

APPENDIX E

**Transportation Impact
Study
Memorandum of
Understanding**

July 2019



Transportation Impact Study Memorandum of Understanding (MOU)

This MOU acknowledges that the Transportation Impact Study for the following Project will be prepared in accordance with the latest version of LADOT's Transportation Impact Study Guidelines:

I. PROJECT INFORMATION

Project Name: Avalon and Fries Road Segments Closure

Project Address: Wilmington Waterfront (230 S. Fries Ave.)

Project Description: Transportation Infrastructure Project: Close small segments of Avalon Bl and Fries Road between Harry Bridges Bl and Water St. in the Wilmington waterfront area

LADOT Project Case Number: HRB19-108419 Project Site Plan attached? (Required) Yes No

II. TRIP GENERATION

Geographic Distribution: N 0.00 % S 0.00 % E 0.00 % W 0.00 %

Illustration of Project trip distribution percentages at Study intersections attached? (Required) Yes No

Trip Generation Adjustments (Exact amount of credit subject to approval by LADOT)

	Yes	No
Transit Usage	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Transportation Demand Management	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Existing Active Land Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Previous Land Use	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Internal Trip	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Pass-By Trip	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Source of Trip Generation Rate(s)? ITE 9th Edition Other: N/A

Trip generation table including a description of the proposed land uses, ITE rates, estimated morning and afternoon peak hour volumes (ins/out/totals), proposed trip credits, etc. attached? (Required) Yes No

	<u>IN</u>	<u>OUT</u>	<u>TOTAL</u>
AM Trips	<u> </u>	<u> </u>	<u>See Attached</u>
PM Trips	<u> </u>	<u> </u>	<u>See Attached</u>

III. STUDY AREA AND ASSUMPTIONS

Project Buildout Year: 2021 Ambient or CMP Growth Rate: TBD % Per Yr.

Related Projects List, researched by the consultant and approved by LADOT, attached? (Required) Yes No

Subject to Freeway Impact Analysis, in addition to CMP Analysis? (Freeway analysis screening filter must be included in this MOU; selecting "yes" implies that at least one criteria was satisfied) Yes No

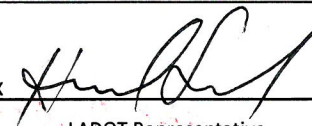
Map of Study Intersections attached? (May be subject to LADOT revision after initial impact analysis) Yes No

Is this Project located on a street within the High Injury Network? Yes No

IV. CONTACT INFORMATION

CONSULTANT
Name: N/A
Address: _____
Phone Number: _____
E-Mail: _____

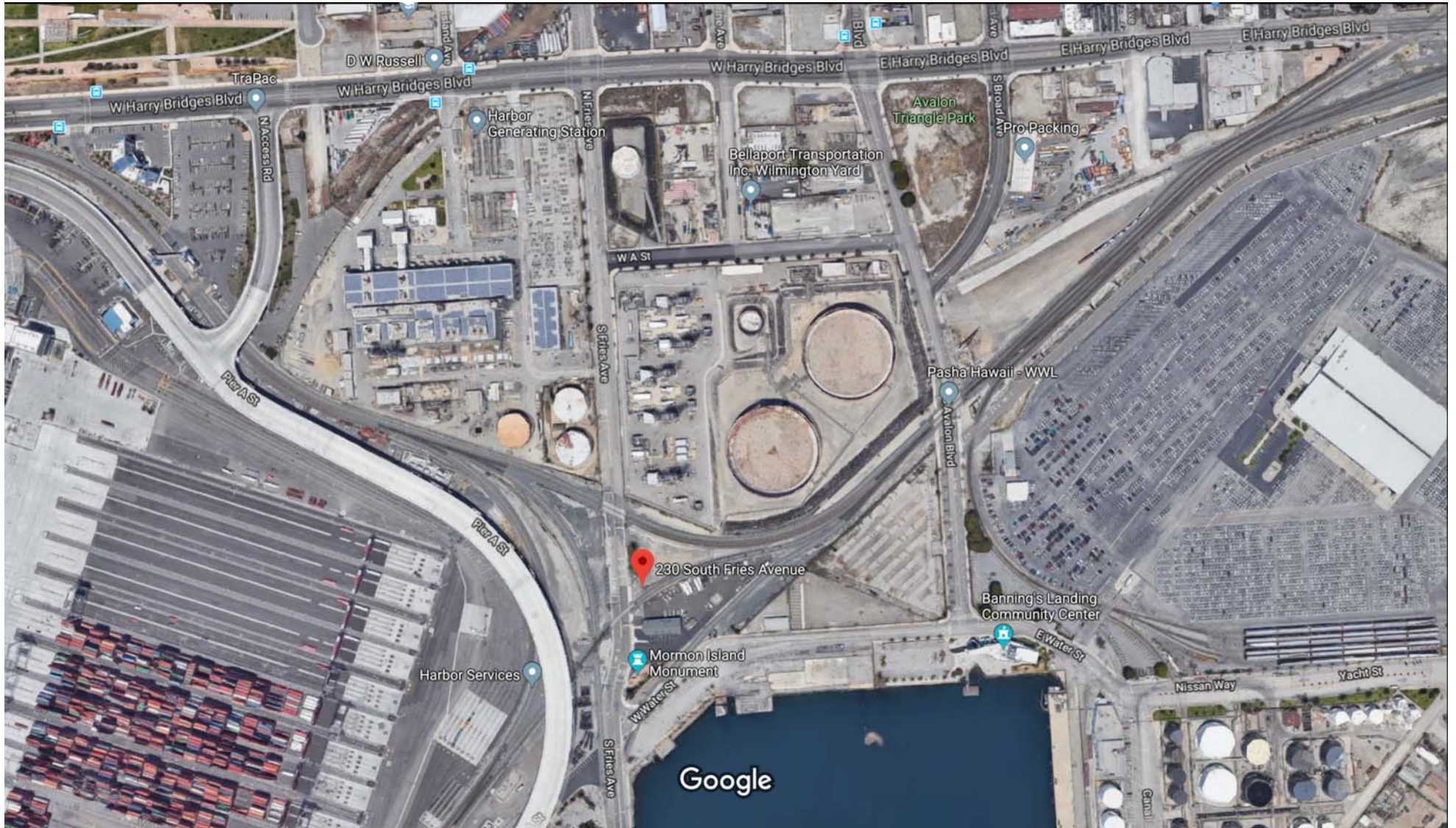
DEVELOPER
Shozo Yoshikawa
425 S. Palos Verdes Street
310-732-0348
syoshikawa@portla.org

