

3.11

TRANSPORTATION AND CIRCULATION (GROUND)

3.11.1 Introduction

This section describes the environmental setting (existing conditions and regulatory setting) for transportation relating to the proposed Project, the impacts on transportation that would result from the proposed Project, and mitigation measures that would reduce these impacts.

A key source of data and information used in the preparation of this section is the traffic study that was prepared separately for the proposed Project by Fehr & Peers; this report is included as Appendix M of this draft EIS/EIR.

3.11.2 Environmental Setting

This section discusses the existing conditions relating to transportation in the study area, as well as federal, state, and local regulations relating to transportation that would apply to the proposed Project and its alternatives. The assessment of conditions relevant to this study includes roadway, transit, rail, and nonmotorized infrastructure and operations.

3.11.2.1 Existing Street System

Primary regional access to the study area is provided by the Harbor Freeway (I-110) northwest of the proposed project site and by the Vincent Thomas Bridge and Seaside Avenue (State Route [SR] (SR-47) northeast of the proposed project site. Year 2006 data from Caltrans show that the average daily traffic (ADT) volume on the Harbor Freeway to the north of Channel Street was approximately 89,000 vehicles per day (vpd), and the ADT on the Vincent Thomas Bridge was approximately 47,500 vpd. Access to the site from I-110 is provided via the freeway terminus at Gaffey Street or

1 ramps at Harbor Boulevard. From SR-47, the proposed project site can be accessed
2 via ramps on Harbor Boulevard.

3 Local access to the proposed project site is provided by a well-defined grid of arterial
4 and collector roads. The primary roadway facilities in the proposed project study
5 area are as follows.

- 6 ■ **Gaffey Street** is classified by the City of Los Angeles as a Major Class II
7 Highway that runs north-south in the study area. This arterial provides a
8 connection for local and regional travel from San Pedro to other parts of Los
9 Angeles and the South Bay region. Gaffey Street is a major commercial corridor
10 within San Pedro.
- 11 ■ **Pacific Avenue** is classified as a Secondary Highway that provides north-south
12 access within San Pedro. It is a major commercial corridor within San Pedro
13 consisting of strip commercial, auto repair, and restaurants. The four-lane
14 roadway's northern terminus is at Channel Street, where the roadway continues
15 as John S. Gibson Boulevard. Its southern terminus is at the Pacific Ocean where
16 it intersects with Shepard Street and Bluff Place.
- 17 ■ **Harbor Boulevard** is classified as a Major Class II Highway and provides north-
18 south access along the eastern side of the community of San Pedro. Harbor
19 Boulevard forms the western edge of the proposed project site. It continues as
20 Front Street north of Regan Street, as John S. Gibson Boulevard north of Pacific
21 Avenue, and as Miner Street south of Crescent Avenue.
- 22 ■ **7th Street** is classified as a Secondary Highway between Weymouth Avenue and
23 Harbor Boulevard, providing east-west access through the central portion of the
24 community of San Pedro. This roadway starts just east of Western Avenue and
25 terminates at Harbor Boulevard.
- 26 ■ **9th Street** is classified as a Major Class II Highway between Western Avenue
27 and Pacific Avenue, providing east-west access through the central portion of the
28 community of San Pedro. Between Pacific Avenue and Beacon Street it is
29 classified as a Local Street. This roadway starts west of Western Avenue and
30 terminates at Beacon Street, one block west of Harbor Boulevard.
- 31 ■ **25th Street** is classified as a Major Class II Highway, providing east-west access
32 through the southern portion of the community of San Pedro. This roadway
33 starts west of Western Avenue and terminates at Pacific Avenue.
- 34 ■ **Western Avenue** is classified as a Major Class II Highway providing north-
35 south access through the western portion of the community of San Pedro. This
36 scenic roadway starts near the ocean at Paseo Del Mar and continues northward
37 through much of the Los Angeles region.

38 Table 3.11-1 provides a description of these streets, summarizing their physical
39 characteristics in the study area. Diagrams of the existing lane configurations at the
40 analyzed intersections are provided in the traffic study in Appendix M.

Table 3.11-1. Existing Surface Street Characteristics

Segment	From	To	Number of Lanes		Median Type	Parking Characteristics		Speed Limit
			NB/EB	SB/WB		NB/EB	SB/WB	
5 th Street	Cabrillo Avenue	Grand Avenue	1	1	Single Dashed Yellow	Parking Allowed	Parking Allowed	30
	Grand Avenue	Pacific Avenue	1	1	Single Dashed Yellow	Parking Allowed 2 hour (8 a.m.–6 p.m.)/No Stopping Any Time	No Stopping Any Time/Parking Allowed 2 hour (8 a.m.–6 p.m.)	30
	Pacific Avenue	Mesa Street	1	1	Dual Left Turn	Parking Allowed 2 hour (9 a.m.–5 p.m.)	Parking Allowed 2 hour (9 a.m.–5 p.m.)	30
	Mesa Street	Palos Verdes Street	2	2	Dual Left Turn	Metered Parking 2 hour (9 a.m.–5 p.m.)	Metered Parking 2 hour (9 a.m.–5 p.m.)	30
	Palos Verdes Street	Harbor Boulevard	2	2	Dual Left Turn	Parking Allowed	Parking Allowed	30
6 th Street	Cabrillo Avenue	Gaffey Street	1	1	Single Dashed Yellow	Parking Allowed	Parking Allowed	30
	Gaffey Street	Pacific Avenue	1	1	Single Dashed Yellow	Metered Parking 2 hour (8 a.m.–6 p.m.)	Metered Parking 2 hour (8 a.m.–6 p.m.)/ Parking Allowed	30
	Pacific Avenue	Centre Street	1	1	Single Dashed Yellow	Metered Parking 2 hour (9 a.m.–5 p.m.)	Metered Parking 2 hour (9 a.m.–5 p.m.)	30
	Centre Street	Palos Verdes Street	1	1	Single Dashed Yellow	No Stopping Any Time/Metered Parking 1 hour (8 a.m.–6 p.m.)	No Stopping Any Time/Metered Parking 2 hour (8 a.m.–6 p.m.)	30
	Palos Verdes Street	Beacon Street	1	1	Single Dashed Yellow	No Stopping Any Time	Metered Parking 2 hour (8 a.m.–6 p.m.)	30
	Beacon Street	Harbor Boulevard	1	1	Single Dashed Yellow	Metered Parking 1 hour (8 a.m.–6 p.m.)	Metered Parking 2 hour (8 a.m.–6 p.m.)	30

Segment	From	To	Number of Lanes		Median Type	Parking Characteristics		Speed Limit
			NB/EB	SB/WB		NB/EB	SB/WB	
7 th Street	Cabrillo Avenue	Gaffey Street	1	1	Single Dashed Yellow/Double Yellow	Parking Allowed	Parking Allowed	30
	Gaffey Street	Grand Avenue	1	1	Single Dashed Yellow/Double Yellow	Metered Parking 2 hour (8 a.m.–6 p.m.)	Parking Allowed	30
	Grand Avenue	Pacific Avenue	1	1	Single Dashed Yellow/Double Yellow	Metered Parking 30 minute, 1 hour, 2 hour (8 a.m.–6 p.m.)	Metered Parking 2 hour (8 a.m.–6 p.m.)	30
	Pacific Avenue	Palos Verdes Street	1	1	Dual Left Turn	Metered Parking 2 hour (9 a.m.–5 p.m.)	Metered Parking 30 minute, 2 hour (9 a.m.–5 p.m.)	30
	Palos Verdes Street	Harbor Boulevard	1	1	Dual Left Turn	Metered Parking 2 hour (8 a.m.–6 p.m.)	Metered Parking 2 hour (9 a.m.–5 p.m.)	30
9 th Street	Western Avenue	Dodson Avenue	1	1	Dual Left Turn	Parking Allowed	Parking Allowed	25/35
	Dodson Avenue	Meyler Street	1	1	Double Yellow	Parking Allowed	Parking Allowed	35
	Meyler Street	Cabrillo Avenue	1	1	Double Yellow	Parking Allowed 2 hour (8 a.m.–6 p.m.)	Parking Allowed 2 hour (8 a.m.–6 p.m.)	35
	Cabrillo Avenue	Gaffey Street	1	1	Double Yellow	Metered Parking 2 hour (8 a.m.–6 p.m.)	Parking Allowed	35
	Gaffey Street	Pacific Avenue	1	1	Single Dashed Yellow	Metered Parking 2 hour (8 a.m.–6 p.m.)	Metered Parking 2 hour (8 a.m.–6 p.m.)/ Parking Allowed	25
	Pacific Avenue	Mesa Street	1	1	Single Dashed Yellow	Metered Parking 2 hour (9 a.m.–5 p.m.)	Parking Allowed/ Metered Parking 2 hour (9 a.m.–5 p.m.)	25
	Mesa Street	Palos Verdes Street	1	1	Single Dashed Yellow	Parking Allowed	Parking Allowed 1 hour (8 a.m.–6 p.m.)/ Parking Allowed	25

Segment	From	To	Number of Lanes		Median Type	Parking Characteristics		Speed Limit
			NB/EB	SB/WB		NB/EB	SB/WB	
	Palos Verdes Street	Beacon Street	1	1	Single Dashed Yellow	Metered Parking 2 hour (9 a.m.–5 p.m.)	Metered Parking 2 hour (9 a.m.–5 p.m.)	25
13 th Street	Cabrillo Avenue	Gaffey Street	1	1	Double Yellow	Parking Allowed	Parking Allowed	25
	Gaffey Street	Pacific Avenue	1	1	Single Dashed Yellow	Parking Allowed	Parking Allowed 2 hour (8 a.m.–6 p.m.)/ Parking Allowed	25
	Pacific Avenue	Mesa Street	1	1	Single Dashed Yellow	Parking Allowed 1 hour (8 a.m.–6 p.m.)/ Parking Allowed	Parking Allowed	25
	Mesa Street	Beacon Street	1	1	Single Dashed Yellow	Parking Allowed	Parking Allowed	25
22 nd Street	Cabrillo Avenue	Pacific Avenue	1	1	Single Dashed Yellow	Parking Allowed	Parking Allowed	25
	Pacific Avenue	Mesa Street	1	1	Single Dashed Yellow	Parking Allowed 1 hour (8 a.m.–6 p.m.)/ Parking Allowed	Parking Allowed	25
	Mesa Street	Via Cabrillo Marina	2	2	Dual Left Turn	No Stopping Any Time	No Stopping Any Time	25
	Via Cabrillo Marina	Outer Street	2	2	Double Yellow	Parking Allowed/ Metered Parking 3 hour (10 a.m.–10 p.m.)/ No Stopping Any Time	No Stopping Any Time	25
	Outer Street	Miner Street	2	2	Double Yellow	No Stopping Any Time	No Stopping Any Time	25
	Miner Street	Sampson Way and Signal Street	2	2	Dual Left Turn	No Stopping Any Time	No Stopping Any Time	25
	Sampson Way and Signal Street	Signal Place	2	2	Dual Left Turn	No Stopping Any Time	No Stopping Any Time	25
25 th Street	Gaffey Street	Cabrillo Avenue	1	1	Dual Left Turn	No Stopping Any Time	Parking Allowed	35

Segment	From	To	Number of Lanes		Median Type	Parking Characteristics		Speed Limit
			NB/EB	SB/WB		NB/EB	SB/WB	
	Cabrillo Avenue	Patton Street	1	1	Dual Left Turn	Parking Allowed	Parking Allowed	35
	Patton Street	Western Avenue	2	2	Dual Left Turn	No Stopping Any Time	No Stopping Any Time	35
	Western Avenue	Moray Avenue	2	1	Dual Left Turn	Parking Allowed/No Stopping Any Time	No Stopping Any Time	35
	Moray Avenue	Mermaid Drive	2	1	Dual Left Turn	Parking Allowed	Parking Allowed	35/40
	Mermaid Drive	Catalina Vis	1	1	Dual Left Turn/Double Yellow	No Stopping Any Time/No Stopping (6–9 a.m., 3–7 p.m.)	No Stopping Any Time	45
Palos Verdes Drive	Catalina Vis	Seacliff Drive	1	1	Double Yellow/Raised Median	No Stopping Any Time	No Stopping Any Time	45
Gaffey Street	30 th Street	23 rd Street	1	1	Double Yellow	Parking Allowed	Parking Allowed	35
	23 rd Street	22 nd Street	2	1	Double Yellow	Parking Allowed	Parking Allowed	35
	22 nd Street	18 th Street	2	2	Double Yellow	Parking Allowed	Parking Allowed	35
	18 th Street	17 th Street	2	2	Double Yellow	Parking Allowed 1 hour (8 a.m.–6 p.m.)	No Stopping Any Time	35
	17 th Street	15 th Street	2	2	Double Yellow	Parking Allowed	Parking Allowed 1 hour (8 a.m.–6 p.m.)	35
	15 th Street	14 th Street	2	2	Double Yellow	Parking Allowed 1 hour (8 a.m.–6 p.m.)	Parking Allowed 1 hour (8 a.m.–6 p.m.)	35
	14 th Street	13 th Street	2	2	Double Yellow	Red Zone—No Parking Allowed/Parking Allowed	Parking Allowed 1 hour (8 a.m.–6 p.m.)	35
	13 th Street	12 th Street	2	2	Double Yellow	Parking Allowed 1 hour (8 a.m.–6 p.m.)	Red Zone—No Parking Allowed	35

Segment	From	To	Number of Lanes		Median Type	Parking Characteristics		Speed Limit
			NB/EB	SB/WB		NB/EB	SB/WB	
	12 th Street	11 th Street	2	2	Double Yellow	Parking Allowed 1 hour (8 a.m.–6 p.m.)	Parking Allowed 1 hour (8 a.m.–6 p.m.)	35
	11 th Street	9 th Street	2	2	Dual Left Turn	Parking Allowed 1 hour (8 a.m.–6 p.m.)	No Stopping Any Time/Red Zone—No Parking Allowed	35
	9 th Street	7 th Street	2	2	Dual Left Turn	Parking Allowed 1 hour (8 a.m.–6 p.m.)	Parking Allowed 1 hour (8 a.m.–6 p.m.)	35
	7 th Street	6 th Street	2	2	Dual Left Turn	Parking Allowed 1 hour (8 a.m.–6 p.m.)	Parking Allowed 30 minute (8 a.m.–6 p.m.)	35
	6 th Street	5 th Street	2	2	Dual Left Turn	Parking Allowed 1 hour (8 a.m.–6 p.m.)	Parking Allowed 1 hour (8 a.m.–6 p.m.)	35
	5 th Street	3 rd Street	2	2	Dual Left Turn	Parking Allowed 1 hour (9 a.m.–4 p.m.)	No Stopping (7 a.m.–7 p.m.)	35
	3 rd Street	1 st Street	3/2	3/2	Dual Left Turn	Parking Allowed 1 hour (9 a.m.–4 p.m.)	No Stopping (7 a.m.–7 p.m.)	35
	1 st Street	Santa Cruz Street	3	3/2	Dual Left Turn	No Stopping Any Time	No Stopping (3–7 p.m.)/ No Stopping Any Time	35
	Santa Cruz Street	Sepulveda Street	4	3/2	Raised Median	No Stopping Any Time	No Stopping (3–7 p.m.)	35
	Sepulveda Street	I-110	4	3/2	Raised Median	No Stopping Any Time	No Stopping (3–7 p.m.)	35
	I-110	Summerland Avenue	2	3	Dual Left Turn	No Stopping Any Time	No Stopping Any Time	35
	Summerland Avenue	Channel Street	2	2	Dual Left Turn	No Stopping Any Time	No Stopping Any Time	40
Pacific Avenue	30 th Street	26 th Street	1	1	Dual Left Turn	Parking Allowed	Parking Allowed	35
	26 th Street	Hamilton Avenue	1	1	Dual Left Turn	No Stopping Any Time	Parking Allowed	35

Segment	From	To	Number of Lanes		Median Type	Parking Characteristics		Speed Limit
			NB/EB	SB/WB		NB/EB	SB/WB	
	Hamilton Avenue	22 nd Street	1	1	Dual Left Turn	Parking Allowed 1 hour (8 a.m.–6 p.m.)	Parking Allowed 1 hour (8 a.m.–6 p.m.)	35
	22 nd Street	21 st Street	1	1	Double Yellow	Parking Allowed 2 hour (8 a.m.–6 p.m.)	Red zone—No parking allowed	35
	21 st Street	19 th Street	2	2	Double Yellow	Parking Allowed 1 hour (8 a.m.–6 p.m.)	Parking Allowed 1 hour (8 a.m.–6 p.m.)	35
	19 th Street	18 th Street	2	2	Double Yellow	Parking Allowed	Parking Allowed	35
	18 th Street	14 th Street	2	2	Double Yellow	Parking Allowed 1 hour (8 a.m.–6 p.m.)	Parking Allowed 1 hour (8 a.m.–6 p.m.)	35
	14 th Street	9 th Street	2	2	Double Yellow	PM 2 hour (8 a.m.–6 p.m.)	PM 2 hour (8 a.m.–6 p.m.)	35/25
	9 th Street	5 th Street	2	2	Double Yellow	PM 2 hour (9 a.m.–5 p.m.)	PM 2 hour (9 a.m.–5 p.m.)	35
	5 th Street	3 rd Street	2	2	Double Yellow	PM 2 hour (8 a.m.–6 p.m.)	PM 2 hour (8 a.m.–6 p.m.)	35
	3 rd Street	Santa Cruz Street	2	2	Double Yellow	PM 1 hour (8 a.m.–6 p.m.)	Parking Allowed 1 hour (8 a.m.–6 p.m.)	35
	Santa Cruz Street	Sepulveda Street	2	2	Double Yellow	Parking Allowed 1 hour (8 a.m.–6 p.m.)	Parking Allowed 1 hour (8 a.m.–6 p.m.)	35
	Sepulveda Street	O’Farrell Street	2	2	Double Yellow	Parking Allowed	No Stopping Any Time	35
	O’Farrell Street	Bonita Street	2	2	Dual Left Turn	Parking Allowed	Parking Allowed/Red Zone—No Parking Allowed	35/25
	Bonita Street	Front Street	2	2	Dual Left Turn	No Stopping Any Time	No Stopping Any Time	35/25

Segment	From	To	Number of Lanes		Median Type	Parking Characteristics		Speed Limit
			NB/EB	SB/WB		NB/EB	SB/WB	
	Front Street	Channel Street	2	2	Dual Left Turn	No Stopping Any Time	Red Zone—No Parking Allowed/Parking Allowed 2 hour (8 a.m.–6 p.m.)/ Parking Allowed	35
Western Avenue	25 th Street	19 th Street	2	2	Dual Left Turn	Parking Allowed	No Stopping Any Time	40
	19 th Street	Baynner Drive	2	2	Raised Median	Not Posted	No Stopping Any Time	40
	Baynner Drive	1 st Street	2	2	Raised Median	No Stopping Any Time	No Stopping Any Time	40
Crescent Avenue	21 st Street	20 th Street	1	1	Double Yellow	No Stopping Any Time	Parking Allowed	30
	20 th Street	17 th Street	1	1	Single Dashed Yellow	No Stopping Any Time	Parking Allowed	30
	17 th Street	Harbor Boulevard	1	1	Double Yellow	No Stopping Any Time	No Stopping Any Time	30
1 st Street	Harbor Boulevard	Gaffey Street	1	1	Single Dashed Yellow	Parking Allowed	Parking Allowed	30
	Gaffey Street	Western Avenue	1	1	Double Yellow	Parking Allowed	Parking Allowed	30
Front Street	Pacific Avenue	SR-47 WB On Ramp	2	2	Dual Left Turn	No Stopping Any Time	No Stopping Any Time	35
Harbor Boulevard	SR-47 WB On Ramp	Beacon Street	2	2	Raised Median	No Stopping Any Time	No Stopping Any Time	35
	Beacon Street	1 st Street	2	2	Raised Median	No Stopping Any Time	Parking Allowed 2 hour (8 a.m.–6 p.m.)	35
	1 st Street	3 rd Street	2	2	Raised Median	No Stopping Any Time	Parking Allowed	35
	3 rd Street	6 th Street	2	2	Raised Median	No Parking Any Time	Parking Allowed	35
	6 th Street	7 th Street	2	2	Raised Median	Parking Allowed	Red Zone—No Parking Allowed	35

Segment	From	To	Number of Lanes		Median Type	Parking Characteristics		Speed Limit
			NB/EB	SB/WB		NB/EB	SB/WB	
	7 th Street	Crescent Avenue	2	2	Double Yellow	No Stopping Any Time/Parking Allowed	Parking Allowed	35
Miner Street	Crescent Avenue	22 nd Street	2	2	Dual Left Turn	No Stopping Any Time	No Stopping Any Time	35
<p>Notes:</p> <p>Lanes:</p> <p># = Number of lanes</p> <p>3/2 = 3 lanes, 1 being both a peak period travel lane and a parking lane</p>								

3.11.2.2 Roadway Levels of Service

This section presents the existing peak hour turning movement traffic volumes for the analyzed intersections, describes the methodology used to assess the traffic conditions at each intersection, and analyzes the resulting operating conditions at each intersection, indicating volume-to-capacity ratios and levels of service.

3.11.2.2.1 Analysis Locations

New traffic counts were conducted for the weekday morning peak period (between 7:00 and 10:00 a.m.), the weekday afternoon peak period (between 3:00 and 6:00 p.m.), and the weekend midday peak period (between 1:00 and 5:00 p.m.) in October 2007 and early 2008 at each of the intersections analyzed in the study. The 36 analyzed intersections were identified in consultation with the City of Los Angeles Department of Transportation (LADOT) on the basis of their location in relation to the proposed project site and the potential for project-related traffic to travel through them. The analysis locations are shown in Figure 3.11-1, and listed as follows.

1. Western Avenue/25th Street,
2. Western Avenue/9th Street,
3. Gaffey Street/25th Street,
4. Gaffey Street/22nd Street,
5. Gaffey Street/9th Street,
6. Gaffey Street/7th Street,
7. Gaffey Street/6th Street,
8. Gaffey Street/5th Street,
9. Gaffey Street/1st Street,
10. Gaffey Street/I-110 ramps,
11. Gaffey Street/Summerland Avenue,
12. Pacific Avenue/22nd Street,
13. Pacific Avenue/9th Street,
14. Pacific Avenue/7th Street,
15. Pacific Avenue/6th Street,
16. Pacific Avenue/5th Street,
17. Pacific Avenue/1st Street,
18. Pacific Avenue/Front Street,
19. Via Cabrillo Marina/22nd Street,

- 1 20. Miner Street/22nd Street,
- 2 21. Harbor Boulevard/Miner Street/Crescent Avenue,
- 3 22. Harbor Boulevard/7th Street,
- 4 23. Harbor Boulevard/6th Street,
- 5 24. Harbor Boulevard/5th Street,
- 6 25. Harbor Boulevard/1st Street,
- 7 26. Harbor Boulevard/Swinford Street/SR-47 eastbound ramps,
- 8 27. Harbor Boulevard/SR-47 westbound on-ramp,
- 9 28. Harbor Boulevard/Gulch Road,
- 10 29. Harbor Boulevard/O'Farrell Street,
- 11 30. Harbor Boulevard/3rd Street,
- 12 31. Pacific Avenue/13th Street,
- 13 32. Pacific Avenue/17th Street,
- 14 33. Pacific Avenue/19th Street,
- 15 34. Gaffey Street/13th Street,
- 16 35. Gaffey Street/17th Street, and
- 17 36. Gaffey Street/19th Street.

18 Existing traffic turning movements and traffic counts are presented in the traffic
19 study in Appendix M).

20 **3.11.2.2.2 Level of Service Methodology**

21 Level of service (LOS) is a qualitative measure used to describe the condition of
22 traffic flow, ranging from excellent conditions at LOS A to overloaded conditions at
23 LOS F. LOS D is typically considered to be the minimum acceptable level of service
24 in urban areas.

25 LADOT requires that the Critical Movement Analysis method (Transportation
26 Research Board 1980) of intersection capacity analysis be used to determine the
27 intersection volume-to-capacity ratio (V/C) and corresponding LOS for the given
28 turning movements and intersection characteristics at signalized intersections. The
29 CALCADB software package developed by LADOT was used to implement the
30 CMA methodology in this study. Table 3.11-2 defines the ranges of V/C ratios and
31 their corresponding LOS using the Critical Movement Analysis methodology.

32

Table 3.11-1. Level of Service Definitions for Signalized Intersections (Critical Movement Analysis Methodology)

<i>LOS</i>	<i>V/C</i>	<i>Definition</i>
A	0.000-0.600	EXCELLENT. No vehicle waits longer than one red light and no approach phase is fully used.
B	0.610-0.700	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.710-0.800	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.810-0.900	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.910-1.000	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.000	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

Source: Transportation Research Board 1980.

Of the 36 intersections analyzed, 31 are signalized. All but two of the 31 signalized study intersections are controlled by the City of Los Angeles Automated Traffic Surveillance and Control (ATSAC) system within the San Pedro sub-system. In accordance with LADOT procedures, a capacity increase of 7% (0.07 V/C adjustment) was applied to reflect the benefits of ATSAC control at these intersections. The intersections of Villa Cabrillo Marina and 22nd Street and Miner Street and 22nd Street are not part of the ATSAC system and are controlled individually.

The intersections of Gaffey Street/6th Street (Intersection 7); Harbor Boulevard/Miner Street/Crescent Avenue (Intersection 21); Harbor Boulevard and Third Street (Intersection 30), and Harbor Boulevard/SR-47 westbound on-ramp (Intersection 27) were analyzed using the “Two-Way Stop” methodology from the *Highway Capacity Manual* (Transportation Research Board 2000), which determines the average vehicle delay and the LOS using the relationship indicated in Table 3.11-3. The intersection of Harbor Boulevard/Gulch Road (Intersection 28) was analyzed using the “Four-Way Stop” methodology from the *Highway Capacity Manual* to determine V/C ratio and corresponding level of service.

1 **Table 3.11-2. Level of Service Definitions for Unsignalized Intersections**

<i>Level of Service</i>	<i>Average Total Delay (seconds/vehicle)</i>
A	< 10
B	> 10 and < 15
C	> 15 and < 25
D	> 25 and < 35
E	> 35 and < 50
F	> 50
Source: Transportation Research Board 2000.	

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3 **3.11.2.2.3 Existing Peak Hour LOS**

4 The existing weekday and weekend peak hour turning movement volumes presented
5 in the traffic study (Appendix M) were used in conjunction with the LOS
6 methodology described above to determine existing operating conditions at each of
7 the study intersections. LOS calculation worksheets are included in Appendix M as
8 well.

9 Table 3.11-4 summarizes the weekday morning, weekday afternoon, and weekend
10 midday peak hour V/C ratios and corresponding LOS at each of the study
11 intersections. The results of this analysis indicate that 32 of the 36 study
12 intersections are currently operating at acceptable levels of service (LOS D or better)
13 during the weekday morning, weekday afternoon, and weekend midday peak hours.
14 The following intersections are operating at LOS E or F during all or some of the
15 analysis periods:

- 16 ■ The intersections of Gaffey Street and 6th Street (Intersection 7) and Gaffey
17 Street and 1st Street (Intersection 9) are currently operating at LOS E or F during
18 the weekday morning, weekday afternoon, and weekend midday peak hours.
- 19 ■ The intersection of Gaffey Street and Summerland Avenue (Intersection 11) is
20 currently operating at LOS E during the weekday afternoon peak hour.
- 21 ■ The intersection of Harbor Boulevard and 3rd Street (Intersection 30) is currently
22 operating at LOS E or F during the weekday morning and weekday afternoon
23 peak hours.

24

1 **Table 3.11-3. Intersection Levels of Service Existing Conditions (Year 2007)**

Inter- section Number	Intersection	Peak Hour	Existing			
			Traffic Control	V/C	Avg. Delay	LOS
1	Western Avenue/25 th Street	AM	Signal ¹	0.531	—	A
		PM		0.513	—	A
		Weekend		0.479	—	A
2	Western Avenue/9 th Street	AM	Signal ¹	0.482	—	A
		PM		0.610	—	B
		Weekend		0.402	—	A
3	Gaffey Street/25 th Street	AM	Signal ¹	0.382	—	A
		PM		0.371	—	A
		Weekend		0.373	—	A
4	Gaffey Street/22 nd Street	AM	Signal ¹	0.405	—	A
		PM		0.362	—	A
		Weekend		0.317	—	A
5	Gaffey Street/9 th Street	AM	Signal ¹	0.723	—	C
		PM		0.747	—	C
		Weekend		0.640	—	B
6	Gaffey Street/7 th Street	AM	Signal ¹	0.717	—	C
		PM		0.696	—	B
		Weekend		0.631	—	B
7	Gaffey Street/6 th Street	AM	Two- Way Stop Control	—	— ²	F
		PM		—	— ²	F
		Weekend		—	— ²	F
8	Gaffey Street/5 th Street	AM	Signal ¹	0.849	—	D
		PM		0.854	—	D
		Weekend		0.663	—	B
9	Gaffey Street/1 st Street	AM	Signal ¹	1.137	—	F
		PM		0.994	—	E
		Weekend		0.995	—	E
10	Gaffey Street/I-110 Ramps	AM	Signal ¹	0.364	—	A
		PM		0.502	—	A
		Weekend		0.487	—	A

Inter-section Number	Intersection	Peak Hour	Existing			
			Traffic Control	V/C	Avg. Delay	LOS
11	Gaffey Street/Summerland Avenue	AM	Signal ¹	0.815	—	D
		PM		0.919	—	E
		Weekend		0.579	—	A
12	Pacific Avenue/22 nd Street	AM	Signal ¹	0.511	—	A
		PM		0.423	—	A
		Weekend		0.356	—	A
13	Pacific Avenue/9 th Street	AM	Signal ¹	0.489	—	A
		PM		0.515	—	A
		Weekend		0.441	—	A
14	Pacific Avenue/7 th Street	AM	Signal ¹	0.410	—	A
		PM		0.440	—	A
		Weekend		0.317	—	A
15	Pacific Avenue/6 th Street	AM	Signal ¹	0.420	—	A
		PM		0.385	—	A
		Weekend		0.395	—	A
16	Pacific Avenue/5 th Street	AM	Signal ¹	0.489	—	A
		PM		0.435	—	A
		Weekend		0.381	—	A
17	Pacific Avenue/1 st Street	AM	Signal ¹	0.424	—	A
		PM		0.432	—	A
		Weekend		0.376	—	A
18	Pacific Avenue/Front Street	AM	Signal ¹	0.362	—	A
		PM		0.272	—	A
		Weekend		0.326	—	A
19	Via Cabrillo Marina/22 nd Street	AM	Signal	0.177	—	A
		PM		0.084	—	A
		Weekend		0.122	—	A
20	Miner Street/22 nd Street	AM	Signal	0.318	—	A
		PM		0.317	—	A
		Weekend		0.178	—	A
21	Miner Street/Crescent Avenue	AM	Two-Way	—	19	C
		PM		—	18	C

Intersection Number	Intersection	Peak Hour	Existing			
			Traffic Control	V/C	Avg. Delay	LOS
		Weekend	Stop Control	—	13	B
22	Harbor Boulevard/7 th Street	AM	Signal ¹	0.263	—	A
		PM		0.286	—	A
		Weekend		0.134	—	A
23	Harbor Boulevard/6 th Street	AM	Signal ¹	0.360	—	A
		PM		0.324	—	A
		Weekend		0.462	—	A
24	Harbor Boulevard/5 th Street	AM	Signal ¹	0.329	—	A
		PM		0.527	—	A
		Weekend		0.295	—	A
25	Harbor Boulevard/1 st Street	AM	Signal ¹	0.391	—	A
		PM		0.395	—	A
		Weekend		0.289	—	A
26	Harbor Boulevard/Swinford Street/ SR-47 Eastbound Ramps	AM	Signal ¹	0.648	—	B
		PM		0.739	—	C
		Weekend		0.586	—	A
27	Harbor Boulevard/SR-47 Westbound On Ramp	AM	Two-Way Stop Control	—	10	A
		PM		—	10	A
		Weekend		—	9	A
28	Harbor Boulevard/Gulch Road	AM	All-Way Stop Control	—	12	B
		PM		—	12	B
		Weekend		—	9	A
29	Harbor Boulevard/O'Farrell Street	AM	Signal ¹	0.431	—	A
		PM		0.649	—	B
		Weekend		0.403	—	A
30	Harbor Boulevard/3 rd Street	AM	Two-Way Stop Control	—	37	E
		PM		—	— ²	F
		Weekend		—	32	D
31	Pacific Avenue/13 th Street	AM	Signal ¹	0.413	—	A
		PM		0.373	—	A
		Weekend		0.322	—	A

Inter- section Number	Intersection	Peak Hour	Existing			
			Traffic Control	V/C	Avg. Delay	LOS
32	Pacific Avenue/17 th Street	AM	Signal ¹	0.367	—	A
		PM		0.293	—	A
		Weekend		0.235	—	A
33	Pacific Avenue/19 th Street	AM	Signal ¹	0.199	—	A
		PM		0.278	—	A
		Weekend		0.188	—	A
34	Gaffey Street/13 th Street	AM	Signal ¹	0.815	—	D
		PM		0.606	—	B
		Weekend		0.550	—	A
35	Gaffey Street/17 th Street	AM	Signal ¹	0.544	—	A
		PM		0.428	—	A
		Weekend		0.449	—	A
36	Gaffey Street/19 th Street	AM	Signal ¹	0.467	—	A
		PM		0.388	—	A
		Weekend		0.381	—	A
¹ Intersection is currently operating under ATSAC system.						
² Indicates oversaturated conditions. Delay cannot be calculated.						

1

2 3.11.2.3 Neighborhood Streets

3 Impacts to neighborhood streets assess residential local streets that have the potential
4 to experience increased traffic as a result of the proposed Project or alternatives. The
5 following residential street segments located west of the proposed project site, shown
6 below along with the existing ADT, were analyzed to assess potential residential
7 street project impacts.

- 8 ■ Santa Cruz Street, between Grand Avenue and Pacific Avenue
9 (Existing ADT = 1,486)
- 10 ■ 17th Street, between Centre Street and Palos Verdes Street
11 (Existing ADT = 1,758)

3.11.2.4 Congestion Management Program Facilities

The Congestion Management Plan for Los Angeles County (CMP) requires that, when an EIR is prepared for a project, traffic and transit impact analyses be conducted for select regional facilities based on the quantity of project traffic expected to use those facilities. (Metro 2004)

The CMP guidelines require that the first issue to be addressed is the determination of the geographic scope of the study area. The criteria for determining the study area for CMP arterial monitoring intersections and for freeway monitoring locations are:

- all CMP arterial monitoring intersections where the proposed Project will add 50 or more trips during either the AM or PM peak hours of adjacent street traffic; or
- all CMP mainline freeway monitoring locations where the proposed Project will add 150 or more trips, in either direction, during either the AM or PM peak hours.

The two CMP arterial monitoring stations in the proposed project study area are also study intersections:

- Western Avenue/9th Street (Intersection 2)—the proposed Project and its alternatives are expected to add up to approximately 30 weekday peak hour trips in 2015 and up to approximately 35 weekday peak hour trips in 2037.
- Gaffey Street/9th Street (Intersection 5)—the proposed Project and its alternatives are expected to add up to approximately 95 weekday peak hour trips in 2015 and up to approximately 135 weekday peak hour trips in 2037.
- At the intersection of Gaffey Street/9th Street, the proposed Project is expected to add more than 50 vehicle trips during the AM and PM peak hours in 2015 and 2037.

Based on CMP criteria, the following freeway facilities have been identified for regional analysis for the proposed Project and alternatives:

- I-110, south of C Street (post mile 2.77);
- I-110, at Manchester Boulevard (post mile 15.86);
- I-405, south of Route 110 at Carson Scales (post mile 11.90); and
- I-405, north of Inglewood Boulevard (post mile 18.63).

