

# 3.3

## TRAFFIC AND CIRCULATION

### 3.3.1 Introduction

This section describes existing conditions and applicable regulations for transportation related to the proposed project, the impacts on transportation that would result from the proposed project, and mitigation measures that would reduce these impacts. The analytical approach follows the *Los Angeles CEQA Thresholds Guide* (City of Los Angeles, 2006) and the State CEQA Guidelines for determining impact significance. This section was prepared using the *Traffic Study for the USS Iowa Project Environmental Impact Report* prepared by Fehr & Peers (December 2011).

### 3.3.2 Environmental Setting

This section discusses the existing conditions related to transportation in the study area, and evaluates streets and intersections that would potentially be used by automobile traffic to gain access to the project upon completion. This section also discusses Federal, State, and local regulations relating to transportation that would apply to the proposed project. The assessment of conditions relevant to this study includes roadway and transit infrastructure and operations.

The proposed project site, Port of Los Angeles – Berth 87, is located in the Harbor District of the City of Los Angeles, California. The project site is adjacent to the community of San Pedro along Harbor Boulevard between 1<sup>st</sup> and 3<sup>rd</sup> Streets, and is located within the San Pedro Waterfront (SPW) project area. In addition, the project site is 0.25 mile southeast of Interstate 110, 0.5 miles southwest of Interstate 710, and 5.75 miles south of Interstate 405. Refer to Exhibit 3, *Port of Los Angeles – Berth 87*, in Section 2.0, *Project Description*. As discussed in Section 2.0, *Project Description*, Port Resolution #10-7038 directs staff to initiate review of the project under the California Environmental Quality Act (CEQA), as it appeared a space could be made available at Berth 87 for the USS *Iowa*, subject to qualifications and conditions.

The proposed project encompasses approximately 4.5 acres of land, which is currently a paved parking lot and the Berth is used intermittently for cruise ship

docking. The project site is located within the FEMA Flood Hazard Zone AE, a high risk area. Construction of the proposed project is minimal.

Multi-family residential homes are located west of the project site in the San Pedro Community. The remainder of the project site is surrounded by other Port uses such as the Maritime Museum to the south, cruise ship docking to the north, and cargo ship loading and unloading to the east. The site is accessed through the existing driveway at Harbor Blvd and 1<sup>st</sup> Street. Marine transportation will not be addressed in this section due to the nature of the proposed project. The battleship would be moored year-round and towed out only to change direction for weathering. Transportation-related impacts for this project are limited to vehicular traffic.

### 3.3.2.1 Existing Surface Transportation Elements

#### Existing Highway and Street System

The project site is in the San Pedro community of the City of Los Angeles. Primary regional access to the project area is provided by the Harbor Freeway (I-110) northwest of the project site and by the Vincent Thomas Bridge and Seaside Avenue (SR-47) northeast of the project site. Year 2009 data from the California Department of Transportation (Caltrans) shows that the average daily traffic (ADT) volume on the Harbor Freeway to the north of Gaffey Street was approximately 66,000 vehicles per day (vpd) and 50,000 vpd on the Vincent Thomas Bridge (*2010 Traffic Volumes on California State Highways*, California Department of Transportation, obtained November 2011). From SR-47, the project site can be accessed via ramps on Harbor Boulevard.

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

- Gaffey Street – Gaffey Street is classified as a Major Class II Highway that runs north/south in the study area. This arterial provides a connection for local and regional travel from San Pedro to other parts of Los Angeles and the South Bay region. Gaffey Street is a major commercial corridor within San Pedro.
- Pacific Avenue – Pacific Avenue is classified as a Secondary Highway that provides north/south access in San Pedro. It is a major commercial corridor in San Pedro, consisting of strip commercial, auto repair and restaurants. The four-lane roadway terminates in the north at Channel Street, where the roadway continues as John S. Gibson Boulevard. In the south, it terminates near the Pacific Ocean, where it intersects with Shepard Street and Bluff Place.
- Harbor Boulevard/Miner Street – Harbor Boulevard is classified as a Major Class II Highway and provides north/south access along the eastern edge of the

San Pedro community. It continues as Front Street north of the site and as Miner Street south of Crescent Avenue.

- Via Cabrillo Marina – Via Cabrillo Marina is classified as a Local Street and provides north/south access along the eastern edge of San Pedro from the Cabrillo Marina. The four-lane divided roadway terminates at 22nd Street.
- Summerland Avenue – Summerland Avenue is classified as a Secondary Highway that provides east/west access in San Pedro. It is a two-lane undivided roadway between its terminus to the west at Western Avenue and to the east at its terminus with Gaffey Street/Gaffey Place.
- O’Farrell Street – O’Farrell Street is classified as a Collector Street that provides east/west access in San Pedro. It is a predominantly residential corridor. The two-lane roadway terminates to the east at Harbor Boulevard and in the west terminates at Gaffey Street.
- 1st Street – 1st Street is classified as a Secondary Highway that provides east/west access in San Pedro. It is a predominantly residential corridor in San Pedro. The two-lane roadway terminates to the east at Harbor Boulevard and in the west terminates at Miraleste Drive.
- 3rd Street – 3rd Street is classified as a Collector Street that provides east/west access in San Pedro. It is a predominantly residential corridor with one travel lane in each direction. 3rd Street terminates to the east at Harbor Boulevard and to the west at South Harbor View Avenue.
- 5th Street – 5th Street is classified as a Secondary Highway that provides east/west access in San Pedro. 5th Street has a mix of commercial and residential land uses. The two-lane undivided roadway terminates to the west at S. Bandini Street and to the east at Harbor Boulevard. 5th Street provides access directly to the Port and the Maritime Museum parking lot.
- 6th Street – 6th Street is classified as a Local Street that provides east/west access in San Pedro. The two-lane undivided roadway extends from Weymouth Avenue eastbound to Sampson Way. 6th Street is predominantly commercial east of Gaffey Street, and residential in nature west of Gaffey Street.
- 7th Street – 7th Street is classified as a Secondary Highway between Weymouth Avenue and Harbor Boulevard and provides east/west access through the central portion of the community of San Pedro. This roadway starts just east of Western Avenue and terminates at Harbor Boulevard.
- 9th Street – 9th Street is classified as a Major Class II Highway between Western Avenue and Pacific Avenue, providing east/west access through the central portion of the community of San Pedro. Between Pacific Avenue and Beacon Street, it is classified as a Local Street. This roadway starts west of

Western Avenue and terminates at Beacon Street, one block west of Harbor Boulevard.

- 22nd Street – 22nd Street is classified as a Secondary Highway east of Gaffey Street and as a Local Street west of Gaffey Street. 22nd Street has a mix of residential and commercial land uses, and is a two-lane undivided roadway. 22nd Street extends from Elanita Drive eastbound to Signal Place.
- 25th Street – 25th Street is classified as a Major Class II Highway providing east/west access through the southern portion of the community of San Pedro. This roadway starts west of Western Avenue and terminates at Pacific Avenue.

### **Existing Transit Service**

The project study area is served by bus transit lines operated by the Los Angeles County Metropolitan Transportation Authority (Metro), LADOT, and the Municipal Area Express (MAX) lines. To complement the traditional transit service in the study area, the Port operates the Waterfront Red Car Line, a historic streetcar line. The following transit routes provide service in the project vicinity:

- Metro Line 205 – Metro Line 205 travels along 1st Street, Harbor Boulevard, 7th Street, Pacific Avenue, and 13th Street in the vicinity of the project site. Line 205 provides service between San Pedro and the Metro Green Line Imperial/Wilmington Station with stops in Compton, Carson, and the Willowbrook and Harbor Gateway communities. Line 205 provides service from approximately 5:00 AM to midnight on weekdays, from 5:00 AM to 11:15 PM on weekends and holidays. Bus headways are 30 to 60 minutes on weekdays and 60 minutes on weekends.
- Metro Line 246 – Metro Line 246 operates on Pacific Avenue in the vicinity of the project site. Line 246 provides service between San Pedro and Gardena, where it terminates at the Artesia Transit Center. Line 246 provides service from approximately 4:00 AM to 2:00 AM on weekdays and weekends. Bus headways are 30 to 60 minutes on weekdays and Saturdays, and hourly on Sundays and holidays.
- Metro Line 450 – Metro Line 450 travels along 22nd Street, Gaffey Street, 19th Street, Pacific Avenue, 1st Street, and Harbor Boulevard in the vicinity of the project site. Line 450 provides service between San Pedro and Downtown Los Angeles, with stops in Gardena and Carson. Line 450 provides service from approximately 5:00 AM to 9:00 PM on weekdays and Saturdays and 7:00 AM to 9:00 PM on Sundays and holidays. Line 450 operates at 30- to 60-minute headways on weekdays, 40-minute headways on Saturdays, and 60-minute headways on Sundays and holidays. From San Pedro, this line provides freeway

express service via the Harbor Transitway (on I-110) to the 7th Street/Metro Center station in downtown Los Angeles.