Approved by:	<small>Digitally signed by Shozo Yoshikawa DN: cn=Shozo Yoshikawa, o=Port of Los Angeles, ou=Goods Movement Division, email=syoshikawa@portla.org, c=US Date: 2019.02.08 15:39:12 -0800</small> X <u>Shozo Yoshikawa</u>	<u>5/14/2019</u>	x 	<u>7-10-19</u>
	Consultant's Representative	Date	LADOT Representative	Date



230 S Fries Ave

Wilmington Waterfront Avalon Bl. & Fries Av. road segments closure (HRB19-108419)



Imagery ©2019 Google, Map data ©2019 Google 200 ft

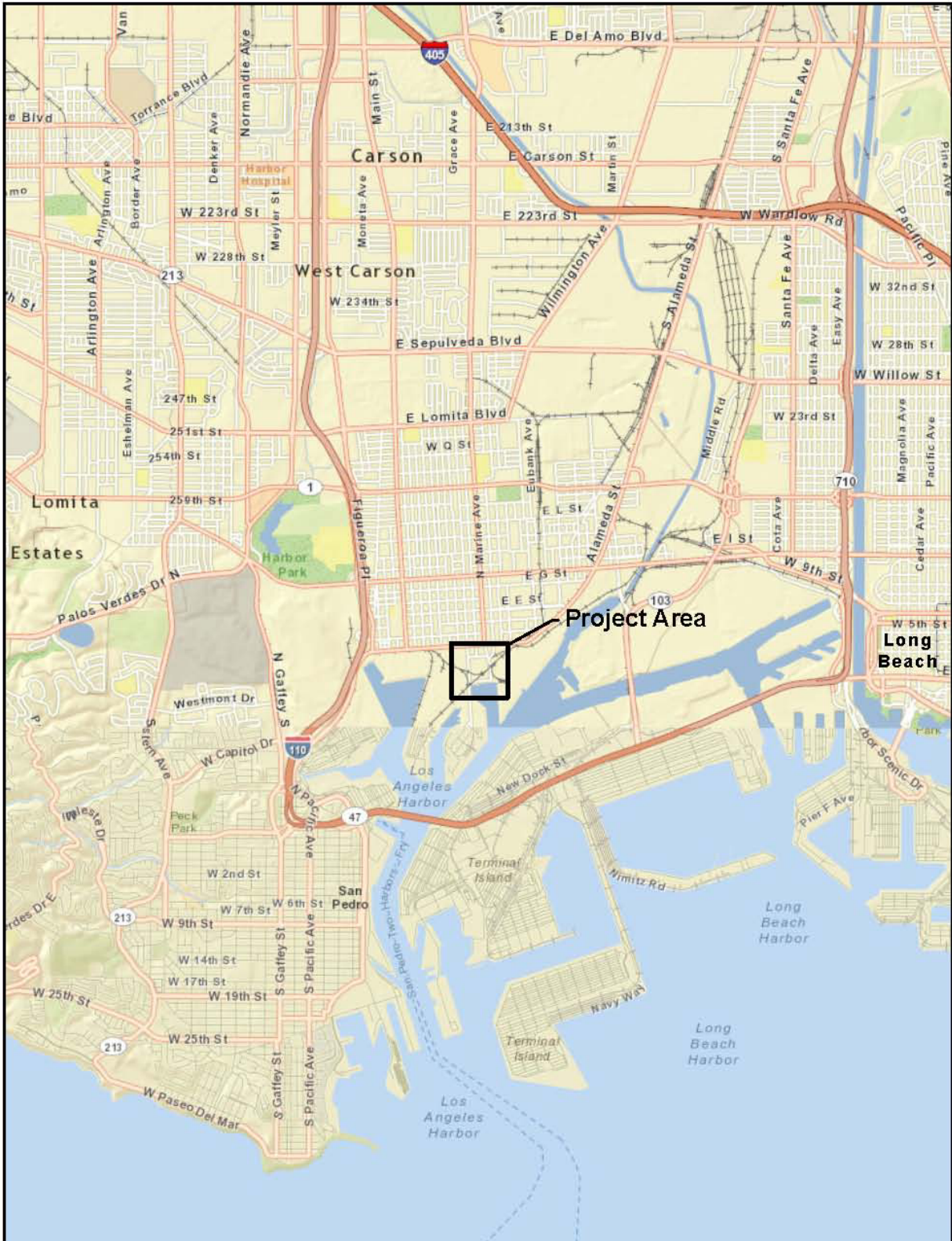
2.0 PROJECT BACKGROUND

This IS/MND is being prepared to evaluate the potential environmental impacts that may result from the proposed Project. This chapter provides an overview of the proposed segment closures of Fries Avenue and Avalon Boulevard (proposed Project), existing conditions at the proposed Project site, the objectives, detailed Project elements, intended use of the MND, and subsequent discretionary and ministerial actions.

2.1 PROJECT LOCATION

2.1.1 Regional Setting

The Port is located at the southernmost portion of the City of Los Angeles and comprises 43 miles of waterfront and 7,500 acres of land and water, with approximately 300 commercial berths. The Port is approximately 23 miles south of downtown Los Angeles and is surrounded by the community of San Pedro to the west, the Wilmington community to the north, the Port of Long Beach to the east, and the Pacific Ocean to the south. Figure 2-1, *Regional Location*, shows the regional location and depicts the location of the Project site. The Port is an area of mixed uses, supporting various maritime-themed activities. Port operations are predominantly centered on shipping activities, including containerized, break-bulk, dry-bulk, liquid-bulk, auto, and intermodal rail shipping. In addition to the large shipping industry at the Port, the Port also supports a cruise ship industry and a commercial fishing fleet. In addition, the Port accommodates boat repair yards and provides slips for approximately 3,950 recreational vessels, 150 commercial fishing boats, 35 miscellaneous small service crafts, and 15 charter vessels that handle sportfishing and harbor cruises. The Port has retail shops and restaurants, primarily along the west side of the Main Channel. It also accommodates recreation, community, and educational facilities, such as a public swimming beach, Cabrillo Beach Youth Waterfront Sports Center, the Cabrillo Marine Aquarium, the Los Angeles Maritime Museum, 22nd Street Park, and the Wilmington Waterfront Park.



Source: ESRI Street Map; AECOM



Figure 2-1
Regional Location

2.1.2 Project Setting

