5.11 Transportation

5.11.1 INTRODUCTION

This section addresses potential transportation impacts that may result from implementation of the Proposed Project. The following discussion addresses the existing transportation conditions in the Project area, identifies applicable regulations, evaluates the Proposed Project's consistency with applicable goals and policies, identifies and analyzes environmental impacts, and recommends measures to reduce or avoid adverse impacts anticipated from implementation of the Proposed Project. The analysis in this section is based on the following resources:

- *John S. Gibson Trailer Lot Traffic Impact Analysis Report* (TIA) (EPD Solutions, 2024). Provided as EIR Appendix J.
- *John S. Gibson Trailer Lot Project Vehicle Miles Traveled (VMT) Screening Memo (VMT Memo)* (EPD Solutions, 2023) (VMT Analysis). Provided as EIR Appendix K.
- *Mobility Plan 2035* (City of Los Angeles, 2016).
- *Port Master Plan* (Port of Los Angeles, 2018).

5.11.2 REGULATORY SETTING

5.11.2.1 State Regulations

Senate Bill 743

On September 27, 2013, Senate Bill (SB) 743 was signed into state law. The California legislature found that with the adoption of the Sustainable Communities and Climate Protection Act of 2008 (SB 375), the state had signaled its commitment to encourage land use and transportation planning decisions and investments that reduce vehicle miles traveled (VMT) and thereby contribute to the reduction of greenhouse gas (GHG) emissions, as required by the California Global Warming Solutions Act of 2006 (AB 32).

SB 743 requires the California Governor's Office of Planning and Research to amend the State CEQA Guidelines to provide an alternative to LOS as the metric for evaluating transportation impacts under CEQA. Particularly within areas served by transit, SB 743 requires alternative criteria to promote the reduction of greenhouse gas emissions, development of multimodal transportation networks, and diversity of land uses. The alternative metric for transportation impacts detailed in the State CEQA Guidelines is VMT. Jurisdictions had until July 1, 2020, to adopt and begin implementing VMT thresholds for traffic analysis.

On July 30, 2019, the City of Los Angeles City Council adopted the CEQA Transportation Analysis Update, which sets forth the revised thresholds of significance for evaluating transportation impacts as well as screening and evaluation criteria for determining impacts. The CEQA Transportation Analysis Update establishes VMT as the City's formal method of evaluating a project's transportation impacts. In conjunction with this update, Los Angeles Department of Transportation (LADOT) adopted its Transportation Assessment Guidelines in July 2019 (updated in August 2022), which defines the methodology for analyzing a project's transportation impacts in accordance with SB 743.

5.11.2.2 Regional Regulations

Regional Transportation Plan/Sustainable Communities Strategy

The Southern California Association of Governments (SCAG) is the designated metropolitan planning organization for six Southern California counties (Ventura, Los Angeles, San Bernardino, Riverside, Orange, and Imperial). As the designated metropolitan planning organization, SCAG is mandated by the federal and state governments to prepare plans for regional transportation and air quality conformity. The most recent plan adopted by SCAG is the 2024-2050 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), also known as Connect SoCal, which was adopted in April 2024. The RTP/SCS integrates transportation planning with economic development and sustainability planning and aims to comply with state GHG emissions reduction goals, such as SB 375. With respect to mobility, the RTP/SCS discusses that the region has invested billions of dollars to reduce congestion through providing alternatives to driving. In addition, the RTP/SCS focuses on transportation safety and transitioning to clean technology (SCAG, 2024).

5.11.2.3 Local Regulations

City of Los Angeles Mobility Plan 2035

The City of Los Angeles Mobility Plan 2035 (City of Los Angeles, 2016) contains the following policies related to transportation applicable to the Proposed Project:

Policy 1.1 **Roadway User Vulnerability:** Design, plan, and operate streets to prioritize the safety of the most vulnerable roadway user.

Policy 1.6 **Multi-Modal Detour Facilities:** Design detour facilities to provide safe passage for all modes of travel during times of construction.

Policy I.8 **Goods Movement Safety:** Ensure that the goods movement sector is integrated with the rest of the transportation system in such a way that does not endanger the health and safety of residents and other roadway users.

Policy 2.1 **Adaptive Reuse of Streets:** Design, plan, and operate streets to serve multiple purposes and provide flexibility in design to adapt to future demands.

Policy 2.6 **Bicycle Networks:** Provide safe, convenient, and comfortable local and regional bicycling facilities for people of all types and abilities.

Policy 2.8 **Goods Movement:** Implement projects that would provide regionally significant transportation improvements for goods movement.

Policy 2.14 **Street Design:** Designate a street's functional classification based upon its current dimensions, land use context, and role.

Los Angeles Department of Transportation LADOT Transportation Assessment Guidelines

On July 30, 2019, LADOT updated its Transportation Impact Study Guidelines, travel demand model and transportation impact thresholds based on VMT, pursuant to State CEQA Guidelines Section 15064.3 and SB 743. The City of Los Angeles established the Transportation Assessment Guidelines (TAG), updated in August 2022, which includes both CEQA and non-CEQA thresholds and screening criteria. The CEQA thresholds and screening criteria provide the methodology for analyzing the Appendix G transportation thresholds, including providing the City's adopted VMT thresholds. The non-CEQA thresholds provide a method to analyze projects for purposes of entitlement review and making necessary findings to ensure the

project is consistent with adopted plans and policies including Mobility Plan 2035. The TAG is intended to achieve a review process that improves the City's vision of developing a safe, accessible, well-maintained, and well-connected multimodal transportation network. The TAG has been developed to identify land use development and transportation projects that may impact the transportation system; to ensure proposed land use development projects achieve site access design requirements and on-site circulation best practices; to define whether off-site improvements are needed; and to provide step-by-step guidance for assessing impacts and preparing Transportation Assessment Studies (LADOT, 2022).