- Metro Line 550 – Line 550 travels along Gaffey Street, 7th Street and 13th Street in the study area. It operates from 5:00 AM to 11:45 PM on weekdays, and from 6:00 AM to 11:45 PM on weekends and holidays, with headways of approximately 30- to 60-minute headways on weekdays and 60-minute headways on weekends. This line provides express connection from San Pedro to West Hollywood.
- LADOT Commuter Express Line 142 – Line 142 travels along 7th Street in the vicinity of the project site. This line provides service between Ports O' Call in east San Pedro, downtown San Pedro, and the Long Beach Transit Center via the Vincent Thomas Bridge. The line runs from approximately 5:30 AM to 11:30 PM, seven days a week, with frequencies of 25 to 60 minutes.
- DASH San Pedro – This line travels along Gaffey Street, 7th Street, and 19th Street near the project site. This route provides local service in the community of San Pedro. The line runs from 6:30 AM to 7:30 PM on Monday through Friday, and from 9:00 AM to 6:30 PM on weekends and holidays. Service frequencies are 20 to 30 minutes.
- Waterfront Red Car Line – This local line is a 1.5-mile historic streetcar line connecting the World Cruise Center with attractions along the San Pedro waterfront in the vicinity of the project site. Hours of operation are from 12:00 noon to 9:30 PM Friday through Sunday, with service every 20 minutes. Red Cars also run on mid-week days when cruise ships are in Port.
- MAX Line 3 – This line travels along 9th Street and Pacific Avenue in San Pedro. It is a directional express line that brings passengers from the South Bay to the El Segundo and Los Angeles International Airport (LAX) area. The weekday morning northbound route has four buses with frequencies of 20 to 30 minutes starting at 5:20 AM. The afternoon southbound route also has four buses with frequencies of 20 to 30 minutes starting at 5:03 PM.
- MAX Line 3X – This line travels along Pacific Avenue and Gaffey Street near the project site. It is a directional express line that brings passengers from the South Bay to the El Segundo and LAX area. The weekday morning northbound route has four buses with frequencies of approximately 20 minutes starting at 6:00 AM. The afternoon southbound route also has four buses with frequencies of approximately 30 minutes starting at 4:36 PM.

## 3.3.2.2 Existing Area Traffic Conditions

### 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, indicating volume-to-capacity (V/C) ratios and levels of service (LOS).

### Level of Service Methodology

LOS is a qualitative measure used to describe the condition of traffic flow, ranging from excellent “freeflow” conditions at LOS A to overloaded “stop-and-go” conditions at LOS F. LOS D is typically considered to be the minimum acceptable level of service in urban areas.

According to *Traffic Study Policies and Procedures* (LADOT, August 2011), this study is required to use the Critical Movement Analysis (CMA) method of intersection capacity calculation (Transportation Research Circular No. 212, Transportation Research Board, 1980) to analyze the LOS at signalized intersections. The CMA methodology determines the V/C ratio of an intersection based on the number of approach lanes, the traffic signal phasing and the traffic volumes. The CMA worksheet developed by LADOT was used to implement the CMA methodology in this study. The V/C ratio is then used to find the corresponding LOS based on the definitions in Table 3.3-1 below.

Twenty-one of the 23 analyzed intersections are currently controlled by traffic signals. All but two of these intersections are currently controlled by the City’s Automated Traffic Surveillance and Control (ATSAC) system. The intersections of I-110 Eastbound Ramps/Swinford Street and Harbor Boulevard/Front Street, and Miner Street and 22nd Street currently do not have ATSAC and ATCS installed. In accordance with LADOT procedures, a capacity increase of 7% was applied to reflect the benefits of ATSAC, and 3% for ATSC, where applicable.

Two study intersections, Harbor Boulevard & SR-47 Westbound On-Ramp (study intersection #10); and Harbor Boulevard & 3<sup>rd</sup> Street (study intersection #14), are un-signalized and were analyzed for information purposes using the stop-controlled methodologies from *Highway Capacity Manual* (Transportation Research Board, 2000), which determines the average vehicle delay and the LOS using the relationship. The results of the analysis of these two un-signalized intersections are not included in the tables below, however, are presented in Appendix E of the *Traffic Study for the USS Iowa Project* prepared by Fehr & Peers (December 2011), which is appendicized in this document.

**Table 3.3-1.** Level of Service Definitions for Signalized Intersections

<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 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

### Existing Peak Hour Levels of Service

The existing weekday evening peak period, between 3:00 and 6:00 PM, and weekend midday peak period, Saturday between 11:00 AM and 2:00 PM (peak hours were determined by industry standards) turning movement volumes were used in conjunction with the LOS methodology described above to determine existing operating conditions at each of the study intersections (refer to the *Traffic Study for the USS Iowa Project*, Figure 3 and LOS calculation worksheets in Appendix C). Table 3.3-2 below summarizes the existing weekday evening and weekend mid-day peak hour V/C ratios and corresponding LOS at each of the study intersections. The results of this analysis indicate that 22 of 23 study intersections are currently operating at acceptable LOS (LOS D or better) during the weekday morning evening peak hours. The intersection of Gaffey Street & 1st Street operates at LOS E during the both of the analyzed peak periods.

**Table 3.3-2.** Existing Conditions Level of Service Results

	<i>Intersection[1]</i>	<i>Peak Hour</i>	<i>V/C</i>	<i>LOS</i>
1	Gaffey St/Summerland Ave	PM	0.813	D
		WK	0.584	A
2	Gaffey St/I-110 ramps	PM	0.514	A
		WK	0.454	A
3	Gaffey St/1 <sup>st</sup> St	PM	0.928	E
		WK	0.892	D
4	Gaffey St/5 <sup>th</sup> St	PM	0.634	B
		WK	0.674	B
5	Gaffey St/7 <sup>th</sup> St	PM	0.593	A
		WK	0.622	B
6	Gaffey St/9 <sup>th</sup> St	PM	0.611	B
		WK	0.633	B
7	Gaffey St/22 <sup>nd</sup> St	PM	0.333	A
		WK	0.427	A
8	Gaffey St/25 <sup>th</sup> St	PM	0.325	A
		WK	0.466	A
9	Via Cabrillo Marina/22 <sup>nd</sup> St	PM	0.080	A
		WK	0.122	A
11	Harbor Blvd/Swinford St/SR-47 EB ramps	PM	0.485	A
		WK	0.583	A
12	Harbor Blvd/O'Farrell St	PM	0.493	A
		WK	0.391	A
13	Harbor Blvd/1 <sup>st</sup> St	PM	0.351	A
		WK	0.245	A
15	Harbor Blvd/5 <sup>th</sup> St	PM	0.498	A
		WK	0.282	A
16	Harbor Blvd/6 <sup>th</sup> St	PM	0.282	A
		WK	0.406	A
17A	Harbor Blvd/7 <sup>th</sup> St	PM	0.219	A
		WK	0.147	A
18	Miner St/22 <sup>nd</sup> St	PM	0.301	A
		WK	0.249	A
19	Pacific Ave/Front St	PM	0.212	A
		WK	0.225	A
20	Pacific Ave/1 <sup>st</sup> St	PM	0.342	A
		WK	0.349	A
21	Pacific Ave/5 <sup>th</sup> St	PM	0.327	A
		WK	0.343	A
22	Pacific Ave/7 <sup>th</sup> St	PM	0.341	A
		WK	0.382	A
23	Pacific Ave/9 <sup>th</sup> St	PM	0.385	A
		WK	0.413	A
Source: Fehr and Peers, 2011 Note: Intersections analyzed using LADOT CMA methodology and significance criteria. [1] Per LADOT traffic study guidelines, significant impact analysis was not conducted for the two unsignalized intersections: Intersection #10 (Harbor Blvd/SR-47 ramp) and #14 (Harbor Blvd/3 <sup>rd</sup> St). A warrant analysis was conducted to determine if any of the unsignalized intersections meet the City's signal warrants criteria.				

### 3.3.3 Regulatory Framework

Traffic analysis in the State of California is guided by policies and standards set at the State level by Caltrans and by local jurisdictions. The proposed project is located in the City of Los Angeles, and would adhere to the adopted City transportation policies, which can be found in the *City of Los Angeles General Plan Transportation Element*, prepared in August 2001.

#### 3.3.3.1 City of Los Angeles General Plan

##### Transportation Element

The goals and policies contained within the *City of Los Angeles General Plan Transportation Element* provide for the development of a fully integrated, multimodal system that offers multiple travel choices to Los Angeles travelers. The following goals, policies, and programs are applicable to the proposed project:

##### Goal A

Adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles.

##### **Objective 2:**

Mitigate the impacts of traffic growth, reduce congestion, and improve air quality by implementing a comprehensive program of multimodal strategies that encompass physical and operational improvements as well as demand management.

##### **Objective 3:**

Support development in regional centers, community centers, major economic activity areas and along mixed-use boulevards as designated in the Community Plans.

##### Goal B

A street system maintained in a good to excellent condition adequate to facilitate the movement of those reliant on the system.

##### Goal C

An integrated system of pedestrian priority street segments, bikeways, and scenic highways which strengthens the City's image while also providing access to employment opportunities, essential services, and open space.

Regarding intersection operations, the City of Los Angeles has established threshold criteria in the *L.A. CEQA Thresholds Guide* (City of Los Angeles 2006) 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 project traffic are not considered significantly impacted regardless of the increase in V/C ratio. Table 3.3-3 summarizes intersection impact criteria.