The proposed Project site refers to and encompasses: 1) the segment of Fries Avenue between Water Street at the Union Pacific Rail Tracks and the intersection with West A Street proposed for closure (1337 linear feet of roadway); and 2) the segment of Avalon Boulevard between the Union Pacific Rail Tracks and the intersection of North Broad Avenue proposed for closure (438 linear feet of roadway).

Figure 2-2, *Local Vicinity/Aerial Photo*, shows the road segment closures in the local context. Figure 2-2 also illustrates the segments slated for closure on an aerial photograph.

The community of Wilmington is located north of the proposed Project site and to the south is Terminal Island. Berths 136-147 [TraPac] are located to the east while Berths 196-200A (Wallenius Wilhelmsen Logistics [WWL] Auto Terminal) are located to the west.

Adjacent to the proposed Project site, bordering Fries Avenue and the Berth 200 Rail Yard, is the Wilmington Waterfront Development Project, approved in 2009 and scheduled for completion by 2020. The purpose of the 94-acre Wilmington Waterfront Development Project is to create a strong connection between the Wilmington community and the waterfront while providing 11 acres of green open space for recreational uses, 8 acres of plazas, a waterfront promenade, floating docks for recreational vessels, water features, and a 200-foot observational tower. Commercial and industrial developments are also included along Harry Bridges Boulevard. Figure 2-3, *Wilmington Waterfront Development Project*, shows the boundaries of the approved Wilmington Waterfront Development Project, which is divided into two districts, the Avalon Development District and the Avalon Waterfront District, and the location of the proposed Project.

The Port is upgrading and constructing additional mainline tracks serving rail customers within the West Basin area of the Port. In addition, recent and projected rail operational changes will improve the efficiency in rail service to TraPac, Yang Ming, and China Shipping container terminals, and other Port rail customers. This will result in greater train switching and staging delays across Fries Avenue and Avalon Boulevard grade crossings. Previously, train movements entering and exiting the terminal rail yard were pulled continuously across Fries Avenue and Avalon Boulevard to the west and then continue into the terminal rail yard via the west leg of the Pier A Wye track. This operation complied with CPUC General Order 135 (limiting crossing blockages due to stopped or switching train cars to 10 minutes), but changes in operations and improvements described below present challenges for compliance with CPUC General Order 135.