3.11.2.5 Existing Public Transit

The San Pedro community is served by bus transit lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro), LADOT, the Municipal Area Express (MAX) lines, and the Palos Verdes Peninsula Transit Authority (PVPTA). LAHD also operates the San Pedro Electric Trolley, a rubber-tired trolley, and the

1 Waterfront Red Car Line, a vintage rail trolley line. The following transit routes
2 provide service in the proposed project vicinity:

- 3 ■ **Metro Line 445:** Line 445 travels along Harbor Boulevard, 1st Street, Pacific
4 Avenue, 22nd Street, and 19th Street in the vicinity of the proposed project site.
5 Line 445 provides service from approximately 5:00 a.m. to 8:40 p.m. on
6 weekdays, and from 6:00 a.m. to 8:40 p.m. on weekends and holidays. Bus
7 headways are 30 to 60 minutes on weekdays and 60 minutes on weekends. From
8 San Pedro, this line provides freeway express service, via the Harbor Transitway
9 (on I-110), to the Patsaouras Transit Plaza at Union Station in downtown Los
10 Angeles.
- 11 ■ **Metro Lines 446/447:** Line 446 operates on Pacific Avenue in the vicinity of the
12 proposed project site. Line 447 operates on Front Street, Harbor Boulevard, 7th
13 Street, and Gaffey Street in the proposed project area. Between San Pedro and
14 downtown Los Angeles, both lines operate with the same route, providing
15 freeway express service, via the Harbor Transitway, to the Patsaouras Transit
16 Plaza at Union Station in downtown Los Angeles. Both lines provide service
17 from approximately 4:30 a.m. to 1:30 a.m. seven days a week, with headways
18 from 10 to 60 minutes on weekdays and 30 to 60 minutes on weekends.
- 19 ■ **Metro Line 550:** Line 550 travels along Gaffey Street, 7th Street, and 13th Street
20 in the study area. It operates from 5:00 a.m. to 11:45 p.m. on weekdays, and
21 from 6:00 a.m. to 11:45 p.m. on weekends and holidays with headways of
22 approximately 30 to 60 minutes. This line provides express connection from San
23 Pedro to West Hollywood.
- 24 ■ **LADOT Commuter Express Line 142:** Line 142 travels along 7th Street in the
25 vicinity of the proposed project site. This line provides service between Ports O'
26 Call in east San Pedro, downtown San Pedro, and the Long Beach Transit Center
27 via the Vincent Thomas Bridge. The line runs from approximately 5:30 a.m. to
28 11:30 p.m., seven days a week, with frequencies of 25 to 60 minutes.
- 29 ■ **DASH San Pedro:** This line travels along Gaffey Street, 1st Street, Centre Street,
30 and 7th Street in the vicinity of the proposed project site. This route provides
31 local service in the community of San Pedro. The line runs from 6:30 a.m. to
32 7:30 p.m. on Mondays through Saturdays, and from 7:00 a.m. to 7:00 p.m. on
33 Sundays and holidays. Service frequencies are 20 to 30 minutes.
- 34 ■ **The San Pedro Electric Trolley:** The Trolley travels along 6th Street and Harbor
35 Boulevard in the vicinity of the proposed project site. The Trolley operates on
36 Fridays through Mondays with a frequency of 15 minutes. It operates between
37 10:00 a.m. and 6:00 p.m.
- 38 ■ **Port of Los Angeles Waterfront Red Car Line:** This local line is a 1.5-mile
39 vintage trolley line connecting the World Cruise Center with attractions along the
40 San Pedro waterfront in the vicinity of the proposed project site. The four
41 Waterfront Red Car boarding points are at the World Cruise Center, Downtown,
42 Ports O'Call, and Marina stations. Waterfront Red Car hours of operation are
43 from 10:00 a.m. to 6:00 p.m. Friday through Monday, with service every 20
44 minutes. Waterfront Red Cars also run on select Tuesdays, Wednesdays, and
45 Thursdays when cruise ships are in port.

- 1 ■ **MAX Line 3:** This line travels along 9th Street, Gaffey Street, 11th Street, and
2 Pacific Avenue in San Pedro. It is a directional express line that brings
3 passengers from the South Bay to the El Segundo and Los Angeles International
4 Airport (LAX) area. The weekday morning northbound route has four buses
5 with frequencies of 20 to 30 minutes starting at 5:20 a.m. The afternoon
6 southbound route also has four buses with frequencies of 20 to 30 minutes
7 starting at 5:03 p.m.
- 8 ■ **MAX Line 3X:** This line travels along Pacific Avenue and Gaffey Street in the
9 vicinity of the proposed project site. It is a directional express line that brings
10 passengers from the South Bay to the El Segundo and LAX area. The weekday
11 morning northbound route has four buses with frequencies of approximately 20
12 minutes starting at 6:00 a.m. The afternoon southbound route also has four buses
13 with frequencies of approximately 30 minutes starting at 4:36 p.m.
- 14 ■ **PVPTA Line 225:** This line operates along 9th Street and Weymouth Avenue at
15 the western edge of the study area, connecting San Pedro with the Palos Verdes
16 Peninsula. Northbound buses operate between 6:00 a.m. and 2:30 p.m., with
17 headways of approximately 60 minutes. Southbound buses operate between
18 7:15 a.m. and 7:15 p.m. also with headways of approximately 60 minutes.
- 19 ■ **PVPTA Green Line:** This line operates on Western Avenue north of 9th Street at
20 the periphery of the proposed project site. The hours of operation are from
21 approximately 6:00 a.m. to 6:00 p.m., with no service between 9:00 a.m. and
22 1:30 p.m. The line operates with headways of 10 to 50 minutes.

23 3.11.2.6 Existing Commercial Rail Facilities

24 The Port is served by an extensive commercial rail network, linking port operations
25 to both the region and the rest of the country. Limited freight rail activity occurs in
26 the immediate vicinity of the proposed project site on the line that runs along the east
27 side of Harbor Boulevard. This track is shared with the Waterfront Red Car Line,
28 which operates from 10:00 a.m. to 6:00 p.m., Friday through Monday. The
29 Waterfront Red Car also runs on select Tuesdays, Wednesdays, and Thursdays when
30 cruise ships are in port.

31 3.11.2.7 Existing Parking

32 Several parking areas are located within the vicinity of the Port. The Caltrans lot,
33 located on North Beacon Street near the intersection of Harbor Boulevard and
34 Swinford Street, provides approximately 300 surface parking spaces. This lot is
35 utilized as a park-and-ride lot and is used by a variety of businesses within the area,
36 including overflow parking for the World Cruise Center and Catalina Express.

37 Table 3.11-1, presented earlier in this section, also summarizes the parking
38 characteristics of the roadways within the study area.

3.11.2.8 Existing Nonmotorized Traffic Features

Pedestrian and bicycle facilities comprise 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. Minor roads, which are primarily located in the southern portion of the study area along City Dock No. 1 and the Outer Harbor area, typically do not include sidewalks. Additionally, an existing promenade extends south from the Harbor Freeway along the east side of the existing rail lines to the Ports O'Call. Pedestrian crossings and signals are located at most major roadway intersections.

Bicycle facilities include the following:

- bike paths (Class I): paved trails that are separated from roadways;
- bike lanes (Class II): lanes on roadways designated for use by bicycles through striping, pavement legends, and signs; and
- bike routes (Class III): designated roadways for bicycle use by signs only, and may or may not include additional pavement width for cyclists.

Class I bike paths are provided at the southern end of the proposed project study area, along Cabrillo Beach and parallel to Crescent Avenue between Harbor Boulevard and 22nd Street. Class II bike lanes are provided on Harbor Boulevard from Front Street to 22nd Street, on Front Street from Harbor Boulevard to Pacific Avenue, on Pacific Avenue south of 22nd Street, and on 9th Street west of Gaffey Street.

3.11.3 Applicable Regulations

Traffic analysis in the state of California is guided by policies and standards set at the state level by Caltrans and by local jurisdictions. Since the proposed Project is located in the City of Los Angeles, the proposed Project or alternative should adhere to the adopted City transportation policies.

3.11.3.1 Intersection Operations

The City of Los Angeles has established threshold criteria to determine significant traffic impacts of a proposed project in its jurisdiction. Under the LADOT guidelines (LADOT 2002), an intersection would be significantly impacted if a project results in an increase in V/C ratio equal to or greater than 0.04 for intersections operating at LOS C; equal to or greater than 0.02 for intersections operating at LOS D; and equal to or greater than 0.01 for intersections operating at LOS E or F. Intersections operating at LOS A or B after the addition of the project traffic are not considered significantly impacted regardless of the increase in V/C ratio. Table 3.11-5 summarizes intersection impact criteria.

Table 3.11-4. Intersection Impact Criteria

<i>LOS</i>	<i>Final V/C Ratio</i>	<i>Project-related Increase in V/C</i>
C	>0.700–0.800	equal to or greater than 0.040
D	> 0.800–0.900	equal to or greater than 0.020
E or F	> 0.900	equal to or greater than 0.010

3.11.3.2 Neighborhood Streets

Under the City of Los Angeles guidelines (LADOT 2002), potential proposed project impacts are also considered on local residential streets. Table 3.11-6 summarizes neighborhood street impact criteria.

Table 3.11-5. Neighborhood Street Impact Criteria

<i>Projected Average Daily Traffic with Project (Final ADT)</i>	<i>Project-Related Increase in ADT</i>
0 to 999	16% or more of final ADT
1,000 or more	12% or more of final ADT
2,000 or more	10% or more of final ADT
3,000 or more	8% or more of final ADT

3.11.3.3 CMP Guidelines

The CMP traffic impact analysis guidelines establish that a significant project impact occurs when the following threshold is exceeded:

A CMP facility would be significantly impacted if the Project increases V/C by 0.02 or greater and would cause the facility to operate at LOS F (V/C > 1.00); or if the facility is already at LOS F, a significant impact occurs when the proposed project increases V/C by 0.02 or greater.

3.11.3.4 Parking Code

Analysis presented in this section is based on the parking requirements defined in Section 12.21.A.4 of the Los Angeles Municipal Code. The code generally requires that “there shall be at least one automobile parking space for each 500 square feet of combined floor area contained within all the office, business, commercial, research and development buildings, and manufacturing or industrial buildings on any lot.”

1 Different parking ratios are generally required for warehouses, restaurants, retail
2 stores, and places of assembly, such as the proposed conference center. Because the
3 proposed project site lies within a designated State Enterprise Zone, the minimum
4 parking requirements for the retail and restaurant uses proposed as part of the
5 proposed Project or alternatives is reduced from the general requirement to one space
6 per 500 sf. This analysis assumes that the existing parking supply serving the three
7 uses that lie within the proposed project area but that would not be physically altered
8 as part of the proposed Project (Fire Station #112, Jankovich & Son Fueling Station,
9 and Mike's Marine Fueling Station) is sufficient to meet the Code requirement.

10 **3.11.3.5 Rail Operations**

11 The California Public Utilities Commission (CPUC) has regulatory authority over
12 rail operations and grade crossings throughout the state. This component of the
13 proposed Project is subject to approval or modification by that entity. CPUC General
14 Order 143-B states that in cases where light rail vehicle travel is upon streets, all
15 intersections must be controlled by traffic signals or other approved devices. Part 10
16 of the MUTCD provides specific standards and guidance on the design of traffic
17 controls for highway-light rail transit grade crossings. It allows for the use of traffic
18 signal control at intersections, rather than automatic gates, when streetcar operating
19 speeds are below 35 miles per hour (Section 10D.03).

20 **3.11.4 Impacts and Mitigation Measures**

21 **3.11.4.1 Methodology**

22 Estimates of future traffic conditions both with and without the proposed Project
23 were necessary to evaluate the potential impact of the proposed Project on the local
24 street system. The cumulative base traffic scenario represents future traffic
25 conditions without the addition of the proposed Project (and is equivalent to
26 Alternative 6), while the cumulative plus project or cumulative plus project
27 alternative scenario represents future traffic conditions with the development of the
28 proposed Project or alternatives.

29 For purposes of this draft EIS/EIR, the evaluation of significance under CEQA is
30 defined by comparing the proposed Project and alternatives to the no-project baseline
31 scenario. The no-project baseline condition is represented in Alternative 6, which
32 reflects traffic growth from regional development that is expected to occur regardless
33 of whether or not the proposed Project is implemented. The no-project scenario also
34 reflects future roadway improvements that are expected to be built, regardless of
35 whether or not the proposed Project is implemented.

36 The evaluation of significance under NEPA is defined by comparing the proposed
37 Project and alternatives to the no-federal-action scenario. The NEPA baseline
38 condition is reflected in Alternative 5, which includes the full range of construction

1 and operational activities the applicant could implement absent permits from the
2 USACE. Therefore, the NEPA baseline would not include dredging, in-water filling,
3 wharf construction or upgrades, or any other in-water work. The NEPA baseline
4 reflects construction and operation of all land-side elements of the proposed Project
5 and alternatives, added to the no-project condition.

6 **3.11.4.1.1 No-Project Baseline Traffic Volumes**

7 This section describes methods used to project traffic conditions under the no-project
8 (Alternative 6) scenario. The no-project baseline traffic conditions represent an
9 estimate of future conditions without development of the proposed Project or
10 Alternatives 1 through 5 in 2015 and 2037, including traffic from cumulative projects
11 plus an ambient growth factor. The no-project baseline traffic conditions normally
12 reflect the changes to existing traffic conditions that can be expected from three
13 primary sources:

- 14 ■ future baseline street improvements,
- 15 ■ areawide background traffic growth, and
- 16 ■ traffic generated by other planned development.

17 These elements are described below.

18 **Future Baseline Street Improvements**

19 Several key roadway improvements in or near the study area are expected to be
20 completed by 2015. These improvements, which are the result of local or regional
21 capital improvement programs or as mitigation for other ongoing or entitled related
22 projects, would result in capacity changes at the specified locations throughout the
23 study area. The related transportation projects include the following:

- 24 ■ All signalized study intersections would be equipped with the ATSAC and
25 adaptive traffic control system (ATCS). Information from LADOT indicates that
26 all signalized intersections in the study area will be equipped with both ATSAC
27 and ATCS by 2015. ATCS is an enhancement to the ATSAC and uses a personal
28 computer-based traffic signal control software program that provides fully
29 traffic-adaptive signal control based on real-time traffic conditions. ATCS
30 allows for the automatic adjustment to the traffic signal timing strategy and
31 control pattern in response to current traffic demands by allowing ATCS to
32 control all three critical components of traffic signal timing simultaneously,
33 namely cycle length, phase split, and offset. In the analysis of future operating
34 conditions, a capacity increase of 10% (0.10 V/C adjustment) was applied to
35 reflect the benefits of ATSAC/ATCS control at all signalized study intersections.
- 36 ■ Restriping of Gaffey Street/1st Street (Intersection 9) would add an additional
37 westbound approach lane. The westbound approach would provide one left-turn
38 lane, one through lane, and one right-turn lane. The eastbound approach would

1 be restriped to provide two exclusive left-turn lanes and a shared through/right-
2 turn lane. This improvement is identified as a mitigation measure for the Harbor
3 Police and Charter School project.

- 4 ■ Restriping of Miner Street/22nd Street (Intersection 22) would add an additional
5 northbound approach lane. The northbound approach would provide one left-
6 turn lane, one through lane, and one right-turn lane. This improvement is
7 associated with the Cabrillo Marina Phase II Project.
- 8 ■ A new interchange would be constructed to and from westbound SR-47/I-110.
9 The interchange would curve north of the Vincent Thomas Bridge, connecting to
10 Front Street just south of Knoll Drive and opposite the driveway used by the
11 China Shipping terminal. This Port improvement would provide on-ramp and
12 off-ramp access from SR-47 and would eliminate the existing “U-Turn” ramp
13 connection from westbound SR-47 onto Harbor Boulevard (Intersection 26) and
14 relocate the existing eastbound on-ramp from Harbor Boulevard (Intersection
15 27). The improvement includes the installation of a traffic signal at the new
16 intersection with protected left-turn phasing for the northbound approach and an
17 overlapping right-turn phase for the eastbound approach (westbound SR-47 off-
18 ramp). The westbound approach (China Shipping driveway) would be
19 configured as a single shared lane, and the eastbound approach would be
20 configured to provide one shared through/left-turn lane and two right-turn lanes.
21 The northbound approach would be configured to provide two left-turn lanes and
22 one through lane and the southbound approach to provide two through lanes and
23 one right-turn lane.
- 24 ■ Restriping of northbound Harbor Boulevard at SR-47 ramps/Swinford Street
25 would provide an additional left-turn lane to eastbound SR-47 (Intersection 26).
26 The widening would occur on Port, Caltrans, or City property and the roadway
27 would be restriped.

28 **Areawide Background Traffic Growth**

29 Based on the CMP for Los Angeles County and following discussions with LADOT,
30 an ambient growth factor of 0.65% per year was applied to adjust the existing base
31 year traffic volumes to reflect the effects of regional growth and development for the
32 2015 buildout year and 2037 horizon year. This annual adjustment was applied to the
33 base year 2007 traffic volume data, resulting in an estimated ambient growth of 5.2%
34 by 2015, and 19.5% by 2037.

35 **Traffic Generated by Other Planned Development**

36 Cumulative base traffic forecasts include the effects of specific cumulative
37 development projects, also called related projects, expected to be built in the vicinity
38 of the proposed project site prior to the buildout date of the proposed Project. The
39 list of related projects was based on data from LADOT and from the Community
40 Redevelopment Agency of the City of Los Angeles, as well as a review of other
41 recent traffic studies conducted for projects in the vicinity. A total of 25 cumulative

1 projects were identified in the study area. They are listed in Table 6 of the traffic
2 study in Appendix M.

3 The traffic resulting from related projects was estimated as follows.

- 4 ■ **Trip Generation.** Trip generation estimates for the related projects were
5 calculated using either data in previous traffic studies or the trip generation rates
6 contained in Trip Generation, 7th Edition (Institute of Transportation Engineers
7 [ITE] 2003). These projections are conservative in that they may not in every
8 case account for either the existing uses to be removed or the possible use of
9 nonmotorized travel modes (transit, walking, etc.).
- 10 ■ **Trip Distribution.** The geographic distribution of the traffic generated by the
11 cumulative projects is dependent on several factors: type and density of the
12 proposed land uses; the geographic distribution of population from which
13 employees and potential patrons of proposed commercial developments are
14 drawn; the locations of employment and commercial centers to which residents
15 of residential projects would be drawn; and the location of the projects in relation
16 to the surrounding street system. If available, trip distribution from a cumulative
17 project's traffic study was used in this analysis. When trip distribution was not
18 available for a cumulative project, it was estimated based on the factors described
19 above.
- 20 ■ **Traffic Assignment.** Using the estimated trip generation and trip distribution
21 patterns described above, traffic generated by the related projects was assigned to
22 the street network.

23 3.11.4.1.2 Proposed Project Traffic Volumes

24 Development of the traffic generation estimates for the proposed Project and its
25 alternatives involved a three-step process including traffic generation, trip
26 distribution, and traffic assignment.

27 Project Traffic Generation

28 Trip generation rates and equations from Trip Generation, 7th Edition, and other
29 sources were used to develop trip generation estimates for the proposed Project.
30 When a land use proposed as part of the proposed Project had an associated trip
31 generation rate in Trip Generation, that rate was used. For those land uses without
32 standard trip generation rates, data from empirical studies and other trip generation
33 sources were used to develop rates specific to the proposed Project.

- 34 ■ Cruise ship trip generation rates were developed specifically for this study.
35 Vehicle turning movement count data by vehicle type were collected at all
36 entrances and exits to the World Cruise Center (the Inner Harbor Cruise Terminal
37 at the Port) on Friday, January 11, 2008, when two cruise ships were present.

1 The data were then analyzed to develop trip generation rates per passenger
2 capacity and applied to the projected increase in cruise passengers.

- 3 ■ Trip generation rates for the S.S. Lane Victory visitor's center and Ralph J. Scott
4 Fireboat Museum were obtained from the Autry National Center Traffic Study
5 (Fehr & Peers/Kaku Associates 2007). Because those rates are based on
6 empirical observations at another museum in the region, they were determined to
7 be applicable to the museums in the study area.
- 8 ■ Trip generation rates for the public open space project elements, including the
9 Waterfront Promenade, Town Square, Fishermen's Park, San Pedro Park, and
10 Outer Harbor Park were obtained from the City Park land use in the *Brief Guide*
11 *of Vehicular Traffic Generation Rates for the San Diego Region* (San Diego
12 Association of Governments 2002).
- 13 ■ Conference facility trip generation rates were developed based on assumptions
14 regarding its use, including an average vehicle ridership of 2.0, 75% of attendees
15 arriving during the given peak hour, a staff equivalent of 10% of attendees, and
16 two 300-person events on weekdays and one 100-person event on weekends.
- 17 ■ Because no trip generation rates for the reuse of Warehouses Nos. 9 and 10 as
18 low-intensity visitor-serving commercial retail or educational use exists in Trip
19 Generation, but the land use is retail in nature, it was assumed that the reuse of
20 the warehouses would generate half as many trips as Specialty Retail (ITE Land
21 Use 814).

22 The following assumptions were also factored into proposed project trip generation:

- 23 ■ A 15% internal capture credit was applied to trips generated by existing and
24 projected Ports O'Call retail and restaurant development. Internal credits reflect
25 the tendency of users of one land use to visit other land uses within the proposed
26 project area. For example, Ports O'Call visitors may dine at a restaurant and
27 patronize a nearby retail shop during the same trip. Internal trip capture is a key
28 characteristic of a multi-use development such as Ports O'Call.
- 29 ■ Pass-by trip reduction credits were not taken for the proposed Project's
30 commercial components. Although this is a suggested practice as part of the use
31 of the ITE data, these credits were not applied in this analysis because of the
32 location of the proposed project site in the context of the surrounding roadway
33 system. This ensured that the traffic generation was not underestimated, which
34 could result in inadequate future roadway capacities.
- 35 ■ Transit trip reduction credits were not applied to any of the proposed land uses
36 within the proposed project site. Transit credits account for those proposed
37 project-related trips that may be made by public transportation and the resulting
38 reduction in vehicle trips. Although limited transit service is available near the
39 proposed project site, the proposed project's land uses are not conducive to
40 public transit use, such as cruise ship activity, and a conservative approach was
41 used in this analysis.
- 42 ■ The proposed project site contains several existing uses that would be
43 redeveloped, relocated, reconfigured, or removed as a result of the proposed

Project. The S.S. Lane Victory, Crowley and Millennium Tugboat offices, and Los Angeles Maritime Institute would be relocated. The Inner Harbor Cruise Terminal would be reconfigured and redeveloped to provide additional passenger amenities and to handle larger ships. Ports O'Call would be redeveloped. Some marina docking slips would be removed in the Downtown Harbor area and at Ports O'Call and relocated within the Cabrillo Marina Phase II Project. Crescent Warehouse would vacate Warehouses No. 9 and 10. Estimates were made of the number of trips generated by these different land uses using Trip Generation and other sources as described above.

Table 3.11-7 summarizes the trip generation projections that were completed for no-project conditions, as well as the different proposed project alternatives. A more detailed description of the trip generation projections is provided in Tables 6 through 20 of the traffic study in Appendix M.

Table 3.11-6. Trip Generation Summary for Proposed Project Alternatives

<i>Proposed Project</i>	<i>Year</i>	<i>Weekday Daily</i>	<i>Weekday AM Peak</i>	<i>Weekday PM Peak</i>	<i>Weekend Daily</i>	<i>Weekend Peak</i>
Baseline trips generated by proposed project site						
Alternative 6 (No Project)	2015	17,658	1,172	829	17,772	1,964
	2037	21,168	1,511	926	21,282	2,356
Net increase in trips over baseline						
Proposed Project	2015	18,350	1,108	1,313	17,861	1,917
	2037	22,679	1,550	1,435	22,190	2,406
Alternative 1	2015	14,306	686	1,189	13,836	1,456
	2037	16,637	923	1,255	16,167	1,718
Alternative 2	2015	17,958	1,019	1,288	17,469	1,860
	2037	22,135	1,423	1,403	21,646	2,326
Alternative 3	2015	7,570	473	618	7,441	671
	2037	9,901	710	684	9,772	934
Alternative 4	2015	13,269	597	1,168	13,158	1,375
	2037	13,269	597	1,168	13,158	1,375
Alternative 5	2015	13,808	585	1,180	13,355	1,387
	2037	13,808	585	1,180	13,355	1,387

Proposed Project Traffic Distribution

The geographic distribution of trips generated by the proposed Project and alternatives is dependent on characteristics of the street system serving the proposed

1 project site, the level of accessibility of routes to and from the site, the locations of
2 employment and commercial centers to which residents of the site would be drawn,
3 and the geographic distribution of the population from which employees and
4 potential patrons of the proposed commercial elements of the proposed Project and
5 alternatives would be drawn. The general distribution pattern used in this study was
6 developed in consultation with LADOT.

7 **Proposed Project Traffic Assignment**

8 The trip generation estimates and the projected distribution patterns were used to
9 assign the proposed project-generated traffic to the local and regional street system.

10 **3.11.4.1.3 Cumulative Plus Project Traffic Projections**

11 Traffic volumes for the proposed Project and alternatives were added to the
12 cumulative base traffic projections to develop the cumulative plus project traffic
13 forecasts for the buildout year 2015 and planning horizon year 2037. This provides
14 projections of traffic volumes at all study intersections and roadway segments

15 **3.11.4.2 Thresholds of Significance**

16 A project or action is considered to have a significant transportation/circulation
17 impact if the project or action would result in one or more of the following
18 occurrences. These criteria were taken from the *L.A. CEQA Thresholds Guide* (City
19 of Los Angeles 2006) and other criteria applied to Port projects.

20 **TC-1:** A project would have a significant impact if construction of the project would
21 result in a short-term, temporary increase in construction-related truck and auto
22 traffic, decreases in roadway capacity, potential safety hazards and disruption of
23 travel for vehicular and nonmotorized travelers.

24 **TC-2:** A project would have a significant impact if it would increase the LOS of an
25 intersection or roadway segment beyond the guidelines described earlier in this
26 section, namely:

- 27 ■ **TC-2a:** A project would have a significant impact if an intersection would
28 increase in V/C ratio equal to or greater than 0.04 for intersections operating at
29 LOS C; equal to or greater than 0.02 for intersections operating at LOS D; and
30 equal to or greater than 0.01 for intersections operating at LOS E or F
31 (summarized previously in Table 3.11-5).
- 32 ■ **TC-2b:** A project would have a significant impact if a neighborhood street
33 would have an ADT increase greater than 16% on roadways with current ADT
34 under 1,000; an ADT increase greater than 12% on roadways with current ADT
35 between 1,000-1,999; an ADT increase greater than 10% on roadways with

1 current ADT between 2,000-2,999; or an ADT increase greater than 8% on
2 roadways with current ADT at or above 3,000 (summarized previously in
3 Table 3.11-6).

- 4 ■ **TC-2c:** A project would have a significant impact if a CMP facility would have
5 an increase in V/C by 0.02 or greater and would cause the facility to operate at
6 LOS F (V/C > 1.00); or if the facility is already at LOS F, a significant impact
7 would occur when the project increases V/C by 0.02 or greater.

8 **TC-3:** A project would have a significant impact on local transit services if it would
9 increase demand beyond the supply of such services anticipated at project build-out.

10 **TC-4:** A project would have a significant impact if it results in violation of the
11 City's adopted parking policies, or if project parking demand would exceed supply.

12 **TC-5:** A project would have a significant impact if design elements of the project, or
13 project construction, would result in conditions that would increase the risk of
14 accidents, either for vehicular or nonmotorized traffic. Elements that could result in
15 safety impacts include poor sight distance, sharp curves, or substantial differences in
16 speed between construction-related and general-purpose traffic.

17 **3.11.4.3 Impacts and Mitigation**

18 **3.11.4.3.1 Proposed Project**

19 **Impact TC-1: Construction of the proposed Project would**
20 **not result in a short-term, temporary increase in**
21 **construction-related truck and auto traffic, decreases in**
22 **roadway capacity, and disruption of vehicular and**
23 **nonmotorized travel.**

24 Demolition and landside construction associated with various elements under the
25 proposed Project would generate truck and other vehicular traffic associated with
26 construction worker commutes, transport and staging of construction equipment,
27 transport of construction materials to the construction site, and hauling excavated and
28 demolished materials away from the site. Most proposed project construction is
29 expected to occur between 2009 and 2014. During the construction period, Port
30 operations would continue at usual levels. Potential construction effects on roadway
31 operations include the following:

- 32 ■ A temporary increase in traffic associated with construction worker commutes,
33 delivery of construction materials, hauling of demolished and/or excavated
34 materials, and general deliveries would increase travel demand on roadways.
- 35 ■ Temporary roadway lanes closures or narrowings in areas directly abutting
36 construction activities would reduce capacity of roadways.

- 1 ■ Temporary roadway closures associated with the construction of transportation
2 infrastructure would reduce the capacity of the roadway system, and/or require
3 detours that increase travel times.
- 4 ■ Temporary lane or road closures could require route detours or reduced service
5 for transit routes that run adjacent to proposed project elements that are under
6 construction; namely, Metro lines 445 and 446/447, LADOT Commuter Express
7 Line 142, the San Pedro Electric Trolley, and the Waterfront Red Car Line.
- 8 ■ During proposed project construction, parking demand would increase from
9 construction workers and from construction equipment that is not in use. In
10 addition, parking spaces located adjacent to construction activities could be
11 temporarily closed.
- 12 ■ Temporary sidewalk, lane, or road closures could occur adjacent to proposed
13 project elements that are under construction, which could interfere with bicycle
14 or pedestrian circulation within the proposed project vicinity.
- 15 ■ Travel disruptions could occur along the Class I bike path located at the southern
16 end of the proposed project area parallel to Crescent Avenue and the Class II
17 bicycle lanes along Harbor Boulevard north of 22nd Street.
- 18 ■ Heavy and slow-moving construction vehicles would mix with general-purpose
19 vehicular and nonmotorized traffic in the area.

20 See Chapter 2, “Project Description,” for detailed descriptions of the construction
21 activities and planned phasing of the elements associated with the proposed Project.

22 **CEQA Impact Determination**

23 Proposed project construction would result in a temporary increase in traffic volumes
24 and a decrease in roadway capacity due to temporary lane closures. The following
25 impacts could result from the proposed Project.

- 26 ■ Reduced roadway capacity and an increase in construction-related congestion
27 could result in temporary localized increases in traffic congestion that exceed
28 applicable LOS standards,
- 29 ■ Construction activities could disrupt existing transit service in the proposed
30 project vicinity. Impacts may include temporary route detours, reduced or no
31 service to certain destinations, or service delays.
- 32 ■ Construction activities would increase parking demand in the proposed project
33 vicinity and could result in parking demand exceeding the available supply.
- 34 ■ Construction activities would disrupt pedestrian and bicycle travel. Impacts
35 include temporary sidewalk or roadway closures that would create gaps in
36 pedestrian or bicycle routes and interfere with safe travel.
- 37 ■ Construction activities would increase the mix of heavy construction vehicles
38 with general purpose traffic. Impacts include increase in safety hazards due to a
39 higher proportion of heavy trucks.

1 The impact of construction-generated traffic on transportation operations and safety
2 is considered significant under CEQA.

3 Mitigation Measures

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

- 9 ■ a street layout showing the location of construction activity and surrounding
10 streets to be used as detour routes, including special signage;
- 11 ■ a tentative start date and construction duration period for each phase of
12 construction;
- 13 ■ the name, address, and emergency contact number for those responsible for
14 maintaining the traffic control devices during the course of construction; and
- 15 ■ written approval to implement traffic control from other agencies, as needed.

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

- 17 ■ Provide access for emergency vehicles at all times.
- 18 ■ Avoid creating additional delay at intersections currently operating at congested
19 conditions, either by choosing routes that avoid these locations, or constructing
20 during nonpeak times of day.
- 21 ■ Maintain access for driveways and private roads, except for brief periods of
22 construction, in which case property owners will be notified.
- 23 ■ Provide adequate off-street parking areas at designated staging areas for
24 construction-related vehicles.
- 25 ■ Maintain pedestrian and bicycle access and circulation during proposed project
26 construction where safe to do so. If construction encroaches on a sidewalk, a
27 safe detour will be provided for pedestrians at the nearest crosswalk. If
28 construction encroaches on a bike lane, warning signs will be posted that indicate
29 bicycles and vehicles are sharing the roadway.
- 30 ■ Traffic controls may include flag persons wearing Occupational Safety and
31 Health Administration–approved vests and using a “Stop/Slow” paddle to warn
32 motorists of construction activity.
- 33 ■ Maintain access to Metro, LADOT, MAX, PVPTA, and LAHD transit services
34 and ensure that public transit vehicles are detoured.
- 35 ■ Post standard construction warning signs in advance of the construction area and
36 at any intersection that provides access to the construction area.
- 37 ■ Construction warning signs will be posted, in accordance with local standards or
38 those set forth in the *Manual on Uniform Traffic Control Devices* (Federal

1 Highway Administration 2001) in advance of the construction area and at any
2 intersection that provides access to the construction area.

- 3 ■ During lane closures, notify LAFD and LAPD, as well as the Los Angeles
4 County Sheriff's and Fire Departments, of construction locations to ensure that
5 alternative evacuation and emergency routes are designed to maintain response
6 times during construction periods, if necessary.
- 7 ■ Provide written notification to contractors regarding appropriate routes to and
8 from construction sites, and weight and speed limits for local roads used to
9 access construction sites. Submit a copy of all such written notifications to the
10 City of Los Angeles Planning Department.
- 11 ■ Repair or restore the road right-of-way to its original condition or better upon
12 completion of the work.

13 Residual Impacts

14 Mitigation Measure MM TC-1 would reduce traffic impacts during construction by
15 maintaining access, minimizing construction-related traffic delays on the most
16 heavily travelled roadways, and provide public awareness of expected delays that
17 may occur. By implementing this mitigation, decreases in roadway capacity and
18 disruption of vehicular and nonmotorized travel would be minimized. Impacts would
19 be less than significant.

20 **NEPA Impact Determination**

21 Proposed project construction would result in temporary increase in traffic volumes,
22 and decrease in roadway capacity due to temporary lane closures. The following
23 impacts could result, compared to NEPA baseline conditions.

- 24 ■ Reduced roadway capacity and an increase in construction-related congestion
25 could result in temporary localized increases in traffic congestion that exceed
26 applicable LOS standards,
- 27 ■ Construction activities could disrupt existing transit service in the proposed
28 project vicinity. Impacts may include temporary route detours, reduced or no
29 service to certain destinations, or service delays.
- 30 ■ Construction activities would increase parking demand in the proposed project
31 vicinity and could result in parking demand exceeding the available supply.
- 32 ■ Construction activities would disrupt pedestrian and bicycle travel. Impacts
33 include temporary sidewalk or roadway closures that would create gaps in
34 pedestrian or bicycle routes and interfere with safe travel.
- 35 ■ Construction activities would increase the mix of heavy construction vehicles
36 with general purpose traffic. Impacts include increase in safety hazards due to a
37 higher proportion of heavy trucks.

38 The impact of construction-generated traffic on transportation operations and safety
39 is considered significant under NEPA.

1 Mitigation Measure

2 Implement Mitigation Measure MM TC-1.

3 Residual Impacts

4 Impacts would be less than significant.

5 **Impact TC-2a: Proposed Project operations would increase**
 6 **traffic volumes and degrade LOS at intersections within the**
 7 **proposed project vicinity.**

8 The proposed Project would increase demand for expanded commercial, recreational,
 9 and other proposed waterfront facilities and would therefore increase the number of
 10 people traveling to and from the San Pedro Waterfront area. The resulting increase in
 11 traffic volumes on the surrounding roadways would in turn degrade intersection
 12 operations. The projected LOS at intersections within the vicinity, as compared to
 13 CEQA and NEPA baseline conditions, are summarized in Table 23 (2015 conditions)
 14 and Table 24 (2037 conditions) of the traffic study in Appendix M.

15 **CEQA Impact Determination**

16 To determine whether significant impacts would occur at the study intersections
 17 under CEQA, the CEQA baseline-plus-project operating conditions were compared
 18 to the CEQA baseline operating conditions. Table 3.11-8 summarizes the locations
 19 at which significant impacts are identified under CEQA, without implementation of
 20 mitigation measures. The proposed Project would result in significant traffic impacts
 21 at 10 intersections by 2015 and at 16 intersections by 2037 during one or more peak
 22 hours.

23 **Table 3.11-7. Significant Impacts at Intersections under CEQA without Mitigation—Proposed Project**

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
5. Gaffey Street/9 th Street			C (0.731)	E (0.909)	E (0.923)	D (0.833)
6. Gaffey Street/7 th Street						D (0.804)
7. Gaffey Street/6 th Street	E (0.918)		D (0.831)	F (1.040)		E (0.942)
8. Gaffey Street/5 th Street	E (0.955)			F (1.089)		D (0.842)
9. Gaffey Street/1 st Street	F (1.211)		E (0.943)	F (1.414)	F (1.080)	F (1.077)

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
20. Miner Street/22 nd Street				C (0.723)		
21. Harbor Boulevard/Miner Street/Crescent Avenue				C (0.729)		
22. Harbor Boulevard/7 th Street			D (0.859)	C (0.800)		E (0.972)
23. Harbor Boulevard/6 th Street						C (0.721)
24. Harbor Boulevard/5 th Street		D (0.806)			E (0.906)	D (0.806)
25. Harbor Boulevard/1 st 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/3 rd Street	C (0.793)	D (0.865)	E (0.981)	E (0.928)	E (0.948)	F (1.108)
34. Gaffey Street /13 th 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						

- 1
- 2 The intersections identified in Table 3.11-8 are projected to exceed the LOS
- 3 thresholds defined under CEQA. Thus, without mitigation, operational impacts on
- 4 vehicle traffic would be significant under CEQA.
- 5 **Mitigation Measures**
- 6 The following mitigation measures would be implemented by the Port in consultation
- 7 with LADOT to address intersection impacts identified through 2015 and 2037.
- 8 **MM TC-2. Prohibit weekday peak period parking on Gaffey Street (needed by**
- 9 **2015).** Prohibit parking on Gaffey Street both northbound and southbound north of
- 10 9th Street during the weekday AM and PM peak periods to allow for an additional
- 11 through lane in both the northbound and southbound directions. This prohibition is

1 identified in the current San Pedro Community Plan as a potential measure to
2 improve traffic flow on Gaffey Street.

3 **MM TC-3. Modify southbound approach to Gaffey Street and 9th Street**
4 **(needed by 2015).** Modify the southbound approach to Gaffey Street and 9th Street
5 to provide one left-turn lane, two through lanes, and one through/right-turn lane.

6 **MM TC-4. Install traffic signal at Gaffey Street and 6th Street (needed by 2015).**

7 **MM TC-5. Modify northbound and southbound approaches at Miner Street**
8 **and 22nd Street (needed by 2037).** Modify the northbound and southbound
9 approaches at Miner Street and 22nd Street to provide one left-turn lane, one through
10 lane, and one through/right-turn lane.