**Table 3.3-3.** 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

### 3.3.3.2

## San Pedro Community Plan

### Transportation Issues and Opportunities

#### Issues

- Heavy peak hour traffic on Gaffey Street between Ninth Street and the I-110 on and off ramps.
- Alternative routes to and from the Harbor Freeway are needed, for example, by directly linking Twenty-fifth Street with Harbor Boulevard and/or extending Capitol Drive east of Gaffey Street.
- Through traffic is characterized by traffic to and from the Palos Verdes Peninsula.
- Parking supply, facilities, and restrictions must be reviewed for appropriateness to encourage economic vitality in San Pedro.
- Parking facilities appear to be inadequate at recreational sites of Cabrillo Beach and Point Fermin particularly during summer tourist months.
- Parking revenues generated in San Pedro should be reinvested in the Community.

#### Opportunities

- Application of Transportation Systems Management strategies such as Automated Traffic Surveillance and Control (ATSAC) will improve circulation on traffic corridors.
- Future study of the Downtown San Pedro Transportation Hub project.

- The project will consolidate transit and transportation facilities serving the San Pedro area and includes a future rail trolley along the waterfront.
- Improved vehicular access to the Port via the West Basin Transportation Improvement Program.

### **Transportation Improvement and Mitigation Program (TIMP)**

The TIMP analyzed land use impacts on transportation and established a program of specific measures which are recommended to be undertaken during the life of the Community Plan. Goals, objectives, policies, and programs of the San Pedro Community Plan, relative to the project and transportation, are listed below. Those items taken from the TIMP are noted.

#### **Goals, Objectives, Policies, and Programs**

##### GOAL 11

Develop a public transit system that improves mobility with convenient alternatives to automobile travel.

##### GOAL 12

Encourage alternative modes of transportation to the use of single occupant vehicles (SOV) in order to reduce vehicular trips.

##### **Objective 12-1:**

To pursue transportation demand management strategies, that can maximize vehicle occupancy, minimize average trip length, and reduce the number of vehicle trips.

##### **Policies**

**12-1.1** Encourage non-residential development to provide employee incentives for utilizing alternatives to the automobile (i.e., carpools, vanpools, buses, flex time, bicycles, and walking, etc.).

*Program:* TDM Ordinance [TIMP]:

The Citywide Ordinance on TDM and trip reduction measures will continue to be implemented for the San Pedro area and monitored by LADOT.

*Program:* Offer employers with 25 or more employees an incentive for participating in the Los Angeles Transit Subsidy ordinance (only firms with 100 or more employees are required to comply), such as reducing the fees for the City's Business registration License. [TIMP]

**12-1.2** Require that proposals for major new non-residential development projects include submission of a TDM Plan to the City.

*Program:* Citywide ordinances on TDM and trip reduction measures will continue to be implemented and monitored by LADOT to address this policy.

*Program:* Condition new developments to limit peak period vehicle trips to 85 percent of expected, or achieve a 1.5 peak hour Average Vehicle Ridership (AVR). Incentives could be provided for exceeding minimum performance levels and monitoring should be required. [TIMP]

*Program:* Consider measures when developing a regional TDM program including:

- Develop and implement public education on carpooling and ridesharing.
- Expand employer based commute assistance programs.
- Require new developments to include bicycle facilities.
- Implement shuttle bus programs to serve transit stations.

**12-1.3** Encourage development to provide facilities for telecommuting.

*Program:* Provide incentives for developers of new multiple family housing to provide capabilities for telecommunication equipment. [TIMP]

#### GOAL 14

A system of highways, freeways, and streets that provides a circulation system which supports existing, approved, and planned land uses while maintaining a desired level of service at all intersections.

#### **Objective 14-1:**

To comply with City-wide performance standards for acceptable levels of service (LOS) and insure that necessary road access and street improvements are provided to accommodate traffic generated by all new development.

#### **Policies**

**14-1.1** Maintain a satisfactory LOS for streets and highways that should not exceed LOS "D" for Major Highways, Secondary Highways, and Collector Streets. If existing levels of service are LOS "E" or LOS "F" on a portion of a highway or collector street, then the level of service for future growth should be maintained at LOS "E."

*Program:* Improve, to their designated standard specifications, substandard segments of those major and secondary highways which are expected to experience heavy traffic congestion by the year 2010.

*Program:* Capital Improvements [TIMP]

1. Funded capital improvements.

- Widen Twenty-second street between Gaffey Street and Mesa Street to provide 4 lanes of traffic with 1 lane of parking on one side only.

2. Proposed street widening [TIMP]:

- Gaffey Street at the intersection with the I-110, (Harbor Freeway), including the portion south of the ramps where the freeway transitions to arterial lanes and possible grade separations of the most critical movements. [TIMP]

3. Freeway Ramp Connections:

- Initiate a study to add freeway off and on ramps at Pacific Avenue [TIMP]. The goal is to improve the economic vitality of Pacific Avenue. Alternatives should be explored to achieve the same goals if the ramps cannot be constructed at this location; and
- Add freeway on and off ramps at Capitol Drive [TIMP].

**14-1.2** Highways and street dedications shall be developed in accordance with standards and criteria contained in the Highways and Freeways Element of the General Plan and the City's Standard Street Dimensions, except where environmental issues and planning practices warrant alternate standards consistent with capacity requirements.

*Program:* Implementation of the Highways and Freeways Element supports this policy.

**14-1.3** Discourage non-residential traffic flow for streets designed to serve residential areas only by the use of traffic control measures.

*Program:* The use of Residential Neighborhood Protection Plans to reduce traffic intrusion and spillover parking into residential areas.

**14-1.4** New development projects should be designed to minimize disturbance to existing flow with proper ingress and egress to parking.

*Program:* Require that new development projects incorporate adequate driveway access to prevent auto queuing.

**14-1.5** Harbor Boulevard and Twenty-fifth Street should be extended as Major Highways to intersect in the vicinity of Twenty-second Street to provide improved circulation from the Palos Verdes Peninsula to Downtown San Pedro and the I-110, Harbor Freeway.

*Program:* Complete a detailed feasibility study for the connection of these streets. Critical issues of investigation must include the alignment, availability of right of ways, impacts on local residential streets, existing significant grades, and costs of improvements.

#### GOAL 16

A sufficient system of well-designed and convenient on-street parking and off-street parking facilities throughout the plan area.

#### **Objective 16-1**

To provide parking in appropriate locations in accord with Citywide standards and community needs.

#### **Policies**

**16-1.1** Consolidate parking, where appropriate, to eliminate the number of ingress and egress points onto arterial.

*Program:* The Plan contains an Urban Design chapter which outlines guidelines for parking facilities.

**16-1.3** New parking lots and garages shall be developed in accordance with design standards.

*Program:* The Plan contains an Urban Design Chapter which outlines guidelines for parking facilities.

### **3.3.3.3**

## **Port of Los Angeles Strategic Plan 2010/2011**

### **Transportation and Goods Movement**

#### Strategic Objective 3

Promote, develop, and provide a safe and efficient transportation system for the movement of goods and people in the Port vicinity and throughout the region, state, and nation in a cost-effective and environmentally sensitive and sustainable manner.

#### **Initiatives**

**3.1.2** Continue to assess Port area transportation needs through on-going environmental documentation, traffic studies, and terminal master planning efforts.

**3.1.5** Implement and continue to pursue technology deployment to improve traffic operations and reduce truck trips (e.g., Ports of Long Beach/Los Angeles)

Advanced Transportation Management Information, and Security System, and Zero Emissions Container Movement System).

## 3.3.4 Impact Analysis

### 3.3.4.1 Methodology

Estimates of future traffic conditions both with and without the proposed project were necessary to evaluate the potential impact of the proposed project on the local street system. The cumulative base traffic scenario represents future traffic conditions without the addition of the proposed project, while the cumulative plus project or cumulative plus project scenario represents future traffic conditions with the development of the proposed project.

For purposes of this draft EIR, the evaluation of significance under CEQA is defined by comparing the proposed project to the no-project baseline scenario, which reflects traffic growth from regional development that is expected to occur regardless of whether or not the proposed project is implemented. The no-project scenario also reflects future roadway improvements that are expected to be built, regardless of whether or not the proposed project is implemented.

#### Project Traffic Generation

Trip generation for the proposed project was estimated using information from the Pacific Battleship Center (PBC) that was provided to Port staff. Attendance data was obtained from the USS *Midway* to confirm monthly and daily distribution of visitors. This information included the following:

- Annual Visitor Projections – The USS *Iowa* is projected to generate an annual visitation of approximately 430,000 visitors in the opening year, which is expected to stabilize to approximately 386,000 visitors approximately 10 years after operations begin.
- Employee Projections – A staff of approximately 70 to 80 employees is planned once the museum is open and visitation levels have stabilized.
- Monthly Visitor Projections – Data from the PBC on annual visitor projections included the estimated monthly distribution of visitors, ranging from a low of approximately 6% of annual attendance in January to approximately 9% of annual attendance in the spring peak months of March and April to a high of approximately 13% in the peak summer month of July.
- Opening Year Daily Distribution for Peak Month – This data provides a distribution of daily visitors in vehicles, visitors in buses, and employees in vehicles.

- Opening Year Hourly Distribution – Estimated weekday and Saturday daily visitor and employee projections were distributed across hours of the day based on expected times of arrival. The surveys at the USS *Midway* indicate an average vehicle ridership (AVR) of 2.0 for visitors arriving in cars. A total of 60 passengers per bus and an AVR of 1.0 was assumed for employees.