To improve rail operational efficiency in serving Port terminal customers and reduce rail traffic congestion along the West Basin Branch mainline track, the Port is implementing mainline rail improvements and operational changes. Those improvements, which are not part of this Project and were previously assessed and approved as part of the Berths 136-147 [TraPac] Container Terminal Project (POLA, December 2007), include:

- Two additional mainline tracks and associated track connections are proposed to be constructed across Avalon Boulevard to improve rail switching and staging flexibility in serving the West Basin area rail customers
- POLA and Pacific Harbor Line (PHL), the Port's short line rail operator, plan to improve the operational efficiency of providing rail access to the new TraPac on-dock rail yard. The improved operating plan involves priority staging of arriving and departing trains along the direct lead track into the terminal, which crosses Fries Avenue and Avalon Boulevard at-grade, as opposed to the current plan of staging the trains along the west leg of the Pier A Wye track. This will reduce congestion on the West Basin Branch single main track, allowing simultaneous moves of unit container trains destined for the Yang Ming and TraPac container terminals.

2.1.3 Project Setting Land Use and Zoning Designations

The applicable land use plans for the Port include the City of Los Angeles General Plan, the Port of Los Angeles Community Plan, and the Port Master Plan. The General Plan designates the Project site as Public Facilities; and the adjacent properties are designated Non-Hazard Industrial; Commercial; and Community Commercial. The Project site is zoned for public facilities (PF), and the adjacent properties are zoned for commercial use (C2), and heavy industrial use (M3) (see Figures 4.10-1 and 4.10-2 of this document). The proposed Project's closure of segments of Fries Avenue and Avalon Boulevard; street improvements; cul-de-sac construction; removal of two ornamental street trees; removal/replacement/relocation of fencing, power poles, streetlight, and fire hydrant; and other minor project components would not require a change to the current zoning, general plan or the existing land use designation of the Project site within the August 2013 Port Master Plan (Mixed Land Use).



Source: NAIP 2010; AECOM



Figure 2-2
Local Vicinity/Aerial Photo



Source: NAIP 2010; AECOM



Figure 2-3
Wilmington Waterfront Development Project

DRAFT

Avalon and Fries Street Segments Closure Project

INITIAL STUDY/MITIGATED NEGATIVE DECLARATION (IS/MND)

ADP #: 120809-510



FRIES AVENUE



AVALON BOULEVARD



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

APRIL 2014

Avalon and Fries Street Segments Closure Project

Draft Initial Study/Mitigated Negative Declaration

ADP No. 120809-510

SCH# _____

Prepared for:

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

Prepared by:

AECOM
999 Town & Country Road
Orange, California 92868

April 2014

DRAFT MITIGATED NEGATIVE DECLARATION

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

Proposed Project

The City of Los Angeles Harbor Department (LAHD) has prepared and intends to adopt a Mitigated Negative Declaration (MND) for the proposed segment closures of Avalon Boulevard and Fries Avenue between Water Street and “A” Street. (hereafter “proposed Project”). The proposed Project involves the permanent physical closure of segments of Avalon Boulevard and Fries Avenue by installing street modifications that include cul-de-sacs or curbs and gutters, and fencing and signage. The primary goal of the proposed Project is to respond to improvements in rail operational efficiency and reduce rail traffic congestion along the West Basin Branch mainline track serving the West Basin Terminal of the Port of Los Angeles (POLA or the Port). These rail operational changes would improve the efficiency of service to TraPac, Yang Ming, China Shipping container terminals, and other Port rail customers and reduce congestion by allowing simultaneous moves of unit container trains destined for the Yang Ming and TraPac container terminals. The proposed Project would also comply with the California Public Utilities Commission (CPUC) General Order 135 rule, which limits road crossing blockages due to stopped or switching train cars to 10 minutes.

In order to maintain adequate access and circulation in the Project area, the proposed Project would not occur until the completion of the South Wilmington Grade Separation Project, which is a separate project that is scheduled to open in January 2015. The construction of the South Wilmington Grade Separation Project will allow for direct, quick, and safe access to the waterfront, supplementing the proposed Project segments proposed for closure.

Determination

Based on the analysis provided in this MND, LAHD finds that with the incorporation of described mitigation measures, the proposed Project would not have a significant effect on the environment.

4.16 TRANSPORTATION AND TRAFFIC

This section provided a summary of the existing and future traffic conditions analysis conducted. Fehr & Peers conducted a traffic study to evaluate the potential traffic impacts of the proposed Project, which involves the closure of Fries Avenue and Avalon Boulevard between Water Street and A Street within the Port due to operational changes with train assembly in the vicinity and the requirement to comply with CPUC regulations regarding duration of railroad-related roadway blockages.