5.11.3 ENVIRONMENTAL SETTING

Vehicle Miles Traveled

The Project site is currently vacant and does not generate regular vehicle trips that would result in VMT from the site.

Traffic Study Area

The characteristics of each roadway in the Project Study Area per the Los Angeles roadway classification in the Mobility Element 2035 of the City's General Plan are discussed below:

- **State Route 47 (SR-47)** is a north-south oriented State highway that connects Terminal Island to the mainland in the Los Angeles area.
- **Long Beach Freeway (I-710)** is a major north-south freeway in the Los Angeles metropolitan area of Southern California which connects the Ports of Los Angeles and Long Beach to East Los Angeles.
- **Harbor Freeway (I-110**) is a major north-south freeway located in the Los Angeles metropolitan area of Southern California. The entire route connects San Pedro and the Port of Los Angeles with Downtown Los Angeles and Pasadena.

Table 5.11-1, *Existing Roadway Characteristics within the Project Study Area*, shows the roadway characteristics that are observed within the study area.

Table 5.11-1: Existing Roadway Characteristics within the Project Study Area

Roadway	Roadway Type	Number of Lanes	Sidewalks?	Bike Lane?
John S. Gibson Boulevard	Boulevard II	4-lane divided	No sidewalks along site frontage, east side only.	Yes, Class II

Source: EPD Solutions, 2023 – included as Appendix K.

Existing Site Access

Access to the Proposed Project is provided by (SR-47) and Long Beach Freeway (I-710) to the east, Harbor Freeway (I-110) to the west, and John S. Gibson Boulevard to the east. Direct access to I-110 is provided from on and off-ramps on John S. Gibson Boulevard.

Existing Transit Service

The Project vicinity is served by LA Metro Route 246, which the nearest stop is located at the southwest corner of the West 1st Street and South Pacific Avenue intersection, approximately 0.8 miles southwest of the Project site. Route 246 services the cities of San Pedro, Harbor City, Wilmington, Carson, and Los Angeles and runs north and south along the major roadways Paseo Del Mar, Pacific Avenue, Gafferty Street, Pacific Coast Highway, Avalon Boulevard, and 182nd Street.

Existing Bicycle and Pedestrian Facilities

Bicycle lanes currently exist on both sides of John S. Gibson Boulevard. The Bicycle Lane Network of the City of Los Angeles Mobility Element identifies John S. Gibson Boulevard as a Tier 2 Bicycle Lane which are bicycle facilities on arterial roadways with striped separation.

Sidewalks do not currently exist along the Project frontage, the western portion of John S. Gibson Boulevard. Currently sidewalks exist along the eastern side of John S. Gibson Boulevard.

5.11.4 THRESHOLDS OF SIGNIFICANCE

Appendix G of State CEQA Guidelines indicates that a project could have a significant effect if it were to:

TR-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities;

TR-2 Conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b);

TR-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment); or

TR-4 Result in inadequate emergency access.

The Initial Study established that the Proposed Project would result in less-than-significant impacts related to Threshold TR-2 and Threshold TR-4; and no further assessment of these impacts is required in this EIR.

Los Angeles Department of Transportation (LADOT) Transportation Assessment Guidelines (TAG)

The following criteria are based on the CEQA Guidelines Appendix G and the LADOT TAG (LADOT, 2022), and are used as the basis for determining the impacts of the Proposed Project.

TR-1 Conflict with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities.

The LADOT TAG state that a project that "generally conforms with and does not obstruct the City's development policies and standards will generally be considered to be consistent" and are not in conflict with applicable programs, plans, ordinances, or policies addressing the circulation systems. The LADOT Guidelines provide three screening criteria questions that must be answered in order to determine a project's potential impacts under this threshold and whether the project conflicts with City circulation policies:

- Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent, and provisions of the general plan?
- Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?
- Is the project required to or proposing to make any voluntary modifications to the public right of-way (e.g., dedications and/or improvements in the right-of-way, reconfigurations of curb line)?

If the answer is "no" to all of these questions, a "no impact" determination can be made.

Project Construction Screening Criteria

The LADOT TAG Section 3.4 addresses the analysis of project construction and includes screening criteria for activities associated with project construction and major in-street construction of infrastructure projects.

If the answer is "yes" to any of the following questions, further analysis would be required in this document to assess whether the project or project construction could negatively affect existing pedestrian, bicycle, transit, or vehicle circulation:

- Would the project require construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in the City's Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street)?
- Would the project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the City's Mobility Plan 2035 [City of Los Angeles, 2016]) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?
- Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?
- Would in-street construction activities result in the loss of regular Americans with Disabilities Act (ADA) pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?
- Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?
- Would construction activities result in the temporary removal and/or loss of on-street metered parking for more than 30 days?
- Would the project involve a discretionary action to construct new buildings or additions of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24-feet wide in a hillside area?

TR-3 Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

The LADOT TAG provides two screening criteria questions that must be answered in order to assess whether a project would result in impacts due to geometric design hazards or incompatible uses.

- Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?
- Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (e.g., street dedications, reconfigurations of curb line)?

In addition to the screening questions above, if the answer is "yes" to all of the following questions, further analysis will be required to assess whether the project would result in impacts due to queuing from a freeway off-ramp that could lead to unsafe differential travel speeds:

- Does the land use project involve a discretionary action that would be under review by the Department of City Planning?
- Would the land use project generate a net increase of 250 or more daily vehicle trips?
- Would the land use project add 25 or more trips to any off ramp in either the morning or afternoon peak hour?

5.11.5 METHODOLOGY

To determine whether the Proposed Project would result in a significant impact related to conflicts with a program, plan, ordinance, or policy related to the effectiveness of the circulation system, the extent to which the Proposed Project would provide facilities to enhance the use of public transit, pedestrian, and bicycle mobility, the Proposed Project was compared to adopted plans for public transit, pedestrian mobility, and

bicycle facilities. A significant impact would result if the Proposed Project resulted in a conflict that could result in an impact on the environment.