Trip generation estimates were estimated for the spring peak months instead of the summer months. Counts were collected on April 27, 2011, and April 30, 2011, the last 2-ship days of the spring season. The following factors were taken into consideration for determining what time of year to conduct the estimates:

- The baseline should reflect typical worst-case conditions which meant having two cruise vessels at the World Cruise Terminal. Cruise ship activity is much lower in the summer months. In fact, the schedules of cruise vessels provided to us earlier this year show zero cruise vessels in July during both 2011 and 2012 and only 1 or 2 in August of those years.
- LADOT policy states that “Additionally, unless otherwise required, all traffic counts should generally be taken when local schools or colleges are in session, on days of good weather, on Tuesdays through Thursdays during non-summer months, and should avoid being taken on weeks with a holiday.”

The monthly attendance estimates from PBC were based on actual attendance data at the USS *Midway*, which were verified by independently analyzing attendance data provided by USS *Midway* staff. The study analyzes a reasonable worst-case scenario: traffic during the highest non-summer month of activity at the USS *Iowa* against typical peak background conditions. Because there is no reason to believe that the highest level of activity at the USS *Iowa* (July) would coincide with the typical peak of background traffic in the area, such a scenario was not analyzed. Therefore, it is appropriate to conduct the estimates in the spring rather than the summer. The following steps were taken to estimate weekday evening and Saturday midday peak hour trips from the data provided:

1. Per information provided, approximately 9% of the annual visitation will occur in the peak spring months of March and April. This equates to approximately 38,700 visitors per month during the opening year and 43,740 visitors per month upon stabilization of attendance.

2. Using the opening year daily distribution (peak month) as a guide and assuming that the percentage distribution for a typical weekday, Saturday and Sunday will remain same, the aforementioned peak month visitation was further distributed by each day of the month across the whole month during the Spring peak. It is estimated that during the opening year, a total of 1,243 visitors are expected to occur on a typical weekday and 1,455 patrons on a typical Saturday.

Upon stabilization of the attendance, a total of 1,116 visitors are expected to occur on a typical weekday and 1,306 patrons on a typical Saturday.

3. Assuming that the hourly arrival distribution of visitors (in car and buses) and employees will be similar to the opening year hourly distribution provided, weekday and Saturday daily arrivals were distributed by hour from 8:00 AM to 6:00 PM. Visitors arriving in cars were converted to vehicle trips using an AVR factor of 2.0. Visitors arriving via bus were converted to passenger car equivalent (PCE) trips assuming 60 passengers per bus and every bus equaling to two passenger cars. An AVR factor of 1.0 was used to convert the employees into employee vehicle trips. Since the data only provides arrival information, outbound trips were estimated using the assumption that a typical visitor would stay approximately two hours. All employees were assumed to leave within a 3-hour period from 3:00 to 6:00 PM, with approximately 50% of the employees leaving between the hours of 4:00 and 5:00 PM. On Saturday, approximately 25% of employees were assumed to leave the premises of the project for lunch break, etc.

In 2012, the project is projected to generate a total of approximately 1,196 daily weekday trips, including approximately 110 trips during the PM peak hour and approximately 1,408 daily weekend trips, including 256 trips during the PM peak hour.

Beginning in 2024, the project is projected to generate a total of approximately 1,096 daily weekday trips, including approximately 106 trips during the PM peak hour and approximately 1,284 daily weekend trips, including 228 trips during the PM peak hour.

### **Existing Plus Project Traffic Projections**

The proposed project traffic volumes for opening year attendance was added to the 2011 traffic counts to develop the existing plus project traffic volumes.

### **Future Base Traffic Volumes**

The future base traffic projections reflect the changes to existing traffic conditions that can be expected from three primary sources. The first source is the ambient growth in traffic, which reflects increases in traffic because of regional growth and development. The second source is traffic generated by specific development projects located within, or in the vicinity of, the study area. The third source is roadway or intersection capacity enhancements. These factors are described below.

### **Areawide Traffic Growth**

#### Year 2012 Scenario

Based on discussions with LADOT, we determined that an ambient growth factor of 1.0% per year should be applied to adjust the existing base year traffic volumes to reflect the effects of regional growth and development for the 2012 project opening year. This adjustment was applied to the base Year 2011 traffic volume data to reflect the effect of ambient growth of 1.0% in year 2012.

#### Years 2024 and 2042 Scenario

Regional background (ambient) traffic growth was estimated using data from a computerized traffic analysis tool known as the Port Area Travel Demand Model, which includes traffic growth for the Port and the local area. Background traffic growth occurs as a result of regional growth in employment, population, schools, and other activities. Related projects are covered by the growth forecasts of the Port Travel Demand Model. Local projects not included in the SCAG Regional Travel Demand Forecasting Model were separately accounted for in the Port Travel Demand Model, such as detailed Ports of Long Beach and Los Angeles projected container and non-container terminal growth and the Wilmington Waterfront.

### **Related Project Traffic Generation and Assignment**

Future base traffic forecasts include the effects of specific cumulative development projects, also called related projects, expected to be built in the vicinity of the proposed project site prior to the proposed project's future years of 2024 and 2042. The following projects were included in the related project traffic generation and assignment:

- CRAFTED in San Pedro (Warehouses #9 and #10) – CRAFTED would be located in Warehouses #9 and #10 in San Pedro, near Miner Street and 22nd Street, approximately 1.5 miles from the project site. This project would consist of adaptive reuse of the existing warehouses to create a permanent craft marketplace. The building programming would be composed of juried vendor stalls selling handmade wares. The building would also feature concession areas and a demonstration area. CRAFTED would be open throughout the week, with peak activity occurring on weekends.
- City Dock #1 – City Dock #1 would be located at Berths 56-60 and 70-71, near the intersection of Miner Street and Signal Street, approximately 1.5 miles from the project site. This project consists of marine research laboratory, educational, and conference facilities in addition to a research and development business incubator park. There would also be a concession area and small passive uses on the project site.

- San Pedro Waterfront – The San Pedro waterfront transformation is a long-range specific plan for the San Pedro side of the Los Angeles waterfront. It includes redevelopment of Ports O’Call, the primary retail outlet along the waterfront, additional promenades and boat harbors, and several recreational elements. The project is expected to increase utilization of the Waterfront area with adaptive reuse of underutilized buildings and new development opportunities along the waterfront.

### **Future Baseline Street Improvements**

Several key roadway improvements in or near the study area are expected to be completed by Year 2024. These improvements, which are the result of local or regional capital improvement programs or as mitigation for ongoing or entitled related projects, would result in capacity changes at the specified locations throughout the study area. The related transportation projects include an increased number of lanes along Harbor Boulevard, and improvements to the intersection of Harbor Boulevard & 7th Street, which will, in the future, include a junction with Sampson Way.

Additionally, the current improvement plan would equip all remaining intersections with ATSAC and install the state-of-the-art Adaptive Traffic Control System (ATCS) as an additional feature of the ATSAC system. ATCS is the latest enhancement to the ATSAC and uses a personal computer-based traffic signal control software program that provides fully traffic-adaptive signal control based on real-time traffic conditions. ATCS allows for the automatic adjustment to the traffic signal timing strategy and control pattern in response to current traffic demands by allowing ATCS to control all three critical components of traffic signal timing simultaneously, namely cycle length, phase split and offset. In the analysis of future operating conditions, a capacity increase of 10% (0.10 V/C adjustment) was applied to reflect the benefit of ATSAC/ATCS control at all signalized study intersections.

### **Future Plus Project Traffic Projections**

The proposed project traffic volumes were then added to the future base traffic projections to develop the future plus project traffic forecasts for the opening year 2012 and buildout years 2024 and 2042. These volumes represent future traffic conditions following completion of the proposed project for the two analysis years.

## **3.3.4.2 Thresholds of Significance**

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

**TRA-1:** A project would have a significant impact if it increases an intersection's V/C ratio in accordance with the following guidelines: (Note that the impact would be less than significant if the final LOS is A or B.)

- V/C ratio increase greater than or equal to 0.040 if final LOS is C;
- V/C ratio increase greater than or equal to 0.020 if final LOS is D; or
- V/C ratio increase greater than or equal to 0.010 if final LOS is E or F.

**TRA-2:** A project would have a significant impact if additional demand on local transit services may occur due to project operation. However, LADOT does not have any established thresholds to determine significance of transit system impacts. The project would have an impact on local transit services if it would increase demand beyond the supply of such services anticipated at project buildout.

**TRA-3:** A project would have a significant impact if design elements of the project, or project construction, would result in conditions that would increase the risk of accidents, either for vehicular or nonmotorized traffic. Elements that could result in safety impacts include poor sight distance, sharp curves, or substantial differences in speed between construction-related and general-purpose traffic.

**TRA-4:** A project would have a significant impact if it resulted in inadequate emergency access.

**TRA-5:** A project would have a significant impact if it conflicted with adopted policies, plans, or programs regarding parking, or supporting alternative transportation, such as bikeways and pedestrian walkways.

**TRA-6:** A project would have a significant impact if it resulted 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.

### 3.3.4.3 Impacts and Mitigation

**Impact TRA-1:** Would the project result in impacts to volume/capacity (V/C) ratios or levels of service on regional roadway facilities?