11 **MM TC-6. Prohibit parking on Harbor Boulevard (needed by 2015).** As a
12 complementary mitigation measure for intersection-specific mitigation measures
13 along Harbor Boulevard, the prohibition of parking on Harbor Boulevard would
14 allow for the roadway to be configured to generally provide three lanes in each
15 direction. This prohibition is identified in the current San Pedro Community Plan as
16 a potential measure to improve traffic flow on Harbor Boulevard north of 7th Street.

17 **MM TC-7. Modify Harbor Boulevard at 6th Street (needed by 2037).**
18 Reconfigure Harbor Boulevard at 6th Street to provide three lanes on the southbound
19 intersection approach, resulting in two through lanes and one shared through/right-
20 turn lane.

21 **MM TC-8. Modify Harbor Boulevard at 5th Street (needed by 2015).**
22 Reconfigure Harbor Boulevard at 5th Street to provide three lanes on the southbound
23 intersection approach, resulting in one left-turn lane, two through lanes, and one
24 shared through/right-turn lane.

25 **MM TC-9. Modify Harbor Boulevard at 1st Street (needed by 2015).**
26 Reconfigure Harbor Boulevard at 1st Street to provide three lanes both northbound
27 and southbound.

28 **MM TC-10. Modify eastbound approach to Harbor Boulevard and 7th Street**
29 **(needed by 2015).** Reconfigure the eastbound approach to Harbor Boulevard and
30 7th Street to provide two left-turn lanes, one through lane onto Sampson Way, and
31 one through/right-turn lane.

32 **MM TC-11. Reconfigure Harbor Boulevard and Swinford Street/SR-47**
33 **eastbound ramps (needed by 2015).** Restripe the westbound (Swinford Street)
34 approach to provide an additional lane at the Harbor Boulevard and Swinford
35 Street/SR-47 eastbound ramps. The westbound approach would be configured with
36 one left-turn lane, one through lane, and one right-turn lane.

37 **MM TC-12. Reconfigure Harbor Boulevard at O'Farrell Street (needed by**
38 **2015).** Reconfigure Harbor Boulevard at O'Farrell Street to provide three lanes both
39 northbound and southbound.

1 **MM TC-13. Install signal at Harbor Boulevard and 3rd Street (needed by 2015).**
 2 Install a traffic signal at Harbor Boulevard and 3rd Street and configure the roadway
 3 to provide three lanes both northbound and southbound.

4 **MM TC-14. Modify eastbound and westbound approaches at Gaffey Street and**
 5 **13th Street (needed by 2037).** Modify the eastbound and westbound approaches at
 6 Gaffey Street and 13th Street to provide one left-turn lane and one shared
 7 through/right-turn lane each. This reconfiguration will result in the loss of
 8 approximately six on-street parking spaces.

9 **Residual Impacts**

10 The mitigation measures above would fully mitigate impacts identified at seven of
 11 the 10 intersections in 2015 and six of the 16 intersections in 2037 to less-than-
 12 significant levels. For the remaining locations, no feasible measures were identified
 13 that would fully mitigate impacts to less-than-significant levels for all analysis
 14 periods due to existing physical constraints at those locations due to unavailable
 15 right-of-way to improve capacity or reduce volume. Impacts would be significant
 16 and unavoidable. Table 3.11-9 summarizes the locations and scenarios at which
 17 residual significant impacts are expected to remain after implementation of all
 18 recommended mitigation measures.

19 The potential removal of existing on-street bicycle lanes under MM TC-7, MM TC-
 20 12, and MM TC-13 would not result in significant impacts because the Los Angeles
 21 Harbor Bike Path would be provided adjacent to Harbor Boulevard and Sampson
 22 Way, outside of the roadway right-of-way.

23 Additionally, implementation of Mitigation Measure TC-6 and portions of Mitigation
 24 Measures TC-7, TC-8, TC-9, TC-12 and TC-13 (involving configuring Harbor
 25 Boulevard to provide three lanes both northbound and southbound) have been
 26 identified to reduce congestion and increase levels of service. While these mitigation
 27 measures are available to the LAHD, the LAHD may decide not to adopt Mitigation
 28 Measure TC-6 and portions of Mitigation Measures TC-7, TC-8, TC-9, TC-12 and
 29 TC-13 (involving configuring Harbor Boulevard to provide three lanes both
 30 northbound and southbound) because the provision of three lanes both northbound
 31 and southbound on Harbor Boulevard would increase speeds along Harbor Boulevard
 32 and would not contribute to a pedestrian-friendly environment along Harbor
 33 Boulevard. Should the LAHD decide not to adopt these mitigation measures, the
 34 resulting congestion and the levels of service would be worse than what is presented
 35 below.

36 **Table 3.11-8. Significant Residual Impacts at Intersections under CEQA—Proposed Project**

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
5. Gaffey Street/9 th Street			C (0.731)	E (0.909)		D (0.833)

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
6. Gaffey Street/7 th Street						D (0.804)
8. Gaffey Street/5 th Street						D (0.842)
9. Gaffey Street/1 st 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/7 th Street			C (0.787)	C (0.703)		D (0.891)
24. Harbor Boulevard/5 th Street						C (0.710)
25. Harbor Boulevard/1 st 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 residual impact has been identified						

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Following is a description of the effectiveness of each proposed intersection mitigation measure.

- Mitigation Measure MM TC-2 would mitigate all identified impacts, except during the weekend midday peak hour in 2037, identified at the following locations, which would remain significant and unavoidable:
 - Gaffey Street and 7th Street, and
 - Gaffey Street and 5th Street.
- Mitigation Measure MM TC-3, when combined with Mitigation Measure MM TC-2, would fully mitigate the identified impact at Gaffey Street and 9th Street during the future weekday PM peak hour. No feasible measures could be identified to mitigate the impact at this location during the weekday AM peak hour (2037) or weekend midday peak hour (in 2015 and in 2037), which would remain significant and unavoidable.
- Mitigation Measure MM TC-4, when combined with Mitigation Measure MM TC-2, would fully mitigate the impacts identified at Gaffey Street and 6th Street. Impacts would be less than significant.
- Mitigation Measure MM TC-5 would fully mitigate the identified impact at Miner Street and 22nd Street. Impacts would be less than significant.

- 1 ■ Mitigation Measure MM TC-6, combined with additional measures, would
2 mitigate impacts identified at the following locations to less-than-significant
3 levels:
 - 4 □ Harbor Boulevard and 6th Street (see also MM TC-7),
 - 5 □ Harbor Boulevard and 5th Street (see also MM TC-8),
 - 6 □ Harbor Boulevard and 1st Street (see also MM TC 9),
 - 7 □ Harbor Boulevard and 7th Street (See also MM TC-10),
 - 8 □ Harbor Boulevard and O'Farrell Street (see also MM TC-12), and
 - 9 □ Harbor Boulevard and 3rd Street (see also MM TC-13).
- 10 ■ Mitigation Measure MM TC-7, when combined with Mitigation Measure
11 MM TC-6, would fully mitigate the identified impact at Harbor Boulevard and
12 6th Street to less-than-significant levels.
- 13 ■ Mitigation Measure MM TC-8, when combined with Mitigation Measure
14 MM TC-6, would partially mitigate the identified impact at Harbor Boulevard
15 and 5th Street. No feasible measures could be identified to mitigate the impact at
16 this location during the weekend midday peak hour (in 2037), which would
17 remain significant and unavoidable.
- 18 ■ Mitigation Measure MM TC-9, when combined with Mitigation Measure
19 MM TC-6, would fully mitigate the identified impact at Harbor Boulevard and
20 1st Street, except during the weekday AM peak hour (in 2037), which would
21 remain significant and unavoidable.
- 22 ■ Mitigation Measure MM TC-10, when combined with Mitigation Measure
23 MM TC-6, would partially mitigate impacts identified at Harbor Boulevard and
24 7th Street. No feasible measures could be identified to address the impact at
25 during the weekday AM peak hour (in 2037) or weekend midday peak hour (in
26 2015 and 2037), which would remain significant and unavoidable.
- 27 ■ Mitigation Measure MM TC-11 would fully mitigate the impacts at Harbor
28 Boulevard and Swinford Street/SR-47 Eastbound Ramps to less-than-significant
29 levels.
- 30 ■ Mitigation Measure MM TC-12, combined with Mitigation Measure MM TC-6,
31 would fully mitigate all identified impacts at Harbor Boulevard and O'Farrell
32 Street to less-than-significant levels.
- 33 ■ Mitigation Measure MM TC-13, combined with Mitigation Measure MM TC-6,
34 would fully mitigate all identified impacts at Harbor Boulevard and 3rd Street to
35 less-than-significant levels.
- 36 ■ Mitigation Measure TC-14 would fully mitigate the identified impact at Gaffey
37 Street and 13th Street to less-than-significant levels.

38 **NEPA Impact Determination**

39 To determine whether significant impacts would occur at the study intersections
40 under NEPA, the cumulative-plus-project operating conditions were compared to the

1 NEPA baseline operating conditions. Table 3.11-10 summarizes the locations at
 2 which significant impacts are identified under NEPA without implementation of
 3 mitigation measures. The proposed Project is expected to result in significant traffic
 4 impacts at seven intersections by 2015 and at 15 intersections by 2037 during one or
 5 more peak hours.

6 **Table 3.11-9.** Significant Impacts at Intersections under NEPA without Mitigation—Proposed Project

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
5. Gaffey Street/9 th Street				E (0.909)		
7. Gaffey Street/6 th Street	E (0.918)			F (1.040)		E (0.942)
8. Gaffey Street/5 th Street				F (1.089)		
9. Gaffey Street/1 st Street				F (1.414)		F (1.077)
20. Miner Street/22 nd Street				C (0.723)		
21. Harbor Boulevard/Miner Street/Crescent Avenue				C (0.729)		
22. Harbor Boulevard/7 th Street			D (0.859)	C (0.800)		E (0.972)
23. Harbor Boulevard/6 th Street						C (0.721)
24. Harbor Boulevard/5 th Street		D (0.806)			E (0.906)	D (0.806)
25. Harbor Boulevard/1 st 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/3 rd Street	C (0.793)	D (0.865)	E (0.981)	E (0.928)	E (0.948)	F (1.108)
34. Gaffey Street/13 th 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						

<i>Intersection</i>	<i>LOS (V/C)¹</i>					
	<i>2015</i>			<i>2037</i>		
	<i>AM</i>	<i>PM</i>	<i>Wkend</i>	<i>AM</i>	<i>PM</i>	<i>Wkend</i>
is provided only in the years/analysis periods in which a significant impact has been identified						

1
2 The intersections identified in Table 3.11-10 are projected to exceed the LOS
3 thresholds defined under NEPA, as described in Section 3.11.4.1, “Methodology.”
4 Thus, without mitigation, operational impacts on vehicle traffic would be significant
5 under NEPA.

6 **Mitigation Measures**

7 Implement Mitigation Measures MM TC-2, MM TC-4, MM TC-6, and MM TC-8
8 through MM TC-13 by 2015.

9 Implement Mitigation Measures MM TC-3, MM TC-5, MM TC-7, and MM TC-14
10 by 2037.

11 **Residual Impacts**

12 The recommended mitigation measures would fully mitigate impacts identified at all
13 seven intersections in 2015 and eight of the 15 intersections in 2037 to less-than-
14 significant levels. For the remaining locations, no feasible measures were identified
15 that would fully mitigate the impact to less-than-significant levels for all analysis
16 periods due to existing physical constraints at those locations. This includes three
17 intersections (Gaffey Street and 1st Street; Harbor Boulevard/Miner Street and
18 Crescent Avenue; and Harbor Boulevard and SR-47 westbound ramps) where no
19 feasible measures were identified. Impacts would be significant and unavoidable.
20 Table 3.11-11 summarizes the locations and scenarios at which residual significant
21 impacts are expected to remain after implementation of all recommended mitigation
22 measures.

23 As stated above under the CEQA Residual Impacts, the LAHD may decide not to
24 adopt Mitigation Measure TC-6 and portions of Mitigation Measures TC-7, TC-8,
25 TC-9, TC-12 and TC-13 (involving configuring Harbor Boulevard to provide three
26 lanes both northbound and southbound) because the provision of three lanes both
27 northbound and southbound on Harbor Boulevard would increase speeds along
28 Harbor Boulevard and would not contribute to a pedestrian-friendly environment
29 along Harbor Boulevard. Should the LAHD decide not to adopt these mitigation
30 measures, the resulting congestion and the levels of service would be worse than
31 what is presented below.

32 **Table 3.11-10.** Significant Residual Impacts at Intersections under NEPA—Proposed Project

<i>Intersection</i>	<i>LOS (V/C)¹</i>	
	<i>2015</i>	<i>2037</i>

	<i>AM</i>	<i>PM</i>	<i>Wkend</i>	<i>AM</i>	<i>PM</i>	<i>Wkend</i>
5. Gaffey Street/9 th Street				E (0.909)		
9. Gaffey Street/1 st Street				F (1.414)		F (1.077)
21. Harbor Boulevard/Miner Street/Crescent Avenue				C (0.729)		
22. Harbor Boulevard/7 th Street				C (0.703)		D (0.891)
24. Harbor Boulevard/5 th Street						C (0.710)
26. Harbor Boulevard/Swinford Street/SR-47 eastbound ramps				F (1.095)		F (1.109)
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 residual impact has been identified						

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Following is a description of the effectiveness of each proposed intersection mitigation measure.

- Mitigation Measure MM TC-2 would fully mitigate all identified impacts at Gaffey Street and 5th Street to less-than-significant levels.
- Mitigation Measure MM TC-3, when combined with Mitigation Measure MM TC-2, would partially mitigate the identified impact at Gaffey Street and 9th Street. No feasible measures could be identified to mitigate the impact at this location during the weekday AM peak hour in 2037, which would remain significant and unavoidable.
- Mitigation Measure MM TC-4, when combined with Mitigation Measure MM TC-2, would fully mitigate the impacts identified at Gaffey Street and 6th Street to less-than-significant levels.
- Mitigation Measure MM TC-5 would fully mitigate the identified impact at Miner Street and 22nd Street to less-than-significant levels.
- Mitigation Measure MM TC-6, combined with additional measures, would mitigate impacts identified at the following locations to less-than-significant levels:
 - Harbor Boulevard and 6th Street (see also MM TC-7),
 - Harbor Boulevard and 5th Street (see also MM TC-8),
 - Harbor Boulevard and 1st Street (see also MM TC 9),
 - Harbor Boulevard and 7th Street (See also MM TC-10),

- 1 □ Harbor Boulevard and O'Farrell Street (see also MM TC-12), and
- 2 □ Harbor Boulevard and 3rd Street (see also MM TC-13).
- 3 ■ Mitigation Measure MM TC-7, when combined with Mitigation Measure
- 4 MM TC-6, would fully mitigate the identified impact at Harbor Boulevard and
- 5 6th Street to less-than-significant levels.
- 6 ■ Mitigation Measure MM TC-8, when combined with Mitigation Measure
- 7 MM TC-6, would partially mitigate the identified impact at Harbor Boulevard
- 8 and 5th Street. No feasible measures could be identified to mitigate the impact at
- 9 this location during the weekend midday peak hour in 2037, which would remain
- 10 significant and unavoidable.
- 11 ■ Mitigation Measure MM TC-9, when combined with Mitigation Measure
- 12 MM TC-6, would fully mitigate the identified impact at Harbor Boulevard and
- 13 1st Street to less-than-significant levels.
- 14 ■ Mitigation Measure MM TC-10, combined with Mitigation Measure MM TC-6,
- 15 would partially mitigate impacts identified at Harbor Boulevard and 7th Street.
- 16 No feasible measures could be identified to address the impact at this location
- 17 during the weekday AM peak hour or weekend midday peak hour in 2037, which
- 18 would remain significant and unavoidable.
- 19 ■ Mitigation Measure MM TC-11 would partially mitigate the identified impacts.
- 20 No feasible measures could be identified to address the impact at Harbor
- 21 Boulevard and Swinford Street/SR-47 Eastbound Ramps during the weekday
- 22 AM peak hour or weekend midday peak hour in 2037 under NEPA, which would
- 23 remain significant and unavoidable.
- 24 ■ Mitigation Measure MM TC-12, combined with Mitigation Measure MM TC-6,
- 25 would fully mitigate all identified impacts at Harbor Boulevard and O'Farrell
- 26 Street to less-than-significant levels.
- 27 ■ Mitigation Measure MM TC-13, combined with Mitigation Measure MM TC-6,
- 28 would fully mitigate all identified impacts at Harbor Boulevard and 3rd Street to
- 29 less-than-significant levels.
- 30 ■ Mitigation Measure TC-14 would fully mitigate the identified impact at Gaffey
- 31 Street and 13th Street to less-than-significant levels.

32 **Impact TC-2b: Proposed Project operations would increase**
33 **traffic volumes and degrade LOS along neighborhood**
34 **streets within the proposed project vicinity.**

35 The proposed Project would increase the number of people traveling to and from the
36 San Pedro Waterfront area. The resulting increase in traffic volumes would increase
37 traffic volumes on the surrounding neighborhood roadways. Table 3.11-12
38 summarizes the impact related to increased traffic volumes expected to result from
39 the proposed Project at the two analysis neighborhood roadways, as compared to
40 CEQA and NEPA baseline conditions.

1 **Table 3.11-11. Neighborhood Street Impact Assessment—Proposed Project**

<i>Street Segment</i>	<i>Year</i>	<i>NEPA Baseline</i>	<i>CEQA Baseline</i>	<i>Project Only</i>	<i>Future with Project</i>	<i>NEPA Increase</i>	<i>CEQA Increase</i>	<i>Impact Threshold</i>	<i>NEPA Impact</i>	<i>CEQA Impact</i>
Santa Cruz Street between Grand and Pacific	2015	1,927	1,857	83	1,940	1%	4%	12%	No	No
	2037	1,999	1,929	94	2,023	1%	5%	10%	No	No
West 17 th Street between Centre and Palos Verdes	2015	1,952	1,788	194	1,982	2%	11%	12%	No	No
	2037	2,036	1,872	219	2,091	3%	12%	10%	No	Yes
Note: Numbers represent volumes in average daily traffic (ADT).										

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CEQA Impact Determination

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To determine whether significant impacts would occur at the study street segments under CEQA, the cumulative-plus-project operating conditions were compared to the CEQA baseline operating conditions. Table 3.11-12 indicates that under 2037 conditions, projected increases in traffic on the neighborhood streets due to the proposed Project would exceed CEQA thresholds for the 17th Street segment. Thus, a significant operational impact would occur.

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Mitigation Measures

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No feasible mitigation is identified to address the impacts due to traffic on West 17th Street between Centre and Palos Verdes under 2015 and 2037 conditions. Short of the permanent closure of the affected street segment, which would not be acceptable since 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.

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Residual Impacts

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Impacts would be significant and unavoidable.

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NEPA Impact Determination

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To determine whether significant impacts would occur at the study intersections under NEPA, the cumulative-plus-project operating conditions were compared to the NEPA baseline operating conditions. Table 3.11-12 indicates that projected increases in traffic on the neighborhood streets due to the proposed Project would not

1 exceed NEPA thresholds. Therefore, operational impacts on neighborhood street
 2 operations would be less than significant under NEPA.

3 **Mitigation Measures**

4 No mitigation is required.

5 **Residual Impacts**

6 Impacts would be less than significant.

7 **Impact TC-2c: Proposed Project operations would not**
 8 **increase traffic volumes and degrade operations on CMP**
 9 **facilities within the proposed Project vicinity.**

10 The proposed Project would increase the number of people traveling to and from the
 11 San Pedro Waterfront area. The resulting demand would increase traffic volumes
 12 and degrade operations on the regional CMP facilities. Detailed projections of traffic
 13 volumes and V/Cs under baseline and proposed Project conditions are provided in
 14 Tables 44 and 45 of the traffic study in Appendix M).

15 **CEQA Impact Determination**

16 The projected volumes on the CMP freeway facilities, as compared to thresholds
 17 defined under the CMP, are summarized in Table 3.11-13.

18 To determine whether significant impacts would occur on the CMP freeway facilities
 19 under CEQA, the difference in V/C between CEQA baseline-plus-project operating
 20 conditions and the no-project operating conditions were compared to the CMP
 21 thresholds. Table 3.11-13 indicates that under projected 2015 and 2037 conditions,
 22 most of the CMP facility locations would operate at LOS E or better, and at the
 23 locations projected to operate at LOS F, the proposed Project would result in a V/C
 24 change of less than 0.02. Thus, operational impacts would be less than significant
 25 under CEQA.

26 **Table 3.11-12. CMP Facility Impact Assessment under CEQA—Proposed Project**

CMP Monitoring Station	Peak Hour	Northbound/Westbound				Southbound/Eastbound			
		Baseline		Change Due to Project		Baseline		Change Due to Project	
		V/C	LOS	V/C Change	Significant Impact?	V/C	LOS	V/C change	Significant Impact?
<i>2015</i>									
I-110, south of C Street	AM	0.56	C	0.03	No	0.41	B	0.04	No
	PM	0.39	B	0.04	No	0.53	B	0.03	No
I-110, at Manchester	AM	0.84	D	0.01	No	1.06	F	0.01	No

Boulevard	PM	1.01	F	0.00	No	1.15	F	0.00	No
I-405, south of I-110 at Carson Scales	AM	0.97	E	0.00	No	0.84	D	0.00	No
	PM	0.83	D	0.01	No	0.93	D	0.01	No
I-405, north of Inglewood Boulevard	AM	0.92	D	0.01	No	0.71	C	0.01	No
	PM	0.82	D	0.01	No	1.02	F	0.01	No
2037									
I-110, south of C Street	AM	0.63	C	0.06	No	0.46	B	0.06	No
	PM	0.44	B	0.05	No	0.60	C	0.04	No
I-110, at Manchester Boulevard	AM	0.96	E	0.00	No	1.20	F	0.01	No
	PM	1.14	F	0.01	No	1.30	F	0.01	No
I-405, south of I-110 at Carson Scales	AM	1.10	F	0.00	No	0.95	E	0.00	No
	PM	0.95	E	0.00	No	1.06	F	0.00	No
I-405, north of Inglewood Boulevard	AM	1.04	F	0.01	No	0.81	D	0.01	No
	PM	0.93	D	0.01	No	1.16	F	0.01	No

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Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

Impacts would be less than significant, as discussed for the CEQA impact determination.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

1 **Impact TC-3: Proposed Project operations would not cause**
2 **increases in demand for transit service beyond the supply of**
3 **such services.**

4 The proposed Project is expected to generate a net increase in approximately 611
5 vehicle trips during the AM peak hour and 1,180 vehicle trips during the PM peak
6 hour as a result of the commercial, recreational, cultural, and business-oriented
7 proposed project elements. Because the proposed Project would not change these
8 elements between 2015 and 2037, this net increase applies to both analysis periods.
9 Application of an average vehicle occupancy of 1.4 to the number of vehicle trips
10 results in an estimated 855 AM peak hour person trips and 1,652 PM peak hour
11 person trips. Assuming the 3.5% transit mode split suggested in the CMP, this results
12 in approximately 30 new transit person trips in the AM peak hour and 58 new transit
13 person trips in the PM peak hour that the proposed Project would add to the transit
14 lines providing service in the vicinity of the proposed project site.

15 As discussed in the Section 3.11.2, “Environmental Setting,” there are seven bus
16 lines that provide service in the vicinity of the proposed project site, two that provide
17 service on the periphery, a local community circulator, and the Waterfront Red Car
18 line. Based on the existing operating schedules for these transit lines, 12 buses in the
19 AM peak hour and 12 buses in the PM peak hour are estimated to serve the vicinity
20 of the proposed Project. This results in the conclusion that the proposed Project
21 could add, on average, approximately three person trips per bus in the AM peak hour
22 and five person trips per bus in the PM peak hour in 2015 and 2037. Five people per
23 bus represents the equivalent of slightly more than 12% of the capacity of a typical
24 40-passenger bus. At this level of activity, proposed project-related impacts to the
25 regional transit system would be considered less than significant in either 2015 or
26 2037.

27 **CEQA Impact Determination**

28 Based on the discussion presented above, operational impacts to transit ridership
29 would be less than significant under CEQA.

30 Mitigation Measures

31 No mitigation is required.

32 Residual Impacts

33 Impacts would be less than significant.

34 **NEPA Impact Determination**

35 Based on the discussion presented above, operational impacts to transit ridership
36 would be less than significant under NEPA.

1 Mitigation Measures

2 No mitigation is required.

3 Residual Impacts

4 Impacts would be less than significant.

5 **Impact TC-4: Proposed Project operations would not result**
 6 **in a violation of the City’s adopted parking policies and**
 7 **parking demand would not exceed supply.**

8 The proposed Project would increase parking demand at the waterfront facilities.
 9 Table 3.11-14 summarizes the impact assessment, which consists of comparing the
 10 proposed parking supply to the proposed project demand and to the requirements set
 11 forth in the City of Los Angeles Municipal Code. More detailed information on
 12 parking projections for the proposed Project is provided in Table 56 of the traffic
 13 study in Appendix M.

14 **Table 3.11-13.** Parking Assessment—Proposed Project

<i>Proposed Parking Supply</i>	<i>Code Requirements</i>		<i>2015 Projected Demand</i>		<i>2037 Projected Demand</i>	
	<i>Spaces Required</i>	<i>Accommodated by proposed supply?</i>	<i>Spaces Required</i>	<i>Accommodated by proposed supply?</i>	<i>Spaces Required</i>	<i>Accommodated by proposed supply?</i>
9,076	2,996	Yes	7,719	Yes	8,997	Yes

15
 16 The table shows that the proposed parking supply would exceed code requirements as
 17 well as projected parking demand through 2015 and 2037.

18 The alignment of the Waterfront Red Car expansion could result in loss of available
 19 parking. The southern portion of the proposed Cabrillo Beach extension would lie
 20 within the parking lot serving the Cabrillo Marine Aquarium and Cabrillo Beach.
 21 The affected areas of the parking lot would need to be reconfigured to accommodate
 22 the dynamic envelope of the streetcar, avoiding the potential for parked cars to
 23 overhang onto the rail line and to ensure that it has adequate clearance to operate
 24 safely. *Dynamic envelope* is the outline of a moving vehicle on a tangent track that
 25 considers lateral, vertical, and rotational displacements of the vehicle. The existing
 26 parking lots in this area currently provide approximately 285 spaces, including
 27 approximately 110 spaces reserved for vehicles with attached boat trailers. Thus,
 28 operational impacts of the proposed Project to parking would be significant.

29 **CEQA Impact Determination**

30 The loss of parking resulting from reconfiguration of the parking lot to accommodate
 31 the Waterfront Red Car extension is significant under CEQA.

1 Mitigation Measures

2 The following mitigation measures will be implemented to address parking impacts
3 associated with the Waterfront Red Car expansion.

4 **MM TC 15-a. Offset loss of parking through reconfiguration or expansion of
5 parking elsewhere in the vicinity.**

6 Or,

7 **MM TC 15-b. Design the southern portion of this extension to minimize
8 disruption to the existing parking lots.**

9 Or,

10 **MM TC 15-c. Align the southern segment of the Cabrillo Beach extension
11 behind the Cabrillo Marine Aquarium to avoid or minimize conflicts with the
12 existing parking lots in the area.**

13 Residual Impacts

14 Implementation of any three of the above mitigation measures, or combination
15 thereof, would reduce impacts to less-than-significant levels.

16 **NEPA Impact Determination**

17 The expansion of the Waterfront Red Car Line would also occur under baseline
18 NEPA conditions; therefore, conditions under the proposed Project would be
19 identical to conditions under the NEPA baseline. Operational impacts to parking
20 would not occur under NEPA.

21 Mitigation Measures

22 No mitigation is required.

23 Residual Impacts

24 No impacts would occur.

25 **Impact TC-5a: The alignment of the Waterfront Red Car
26 expansion for the proposed Project would not increase
27 potential conflict with vehicles at cross streets.**

28 The proposed expansion of the Waterfront Red Car would realign portions of the
29 existing line and extend it in the southern proposed project area along three new
30 branch lines to City Dock No. 1, Outer Harbor, and Cabrillo Beach.

1 The realignment and extension of the Waterfront Red Car would create numerous
2 new grade crossings where the Waterfront Red Car tracks would cross surface streets
3 at existing or new intersections, thereby mixing with vehicular traffic and
4 pedestrians, resulting in potential safety hazards. The overall system would be 4.6
5 miles long and would include 16 new or relocated stations. The plans for this
6 component of the proposed Project are at the conceptual stage. The traffic study
7 prepared for this proposed Project identifies several areas in which potential conflicts
8 (i.e., collisions, vehicles blocking tracks, delays in vehicle traffic and/or Waterfront
9 Red Car progression) could occur with vehicles or pedestrians, as documented in the
10 locations of the mitigation measures presented below.

11 The proposed alignment would be crossed by both existing and proposed driveways
12 serving adjacent uses. These include surface parking lots and parking structures
13 along Sampson Way near the Ports O' Call development, parking lots serving the
14 existing and planned park space north of 22nd Street, and parking facilities serving the
15 planned Cabrillo Marina expansion and Outer Harbor Cruise Terminal on the west
16 side of Miner Street.

17 **CEQA Impact Determination**

18 Vehicular and pedestrian safety hazards associated with the Waterfront Red Car
19 expansion at cross street locations are significant under CEQA.

20 Mitigation Measures

21 As the plans for this proposed project component are further developed,
22 consideration should be given to minimizing potential conflicts to ensure the
23 maximum safety and convenience. The following mitigation measures will be
24 implemented to address cross street impacts associated with the Waterfront Red Car
25 expansion.

26 **MM TC-16. Install a signal at the intersection of Harbor Boulevard and 3rd**
27 **Street.**

28 **MM TC-17. Ensure that traffic signals at cross street locations have protected**
29 **left-turn phases and, potentially, active “No Right Turn” signs to allow these**
30 **movements from streets parallel to the tracks to be held when a train is**
31 **approaching or present.**

32 **MM TC-18. Provide traffic control on approach streets to rail line to prevent**
33 **motorists from stopping on tracks.** On the streets that approach the rail line
34 perpendicularly, such as 1st Street, 5th Street, 6th Street, or Miner Street, the stop bars
35 and vehicle detection loops on the intersection legs where the rail line will be placed
36 in advance of the tracks to prevent motorists from stopping on the tracks. During
37 final design, the LAHD may also consider installing automatic crossing gates to fully
38 protect the crossings that lie adjacent to parallel streets.

39 **MM TC-19-a. Prohibit left turns across tracks on existing and proposed streets**
40 **and proposed driveways that cross the tracks.**

1 Or,

2 **MM TC-19-b. Reduce streetcar operating speeds along streets where existing**
3 **and proposed driveways serve the adjacent uses and install appropriate active**
4 **warning signs or other devices to alert motorists to the possible presence of**
5 **oncoming streetcars.**

6 **MM TC-20. Combine lower levels of proposed parking structures to reduce**
7 **potential conflict points along Sampson Way.** Locate a main access to the surface
8 parking lots on the east side of Sampson Way to create a four-legged intersection
9 there, and install a signal at this location to reduce conflicts by providing only one
10 point of ingress/egress to the multiple parking structures.

11 **MM TC-21. Signalize the reconfigured intersection of Signal Street/Sampson**
12 **Way.**

13 Residual Impacts

14 Implementation of the mitigation measures above would minimize or avoid potential
15 conflicts between the Waterfront Red Car and vehicles at cross streets by providing
16 additional traffic controls and/or operating restrictions on the Waterfront Red Car.
17 Impacts would be less than significant.

18 **NEPA Impact Determination**

19 The expansion of the Waterfront Red Car Line would occur under baseline NEPA
20 conditions; therefore, conditions under the proposed Project would be identical to
21 conditions under the NEPA baseline. No impact is identified under NEPA.

22 Mitigation Measures

23 No mitigation is required.

24 Residual Impacts

25 No impacts would occur.

26 **Impact TC-5b: The alignment of the Waterfront Red Car**
27 **expansion for the proposed Project would not increase**
28 **potential conflict at track crossovers where the rail would**
29 **transition between center-running and side-running.**

30 The proposed Waterfront Red Car alignment includes several locations where the
31 tracks would cross over the adjoining streets. These would occur on Sampson Way
32 near 13th Street and at Signal Way; on Signal Way itself; and at the intersections of
33 Miner Street and Sampson Way/22nd Street, and Via Cabrillo Marina and 22nd Street.
34 In addition to these in-street track crossovers, the proposed alignment of the Cabrillo

1 Beach/Marina extension would run through an existing parking lot at its southern
2 terminus.

3 **CEQA Impact Determination**

4 The potential conflict of the Waterfront Red Car expansion with vehicles at track
5 crossovers would potentially increase collisions with vehicular traffic or indirectly
6 cause vehicular accidents. Impacts are considered significant under CEQA.

7 Mitigation Measures

8 The following mitigation measures will be implemented by the Port during the final
9 design of the Waterfront Red Car line and roadway improvements to address track
10 crossover impacts associated with the Waterfront Red Car expansion.

11 **MM TC-22. Install half-signals at two proposed track crossovers located along**
12 **Sampson Way and retime signals at the proposed track crossovers on 22nd Street**
13 **at Miner Street and at Via Cabrillo Marina.** At locations where detailed design
14 determines it necessary, retime traffic signals to include a street car phase for turning
15 and crossing streetcars and provide transit signal priority phasing. At the intersection
16 of 22nd Street and Via Cabrillo Marina, provide for train movements to coincide with
17 the westbound left-turn and northbound right-turn movements

18 **MM TC-23. Install a half-signal at the proposed track crossover on the City**
19 **Dock No. 1 extension that would occur south of the proposed Mid-Point Station.**

20 Residual Impacts

21 Implementation of the mitigation measures above would minimize or avoid potential
22 conflicts between the Waterfront Red Car and vehicles at crossovers by providing
23 additional traffic controls. Impacts would be less than significant.

24 **NEPA Impact Determination**

25 The expansion of the Waterfront Red Car Line would occur under baseline NEPA
26 conditions; therefore, conditions under the proposed Project would be identical to
27 conditions under the NEPA baseline. No impact is identified under NEPA.

28 Mitigation Measures

29 No mitigation is required.

30 Residual Impacts

31 No impacts would occur.

1 **Impact TC-5c: The Waterfront Red Car expansion for the**
2 **proposed Project would not result in increased pedestrian**
3 **conflicts at stations.**

4 At this time, individual station ridership of the Waterfront Red Car Line has not been
5 projected. The *Waterfront Red Car Line Expansion Feasibility Study* includes
6 planning-level estimates that suggest typical daily system-wide ridership of
7 approximately 2,000 passengers per day, or an average of approximately 125
8 passengers per day per station. Above-average activity would be expected at certain
9 stations.

10 As part of the proposed Project, a pedestrian bridge is proposed between Harbor
11 Boulevard and Sampson Way near 13th Street to improve local access to the Ports
12 O'Call area. The bridge would terminate near the planned Sampson Way/Ports
13 O'Call station and directly opposite the main vehicular driveway serving the surface
14 parking lots on east side of Sampson Way.

15 An increased number of stations and level of pedestrian activity associated with the
16 stations and the new pedestrian bridge also increases the number of places where
17 pedestrians and vehicles may mix, and thus increases potential safety conflict points
18 for pedestrians. Additionally, increased pedestrian activity throughout the proposed
19 project area could potentially conflict with the Waterfront Red Car at other locations
20 throughout the route where there are no planned designated crossings.

21 **CEQA Impact Determination**

22 Increased pedestrian conflict points resulting from the Waterfront Red Car expansion
23 would be significant under CEQA.

24 Mitigation Measures

25 The following mitigation measures would be implemented to address pedestrian
26 impacts associated with the Waterfront Red Car expansion.

27 **MM TC-24. Design pavement markings and signage in station areas to clearly**
28 **direct pedestrians to the desired routes.**

29 **MM TC-25. Construct new sidewalks to allow for the orderly movement of**
30 **pedestrians.**

31 **MM TC-26. Shift the location of the main Ports O' Call surface parking lot**
32 **driveway to a point north of this station to improve pedestrian safety there.**
33 Place the main Ports O' Call surface parking lot driveway opposite one of the
34 driveways serving the proposed parking structure on the west side of Sampson Way.
35 Within the Ports O' Call surface parking lots, provide clear pedestrian paths from the
36 foot of the proposed pedestrian bridge.

1 Residual Impacts

2 Implementation of the mitigation measures above would minimize or avoid potential
3 conflicts between the Waterfront Red Car and pedestrians by providing additional
4 cautionary treatments and organized pedestrian movements. Impacts would be less
5 than significant.

6 **NEPA Impact Determination**

7 The expansion of the Waterfront Red Car Line would also occur under baseline
8 NEPA conditions; therefore, conditions under the proposed Project would be
9 identical to conditions under the NEPA baseline. No impact is identified under
10 NEPA.

11 Mitigation Measures

12 No mitigation is required.

13 Residual Impacts

14 No impacts would occur.

15 **3.11.4.3.2 Alternative 1—Alternative Development Scenario 1**

16 **Impact TC-1: Construction of Alternative 1 would not result**
17 **in a short-term, temporary increase in construction-related**
18 **truck and auto traffic, decreases in roadway capacity, and**
19 **disruption of vehicular and nonmotorized travel.**

20 Similar types of construction impacts are expected for Alternative 1 as those
21 described for the proposed Project. See Chapter 2, “Project Description,” for detailed
22 descriptions of the construction activities and planned phasing of the elements
23 associated with Alternative 1.