To determine whether the Proposed Project would result in a significant impact related to increased hazards due to a geometric design feature or incompatible uses, the Proposed Project was evaluated against the screening criteria set forth by the LADOT TAG.

As outlined in CEQA Guidelines Section 15064.3, except as provided for roadway capacity transportation projects, a project's effect on automobile delay shall not constitute a significant environmental impact. Trips generated by the Proposed Project have been estimated based on the survey conducted at a similar facility within the Port complex.

5.11.6 ENVIRONMENTAL IMPACTS

IMPACT TR-1: WOULD THE PROJECT CONFLICT WITH A PROGRAM, PLAN, ORDINANCE, OR POLICY ADDRESSING THE CIRCULATION SYSTEM, INCLUDING TRANSIT, ROADWAY, BICYCLE, AND PEDESTRIAN FACILITIES?

Less-than-Significant Impact. The Proposed Project would not result in any conflict with the existing City Mobility Element of the General Plan, nor does it have any impacts on transit, roadway, bicycle, or pedestrian facilities.

> *Does the project require a discretionary action that requires the decision maker to find that the project would substantially conform to the purpose, intent, and provisions of the general plan?*

As stated in Section 3.0, *Project Description*, that parcels within the Project site (APNs 7440-016-001, 7440-016-002, and 7440-016-003) have a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and are zoned Heavy Industrial [Q]M3-1VL, and APN 7412-024-007 has a City of Los Angeles General Plan designation of General/Bulk Cargo – Non-Hazardous Industrial and Commercial and is zoned Light Industrial [Q]M2-1VL). The General Plan states that the M2 and M3 land use designations are intended for manufacturing, warehousing/ distributing, assembly of non-hazardous products and materials, retail related to manufacturing. The Proposed Project would develop the 18.63-acre site with a short-term parking lot (less than 24 hours) for trucks, chassis, and chassis loaded with shipping containers. The lot would also be intended for the storage of chassis loaded with containers, empty chassis, and/or loaded chassis connected to trucks for short-term storage. The Proposed Project would result in a truck and chassis parking lot intended to service port activities including the facilitation of existing movement of goods throughout the Port. Therefore, the Proposed Project would be consistent with the City's General Plan land use designation and no discretionary action is required related to the City of Los Angeles General Plan designation of the site.

However, the Proposed Project would require California Coastal Commission approval of the POLA Port Master Plan (PMP) amendment for the APNs (7440-016-002, 7440-016-003, and 7412-024-007) to change the land use from Open Space to Maritime Support. The Maritime Support designation provides for water-dependent and non-water-dependent operations necessary to support cargo handling and other maritime activities. As previously stated, the Proposed Project would result in a temporary truck trailer parking lot intended to service port activities including the facilitation of existing movement of goods throughout the Port. While the Proposed Project requires a POLA PMP amendment to change the PMP designation of the site, the Proposed Project would be consistent with the POLA PMP land use designation after the amendment and would be consistent with the overall intent of the PMP and surrounding POLA uses. Therefore, impacts would be less-than-significant.

Is the project known to directly conflict with a transportation plan, policy, or program adopted to support multimodal transportation options or public safety?

The Proposed Project would not directly or indirectly conflict with the City's Mobility Plan 2035 to support multimodal transportation options or public safety. The 2020 SCAG RTP/SCS states, "SCAG supports a world-class, coordinated Southern California goods movement system that accommodates growth in the throughput of freight to the region and nation in ways that support the region's economic vitality, attainment of clean air standards, and quality of life for our communities," (SCAG, 2020). Due to the nature of the Proposed Project, a short-term truck trailer parking lot intended to service port activities including the facilitation of existing movement of goods throughout the POLA, the Proposed Project would maximize mobility and access for people and goods in the SCAG region. In addition, the 966 truck trips (included as Appendix J) to and from the site in the Opening Year and 1,794 truck trips to and from the site in the Horizon Year, as shown below in Table 5.11-2 and 5.11-3, are diverted trips by trucks that are already accessing the POLA complex, and therefore do not represent an overall increase in truck trips within the POLA. Consequently, the Proposed Project would also be consistent with the SCAG RTP/SCS, as all of the POLA's vehicle trips (truck and auto) are contained within the RTP model.

Additionally, as shown in Tables 5.11-2 and 5.11-3, the Proposed Project is estimated to generate 14 auto trips in both the Opening Year and the Horizon Year, assuming 2 employees per shift, 2 shifts per day, 8 trips during peak hours, 2 trips during off peak hours, and 2 vendor visits during off peak hours (included as Appendix J). Therefore, the Proposed Project would not create substantial traffic impediments from employee and vendor related trips that would impair the accessibility of goods in the region or as it relates to public safety. As a result, impacts are considered less-than-significant.

Table 5.11-2: Project Trip Generation Opening Year (2028)

				AM Peak Hour			MD Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Total Vehicle Trip Generation												
Proposed Parking Lot	18.63	Acre										
Vehicle Mix[1]												
Employee Auto			10	2	2	4	1	1	2	2	2	4
Vendor Auto			4	0	0	0	2	2	4	0	0	0
Bobtail Truck[2]			483	27	10	37	13	27	40	8	9	17
Chassis Truck			483	10	27	37	27	13	40	9	8	17
Total Trip Generation			980	39	39	78	43	43	86	19	19	38

Source: Appendix J

[1]Trip rates and vehicle mix from Port of Los Angeles, Goods Movement Division

[2] Calculated by the Port of Los Angeles, Goods Movement Division (LAHD, 2024)

Table 5.11-3: Project Trip Generation Horizon Year (2045)