The traffic report (see Appendix C) identified the base data and assumptions, explains the methodologies used, and summarizes the findings of the study. Because the Project is conditioned upon the completion of the ongoing South Wilmington Grade Separation Project, which changes the traffic flow in the area and is under construction, existing (2012) plus project analysis is not presented. The traffic impact analysis conducted for this report includes analysis of existing (2012) conditions, interim year (2017) conditions and cumulative (2038) conditions. The traffic report assessed potential Project impacts during the weekday AM, midday, and PM peak hours. The unsignalized future intersection was analyzed to determine whether it would meet traffic signal warrants in accordance with LADOT policies and procedures.

The following seven intersections were identified for analysis:

1. Harry Bridges Boulevard & Broad Avenue (signalized) – Existing
2. Harry Bridges Boulevard & Avalon Boulevard (signalized) – Existing
3. Harry Bridges Boulevard & Fries Avenue (signalized) – Existing
4. Harry Bridges Boulevard & North Access Road (signalized) – Future
5. North Access Road & TraPac Access/Viaduct (signalized) – Future
6. South Access Road & Pier A Street/Viaduct (signalized) – Future
7. South Access Road & Fries Avenue (all way stop-controlled) - Future

Would the Project:

- a) **Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?**

Less Than Significant Impact. Since all study intersections are in the City of Los Angeles, consistent with the *Traffic Study Policies and Procedures* (LADOT, June 2013), the traffic study used the Critical Movement Analysis (CMA) method of intersection capacity calculation to analyze the LOS at the existing and future signalized intersections. LOS is a qualitative measure used to describe the condition of traffic flow, ranging from excellent “free-flow” conditions at

LOS A to overloaded “stop-and-go” conditions at LOS F. LOS D is typically considered to be the minimum desirable level of service in urban areas. The CMA methodology determines the volume to capacity (V/C) ratio of an intersection based on the number of approach lanes, the traffic signal phasing and the traffic volumes. The V/C ratio is then used to find the corresponding LOS based on the definitions in Table 1 of the traffic study (see Appendix C).

Under the LADOT guidelines, an intersection would be significantly impacted with an increase in V/C ratio equal to or greater than 0.04, or an increase of 6.0 seconds in delay for intersections projected to operate at LOS C after the addition of project traffic. Stricter thresholds of significance apply to intersections projected to operate at LOS D, E, or F after the addition of project traffic.

Intersections operating at LOS A or B after the addition of the project traffic are not considered significantly impacted regardless of the project related increase in V/C ratio or delay. Therefore, a project would have a significant impact on the transportation/circulation if it increases an intersection’s V/C ratio in accordance with the following impact criteria:

LOS	Final V/C Ratio	Project-related Increase in V/C
C	>0.700 – 0.800	equal to or greater than 0.040
D	>0.800 – 0.900	equal to or greater than 0.020
E or F	>0.900	equal to or greater than 0.010
LOS	Final Delay	Project-related Increase in V/C
C	>20 – 35	equal to or greater than 6.0 seconds
D	>35 – 55	equal to or greater than 4.0 seconds
E	>55 – 80	equal to or greater than 2.5 seconds
F	>80	equal to or greater than 2.5 seconds

Cumulative (2017) Traffic Conditions and Cumulative (2017) plus Project Traffic Conditions

Future (year 2017) base traffic projections were analyzed to establish future (2017) base operating conditions without and with the Project. The results of this analysis, presented in Table 4.16-1 below, show that the study intersections would continue to operate at acceptable levels of service (LOS A or B). The traffic shifts due to the proposed Project would result in minor V/C improvements where Harry Bridges Boulevard intersects with Broad Avenue and where it intersects with the North Access Road (Study Intersections 1 and 4). At the other study intersections, small increases in V/C would occur due to traffic shifted from the streets that are proposed for closure.

**Table 4.16-1
Future (Year 2017) Intersection Level of Service Analysis**

No.	Intersection	Peak Hour	Future (Year 2017)		Future + Project (Year 2017)		Project Increase	Significant Project Impact
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	
1	Harry Bridges Boulevard & Broad Avenue <i>Signalized</i>	AM	0.240	A	0.198	A	-0.042	NO
		MD	0.261	A	0.193	A	-0.067	NO
		PM	0.481	A	0.403	A	-0.077	NO
2	Harry Bridges Boulevard & Avalon Boulevard <i>Signalized</i>	AM	0.218	A	0.276	A	0.058	NO
		MD	0.227	A	0.253	A	0.025	NO
		PM	0.413	A	0.442	A	0.029	NO
3	Harry Bridges Boulevard & Fries Avenue <i>Signalized</i>	AM	0.164	A	0.216	A	0.052	NO
		MD	0.198	A	0.212	A	0.014	NO
		PM	0.439	A	0.457	A	0.018	NO
4	North Access Road & Harry Bridges Boulevard <i>Signalized</i>	AM	0.303	A	0.336	A	0.034	NO
		MD	0.370	A	0.355	A	-0.015	NO
		PM	0.615	B	0.614	B	-0.001	NO
5	North Access Road & TraPac Access/Viaduct <i>Signalized</i>	AM	0.113	A	0.349	A	0.236	NO
		MD	0.161	A	0.267	A	0.106	NO
		PM	0.153	A	0.298	A	0.145	NO
6	South Access Road & Pier A Street Viaduct <i>Signalized</i>	AM	0.139	A	0.302	A	0.164	NO
		MD	0.073	A	0.158	A	0.085	NO
		PM	0.071	A	0.179	A	0.108	NO
7	Fries Avenue & South Access Road <i>All-way stop-controlled</i>	AM	8.1 secs	A	8.7 secs	A	0.6 secs	NO
		MD	7.7 secs	A	8.0 secs	A	0.3 secs	NO
		PM	7.9 secs	A	8.3 secs	A	0.4 secs	NO