24 **CEQA Impact Determination**

25 The impact of construction-generated traffic on vehicular and nonmotorized travel is
26 the same as the impact described under the proposed Project and is considered
27 significant under CEQA.

28 Mitigation Measures

29 Implement Mitigation Measure MM TC-1.

1 Residual Impacts

2 Impacts would be less than significant.

3 **NEPA Impact Determination**

4 The impact of construction-generated traffic on vehicular and nonmotorized travel is
5 the same as the impact described under the proposed Project and is considered
6 significant under NEPA.

7 Mitigation Measures

8 Implement Mitigation Measure MM TC-1.

9 Residual Impacts

10 Impacts would be less than significant.

11 **Impact TC-2a: Alternative 1 operations would increase**
12 **traffic volumes and degrade LOS at intersections within the**
13 **proposed project vicinity.**

14 Alternative 1 would increase the number of people traveling to and from the San
15 Pedro Waterfront area. The resulting increase in traffic volumes on the surrounding
16 roadways would in turn degrade intersection operations. The projected LOS at
17 intersections within the vicinity, as compared to CEQA and NEPA baseline
18 conditions, are summarized in Table 25 (2015 conditions) and Table 26 (2037
19 conditions) of the traffic study in Appendix M.

20 **CEQA Impact Determination**

21 To determine whether significant impacts would occur at the study intersections
22 under CEQA, the cumulative-plus-project operating conditions were compared to the
23 CEQA baseline operating conditions. Table 3.11-15 summarizes the locations at
24 which significant impacts are identified under CEQA without implementation of
25 mitigation measures. Alternative 1 would result in significant traffic impacts at nine
26 intersections by 2015 and at 12 intersections by 2037 during one or more peak hours.

27 **Table 3.11-14. Significant Impacts at Intersections under CEQA without Mitigation—Alternative 1**

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
5. Gaffey Street/9 th Street					E (0.921)	D (0.826)
7. Gaffey Street/6 th Street			D	F		E

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
			(0.828)	(1.032)		(0.936)
8. Gaffey Street/5 th Street						D (0.837)
9. Gaffey Street/1 st Street	F (1.198)		E (0.939)	F (1.394)		F (1.072)
21. Harbor Boulevard/Miner Street/Crescent Avenue	C (0.770)	D (0.888)		D (0.887)	E (0.999)	C (0.793)
22. Harbor Boulevard/7 th Street		C (0.738)			D (0.829)	C (0.765)
24. Harbor Boulevard/5 th Street		C (0.793)			D (0.886)	C (0.710)
25. Harbor Boulevard/1 st Street	C (0.742)		C (0.765)	E (0.908)	C (0.764)	E (0.904)
27. Harbor Boulevard/SR-47 westbound on-ramp						C (0.703)
28. Harbor Boulevard/Gulch Road		D (0.842)			E (0.946)	C (0.746)
29. Harbor Boulevard/O'Farrell Street		E (0.917)	C (0.795)	C (0.763)	F (1.025)	E (0.904)
30. Harbor Boulevard/3 rd Street	C (0.722)	D (0.848)	E (0.904)	D (0.823)	E (0.925)	E (0.994)
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						

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2
3
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5
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The intersections identified in Table 3.11-15 are projected to exceed the LOS thresholds defined under CEQA, as described in the methodology section of this section. Thus, without mitigation, operational impacts on vehicle traffic would be significant under CEQA.

Mitigation Measures

Implement Mitigation Measures MM TC-2, MM TC-4, MM TC-6, MM TC-8 through MM TC-10, MM TC-12, and MM TC-13 by 2015.

Implement Mitigation Measure MM TC-3 by 2037.

1 **Residual Impacts**

2 The recommended mitigation measures would fully mitigate impacts identified at six
 3 of the nine intersections in 2015 and five of the 12 intersections in 2037 to less-than-
 4 significant levels. For the remaining locations, no feasible measures were identified
 5 that would fully mitigate impacts to less-than-significant levels for all analysis
 6 periods due to existing physical constraints (i.e., lack of right-of-way and existing
 7 development) at those locations. This includes four intersections (Gaffey Street and
 8 1st Street; Harbor Boulevard/Miner Street and Crescent Avenue; Harbor Boulevard
 9 and SR-47 westbound ramps; and Harbor Boulevard and Gulch Road) where no
 10 feasible measures were identified. Table 3.11-16 summarizes the locations and
 11 scenarios at which residual significant impacts are expected to remain after
 12 implementation of all recommended mitigation measures.

13 Additionally, as stated for the proposed project, implementation of Mitigation
 14 Measure TC-6 and portions of Mitigation Measures TC-7, TC-8, TC-9, TC-12 and
 15 TC-13 (involving configuring Harbor Boulevard to provide three lanes both
 16 northbound and southbound) have been identified to reduce congestion and increase
 17 levels of service for this alternative. While these mitigation measures are available to
 18 the LAHD, the LAHD may decide not to adopt Mitigation Measure TC-6 and
 19 portions of Mitigation Measures TC-7, TC-8, TC-9, TC-12 and TC-13 (involving
 20 configuring Harbor Boulevard to provide three lanes both northbound and
 21 southbound) because the provision of three lanes both northbound and southbound on
 22 Harbor Boulevard would increase speeds along Harbor Boulevard and would not
 23 contribute to a pedestrian-friendly environment along Harbor Boulevard. Should the
 24 LAHD decide not to adopt these mitigation measures, the resulting congestion and
 25 the levels of service would be worse than what is presented below.

26 **Table 3.11-15.** Significant Residual Impacts at Intersections under CEQA—Alternative 1

<i>Intersection</i>	<i>LOS (V/C)¹</i>					
	<i>2015</i>			<i>2037</i>		
	<i>AM</i>	<i>PM</i>	<i>Wkend</i>	<i>AM</i>	<i>PM</i>	<i>Wkend</i>

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
5. Gaffey Street/9 th Street						D (0.826)
8. Gaffey Street/5 th Street						D (0.837)
9. Gaffey Street/1 st Street	F (1.198)		E (0.939)	F (1.394)		F (1.072)
21. Harbor Boulevard/Miner Street/Crescent Avenue	C (0.770)	D (0.888)		D (0.887)	E (0.999)	C (0.793)
22. Harbor Boulevard/7 th Street					C (0.732)	
27. Harbor Boulevard/SR-47 westbound on-ramp						C (0.703)
28. Harbor Boulevard/Gulch Road		D (0.842)			E (0.946)	C (0.746)
Notes: ¹ LOS (V/C) information is provided only in the years/analysis periods in which a significant residual impact has been identified						

- 1
- 2
- 3 Following is a description of the effectiveness of each proposed intersection mitigation measure.
- 4
- 5 ■ Mitigation Measure MM TC-2 would mitigate all identified impacts, except
- 6 during the weekend midday peak hour in 2037, identified at the following
- 7 locations:
- 8 □ impacts at Gaffey Street and 7th Street would be fully mitigated, and
- 9 □ the impact Gaffey Street and 5th Street would be partially mitigated (residual
- 10 impact remains during the weekend midday peak hour in 2037).
- 11 ■ When combined, Mitigation Measures MM TC-2 and MM TC-3 would fully
- 12 mitigate the identified impact at Gaffey Street and 9th Street during the weekday
- 13 PM peak hour in 2037. No feasible measures could be identified to mitigate the
- 14 impact at this location during the weekend midday peak hour in 2037.
- 15 ■ Mitigation Measure MM TC-4, when combined with MM TC-2, would fully
- 16 mitigate the impacts identified at Gaffey Street and 6th Street.
- 17 ■ Mitigation Measure MM TC-6, combined with other measures, would mitigate
- 18 impacts identified at the following locations:
- 19 □ Harbor Boulevard and 5th Street (see also MM TC-8),
- Harbor Boulevard and 1st Street (see also MM TC 9),

- 1 □ Harbor Boulevard and 7th Street (See also MM TC-10),
- 2 □ Harbor Boulevard and O’Farrell Street (see also MM TC-12), and
- 3 □ Harbor Boulevard and 3rd Street (see also MM TC-13).
- 4 ■ Mitigation Measure MM TC-8, when combined with Mitigation Measure
- 5 MM TC-6, would fully mitigate the identified impacts at Harbor Boulevard and
- 6 5th Street.
- 7 ■ Mitigation Measure MM TC-9, when combined with Mitigation Measure
- 8 MM TC-6, would fully mitigate the identified impact at Harbor Boulevard and 1st
- 9 Street.
- 10 ■ Mitigation Measure MM TC-10, when combined with Mitigation Measure
- 11 MM TC-6, would partially mitigate impacts identified at Harbor Boulevard and
- 12 7th Street. No feasible measures could be identified to address the impact at this
- 13 location during the weekday PM peak hour in 2037.
- 14 ■ Mitigation Measure MM TC-12, combined with MM TC-6, would fully mitigate
- 15 all identified impacts at Harbor Boulevard and O’Farrell Street.
- 16 ■ Mitigation Measure MM TC-13, combined with MM TC-6, would fully mitigate
- 17 all identified impacts at Harbor Boulevard and 3rd Street.

18 **NEPA Impact Determination**

19 To determine whether significant impacts would occur at the study intersections
 20 under NEPA, the cumulative plus Alternative 1 operating conditions were compared
 21 to the NEPA baseline operating conditions. Table 3.11-17 summarizes the locations
 22 at which significant impacts are identified under NEPA without implementation of
 23 mitigation measures. Alternative 1 is expected to result in significant traffic impacts
 24 at six intersections by 2015 and at nine intersections in 2037 during one or more peak
 25 hours.

26 **Table 3.11-16. Significant Impacts at Intersections under NEPA without Mitigation—Alternative 1**

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
21. Harbor Boulevard/Miner Street/Crescent Avenue	C (0.770)	D (0.888)		D (0.887)	E (0.999)	C (0.793)
22. Harbor Boulevard/7 th Street		C (0.738)			D (0.829)	
24. Harbor Boulevard/5 th Street						C (0.710)
25. Harbor Boulevard/1 st Street	C (0.742)			E (0.908)		E (0.904)
26. Harbor Boulevard/Swinford Street/ SR-47 eastbound ramps				F (1.080)		

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
27. Harbor Boulevard/SR-47 westbound on-ramp				C (0.781)		
28. Harbor Boulevard/Gulch Road		D (0.842)			E (0.946)	C (0.746)
29. Harbor Boulevard/O'Farrell Street			C (0.795)		F (1.025)	E (0.904)
30. Harbor Boulevard/3 rd Street	C (0.722)		E (0.904)	D (0.823)	E (0.925)	E (0.994)

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

1

2 The intersections identified in Table 3.11-17 are projected to exceed the LOS
3 thresholds defined under NEPA, as described in Section 3.11.4.1, "Methodology."
4 Thus, without mitigation, operational impacts on vehicle traffic would be significant
5 under NEPA.

6 Mitigation Measures

7 Implement Mitigation Measures MM TC-6, MM TC-9, MM TC-10, MM TC-12, and
8 MM TC-13 by 2015.

9 Implement Mitigation Measures MM TC-8 and MM TC-11 by 2037.

10 Residual Impacts

11 The recommended mitigation measures would fully mitigate impacts identified at
12 four of the six intersections in 2015 and five of the nine intersections in 2037 to less-
13 than-significant levels. For the remaining locations, no feasible measures were
14 identified that would fully mitigate the impact to less-than-significant levels for all
15 analysis periods due to existing physical constraints at those locations. This includes
16 three intersections (Harbor Boulevard/Miner Street and Crescent Avenue; Harbor
17 Boulevard and SR-47 westbound ramps; and Harbor Boulevard and Gulch Road)
18 where no feasible measures were identified. Table 3.11-18 summarizes the locations
19 and scenarios at which residual significant impacts are expected to remain after
20 implementation of all recommended mitigation measures.

21 Similar to the residual impact discussion for CEQA, implementation of Mitigation
22 Measure TC-6 and portions of Mitigation Measures TC-7, TC-8, TC-9, TC-12 and
23 TC-13 (involving configuring Harbor Boulevard to provide three lanes both
24 northbound and southbound) have been identified to reduce congestion and increase
25 levels of service for this alternative under NEPA. While these mitigation measures
26 are available to the LAHD, the LAHD may decide not to adopt Mitigation Measure

1 TC-6 and portions of Mitigation Measures TC-7, TC-8, TC-9, TC-12 and TC-13
 2 (involving configuring Harbor Boulevard to provide three lanes both northbound and
 3 southbound) because the provision of three lanes both northbound and southbound on
 4 Harbor Boulevard would increase speeds along Harbor Boulevard and would not
 5 contribute to a pedestrian-friendly environment along Harbor Boulevard. Should the
 6 LAHD decide not to adopt these mitigation measures, the resulting congestion and
 7 the levels of service would be worse than what is presented below.

8 **Table 3.11-17. Significant Residual Impacts at Intersections under NEPA—Alternative 1**

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
21. Harbor Boulevard/Miner Street/Crescent Avenue	C (0.770)	D (0.888)		D (0.887)	E (0.999)	C (0.793)
22. Harbor Boulevard/7 th Street					C (0.732)	
27. Harbor Boulevard/SR-47 westbound on-ramp				C (0.781)		
28. Harbor Boulevard/Gulch Road		D (0.842)			E (0.946)	C (0.746)
Notes: ¹ LOS (V/C) information is provided only in the years/analysis periods in which a significant residual impact has been identified.						

9
 10 Following is a description of the effectiveness of each proposed intersection
 11 mitigation measure.

- 12 ■ Mitigation Measure MM TC-6, combined with additional measures, would
 13 mitigate impacts identified at the following locations:
 - 14 □ Harbor Boulevard and 5th Street (see also MM TC-8),
 - 15 □ Harbor Boulevard and 1st Street (see also MM TC 9),
 - 16 □ Harbor Boulevard and 7th Street (see also MM TC-10),
 - 17 □ Harbor Boulevard and O’Farrell Street (see also MM TC-12), and
 - 18 □ Harbor Boulevard and 3rd Street (see also MM TC-13).
- 19 ■ Mitigation Measure MM TC-8, when combined with Mitigation Measure
 20 MM TC-6, would partially mitigate the identified impact at Harbor Boulevard
 21 and 5th Street. No feasible measures could be identified to mitigate the impact at
 22 this location during the weekend midday peak hour in 2037.
- 23 ■ Mitigation Measure MM TC-9, when combined with Mitigation Measure
 24 MM TC-6, would fully mitigate the identified impact at Harbor Boulevard and
 25 1st Street.

- Mitigation Measure MM TC-10, combined with MM TC-6, would partially mitigate impacts identified at Harbor Boulevard and 7th Street. No feasible measures could be identified to address the impact at this location during the weekday PM peak hour in 2037.
- Mitigation Measure MM TC-11 would partially mitigate the identified impacts. No feasible measures could be identified to address the impact at Harbor Boulevard and Swinford Street/SR-47 Eastbound Ramps during the weekday AM peak hour or weekend midday peak hour in 2037.
- Mitigation Measure MM TC-12, combined with Mitigation Measure MM TC-6, would fully mitigate all identified impacts at Harbor Boulevard and O’Farrell Street.
- Mitigation Measure MM TC-13, combined with Mitigation Measure MM TC-6, would fully mitigate all identified impacts at Harbor Boulevard and 3rd Street.

Impact TC-2b: Alternative 1 operations would increase traffic volumes and degrade LOS along neighborhood streets within the proposed project vicinity.

Alternative 1 would increase the number of people traveling to and from the San Pedro Waterfront area. The resulting increase in traffic volumes would degrade LOS on the surrounding neighborhood roadways. Table 3.11-19 summarizes the LOS expected to result from Alternative 1 at the two analysis neighborhood roadways, as compared to CEQA and NEPA baseline conditions.

Table 3.11-18. Neighborhood Street Impact Assessment—Alternative 1

<i>Street Segment</i>	<i>Year</i>	<i>NEPA Baseline</i>	<i>CEQA Baseline</i>	<i>Project Only</i>	<i>Future with Project</i>	<i>NEPA Increase %</i>	<i>CEQA Increase %</i>	<i>Impact Threshold</i>	<i>NEPA Impact</i>	<i>CEQA Impact</i>
Santa Cruz Street between Grand and Pacific	2015	1,927	1,857	72	1,929	0%	4%	12%	No	No
	2037	1,999	1,929	79	2,008	0%	4%	10%	No	No
West 17 th Street between Centre and Palos Verdes	2015	1,952	1,788	227	2,015	3%	13%	10%	No	Yes
	2037	2,036	1,872	250	2,122	4%	13%	10%	No	Yes

CEQA Impact Determination

To determine whether significant impacts would occur at the analysis street segments under CEQA, the cumulative plus Alternative 1 operating conditions were compared

1 to the CEQA baseline operating conditions. Table 3.11-19 indicates that under
2 projected 2037 conditions, increases in traffic on the neighborhood streets due to
3 Alternative 1 would exceed CEQA thresholds for the West 17th Street segment. This
4 would be a significant operational impact.

5 Mitigation Measures

6 No feasible mitigation is identified to address the traffic impacts on West 17th Street
7 between Centre and Palos Verdes under 2015 and 2037 conditions. Short of the
8 permanent closure of the affected street segment, which would not be acceptable
9 since it serves adjacent land uses and carries substantial traffic volumes, no
10 mitigation measures exist that would fully eliminate the addition of significant or
11 adverse traffic volumes to this segment of West 17th Street.

12 Residual Impacts

13 Impacts would be significant and unavoidable.

14 **NEPA Impact Determination**

15 To determine whether significant impacts would occur at the analysis street segments
16 under NEPA, the cumulative plus Alternative 1 operating conditions were compared
17 to the NEPA baseline operating conditions. Table 3.11-19 indicates that projected
18 increases in traffic on the neighborhood streets due to Alternative 1 would not exceed
19 NEPA thresholds. Therefore, operational impacts on neighborhood street operations
20 would be less than significant under NEPA.

21 Mitigation Measures

22 No mitigation is required.

23 Residual Impacts

24 Impacts would be less than significant.

25 **Impact TC-2c: Alternative 1 operations would not increase** 26 **traffic volumes and degrade operations on CMP facilities** 27 **within the proposed project vicinity.**

28 Alternative 1 would increase the number of people traveling to and from the San
29 Pedro Waterfront area. The resulting demand would increase traffic volumes and
30 degrade operations on the regional CMP facilities. Detailed projections of traffic
31 volumes and V/Cs under baseline and Alternative 1 conditions are provided in Tables
32 46 and 47 of the traffic study in Appendix M.

CEQA Impact Determination

The projected volumes on the CMP freeway facilities, as compared to thresholds defined under the CMP, are summarized in Table 3.11-20.

To determine whether significant impacts would occur on the CMP freeway facilities under CEQA, the difference in V/C between cumulative-plus-project operating conditions and the no-project operating conditions were compared to the CMP thresholds. Table 3.11-20 indicates that, under projected 2015 and 2037 conditions, most of the CMP facility locations would operate at LOS E or better. It also shows that at the locations projected to operate at LOS F the project would result in a V/C change of less than 0.02. Thus, operational impacts would be less than significant under CEQA.

Table 3.11-19. CMP Facility Impact Assessment under CEQA—Alternative 1

CMP Monitoring Station	Peak Hour	Northbound/Westbound				Southbound/Eastbound			
		Baseline		Change Due to Project		Baseline		Change Due to Project	
		V/C	LOS	V/C change	Significant Impact?	V/C	LOS	V/C change	Significant Impact?
<i>2015</i>									
I-110 south of C Street	AM	0.56	C	0.01	No	0.41	B	0.03	No
	PM	0.39	B	0.04	No	0.53	B	0.03	No
I-110 at Manchester Boulevard	AM	0.84	D	0.00	No	1.06	F	0.00	No
	PM	1.01	F	0.00	No	1.15	F	0.00	No
I-405 south of I-110 at Carson scales	AM	0.97	E	0.00	No	0.84	D	0.00	No
	PM	0.83	D	0.01	No	0.93	D	0.01	No
I-405 north of Inglewood Boulevard	AM	0.92	D	0.00	No	0.71	C	0.01	No
	PM	0.82	D	0.01	No	1.02	F	0.01	No
<i>2037</i>									
I-110 south of C Street	AM	0.63	C	0.02	No	0.46	B	0.04	No
	PM	0.44	B	0.04	No	0.60	C	0.03	No
I-110 at Manchester Boulevard	AM	0.96	E	0.00	No	1.20	F	0.01	No
	PM	1.14	F	0.01	No	1.30	F	0.01	No
I-405 south of I-110 at Carson scales	AM	1.10	F	0.00	No	0.95	E	0.00	No
	PM	0.95	E	0.00	No	1.06	F	0.00	No
I-405 north of Inglewood Boulevard	AM	1.04	F	0.01	No	0.81	D	0.01	No
	PM	0.93	D	0.01	No	1.16	F	0.01	No

1 Mitigation Measures

2 No mitigation is required.

3 Residual Impacts

4 Impacts would be less than significant.

5 **NEPA Impact Determination**

6 Impacts would be less than significant, as discussed for the CEQA impact
7 determination.

8 Mitigation Measures

9 No mitigation is required.

10 Residual Impacts

11 Impacts would be less than significant.

12 **Impact TC-3: Alternative 1 operations would not cause**
13 **increases in demand for transit service beyond the supply of**
14 **such services.**

15 Analysis presented in the traffic study indicates that Alternative 1's transit demand
16 would be less than that expected for the proposed Project because the proposed
17 Project represents the "worst-case" scenario in the number of trips generated as a
18 result of commercial, recreation, cultural, and business activity, due to only one
19 Outer Harbor Cruise Terminal and berth. Other proposed project components would
20 result in similar transit demands as for the proposed Project.

21 **CEQA Impact Determination**

22 Since no significant impact is identified under the proposed Project, the lower transit
23 demand that would be expected under Alternative 1 would also be less than
24 significant.

25 Mitigation Measures

26 No mitigation is required.

27 Residual Impacts

28 Impacts would be less than significant.

1 **NEPA Impact Determination**

2 Since no significant impact is identified under the proposed Project, the lower transit
 3 demand that would be expected under Alternative 1 would also be less than
 4 significant.

5 Mitigation Measures

6 No mitigation is required.

7 Residual Impacts

8 Impacts would be less than significant.

9 **Impact TC-4: Alternative 1 operations would not result in a**
 10 **violation of the City’s adopted parking policies and parking**
 11 **demand would not exceed supply.**

12 Alternative 1 would increase parking demand at the waterfront facilities.
 13 Table 3.11-21 summarizes the impact assessment, which compares the proposed
 14 parking supply to the demand generated by Alternative 1, and also to requirements
 15 set forth in the City of Los Angeles Municipal Code. More detailed information on
 16 parking projections for Alternative 1 is provided in Table 57 of the traffic study in
 17 Appendix M.

18 **Table 3.11-20.** Parking Assessment—Alternative 1

<i>Proposed Parking Supply</i>	<i>Code Requirements</i>		<i>2015 Projected Demand</i>		<i>2037 Projected Demand</i>	
	<i>Spaces Required</i>	<i>Accommodated by proposed supply?</i>	<i>Spaces Required</i>	<i>Accommodated by proposed supply?</i>	<i>Spaces Required</i>	<i>Accommodated by proposed supply?</i>
8,027	3,196	Yes	7,597	Yes	8,728	No

19
 20 Table 3.11-21 shows that parking supply for Alternative 1 would exceed code
 21 requirements, as well as projected parking demand through 2015 and 2037. The
 22 shortfall is the result of the projected increase in the amount of parking needed to
 23 support the anticipated level of activity at the cruise terminals.

24 The Waterfront Red Car alignment is the same under this alternative as it is for the
 25 proposed Project and could result in loss of available parking.

26 **CEQA Impact Determination**

27 Based on the discussion presented above, 2037 parking demand would exceed
 28 supply, resulting in a significant impact under CEQA. In addition, the loss of parking

1 resulting from reconfiguration of the parking lots to accommodate the Waterfront
2 Red Car extension would be significant.

3 Mitigation Measures

4 Implement Mitigation Measures MM TC-15a, MM TC-15b, or MM TC-15c.

5 **MM TC-27. Increase capacity of parking supply associated with cruise**
6 **terminals.** To provide secure, dedicated parking for the cruise terminals, increase
7 the size of the parking structures serving the cruise terminals by 701 spaces.

8 Residual Impacts

9 Impacts would be less than significant.

10 **NEPA Impact Determination**

11 The expansion of the Waterfront Red Car Line would also occur under baseline
12 NEPA conditions; therefore conditions under Alternative 1 would be identical to
13 conditions under the NEPA baseline. Operational impacts to parking would not
14 occur under NEPA.

15 Mitigation Measures

16 No mitigation is required.

17 Residual Impacts

18 No impacts would occur.

19 **Impact TC-5a: The alignment of the Waterfront Red Car**
20 **expansion for Alternative 1 would not increase potential**
21 **conflict with vehicles at cross streets.**

22 The Waterfront Red Car alignment would be the same for Alternative 1 as it is for the
23 proposed Project.

24 **CEQA Impact Determination**

25 Vehicular and pedestrian safety hazards associated with the Waterfront Red Car
26 expansion at cross street locations under Alternative 1 are the same as those
27 identified for the proposed Project and would be significant under CEQA.

28 Mitigation Measures

29 Implement Mitigation Measures MM TC-16, MM TC-17, MM TC-18, MM TC-19-a
30 or MM TC-19-b, and MM TC-20, plus the following additional measure.

1 **MM TC-28. Signalize the proposed intersection of Crescent Avenue/Sampson**
2 **Way and the reconfigured intersection of Signal Street/Sampson Way.**

3 Residual Impacts

4 Impacts would be less than significant.

5 **NEPA Impact Determination**

6 The expansion of the Waterfront Red Car Line would also occur under baseline
7 NEPA conditions; therefore, conditions under Alternative 1 would be identical to
8 conditions under the NEPA baseline. Thus, no impact is identified under NEPA.

9 Mitigation Measures

10 No mitigation is required.

11 Residual Impacts

12 No impacts would occur.

13 **Impact TC-5b: The alignment of the Waterfront Red Car**
14 **expansion for Alternative 1 would not increase potential**
15 **conflict at track crossovers where the rail would transition**
16 **between center-running and side-running.**

17 The Waterfront Red Car alignment would be the same for Alternative 1 as it is for the
18 proposed Project.

19 **CEQA Impact Determination**

20 Vehicular and pedestrian safety hazards associated with the Waterfront Red Car
21 expansion at track crossover locations under Alternative 1 are the same as those
22 identified for the proposed Project and would be significant under CEQA.

23 Mitigation Measures

24 Implement Mitigation Measures MM TC-22 and MM TC-23.

25 Residual Impacts

26 Impacts would be less than significant.

1 **NEPA Impact Determination**

2 The expansion of the Waterfront Red Car Line would also occur under baseline
3 NEPA conditions; therefore, conditions under Alternative 1 would be identical to
4 conditions under the NEPA baseline. Thus, no impact is identified under NEPA.

5 Mitigation Measures

6 No mitigation is required.

7 Residual Impacts

8 No impacts would occur.

9 **Impact TC-5c: The Waterfront Red Car expansion for**
10 **Alternative 1 would not result in increased pedestrian**
11 **conflicts at stations.**

12 The Waterfront Red Car alignment would be the same for Alternative 1 as it is for the
13 proposed Project.

14 **CEQA Impact Determination**

15 Increased pedestrian conflict points resulting from the Waterfront Red Car expansion
16 would be the same as those identified for the proposed Project and would be
17 significant.

18 Mitigation Measures

19 Implement Mitigation Measures TC-24, TC-25, and TC-26.

20 Residual Impacts

21 Impacts would be less than significant.

22 **NEPA Impact Determination**

23 The expansion of the Waterfront Red Car Line would also occur under baseline
24 NEPA conditions; therefore, conditions under Alternative 1 would be identical to
25 conditions under the NEPA baseline. Thus, no impact is identified under NEPA.

26 Mitigation Measures

27 No mitigation is required.

28 Residual Impacts

29 No impacts would occur.

3.11.4.3.3 Alternative 2—Alternative Development Scenario 2

Impact TC-1: Construction of Alternative 2 would not result in a short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.

Similar types of construction impacts are expected for Alternative 2 as those described for the proposed Project, though they could be greater in intensity near the Outer Harbor, Harbor Boulevard, and Shoshonean Road, where more construction is planned. Alternative 2 involves two cruise terminals in the Outer Harbor and construction of the waterfront promenade on Shoshonean Road. See Chapter 2, “Project Description,” for detailed descriptions of the construction activities and planned phasing of the elements associated with Alternative 2.

CEQA Impact Determination

The impact of construction-generated traffic on vehicular and nonmotorized travel is the same as the impact described under the proposed Project and is considered significant under CEQA.

Mitigation Measures

Implement Mitigation Measure MM TC-1.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

The impact of construction-generated traffic on vehicular and nonmotorized travel is the same as the impact described under the proposed Project and is considered significant under NEPA.

Mitigation Measures

Implement Mitigation Measure MM TC-1.

Residual Impacts

Impacts would be less than significant.

Impact TC-2a: Alternative 2 operations would increase traffic volumes and degrade LOS at intersections within the proposed project vicinity.

Alternative 2 would increase the number of people traveling to and from the San Pedro Waterfront area. The resulting increase in traffic volumes on the surrounding roadways would in turn degrade intersection operations. The projected LOS at intersections within the vicinity, as compared to CEQA and NEPA baseline conditions, are summarized in Table 27 (2015 conditions) and Table 28 (2037 conditions) of the traffic study in Appendix M.

CEQA Impact Determination

To determine whether significant impacts would occur at the study intersections under CEQA, the cumulative plus Alternative 2 operating conditions were compared to the CEQA baseline operating conditions. Table 3.11-22 summarizes the locations at which significant impacts are identified under CEQA without implementation of mitigation measures. Alternative 2 is expected to result in significant traffic impacts at 12 intersections by 2015 and at 17 intersections by 2037, during one or more peak hours.

Table 3.11-21. Significant Impacts at Intersections under CEQA without Mitigation—Alternative 2

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
5. Gaffey Street/9 th Street			C (0.733)	E (0.915)	E (0.925)	D (0.840)
6. Gaffey Street/7 th Street				D (0.897)		D (0.808)
7. Gaffey Street/6 th Street	E (0.923)		D (0.834)	F (1.047)	E (0.958)	E (0.947)
8. Gaffey Street/5 th Street	E (0.959)			F (1.096)		D (0.849)
9. Gaffey Street/1 st Street	F (1.194)		E (0.945)	F (1.387)	F (1.081)	F (1.082)
20. Miner Street/22 nd Street						C (0.785)
21. Harbor Boulevard/Miner Street/Crescent Avenue	D (0.863)	E (0.919)	D (0.859)	F (1.026)	F (1.048)	F (1.053)
22. Harbor Boulevard/7 th Street	C (0.708)	C (0.768)	C (0.763)	D (0.884)	D (0.875)	E (0.908)
23. Harbor Boulevard/6 th Street						C (0.776)

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
24. Harbor Boulevard/5 th Street		D (0.813)	C (0.735)	C (0.725)	E (0.916)	D (0.866)
25. Harbor Boulevard/1 st Street	D (0.802)		D (0.838)	E (0.999)	C (0.787)	F (1.005)
26. Harbor Boulevard/Swinford Street/SR-47 eastbound ramps	E (0.902)			F (1.151)	C (0.728)	
27. Harbor Boulevard/SR-47 westbound on-ramp				D (0.882)		C (0.775)
28. Harbor Boulevard/Gulch Road		D (0.874)	D (0.818)		E (0.998)	F (1.007)
29. Harbor Boulevard/O'Farrell Street	C (0.714)	E (0.937)	D (0.894)	D (0.853)	F (1.054)	F (1.052)
30. Harbor Boulevard/3 rd Street	D (0.828)	D (0.873)	F (1.028)	E (0.982)	E (0.962)	F (1.179)
34. Gaffey Street /13 th Street				E (0.975)		
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						

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The intersections identified in Table 3.11-22 are projected to exceed the LOS thresholds defined under CEQA, as described in the methodology section of this section. Thus, without mitigation, operational impacts on vehicle traffic would be significant under CEQA.

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Mitigation Measures

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Implement Mitigation Measures MM TC-2 through MM TC-4, MM TC-6, and MM TC-8 through MM TC-13 by 2015.

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Implement Mitigation Measures MM TC-5, MM TC-7, and MM TC-14 by 2037.

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Residual Impacts

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The recommended mitigation measures would fully mitigate impacts identified at eight of the 12 intersections in 2015 and six of the 17 intersections in 2037 to less-than-significant levels. For the remaining locations, no feasible measures were identified that would fully mitigate impacts to less-than-significant levels for all analysis periods due to existing physical constraints at those locations. This includes four intersections (Gaffey Street and 1st Street; Harbor Boulevard/Miner Street and Crescent Avenue; Harbor Boulevard and SR-47 westbound ramps; and Harbor

1 Boulevard and Gulch Road) where no feasible measures were identified.
 2 Table 3.11-23 summarizes the locations and scenarios at which residual significant
 3 impacts are expected to remain after implementation of all recommended mitigation
 4 measures.

5 Additionally, as stated for the proposed project, implementation of Mitigation
 6 Measure TC-6 and portions of Mitigation Measures TC-7, TC-8, TC-9, TC-12 and
 7 TC-13 (involving configuring Harbor Boulevard to provide three lanes both
 8 northbound and southbound) have been identified to reduce congestion and increase
 9 levels of service for this alternative. While these mitigation measures are available to
 10 the LAHD, the LAHD may decide not to adopt Mitigation Measure TC-6 and
 11 portions of Mitigation Measures TC-7, TC-8, TC-9, TC-12 and TC-13 (involving
 12 configuring Harbor Boulevard to provide three lanes both northbound and
 13 southbound) because the provision of three lanes both northbound and southbound on
 14 Harbor Boulevard would increase speeds along Harbor Boulevard and would not
 15 contribute to a pedestrian-friendly environment along Harbor Boulevard. Should the
 16 LAHD decide not to adopt these mitigation measures, the resulting congestion and
 17 the levels of service would be worse than what is presented below.

18 **Table 3.11-22. Significant Residual Impacts at Intersections under CEQA—Alternative 2**

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
5. Gaffey Street/9 th Street			C (0.733)	E (0.915)		D (0.840)
6. Gaffey Street/7 th Street						D (0.808)
8. Gaffey Street/5 th Street						D (0.849)
9. Gaffey Street/1 st Street	F (1.194)		E (0.945)	F (1.387)	F (1.081)	F (1.082)
21. Harbor Boulevard/Miner Street/Crescent Avenue	D (0.863)	E (0.919)	D (0.859)	F (1.026)	F (1.048)	F (1.053)
22. Harbor Boulevard/7 th Street				C (0.787)	C (0.778)	D (0.827)
23. Harbor Boulevard/6 th Street						C (0.724)
24. Harbor Boulevard/5 th Street				C (0.725)		C (0.741)
25. Harbor Boulevard/1 st Street				C (0.724)		C (0.706)
27. Harbor Boulevard/SR-47 westbound on-ramp				D (0.882)		C (0.775)

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
28. Harbor Boulevard/Gulch Road		D (0.874)	D (0.818)		E (0.998)	F (1.007)
Notes: ¹ LOS (V/C) information is provided only in the years/analysis periods in which a significant residual impact has been identified.						

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Following is a description of the effectiveness of each proposed intersection mitigation measure.

- Mitigation Measure MM TC-2 would mitigate all identified impacts, except during the weekend midday peak hour in 2037, identified at the following locations:
 - Gaffey Street and 7th Street, and
 - Gaffey Street and 5th Street.
- Mitigation Measure MM TC-3, when combined with Mitigation Measure MM TC-2, would fully mitigate the identified impact at Gaffey Street and 9th Street during the weekday PM peak hour in 2037. No feasible measures could be identified to mitigate the impact at this location during the weekday AM peak hour in 2037 or the weekend midday peak hour in 2015 or 2037.
- Mitigation Measure MM TC-4, when combined with Mitigation Measure MM TC-2, would fully mitigate the impacts identified at Gaffey Street and 6th Street.
- Mitigation Measure MM TC-5 would fully mitigate the identified impact at Miner Street and 22nd Street.
- Mitigation Measure MM TC-6, combined with additional measures, would mitigate impacts identified at the following locations:
 - Harbor Boulevard and 6th Street (see also MM TC-7),
 - Harbor Boulevard and 5th Street (see also MM TC-8),
 - Harbor Boulevard and 1st Street (see also MM TC 9),
 - Harbor Boulevard and 7th Street (see also MM TC-10),
 - Harbor Boulevard and O’Farrell Street (see also MM TC-12), and
 - Harbor Boulevard and 3rd Street (see also MM TC-13).
- Mitigation Measure MM TC-7, combined with Mitigation Measure MM TC-6, would partially mitigate the identified impact at Harbor Boulevard and 6th Street. No feasible measures could be identified to mitigate the impact at this location during the weekend midday peak hour in 2037.