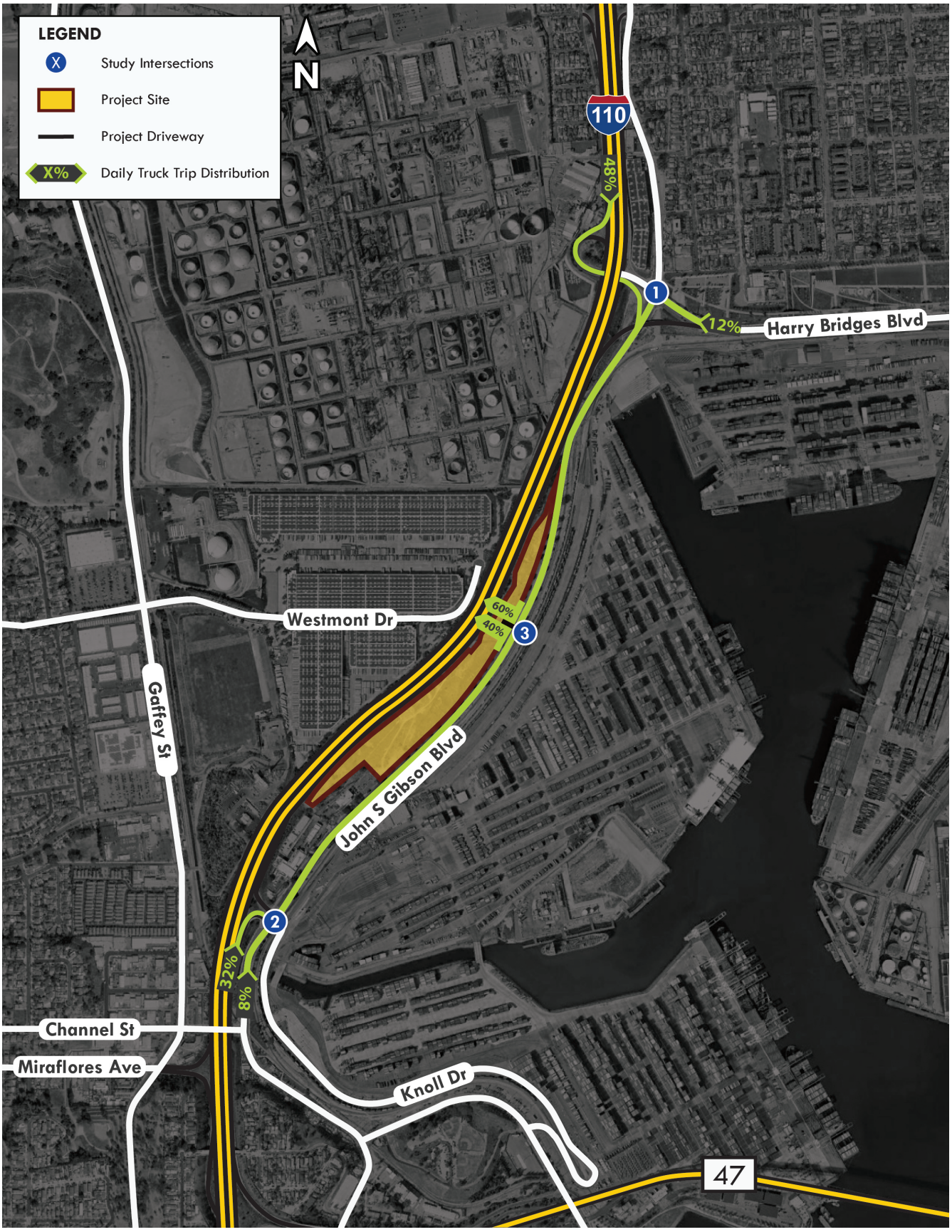
				AM Peak Hour			MD Peak Hour			PM Peak Hour		
Land Use		**Units**	**Daily**	**In**	**Out**	**Total**	**In**	**Out**	**Total**	**In**	**Out**	**Total**
Total Vehicle Trip Generation												
Proposed Parking Lot	18.63	Acre										
Vehicle Mix[1]												
Employee Auto			10	2	2	4	1	1	2	2	2	4
Vendor Auto			4	0	0	0	2	2	4	0	0	0
Bobtail Truck[2]			897	50	19	69	25	50	75	14	16	30
Chassis Truck			897	19	50	69	50	25	75	16	14	30
Total Trip Generation			1808	71	71	142	78	78	156	32	32	64

Source: Appendix J
[1]Trip rates and vehicle mix from Port of Los Angeles, Goods Movement Division
[2] Calculated by the Port of Los Angeles, Goods Movement Division (LAHD, 2024)

As previously stated, local access to the Proposed Project site would be provided from John S. Gibson Boulevard via an all access driveway with a length of 850 feet. Regional access to the Project site is provided by SR-47 to the south, I-710 to the east, I-110 to the west, and I-405 to the north, as shown in Figure 3-1, *Regional Location*. The Proposed Project's truck access would be provided by the City's established truck route including I-110, John S. Gibson Boulevard, and East Harry Bridges Boulevard. Truck egress from the site would include the southerly John S. Gibson Boulevard, I-110, and Knoll Drive intersection, and further south along John S. Gibson Boulevard at the intersections of West Channel Street and SR-47. Figures 5.11-1 and 5.11-2, below, shows the Proposed Project's truck distribution. As previously stated, the Proposed Project's 966 truck trips to and from the site are diverted trips by trucks that are already in the area, and therefore do not represent an increase in truck trips. As a result, impacts are considered less-than-significant.

Due to the location of the nearest LA Metro transit stop, located 0.8 miles southwest of the Project site, the Proposed Project would not alter or conflict with existing transit stops and schedules. In addition, no sidewalks currently exist along the Project frontage, nor are they proposed as part of the Project. Sidewalks on the eastern side of John S. Gibson Boulevard would not be affected by the Proposed Project. Therefore, impacts would be less-than-significant.