#### ***Construction Impacts***

The proposed project would increase the number of visitors and users accessing the project area. An increase in short-term vehicle traffic from the construction workers commuting to and from the project site would occur. Proposed construction activities include a security fence, the set up of a prefabricated office/ticket booth, a prefabricated restroom facility and two prefabricated access platforms and brows to board USS *Iowa*. For security, approximately 1,750

linear feet of fencing will be installed around the parking area and the area adjacent to Berth 87. The ticket booth structure, the restroom facilities both cover approximately 1,000 square feet and will consist of temporary, moveable, and self-contained units. Two prefabricated access platforms consisting of stairs and gangways, and constructed of steel or a similar material, will be installed for ingress and egress to USS *Iowa*.

Construction activities will employ approximately 30-40 workers over a period of 6 to 9 months. Work will take place Monday through Saturday from 7:00 a.m. to 5:00 p.m. Truck trips and delivery of materials by land is expected to be minimal as the structures are limited in size and scope. Work is tentatively scheduled to begin in early 2012.

However, the short-term construction-related increase would not exceed traffic increases envisioned by the *County of Los Angeles General Plan Circulation Element*, *City of Los Angeles General Plan Circulation Element*, the *San Pedro Community Plan*, or other applicable City plans and impacts are expected to be less than significant with implementation of mitigation measure TRA-1, below.

Development and implementation of a Traffic Management Plan (TMP) would reduce any potential short-term construction-related traffic impacts to vehicular and non-motorized traffic in the project area, to less than significant levels.

### ***Operational Impacts***

Relocation of the USS *Iowa* from Northern California to the Port would result in an increase in long-term operational vehicle traffic from visiting tourists. However, the increase would not exceed traffic increases envisioned by the *County of Los Angeles General Plan Circulation Element*, *City of Los Angeles General Plan Circulation Element*, the *San Pedro Community Plan*, or other applicable City plans, and impacts are expected to be less than significant with implementation of the mitigation measures discussed in this section.

This determination was made based on analysis conducted for select regional facilities based on the quantity of project traffic expected to use these facilities, per the 2010 Congestion Management Program for Los Angeles County (Metro, October 2010). 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.
- 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 CMP traffic impact analysis guidelines establish that a significant project impact occurs when the following threshold is exceeded:

- The proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C 0.02), causing LOS F (V/C > 1.00).
- If the facility is already at LOS F, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity (V/C 0.02).

#### **Arterial Monitoring Station Analysis**

The CMP arterial monitoring stations nearest to the project study area include:

- Gaffey Street and 9th Street (study intersection #6)
- Western Avenue and 9th Street

This project would add fewer than 50 vehicle trips through these arterial monitoring stations, so no further analysis of CMP arterial intersections is required and CMP arterial intersection impacts are considered to be less than significant.

#### **Freeway Mainline Monitoring Station Analysis**

The nearest CMP mainline freeway monitoring location nearest to the project site is: I-110 south of C Street. According to the incremental project trip generation estimates discussed above, and the project only traffic volumes, the proposed project is not expected to add sufficient new traffic to exceed the freeway analysis criteria at this location.

Since incremental project-related traffic in any direction during either peak hour is projected to be less than the minimum criteria of 150 vph, no further CMP freeway analysis is required and CMP freeway impacts are considered to be less than significant.

#### **Intersection Analysis**

All of the study intersections are located within the City of Los Angeles. These intersections were analyzed using LADOT guidelines. Tables 3.3-4 through 3.3-7 summarize the projected levels of service for the following: existing plus project conditions for opening year attendance; 2012 base and 2012 plus project conditions for opening year attendance; 2024 and 2024 plus project with stabilized attendance; and 2042 and 2042 plus project with stabilized attendance. These tables indicate which intersections would experience a degraded level of service with project implementation, associated with traffic generated by visitors to the USS *Iowa* (impacted intersections are shaded).

It should also be noted that significant impact analysis was not conducted for the two unsignalized intersections: Intersection #10 (Harbor Blvd/SR-47 ramp) and #14 (Harbor Blvd/3<sup>rd</sup> St). These intersections were analyzed using Highway Capacity Manual (2000) methodology. The results of the analysis of these two un-signalized intersections are not included in the tables below, however, are presented in Appendix E of the *Traffic Study for the USS Iowa Project* prepared by Fehr & Peers (December 2011), which is appendicized to this document.

**Table 3.3-4.** Existing Plus Project LOS (Opening Year Attendance)

	Intersection	Peak Hour	Existing		Existing + Project (Opening Year Attendance)			
			V/C	LOS	V/C	LOS	Change	Impact
1	Gaffey St/ Summerland Ave	PM	0.813	D	0.814	D	0.001	NO
		WK	0.584	A	0.586	A	0.002	NO
2	Gaffey St/ I-110 ramps	PM	0.514	A	0.515	A	0.001	NO
		WK	0.454	A	0.457	A	0.003	NO
3	Gaffey St/ 1 <sup>st</sup> St	PM	0.928	E	0.935	E	0.007	NO
		WK	0.892	D	0.904	E	0.012	YES
4	Gaffey St/ 5 <sup>th</sup> St	PM	0.634	B	0.634	B	0.000	NO
		WK	0.674	B	0.675	B	0.001	NO
5	Gaffey St/ 7 <sup>th</sup> St	PM	0.593	A	0.593	A	0.000	NO
		WK	0.622	B	0.623	B	0.001	NO
6	Gaffey St/ 9 <sup>th</sup> St	PM	0.611	B	0.613	B	0.002	NO
		WK	0.633	B	0.637	B	0.004	NO
7	Gaffey St/ 22 <sup>nd</sup> St	PM	0.333	A	0.335	A	0.002	NO
		WK	0.427	A	0.430	A	0.003	NO
8	Gaffey St/ 25 <sup>th</sup> St	PM	0.325	A	0.326	A	0.001	NO
		WK	0.466	A	0.470	A	0.004	NO
9	Via Cabrillo Marina/22 <sup>nd</sup> St	PM	0.080	A	0.080	A	0.000	NO
		WK	0.122	A	0.123	A	0.001	NO
11	Harbor/Swinford /SR-47 EB ramps	PM	0.485	A	0.503	A	0.018	NO
		WK	0.583	A	0.608	B	0.025	NO
12	Harbor Blvd/ O'Farrell St	PM	0.493	A	0.500	A	0.007	NO
		WK	0.391	A	0.427	A	0.036	NO
13	Harbor Blvd/ 1 <sup>st</sup> St	PM	0.351	A	0.407	A	0.056	NO
		WK	0.245	A	0.374	A	0.129	NO
15	Harbor Blvd/ 5 <sup>th</sup> St	PM	0.498	A	0.499	A	0.001	NO
		WK	0.282	A	0.283	A	0.001	NO
16	Harbor Blvd/ 6 <sup>th</sup> St	PM	0.282	A	0.284	A	0.002	NO
		WK	0.406	A	0.407	A	0.001	NO
17A	Harbor Blvd/ 7 <sup>th</sup> St	PM	0.219	A	0.220	A	0.001	NO
		WK	0.147	A	0.148	A	0.001	NO
17B	Harbor Blvd/ Sampson Way	PM	N/A	N/A	N/A	N/A	N/A	N/A
		WK	N/A	N/A	N/A	N/A	N/A	N/A
18	Miner St/ 22 <sup>nd</sup> St	PM	0.301	A	0.304	A	0.003	NO
		WK	0.249	A	0.253	A	0.004	NO
19	Pacific Ave/ Front St	PM	0.212	A	0.212	A	0.000	NO
		WK	0.225	A	0.226	A	0.001	NO
20	Pacific Ave/ 1 <sup>st</sup> St	PM	0.342	A	0.345	A	0.003	NO
		WK	0.349	A	0.360	A	0.011	NO
21	Pacific Ave/ 5 <sup>th</sup> St	PM	0.327	A	0.328	A	0.001	NO
		WK	0.343	A	0.343	A	0.000	NO
22	Pacific Ave/ 7 <sup>th</sup> St	PM	0.341	A	0.342	A	0.001	NO
		WK	0.382	A	0.383	A	0.001	NO
23	Pacific Ave/ 9 <sup>th</sup> St	PM	0.385	A	0.386	A	0.001	NO
		WK	0.413	A	0.414	A	0.001	NO