- 1 ■ Mitigation Measure MM TC-8, combined with Mitigation Measure MM TC-6,
2 would partially mitigate the identified impact at Harbor Boulevard and 5th Street.
3 No feasible measures could be identified to mitigate the impact at this location
4 during the weekday AM peak hour and the weekend midday peak hour in 2037.
- 5 ■ Mitigation Measure MM TC-9, combined with Mitigation Measure MM TC-6,
6 would partially mitigate the identified impact at Harbor Boulevard and 1st Street.
7 No feasible measures could be identified to mitigate the impact at this location
8 during the weekday AM peak hour and the weekend midday peak hour in 2037.
- 9 ■ Mitigation Measure MM TC-10 would partially mitigate the identified impact at
10 the eastbound approach to Harbor Boulevard and 7th Street. No feasible
11 measures could be identified to mitigate the impact at this location during the
12 weekday AM and PM peak hours and the weekend midday peak hour in 2037.
- 13 ■ Mitigation Measure MM TC-11 would fully mitigate the impacts at Harbor
14 Boulevard and Swinford Street/SR-47 eastbound ramps.
- 15 ■ Mitigation Measure MM TC-12, combined with Mitigation Measure MM TC-6,
16 would fully mitigate all identified impacts at Harbor Boulevard and O’Farrell
17 Street.
- 18 ■ Mitigation Measure MM TC-13, combined with MM TC-6, would fully mitigate
19 all identified impacts at Harbor Boulevard and 3rd Street.
- 20 ■ Mitigation Measure TC-14 would fully mitigate the identified impact at Gaffey
21 Street and 13th Street.

22 **NEPA Impact Determination**

23 To determine whether significant impacts would occur at the study intersections
24 under NEPA, the cumulative plus Alternative 2 operating conditions were compared
25 to the NEPA baseline operating conditions. Table 3.11-24 summarizes the locations
26 at which significant impacts are identified under NEPA without implementation of
27 mitigation measures. Alternative 2 is expected to result in significant traffic impacts
28 at ten intersections by 2015 and 16 intersections by 2037 during one or more peak
29 hours.

30 **Table 3.11-23. Significant Impacts at Intersections under NEPA without Mitigation—Alternative 2**

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
5. Gaffey Street/9 th Street				E (0.915)		
7. Gaffey Street/6 th Street	E (0.923)			F (1.047)		D (0.947)
8. Gaffey Street/5 th Street	E (0.959)			F (1.096)		
9. Gaffey Street/1 st Street						F

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
						(1.082)
20. Miner Street/22 nd Street						C (0.785)
21. Harbor Boulevard/Miner Street/Crescent Avenue	D (0.863)	E (0.919)	D (0.859)	F (1.026)	F (1.048)	F (1.053)
22. Harbor Boulevard/7 th Street	C (0.708)	C (0.768)		D (0.884)	D (0.875)	E (0.908)
23. Harbor Boulevard/6 th Street						C (0.776)
24. Harbor Boulevard/5 th Street		D (0.813)	C (0.735)	C (0.725)	E (0.916)	D (0.866)
25. Harbor Boulevard/1 st Street	D (0.802)		D (0.838)	E (0.999)	C (0.787)	F (1.005)
26. Harbor Boulevard/Swinford Street/SR-47 eastbound ramps	E (0.902)			F (1.151)	C (0.728)	F (1.120)
27. Harbor Boulevard/SR-47 westbound on-ramp				D (0.882)		C (0.775)
28. Harbor Boulevard/Gulch Road		D (0.874)	D (0.818)		E (0.998)	F (1.007)
29. Harbor Boulevard/O'Farrell Street	C (0.714)	E (0.937)	D (0.894)	D (0.853)	F (1.054)	F (1.052)
30. Harbor Boulevard/3 rd Street	D (0.828)	D (0.873)	F (1.028)	E (0.982)	E (0.962)	F (1.179)
34. Gaffey Street/13 th Street				E (0.975)		
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.						

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 2 The intersections identified in Table 3.11-24 are projected to exceed the LOS
 3 thresholds defined under NEPA, as described in Section 3.11.4.1, "Methodology."
 4 Thus, without mitigation, operational impacts on vehicle traffic would be significant
 5 under NEPA.

6 **Mitigation Measures**

7 Implement Mitigation Measures MM TC-2, MM TC-4, MM TC-6, and MM TC-8
 8 through MM TC-13 by 2015.

1 Implement Mitigation Measures MM TC-3, MM TC-5, MM TC-7, and MM TC-14
2 by 2037.

3 Residual Impacts

4 The recommended mitigation measures would fully mitigate impacts identified at
5 eight of the 10 intersections in 2015 and seven of the 16 intersections in 2037 to less-
6 than-significant levels. For the remaining locations, no feasible measures were
7 identified that would fully mitigate impacts to less-than-significant levels for all
8 analysis periods, due to existing physical constraints at those locations (i.e., lack of
9 right-of-way and existing development). This includes four intersections (Gaffey
10 Street and 1st Street; Harbor Boulevard/Miner Street and Crescent Avenue; Harbor
11 Boulevard and SR-47 westbound ramps; and Harbor Boulevard and Gulch Road)
12 where no feasible measures were identified. Impacts would be significant and
13 unavoidable. Table 3.11-25 summarizes the locations and scenarios at which residual
14 significant impacts are expected to remain after implementation of all recommended
15 mitigation measures.

16 Similar to the residual impacts under the CEQA analysis above, implementation of
17 Mitigation Measure TC-6 and portions of Mitigation Measures TC-7, TC-8, TC-9,
18 TC-12 and TC-13 (involving configuring Harbor Boulevard to provide three lanes
19 both northbound and southbound) have been identified to reduce congestion and
20 increase levels of service under NEPA. While these mitigation measures are available
21 to the LAHD, the LAHD may decide not to adopt Mitigation Measure TC-6 and
22 portions of Mitigation Measures TC-7, TC-8, TC-9, TC-12 and TC-13 (involving
23 configuring Harbor Boulevard to provide three lanes both northbound and
24 southbound) because the provision of three lanes both northbound and southbound on
25 Harbor Boulevard would increase speeds along Harbor Boulevard and would not
26 contribute to a pedestrian-friendly environment along Harbor Boulevard. Should the
27 LAHD decide not to adopt these mitigation measures, the resulting congestion and
28 the levels of service would be worse than what is presented below.

29 **Table 3.11-24.** Significant Residual Impacts at Intersections under NEPA—Alternative 2

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
5. Gaffey Street/9 th Street				E (0.915)		
9. Gaffey Street/1 st Street						F (1.082)
21. Harbor Boulevard/Miner Street/Crescent Avenue	D (0.863)	E (0.919)	D (0.859)	F (1.026)	F (1.048)	F (1.053)
22. Harbor Boulevard/7 th Street				C (0.787)	C (0.778)	

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
23. Harbor Boulevard/6 th Street						C (0.724)
24. Harbor Boulevard/5 th Street				C (0.725)		C (0.741)
26. Harbor Boulevard/Swinford Street/ SR-47 eastbound ramps				F (1.067)		
27. Harbor Boulevard/SR-47 westbound on-ramp				D (0.882)		C (0.775)
28. Harbor Boulevard/Gulch Road		D (0.874)	D (0.818)		E (0.998)	F (1.007)
Notes: ¹ LOS (V/C) information is provided only in the years/analysis periods in which a significant residual impact has been identified.						

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Following is a description of the effectiveness of each proposed intersection mitigation measure.

- Mitigation Measure MM TC-2 would mitigate all identified impacts at Gaffey Street and 5th Street to less-than-significant levels.
- Mitigation Measure MM TC-3, when combined with Mitigation Measure MM TC-2, would partially mitigate the identified impact at Gaffey Street and 9th Street. No feasible measures could be identified to mitigate the impact at this location during the weekday AM peak hour (2037), which would remain significant and unavoidable.
- Mitigation Measure MM TC-4, when combined with Mitigation Measure MM TC-2, would fully mitigate the impacts identified at Gaffey Street and 6th Street to less-than-significant levels.
- Mitigation Measure MM TC-5 would fully mitigate the identified impact at Miner Street and 22nd Street to less-than-significant levels.
- Mitigation Measure MM TC-6, combined with additional measures, would mitigate impacts identified at the following locations to less-than-significant levels:
 - Harbor Boulevard and 6th Street (see also MM TC-7),
 - Harbor Boulevard and 5th Street (see also MM TC-8),
 - Harbor Boulevard and 1st Street (see also MM TC 9),
 - Harbor Boulevard and 7th Street (see also MM TC-10),
 - Harbor Boulevard and O’Farrell Street (see also MM TC-12), and

1 □ Harbor Boulevard and 3rd Street (see also MM TC-13).

2 ■ Mitigation Measure MM TC-7, when combined with Mitigation Measure
3 MM TC-6, would partially mitigate the identified impact at Harbor Boulevard
4 and 6th Street. No feasible measures could be identified to mitigate the impact at
5 this location during the weekend midday peak hour in 2037 under NEPA, which
6 would remain significant and unavoidable.

7 ■ Mitigation Measure MM TC-8, when combined with Mitigation Measure
8 MM TC-6, would partially mitigate the identified impact at Harbor Boulevard
9 and 5th Street. No feasible measures could be identified to mitigate the impact at
10 this location during the weekday AM peak hour and the weekend midday peak
11 hour in 2037 under NEPA, which would remain significant and unavoidable.

12 ■ Mitigation Measure MM TC-9, when combined with Mitigation Measure
13 MM TC-6, would fully mitigate the identified impact at Harbor Boulevard and
14 1st Street to less-than-significant levels.

15 ■ Mitigation Measure MM TC-10, when combined with Mitigation Measure
16 MM TC-6, would partially mitigate the identified impact at the eastbound
17 approach to Harbor Boulevard and 7th Street. No feasible measures could be
18 identified to mitigate the impact at this location during the weekday AM and PM
19 peak hours in 2037 under NEPA, which would remain significant and
20 unavoidable.

21 ■ Mitigation Measure MM TC-11 would partially mitigate the identified impact at
22 Harbor Boulevard and the Swinford Street/ SR-47 eastbound ramps. No feasible
23 measures could be identified to mitigate the impact at this location during the
24 weekday AM peak hour in 2037 under NEPA, which would remain significant
25 and unavoidable.

26 ■ Mitigation Measure MM TC-12, combined with Mitigation Measure MM TC-6,
27 would fully mitigate all identified impacts at Harbor Boulevard and O'Farrell
28 Street to less-than-significant levels.

29 ■ Mitigation Measure MM TC-13, combined with Mitigation Measure MM TC-6,
30 would fully mitigate all identified impacts at Harbor Boulevard and 3rd Street to
31 less-than-significant levels.

32 ■ Mitigation Measure TC-14 would fully mitigate the identified impact at Gaffey
33 Street and 13th Street to less-than-significant levels.

34 **Impact TC-2b: Alternative 2 operations would increase**
35 **traffic volumes and degrade LOS along neighborhood**
36 **streets within the proposed project vicinity.**

37 Alternative 2 would increase the number of people traveling to and from the San
38 Pedro Waterfront area. The resulting increase in traffic volumes would degrade LOS
39 on the surrounding neighborhood roadways. Table 3.11-26 summarizes the increased
40 traffic volumes expected to result from Alternative 2 at the two analysis
41 neighborhood roadways, as compared to CEQA and NEPA baseline conditions.

1 **Table 3.11-25. Neighborhood Street Impact Assessment—Alternative 2**

<i>Street Segment</i>	<i>Year</i>	<i>NEPA Baseline</i>	<i>CEQA Baseline</i>	<i>Project Only</i>	<i>Future with Project</i>	<i>NEPA Increase</i>	<i>CEQA Increase</i>	<i>Impact Threshold</i>	<i>NEPA Impact</i>	<i>CEQA Impact</i>
Santa Cruz Street between Grand and Pacific	2015	1,927	1,857	84	1,941	1%	5%	12%	No	No
	2037	1,999	1,929	95	2,024	1%	5%	10%	No	No
West 17 th Street between Centre and Palos Verdes	2015	1,952	1,788	265	2,053	5%	15%	10%	No	Yes
	2037	2,036	1,872	300	2,172	7%	16%	10%	No	Yes

Note: Numbers represent ADT.

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CEQA Impact Determination

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To determine whether significant impacts would occur at the analysis street segments under CEQA, the cumulative plus Alternative 2 operating conditions were compared to the CEQA baseline operating conditions. Table 3.11-26 indicates that under projected 2015 and 2037 conditions, increases in traffic on the neighborhood streets due to Alternative 2 would exceed CEQA thresholds for the West 17th Street segment. Thus, a significant operational impact is identified.

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Mitigation Measures

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No feasible mitigation is identified to address the traffic impacts on West 17th Street between Centre and Palos Verdes under 2015 and 2037 conditions. Short of the permanent closure of the affected street segment, which would not be acceptable since 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 West 17th Street.

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Residual Impacts

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Impacts would be significant and unavoidable.

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NEPA Impact Determination

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To determine whether significant impacts would occur at the analysis street segments under NEPA, the cumulative plus Alternative 2 operating conditions were compared to the NEPA baseline operating conditions. Table 3.11-26 indicates that projected increases in traffic on the neighborhood streets due to Alternative 2 would not exceed NEPA thresholds. Therefore, operational impacts on neighborhood street operations would be less than significant under NEPA.

1 Mitigation Measures

2 No mitigation is required.

3 Residual Impacts

4 Impacts would be less than significant.

5 **Impact TC-2c: Alternative 2 operations would not increase**
 6 **traffic volumes and degrade operations on CMP facilities**
 7 **within the proposed project vicinity.**

8 Alternative 2 would increase the number of people traveling to and from the San
 9 Pedro Waterfront area. The resulting demand would increase traffic volumes and
 10 degrade operations on the regional CMP facilities. Detailed projections of traffic
 11 volumes and V/Cs under baseline and Alternative 2 conditions are provided in Tables
 12 48 and 49 of the traffic study in Appendix M.

13 **CEQA Impact Determination**

14 The projected volumes on the CMP freeway facilities, as compared to thresholds
 15 defined under the CMP, are summarized in Table 3.11-27.

16 To determine whether significant impacts would occur on the CMP freeway facilities
 17 under CEQA, the difference in V/C between cumulative-plus-project operating
 18 conditions and the no-project operating conditions were compared to the CMP
 19 thresholds. Table 3.11-27 indicates that, under projected 2015 and 2037 conditions,
 20 most of the CMP facility locations would operate at LOS E or better. It also shows
 21 that at the locations projected to operate at LOS F the project would result in a V/C
 22 change of less than 0.02. Thus, operational impacts would be less than significant
 23 under CEQA.

24 **Table 3.11-26.** CMP Facility Impact Assessment under CEQA—Alternative 2

CMP Monitoring Station	Peak Hour	Northbound/Westbound				Southbound/Eastbound			
		Baseline		Change Due to Project		Baseline		Change due to Project	
		V/C	LOS	V/C change	Significant Impact?	V/C	LOS	V/C change	Significant Impact?
2015									
I-110 south of C Street	AM	0.56	C	0.03	No	0.41	B	0.04	No
	PM	0.39	B	0.04	No	0.53	B	0.03	No
I-110 at Manchester Boulevard	AM	0.84	D	0.01	No	1.06	F	0.01	No
	PM	1.01	F	0.00	No	1.15	F	0.00	No
I-405 south of I-110	AM	0.97	E	0.00	No	0.84	D	0.00	No

CMP Monitoring Station	Peak Hour	Northbound/Westbound				Southbound/Eastbound			
		Baseline		Change Due to Project		Baseline		Change due to Project	
		V/C	LOS	V/C change	Significant Impact?	V/C	LOS	V/C change	Significant Impact?
at Carson Scales	PM	0.83	D	0.01	No	0.93	D	0.01	No
I-405, north of Inglewood Boulevard	AM	0.92	D	0.01	No	0.71	C	0.01	No
	PM	0.82	D	0.01	No	1.02	F	0.01	No
<i>2037</i>									
I-110 south of C Street	AM	0.63	C	0.05	No	0.46	B	0.05	No
	PM	0.44	B	0.05	No	0.60	C	0.04	No
I-110 at Manchester Boulevard	AM	0.96	E	0.00	No	1.20	F	0.01	No
	PM	1.14	F	0.01	No	1.30	F	0.01	No
I-405 south of I-110 at Carson Scales	AM	1.10	F	0.00	No	0.95	E	0.00	No
	PM	0.95	E	0.00	No	1.06	F	0.00	No
I-405 north of Inglewood Boulevard	AM	1.04	F	0.01	No	0.81	D	0.01	No
	PM	0.93	D	0.01	No	1.16	F	0.01	No

1

2

Mitigation Measures

3

No mitigation is required.

4

Residual Impacts

5

Impacts would be less than significant.

6

NEPA Impact Determination

7

Impacts would be less than significant, as discussed for the CEQA impact determination.

8

9

Mitigation Measures

10

No mitigation is required.

11

Residual Impacts

12

Impacts would be less than significant.

1 **Impact TC-3: Alternative 2 operations would not cause**
2 **increases in demand for transit service beyond the supply of**
3 **such services.**

4 Analysis presented in the traffic study indicates that Alternative 2's transit demand
5 would be less than that expected for the proposed Project because the proposed
6 Project represents the "worst-case" scenario in the number of trips generated as a
7 result of commercial, recreation, cultural, and business activity.

8 **CEQA Impact Determination**

9 Since no significant impact is identified under the proposed Project, the lower
10 demand that would be expected under Alternative 2 would also be less than
11 significant.

12 Mitigation Measures

13 No mitigation is required.

14 Residual Impacts

15 Impacts would be less than significant.

16 **NEPA Impact Determination**

17 Since no significant impact is identified under the proposed Project, the lower
18 demand that would be expected under Alternative 2 would also be less than
19 significant.

20 Mitigation Measures

21 No mitigation is required.

22 Residual Impacts

23 Impacts would be less than significant.

24 **Impact TC-4: Alternative 2 operations would not result in a**
25 **violation of the City's adopted parking policies and parking**
26 **demand would not exceed supply.**

27 Alternative 2 would increase parking demand at the waterfront facilities.
28 Table 3.11-28 summarizes the impact assessment, which compares the proposed
29 parking supply to the demand for Alternative 2, and also to requirements set forth in
30 the City of Los Angeles Municipal Code. More detailed information on parking
31 projections for Alternative 2 is provided in Table 58 of the traffic study in
32 Appendix M.

1 **Table 3.11-27. Parking Assessment—Alternative 2**

<i>Proposed Parking Supply</i>	<i>Code Requirements</i>		<i>2015 Projected Demand</i>		<i>2037 Projected Demand</i>	
	<i>Spaces Required</i>	<i>Accommodated by proposed supply?</i>	<i>Spaces Required</i>	<i>Accommodated by proposed supply?</i>	<i>Spaces Required</i>	<i>Accommodated by proposed supply?</i>
9,076	2,996	Yes	7,719	Yes	8,997	Yes

2

3

4

5

Table 3.11-28 shows that parking supply for Alternative 2 would exceed code requirements, as well as projected parking demand through 2015 and 2037. Impacts of Alternative 2 to parking would be less than significant.

6

7

The Waterfront Red Car alignment is the same under this alternative as it is for the proposed Project and could result in loss of available parking.

8

CEQA Impact Determination

9

10

As for the proposed Project, the loss of parking resulting from reconfiguration of the parking lots to accommodate the Waterfront Red Car extension would be significant.

11

Mitigation Measures

12

Implement Mitigation Measures MM TC-15a, MM TC-15b, or MM TC-15c.

13

Residual Impacts

14

Impacts would be less than significant.

15

NEPA Impact Determination

16

17

18

19

The expansion of the Waterfront Red Car Line would also occur under baseline NEPA conditions; therefore conditions under Alternative 2 would be identical to conditions under the NEPA baseline. Operational impacts to parking would not occur under NEPA.

20

Mitigation Measures

21

No mitigation is required.

22

Residual Impacts

23

No impacts would occur.

1 **Impact TC-5a: The alignment of the Waterfront Red Car**
2 **expansion for Alternative 2 would not increase potential**
3 **conflict with vehicles at cross streets.**

4 The Waterfront Red Car alignment would be the same for Alternative 2 as it is for the
5 proposed Project.

6 **CEQA Impact Determination**

7 Vehicular and pedestrian safety hazards associated with the Waterfront Red Car
8 expansion at cross street locations under Alternative 2 are the same as those
9 identified for the proposed Project and would be significant under CEQA.

10 Mitigation Measures

11 Implement Mitigation Measures MM TC-16, MM TC-17, MM TC-18, MM TC-19-a
12 or MM TC-19-b, MM TC-20, MM TC-21, and MM TC-27.

13 Residual Impacts

14 Impacts would be less than significant.

15 **NEPA Impact Determination**

16 The expansion of the Waterfront Red Car Line would also occur under baseline
17 NEPA conditions; therefore, conditions under Alternative 2 would be identical to
18 conditions under the NEPA baseline. Thus, no impact is identified under NEPA.

19 Mitigation Measures

20 No mitigation is required.

21 Residual Impacts

22 No impacts would occur.

23 **Impact TC-5b: The alignment of the Waterfront Red Car**
24 **expansion for Alternative 2 would not increase potential**
25 **conflict at track crossovers where the rail would transition**
26 **between center-running and side-running.**

27 The Waterfront Red Car alignment would be the same for Alternative 2 as it is for the
28 proposed Project.

1 **CEQA Impact Determination**

2 Vehicular and pedestrian safety hazards associated with the Waterfront Red Car
3 expansion at track crossover locations under Alternative 2 are the same as those
4 identified for the proposed Project and would be significant under CEQA.

5 Mitigation Measures

6 Implement Mitigation Measures MM TC-22 and MM TC-23.

7 Residual Impacts

8 Impacts would be less than significant.

9 **NEPA Impact Determination**

10 The expansion of the Waterfront Red Car Line would also occur under baseline
11 NEPA conditions; therefore, conditions under Alternative 2 would be identical to
12 conditions under the NEPA baseline. Thus, no impact is identified under NEPA.

13 Mitigation Measures

14 No mitigation is required.

15 Residual Impacts

16 No impacts would occur.

17 **Impact TC-5c: The Waterfront Red Car expansion for**
18 **Alternative 2 would not result in increased pedestrian**
19 **conflicts at stations.**

20 The Waterfront Red Car alignment would be the same for Alternative 2 as it is for the
21 proposed Project.

22 **CEQA Impact Determination**

23 Increased pedestrian conflict points resulting from the Waterfront Red Car expansion
24 would be the same as those identified for the proposed Project and would be
25 significant.

26 Mitigation Measures

27 Implement Mitigation Measures TC-24, TC-25, and TC-26.

28 Residual Impacts

29 Impacts would be less than significant.

1 **NEPA Impact Determination**

2 The expansion of the Waterfront Red Car Line would also occur under baseline
3 NEPA conditions; therefore, conditions under Alternative 2 would be identical to
4 conditions under the NEPA baseline. Thus, no impact is identified under NEPA.

5 Mitigation Measures

6 No mitigation is required.

7 Residual Impacts

8 No impacts would occur.

9 **3.11.4.3.4 Alternative 3—Alternative Development Scenario 3**
10 **(Reduced Project)**

11 **Impact TC-1: Construction of Alternative 3 would not result**
12 **in a short-term, temporary increase in construction-related**
13 **truck and auto traffic, decreases in roadway capacity, and**
14 **disruption of vehicular and nonmotorized travel.**

15 Similar types of construction impacts are expected for Alternative 3 as those
16 described for the proposed Project, though they would be lower in intensity overall as
17 fewer construction activities are planned. See Chapter 2, “Project Description,” for
18 detailed descriptions of the construction activities and planned phasing of the
19 elements associated with Alternative 3.

20 **CEQA Impact Determination**

21 The impact of construction-generated traffic on vehicular and nonmotorized travel is
22 the same as the impact described under the proposed Project and is considered
23 significant under CEQA.

24 Mitigation Measures

25 Implement Mitigation Measure MM TC-1.

26 Residual Impacts

27 Impacts would be less than significant.

NEPA Impact Determination

The impact of construction-generated traffic on vehicular and nonmotorized travel is the same as the impact described under the proposed Project and is considered significant under NEPA.

Mitigation Measures

Implement Mitigation Measure MM TC-1.

Residual Impacts

Impacts would be less than significant.

Impact TC-2a: Alternative 3 operations would increase traffic volumes and degrade LOS at intersections within the proposed project vicinity.

Alternative 3 would increase the number of people traveling to and from the San Pedro Waterfront area. The resulting increase in traffic volumes on the surrounding roadways would in turn degrade intersection operations. The projected LOS at intersections within the vicinity, as compared to CEQA and NEPA baseline conditions, are summarized in Table 29 (2015 conditions) and Table 30 (2037 conditions) of the traffic study in Appendix M.

CEQA Impact Determination

To determine whether significant impacts would occur at the study intersections under CEQA, the cumulative plus Alternative 3 operating conditions were compared to the CEQA baseline operating conditions. Table 3.11-29 summarizes the locations at which significant impacts are identified under CEQA without implementation of mitigation measures. Alternative 3 is expected to result in significant traffic impacts at 8 intersections by 2015 and at 10 intersections by 2037 during one or more peak hours.

Table 3.11-28. Significant Impacts at Intersections under CEQA without Mitigation—Alternative 3

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
5. Gaffey Street/9 th Street						D (0.818)
7. Gaffey Street/6 th Street				F (1.031)		E (0.931)
9. Gaffey Street/1 st Street	F (1.197)		E (0.931)	F (1.393)		F (1.065)

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
21. Harbor Boulevard/Miner Street/Crescent Avenue	D (0.804)	D (0.878)		E (0.938)	E (0.989)	C (0.778)
22. Harbor Boulevard/7 th Street	E (0.936)		E (0.995)	F (1.093)	C (0.775)	F (1.131)
24. Harbor Boulevard/5 th Street		C (0.711)			D (0.804)	
25. Harbor Boulevard/1 st Street	C (0.706)			D (0.864)		D (0.809)
28. Harbor Boulevard/Gulch Road	D (0.823)	D (0.843)		E (0.959)	E (0.948)	C (0.748)
29. Harbor Boulevard/O'Farrell Street		D (0.849)	C (0.711)	C (0.755)	E (0.959)	D (0.825)
30. Harbor Boulevard/3 rd Street	C (0.703)	C (0.745)	C (0.763)	D (0.803)	D (0.822)	D (0.853)
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.						

1
2 The intersections identified in Table 3.11-29 are projected to exceed the LOS
3 thresholds defined under CEQA, as described in Section 3.11.4.1, "Methodology."
4 Thus, without mitigation, operational impacts on vehicle traffic would be significant
5 under CEQA.

6 Mitigation Measures

7 Implement Mitigation Measures MM TC-6, MM TC-8 through MM TC-10, MM
8 TC-12, and MM TC-13 by 2015.

9 Implement Mitigation Measures MM TC-2 through MM TC-4 by 2037.

10 Residual Impacts

11 The recommended mitigation measures would fully mitigate impacts identified at
12 four of the eight intersections in 2015 and five of the ten intersections in 2037 to
13 less-than-significant levels. For the remaining locations, no feasible measures were
14 identified that would fully mitigate impacts to less-than-significant levels for all
15 analysis periods due to existing physical constraints at those locations. This includes
16 four intersections (Gaffey Street and 9th Street; Gaffey Street and 1st Street; Harbor
17 Boulevard/Miner Street and Crescent Avenue; and Harbor Boulevard and Gulch
18 Road) where no feasible measures were identified. Table 3.11-30 summarizes the

locations and scenarios at which residual significant impacts are expected to remain after implementation of all recommended mitigation measures.

Additionally, as stated for the proposed project, implementation of Mitigation Measure TC-6 and portions of Mitigation Measures TC-8, TC-9, TC-12 and TC-13 (involving configuring Harbor Boulevard to provide three lanes both northbound and southbound) have been identified to reduce congestion and increase levels of service for this alternative. While these mitigation measures are available to the LAHD, the LAHD may decide not to adopt Mitigation Measure TC-6 and portions of Mitigation Measures TC-8, TC-9, TC-12 and TC-13 (involving configuring Harbor Boulevard to provide three lanes both northbound and southbound) because the provision of three lanes both northbound and southbound on Harbor Boulevard would increase speeds along Harbor Boulevard and would not contribute to a pedestrian-friendly environment along Harbor Boulevard. Should the LAHD decide not to adopt these mitigation measures, the resulting congestion and the levels of service would be worse than what is presented below.

Table 3.11-29. Significant Residual Impacts at Intersections under CEQA—Alternative 3

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
5. Gaffey Street/9 th Street						D (0.818)
9. Gaffey Street/1 st Street	F (1.197)		E (0.931)	F (1.393)		F (1.065)
21. Harbor Boulevard/Miner Street/Crescent Avenue	D (0.804)	D (0.878)		E (0.938)	E (0.989)	C (0.778)
22. Harbor Boulevard/7 th Street	D (0.851)		E (0.923)	E (0.997)		F (1.050)
28. Harbor Boulevard/Gulch Road	D (0.823)	D (0.843)		E (0.959)	E (0.948)	C (0.748)
Notes: ¹ LOS (V/C) information is provided only in the years/analysis periods in which a significant residual impact has been identified.						

Following is a description of the effectiveness of each proposed intersection mitigation measure.

- Mitigation Measure MM TC-3, when combined with Mitigation Measure MM TC-2, would partially mitigate the identified impact. No feasible measures could be identified to fully mitigate the impact at this location during the weekend midday peak hour (2037).

- 1 ■ Mitigation Measure MM TC-4, when combined with Mitigation Measure
2 MM TC-2, would fully mitigate the impacts identified at Gaffey Street and
3 6th Street.
- 4 ■ Mitigation Measure MM TC-6, combined with additional measures, would
5 mitigate impacts identified at the following locations:
 - 6 □ Harbor Boulevard and 5th Street (see also MM TC-8),
 - 7 □ Harbor Boulevard and 1st Street (see also MM TC 9),
 - 8 □ Harbor Boulevard and 7th Street (see also MM TC-10),
 - 9 □ Harbor Boulevard and O'Farrell Street (see also MM TC-12), and
 - 10 □ Harbor Boulevard and 3rd Street (see also MM TC-13).
- 11 ■ Mitigation Measure MM TC-10 would not mitigate the impact at the eastbound
12 approach to Harbor Boulevard and 7th Street under any of the future scenarios.
- 13 ■ Mitigation Measure MM TC-8, when combined with Mitigation Measure
14 MM TC-6, would fully mitigate the identified impacts at Harbor Boulevard and
15 5th Street.
- 16 ■ Mitigation Measure MM TC-9, when combined with Mitigation Measure
17 MM TC-6, would fully mitigate the identified impacts at Harbor Boulevard and
18 1st Street.
- 19 ■ Mitigation Measure MM TC-10, when combined with Mitigation Measure
20 MM TC-6, would partially mitigate impacts identified at Harbor Boulevard and
21 7th Street. No feasible measures could be identified to fully address the impact at
22 this location during the weekday AM peak hour (in 2015 and 2037) or weekend
23 midday peak hour (in 2015 and 2037).
- 24 ■ Mitigation Measure MM TC-12, combined with Mitigation Measure MM TC-6,
25 would fully mitigate all identified impacts at Harbor Boulevard and O'Farrell
26 Street.
- 27 ■ Mitigation Measure MM TC-13, combined with Mitigation Measure MM TC-6,
28 would fully mitigate all identified impacts at Harbor Boulevard and 3rd Street.

29 **NEPA Impact Determination**

30 To determine whether significant impacts would occur at the study intersections
31 under NEPA, the cumulative plus Alternative 3 operating conditions were compared
32 to the NEPA baseline operating conditions. Table 3.11-31 summarizes the locations
33 at which significant impacts are identified under NEPA without implementation of
34 mitigation measures. Alternative 3 would result in significant traffic impacts at four
35 intersections by 2015 and seven intersections by 2037 during one or more peak
36 hours.

1 **Table 3.11-30. Significant Impacts at Intersections under NEPA—Alternative 3**

<i>Intersection</i>	<i>LOS (V/C)¹</i>					
	<i>2015</i>			<i>2037</i>		
	<i>AM</i>	<i>PM</i>	<i>Wkend</i>	<i>AM</i>	<i>PM</i>	<i>Wkend</i>
21. Harbor Boulevard/Miner Street/Crescent Avenue	D (0.804)	D (0.878)		E (0.938)	E (0.989)	C (0.778)
22. Harbor Boulevard/7 th Street	E (0.936)		E (0.995)	F (1.093)	C (0.775)	F (1.131)
25. Harbor Boulevard/1 st Street				D (0.864)		
26. Harbor Boulevard/Swinford Street/ SR-47 eastbound ramps				F (1.093)		
27. Harbor Boulevard/SR-47 westbound on-ramp				C (0.774)		
28. Harbor Boulevard/Gulch Road	D (0.823)	D (0.843)		E (0.959)	E (0.948)	C (0.748)
30. Harbor Boulevard/3 rd Street	C (0.703)			D (0.803)		
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						

2

3 The intersections identified in Table 3.11-31 are projected to exceed the LOS
 4 thresholds defined under NEPA, as described in Section 3.11.4.1, “Methodology.”
 5 Thus, without mitigation, operational impacts on vehicle traffic would be significant
 6 under NEPA.

7 Mitigation Measures

8 Implement Mitigation Measures MM TC-6, MM TC-10, and MM TC-13 by 2015.

9 Implement Mitigation Measures MM TC-9 and MM TC-11 by 2037.

10 Residual Impacts

11 The recommended mitigation measures would fully mitigate impacts identified at one
 12 of the four intersections in 2015 and three of the seven intersections in 2037 to
 13 less-than-significant levels. For the remaining locations, no feasible measures were
 14 identified that would fully mitigate impacts to less-than-significant levels for all
 15 analysis periods due to existing physical constraints at those locations. This includes
 16 four intersections (Harbor Boulevard/Miner Street and Crescent Avenue; Harbor
 17 Boulevard and SR-47 westbound ramps; and Harbor Boulevard and Gulch Road)
 18 where no feasible measures were identified. Table 3.11-32 summarizes the locations

1 and scenarios at which residual significant impacts are expected to remain after
2 implementation of all recommended mitigation measures.

3 As stated for the CEQA analysis above, implementation of Mitigation Measure TC-6
4 and portions of Mitigation Measures TC-9 and TC-13 (involving configuring Harbor
5 Boulevard to provide three lanes both northbound and southbound) have been
6 identified to reduce congestion and increase levels of service under NEPA. While
7 these mitigation measures are available to the LAHD, the LAHD may decide not to
8 adopt Mitigation Measure TC-6 and portions of Mitigation Measures TC-9 and TC-
9 13 (involving configuring Harbor Boulevard to provide three lanes both northbound
10 and southbound) because the provision of three lanes both northbound and
11 southbound on Harbor Boulevard would increase speeds along Harbor Boulevard and
12 would not contribute to a pedestrian-friendly environment along Harbor Boulevard.
13 Should the LAHD decide not to adopt these mitigation measures, the resulting
14 congestion and the levels of service would be worse than what is presented below.

15 **Table 3.11-31. Significant Residual Impacts at Intersections under NEPA—Alternative 3**

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
21. Harbor Boulevard/Miner Street/Crescent Avenue	D (0.804)	D (0.878)		E (0.938)	E (0.989)	C (0.778)
22. Harbor Boulevard/7 th Street	D (0.851)		E (0.923)	E (0.997)		F (1.050)
27. Harbor Boulevard/SR-47 westbound on-ramp				C (0.774)		
28. Harbor Boulevard/Gulch Road	D (0.823)	D (0.843)		E (0.959)	E (0.948)	C (0.748)

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

16
17 Following is a description of the effectiveness of each proposed intersection
18 mitigation measure.

- 19 ■ Mitigation Measure MM TC-6, combined with additional measures, would
20 mitigate impacts identified at the following locations:
 - 21 □ Harbor Boulevard and 1st Street (see also MM TC 9),
 - 22 □ Harbor Boulevard and 7th Street (see also MM TC-10), and
 - 23 □ Harbor Boulevard and 3rd Street (see also MM TC-13).
- 24 ■ Mitigation Measure MM TC-9, when combined with Mitigation Measure
25 MM TC-10 would not mitigate the impact at the eastbound approach to Harbor
26 Boulevard and 7th Street under any of the future scenarios under NEPA.

- 1 ■ MM TC-6 would fully mitigate the identified impact at Harbor Boulevard and
- 2 1st Street.
- 3 ■ Mitigation Measure MM TC-10, when combined with MM TC-6, would partially
- 4 mitigate impacts identified at Harbor Boulevard and 7th Street. No feasible
- 5 measures could be identified to address the impact at during the weekday AM
- 6 peak hour (in 2015 and 2037) or weekend midday peak hour (in 2015 and 2037).
- 7 ■ Mitigation Measure MM TC-11 would fully mitigate the impacts at Harbor
- 8 Boulevard and Swinford Street/SR-47 eastbound ramps.
- 9 ■ Mitigation Measure MM TC-13, combined with MM TC-6, would fully mitigate
- 10 all identified impacts at Harbor Boulevard and 3rd Street.

11 **Impact TC-2b: Alternative 3 operations would not increase**
 12 **traffic volumes and degrade LOS along neighborhood**
 13 **streets within the proposed project vicinity.**

14 Alternative 3 would increase the number of people traveling to and from the San
 15 Pedro Waterfront area. The resulting increase in traffic volumes would degrade LOS
 16 on the surrounding neighborhood roadways. Table 3.11-33 summarizes the LOS
 17 expected to result from Alternative 3 at the two analysis neighborhood roadways, as
 18 compared to CEQA and NEPA baseline conditions.