Daily Inbound Truck Trip Distribution



John S. Gibson Truck & Chassis Parking Lot Project
Los Angeles Harbor Department

Figure 5.11-1

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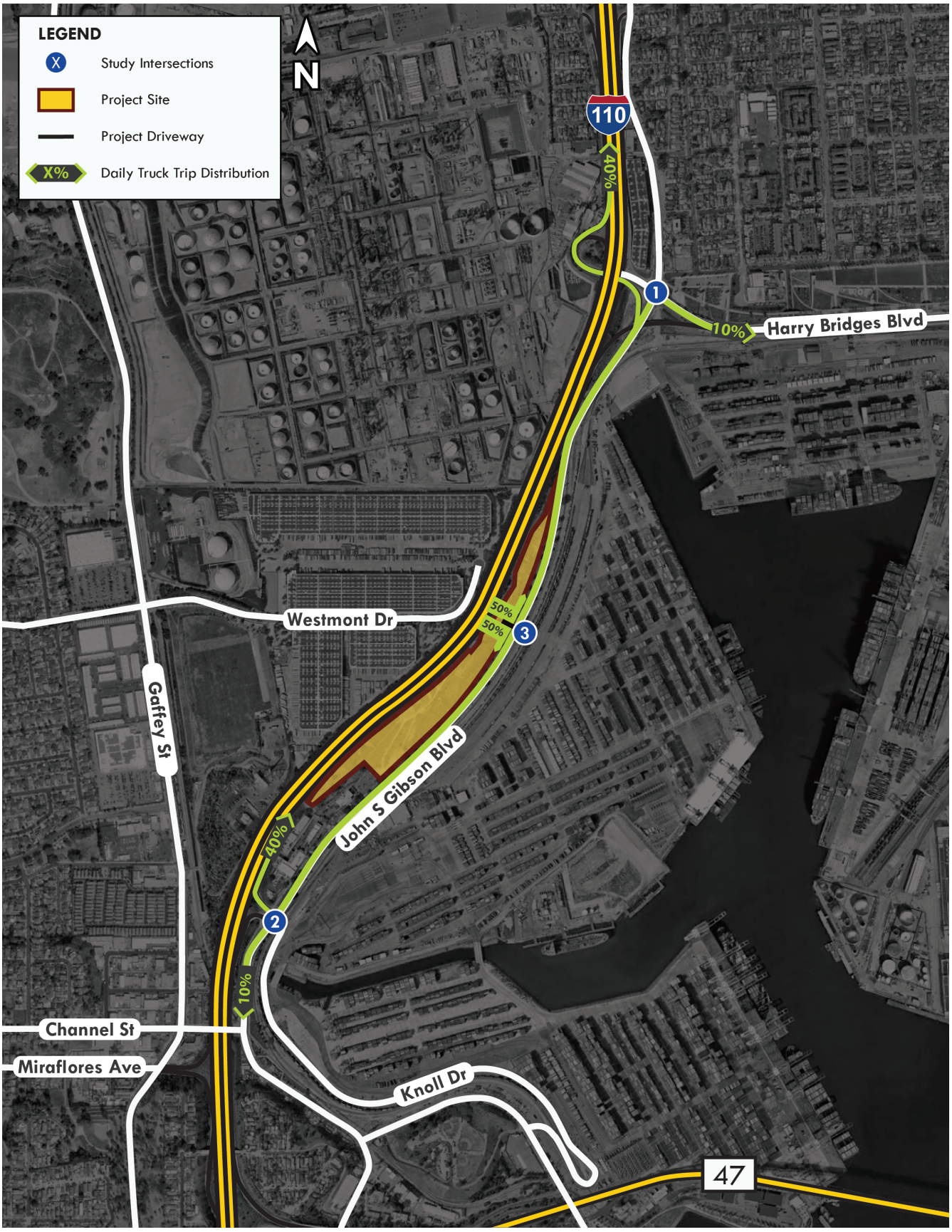
Daily Outbound Truck Trip Distribution



John S. Gibson Truck & Chassis Parking Lot Project
Los Angeles Harbor Department

Figure 5.11-2

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Is the project required to or proposing to make any voluntary modifications to the public right of-way (e.g., dedications and/or improvements in the right-of-way, reconfigurations of curb line)?

Operation

The Proposed Project would modify the existing median in front of the Project site on John S. Gibson Boulevard to provide a northbound left turn pocket to allow for left-turn access into the Proposed Project driveway. The Proposed Project would include new curb cuts on John S. Gibson Boulevard in order to install the new driveway and northbound left turn pocket; however, installation of the new driveway and left turn pocket would not result in any safety issues on John S. Gibson Boulevard as a signal would be installed and adequate storage length would be provided by the 850-foot driveway. The intersection and signal design is shown on Figure 5.11-3, *Project Signal Design*, and would be reviewed by LADOT to ensure consistency with City design regulations. As discussed in Chapter 3.0, *Project Description*, the Project Applicant would voluntarily install a signal at the new intersection, which would provide for protected left turn movements into the site. Further, the Proposed Project would restrict right turns on red from the proposed driveway and would install advance signal warning signage and stripe pavement markings on John S. Gibson Boulevard. Therefore, the Proposed Project would not result in queues backing onto John S. Gibson Boulevard or unsafe turning movements that would result in an impact on existing circulation. Furthermore, the Proposed Project would restripe the existing bike lane on John S. Gibson Boulevard and would not conflict with bicyclist circulation.

Construction

Project construction activities would include site preparation, grading, paving and signal installation, and architectural coating activities and are anticipated to occur over an 8-month period. All construction equipment, including construction worker vehicles, would be staged on the Project site for the duration of the construction period. The Proposed Project's construction activities would primarily be limited to the site boundaries; however, some construction activities would require entering the right-of-way along John S. Gibson Boulevard but only temporarily for new curb cuts to construct the new driveway, reconstruction of the existing median and left turn pocket, installation of the new traffic signals, and to connect new on-site utility infrastructure to existing utilities within the roadway. In addition, construction-related trips generated on a daily basis throughout various construction activities would be derived from construction workers and delivery of materials. It is anticipated Proposed Project construction would generate haul trips distributed throughout the day. During construction, there would also be passenger car construction trips associated with crew arrivals and departures. The weekday a.m. peak period is 7:00 a.m. to 9:00 a.m., and the weekday p.m. peak period is 4:00 p.m. to 6:00 p.m. It is anticipated the majority of construction crews would arrive and depart outside the peak hours, while delivery trucks, although not anticipated, would arrive and depart throughout the day. As shown in Table 5.11-4, the grading phase of construction would generate the most vehicular trips per day from approximately 20 one-way worker trips per day and 7 one-way hauling trips per day, which would result in a total of 27 daily one-way trips. This equates to approximately 2.8 percent of the Opening Year daily trips that would be generated by operation of the Proposed Project (as shown in Table 5.11-2). Furthermore, the construction traffic would be temporary and intermittent depending on the phase of construction.