Note: A v/c credit of 0.100 has been applied to reflect the combined benefits of ATSAC and STCS at the signalized intersections.

Cumulative (2038) Traffic Conditions and Cumulative (2038) plus Project Traffic Conditions

Future (year 2038) base traffic projections were analyzed to establish future (2038) base operating conditions without and with the Project. The results of this analysis, presented in Table 4.16-2 below, show that the study intersections would continue to operate at acceptable levels of service (LOS A, B, or C). The traffic shifts due to the proposed Project would result in minor V/C improvements where Harry Bridges Boulevard intersects with Broad Avenue and with Fries Avenue. Construction of the South Wilmington Grade Separation (currently underway) where the North Access Road intersects with Harry Bridges Boulevard (Study Intersections 1, 3, and 4) would also result in small improvements to V/C. At the other study intersections, small increases in V/C would occur due to traffic shifted from the streets that are proposed for closure.

**Table 4.16-2
Future (Year 2038) Intersection Level of Service Analysis**

No.	Intersection	Peak Hour	Future (Year 2038)		Future + Project (Year 2038)		Project Increase	Significant Project Impact
			V/C or Delay	LOS	V/C or Delay	LOS	V/C or Delay	
1	Harry Bridges Boulevard & Broad Avenue <i>Signalized</i>	AM	0.477	A	0.520	A	0.043	NO
		MD	0.390	A	0.313	A	-0.077	NO
		PM	0.638	B	0.529	A	-0.109	NO
2	Harry Bridges Boulevard & Avalon Boulevard <i>Signalized</i>	AM	0.579	A	0.673	B	0.094	NO
		MD	0.355	A	0.397	A	0.042	NO
		PM	0.594	A	0.656	B	0.063	NO
3	Harry Bridges Boulevard & Fries Avenue <i>Signalized</i>	AM	0.528	A	0.549	A	0.021	NO
		MD	0.356	A	0.353	A	-0.003	NO
		PM	0.624	B	0.614	B	-0.010	NO
4	North Access Road & Harry Bridges Boulevard <i>Signalized</i>	AM	0.827	D	0.718	C	-0.109	NO
		MD	0.631	B	0.549	A	-0.082	NO
		PM	0.797	C	0.792	C	-0.005	NO
5	North Access Road & TraPac Access/Viaduct <i>Signalized</i>	AM	0.631	B	0.659	B	0.027	NO
		MD	0.421	A	0.479	A	0.057	NO
		PM	0.270	A	0.486	A	0.216	NO
6	South Access Road & Pier A Street Viaduct <i>Signalized</i>	AM	0.139	A	0.384	A	0.246	NO
		MD	0.073	A	0.201	A	0.128	NO
		PM	0.071	A	0.336	A	0.266	NO
7	Fries Avenue & South Access Road <i>All-way stop-controlled</i>	AM	8.1 secs	A	9.4 secs	A	1.3 secs	NO
		MD	7.7 secs	A	8.3 secs	A	0.6 secs	NO
		PM	7.9 secs	A	9.7 secs	A	1.8 secs	NO

Note: A v/c credit of 0.100 has been applied to reflect the combined benefits of ATSAC and STCS at the signalized intersections.

Project Intersection Impacts Years 2017 and 2038

To determine whether significant impacts would occur at the study intersections, the results of this analysis were compared and assessed against the impact criteria described above. As shown in Tables 4.16-1 and 4.16-2 above, using the City of Los Angeles criteria for determination of significant traffic impacts, the proposed Project would not result in any significant impacts under either future analysis year 2017 or 2038. Based on good levels of service and relatively low projected traffic volumes projected for the South Access Road & Fries Avenue (Study Intersection 7), this intersection would not meet traffic signal warrant thresholds in any of the peak hours analyzed. No mitigation is required.

Please refer to response f) below for a discussion of potential conflicts with adopted policies, plans, or programs regarding pedestrian and bicycle paths, and mass transit.