**Table 3.3-5.** 2012 Base and 2012 Plus Project Conditions LOS (Opening Year Attendance)

	Intersection[1]	Peak Hour	2012 Base		2012 + Project (Opening Year Attendance)			
			V/C	LOS	V/C	LOS	Change	Impact
1	Gaffey St/ Summerland Ave	PM	0.823	D	0.823	D	0.000	NO
		WK	0.593	A	0.593	A	0.000	NO
2	Gaffey St/ I-110 ramps	PM	0.521	A	0.521	A	0.000	NO
		WK	0.461	A	0.463	A	0.002	NO
3	Gaffey St/ 1 <sup>st</sup> St	PM	0.939	E	0.946	E	0.007	NO
		WK	0.906	E	0.916	E	0.010	YES
4	Gaffey St/ 5 <sup>th</sup> St	PM	0.643	B	0.643	B	0.000	NO
		WK	0.684	B	0.685	B	0.001	NO
5	Gaffey St/ 7 <sup>th</sup> St	PM	0.601	B	0.601	B	0.000	NO
		WK	0.631	B	0.631	B	0.000	NO
6	Gaffey St/ 9 <sup>th</sup> St	PM	0.621	B	0.621	B	0.000	NO
		WK	0.647	B	0.650	B	0.003	NO
7	Gaffey St/ 22 <sup>nd</sup> St	PM	0.345	A	0.348	A	0.003	NO
		WK	0.458	A	0.461	A	0.003	NO
8	Gaffey St/ 25 <sup>th</sup> St	PM	0.331	A	0.332	A	0.001	NO
		WK	0.480	A	0.483	A	0.003	NO
9	Via Cabrillo Marina/22 <sup>nd</sup> St	PM	0.085	A	0.085	A	0.000	NO
		WK	0.137	A	0.139	A	0.002	NO
11	Harbor/Swinford /SR-47 EB ramps	PM	0.493	A	0.511	A	0.018	NO
		WK	0.595	A	0.619	B	0.024	NO
12	Harbor Blvd/ O'Farrell St	PM	0.500	A	0.507	A	0.007	NO
		WK	0.409	A	0.445	A	0.036	NO
13	Harbor Blvd/ 1 <sup>st</sup> St	PM	0.399	A	0.461	A	0.062	NO
		WK	0.298	A	0.445	A	0.147	NO
15	Harbor Blvd/ 5 <sup>th</sup> St	PM	0.538	A	0.539	A	0.001	NO
		WK	0.322	A	0.323	A	0.001	NO
16	Harbor Blvd/ 6 <sup>th</sup> St	PM	0.303	A	0.304	A	0.001	NO
		WK	0.448	A	0.450	A	0.002	NO
17A	Harbor Blvd/ 7 <sup>th</sup> St	PM	0.224	A	0.225	A	0.001	NO
		WK	0.165	A	0.166	A	0.001	NO
17B	Harbor Blvd/ Sampson Way	PM	N/A	N/A	N/A	N/A	N/A	N/A
		WK	N/A	N/A	N/A	N/A	N/A	N/A
18	Miner St/ 22 <sup>nd</sup> St	PM	0.304	A	0.307	A	0.003	NO
		WK	0.251	A	0.255	A	0.004	NO
19	Pacific Ave/ Front St	PM	0.216	A	0.216	A	0.000	NO
		WK	0.232	A	0.233	A	0.001	NO
20	Pacific Ave/ 1 <sup>st</sup> St	PM	0.347	A	0.350	A	0.003	NO
		WK	0.353	A	0.364	A	0.011	NO
21	Pacific Ave/ 5 <sup>th</sup> St	PM	0.331	A	0.331	A	0.000	NO
		WK	0.357	A	0.358	A	0.001	NO
22	Pacific Ave/ 7 <sup>th</sup> St	PM	0.346	A	0.347	A	0.001	NO
		WK	0.387	A	0.387	A	0.000	NO
23	Pacific Ave/ 9 <sup>th</sup> St	PM	0.391	A	0.391	A	0.000	NO
		WK	0.423	A	0.424	A	0.001	NO

**Table 3.3-6.** 2024 and 2024 Plus Project Conditions LOS (Stabilized Attendance)

	Intersection	Peak Hour	2024		2024 Plus Project (Stabilized Attendance)			
			V/C	LOS	V/C	LOS	Change	Impact
1	Gaffey St/ Summerland Ave	PM	1.006	F	1.006	F	0.000	NO
		WK	0.732	C	0.732	C	0.000	NO
2	Gaffey St/ I-110 ramps	PM	0.603	B	0.603	B	0.000	NO
		WK	0.500	A	0.502	A	0.002	NO
3	Gaffey St/ 1 <sup>st</sup> St	PM	1.073	F	1.080	F	0.007	NO
		WK	1.047	F	1.056	F	0.009	NO
4	Gaffey St/ 5 <sup>th</sup> St	PM	0.696	B	0.696	B	0.000	NO
		WK	0.753	C	0.754	C	0.001	NO
5	Gaffey St/ 7 <sup>th</sup> St	PM	0.710	C	0.710	C	0.000	NO
		WK	0.710	C	0.711	C	0.001	NO
6	Gaffey St/ 9 <sup>th</sup> St	PM	0.809	D	0.811	D	0.002	NO
		WK	0.852	D	0.855	D	0.003	NO
7	Gaffey St/ 22 <sup>nd</sup> St	PM	0.580	A	0.583	A	0.003	NO
		WK	0.666	B	0.669	B	0.003	NO
8	Gaffey St/ 25 <sup>th</sup> St	PM	0.465	A	0.466	A	0.001	NO
		WK	0.693	B	0.696	B	0.003	NO
9	Via Cabrillo Marina/22 <sup>nd</sup> St	PM	0.190	A	0.191	A	0.001	NO
		WK	0.308	A	0.309	A	0.001	NO
11	Harbor/Swinford /SR-47 EB ramps	PM	0.504	A	0.517	A	0.013	NO
		WK	0.685	B	0.705	C	0.020	NO
12	Harbor Blvd/ O'Farrell St	PM	0.408	A	0.412	A	0.004	NO
		WK	0.459	A	0.480	A	0.021	NO
13	Harbor Blvd/ 1 <sup>st</sup> St	PM	0.429	A	0.491	A	0.062	NO
		WK	0.503	A	0.595	A	0.092	NO
15	Harbor Blvd/ 5 <sup>th</sup> St	PM	0.562	A	0.562	A	0.000	NO
		WK	0.497	A	0.498	A	0.001	NO
16	Harbor Blvd/ 6 <sup>th</sup> St	PM	0.340	A	0.341	A	0.001	NO
		WK	0.402	A	0.403	A	0.001	NO
17A	Harbor Blvd/ 7 <sup>th</sup> St	PM	0.447	A	0.447	A	0.000	NO
		WK	0.522	A	0.524	A	0.002	NO
17B	Harbor Blvd/ Sampson Way	PM	0.501	A	0.507	A	0.006	NO
		WK	0.586	A	0.597	A	0.011	NO
18	Miner St/ 22 <sup>nd</sup> St	PM	0.466	A	0.468	A	0.002	NO
		WK	0.654	B	0.658	B	0.004	NO
19	Pacific Ave/ Front St	PM	0.267	A	0.267	A	0.000	NO
		WK	0.289	A	0.291	A	0.001	NO
20	Pacific Ave/ 1 <sup>st</sup> St	PM	0.531	A	0.534	A	0.003	NO
		WK	0.535	A	0.547	A	0.011	NO
21	Pacific Ave/ 5 <sup>th</sup> St	PM	0.495	A	0.496	A	0.001	NO
		WK	0.530	A	0.531	A	0.001	NO
22	Pacific Ave/ 7 <sup>th</sup> St	PM	0.513	A	0.514	A	0.001	NO
		WK	0.547	A	0.548	A	0.001	NO
23	Pacific Ave/ 9 <sup>th</sup> St	PM	0.686	B	0.686	B	0.000	NO
		WK	0.753	C	0.755	C	0.002	NO

**Table 3.3-7** 2042 and 2042 Plus Project Conditions LOS (Stabilized Attendance)

	Intersection	Peak Hour	2042		2042 Plus Project (Stabilized Attendance)			
			V/C	LOS	V/C	LOS	Change	Impact
1	Gaffey St/ Summerland Ave	PM	1.064	F	1.064	F	0.000	NO
		WK	0.786	C	0.787	C	0.001	NO
2	Gaffey St/ I-110 ramps	PM	0.629	B	0.631	B	0.002	NO
		WK	0.546	A	0.548	A	0.002	NO
3	Gaffey St/ 1 <sup>st</sup> St	PM	1.113	F	1.120	F	0.007	NO
		WK	1.162	F	1.179	F	0.017	YES
4	Gaffey St/ 5 <sup>th</sup> St	PM	0.722	C	0.722	C	0.000	NO
		WK	0.795	C	0.795	C	0.000	NO
5	Gaffey St/ 7 <sup>th</sup> St	PM	0.733	C	0.733	C	0.000	NO
		WK	0.737	C	0.738	C	0.001	NO
6	Gaffey St/ 9 <sup>th</sup> St	PM	0.834	D	0.835	D	0.001	NO
		WK	0.889	D	0.893	D	0.004	NO
7	Gaffey St/ 22 <sup>nd</sup> St	PM	0.621	B	0.623	B	0.002	NO
		WK	0.687	B	0.691	B	0.004	NO
8	Gaffey St/ 25 <sup>th</sup> St	PM	0.497	A	0.498	A	0.001	NO
		WK	0.742	C	0.746	C	0.004	NO
9	Via Cabrillo Marina/22 <sup>nd</sup> St	PM	0.192	A	0.192	A	0.000	NO
		WK	0.314	A	0.315	A	0.001	NO
11	Harbor/Swinford /SR-47 EB ramps	PM	0.571	A	0.584	A	0.013	NO
		WK	0.739	C	0.760	C	0.021	NO
12	Harbor Blvd/ O'Farrell St	PM	0.445	A	0.460	A	0.015	NO
		WK	0.489	A	0.511	A	0.022	NO
13	Harbor Blvd/ 1 <sup>st</sup> St	PM	0.517	A	0.578	A	0.061	NO
		WK	0.605	B	0.698	B	0.093	NO
15	Harbor Blvd/ 5 <sup>th</sup> St	PM	0.581	A	0.582	A	0.001	NO
		WK	0.529	A	0.531	A	0.002	NO
16	Harbor Blvd/ 6 <sup>th</sup> St	PM	0.508	A	0.509	A	0.001	NO
		WK	0.711	C	0.712	C	0.001	NO
17A	Harbor Blvd/ 7 <sup>th</sup> St	PM	0.555	A	0.555	A	0.000	NO
		WK	0.817	D	0.819	D	0.002	NO
17B	Harbor Blvd/ Sampson Way	PM	0.663	B	0.665	B	0.002	NO
		WK	0.883	D	0.885	D	0.002	NO
18	Miner St/ 22 <sup>nd</sup> St	PM	0.500	A	0.501	A	0.001	NO
		WK	0.699	B	0.703	C	0.004	NO
19	Pacific Ave/ Front St	PM	0.288	A	0.288	A	0.000	NO
		WK	0.309	A	0.311	A	0.002	NO
20	Pacific Ave/ 1 <sup>st</sup> St	PM	0.575	A	0.579	A	0.004	NO
		WK	0.584	A	0.595	A	0.011	NO
21	Pacific Ave/ 5 <sup>th</sup> St	PM	0.538	A	0.539	A	0.001	NO
		WK	0.576	A	0.577	A	0.001	NO
22	Pacific Ave/ 7 <sup>th</sup> St	PM	0.543	A	0.544	A	0.001	NO
		WK	0.579	A	0.579	A	0.000	NO
23	Pacific Ave/ 9 <sup>th</sup> St	PM	0.739	C	0.739	C	0.000	NO
		WK	0.825	D	0.827	D	0.002	NO