Table 5.11-4: Daily Construction Vehicle Trips

Construction Activity	Workers Per Day	Vendors Per Day	Hauling Trips Per Day
Site Preparation	18	0	2
Grading	20	0	7
Paving & Signal Installation	15	0	0
Architectural Coating	0	0	0

Source: LSA, 2024a. (Appendix B)

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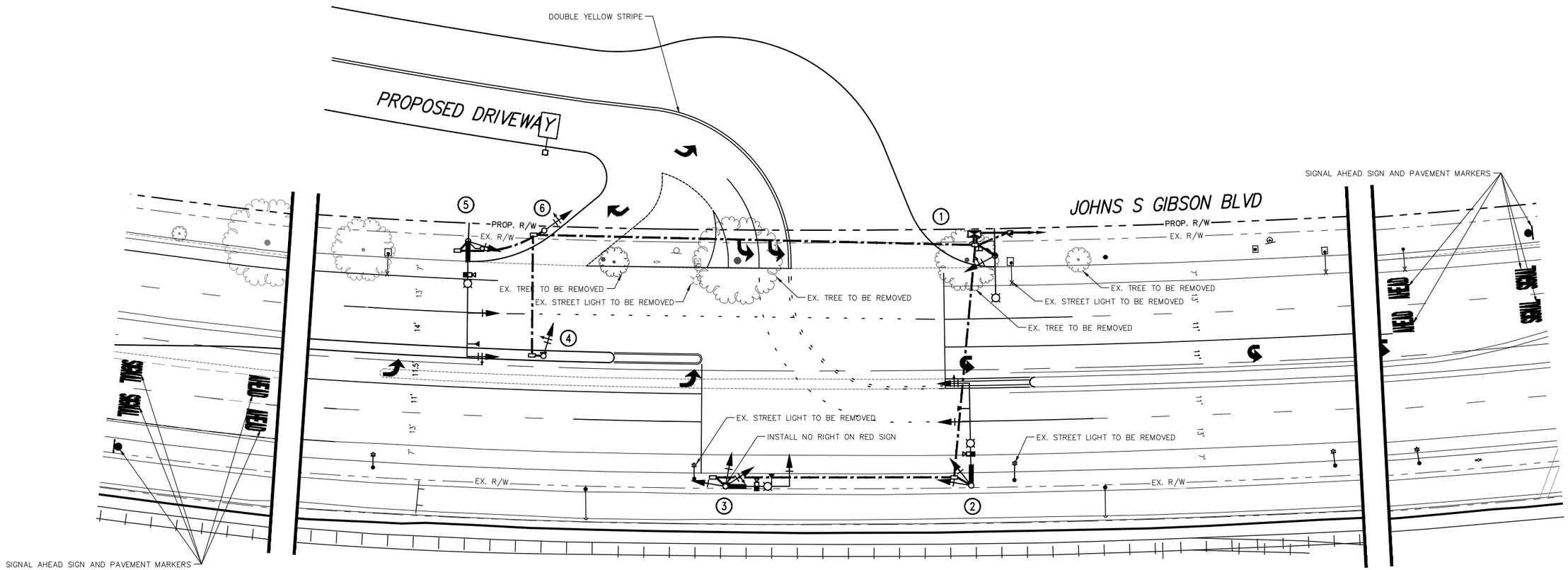
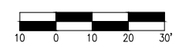
Conceptual Traffic Signal Plan





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Would the project require construction activities to take place within the right-of-way of a Boulevard or Avenue (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than one day (including day and evening hours, and overnight closures if on a residential street)?

The Proposed Project would require construction activities to take place within the right-of-way of John S. Gibson Boulevard. As previously described, temporary construction activities would include new curb cuts along the existing curb line to install the new driveway, median reconstruction to provide a northbound left turn pocket, installation of new traffic signals, and the connection of new on-site utility infrastructure to existing utility lines in the roadway. Consequently, temporary construction activities would necessitate temporary lane closures on John S. Gibson Boulevard. However, pursuant to standard City of Los Angeles requirements, the Proposed Project would implement a detailed Construction Management Plan (CMP). The CMP would include street closure information, a detour plan, haul routes, and a staging plan, all of which will be prepared and submitted to the City for review and approval. The CMP will formalize how construction will be carried out and identify specific actions that will be required to reduce effects on the surrounding community. Therefore, with implementation of the CMP pursuant to standard City and LAHD requirements, the Proposed Project would maintain roadway mobility and public safety along John S. Gibson Boulevard. As a result, a less-than-significant impact would occur.

Would the project require construction activities to take place within the right-of-way of a Collector or Local Street (as designated in the Mobility Plan 2035) which would necessitate temporary lane, alley, or street closures for more than seven days (including day and evening hours, and including overnight closures if on a residential street)?

As previously described, the Proposed Project would require construction activities to take place within the right-of-way of John S. Gibson Boulevard. John S. Gibson Boulevard is designated as Boulevard II and not a Collector or Local Street. Therefore, the Project would not require construction activities to take place within the right-of-way of a Collector or Local Street. As a result, no impact would occur.

Would in-street construction activities result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of bicycle parking to an existing land use for more than one day, including day and evening hours and overnight closures if access is lost to residential units?