- b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?**

Less Than Significant Impact. The proposed Project is not expected to generate any new trips on the roadway system but is intended to better accommodate projected future trips in the Project area. It would result in localized traffic shifts, which would not extend to the nearest Congestion Management Plan (CMP) arterial monitoring stations. Those intersections, located approximately two miles north of the Project site, are Figueroa Street and Pacific Coast Highway and Alameda Street and Pacific Coast Highway. The proposed Project would not alter traffic volumes or patterns through these arterial monitoring stations, and no further analysis of CMP arterial intersections is required. Therefore, CMP arterial intersection impacts are considered to be less than significant. In addition, the CMP mainline freeway monitoring location nearest to the Project site is I-110 south of C Street, approximately one-half mile to the west. Similar to the arterial monitoring intersections, the localized traffic shifts that would occur if the proposed Project are implemented would not extend to the freeway monitoring location and no further CMP freeway analysis is required. As a result, traffic impacts would be less than significant and no mitigation is required.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?

No Impact. The Project site is not located within two miles of a public airport, nor is it located within an airport land use plan. The closest public airport, Long Beach Airport, is located approximately 6.5 miles to the northeast from the Project area. The closest private airstrip is the Torrance Municipal Airfield, which is located approximately 5 miles from the Project area. Given the distance of the airport and airstrip, the proposed Project would not result in a change in air traffic patterns, including increased air traffic levels or a change in location that results in substantial safety risks. The proposed Project segment closures do not include any aerial structures and no changes to air traffic patterns would occur. Therefore, no impacts would occur and no mitigation is required.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

Less Than Significant Impact. The proposed Project includes closure of the portions of Fries Avenue and Avalon Boulevard to vehicular traffic, which are the two access routes to the Mormon Island area of the Port. As part of the Project, minor changes would be made to the planned lane configuration at two future intersections on the South Wilmington Grade Separation Project (see Figure 2-6). The proposed Project would not generate new traffic on the surrounding streets but rather would result in localized shifts of the traffic that is forecast to be present if the project was not implemented. In addition, the proposed Project would install signage and striping to effectively close access to the vacated portions of Fries Avenue and Avalon Boulevard. The Project would provide primary access to the Port Archives Building from the north gate near A Street. The Project would also provide additional crossing protection, including signing and

striping, crossing arms, and lights, at an existing at-grade crossing at the completed private road into WWL. Therefore, impact would be less than significant and no mitigation is required.

e) **Result in inadequate emergency access?**

Less Than Significant Impact. As stated above, the proposed Project is not expected to generate any new trips on the roadway systems but is intended rather to eliminate conflicts with rail operations. Therefore, the proposed Project would not result in inadequate emergency access. Impact would be less than significant and no mitigation is required.

f) **Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?**

Less Than Significant Impact. The Project site is inside the Port. Primary regional access to the Project area is provided by the Harbor Freeway (I-110), located approximately one-half mile west of Avalon Boulevard. Local access to the Project site is provided by a well-defined grid of arterial and collector roads: Harry Bridges Boulevard, Avalon Boulevard, Broad Avenue, A Street, and Pier A Street/Water Street. There is no public transit service that operates on the portions of the Avalon Boulevard or Fries Avenue that are proposed for closure. The proposed Project street segment closures would eliminate the existing pedestrian and bicycle access to the waterfront and the Banning's Landing Community Center, which are currently available along Fries Avenue and Avalon Boulevard. There are currently sidewalks on Fries Avenue and Avalon Boulevard and a small portion (one block) of bike path on Fries Avenue, which goes from Harry Bridges Boulevard to A Street. There are currently no formally designated bike lanes along the Project segment of Avalon Boulevard. Alternate pedestrian and bicycle access would be provided by the South Wilmington Grade Separation Project, which would be completed as a pre-requisite to initiate the proposed segment closures Project. Based on the latest South Wilmington Grade Separation plans, there will be a continuous pedestrian sidewalk from Harry Bridges Boulevard to Fries Avenue at the south end of the South Wilmington Grade Separation. While there are no formal bicycle lanes on the new South Wilmington Grade Separation roadway, consistent with the California Vehicle Code, the roadway would be available for use by cyclists. The South Wilmington Grade Separation Project would include an incline for pedestrians and cyclists to climb in contrast to the almost flat access along Avalon Boulevard or Fries Avenue. However, the safety conflicts present along these street segments between pedestrians/cyclists and rail operations would be avoided by using the South Wilmington Grade Separation. Additionally, the future Wilmington Waterfront Development project will provide a park and extensive promenade to connect the Wilmington community to the waterfront. Therefore, impact would be less than significant and no mitigation is required.

4.17 UTILITIES AND SERVICE SYSTEMS

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

Would the Project:

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

Less Than Significant Impact. The proposed Project would be required to comply with requirements of the Regional Water Quality Control Board (RWQCB). The Project site is serviced by the City of Los Angeles Bureau of Sanitation's Terminal Island Water Reclamation Plant (TIWRP). The proposed Project would not alter the current discharge from TIWRP and would not exceed wastewater treatment requirements of the RWQCB as minor amounts of wastewater would be generated during construction. Thus, impacts would be less than significant. No mitigation is required.