The proposed project would increase demand for recreational facilities and would therefore increase the number of people traveling to and from the project area. According to the above tables, the resulting increase in traffic volumes on the surrounding roadways would in turn degrade intersection operations at one intersection: Gaffey Street/1<sup>st</sup> Street. Levels of service would be impacted at the Gaffey Street/1<sup>st</sup> Street intersection under existing plus project and under two future analysis scenarios, 2012 and 2042.

Implementing intersection improvements at the Gaffey Street/1<sup>st</sup> Street intersection would reduce impacts to V/C ratios and levels of service within the project area. Currently the westbound approach consists of one left-turn lane and one shared through right-turn lane. The mitigation would result in one right-turn lane, one through lane, and one left-turn lane, including restriping of the east leg of the intersection to allow for an approximately 60-foot westbound right-turn lane. Table 3.3-8 below shows the results with implementation of this mitigation measure. The proposed improvement is subject to approval from LADOT.

**Table 3.3-8** Level of Service Results with Proposed Mitigation

Scenario	Time of Day	Base		Project Conditions			Mitigation Conditions			
		V/C	L O S	V/C	L O S	$\Delta$ V/C	V/C	L O S	$\Delta$ V/C	Significance After Mitigation
<i>1<sup>st</sup> Street and Gaffey Street</i>										
Existing Opening Year	WK	0.892	E	0.904	E	0.012	0.78	C	-0.11	Less Than Significant
2012 Opening Year	WK	0.906	E	0.946	E	0.04	0.78	C	-0.13	Less Than Significant
2042 Stabilized Attendance	WK	1.162	F	1.179	F	0.017	0.93	E	-0.23	Less Than Significant

In addition, there are several key future roadway improvements planned in the area, expected to be completed by 2024, that would contribute to improved V/C ratios and levels of service. These improvements, which are the result of local or regional capital improvement programs or as mitigation for ongoing or entitled related projects, would result in capacity changes at the specified locations throughout the study area. The related transportation projects include an increased number of lanes along Harbor Boulevard, and improvements to the intersection of Harbor Boulevard & 7th Street, which will, in the future, include a junction with Sampson Way.

Additionally, the current improvement plan would equip all remaining intersections with ATSAC and install the state-of-the-art Adaptive Traffic Control System (ATCS) as an additional feature of the ATSAC system. ATCS is the latest enhancement to the ATSAC and uses a personal computer-based traffic

signal control software program that provides fully traffic-adaptive signal control based on real-time traffic conditions. ATCS allows for the automatic adjustment to the traffic signal timing strategy and control pattern in response to current traffic demands by allowing ATCS to control all three critical components of traffic signal timing simultaneously, namely cycle length, phase split and offset. In the analysis of future operating conditions, a capacity increase of 10% (0.10 V/C adjustment) was applied to reflect the benefit of ATSAC/ATCS control at all signalized study intersections.

### **Impact Determination**

**Less Than Significant With Mitigation.** The Gaffey Street/1<sup>st</sup> Street and key future roadway and ATCS improvements would fully mitigate long-term operational V/C ratio and level of service impacts at this location under the existing plus project and all future plus project scenarios (Years 2012, 2024, and 2042), and levels of service would be improved to an acceptable level of service; see mitigation measure TRA-2, below. Therefore, the impact of long-term traffic on V/C ratios and levels of service is considered less than significant with implementation of mitigation measures under CEQA.

### **Mitigation Measures**

The following mitigation measures would be implemented by the Port in consultation with LADOT, and subject to approval by LADOT, to address intersection impacts identified through 2012 and 2042 (planning horizon year).

**TRA-1. Develop and implement a Traffic Management Plan (TMP) 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 shall prepare a TMP to be approved by the city and county engineers before construction. The TMP shall include:

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

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

- Provide access for emergency vehicles at all times.
- Avoid creating additional delay at intersections currently operating at congested conditions, either by choosing routes that avoid these locations, or constructing during nonpeak times of day.

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

**TRA-2. Implement Gaffey Street/1<sup>st</sup> Street intersection improvements.** Reconfiguration of the westbound approach of 1st Street including provision of an exclusive right-turn lane along the westbound approach would reduce long-term operational impacts to V/C ratios and levels of service for this intersection.

**Impact TRA-2:** Would the project result in a significant increase in related public transit use?

Potential increases in transit person trips generated by the proposed project were estimated as follows (using the methodology for estimating the number of transit trips expected to result from a proposed project based on the projected number of vehicle trips, per Section B.8.4 of the CMP). The CMP requires that the transit impact analysis include local services within ¼ mile of the project and express bus and rail routes within two miles of the project. Potential increases in transit

person trips generated by the proposed project were evaluated based on the CMP methodology. This methodology assumes an Average Vehicle Ridership (AVR) factor of 1.4 to estimate the number of person trips to and from the project and then provides guidance regarding the percent of person trips assigned to public transit depending on the type of use (commercial/other; residential) and its proximity to transit services.

There are five fixed-route transit lines (Metro 450, Metro 205, Waterfront Red Car, and the San Pedro Dash) within ¼ mile of the project area. Assuming an average bus seating capacity of 30 or 40 seats, the total number of seats during peak hours is about 530.

The proposed project generates the highest number of trips during a Saturday midday peak hour. Multiplying the Saturday midday peak hour trips by an AVR of 1.4 estimates that the proposed project could generate a total of 358 people trips.

Since the project area does not qualify as a CMP transit center, a CMP multi-modal transportation center, or a CMP transit corridor under Existing (Year 2011) conditions, a factor of 3.5% was applied to person trips generated to estimate transit trips (based on CMP guidelines). The project would therefore generate the following transit trips 12 transit trips or approximately one trip per transit vehicle in the peak hour.

The CMP does not have a threshold for determining the significance of impacts on the transit system, however, at these levels (one trip per transit vehicle in the peak hour), project-related impacts on the regional transit system would not be considered significant.

### **Impact Determination**

**Less Than Significant With Mitigation.** The impact of project traffic on public transit is considered less than significant with mitigation under CEQA.

### **Mitigation Measures**

Implementation of TRA-1, above, would reduce potential impacts to public transit associated with short-term construction of project features. No additional mitigation is necessary

### **Impact TRA-4: Would the project result in inadequate emergency access?**

Fire prevention, fire protection, and emergency medical services within the City of Los Angeles are operated under the Fire Protection and Prevention Plan (FPPP), an element of the City of Los Angeles General Plan, and the Fire Code section of the Los Angeles Municipal Code. The FPPP sets forth policies and

standards for emergency ambulance systems and fire prevention activities (City of Los Angeles 2001). The Los Angeles Fire Department (LAFD) assigns fire protection standards and response times for both engine and truck companies. The LAFD provides fire protection and emergency services to the proposed project area and the entire POLA. The citywide average response time for fire and emergency medical service (EMS) is approximately 8 to 10 minutes (City of Los Angeles 2001).

Police protection services to the POLA are provided by the Los Angeles Police Department (LAPD) and the Los Angeles Harbor Department Police (Port Police). Berth 87, where the proposed project would be implemented, is located in the LAPD's Harbor Division Area, which includes a 27.5 square-mile area including Harbor City, Harbor Gateway, San Pedro, Wilmington, and Terminal Island. The Port Police is the first response agency in the POLA and is responsible for operations within the Port property boundaries. Response time to the proposed project vicinity is estimated between 2 and 3 minutes. Although the Port Police provide first response to an emergency, the POLA is located within the City of Los Angeles, and the LAPD has primary responsibility for police services. The standard response time for emergencies is approximately 7.5 to 9 minutes.