As previously described, the Proposed Project would require construction activities to take place within the right-of-way of John S. Gibson Boulevard including new curb cuts along the existing curb line to install the new driveway, installation of new traffic signals, and the connection of new on-site utility infrastructure to existing utility lines in the roadway. In addition, the Proposed Project would include construction activities within the right-of-way to modify the existing median and left-turn pocket. Although temporary construction activities would necessitate temporary lane closure on John S. Gibson Boulevard, the Proposed Project would implement a CMP, thereby maintaining roadway mobility along John S. Gibson Boulevard. Furthermore, the Proposed Project would restripe the existing bike lane on John S. Gibson Boulevard and would not conflict with bicyclist circulation. Therefore, the Proposed Project's in-street construction activities would not result in the loss of regular vehicle, bicycle, or pedestrian access, including loss of bicycle parking to an existing land use. As a result, no impact would occur.

Would in-street construction activities result in the loss of regular ADA pedestrian access to an existing transit station, stop, or facility (e.g., layover zone) during revenue hours?

As previously stated, no sidewalks currently exist along the Project frontage, nor are they proposed as part of the Proposed Project. Due to the location of the nearest LA Metro transit stop, located 0.8 miles southwest of the Project site, the Proposed Project would not alter or conflict with existing transit stops and schedules. Therefore, construction activities of the Proposed Project would result in no loss of ADA pedestrian access to an existing transit station, stop, or facility during revenue hours. As a result, no impact would occur.

Would in-street construction activities result in the temporary loss for more than one day of an existing bus stop or rerouting of a bus route that serves the project site?

As previously stated, due to the nearest LA Metro transit stop, located 0.8 miles southwest of the Project site, the Proposed Project would not alter or conflict with existing transit stops and schedules. In addition, no sidewalks currently exist along the Project frontage, nor are they proposed as part of the Project. Although temporary construction activities would necessitate temporary lane closure on John S. Gibson Boulevard, the Proposed Project would implement a CMP, thereby maintaining roadway mobility along John S. Gibson Boulevard. Therefore, the Proposed Project's construction activities would not result in the temporary loss of an existing bus stop as there is no bus service on the adjacent roadways or rerouting of a bus route as mobility would be maintained with implementation of the CMP. As a result, no impact would occur.

Would construction activities result in the temporary removal and/or loss of on street metered parking for more than 30 days?

The Proposed Project's construction activities would not result in the temporary loss of on-street metered parking as there is no metered parking available on John S. Gibson Boulevard. As a result, no impact would occur.

Would the project involve a discretionary action to construct new buildings or additions of more than 1,000 square feet that require access for hauling construction materials and equipment from streets of less than 24- feet wide in a hillside area?

The Proposed Project's construction activities would not require access for hauling construction materials from streets less than 24 feet wide in a hillside area as street access would be provided by John S. Gibson Boulevard. As a result, no impact would occur. Therefore, construction impacts related to conflicts with an applicable plan, ordinance, or policy establishing measures of effectiveness for the performance of the circulation system would be less-than-significant.

IMPACT TR-3: WOULD THE PROJECT SUBSTANTIALLY INCREASE HAZARDS DUE TO A GEOMETRIC DESIGN FEATURE (E.G., SHARP CURVES OR DANGEROUS INTERSECTIONS) OR INCOMPATIBLE USES (E.G., FARM EQUIPMENT)?

Less-than-Significant Impact. The following screening criteria from the 2022 LADOT TAG are used to determine if a project may result in potential impacts related to geometric design hazards or incompatible uses. Further analysis is required if the answer is "yes" to any of the following questions.

Is the project proposing new driveways, or introducing new vehicle access to the property from the public right-of-way?

The Proposed Project would construct a new 40-foot-wide access road and driveway off John S. Gibson Boulevard to allow vehicles to access the Project site. The Proposed Project would connect to the existing curb lines and circulation system and would implement the City's traffic engineering design standards. The driveway would be signal-controlled at John S. Gibson Boulevard and would allow for all turning movements with right on red restrictions from the Proposed Project driveway onto John S. Gibson Boulevard. In addition, the Proposed Project would include a prefabricated guard booth at the entrance of the driveway to the site and an adequate queuing length of 850 feet would be provided to ensure that trucks do not queue onto John S. Gibson Boulevard. Trucks turning left into the site would have adequate sight distance and would not result in unsafe turning movements. Additionally, sight distance at the site's access point would be reviewed with respect to City traffic engineering standards at the time of final grading, landscape, and street improvement plan reviews. As a result, impacts related to hazardous vehicular circulation design features during operation of the Proposed Project would be less-than-significant.

Is the project proposing to, or required to make any voluntary or required, modifications to the public right-of-way (e.g., street dedications, reconfigurations of curb line)?

The Proposed Project would include voluntary installation of a signal at the proposed driveway intersection, which would result in permanent modification to John S. Gibson Boulevard. The Proposed Project would include new curb cuts on John S. Gibson Boulevard in order to install the new driveway. In addition, the Project would modify the existing median and add a northbound left-turn pocket on John S. Gibson Boulevard. However, installation of the new driveway would not result in any safety issues on John S. Gibson Boulevard as adequate storage length would be provided by the 850-foot driveway. Further, installation of the new signal would allow for safe left turn access for vehicles entering and exiting the Project site and would be reviewed and approved by LAHD and LADOT to ensure consistency with design requirements. Therefore, the Proposed Project would not result in queues backing onto John S. Gibson Boulevard that would result in an impact to existing circulation. Furthermore, the Proposed Project would restripe the existing bike lane on John S. Gibson Boulevard and would not conflict with bicyclist circulation. Therefore, impacts would be less-than-significant.

Does the land use project involve a discretionary action that would be under review by the Department of City Planning?