- b) **Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Less Than Significant Impact. The proposed Project would not provide new housing or a large number of employment opportunities, and no population increase would result from the implementation of the closure of road segments as proposed. As such, the proposed Project would not require new water or wastewater treatment facilities. Thus, impacts would be less than significant. No mitigation is required.

- c) **Require or result in the construction of new stormwater drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?**

Less Than Significant Impact. As stated above, the proposed Project would not provide new housing or a large number of employment opportunities, and no population increase would result from the implementation of the closure of road segments as proposed. Additionally, no new large areas of impervious surfaces would result from implementation of the proposed Project that would generate substantial volumes of stormwater runoff. As such, the proposed Project would not require new stormwater drainage facilities or expansion of existing facilities. Thus, impacts would be less than significant. No mitigation is required.

- d) **Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?**

No Impact. The proposed Project would not result in impacts to water supplies, as the proposed Project does not include uses that would have a permanent increase in the water use. Thus, no impacts would occur and no mitigation is required.

- e) **Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?**

Less Than Significant Impact. The proposed Project involves closure of road segments; street improvements and, would not require any additional wastewater treatment services. No population increase would result from the construction and operation of the proposed Project nor would it provide housing or a large number of employment opportunities. The impact would be less than significant. No mitigation is required.

- f) **Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?**

Less Than Significant Impact. Some solid waste would be generated during construction and demolition of the proposed road segment closures. Construction and demolition activities would generate debris that would include concrete, asphalt, metal, and timber solids. The LAHD Construction and Maintenance Division recycles asphalt and concrete demolition debris by crushing and stockpiling the crushed material to use on Port projects. Although hazardous materials (i.e. contaminated soils) could be encountered and require disposal during demolition/construction activities, several contaminated soil treatment and disposal options and Class I landfills are available for off-site disposal that have adequate capacity. Non-hazardous waste would be disposed at available Class III landfills. Impacts would be less than significant. No mitigation is required.

- g) **Comply with federal, state, and local statutes and regulations related to solid waste?**

Less Than Significant Impact. The proposed Project would be compliant with applicable federal, state, and local statutes and regulations related to solid waste, including the Solid Waste Integrated Resource Plan, the long-range master plan for solid waste management in the City of Los Angeles. Thus, impacts would be less than significant. No mitigation is required.

4.18 MANDATORY FINDINGS OF SIGNIFICANCE

- a) **Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?**

Less Than Significant Impact After Mitigation Incorporated. As stated previously, the Project site is fully developed and paved, and generally consists of hardscape and is subject to ongoing industrial infrastructure improvements and activities. The Project which would include the removal of one bottle brush tree along Fries Avenue and one palm tree along Avalon Boulevard will comply with LAHD tree removal guidelines and would therefore not interfere with possible nesting migratory birds. The proposed Project site is not a suitable habitat for wildlife. Additionally, due to the extensive nature of previous ground disturbances for the roads within the proposed Project area, it will not reduce the habitat for fish and wildlife species nor threaten to eliminate or restrict the range of a plant or animal community. It is also highly unlikely that any unknown, intact archaeological deposits exist within soils in the proposed Project area. However, Mitigation Measures CR-1 and CR-2 are included to ensure that the possible impacts to unknown buried cultural resources would be less than significant.

- b) **Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)**

Less Than Significant Impact After Mitigation Incorporated. The proposed Project would result in no impacts to agricultural and forestry resources, mineral resources, population and housing, and recreation. The proposed Project would have less than significant impacts to aesthetics, air quality, biological resources, geology and soils, GHG emissions, hazards and hazardous materials, hydrology and water quality, land use and planning, noise, public services, transportation and traffic, and utilities and service systems.

To avoid the potential for unforeseen impacts to cultural resources, Mitigation Measures CR-1 and CR-2 are provided. With the implementation of Mitigation Measures CR-1 and CR-2, the proposed Project would have a less than significant impact on cultural resources.

The proposed Project would not result in significant impacts that cannot be mitigated to a less than significant level, as described within sections 4.5. Because of the small scale and localized effects of the proposed Project, the potential incremental contribution from the proposed Project would not be cumulatively considerable. Other cumulative projects discussed in this document include the approved South Wilmington Grade Separation and Wilmington Waterfront projects.

These approved projects and other present and/or probable future projects are required to comply with CEQA requirements, including implementation of mitigation measures to reduce or avoid environmental impacts, as well as with applicable laws and regulations at the Federal, State and Local level, including but not limited to the Los Angeles City Municipal Code and local ordinances governing land use and development. The analysis contained herein has determined that the proposed Project would not have any individually limited but cumulatively considerable impacts. No additional mitigation would be required.

c) **Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?**

Less Than Significant Impact. Because of the limited scope of this Project and the fact that impacts would predominantly be temporary in nature driven by construction activities, the Project is not anticipated to result in environmental effects that would cause substantial adverse effects on human beings or contribute considerably to any such effects.