Upon initial mooring at Berth 87, USS *Iowa* will undergo refurbishment in preparation for visitors, as well as parking lot repainting and construction of a Visitor's Center in Phase 2. Construction activities will employ approximately 30-40 workers over a period of 6 to 9 months. Work will take place Monday through Saturday from 07:00 a.m. to 05:00 p.m. Truck trips and delivery of materials by land is expected to be minimal as the structures are limited in size and scope.

The project does not propose construction of any roadways; however, the project could result in inadequate emergency access during short-term construction of project components due to increased traffic congestion. With implementation of mitigation measure TRA-1 above, emergency access would be maintained, and these impacts would be reduced to a level that is less than significant.

### **Impact Determination**

**Less Than Significant With Mitigation.** The impact of short-term and long-term traffic on emergency access is considered less than significant with mitigation under CEQA.

### **Mitigation Measures**

Implementation of TRA-1, above, would reduce potential impacts to emergency vehicle access associated with short-term construction of project features, since the Traffic Management Plan (TMP) would be developed to include stipulations

that ensure emergency vehicle access is provided at all times. No additional mitigation is necessary.

**Impact TRA-5:** Would the project conflict with adopted policies, plans, or programs regarding parking, or supporting alternative transportation?

### ***Parking***

Berth 87 contains an existing parking lot and is currently used for temporary cargo and cruise ship docking. Berth 87 is located within the San Pedro Waterfront (SPW) project area. The overall purpose of the SPW project is to create an active public waterfront in downtown San Pedro, which includes new development, redevelopment, and cultural assets along eight miles of waterfront promenade and open space for public enjoyment and recreation, as well as a wide variety of transportation options and improvements. The SPW project proposed a North Harbor cut located at Berths 87-90, which would accommodate approximately 12 tugboat vessels and the historic naval ship, the S.S. Lane Victory. The North Harbor cut would displace the occasional, temporary cruise ship docking at these berths. The SPW project proposed surface parking, the docking of the S.S. Lane Victory, and the S.S. Lane Victory Office at Berth 87 (refer to SPW Figure 2-9, San Pedro Waterfront – North Harbor). The LAHD decided to delay the North Harbor Cut as originally proposed, to provide parking for cruise ships. Per LAHD staff recommendation, the final SPW project included an extension of surface parking to Berth 87, and restriping the lot to provide for more efficient use of space. It was further resolved that space could be made available for the USS *Iowa* at Berth 87 subject to full compliance with CEQA and other conditions and qualifications.

As discussed in Section 2.0, *Project Description*, the existing lot will accommodate parking in a shared arrangement with other Port attractions. The parking area will include ingress lanes that direct traffic to the parking area past a small entry gate and at least one egress lane to return traffic to a controlled intersection at Harbor Boulevard. Parking to the north of the USS *Iowa* lot is designated as cruise ship parking and may be used as overflow parking when cruise ship operations are not occurring, which is generally in the summer months.

Parking analysis conducted for the proposed project concluded that hourly vehicle trip generation forecasts were developed for the project over the course of the weekday and weekend. It was assumed that visitors would spend approximately two hours at the project before leaving.

In general, the project has sufficient parking supply. The only exception to this is from 12:00 noon to 2:00 PM, on weekends when there is a slight shortage of available spaces for visitors. During the opening year, the number of visitor

parking spaces that would be demanded would be greater than the available supply midday peak period, not accounting for circulation and turnover. The shortage would decrease under stabilized conditions. Nonetheless, the parking supply may be insufficient during the peak period. Because the insufficiency only occurs during a short time, it could be addressed by providing off-site parking for employees, or by identifying nearby overflow lots or street parking.

### **Alternative Transportation**

For this purposes of this analysis, alternative transportation includes bicyclists and pedestrian walkways. Public transit is also alternative transportation; however, public transit is addressed separately in Impact TRA-3, above.

### **Bikeways**

Bikeway planning in the city is established by the *2010 Bicycle Plan* (Los Angeles Department of City Planning, adopted March 1, 2011). This document sets forth policies and plans to achieve the city's goals of making the city a bicycle-friendly community, and increasing the number of bicyclists as well as the safety of bikeways. It introduces three new bikeway networks in the city, including the Backbone Bikeway, Neighborhood Bikeway, and Green Bikeway networks. Two of the roadways adjacent to the proposed project area are included on the Backbone Bikeway network: Harbor Boulevard from the I-110 freeway to northbound onramp at 22<sup>nd</sup> Street (total of 1.41 miles of existing bikeway); and the Vincent Thomas Bridge from SR-47 S Exit 1C to Seaside Avenue (total of 0.99 miles of future bikeway). These existing and future bike lanes are not located directly in the project footprint, but are situated in areas that could experience additional use as a result of visitors to the USS *Iowa* that might travel via bicycle; however, this would be minimal and a wide variety of transportation options and improvements (including bike lanes and racks for bicyclist patrons) are anticipated as part of the San Pedro Waterfront development envisioned for this area.

### **Pedestrian Walkways**

Pedestrian activity within the project area is currently minimal and existing sidewalks are provided. However, pedestrian activity is anticipated to increase over the next several years as the city implements the San Pedro Waterfront project, which is expected to include three new harbors and a public pier at 7th Street; new development, redevelopment, and cultural assets; completion of eight miles of waterfront promenade and open space for public enjoyment and recreation; and a wide variety of transportation options and improvements (including sidewalks and walkways for pedestrian patrons).

The proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities. Short-term construction impacts to these facilities would be avoided by implementation of Transportation Management Plan (TMP) stipulations that would protect access to

these facilities during construction; refer to TRA-1. Long-term operational impacts to these facilities, such as increased use, is not anticipated to exceed that which is envisioned in the *County of Los Angeles General Plan Circulation Element*, *City of Los Angeles General Plan Circulation Element*, the *San Pedro Community Plan*, or the 2010 Bicycle Plan. Coordination between the Port and the local transportation authorities, including LADOT and LACMTA, would ensure compliance with plans and policies relative to alternative modes of transportation.

#### **Impact Determination**

**Less Than Significant Impact.** The impact of short-term and long-term traffic on adopted policies, plans or programs regarding parking, or supporting alternative transportation is considered less than significant under CEQA.

#### **Mitigation Measures**

No mitigation is required.

### 3.3.4.4 Mitigation Monitoring

<i>Mitigation Number</i>	<i>Mitigation Measure</i>	<i>Implementation Responsibility</i>	<i>Timing</i>	<i>Monitoring Responsibility</i>	<i>Timing</i>
TRA-1	<p><b>TRA-1. Develop and implement a Traffic Management Plan (TMP) throughout proposed project construction.</b> In accordance with the City's policy on street closures and traffic diversion for arterial and collector roadways, the construction contractor shall prepare a TMP to be approved by the city and county engineers before construction. The TMP shall include:</p> <ul style="list-style-type: none"> <li>• a street layout showing the location of construction activity and surrounding streets to be used as detour routes, including special signage;</li> <li>• a tentative start date and construction duration period for each phase of construction;</li> <li>• the name, address, and emergency contact number for those responsible for maintaining the traffic control devices during the course of construction; and</li> <li>• written approval to implement traffic control from other agencies, as needed.</li> </ul> <p>Additionally, the traffic control plan will include the following stipulations:</p> <ul style="list-style-type: none"> <li>• Provide access for emergency vehicles at all times.</li> <li>• 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.</li> <li>• Maintain access for driveways and private roads, except for</li> </ul>	Contractor	Prior to, and During, Mobilization of the USS <i>Iowa</i>	City Planning Director	Prior to, and During, Mobilization of the USS <i>Iowa</i>

Mitigation Number	Mitigation Measure	Implementation Responsibility	Timing	Monitoring Responsibility	Timing
	<p>brief periods of construction, in which case property owners will be notified.</p> <ul style="list-style-type: none"> <li>• Provide adequate off-street parking areas at designated staging areas for construction-related vehicles.</li> <li>• 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.</li> <li>• 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.</li> <li>• Maintain access to Metro, LADOT, LAHD and MAX transit services and ensure that public transit vehicles are detoured.</li> <li>• Post standard construction warning signs in advance of the construction area and at any intersection that provides access to the construction area.</li> <li>• 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> (FHWA 2001) in advance of the construction area and at any intersection that provides access to the construction area.</li> <li>• During lane closures, notify</li> </ul>				

<i>Mitigation Number</i>	<i>Mitigation Measure</i>	<i>Implementation Responsibility</i>	<i>Timing</i>	<i>Monitoring Responsibility</i>	<i>Timing</i>
	<p>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.</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Repair or restore the road right-of-way to its original condition or better upon completion of the work.</li> </ul>				
TRA-2	<p><b>TRA-2. Implement Gaffey Street/1<sup>st</sup> Street intersection improvements.</b> Reconfiguration of the westbound approach of 1st Street including provision of an exclusive right-turn lane along the westbound approach would reduce impacts to this intersection.</p>	City Engineer	Prior to Finalization of Building Plans, and Specific ations; During Constru ction	City Engineer and the Planning Director	Prior to Finalizat ion of Building Plans, and Specific ations; Field Inspecti ons During Constru ction

### 3.3.5 Significant Unavoidable Impacts

The proposed project would not result in significant unavoidable impacts to traffic and circulation in the project area.