As previously discussed, the Proposed Project would require California Coastal Commission approval of the LAHD Port Master Plan Amendment for the APNs (7440-016-002, 7440-016-003, and 7412-024-007) within the master plan to change the land use from Open Space to Maritime Support. The Maritime Support designation provides for water-dependent and non-water-dependent operations necessary to support cargo handling and other maritime activities. In addition, the Proposed Project would require a Coastal Development Permit for development within APN 7440-016-001 from the City of Los Angeles, which is a discretionary action. As previously stated, the Proposed Project would result in a temporary truck trailer parking lot intended to service port activities including the facilitation of existing movement of goods throughout the POLA. While the Proposed Project requires a POLA PMP amendment to change the PMP designation of the site, the Proposed Project would be consistent with the POLA PMP land use designation after the amendment. In addition, while the Proposed Project would require a discretionary action for a Coastal Development Permit by the City of Los Angeles, the Proposed Project is consistent with the existing City of Los Angeles General Plan land use and zoning designations for the site. Therefore, impacts would be less-than-significant.

Would the land use project generate a net increase of 250 or more daily vehicle trips?

As stated in the Traffic Impact Analysis, included as Appendix J, the Proposed Project is estimated to generate approximately 14 daily auto trips in the Opening Year (2028) and in the Horizon Year (2045). Consequently, the Proposed Project would not generate a net increase of 250 or more daily vehicle trips. In addition, as previously stated, the Proposed Project's truck trip generation consists of diverted trips by trucks that are already in the POLA complex, and do not represent an increase in truck trips within the POLA. As a result, impacts would be less-than-significant.

Will the project add 25 or more trips to any freeway off-ramp in either the AM or PM peak hour?

As previously stated, the Proposed Project is estimated to generate approximately 122 truck/auto (54 inbound and 68 outbound) AM peak hour trips and 59 truck/auto (30 inbound and 29 outbound) PM peak hour trips in the Opening Year (2028). In addition, the Proposed Project is estimated to generate approximately 225 truck/auto (100 inbound and 125 outbound) AM peak hour trips and 100 truck/auto (51 inbound and 49 outbound) PM peak hour trips in the Horizon Year (2045). Based upon the detailed VMT analysis conducted by the POLA, the following summarizes the estimated diverted (not new) truck trips to/from the site that would utilize the State Highway System (freeway) ramps as shown below in Table 5.11-5 and Table 5.11-6.

Table 5.11-5: Freeway Ramp Analysis (Opening Day) – Shifted/Diverted Project Truck Trips

Freeway Ramps	AM Peak	2-3 PM	PM Peak
I-110 SB Off-Ramp @ Figueroa St	5	2	1
I-110 NB Off-Ramp @ John S. Gibson Blvd	5	5	0
I-110 NB On-Ramp @ John S. Gibson Blvd	2	5	2
SR-47 EB On-Ramp @ Harbor Blvd	5	5	0

Notes: SB = southbound; NB = northbound; EB = eastbound

Table 5.11-6: Freeway Ramp Analysis (Year 2045) – Shifted/Diverted Project Truck Trips

Freeway Ramps	AM Peak	2-3 PM	PM Peak
I-110 SB Off-Ramp @ Figueroa St	9	4	2
I-110 NB Off-Ramp @ John S. Gibson Blvd	9	9	0
I-110 NB On-Ramp @ John S. Gibson Blvd	4	9	4
SR-47 EB On-Ramp @ Harbor Blvd	9	9	0

Notes: SB = southbound; NB = northbound; EB = eastbound

As can be seen, there would be a nominal amount of shifted trips to these ramps, and would not deteriorate traffic operating conditions or cause queuing problems as reflected in the level of service analyses contained in Appendix J. As a result, impacts would be less-than-significant.

5.11.7 CUMULATIVE IMPACTS

The cumulative traffic study area for the Proposed Project includes the POLA and Wilmington area, and the information utilized in this cumulative analysis is based on the potential to combine with impacts from projects in the vicinity of the Proposed Project, as discussed in Table 5-1.

Circulation System

The evaluation of Impact TR-1 concluded that the Proposed Project would connect to the existing circulation system and implement the City's traffic engineering design standards. In addition, the Proposed Project would not conflict with existing vehicular, bicycle, or pedestrian circulation on John S. Gibson Boulevard and would not conflict with a plan, ordinance, or policy addressing circulation. Because the Proposed Project would enhance facilities consistent with existing plans, it would not result in a cumulatively considerable impact. In addition, cumulative development in the POLA and City and surrounding jurisdictions would be subject to site-specific reviews, including reviews of sidewalk, bike lane, and bus stop designs that would not allow potential cumulatively considerable impacts related to alternative transportation. Therefore, the Proposed Project would not cumulatively combine with other projects to result in impacts.

Design and Roadway Hazards

As discussed in Impact TR-3, the Proposed Project would not result in significant impacts related to incompatible uses or hazards due to roadway design. The proposed circulation layout would be required to be installed in conformance with LAHD and City design standards to ensure that no potentially hazardous design features or inadequate emergency access would be introduced by the Proposed Project that could combine with potential hazards from other projects. In addition, cumulative development in the POLA, City, and surrounding jurisdictions would be subject to site-specific reviews, including reviews by police and fire protection authorities and LADOT that would not allow potential cumulatively considerable design hazards.

Therefore, potential impacts related to circulation design features would not occur from the Proposed Project and would not combine with hazards from other projects.

As stated above, the Proposed Project would not have a significant VMT impact, and thus would not have a cumulative transportation impact, and therefore is considered to be consistent with the SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) in terms of development location, density, and intensity.

5.11.8 LEVEL OF SIGNIFICANCE BEFORE MITIGATION

Upon implementation of regulatory requirements, Impacts TR-1 and TR-3 would be less-than-significant.

5.11.9 MITIGATION MEASURES

None required.

5.11.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Compliance with existing regulatory requirements ensures impacts related to transportation would be less-than-significant. No significant and unavoidable transportation impacts would occur.

5.11.11 REFERENCES

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