC-3. Maintain parking during construction. The LAHD and construction contractors will minimize parking obstructions during construction periods by placing construction areas out of roadways and parking lots, where possible. In areas where construction staging areas and construction activities must impede access to parking areas, detour signs and lane striping will direct traffic to additional off-site parking areas. LAHD will provide shuttle service to remote parking areas in the event that offsite parking areas are farther than 1 mile from existing waterfront areas and the Waterfront Red Car Line does not adequately service the offsite parking areas.	**Timing:** During Construction **Methods:** This measure shall be incorporated into the LAHD and Developer design and contract specifications. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD and Developer through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM REC-4. Maintain vehicle access during construction. The LAHD and construction contractors will minimize obstructions to vehicle access during construction periods by placing construction areas out of roadways and parking lots, where possible. In areas where construction staging areas and construction activities must impede access to roadways, detour signs and lane striping will safely direct traffic around construction areas.	**Timing:** During Construction **Methods:** This measure shall be incorporated into the LAHD and Developer design and contract specifications. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD and Developer through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM REC-6. Maintain access to open waters of the harbor during construction. The LAHD and construction contractors will minimize obstructions to open waters of the harbor during construction periods by placing	**Timing:** During Construction **Methods:** This measure shall be incorporated into the LAHD and Developer design and	**Implementation:** LAHD and Developer through Construction Contractor

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
construction staging areas out of high-traffic waterways, parking lots leading to boat ramps, and boat docks, where possible. LAHD will embark on a public awareness campaign, providing information about construction periods, construction areas, closures, and suggestions of alternative boating areas. LAHD will inform the public prior to commencement of construction that will result in closures or possible disruptions to open waters of the harbor. Public notifications will, at minimum, include notifying local boating groups and posting flyers at boat ramps in the proposed project vicinity. LAHD will offer boater safety training for the public, specifically with respect to safe navigation around construction activities.	contract specifications. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Monitoring and Reporting**: Environmental Management Division, Construction Management Division
MM REC-7. Maintain docking space and dock access during construction. The LAHD and construction contractors will minimize obstructions to docking space and dock access during construction periods by placing construction staging areas away from boat docks where possible. LAHD will embark on a public awareness campaign, providing information about construction periods, construction areas, closures, and suggestions of alternative boating areas and docking locations. In cases where docking space will be closed or removed and existing tenants need alternative docking space, LAHD will provide temporary docking space in the near vicinity of the proposed Project. LAHD will provide notification and signage to direct users to these temporary alternative docking areas. LAHD will inform the public prior to commencement of construction that will result in closures or possible disruptions to dock access. Public notifications will, at minimum, include notifying local boating groups and posting flyers at boat ramps in the proposed project vicinity. LAHD will offer boater safety training for the public, specifically with respect to safe navigation around construction activities.	**Timing:** During Construction **Methods:** This measure shall be incorporated into the LAHD and Developer design and contract specifications. The contractor shall adhere to these specifications and Compliance Plan throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	**Implementation:** LAHD and Developer through Construction Contractor **Monitoring and Reporting**: Environmental Management Division, Construction Management Division
Other Requirements: Construction		
Adherence to program to mitigate impacts on nonrenewable paleontologic resources developed by LAHD pursuant to MM CR-4	**Timing:** During construction of the parking structure **Methods:** The Paleontological Monitoring and Mitigation Plan San Pedro Waterfront Project shall be incorporated into the LAHD and Developer design and contract specifications. The contractor shall adhere to this Plan	**Implementation:** LAHD and Developer through Construction Contractor **Monitoring and Reporting:** Environmental Management Division, Construction

Mitigation Measure	*Timing and Methods*	*Responsible Parties*
	throughout construction phases. Enforcement shall include oversight by the LAHD project/construction manager or designated building inspectors to ensure compliance with contract specifications.	Management Division