19 **Table 3.11-32. Neighborhood Street Impact Assessment—Alternative 3**

<i>Street Segment</i>	<i>Year</i>	<i>NEPA Baseline</i>	<i>CEQA Baseline</i>	<i>Project Only</i>	<i>Future with Project</i>	<i>NEPA Increase %</i>	<i>CEQA Increase %</i>	<i>Impact Threshold</i>	<i>NEPA Impact</i>	<i>CEQA Impact</i>
Santa Cruz Street between Grand and Pacific	2015	1,927	1,857	24	1,881	-2%	1%	12%	No	No
	2037	1,999	1,929	29	1,958	-2%	2%	12%	No	No
West 17 th Street between Centre and Palos Verdes	2015	1,952	1,788	85	1,873	-4%	5%	12%	No	No
	2037	2,036	1,872	100	1,972	-3%	5%	12%	No	No

20

21 **CEQA Impact Determination**

22 To determine whether significant impacts would occur at the analysis street segments
 23 under CEQA, the cumulative plus Alternative 3 operating conditions were compared
 24 to the CEQA baseline operating conditions. Table 3.11-33 indicates that projected
 25 increases in traffic on the neighborhood streets due to Alternative 3 would not exceed

1 CEQA thresholds. Therefore, operational impacts on neighborhood street operations
2 would be less than significant under CEQA.

3 Mitigation Measures

4 No mitigation is required.

5 Residual Impacts

6 Impacts would be less than significant.

7 **NEPA Impact Determination**

8 To determine whether significant impacts would occur at the analysis street segments
9 under NEPA, the cumulative plus Alternative 3 operating conditions were compared
10 to the NEPA baseline operating conditions. Table 3.11-33 indicates that projected
11 increases in traffic on the neighborhood streets due to Alternative 3 would not exceed
12 NEPA thresholds. Therefore, operational impacts on neighborhood street operations
13 would be less than significant under NEPA.

14 Mitigation Measures

15 No mitigation is required.

16 Residual Impacts

17 Impacts would be less than significant.

18 **Impact TC-2c: Alternative 3 operations would not increase** 19 **traffic volumes and degrade operations on CMP facilities** 20 **within the proposed project vicinity.**

21 Alternative 3 would increase the number of people traveling to and from the San
22 Pedro Waterfront area. The resulting demand would increase traffic volumes and
23 degrade operations on the regional CMP facilities. Detailed projections of traffic
24 volumes and V/Cs under baseline and project conditions are provided in Tables 50
25 and 51 of the traffic study in Appendix M.

26 **CEQA Impact Determination**

27 The projected volumes on the CMP freeway facilities, as compared to thresholds
28 defined under the CMP, are summarized in Table 3.11-34.

29 To determine whether significant impacts would occur on the CMP freeway facilities
30 under CEQA, the difference in V/C between cumulative-plus-project operating
31 conditions and the no-project operating conditions were compared to the CMP
32 thresholds. Table 3.11-34 indicates that, under projected 2015 and 2037 conditions,
33 most of the CMP facility locations would operate at LOS E or better. It also shows

1 that at the locations projected to operate at LOS F Alternative 3 would result in a V/C
 2 change of less than 0.02. Thus, operational impacts would be less than significant
 3 under CEQA.

4 **Table 3.11-33.** CMP Facility Impact Assessment under CEQA—Alternative 3

CMP Monitoring Station	Peak Hour	Northbound/Westbound				Southbound/Eastbound			
		Baseline		Change due to Project		Baseline		Change due to Project	
		V/C	LOS	V/C change	Sig Impact?	V/C	LOS	V/C change	Sig Impact?
<i>2015</i>									
I-110, south of C Street	AM	0.56	C	0.00	No	0.41	B	0.02	No
	PM	0.39	B	0.02	No	0.53	B	0.01	No
I-110, at Manchester Boulevard	AM	0.84	D	0.00	No	1.06	F	0.00	No
	PM	1.01	F	0.00	No	1.15	F	0.00	No
I-405, south of I-110 at Carson Scales	AM	0.97	E	0.00	No	0.84	D	0.00	No
	PM	0.83	D	0.01	No	0.93	D	0.01	No
I-405, north of Inglewood Boulevard	AM	0.92	D	0.00	No	0.71	C	0.01	No
	PM	0.82	D	0.01	No	1.02	F	0.01	No
<i>2037</i>									
I-110, south of C Street	AM	0.63	C	0.02	No	0.46	B	0.00	No
	PM	0.44	B	0.00	No	0.60	C	0.00	No
I-110, at Manchester Boulevard	AM	0.96	E	0.00	No	1.20	F	0.00	No
	PM	1.14	F	0.00	No	1.30	F	0.00	No
I-405, south of I-110 at Carson Scales	AM	1.10	F	0.00	No	0.95	E	0.00	No
	PM	0.95	E	0.00	No	1.06	F	0.00	No
I-405, north of Inglewood Boulevard	AM	1.04	F	0.01	No	0.81	D	0.00	No
	PM	0.93	D	0.00	No	1.16	F	0.00	No

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6
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Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

1 **NEPA Impact Determination**

2 Impacts would be less than significant, as discussed for the CEQA impact
3 determination.

4 Mitigation Measures

5 No mitigation is required.

6 Residual Impacts

7 Impacts would be less than significant.

8 **Impact TC-3: Alternative 3 operations would not cause**
9 **increases in demand for transit service beyond the supply of**
10 **such services.**

11 Analysis presented in the traffic study indicates that Alternative 3's transit demand
12 would be less than that expected for the proposed Project because the proposed
13 Project represents the "worst-case" scenario in the number of trips generated as a
14 result of commercial, recreation, cultural, and business activity.

15 **CEQA Impact Determination**

16 Since no significant impact is identified under the proposed Project, the lower
17 demand that would be expected under Alternative 3 would also be less than
18 significant.

19 Mitigation Measures

20 No mitigation is required.

21 Residual Impacts

22 Impacts would be less than significant.

23 **NEPA Impact Determination**

24 Since no significant impact is identified under the proposed Project, the lower
25 demand that would be expected under Alternative 3 would also be less than
26 significant.

27 Mitigation Measures

28 No mitigation is required.

Residual Impacts

Impacts would be less than significant.

Impact TC-4: Alternative 3 operations would not result in a violation of the City's adopted parking policies and parking demand would not exceed supply.

Alternative 3 would increase parking demand at the waterfront facilities. Table 3.11-35 summarizes the impact assessment, which compares the proposed parking supply to the demand generated by Alternative 3, and also to requirements set forth in the City of Los Angeles Municipal Code. More detailed information on parking projections for the Alternative 3 is provided in Table 59 of the traffic study in Appendix M.

Table 3.11-34. Parking Assessment—Alternative 3

<i>Proposed Parking Supply</i>	<i>Code Requirements</i>		<i>2015 Projected Demand</i>		<i>2037 Projected Demand</i>	
	<i>Spaces Required</i>	<i>Accommodated by proposed supply?</i>	<i>Spaces Required</i>	<i>Accommodated by proposed supply?</i>	<i>Spaces Required</i>	<i>Accommodated by proposed supply?</i>
6,863	1,425	Yes	6,381	Yes	7,512	No

Table 3.11-35 shows that the parking supply for Alternative 3 would exceed code requirements through 2015 and 2037 and projected parking demand through 2015 but not through 2037. The shortfall is the result of the projected increase in the amount of parking needed to support the anticipated level of activity at the cruise terminals.

The Waterfront Red Car alignment is the same under this alternative as it is for the proposed Project and could result in loss of available parking.

CEQA Impact Determination

Based on the discussion presented above, 2037 parking demand would exceed supply, resulting in a significant impact under CEQA. In addition, the loss of parking resulting from reconfiguration of the parking lots to accommodate the streetcar extension would be the same as that identified for the proposed Project and would be significant.

Mitigation Measures

Implement Mitigation Measures MM TC-15a, MM TC-15b, or MM TC-15c.

MM TC-29. Increase capacity of parking supply associated with cruise terminals. To provide secure, dedicated parking for the cruise terminals, increase the size of the parking structures serving the cruise terminals by 649 spaces.

1 Residual Impacts

2 Impacts would be less than significant.

3 **NEPA Impact Determination**

4 Impacts related to cruise terminal parking would be significant, as discussed for the
5 CEQA impact determination. The expansion of the Waterfront Red Car Line would
6 occur under baseline NEPA conditions; therefore conditions under Alternative 3
7 would be identical to conditions under the NEPA baseline. Thus, impacts related to
8 parking for the Waterfront Red Car extension would not occur.

9 Mitigation Measures

10 No mitigation is required.

11 Residual Impacts

12 No impacts would occur.

13 **Impact TC-5a: The alignment of the Waterfront Red Car**
14 **expansion for Alternative 3 would not increase potential**
15 **conflict with vehicles at cross streets.**

16 The Waterfront Red Car alignment would be the same for Alternative 3 as it is for the
17 proposed Project.

18 **CEQA Impact Determination**

19 Vehicular and pedestrian safety hazards associated with the Waterfront Red Car
20 expansion at cross street locations under Alternative 3 are the same as those
21 identified for the proposed Project and would be significant under CEQA.

22 Mitigation Measures

23 Implement Mitigation Measures MM TC-16, MM TC-17, MM TC-18, MM TC-19-a
24 or MM TC-19-b, and MM TC-20.

25 Residual Impacts

26 Impacts would be less than significant.

27 **NEPA Impact Determination**

28 The expansion of the Waterfront Red Car Line would also occur under baseline
29 NEPA conditions; therefore, conditions under Alternative 3 would be identical to
30 conditions under the NEPA baseline. Thus, no impact is identified under NEPA.

1 Mitigation Measures

2 No mitigation is required.

3 Residual Impacts

4 No impacts would occur.

5 **Impact TC-5b: The alignment of the Waterfront Red Car**
6 **expansion for Alternative 3 would not increase potential**
7 **conflict at track crossovers where the rail would transition**
8 **between center-running and side-running.**

9 The Waterfront Red Car alignment would be the same for Alternative 3 as it is for the
10 proposed Project.

11 **CEQA Impact Determination**

12 Vehicular and pedestrian safety hazards associated with the Waterfront Red Car
13 expansion at track crossover locations under Alternative 3 are the same as those
14 identified for the proposed Project and would be significant under CEQA.

15 Mitigation Measures

16 Implement Mitigation Measures MM TC-22 and MM TC-23.

17 Residual Impacts

18 Impacts would be less than significant.

19 **NEPA Impact Determination**

20 The expansion of the Waterfront Red Car Line would also occur under baseline
21 NEPA conditions; therefore, conditions under Alternative 3 would be identical to
22 conditions under the NEPA baseline. Thus, no impact is identified under NEPA.

23 Mitigation Measures

24 No mitigation is required.

25 Residual Impacts

26 No impacts would occur.

1 **Impact TC-5c: The Waterfront Red Car expansion for**
2 **Alternative 3 would not result in increased pedestrian**
3 **conflicts at stations.**

4 The Waterfront Red Car alignment would be the same for Alternative 3 as it is for the
5 proposed Project.

6 **CEQA Impact Determination**

7 Increased pedestrian conflict points resulting from the Waterfront Red Car expansion
8 would be the same as those identified for the proposed Project and would be
9 significant.

10 Mitigation Measures

11 Implement Mitigation Measures MM TC-24, MM TC-25, and MM TC-26.

12 Residual Impacts

13 Impacts would be less than significant.

14 **NEPA Impact Determination**

15 The expansion of the Waterfront Red Car Line would also occur under baseline
16 NEPA conditions; therefore, conditions under Alternative 3 would be identical to
17 conditions under the NEPA baseline. Thus, no impact is identified under NEPA.

18 Mitigation Measures

19 No mitigation is required.

20 Residual Impacts

21 No impacts would occur.

22 **3.11.4.3.5 Alternative 4—Alternative Development Scenario 4**

23 **Impact TC-1: Construction of Alternative 4 would not result**
24 **in a short-term, temporary increase in construction-related**
25 **truck and auto traffic, decreases in roadway capacity, and**
26 **disruption of vehicular and nonmotorized travel.**

27 Similar types of construction impacts are expected for Alternative 4 as those
28 described for the proposed Project, though would be lower in intensity overall as
29 fewer construction activities are planned. See Chapter 2, “Project Description,” for

1 detailed descriptions of the construction activities and planned phasing of the
2 elements associated with Alternative 4.

3 **CEQA Impact Determination**

4 The impact of construction-generated traffic on vehicular and nonmotorized travel is
5 the same as the impact described under the proposed Project and is considered
6 significant under CEQA.

7 Mitigation Measures

8 Implement Mitigation Measure MM TC-1.

9 Residual Impacts

10 Impacts would be less than significant.

11 **NEPA Impact Determination**

12 The impact of construction-generated traffic on vehicular and nonmotorized travel is
13 the same as the impact described under the proposed Project and is considered
14 significant under NEPA.

15 Mitigation Measures

16 Implement Mitigation Measure MM TC-1.

17 Residual Impacts

18 Impacts would be less than significant.

19 **Impact TC-2a: Alternative 4 operations would increase** 20 **traffic volumes and degrade LOS at intersections within the** 21 **proposed project vicinity.**

22 Alternative 4 would increase the number of people traveling to and from the San
23 Pedro Waterfront area. The resulting increase in traffic volumes on the surrounding
24 roadways would in turn degrade intersection operations. The projected LOS at
25 intersections within the vicinity, as compared to CEQA and NEPA baseline
26 conditions, are summarized in Table 31 (2015 conditions) and Table 32 (2037
27 conditions) of the traffic study in Appendix M.

28 **CEQA Impact Determination**

29 To determine whether significant impacts would occur at the study intersections
30 under CEQA, the cumulative plus Alternative 4 operating conditions were compared
31 to the CEQA baseline operating conditions. Table 3.11-36 summarizes the locations
32 at which significant impacts are identified under CEQA without implementation of

1 mitigation measures. Alternative 4 is expected to result in significant traffic impacts
 2 at six intersections by 2015 and at eight intersections by 2037 during one or more
 3 peak hours.

4 **Table 3.11-35. Significant Impacts at Intersections under CEQA without Mitigation—Alternative 4**

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
5. Gaffey Street/9 th Street					E (0.919)	D (0.821)
7. Gaffey Street/6 th Street						E (0.931)
9. Gaffey Street/1 st Street	F (1.214)		E (0.936)	F (1.400)		F (1.067)
22. Harbor Boulevard/7 th Street			C (0.769)			D (0.846)
24. Harbor Boulevard/5 th Street		C (0.781)			D (0.868)	
25. Harbor Boulevard/1 st Street			C (0.749)	D (0.812)	C (0.739)	D (0.855)
29. Harbor Boulevard/O'Farrell Street		E (0.907)	C (0.747)	C (0.724)	F (1.009)	D (0.825)
30. Harbor Boulevard/3 rd Street		D (0.834)	D (0.831)	C (0.718)	E (0.903)	D (0.896)
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.						

5
 6 The intersections identified in Table 3.11-36 are projected to exceed the LOS
 7 thresholds defined under CEQA, as described in Section 3.11.4.1, "Methodology."
 8 Thus, without mitigation, operational impacts on vehicle traffic would be significant
 9 under CEQA.

10 **Mitigation Measures**

11 Implement Mitigation Measures MM TC-6, MM TC-8 through MM TC-10, MM TC-
 12 12, and MM TC-13 by 2015.

13 Implement Mitigation Measures MM TC-2 through MM TC-4 by 2037.

Residual Impacts

The recommended mitigation measures would fully mitigate impacts identified at five of the six intersections in 2015, and five of the eight intersections in 2037 to less-than-significant levels. For the remaining locations, no feasible measures were identified that would fully mitigate impacts to less-than-significant levels for all analysis periods due to existing physical constraints at those locations. This includes one intersection (Gaffey Street and 1st Street) where no feasible measure was identified. Table 3.11-37 summarizes the locations and scenarios at which residual significant impacts are expected to remain after implementation of all recommended mitigation measures.

Additionally, as stated for the proposed project, implementation of Mitigation Measure TC-6 and portions of Mitigation Measures TC-7, TC-8, TC-9, TC-12 and TC-13 (involving configuring Harbor Boulevard to provide three lanes both northbound and southbound) have been identified to reduce congestion and increase levels of service for this alternative. While these mitigation measures are available to the LAHD, the LAHD may decide not to adopt Mitigation Measure TC-6 and portions of Mitigation Measures TC-7, TC-8, TC-9, TC-12 and TC-13 (involving configuring Harbor Boulevard to provide three lanes both northbound and southbound) because the provision of three lanes both northbound and southbound on Harbor Boulevard would increase speeds along Harbor Boulevard and would not contribute to a pedestrian-friendly environment along Harbor Boulevard. Should the LAHD decide not to adopt these mitigation measures, the resulting congestion and the levels of service would be worse than what is presented below.

Table 3.11-36. Significant Residual Impacts at Intersections under CEQA—Alternative 4

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
5. Gaffey Street/9 th Street						D (0.821)
9. Gaffey Street/1 st Street	F (1.214)		E (0.936)	F (1.400)		F (1.067)
22. Harbor Boulevard/7 th Street						C (0.757)
Notes: ¹ LOS (V/C) information is provided only in the years/analysis periods in which a significant residual impact has been identified.						

The following is a description of the effectiveness of each proposed intersection mitigation measure.

- Mitigation Measure MM TC-3, combined with MM TC-2, would partially mitigate the identified impact at Gaffey Street and 9th Street. No feasible

1 measures have been identified to address the impact during the weekend midday
2 peak hour in 2037.

- 3 ■ Mitigation Measure MM TC-4, combined with MM TC-2, would fully mitigate
4 the impacts identified at Gaffey Street and 6th Street.
- 5 ■ Mitigation Measure MM TC-6, combined with additional measures, would
6 mitigate impacts identified at the following locations:
 - 7 □ Harbor Boulevard and 5th Street (see also MM TC-8),
 - 8 □ Harbor Boulevard and 1st Street (see also MM TC 9),
 - 9 □ Harbor Boulevard and 7th Street (See also MM TC-10),
 - 10 □ Harbor Boulevard and O'Farrell Street (see also MM TC-12), and
 - 11 □ Harbor Boulevard and 3rd Street (see also MM TC-13).
- 12 ■ Mitigation Measure MM TC-8, when combined with MM TC-6, would fully
13 mitigate the identified impacts at Harbor Boulevard and 5th Street.
- 14 ■ Mitigation Measure MM TC-9, when combined with MM TC-6, would fully
15 mitigate the identified impact at Harbor Boulevard and 1st Street.
- 16 ■ Mitigation Measure MM TC-10, when combined with MM TC-6, would partially
17 mitigate the identified impact at Harbor Boulevard and 7th Street. No feasible
18 measures have been identified to address the impact during the weekend midday
19 peak hour in 2037.
- 20 ■ Mitigation Measure MM TC-12, combined with MM TC-6, would fully mitigate
21 all identified impacts at Harbor Boulevard and O'Farrell Street.
- 22 ■ Mitigation Measure MM TC-13, combined with MM TC-6, would fully mitigate
23 all identified impacts at Harbor Boulevard and 3rd Street.

24 **NEPA Impact Determination**

25 To determine whether significant impacts would occur at the study intersections
26 under NEPA, the cumulative plus Alternative 4 operating conditions were compared
27 to the NEPA baseline operating conditions. Alternative 4 would result in less-than-
28 significant traffic impacts under NEPA.

29 Mitigation Measures

30 No mitigation is required.

31 Residual Impacts

32 Impacts would be less than significant.

Impact TC-2b: Alternative 4 operations would not increase traffic volumes and degrade LOS along neighborhood streets within the proposed project vicinity.

Alternative 4 would increase the number of people traveling to and from the San Pedro Waterfront area. The resulting increase in traffic volumes would degrade LOS on the surrounding neighborhood roadways. Table 3.11-38 summarizes the LOS expected to result from the Alternative 4 at the two analysis neighborhood roadways, as compared to CEQA and NEPA baseline conditions.

Table 3.11-37. Neighborhood Street Impact Assessment—Alternative 4

<i>Street Segment</i>	<i>Year</i>	<i>NEPA Baseline</i>	<i>CEQA Baseline</i>	<i>Project Only</i>	<i>Future with Project</i>	<i>NEPA Increase %</i>	<i>CEQA Increase %</i>	<i>Impact Threshold</i>	<i>NEPA Impact</i>	<i>CEQA Impact</i>
Santa Cruz Street between Grand and Pacific	2015	1,927	1,857	65	1,922	0%	4%	12%	No	No
	2037	1,999	1,929	70	1,999	0%	4%	12%	No	No
West 17 th Street between Centre and Palos Verdes	2015	1,952	1,788	163	1,951	0%	9%	12%	No	No
	2037	2,036	1,872	163	2,035	0%	9%	10%	No	No

CEQA Impact Determination

To determine whether significant impacts would occur at the study intersections under CEQA, the cumulative plus Alternative 4 operating conditions were compared to the CEQA baseline operating conditions. Table 3.11-38 indicates that projected increases in traffic on the neighborhood streets due to Alternative 4 would not exceed CEQA thresholds. Therefore, operational impacts on neighborhood street operations would be less than significant under CEQA.

Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

1 **NEPA Impact Determination**

2 To determine whether significant impacts would occur at the study intersections
 3 under NEPA, the cumulative plus Alternative 4 operating conditions were compared
 4 to the NEPA baseline operating conditions. Table 3.11-38 indicates that projected
 5 increases in traffic on the neighborhood streets due to Alternative 4 would not exceed
 6 NEPA thresholds. Therefore, operational impacts on neighborhood street operations
 7 would be less than significant under NEPA.

8 **Mitigation Measures**

9 No mitigation is required.

10 **Residual Impacts**

11 Impacts would be less than significant.

12 **Impact TC-2c: Alternative 4 operations would not increase**
 13 **traffic volumes and degrade operations on CMP facilities**
 14 **within the proposed project vicinity.**

15 Alternative 4 would increase the number of people traveling to and from the San
 16 Pedro Waterfront area. The resulting demand would increase traffic volumes and
 17 degrade operations on the regional CMP facilities. Detailed projections of traffic
 18 volumes and V/Cs under baseline and project conditions are provided in Tables 52
 19 and 53 of the traffic study in Appendix M.

20 **CEQA Impact Determination**

21 The projected volumes on the CMP freeway facilities, as compared to thresholds
 22 defined under the CMP, are summarized in Table 3.11-39.

23 To determine whether significant impacts would occur on the CMP freeway facilities
 24 under CEQA, the difference in V/C between cumulative-plus-project operating
 25 conditions and the no-project operating conditions were compared to the CMP
 26 thresholds. Table 3.11-39 indicates that, under projected 2015 and 2037 conditions,
 27 most of the CMP facility locations would operate at LOS E or better. It also shows
 28 that at the locations projected to operate at LOS F the project would result in a V/C
 29 change of less than 0.02. Thus, operational impacts would be less than significant
 30 under CEQA.

31 **Table 3.11-38.** CMP Facility Impact Assessment under CEQA—Alternative 4

CMP Monitoring Station	Peak Hour	Northbound/Westbound				Southbound/Eastbound			
		Baseline		Change Due to Project		Baseline		Change Due to Project	
		V/C	LOS	V/C change	Significant Impact?	V/C	LOS	V/C change	Significant Impact?

CMP Monitoring Station	Peak Hour	Northbound/Westbound				Southbound/Eastbound			
		Baseline		Change Due to Project		Baseline		Change Due to Project	
		V/C	LOS	V/C change	Significant Impact?	V/C	LOS	V/C change	Significant Impact?
<i>2015</i>									
I-110 south of C Street	AM	0.56	C	0.00	No	0.41	B	0.02	No
	PM	0.39	B	0.04	No	0.53	B	0.03	No
I-110 at Manchester Boulevard	AM	0.84	D	0.00	No	1.06	F	0.00	No
	PM	1.01	F	0.00	No	1.15	F	0.00	No
I-405 south of I-110 at Carson Scales	AM	0.97	E	0.00	No	0.84	D	0.00	No
	PM	0.83	D	0.01	No	0.93	D	0.01	No
I-405 north of Inglewood Boulevard	AM	0.92	D	0.00	No	0.71	C	0.01	No
	PM	0.82	D	0.01	No	1.02	F	0.01	No
<i>2037</i>									
I-110 south of C Street	AM	0.63	C	0.00	No	0.46	B	0.02	No
	PM	0.44	B	0.04	No	0.60	C	0.03	No
I-110 at Manchester Boulevard	AM	0.96	E	0.00	No	1.20	F	0.01	No
	PM	1.14	F	0.01	No	1.30	F	0.01	No
I-405 south of I-110 at Carson Scales	AM	1.10	F	0.00	No	0.95	E	0.00	No
	PM	0.95	E	0.00	No	1.06	F	0.00	No
I-405 north of Inglewood Boulevard	AM	1.04	F	0.01	No	0.81	D	0.00	No
	PM	0.93	D	0.01	No	1.16	F	0.01	No

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Mitigation Measures

No mitigation is required.

Residual Impacts

Impacts would be less than significant.

NEPA Impact Determination

Impacts would be less than significant, as discussed for the CEQA impact determination.

Mitigation Measures

No mitigation is required.

1 Residual Impacts

2 Impacts would be less than significant.

3 **Impact TC-3: Alternative 4 operations would not cause**
4 **increases in demand for transit service beyond the supply of**
5 **such services.**

6 Analysis presented in the traffic study indicates that Alternative 4's transit demand
7 would be less than that expected for the proposed Project, because the proposed
8 Project represents the "worst-case" scenario in the number of trips generated as a
9 result of commercial, recreation, cultural, and business activity.

10 **CEQA Impact Determination**

11 Since no significant impact is identified under the proposed Project, the lower
12 demand that would be expected under Alternative 4 would also be less than
13 significant.

14 Mitigation Measures

15 No mitigation is required.

16 Residual Impacts

17 Impacts would be less than significant.

18 **NEPA Impact Determination**

19 Since no significant impact is identified under the proposed Project, the lower
20 demand that would be expected under Alternative 4 would also be less than
21 significant.

22 Mitigation Measures

23 No mitigation is required.

24 Residual Impacts

25 Impacts would be less than significant.

26 **Impact TC-4: Alternative 4 operations would not result in a**
27 **violation of the City's adopted parking policies and parking**
28 **demand would not exceed supply.**

29 Alternative 4 would increase parking demand at the waterfront facilities.
30 Table 3.11-40 summarizes the impact assessment, which consists of comparison of

1 the proposed parking supply to the demand generated by Alternative 4, and also to
 2 requirements set forth in the City of Los Angeles Municipal Code. More detailed
 3 information on parking projections for Alternative 4 is provided in Table 60 of the
 4 traffic study in Appendix M.

5 **Table 3.11-39. Parking Assessment—Alternative 4**

<i>Proposed Parking Supply</i>	<i>Code Requirements</i>		<i>2015 Projected Demand</i>		<i>2037 Projected Demand</i>	
	<i>Spaces Required</i>	<i>Accommodated by proposed supply?</i>	<i>Spaces Required</i>	<i>Accommodated by proposed supply?</i>	<i>Spaces Required</i>	<i>Accommodated by proposed supply?</i>
8,021	2,996	Yes	7,494	Yes	8,183	No

6
 7 Table 3.11-40 shows that the parking supply for Alternative 3 would exceed code
 8 requirements through 2015 and 2037 and projected parking demand through 2015 but
 9 not through 2037.

10 The Waterfront Red Car alignment is the same under this alternative as it is for the
 11 proposed Project and could result in loss of available parking.

12 **CEQA Impact Determination**

13 Based on the discussion presented above, 2037 parking demand would exceed
 14 supply, resulting in a significant impact under CEQA. In addition, the loss of parking
 15 resulting from reconfiguration of the parking lots to accommodate the streetcar
 16 extension is the same as that identified for the proposed Project and would be
 17 significant.

18 **Mitigation Measures**

19 Implement Mitigation Measures MM TC-15a, MM TC-15b, or MM TC-15c.

20 **MM TC-30. Increase capacity of parking supply associated with cruise**
 21 **terminals.** To provide secure, dedicated parking for the cruise terminals, increase
 22 the size of the parking structures serving the cruise terminals by 162 spaces.

23 **Residual Impacts**

24 Impacts would be less than significant.

25 **NEPA Impact Determination**

26 Impacts related to cruise terminal parking would be significant, as discussed for the
 27 CEQA impact determination. The expansion of the Waterfront Red Car Line would
 28 occur under baseline NEPA conditions; therefore, conditions under Alternative 4
 29 would be identical to conditions under the NEPA baseline. Thus, impacts related to
 30 parking for the Waterfront Red Car extension would not occur.

1 Mitigation Measures

2 No mitigation is required.

3 Residual Impacts

4 No impacts would occur.

5 **Impact TC-5a: The alignment of the Waterfront Red Car**
6 **expansion for Alternative 4 would not increase potential**
7 **conflict with vehicles at cross streets.**

8 The Waterfront Red Car alignment would be the same for Alternative 4 as it is for the
9 proposed Project.

10 **CEQA Impact Determination**

11 Vehicular and pedestrian safety hazards associated with the Waterfront Red Car
12 expansion at cross street locations under Alternative 4 are the same as those
13 identified for the proposed Project and would significant under CEQA.

14 Mitigation Measures

15 Implement Mitigation Measures MM TC-16, MM TC-17, MM TC-18, MM TC-19-a
16 or MM TC-19-b, and MM TC-20.

17 Residual Impacts

18 Impacts would be less than significant.

19 **NEPA Impact Determination**

20 The expansion of the Waterfront Red Car Line would also occur under baseline
21 NEPA conditions; therefore, conditions under Alternative 4 would be identical to
22 conditions under the NEPA baseline. Thus, no impact is identified under NEPA.

23 Mitigation Measures

24 No mitigation is required.

25 Residual Impacts

26 No impacts would occur.

1 **Impact TC-5b: The alignment of the Waterfront Red Car**
2 **expansion for Alternative 4 would not increase potential**
3 **conflict at track crossovers where the rail would transition**
4 **between center-running and side-running.**

5 The Waterfront Red Car alignment would be the same for Alternative 4 as it is for the
6 proposed Project.

7 **CEQA Impact Determination**

8 Vehicular and pedestrian safety hazards associated with the Waterfront Red Car
9 expansion at track crossover locations under Alternative 4 are the same as those
10 identified for the proposed Project and would be significant under CEQA.

11 Mitigation Measures

12 Implement Mitigation Measures MM TC-22 and MM TC-23.

13 Residual Impacts

14 Impacts would be less than significant.

15 **NEPA Impact Determination**

16 The expansion of the Waterfront Red Car Line would also occur under baseline
17 NEPA conditions; therefore, conditions under Alternative 4 would be identical to
18 conditions under the NEPA baseline. Thus, no impact is identified under NEPA.

19 Mitigation Measures

20 No mitigation is required.

21 Residual Impacts

22 No impacts would occur.

23 **Impact TC-5c: The Waterfront Red Car expansion for**
24 **Alternative 4 would not result in increased pedestrian**
25 **conflicts at stations.**

26 The Waterfront Red Car alignment would be the same for Alternative 4 as it is for the
27 proposed Project.

1 **CEQA Impact Determination**

2 Increased pedestrian conflict points resulting from the Waterfront Red Car expansion
3 would be the same as those identified for the proposed Project and would be
4 significant.

5 Mitigation Measures

6 Implement Mitigation Measures TC-24, TC-25, and TC-26.

7 Residual Impacts

8 Impacts would be less than significant.

9 **NEPA Impact Determination**

10 The expansion of the Waterfront Red Car Line would also occur under baseline
11 NEPA conditions; therefore, conditions under Alternative 4 would be identical to
12 conditions under the NEPA baseline. Thus, no impact is identified under NEPA.

13 Mitigation Measures

14 No mitigation is required.

15 Residual Impacts

16 No impacts would occur.

17 **3.11.4.3.6 Alternative 5—No-Federal-Action Alternative**

18 **Impact TC-1: Construction of Alternative 5 would not result**
19 **in a short-term, temporary increase in construction-related**
20 **truck and auto traffic, decreases in roadway capacity, and**
21 **disruption of vehicular and nonmotorized travel.**

22 Similar types of construction impacts are expected for Alternative 5 as those
23 described for the proposed Project, though would be lower in intensity overall as
24 fewer construction activities are planned; all water-side components and Outer
25 Harbor terminal and berth development would be eliminated. See Chapter 2,
26 “Project Description,” for detailed descriptions of the construction activities and
27 planned phasing of the elements associated with Alternative 5.

1 **CEQA Impact Determination**

2 The impact of construction-generated traffic on vehicular and nonmotorized travel is
3 the same as the impact described under the proposed Project and is considered
4 significant under CEQA.

5 Mitigation Measures

6 Implement Mitigation Measure MM TC-1.

7 Residual Impacts

8 Impacts would be less than significant.

9 **NEPA Impact Determination**

10 Because the No-Federal-Action Alternative is identical to the NEPA baseline, this
11 alternative would have no impact under NEPA.

12 Mitigation Measures

13 No mitigation is required.

14 Residual Impacts

15 No impacts would occur.

16 **Impact TC-2a: Alternative 5 operations would increase**
17 **traffic volumes and degrade LOS at intersections within the**
18 **proposed project vicinity.**

19 Alternative 5 would increase the number of people traveling to and from the San
20 Pedro Waterfront area. The resulting increase in traffic volumes on the surrounding
21 roadways would in turn degrade intersection operations. The projected LOS at
22 intersections within the vicinity, as compared to CEQA and NEPA baseline
23 conditions, are summarized in Table 33 (2015 conditions) and Table 34 (2037
24 conditions) of the traffic study in Appendix M.

25 **CEQA Impact Determination**

26 To determine whether significant impacts would occur at the study intersections
27 under CEQA, the cumulative plus Alternative 5 operating conditions were compared
28 to the CEQA baseline operating conditions. Table 3.11-41 summarizes the locations
29 at which significant impacts are identified under CEQA. Alternative 5 would result
30 in significant traffic impacts at six intersections by 2015 and at eight intersections by
31 2037 during one or more peak hours.

1 **Table 3.11-40. Significant Impacts at Intersections under CEQA—Alternative 5**

<i>Intersection</i>	<i>LOS (V/C)¹</i>					
	<i>2015</i>			<i>2037</i>		
	<i>AM</i>	<i>PM</i>	<i>Wkend</i>	<i>AM</i>	<i>PM</i>	<i>Wkend</i>
5. Gaffey Street/9 th Street					E (0.919)	D (0.821)
7. Gaffey Street/6 th Street						E (0.930)
9. Gaffey Street/1 st Street	F (1.214)		E (0.936)	F (1.400)		F (1.067)
22. Harbor Boulevard/7 th Street			C (0.772)			D (0.842)
24. Harbor Boulevard/5 th Street		C (0.785)			D (0.871)	
25. Harbor Boulevard/1 st Street			C (0.751)	D (0.809)	C (0.741)	D (0.852)
29. Harbor Boulevard/O'Farrell Street		E (0.909)	C (0.750)	C (0.723)	F (1.011)	D (0.827)
30. Harbor Boulevard/3 rd Street		D (0.833)	D (0.833)	C (0.713)	E (0.902)	D (0.887)

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.

2

3 The intersections identified in Table 3.11-41 are projected to exceed the LOS
4 thresholds defined under CEQA, as described in Section 3.11.4.1, "Methodology."
5 Thus, operational impacts on vehicle traffic would be significant under CEQA.

6 **Mitigation Measures**

7 Implement Mitigation Measures MM TC-6, MM TC-8 through MM TC-10, MM
8 TC-12, and MM TC-13 by 2015.

9 Implement Mitigation Measures MM TC-2 through MM TC-4 by 2037.

10 **Residual Impacts**

11 The recommended mitigation measures would fully mitigate impacts identified at
12 five of the six intersections in 2015 and five of the eight intersections in 2037 to
13 less-than-significant levels. For the remaining locations, no feasible measures were
14 identified that would fully mitigate impacts to less-than-significant levels for all
15 analysis periods due to existing physical constraints at those locations. This includes
16 one intersection (Gaffey Street and 1st Street) where no feasible measure was

1 identified. Table 3.11-42 summarizes the locations and scenarios at which residual
 2 significant impacts would remain after implementation of all recommended
 3 mitigation measures.

4 Additionally, as stated for the proposed project, implementation of Mitigation
 5 Measure TC-6 and portions of Mitigation Measures TC-7, TC-8, TC-9, TC-12 and
 6 TC-13 (involving configuring Harbor Boulevard to provide three lanes both
 7 northbound and southbound) have been identified to reduce congestion and increase
 8 levels of service for this alternative. While these mitigation measures are available to
 9 the LAHD, the LAHD may decide not to adopt Mitigation Measure TC-6 and
 10 portions of Mitigation Measures TC-7, TC-8, TC-9, TC-12 and TC-13 (involving
 11 configuring Harbor Boulevard to provide three lanes both northbound and
 12 southbound) because the provision of three lanes both northbound and southbound on
 13 Harbor Boulevard would increase speeds along Harbor Boulevard and would not
 14 contribute to a pedestrian-friendly environment along Harbor Boulevard. Should the
 15 LAHD decide not to adopt these mitigation measures, the resulting congestion and
 16 the levels of service would be worse than what is presented below.

17 **Table 3.11-41. Significant Residual Impacts at Intersections under CEQA—Alternative 5**

Intersection	LOS (V/C) ¹					
	2015			2037		
	AM	PM	Wkend	AM	PM	Wkend
5. Gaffey Street/9 th Street						D (0.821)
9. Gaffey Street/1 st Street	F (1.214)		E (0.936)	F (1.400)		F (1.067)
22. Harbor Boulevard/7 th Street						C (0.760)
Notes: ¹ LOS (V/C) information is provided only in the years/analysis periods in which a significant residual impact has been identified.						

18
 19 The following is a description of the effectiveness of each proposed intersection
 20 mitigation measure.

- 21 ■ Mitigation Measure MM TC-3, combined with MM TC-2, would partially
 22 mitigate the identified impact at Gaffey Street and 9th Street. No feasible
 23 measures have been identified to address the impact during the weekend midday
 24 peak hour in 2037.
- 25 ■ Mitigation Measure MM TC-4, combined with MM TC-2, would fully mitigate
 26 the impacts identified at Gaffey Street and 6th Street.
- 27 ■ Mitigation Measure MM TC-6, combined with additional measures, would
 28 mitigate impacts identified at the following locations:

- 1 □ Harbor Boulevard and 5th Street (see also MM TC-8),
- 2 □ Harbor Boulevard and 1st Street (see also MM TC 9),
- 3 □ Harbor Boulevard and 7th Street (see also MM TC-10),
- 4 □ Harbor Boulevard and O'Farrell Street (see also MM TC-12), and
- 5 □ Harbor Boulevard and 3rd Street (see also MM TC-13).
- 6 ■ Mitigation Measure MM TC-8, combined with MM TC-6, would fully mitigate
- 7 the identified impacts at Harbor Boulevard and 5th Street.
- 8 ■ Mitigation Measure MM TC-9, combined with MM TC-6, would fully mitigate
- 9 the identified impact at Harbor Boulevard and 1st Street.
- 10 ■ Mitigation Measure MM TC-10, combined with MM TC-6, would partially
- 11 mitigate the identified impact at Harbor Boulevard and 7th Street. No feasible
- 12 measures have been identified to address the impact during the weekend midday
- 13 peak hour in 2037.
- 14 ■ Mitigation Measure MM TC-12, combined with MM TC-6, would fully mitigate
- 15 all identified impacts at Harbor Boulevard and O'Farrell Street.
- 16 ■ Mitigation Measure MM TC-13, combined with MM TC-6, would fully mitigate
- 17 all identified impacts at Harbor Boulevard and 3rd Street.

18 **NEPA Impact Determination**

19 Because the No-Federal-Action Alternative is identical to the NEPA baseline, this
20 alternative would have no impact under NEPA.

21 Mitigation Measures

22 No mitigation is required.

23 Residual Impacts

24 No impacts would occur.

25 **Impact TC-2b: Alternative 5 operations would not increase** 26 **traffic volumes and degrade LOS along neighborhood** 27 **streets within the proposed project vicinity.**

28 Alternative 5 would increase the number of people traveling to and from the San
29 Pedro Waterfront area. The resulting increase in traffic volumes would degrade LOS
30 on the surrounding neighborhood roadways. Table 3.11-43 summarizes the LOS
31 expected to result from Alternative 5 at the two analysis neighborhood roadways, as
32 compared to CEQA and NEPA baseline conditions.

1 **Table 3.11-42. Neighborhood Street Impact Assessment—Alternative 5**

<i>Street Segment</i>	<i>Year</i>	<i>NEPA Baseline</i>	<i>CEQA Baseline</i>	<i>Project Only</i>	<i>Future with Project</i>	<i>NEPA Increase %</i>	<i>CEQA Increase %</i>	<i>Impact Criteria</i>	<i>NEPA Impact</i>	<i>CEQA Impact</i>
Santa Cruz Street between Grand and Pacific	2015	1,927	1,857	70	1,927	0%	4%	12%	No	No
	2037	1,999	1,929	70	1,999	0%	4%	12%	No	No
West 17 th Street between Centre and Palos Verdes	2015	1,952	1,788	164	1,952	0%	9%	12%	No	No
	2037	2,036	1,872	164	2,036	0%	9%	10%	No	No

2

3

CEQA Impact Determination

4

To determine whether significant impacts would occur at the study intersections under CEQA, the cumulative plus Alternative 5 operating conditions were compared to the CEQA baseline operating conditions. Table 3.11-43 indicates that projected increases in traffic on the neighborhood streets due to Alternative 5 would not exceed CEQA thresholds. Therefore, operational impacts on neighborhood street operations would be less than significant under CEQA.

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Mitigation Measures

11

No mitigation is required.

12

Residual Impacts

13

Impacts would be less than significant.

14

NEPA Impact Determination

15

Because the No-Federal-Action Alternative is identical to the NEPA baseline, this alternative would have no impact under NEPA.

16

17

Mitigation Measures

18

No mitigation is required.

19

Residual Impacts

20

No impacts would occur.

Impact TC-2c: Alternative 5 operations would not increase traffic volumes and degrade operations on CMP facilities within the proposed project vicinity.

Alternative 5 would increase the number of people traveling to and from the San Pedro Waterfront area. The resulting demand would increase traffic volumes and degrade operations on the regional CMP facilities. Detailed projections of traffic volumes and V/Cs under baseline and Alternative 5 conditions are provided in Tables 54 and 55 of the traffic study in Appendix M.

CEQA Impact Determination

The projected volumes on the CMP freeway facilities, as compared to thresholds defined under the CMP, are summarized in Table 3.11-44.

To determine whether significant impacts would occur on the CMP freeway facilities under CEQA, the difference in V/C between cumulative-plus-project operating conditions and the no-project operating conditions were compared to the CMP thresholds. Table 3.11-44 indicates that, under projected 2015 and 2037 conditions, most of the CMP facility locations are projected to operate at LOS E or better. It also shows that at the locations projected to operate at LOS F the proposed Project would result in a V/C change of less than 0.02. Thus, operational impacts would be less than significant under CEQA.

Table 3.11-43. CMP Facility Impact Assessment under CEQA—Alternative 5

CMP Monitoring Station	Peak Hour	Northbound/Westbound				Southbound/Eastbound			
		Baseline		Change Due to Project		Baseline		Change Due to Project	
		V/C	LOS	V/C change	Significant Impact?	V/C	LOS	V/C change	Significant Impact?
<i>2015</i>									
I-110 south of C Street	AM	0.56	C	0.00	No	0.41	B	0.02	No
	PM	0.39	B	0.04	No	0.53	B	0.03	No
I-110 at Manchester Boulevard	AM	0.84	D	0.00	No	1.06	F	0.01	No
	PM	1.01	F	0.01	No	1.15	F	0.01	No
I-405 south of I-110 at Carson Scales	AM	0.97	E	0.00	No	0.84	D	0.00	No
	PM	0.83	D	0.00	No	0.93	D	0.00	No
I-405 north of Inglewood Boulevard	AM	0.92	D	0.00	No	0.71	C	0.00	No
	PM	0.82	D	0.01	No	1.02	F	0.01	No
<i>2037</i>									
I-110 south of C Street	AM	0.63	C	0.00	No	0.46	B	0.02	No
	PM	0.44	B	0.04	No	0.60	C	0.03	No

I-110 at Manchester Boulevard	AM	0.96	E	0.00	No	1.20	F	0.01	No
	PM	1.14	F	0.01	No	1.30	F	0.01	No
I-405 south of I-110 at Carson Scales	AM	1.10	F	0.00	No	0.95	E	0.00	No
	PM	0.95	E	0.00	No	1.06	F	0.00	No
I-405 north of Inglewood Boulevard	AM	1.04	F	0.00	No	0.81	D	0.00	No
	PM	0.93	D	0.01	No	1.16	F	0.01	No

1

2

Mitigation Measures

3

No mitigation is required.

4

Residual Impacts

5

Impacts would be less than significant.

6

NEPA Impact Determination

7

Because the No-Federal-Action Alternative is identical to the NEPA baseline, this alternative would have no impact under NEPA.

8

9

Mitigation Measures

10

No mitigation is required.

11

Residual Impacts

12

No impacts would occur.

13

Impact TC-3: Alternative 5 operations would not cause increases in demand for transit service beyond the supply of such services.

14

15

16

Analysis presented in the traffic study indicates that Alternative 5's transit demand would be less than that expected for the proposed Project, because the proposed Project represents the "worst-case" scenario in the number of trips generated as a result of commercial, recreation, cultural, and business activity.

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CEQA Impact Determination

21

Since no significant impact is identified under the proposed Project, the lower demand that would be expected under Alternative 5 would also be less than significant.

22

23

1 Mitigation Measures

2 No mitigation is required.

3 Residual Impacts

4 Impacts would be less than significant.

5 **NEPA Impact Determination**

6 Because the No-Federal-Action Alternative is identical to the NEPA baseline, this
7 alternative would have no impact under NEPA.

8 Mitigation Measures

9 No mitigation is required.

10 Residual Impacts

11 No impacts would occur.

12 **Impact TC-4: Alternative 5 operations would not result in a**
13 **violation of the City’s adopted parking policies and parking**
14 **demand would not exceed supply.**

15 Alternative 5 would increase parking demand at the waterfront facilities.
16 Table 3.11-45 summarizes the impact assessment, which compares of the proposed
17 parking supply to the proposed project demand, and also to requirements set forth in
18 the City of Los Angeles Municipal Code. More detailed information on parking
19 projections for Alternative 5 is provided in Table 61 of the traffic study in Appendix
20 M.

21 **Table 3.11-44. Parking Assessment—Alternative 5**

<i>Proposed Parking Supply</i>	<i>Code Requirements</i>		<i>2015 Projected Demand</i>		<i>2037 Projected Demand</i>	
	<i>Spaces Required</i>	<i>Accommodated by proposed supply?</i>	<i>Spaces Required</i>	<i>Accommodated by proposed supply?</i>	<i>Spaces Required</i>	<i>Accommodated by proposed supply?</i>
7,909	2,996	Yes	7,396	Yes	8,085	No

22
23 Table 3.11-45 shows that the parking supply for Alternative 5 would exceed code
24 requirements through 2015 and 2037 and projected parking demand through 2015 but
25 not through 2037.

26 The Waterfront Red Car alignment is the same under this alternative as it is for the
27 proposed Project and could result in loss of available parking.

1 **CEQA Impact Determination**

2 Based on the discussion presented above, 2037 parking demand would exceed
3 supply, resulting in a significant impact under CEQA. The loss of parking resulting
4 from reconfiguration of the parking lots to accommodate this streetcar extension
5 would be the same as that identified for the proposed Project and would be
6 significant.

7 Mitigation Measures

8 Implement Mitigation Measures MM TC-15a, MM TC-15b, or MM TC-15c.

9 **MM TC-31. Increase capacity of parking supply associated with cruise**
10 **terminals.** To provide secure, dedicated parking for the cruise terminals, increase
11 the size of the parking structures serving the cruise terminals by 176 spaces.

12 Residual Impacts

13 Impacts would be less than significant.

14 **NEPA Impact Determination**

15 Because the No-Federal-Action Alternative is identical to the NEPA baseline, this
16 alternative would have no impact under NEPA.

17 Mitigation Measures

18 No mitigation is required.

19 Residual Impacts

20 No impacts would occur.

21 **Impact TC-5a: The alignment of the Waterfront Red Car**
22 **expansion for Alternative 5 would not increase potential**
23 **conflict with vehicles at cross streets.**

24 The Waterfront Red Car alignment would be the same for Alternative 5 as it is for the
25 proposed Project.

26 **CEQA Impact Determination**

27 Vehicular and pedestrian safety hazards associated with the Waterfront Red Car
28 expansion at cross street locations under Alternative 5 are the same as those
29 identified for the proposed Project and would be significant under CEQA.

1 Mitigation Measures

2 Implement Mitigation Measures MM TC-16, MM TC-17, MM TC-18, MM TC-19-a
3 or MM TC-19-b, and MM TC-20.

4 Residual Impacts

5 Impacts would be less than significant.

6 **NEPA Impact Determination**

7 Because the No-Federal-Action Alternative is identical to the NEPA baseline, this
8 alternative would have no impact under NEPA.

9 Mitigation Measures

10 No mitigation is required.

11 Residual Impacts

12 No impacts would occur.

13 **Impact TC-5b: The alignment of the Waterfront Red Car**
14 **expansion for Alternative 5 would not increase potential**
15 **conflict at track crossovers where the rail would transition**
16 **between center-running and side-running.**

17 The Waterfront Red Car alignment would be the same for Alternative 5 as it is for the
18 proposed Project.

19 **CEQA Impact Determination**

20 Vehicular and pedestrian safety hazards associated with the Waterfront Red Car
21 expansion at track crossover locations under Alternative 5 are the same as those
22 identified for the proposed Project and would be significant under CEQA.

23 Mitigation Measures

24 Implement Mitigation Measures MM TC-22 and MM TC-23.

25 Residual Impacts

26 Impacts would be less than significant.

1 **NEPA Impact Determination**

2 Because the No-Federal-Action Alternative is identical to the NEPA baseline, this
3 alternative would have no impact under NEPA.

4 Mitigation Measures

5 No mitigation is required.

6 Residual Impacts

7 No impacts would occur.

8 **Impact TC-5c: The Waterfront Red Car expansion for**
9 **Alternative 5 would not result in increased pedestrian**
10 **conflicts at stations.**

11 The Waterfront Red Car alignment would be the same for Alternative 5 as it is for the
12 proposed Project.

13 **CEQA Impact Determination**

14 Increased pedestrian conflict points resulting from the Waterfront Red Car expansion
15 would be the same as those identified for the proposed Project and would be
16 significant.

17 Mitigation Measures

18 Implement Mitigation Measures TC-24, TC-25, and TC-26.

19 Residual Impacts

20 Impacts would be less than significant.

21 **NEPA Impact Determination**

22 Because the No-Federal-Action Alternative is identical to the NEPA baseline, this
23 alternative would have no impact under NEPA.

24 Mitigation Measures

25 No mitigation is required.

26 Residual Impacts

27 No impacts would occur.

3.11.4.3.7 Alternative 6—No Project Alternative

Impact TC-1: Construction of Alternative 6 would not result in a short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.

CEQA Impact Determination

As no construction activities would take place under Alternative 6, no construction impacts would occur.

Mitigation Measures

No mitigation is required.

Residual Impacts

No impacts would occur

NEPA Impact Determination

This alternative is not applicable to NEPA.

Mitigation Measures

Not applicable.

Residual Impacts

Not applicable.

Impact TC-2a: Alternative 6 operations would not increase traffic volumes and degrade LOS at intersections within the proposed project vicinity.

CEQA Impact Determination

As no new facilities or transportation improvements would be constructed under Alternative 6, no new vehicle or nonmotorized trips would be generated; therefore, no operational impacts would occur.

Mitigation Measures

No mitigation is required.

1 Residual Impacts

2 No impacts would occur.

3 **NEPA Impact Determination**

4 This alternative is not applicable to NEPA.

5 Mitigation Measures

6 Not applicable.

7 Residual Impacts

8 Not applicable.

9 **Impact TC-2b: Alternative 6 operations would not increase**
10 **traffic volumes and degrade LOS along neighborhood**
11 **streets within the proposed project vicinity.**

12 **CEQA Impact Determination**

13 As no new facilities or transportation improvements would be constructed under
14 Alternative 6, no new vehicle or non-motorized trips would be generated; therefore,
15 no operational impacts would occur.

16 Mitigation Measures

17 No mitigation is required.

18 Residual Impacts

19 No impacts would occur.

20 **NEPA Impact Determination**

21 This alternative is not applicable to NEPA.

22 Mitigation Measures

23 Not applicable.

24 Residual Impacts

25 Not applicable.

1 **Impact TC-2c: Alternative 6 operations would not increase**
2 **traffic volumes and degrade operations on CMP facilities**
3 **within the proposed project vicinity.**

4 **CEQA Impact Determination**

5 As no new facilities or transportation improvements would be constructed under
6 Alternative 6, no new vehicle or non-motorized trips would be generated; therefore,
7 no operational impacts would occur.

8 Mitigation Measures

9 No mitigation is required.

10 Residual Impacts

11 No impacts would occur.

12 **NEPA Impact Determination**

13 This alternative is not applicable to NEPA.

14 Mitigation Measures

15 Not applicable.

16 Residual Impacts

17 Not applicable.

18 **Impact TC-3: Alternative 6 operations would not cause**
19 **increases in demand for transit service beyond the supply of**
20 **such services.**

21 **CEQA Impact Determination**

22 As no new facilities or transportation improvements would be constructed under
23 Alternative 6, no increase in transit demand would be required; therefore, no
24 operational impacts would occur.

25 Mitigation Measures

26 No mitigation is required.

27 Residual Impacts

28 No impacts would occur.

1 **NEPA Impact Determination**

2 This alternative is not applicable to NEPA.

3 Mitigation Measures

4 Not applicable.

5 Residual Impacts

6 Not applicable.

7 **Impact TC-4: Alternative 6 operations would not result in a**
8 **violation of the City’s adopted parking policies and parking**
9 **demand would not exceed supply.**

10 **CEQA Impact Determination**

11 As no new facilities or transportation improvements would be constructed under
12 Alternative 6, no new parking demand would be required; therefore, no operational
13 impacts would occur. The alignment of the Waterfront Red Car expansion would not
14 occur under this alternative and therefore would not result in loss of available
15 parking.

16 Mitigation Measures

17 No mitigation is required.

18 Residual Impacts

19 No impacts would occur.

20 **NEPA Impact Determination**

21 This alternative is not applicable to NEPA.

22 Mitigation Measures

23 Not applicable.

24 Residual Impacts

25 Not applicable.

1 **Impact TC-5a: The alignment of the Waterfront Red Car**
2 **expansion for Alternative 6 would not increase potential**
3 **conflict with vehicles at cross streets.**

4 **CEQA Impact Determination**

5 As no new facilities or transportation improvements would be constructed under
6 Alternative 6, no increase in conflicts between vehicles and the Waterfront Red Car
7 Line would occur; therefore, no operational impacts would occur.

8 Mitigation Measures

9 No mitigation is required.

10 Residual Impacts

11 No impacts would occur

12 NEPA Impact Determination

13 This alternative is not applicable to NEPA.

14 Mitigation Measures

15 Not applicable.

16 Residual Impacts

17 Not applicable.

18 **Impact TC-5b: The alignment of the Waterfront Red Car**
19 **expansion for Alternative 6 would not increase potential**
20 **conflict at track crossovers where the rail would transition**
21 **between center-running and side-running.**

22 **CEQA Impact Determination**

23 As no new facilities or transportation improvements would be constructed under
24 Alternative 6, no increase in conflicts between vehicles and the Waterfront Red Car
25 Line would occur; therefore, no operational impacts would occur.

26 Mitigation Measures

27 No mitigation is required.

1 Residual Impacts

2 No impacts would occur

3 **NEPA Impact Determination**

4 This alternative is not applicable to NEPA.

5 Mitigation Measures

6 Not applicable.

7 Residual Impacts

8 Not applicable.

9 **Impact TC-5c: The Waterfront Red Car expansion for**
10 **Alternative 6 would not result in increased pedestrian**
11 **conflicts at stations.**

12 **CEQA Impact Determination**

13 As no new facilities or transportation improvements would be constructed under
14 Alternative 6, no increase in conflicts between vehicles and the Waterfront Red Car
15 Line would occur; therefore, no operational impacts would occur.

16 Mitigation Measures

17 No mitigation is required.

18 Residual Impacts

19 No impacts would occur

20 **NEPA Impact Determination**

21 This alternative is not applicable to NEPA.

22 Mitigation Measures

23 Not applicable.

24 Residual Impacts

25 Not applicable.

1 **3.11.4.3.8 Summary of Impact Determinations**

2 Table 3.11-46 summarizes the CEQA and NEPA impact determinations of the
3 proposed Project and its alternatives related to transportation and circulation, as
4 described in the detailed discussion in Sections 3.11.4.3.1 through 3.11.4.3.7. This
5 table is meant to allow easy comparison between the potential impacts of the
6 proposed Project and its alternatives with respect to this resource. Identified potential
7 impacts may be based on federal, state, and City of Los Angeles significance criteria;
8 LAHD criteria; and the scientific judgment of the report preparers.

9 For each type of potential impact, the table describes the impact, notes the CEQA and
10 NEPA impact determinations, describes any applicable mitigation measures, and
11 notes the residual impacts (i.e., the impact remaining after mitigation). All impacts,
12 whether significant or not, are included in this table.

1 **Table 3.11-46.** Summary Matrix of Potential Impacts and Mitigation Measures for Transportation and Circulation (Ground) Associated with the
 2 Proposed Project and Alternatives

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
3.11 Transportation and Circulation (Ground)				
Proposed Project	Impact TC-1: Construction of the proposed Project would not result in a short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.	CEQA: Significant	<p>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:</p> <ul style="list-style-type: none"> • 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. <p>Additionally, the traffic control plan will include the following stipulations.</p> <ul style="list-style-type: none"> • 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 	CEQA: Less than significant

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
			<p>of day.</p> <ul style="list-style-type: none"> • 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 <i>Manual on Uniform Traffic Control Devices</i> (Federal Highway Administration 2001) in advance of the construction area and at any intersection that provides access to the 	

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
			<p>construction area.</p> <ul style="list-style-type: none"> • 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. 	
		NEPA: Significant	Implement Mitigation Measure MM TC-1.	NEPA: Less than significant
	<p>Impact TC-2a: Proposed project operations would increase traffic volumes and degrade LOS at intersections within the proposed project vicinity.</p>	CEQA: Significant	<p>MM TC-2. Prohibit weekday peak period parking on Gaffey Street (needed by 2015). Prohibit parking on Gaffey Street both northbound and southbound north of 9th Street during the weekday AM and PM peak periods to allow for an additional through lane in both the northbound and southbound directions. This prohibition is identified in the current San Pedro Community Plan as a potential measure to improve traffic flow on Gaffey Street.</p> <p>MM TC-3. Modify southbound approach to Gaffey Street and 9th Street (needed by 2015). Modify the southbound approach to Gaffey Street and 9th Street to provide one left-turn lane, two</p>	CEQA: Significant and unavoidable

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
			<p>through lanes, and one through/right-turn lane.</p> <p>MM TC-4. Install traffic signal at Gaffey Street and 6th Street (needed by 2015).</p> <p>MM TC-5. Modify northbound and southbound approaches at Miner Street and 22nd Street (needed by 2037). Modify the northbound and southbound approaches at Miner Street and 22nd Street to provide one left-turn lane, one through lane, and one through/right-turn lane.</p> <p>MM TC-6. Prohibit parking on Harbor Boulevard (needed by 2015). As a complementary mitigation measure for intersection-specific mitigation measures along Harbor Boulevard, the prohibition of parking on Harbor Boulevard would allow for the roadway to be configured to generally provide three lanes in each direction. This prohibition is identified in the current San Pedro Community Plan as a potential measure to improve traffic flow on Harbor Boulevard north of 7th Street.</p> <p>MM TC-7. Modify Harbor Boulevard at 6th Street (needed by 2037). Reconfigure Harbor Boulevard at 6th Street to provide three lanes on the southbound intersection approach, resulting in two through lanes and one shared through/right-turn lane. The existing on-street bicycle lanes may need to be removed to accommodate the additional travel lane on southbound Harbor Boulevard.</p> <p>MM TC-8. Modify Harbor Boulevard at 5th Street (needed by 2015). Reconfigure Harbor Boulevard at 5th Street to provide three lanes on the southbound intersection approach, resulting in one left-turn lane, two through lanes, and one shared through/right-turn lane. The existing on-street bicycle lanes may need to be removed to</p>	

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
			<p>accommodate the additional travel lane on southbound Harbor Boulevard.</p> <p>MM TC-9. Modify Harbor Boulevard at 1st Street (needed by 2015). Reconfigure Harbor Boulevard at 1st Street to provide three lanes both northbound and southbound. The existing on-street bicycle lanes may need to be removed to accommodate the additional travel lane on southbound Harbor Boulevard.</p> <p>MM TC-10. Modify eastbound approach to Harbor Boulevard and 7th Street (needed by 2015). Reconfigure the eastbound approach to Harbor Boulevard and 7th Street to provide two left-turn lanes, one through lane onto Sampson Way, and one through/right-turn lane.</p> <p>MM TC-11. Reconfigure Harbor Boulevard and Swinford Street/SR-47 eastbound ramps (needed by 2015). Restripe the westbound (Swinford Street) approach to provide an additional lane at the Harbor Boulevard and Swinford Street/SR-47 eastbound ramps. The westbound approach would be configured with one left-turn lane, one through lane, and one right-turn lane.</p> <p>MM TC-12. Reconfigure Harbor Boulevard at O'Farrell Street (needed by 2015). Reconfigure Harbor Boulevard at O'Farrell Street to provide three lanes both northbound and southbound. The existing on-street bicycle lanes may need to be removed to accommodate the additional travel lanes on Harbor Boulevard.</p> <p>MM TC-13. Install signal at Harbor Boulevard and 3rd Street (needed by 2015). Install a traffic signal at Harbor Boulevard and 3rd Street and configure the roadway to provide three</p>	

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
			<p>lanes both northbound and southbound. The existing on-street bicycle lanes may need to be removed to accommodate the additional travel lanes on Harbor Boulevard.</p> <p>MM TC-14. Modify eastbound and westbound approaches at Gaffey Street and 13th Street (needed by 2037). Modify the eastbound and westbound approaches at Gaffey Street and 13th Street to provide one left-turn lane and one shared through/right-turn lane each. This reconfiguration will result in the loss of approximately six on-street parking spaces.</p>	
		NEPA: Significant	<p>Implement Mitigation Measures MM TC-2, MM TC-4, MM TC-6, and MM TC-8 through MM TC-13 by 2015.</p> <p>Implement Mitigation Measures MM TC-3, MM TC-5, MM TC-7, and MM TC-14 by 2037.</p>	NEPA: Significant and unavoidable
	Impact TC-2b: Proposed Project operations would increase traffic volumes and degrade LOS along neighborhood streets within the proposed project vicinity.	CEQA: Significant	No mitigation is available.	CEQA: Significant and unavoidable
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
	Impact TC-2c: Proposed Project operations would not increase traffic volumes and degrade operations on CMP facilities within the proposed project vicinity.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	Impact TC-3: Proposed Project operations would not cause increases in demand for transit service beyond the supply of such services.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
	Impact TC-4: Proposed Project operations would not result in a violation of the City’s adopted parking policies and parking demand would not exceed supply.	CEQA: Significant	MM TC 15-a. Offset loss of parking through reconfiguration or expansion of parking elsewhere in the vicinity. Or, MM TC 15-b. Design the southern portion of this extension to minimize disruption to the existing parking lots. Or, MM TC 15-c. Align the southern segment of the Cabrillo Beach extension behind the Cabrillo Marine Aquarium to avoid or minimize conflicts with the existing parking lots in the area.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	Impact TC-5a: The alignment of the Waterfront Red Car expansion for the proposed Project would not increase potential conflict with vehicles at cross streets.	CEQA: Significant	MM TC-16. Install a signal at the intersection of Harbor Boulevard and 3rd Street. MM TC-17. Ensure that traffic signals at cross street locations have protected left-turn phases and, potentially, active “No Right Turn” signs to allow these movements from streets parallel to the tracks to be held when a train is approaching or present. MM TC-18. Provide traffic control on approach streets to rail line to prevent motorists from stopping on tracks. On the streets that approach the rail line perpendicularly, such as 1 st Street, 5 th Street, 6 th Street, or Miner Street, the stop bars and	CEQA: Less than significant

Alternative	Environmental Impacts*	Impact Determination	Mitigation Measures	Impacts after Mitigation
			<p>vehicle detection loops on the intersection legs where the rail line will be placed in advance of the tracks to prevent motorists from stopping on the tracks. During final design, the LAHD may also consider installing automatic crossing gates to fully protect the crossings that lie adjacent to parallel streets.</p> <p>MM TC-19-a. Prohibit left turns across tracks on existing and proposed streets and proposed driveways that cross the tracks.</p> <p>Or,</p> <p>MM TC-19-b. Reduce streetcar operating speeds along streets where existing and proposed driveways serve the adjacent uses and install appropriate active warning signs or other devices to alert motorists to the possible presence of oncoming streetcars.</p> <p>MM TC-20. Combine lower levels of proposed parking structures to reduce potential conflict points along Sampson Way. Locate a main access to the surface parking lots on the east side of Sampson Way to create a four-legged intersection there, and install a signal at this location to reduce conflicts.</p> <p>MM TC-21. Signalize the reconfigured intersection of Signal Street/Sampson Way.</p>	
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	Impact TC-5b: The alignment of the Waterfront Red Car expansion for the proposed Project would not increase potential	CEQA: Significant	MM TC-22. Install half-signals at two proposed track crossovers located along Sampson Way and retime signals at the proposed track crossovers on 22nd Street at Miner Street and at Via Cabrillo Marina. At locations where detailed design determines it necessary, retime traffic signals	CEQA: Less than significant

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	conflict at track crossovers where the rail would transition between center-running and side-running.		to include a street car phase for turning and crossing streetcars and provide transit signal priority phasing. At the intersection of 22 nd Street and Via Cabrillo Marina, provide for train movements to coincide with the westbound left-turn and northbound right-turn movements MM TC-23. Install a half-signal at the proposed track crossover on the City Dock No. 1 extension that would occur south of the proposed Mid-Point Station.	
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	Impact TC-5c: The Waterfront Red Car expansion for the proposed Project would not result in increased pedestrian conflicts at stations.	CEQA: Significant	MM TC-24. Design pavement markings and signage in station areas to clearly direct pedestrians to the desired routes. MM TC-25. Construct new sidewalks to allow for the orderly movement of pedestrians. MM TC-26. Shift the location of the main Ports O' Call surface parking lot driveway to a point north of this station to improve pedestrian safety there. Place the main Ports O' Call surface parking lot driveway opposite one of the driveways serving the proposed parking structure on the west side of Sampson Way. Within the Ports O' Call surface parking lots, provide clear pedestrian paths from the foot of the proposed pedestrian bridge.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
Alternative 1	Impact TC-1: Construction of Alternative 1 would not result in a short-term, temporary increase in construction-related truck and auto traffic, decreases	CEQA: Significant	Implement Mitigation Measure MM TC-1.	CEQA: Less than significant
		NEPA: Significant	Implement Mitigation Measure MM TC-1.	NEPA: Less than significant

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	in roadway capacity, and disruption of vehicular and nonmotorized travel.			
	Impact TC-2a: Alternative 1 operations would increase traffic volumes and degrade LOS at intersections within the proposed project vicinity.	CEQA: Significant	Implement Mitigation Measures MM TC-2, MM TC-4, MM TC-6, MM TC-8 through MM TC-10, MM TC-12, and MM TC-13 by 2015. Implement Mitigation Measure MM TC-3 by 2037.	CEQA: Significant and unavoidable
		NEPA: Significant	Implement Mitigation Measures MM TC-6, MM TC-9, MM TC-10, MM TC-12, and MM TC-13 by 2015. Implement Mitigation Measures MM TC-8 and MM TC-11 by 2037.	NEPA: Significant and unavoidable
	Impact TC-2b: Alternative 1 operations would increase traffic volumes and degrade LOS along neighborhood streets within the proposed project vicinity.	CEQA: Significant	No mitigation is available.	CEQA: Significant and unavoidable
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
	Impact TC-2c: Alternative 1 operations would not increase traffic volumes and degrade operations on CMP facilities within the proposed project vicinity.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
	Impact TC-3: Alternative 1 operations would not cause increases in demand for transit service beyond the supply of such services.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	Impact TC-4: Alternative 1 operations would not result in a violation of the City’s adopted parking policies and parking demand would not exceed supply.	CEQA: Significant	Implement Mitigation Measures MM TC-15a, MM TC-15b, or MM TC-15c. MM TC 27. Increase capacity of parking supply associated with cruise terminals. To provide secure, dedicated parking for the cruise terminals, increase the size of the parking structures serving the cruise terminals by 701 spaces.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NPEA: No impact
	Impact TC-5a: The alignment of the Waterfront Red Car expansion for Alternative 1 would not increase potential conflict with vehicles at cross streets.	CEQA: Significant	Implement Mitigation Measures MM TC-16, MM TC-17, MM TC-18, MM TC-19-a or MM TC-19-b, and MM TC-20, plus the following additional measure. MM TC-28. Signalize the proposed intersection of Crescent Avenue/Sampson Way and the reconfigured intersection of Signal Street/Sampson Way.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	Impact TC-5b: The alignment of the Waterfront Red Car expansion for Alternative 1 would not increase potential conflict at track crossovers where the rail would transition between center-running and side-running.	CEQA: Significant	Implement Mitigation Measures MM TC-22 and MM TC-23.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	Impact TC-5c: The Waterfront Red Car expansion for Alternative 1 would not result in increased pedestrian	CEQA: Significant	Implement Mitigation Measures TC-24, TC-25, and TC-26.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	conflicts at stations.			
Alternative 2	Impact TC-1: Construction of Alternative 2 would not result in a short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.	CEQA: Significant	Implement Mitigation Measure MM TC-1.	CEQA: Less than significant
		NEPA: Significant	Implement Mitigation Measure MM TC-1.	NEPA: Less than significant
	Impact TC-2a: Alternative 2 operations would increase traffic volumes and degrade LOS at intersections within the proposed project vicinity.	CEQA: Significant	Implement Mitigation Measures MM TC-2 through MM TC-4, MM TC-6, and MM TC-8 through MM TC-13 by 2015. Implement Mitigation Measures MM TC-5, MM TC-7, and MM TC-14 by 2037.	CEQA: Significant and unavoidable
		NEPA: Significant	Implement Mitigation Measures MM TC-2, MM TC-4, MM TC-6, and MM TC-8 through MM TC-13 by 2015. Implement Mitigation Measures MM TC-3, MM TC-5, MM TC-7, and MM TC-14 by 2037.	NEPA: Significant and unavoidable
	Impact TC-2b: Alternative 2 operations would increase traffic volumes and degrade LOS along neighborhood streets within the proposed project vicinity.	CEQA: Significant	No mitigation is available.	CEQA: Significant and unavoidable
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
	Impact TC-2c: Alternative 2 operations would not increase traffic volumes and degrade operations on CMP	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	facilities within the proposed project vicinity.			
	Impact TC-3: Alternative 2 operations would not cause increases in demand for transit service beyond the supply of such services.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
	Impact TC-4: Alternative 2 operations would not result in a violation of the City’s adopted parking policies and parking demand would not exceed supply.	CEQA: Significant	Implement Mitigation Measures MM TC-15a, MM TC-15b, or MM TC-15c.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	Impact TC-5a: The alignment of the Waterfront Red Car expansion for Alternative 2 would not increase potential conflict with vehicles at cross streets.	CEQA: Significant	Implement Mitigation Measures MM TC-16, MM TC-17, MM TC-18, MM TC-19-a or MM TC-19-b, MM TC-20, MM TC-21, and MM TC-27.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	Impact TC-5b: The alignment of the Waterfront Red Car expansion for Alternative 2 would not increase potential conflict at track crossovers where the rail would transition between center-running and side-running.	CEQA: Significant	Implement Mitigation Measures MM TC-22 and MM TC-23.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	Impact TC-5c: The Waterfront Red Car	CEQA: Significant	Implement Mitigation Measures TC-24, TC-25, and TC-26.	CEQA: Less than significant

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	expansion for Alternative 2 would not result in increased pedestrian conflicts at stations.	NEPA: No impact	No mitigation is required.	NEPA: No impact
Alternative 3	Impact TC-1: Construction of Alternative 3 would not result in a short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.	CEQA: Significant	Implement Mitigation Measure MM TC-1.	CEQA: Less than significant
		NEPA: Significant	Implement Mitigation Measure MM TC-1.	NEPA: Less than significant
	Impact TC-2a: Alternative 3 operations would increase traffic volumes and degrade LOS at intersections within the proposed project vicinity.	CEQA: Significant	Implement Mitigation Measures MM TC-6, MM TC-8 through MM TC-10, MM TC-12, and MM TC-13 by 2015. Implement Mitigation Measures MM TC-2 through MM TC-4 by 2037.	CEQA: Significant and unavoidable
		NEPA: Significant	Implement Mitigation Measures MM TC-6, MM TC-10, and MM TC-13 by 2015. Implement Mitigation Measures MM TC-9 and MM TC-11 by 2037.	NEPA: Significant and unavoidable
	Impact TC-2b: Alternative 3 operations would not increase traffic volumes and degrade LOS along neighborhood streets within the proposed project vicinity.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
	Impact TC-2c: Alternative 3 operations	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	would not increase traffic volumes and degrade operations on CMP facilities within the proposed project vicinity.	NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
	Impact TC-3: Alternative 3 operations would not cause increases in demand for transit service beyond the supply of such services.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
	Impact TC-4: Alternative 3 operations would not result in a violation of the City’s adopted parking policies and parking demand would not exceed supply.	CEQA: Significant	Implement Mitigation Measures MM TC-15a, MM TC-15b, or MM TC-15c. MM TC-29. Increase capacity of parking supply associated with cruise terminals. To provide secure, dedicated parking for the cruise terminals, increase the size of the parking structures serving the cruise terminals by 649 spaces.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	Impact TC-5a: The alignment of the Waterfront Red Car expansion for Alternative 3 would not increase potential conflict with vehicles at cross streets.	CEQA: Significant	Implement Mitigation Measures MM TC-16, MM TC-17, MM TC-18, MM TC-19-a or MM TC-19-b, and MM TC-20.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	Impact TC-5b: The alignment of the Waterfront Red Car expansion for Alternative 3 would not increase potential conflict at track crossovers where the rail	CEQA: Significant	Implement Mitigation Measures MM TC-22 and MM TC-23.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	would transition between center-running and side-running.			
	Impact TC-5c: The Waterfront Red Car expansion for Alternative 3 would not result in increased pedestrian conflicts at stations.	CEQA: Significant	Implement Mitigation Measures MM TC-24, MM TC-25, and MM TC-26.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
Alternative 4	Impact TC-1: Construction of Alternative 4 would not result in a short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.	CEQA: Significant	Implement Mitigation Measure MM TC-1.	CEQA: Less than significant
		NEPA: Significant	Implement Mitigation Measure MM TC-1.	NEPA: Less than significant
	Impact TC-2a: Alternative 4 operations would increase traffic volumes and degrade LOS at intersections within the proposed project vicinity.	CEQA: Significant	Implement Mitigation Measures MM TC-6, MM TC-8 through MM TC-10, MM TC-12, and MM TC-13 by 2015. Implement Mitigation Measures MM TC-2 through MM TC-4 by 2037.	CEQA: Significant and unavoidable
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
	Impact TC-2b: Alternative 4 operations would not increase traffic volumes and degrade LOS along neighborhood streets within the proposed project vicinity.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	Impact TC-2c: Alternative 4 operations would not increase traffic volumes and degrade operations on CMP facilities within the proposed project vicinity.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
	Impact TC-3: Alternative 4 operations would not cause increases in demand for transit service beyond the supply of such services.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: Less than significant	No mitigation is required.	NEPA: Less than significant
	Impact TC-4: Alternative 4 operations would not result in a violation of the City’s adopted parking policies and parking demand would not exceed supply.	CEQA: Significant	Implement Mitigation Measures MM TC-15a, MM TC-15b, or MM TC-15c. MM TC-30. Increase capacity of parking supply associated with cruise terminals. To provide secure, dedicated parking for the cruise terminals, increase the size of the parking structures serving the cruise terminals by 162 spaces.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	Impact TC-5a: The alignment of the Waterfront Red Car expansion for Alternative 4 would not increase potential conflict with vehicles at cross streets.	CEQA: Significant	Implement Mitigation Measures MM TC-16, MM TC-17, MM TC-18, MM TC-19-a or MM TC-19-b, and MM TC-20.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	Impact TC-5b: The alignment of the Waterfront Red Car expansion for Alternative 4 would not increase	CEQA: Significant	Implement Mitigation Measures MM TC-22 and MM TC-23.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	potential conflict at track crossovers where the rail would transition between center-running and side-running.			
	Impact TC-5c: The Waterfront Red Car expansion for Alternative 4 would not result in increased pedestrian conflicts at stations.	CEQA: Significant	Implement Mitigation Measures TC-24, TC-25, and TC-26.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
Alternative 5	Impact TC-1: Construction of Alternative 5 would not result in a short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.	CEQA: Significant	Implement Mitigation Measure MM TC-1.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	Impact TC-2a: Alternative 5 operations would increase traffic volumes and degrade LOS at intersections within the proposed project vicinity.	CEQA: Significant	Implement Mitigation Measures MM TC-6, MM TC-8 through MM TC-10, MM TC-12, and MM TC-13 by 2015. Implement Mitigation Measures MM TC-2 through MM TC-4 by 2037.	CEQA: Significant and unavoidable
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	Impact TC-2b: Alternative 5 operations would not increase traffic volumes and degrade LOS along neighborhood streets within the	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	proposed project vicinity.			
	Impact TC-2c: Alternative 5 operations would not increase traffic volumes and degrade operations on CMP facilities within the proposed project vicinity.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	Impact TC-3: Alternative 5 operations would not cause increases in demand for transit service beyond the supply of such services.	CEQA: Less than significant	No mitigation is required.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	Impact TC-4: Alternative 5 operations would not result in a violation of the City’s adopted parking policies and parking demand would not exceed supply.	CEQA: Significant	Implement Mitigation Measures MM TC-15a, MM TC-15b, or MM TC-15c. MM TC-31. Increase capacity of parking supply associated with cruise terminals. To provide secure, dedicated parking for the cruise terminals, increase the size of the parking structures serving the cruise terminals by 176 spaces.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	Impact TC-5a: The alignment of the Waterfront Red Car expansion for Alternative 5 would not increase potential conflict with vehicles at cross streets.	CEQA: Significant	Implement Mitigation Measures MM TC-16, MM TC-17, MM TC-18, MM TC-19-a or MM TC-19-b, and MM TC-20.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
	Impact TC-5b: The alignment of the Waterfront Red Car expansion for Alternative	CEQA: Significant	Implement Mitigation Measures MM TC-22 and MM TC-23.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	5 would not increase potential conflict at track crossovers where the rail would transition between center-running and side-running.			
	Impact TC-5c: The Waterfront Red Car expansion for Alternative 5 would not result in increased pedestrian conflicts at stations.	CEQA: Significant	Implement Mitigation Measures TC-24, TC-25, and TC-26.	CEQA: Less than significant
		NEPA: No impact	No mitigation is required.	NEPA: No impact
Alternative 6	Impact TC-1: Construction of Alternative 6 would not result in a short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.	CEQA: No impact	No mitigation is required.	CEQA: No impact
		NEPA: Not applicable	Not applicable	NEPA: Not applicable
	Impact TC-2a: Alternative 6 operations would not increase traffic volumes and degrade LOS at intersections within the proposed project vicinity.	CEQA: No impact	No mitigation is required.	CEQA: No impact
		NEPA: Not applicable	Not applicable	NEPA: Not applicable
	Impact TC-2b: Alternative 6 operations would not increase traffic volumes and degrade LOS along neighborhood streets within the	CEQA: No impact	No mitigation is required.	CEQA: No impact
		NEPA: Not applicable	Not applicable	NEPA: Not applicable

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	proposed project vicinity.			
	Impact TC-2c: Alternative 6 operations would not increase traffic volumes and degrade operations on CMP facilities within the proposed project vicinity.	CEQA: No impact	No mitigation is required.	CEQA: No impact
		NEPA: Not applicable	Not applicable	NEPA: Not applicable
	Impact TC-3: Alternative 6 operations would not cause increases in demand for transit service beyond the supply of such services.	CEQA: No impact	No mitigation is required.	CEQA: No impact
		NEPA: Not applicable	Not applicable	NEPA: Not applicable
	Impact TC-4: Alternative 6 operations would not result in a violation of the City’s adopted parking policies and parking demand would not exceed supply.	CEQA: No impact	No mitigation is required.	CEQA: No impact
		NEPA: Not applicable	Not applicable	NEPA: Not applicable
	Impact TC-5a: The alignment of the Waterfront Red Car expansion for Alternative 6 would not increase potential conflict with vehicles at cross streets.	CEQA: No impact	No mitigation is required.	CEQA: No impact
		NEPA: Not applicable	Not applicable	NEPA: Not applicable
	Impact TC-5b: The alignment of the Waterfront Red Car expansion for Alternative 6 would not increase potential conflict at track	CEQA: No impact	No mitigation is required.	CEQA: No impact
		NEPA: Not applicable	Not applicable	NEPA: Not applicable

<i>Alternative</i>	<i>Environmental Impacts*</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
	crossovers where the rail would transition between center-running and side-running.			
	Impact TC-5c: The Waterfront Red Car expansion for Alternative 6 would not result in increased pedestrian conflicts at stations.	CEQA: No impact	No mitigation is required.	CEQA: No impact
		NEPA: Not applicable	Not applicable	NEPA: Not applicable

Notes:

* Impact descriptions for each of the alternatives are the same as for the proposed Project, unless otherwise noted.

† The term *not applicable* is used in cases where a particular impact is not identified as a CEQA- or NEPA-related issue in the threshold of significance criteria, or where there is no federal action requiring a NEPA determination of significance.

1 **3.11.4.4 Mitigation Monitoring**

2 **Table 3.11-47.** Mitigation Monitoring for Transportation and Circulation

PROPOSED PROJECT	
<p>Impact TC-1: Construction of the proposed Project would not result in a short-term, temporary increase in construction-related truck and auto traffic, decreases in roadway capacity, and disruption of vehicular and nonmotorized travel.</p>	
<p>Mitigation Measure</p>	<p>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:</p> <ul style="list-style-type: none"> ■ 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. <p>Additionally, the traffic control plan will include the following stipulations.</p> <ul style="list-style-type: none"> ■ 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 <i>Manual on Uniform Traffic Control Devices</i> (Federal Highway

	<p>Administration 2001) in advance of the construction area and at any intersection that provides access to the construction area.</p> <ul style="list-style-type: none"> ■ 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.
Timing	Prior to construction activities, to be implemented during construction
Methodology	The construction contractor(s) will prepare a construction traffic control plan to be approved by LAHD Engineering and LADOT, detailing methods to minimize traffic congestion and access restrictions during construction.
Responsible Parties	LAHD Engineering Division, construction contractor(s)
Residual Impacts for Impact TC-1	Less than significant
Impact TC-2a: Proposed Project operations would increase traffic volumes and degrade LOS at intersections within the proposed project vicinity	
Mitigation Measure	MM TC-2. Prohibit parking on Gaffey Street (needed by 2015). Prohibit parking on Gaffey Street both northbound and southbound north of 9 th Street during the AM and PM peak periods to allow for an additional through lane in both the northbound and southbound directions. This prohibition is identified in the current San Pedro Community Plan as a potential measure to improve traffic flow on Gaffey Street.
Timing	Before buildout of proposed project, prior to 2015
Methodology	The LAHD will apply to the LADOT to provide parking restrictions northbound and southbound north of 9th Street during the AM and PM peak periods to allow for an additional through lane in both the northbound and southbound directions. This measure will be implemented prior to buildout of the proposed project, and will be a required condition of approval of the proposed project.
Responsible Parties	LAHD Engineering Division
Mitigation Measure	MM TC-3. Modify southbound approach to Gaffey Street and 9th Street (needed by 2015). Modify the southbound approach to Gaffey Street and 9th Street to provide one left-turn lane, two through lanes, and one through/right-turn lane.
Timing	Before buildout of proposed project, prior to 2015
Methodology	The LAHD will apply to the LADOT to modify the southbound approach to Gaffey Street and 9th Street to provide one left-turn lane, two through lanes, and one through/right-turn lane. This measure will be implemented prior to buildout of the proposed project, and will be a required condition of approval of the proposed project.
Responsible Parties	LAHD Engineering Division

Mitigation Measure	MM TC-4. Install traffic signal at Gaffey Street and 6th Street (needed by 2015).
Timing	Before buildout of proposed project, prior to 2015
Methodology	The LAHD will apply to the LADOT to install traffic signal at Gaffey Street and 6 th Street. This measure will be implemented prior to buildout of the proposed project, and will be a required condition of approval of the proposed project.
Responsible Parties	LAHD Engineering Division
Mitigation Measure	MM TC-5. Modify northbound and southbound approaches at Miner Street and 22nd Street (needed by 2037). Modify the northbound and southbound approaches at Miner Street and 22 nd Street to provide one left-turn lane, one through lane, and one through/right-turn lane.
Timing	Prior to 2037, when warranted by LADOT significance criteria.
Methodology	The LAHD will modify the northbound and southbound approaches at Miner Street and 22 nd Street to provide one left-turn lane, one through lane, and one through/right-turn lane. This measure will be implemented prior to 2037 based on annual monitoring and traffic analyses at this intersection.
Responsible Parties	LAHD Engineering Division
Mitigation Measure	MM TC-6. Prohibit parking on Harbor Boulevard (needed by 2015). Prohibit parking on Harbor Boulevard and configuring the roadway to provide three lanes. This prohibition is identified in the current San Pedro Community Plan as a potential measure to improve traffic flow on Harbor Boulevard north of 7 th Street.
Timing	Before buildout of proposed project, prior to 2015
Methodology	The LAHD will apply to the LADOT to provide parking restrictions on Harbor Boulevard and configuring the roadway to provide three lanes. This measure will be implemented prior to buildout of the proposed project, and will be a required condition of approval of the proposed project.
Responsible Parties	LAHD Engineering Division
Mitigation Measure	MM TC-7. Modify Harbor Boulevard at 6th Street (needed by 2037). Reconfigure Harbor Boulevard at 6 th Street to provide three lanes on the southbound intersection approach, resulting in two through lanes and one shared through/right-turn lane. The existing on-street bicycle lanes may need to be removed to accommodate the additional travel lane on southbound Harbor Boulevard.
Timing	During proposed project design and before buildout of proposed project, prior to 2037
Methodology	The LAHD will design the 6 th Street/Harbor intersection to provide three lanes on the southbound intersection approach, resulting in two through lanes and one shared through/right-turn lane. This measure will be implemented during construction of the Harbor Boulevard improvements, and will be a required condition of approval of the proposed project.
Responsible Parties	LAHD Engineering Division
Mitigation Measure	MM TC-8. Modify Harbor Boulevard at 5th Street (needed by 2015). Reconfigure Harbor Boulevard at 5 th Street to provide three lanes on the southbound intersection approach, resulting in one left-turn lane, two through lanes, and one shared through/right-turn lane. The existing on-street bicycle lanes may need to be removed to accommodate the additional travel lane on southbound Harbor Boulevard.

Timing	During proposed project design and before buildout of proposed project, prior to 2015
Methodology	The LAHD will design the 5 th Street/Harbor intersection to provide three lanes on the southbound intersection approach, resulting in one left-turn lane, two through lanes, and one shared through/right-turn lane. This measure will be implemented during construction of the Harbor Boulevard improvements, and will be a required condition of approval of the proposed project.
Responsible Parties	LAHD Engineering Division
Mitigation Measure	MM TC-9. Modify Harbor Boulevard at 1st Street (needed by 2015). Reconfigure Harbor Boulevard at 1 st Street to provide three lanes both northbound and southbound. The existing on-street bicycle lanes may need to be removed to accommodate the additional travel lane on southbound Harbor Boulevard.
Timing	During proposed project design and before buildout of proposed project, prior to 2015
Methodology	The LAHD will design the 1st Street/Harbor intersection to provide three lanes northbound and southbound. This measure will be implemented during construction of the Harbor Boulevard improvements, and will be a required condition of approval of the proposed project.
Responsible Parties	LAHD Engineering Division
Mitigation Measure	MM TC-10. Modify eastbound approach to Harbor Boulevard and 7th Street (needed by 2015). Reconfigure the eastbound approach to Harbor Boulevard and 7 th Street to provide two left-turn lanes, one through lane onto Sampson Way, and one through/right-turn lane.
Timing	During proposed project design and before buildout of proposed project, prior to 2015
Methodology	The LAHD will design the Harbor Boulevard and 7th Street intersection to provide two left-turn lanes, one through lane onto Sampson Way, and one through/right-turn lane. This measure will be implemented during construction of the Harbor Boulevard improvements, and will be a required condition of approval of the proposed project.
Responsible Parties	LAHD Engineering Division
Mitigation Measure	MM TC-11. Reconfigure Harbor Boulevard and Swinford Street/SR-47 eastbound ramps (needed by 2015). Restripe the westbound (Swinford Street) approach to provide an additional lane at the Harbor Boulevard and Swinford Street/SR-47 eastbound ramps. The westbound approach would be configured with one left-turn lane, one through lane, and one right-turn lane.
Timing	During proposed project design and before buildout of proposed project, prior to 2015
Methodology	The LAHD will restripe the westbound (Swinford Street) approach to provide an additional lane at the Harbor Boulevard and Swinford Street/SR-47 eastbound ramps. The westbound approach would be configured with one left-turn lane, one through lane, and one right-turn lane. This measure will be implemented during construction of the Harbor Boulevard improvements, and will be a required condition of approval of the proposed project.
Responsible Parties	LAHD Engineering Division
Mitigation Measure	MM TC-12. Reconfigure Harbor Boulevard at O'Farrell Street (needed by 2015). Reconfigure Harbor Boulevard at O'Farrell Street to provide three lanes both northbound and southbound. The existing on-street bicycle lanes may need to be removed to accommodate the additional travel lanes on Harbor Boulevard.

Timing	During proposed project design and before buildout of proposed project, prior to 2015
Methodology	The LAHD will reconfigure Harbor Boulevard at O'Farrell Street intersection to provide three lanes both northbound and southbound. This measure will be implemented during construction of the Harbor Boulevard improvements, and will be a required condition of approval of the proposed project.
Responsible Parties	LAHD Engineering Division
Mitigation Measure	MM TC-13. Install signal at Harbor Boulevard and 3rd Street (needed by 2015). Install a traffic signal at Harbor Boulevard and 3 rd Street and configure the roadway to provide three lanes both northbound and southbound. The existing on-street bicycle lanes may need to be removed to accommodate the additional travel lanes on Harbor Boulevard.
Timing	During proposed project design and before buildout of proposed project, prior to 2015
Methodology	The LAHD will install a traffic signal at Harbor Boulevard and 3rd Street and configure the roadway to provide three lanes both northbound and southbound. This measure will be implemented during construction of the Harbor Boulevard improvements, and will be a required condition of approval of the proposed project.
Responsible Parties	LAHD Engineering Division
Mitigation Measure	MM TC-14. Modify eastbound and westbound approaches at Gaffey Street and 13th Street (needed by 2037). Modify the eastbound and westbound approaches at Gaffey Street and 13 th Street to provide one left-turn lane and one shared through/right-turn lane each. This reconfiguration will result in the loss of approximately six on-street parking spaces.
Timing	During proposed project design and before buildout of proposed project, prior to 2015
Methodology	The LAHD will apply to the LADOT to modify the eastbound and westbound approaches at Gaffey Street and 13th Street to provide one left-turn lane and one shared through/right-turn lane each. This measure will be implemented prior to buildout of the proposed project, and will be a required condition of approval of the proposed project.
Responsible Parties	LAHD Engineering Division
Residual Impacts for Impact TC-2a	Significant and unavoidable
Impact TC-4: Proposed Project operations would not result in a violation of the City's adopted parking policies and parking demand would not exceed supply.	
Mitigation Measure	MM TC 15-a. Offset loss of parking through reconfiguration or expansion of parking elsewhere in the vicinity.
Timing	During final design of Waterfront Red Car alignment, to be implemented prior to extension of the Waterfront Red Car to Cabrillo Beach
Methodology	The LAHD will replace any parking lost in the Cabrillo Beach parking lot elsewhere in the vicinity of Cabrillo Beach, within one-quarter of a mile.
Responsible Parties	LAHD Engineering

Mitigation Measure	MM TC 15-b. Design the southern portion of this extension to minimize disruption to the existing parking lots.
Timing	During final design of Waterfront Red Car alignment, to be implemented prior to extension of the Waterfront Red Car to Cabrillo Beach
Methodology	The LAHD will design the alignment to avoid existing parking spaces, minimizing any loss of parking in the Cabrillo Beach parking lot.
Responsible Parties	LAHD Engineering
Mitigation Measure	MM TC 15-c. Align the southern segment of the Cabrillo Beach extension behind the Cabrillo Marine Aquarium to avoid or minimize conflicts with the existing parking lots in the area.
Timing	During final design of Waterfront Red Car alignment, to be implemented prior to extension of the Waterfront Red Car to Cabrillo Beach
Methodology	The LAHD will design the alignment to avoid existing parking spaces, minimizing any loss of parking in the Cabrillo Beach parking lot.
Responsible Parties	LAHD Engineering
Residual Impacts for Impact TC-4	Less than significant
Impact TC-5a: The alignment of the Waterfront Red Car expansion for the proposed Project would not increase potential conflict with vehicles at cross streets.	
Mitigation Measure	MM TC-16. Install a signal at the intersection of Harbor Boulevard and 3rd Street.
Timing	During final design of Waterfront Red Car alignment, to be implemented during construction of the Waterfront Red Car alignment along Harbor Boulevard
Methodology	The LAHD will install a traffic signal at the intersection of Harbor Boulevard and 3 rd Street during the Harbor Boulevard improvements.
Responsible Parties	LAHD Engineering
Mitigation Measure	MM TC-17. Ensure that traffic signals at cross street locations have protected left-turn phases and, potentially, active “No Right Turn” signs to allow these movements from streets parallel to the tracks to be held when a train is approaching or present.
Timing	During final design of Waterfront Red Car alignment, to be implemented during construction of the Waterfront Red Car alignment where it crosses streets at grade
Methodology	The LAHD will work with LADOT to design signals so that that traffic signals at cross street locations have protected left-turn phases and, potentially, active “No Right Turn” signs to allow these movements from streets parallel to the tracks to be held when a train is approaching or present.
Responsible Parties	LAHD Engineering
Mitigation Measure	MM TC-18. Provide traffic control on approach streets to rail line to prevent motorists from stopping on tracks. On the streets that approach the rail line perpendicularly, such as 1 st Street, 5 th Street, 6 th Street, or Miner Street, place the stop bars and vehicle detection loops on the intersection legs in advance of the tracks to prevent motorists from stopping on the tracks. During final design, the LAHD may also consider installing automatic crossing gates to fully protect the crossings that lie adjacent to parallel streets.

Timing	During final design of Waterfront Red Car alignment, to be implemented during construction of the Waterfront Red Car alignment where it crosses streets at grade
Methodology	The LAHD will work with LADOT to design stop bars and vehicle detection loops on the intersection legs in advance of the tracks to prevent motorists from stopping on the tracks on the streets that approach the rail line perpendicularly, such as 1st Street, 5th Street, 6th Street, or Miner Street. During final design, the LAHD may also consider installing automatic crossing gates may also be necessary to fully protect the crossings that lie adjacent to parallel streets.
Responsible Parties	LAHD Engineering
Mitigation Measure	MM TC-19-a. Prohibit left turns across tracks on existing and proposed streets and proposed driveways that cross the tracks.
Timing	During final design of Waterfront Red Car alignment, to be implemented prior to operation of the Waterfront Red Car alignment where it crosses streets at grade
Methodology	The LAHD will restrict left turn ingress and egress at existing and proposed streets and driveways where the Waterfront Red Car tracks cross
Responsible Parties	LAHD Engineering
Mitigation Measure	MM TC-19-b. Reduce streetcar operating speeds along streets where existing and proposed driveways serve the adjacent uses and install appropriate active warning signs or other devices to alert motorists to the possible presence of oncoming streetcars.
Timing	Prior to and during operation of the Waterfront Red Car alignment
Methodology	The LAHD will require the Waterfront Red Car operator to reduce speeds along streets where existing and proposed driveways serve the adjacent uses. These specifications will be included in any operating procedures for the Waterfront Red Car. The LAHD will also install appropriate active warning signs or other devices to alert motorists to the possible presence of oncoming streetcars. These specifications will be included in the final design of the Waterfront Red Car alignment and will be implemented prior to operation of the Waterfront Red Car.
Responsible Parties	LAHD Engineering, Waterfront Red Car operator
Mitigation Measure	MM TC-20. Combine lower levels of proposed parking structures to reduce potential conflict points along Sampson Way. Locate a main access to the surface parking lots on the east side of Sampson Way to create a four-legged intersection there, and install a signal at this location to reduce conflicts.
Timing	During final design of bluff parking structures
Methodology	The LAHD will design parking structure circulation to provide one driveway into parking structure complex from Sampson way
Responsible Parties	LAHD Engineering

Mitigation Measure	MM TC-21. Signalize the reconfigured intersection of Signal Street/Sampson Way.
Timing	During final design of Waterfront Red Car alignment, to be implemented during construction of the Waterfront Red Car alignment along Sampson Way
Methodology	The LAHD will install a traffic signal at the intersection of Signal Street and Sampson Way during the Sampson Way improvements.
Responsible Parties	LAHD Engineering
Residual Impacts for Impact TC-5a	Less than significant
Impact TC-5b: The alignment of the Waterfront Red Car expansion for the proposed Project would not increase potential conflict at track crossovers where the rail would transition between center-running and side-running.	
Mitigation Measure	MM TC 22. Install half-signals at two proposed track crossovers located along Sampson Way and retime signals at the proposed track crossovers on 22nd Street at Miner Street and at Via Cabrillo Marina. The traffic signals may each need to be retimed to include a street car phase for turning and crossing streetcars, along with possible transit signal priority phasing. At the intersection of 22nd Street and Via Cabrillo Marina, train movements may be able to coincide with the westbound left-turn and northbound right-turn movements
Timing	During final design of Waterfront Red Car alignment, to be implemented during construction of the Waterfront Red Car alignment along Sampson Way and 22 nd Street
Methodology	The LAHD will install half-signals at two proposed track crossovers located along Sampson Way and retime signals at the proposed track crossovers on 22nd Street at Miner Street and at Via Cabrillo Marina.
Responsible Parties	LAHD Engineering
Mitigation Measure	MM TC 23. Install a half-signal at the proposed track crossover on the City Dock No. 1 extension that would occur south of the proposed Mid-Point Station.
Timing	During final design of Waterfront Red Car alignment, to be implemented during construction of the Waterfront Red Car alignment along City Dock No. 1
Methodology	The LAHD will install a half-signal at the proposed track crossover on the City Dock No. 1 extension that would occur south of the proposed Mid-Point Station.
Responsible Parties	LAHD Engineering
Residual Impacts for Impact TC-5b	Less than significant

Impact TC-5c: The Waterfront Red Car expansion for the proposed Project would not result in increased pedestrian conflicts at stations.	
Mitigation Measure	MM TC 24. Design pavement markings and signage in station areas to clearly direct pedestrians to the desired routes.
Timing	During final design of Waterfront Red Car stations, to be implemented during construction of the Waterfront Red Car stations
Methodology	The LAHD will design pavement markings and signage in station areas to clearly direct pedestrians to the desired routes.
Responsible Parties	LAHD Engineering
Mitigation Measure	MM TC 25. Construct new sidewalks to allow for the orderly movement of pedestrians.
Timing	During final design of Waterfront Red Car stations, to be implemented during construction of the Waterfront Red Car stations
Methodology	The LAHD will design and construct new sidewalks to allow for the orderly movement of pedestrians.
Responsible Parties	LAHD Engineering
Mitigation Measure	MM TC 26. Shift the location of the main Ports O' Call surface parking lot driveway to a point north of this station to improve pedestrian safety there. Place the main Ports O' Call surface parking lot driveway opposite one of the driveways serving the proposed parking structure on the west side of Sampson Way. Within the Ports O' Call surface parking lots, provide clear pedestrian paths from the foot of the proposed pedestrian bridge.
Timing	During final design of Waterfront Red Car stations and/or Ports O'Call parking lot access, to be implemented during construction of the Waterfront Red Car stations and/or during the redevelopment of Ports O'Call, in conjunction with the bluff parking structures.
Methodology	The LAHD will design or will require the private developer chosen to design and implement redevelopment in Ports O'Call, to shift the location of the main Ports O' Call surface parking lot driveway to a point north of the station to improve pedestrian safety. The main Ports O' Call surface parking lot driveway will be designed opposite one of the driveways serving the proposed parking structure on the west side of Sampson Way. Within the Ports O' Call surface parking lots, clear pedestrian paths from the foot of the proposed pedestrian bridge will be provided.
Responsible Parties	LAHD Engineering
Residual Impacts for Impact TC-5c	Less than significant
ALTERNATIVE 1	
All mitigation measures are the same as those shown above for the proposed Project except for the following.	
Impact TC-2a: Alternative 1 operations would increase traffic volumes and degrade LOS at intersections within the proposed project vicinity.	
Mitigation Measures	See Mitigation Measures MM TC-2 through MM TC-4, MM TC-6, and MM TC-8 through MM TC-13 above.
Residual Impacts for Impact TC-2a	Significant and unavoidable
Impact TC-4: Alternative 1 operations would not result in a violation of the City's adopted parking policies and	

parking demand would not exceed supply.	
Mitigation Measures	See MM TC-15a, MM TC-15b, or MM TC-15c above.
Mitigation Measure	MM TC-27. Increase capacity of parking supply associated with cruise terminals. To provide secure, dedicated parking for the cruise terminals, increase the size of the parking structures serving the cruise terminals by 701 spaces.
Timing	During final design of parking lots and/or structures at the World Cruise Center.
Methodology	The LAHD will design parking at the World Cruise Center to accommodate additional spaces as required by City code and parking demand analyses (if Alternative 1 is selected).
Responsible Parties	LAHD Engineering
Residual Impacts for Impact TC-4	Less than significant
Impact TC-5a: The alignment of the Waterfront Red Car expansion for Alternative 1 would not increase potential conflict with vehicles at cross streets.	
Mitigation Measures	See MM TC-16, MM TC-17, MM TC-18, MM TC-19-a or MM TC-19-b, and MM TC-20 above.
Mitigation Measures	MM TC-28. Signalize the proposed intersection of Crescent Avenue/Sampson Way
Timing	During final design of Waterfront Red Car alignment, to be implemented during construction of the Waterfront Red Car alignment along Sampson Way (if Alternative 1 or 2 is selected)
Methodology	The LAHD will install a traffic signal at the intersection of Crescent Avenue and Sampson Way during the Sampson Way improvements.
Responsible Parties	LAHD Engineering
Residual Impacts for Impact TC-5a	Less than significant
ALTERNATIVE 2	
All mitigation measures are the same as those shown above for the proposed Project except for the following.	
Impact TC-5a: The alignment of the Waterfront Red Car expansion for Alternative 2 would not increase potential conflict with vehicles at cross streets.	
Mitigation Measures	See MM TC-16, MM TC-17, MM TC-18, MM TC-19-a or MM TC-19-b, MM TC-20, MM TC-21, and MM TC-27 above.
Residual Impacts for Impact TC-5a	Less than significant
ALTERNATIVE 3	
All mitigation measures are the same as those shown above for the proposed Project except for the following.	
Impact TC-2a: Alternative 3 operations would increase traffic volumes and degrade LOS at intersections within the proposed project vicinity.	
Mitigation Measures	See Mitigation Measures MM TC-2 through MM TC-4, MM TC-6, and MM TC-8 through MM TC-13 above.
Residual Impacts for Impact TC-2a	Significant and unavoidable
Impact TC-4: Alternative 3 operations would not result in a violation of the City's adopted parking policies and	

parking demand would not exceed supply.	
Mitigation Measures	See MM TC-15a, MM TC-15b, or MM TC-15c above.
Mitigation Measure	MM TC-29. Increase capacity of parking supply associated with cruise terminals. To provide secure, dedicated parking for the cruise terminals, increase the size of the parking structures serving the cruise terminals by 649 spaces.
Timing	During final design of parking lots and/or structures at the World Cruise Center.
Methodology	The LAHD will design parking at the World Cruise Center to accommodate additional spaces as required by City code and parking demand analyses (if Alternative 3 is selected).
Responsible Parties	LAHD Engineering
Residual Impacts for Impact TC-4	Less than significant
ALTERNATIVE 4	
All mitigation measures are the same as those shown above for the proposed Project except for the following.	
Impact TC-2a: Alternative 4 operations would increase traffic volumes and degrade LOS at intersections within the proposed project vicinity.	
Mitigation Measures	See Mitigation Measures MM TC-2 through MM TC-4, MM TC-6, MM TC-8 through MM TC-10, MM TC-12, and MM TC-13 above.
Residual Impacts for Impact TC-2a	Significant and unavoidable
Impact TC-4: Alternative 4 operations would not result in a violation of the City’s adopted parking policies and parking demand would not exceed supply.	
Mitigation Measures	See MM TC-15a, MM TC-15b, or MM TC-15c above.
Mitigation Measure	MM TC-30. Increase capacity of parking supply associated with cruise terminals. To provide secure, dedicated parking for the cruise terminals, increase the size of the parking structures serving the cruise terminals by 162 spaces.
Timing	During final design of parking lots and/or structures at the World Cruise Center.
Methodology	The LAHD will design parking at the World Cruise Center to accommodate additional spaces as required by City code and parking demand analyses (if Alternative 4 is selected).
Responsible Parties	LAHD Engineering
Residual Impacts for Impact TC-4	Less than significant
ALTERNATIVE 5	
All mitigation measures are the same as those shown above for the proposed Project except for the following.	
Impact TC-2a: Alternative 5 operations would increase traffic volumes and degrade LOS at intersections within the proposed project vicinity.	
Mitigation Measures	See Mitigation Measures MM TC-2 through MM TC-4, MM TC-6, MM TC-8 through MM TC-10, MM TC-12, and MM TC-13 above.
Residual Impacts for Impact TC-2a	Significant and unavoidable
Impact TC-4: Alternative 5 operations would not result in a violation of the City’s adopted parking policies	

and parking demand would not exceed supply.	
Mitigation Measures	See MM TC-15a, MM TC-15b, or MM TC-15c above.
Mitigation Measure	MM TC-31. Increase capacity of parking supply associated with cruise terminals. To provide secure, dedicated parking for the cruise terminals, increase the size of the parking structures serving the cruise terminals by 176 spaces.
Timing	During final design of parking lots and/or structures at the World Cruise Center.
Methodology	The LAHD will design parking at the World Cruise Center to accommodate additional spaces as required by City code and parking demand analyses (if Alternative 5 is selected).
Responsible Parties	LAHD Engineering
Residual Impacts for Impact TC-4	Less than significant
ALTERNATIVE 6	
No mitigation is required for any impacts associated with Alternative 6.	

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2 3.11.5 Significant Unavoidable Impacts

3 The proposed Project and Alternatives 1 through 5 would increase traffic volumes
 4 and degrade level of services (LOS) at intersections within the proposed project
 5 vicinity. Mitigation Measures would be implemented to address intersection impacts
 6 identified through 2015 and 2037 (MM TC-2, MM TC-3, MM TC-4, MM TC-5,
 7 MM TC-6, MM TC-7, MM TC-8, MM TC-9, MM TC-10, MM TC-11, MM TC-12,
 8 MM TC-13, MM TC-14). Mitigation measures would fully mitigate some impacts to
 9 less-than-significant levels in 2015 and 2037, but for the remaining intersections, no
 10 feasible measures were identified that would fully mitigate the impact to less-than-
 11 significant levels due to existing physical constraints at those locations.
 12 Tables 3.11-47 and 3.11-48 show the significant and unavoidable impacts in 2015
 13 and 2037 for CEQA and NEPA, respectively.

14 **Table 3.11-48.** Summary of Significant Unavoidable Impacts under CEQA

Intersection	Proposed Project		Alt 1		Alt 2		Alt 3		Alt 4		Alt 5	
	2015	2037	2015	2037	2015	2037	2015	2037	2015	2037	2015	2037
5. Gaffey Street/9 th Street	X	X		X	X	X		X		X		X
6. Gaffey Street/7 th Street		X				X						
8. Gaffey Street/5 th Street		X		X		X						
9. Gaffey Street/1 st Street	X	X	X	X	X	X	X	X	X	X	X	X

<i>Intersection</i>	<i>Proposed Project</i>		<i>Alt 1</i>		<i>Alt 2</i>		<i>Alt 3</i>		<i>Alt 4</i>		<i>Alt 5</i>	
	<i>2015</i>	<i>2037</i>	<i>2015</i>	<i>2037</i>	<i>2015</i>	<i>2037</i>	<i>2015</i>	<i>2037</i>	<i>2015</i>	<i>2037</i>	<i>2015</i>	<i>2037</i>
21. Harbor Boulevard/Miner Street/Crescent Avenue		X	X	X	X	X	X	X				
22. Harbor Boulevard/7 th Street	X	X		X		X	X	X		X		X
23. Harbor Boulevard/6 th Street						X						
24. Harbor Boulevard/5 th Street		X				X						
25. Harbor Boulevard/1 st Street		X				X						
27. Harbor Boulevard/SR-47 westbound on-ramp		X		X		X						
28. Harbor Boulevard/Gulch Road			X	X	X	X	X	X				

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2 **Table 3.11-49.** Summary of Significant Unavoidable Impacts under NEPA

<i>Intersection</i>	<i>Proposed Project</i>		<i>Alt 1</i>		<i>Alt 2</i>		<i>Alt 3</i>	
	<i>2015</i>	<i>2037</i>	<i>2015</i>	<i>2037</i>	<i>2015</i>	<i>2037</i>	<i>2015</i>	<i>2037</i>
5. Gaffey Street/9 th Street		X				X		
6. Gaffey Street/7 th Street								
8. Gaffey Street/5 th Street								
9. Gaffey Street/1 st Street		X				X		
21. Harbor Boulevard/Miner Street/Crescent Avenue		X	X	X	X	X	X	X
22. Harbor Boulevard/7 th Street	X	X		X		X	X	X
23. Harbor Boulevard/6 th Street						X		
24. Harbor Boulevard/5 th Street		X				X		
25. Harbor Boulevard/1 st Street		X						

<i>Intersection</i>	<i>Proposed Project</i>		<i>Alt 1</i>		<i>Alt 2</i>		<i>Alt 3</i>	
	<i>2015</i>	<i>2037</i>	<i>2015</i>	<i>2037</i>	<i>2015</i>	<i>2037</i>	<i>2015</i>	<i>2037</i>
26. Harbor Boulevard/Swinford Street/SR-47 eastbound ramps		X				X		
27. Harbor Boulevard/SR-47 westbound on-ramp		X		X		X		X
28. Harbor Boulevard/Gulch Road			X	X	X	X	X	X
Note: There are no significant unavoidable NEPA impacts for Alternative 4								

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2 The proposed Project, Alternative 1, and Alternative 2 would also result in significant

3 unavoidable impacts under CEQA due to projected increases in traffic on

4 neighborhood streets, specifically on West 17th Street between Centre and Palos

5 Verdes, under 2015 and 2037 conditions. No feasible mitigation is identified to

6 address these impacts. Short of the permanent closure of the affected street segment,

7 which would not be acceptable since it serves adjacent land uses and carries

8 substantial traffic volumes, no mitigation measures exist that would fully eliminate

9 the addition of significant or adverse traffic volumes to this segment of 17th Street.

10 No significant impacts to neighborhood streets would occur under CEQA for

11 Alternatives 3 through 6, and no impacts would occur under NEPA.

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