


CITY OF LOS ANGELES
INTER-DEPARTMENTAL CORRESPONDENCE

Wilmington Waterfront Project
DOT Case No. HRB 08-006

Date: January 30, 2009

To: Dr. Ralph G. Appy, Director of Environmental Management
Port of Los Angeles

From: 
Edward Guerrero Jr., Transportation Engineer
Department of Transportation

Subject: **DRAFT ENVIRONMENTAL IMPACT REPORT (DEIR) FOR THE
PROPOSED WILMINGTON WATERFRONT PROJECT - LADOT
TRAFFIC IMPACT ASSESSMENT**

The Department of Transportation (DOT) has completed its review of the traffic impact analysis prepared by Fehr & Peers Transportation Consultants, dated September 2008, and the subsequent release of the Draft Environmental Impact Report (DEIR) in December 2008, for the proposed Wilmington Waterfront Project (WWP). After careful review of the pertinent data, DOT has determined that the traffic study adequately describes the project related impacts of the proposed development.

PROJECT DESCRIPTION

The project includes the development of approximately 58 acres of land located in the northern portion of the Port of Los Angeles, directly adjacent to the community of Wilmington and is generally bounded by Lagoon Avenue to the west, Broad Avenue to the east, C Street to the north, and Water Street (Bannings Landing) to the south. Construction of the proposed project would be completed across two phases.

Phase One would include the development of approximately 58,000 square feet of retail space, 75,000 square feet of light industrial land-use and 9.75 acres of open (park) space. Phase Two of the project would include the development of 12,000 square feet of restaurant space, an additional 75,000 square feet of light industrial land-use, and an additional 5.7 acres of open (park) space. A copy of the project site plan is attached (Attachment A).

The expected completion date for Phase One of the project is the year 2015. The expected completion date for Phase Two of the project is the year 2020.

DISCUSSION AND FINDINGS

Significant Traffic Impacts

The traffic impact analysis for this project included the review of 14 intersections and 6 street segments. Per DOT Traffic Study Policies and Procedures, Revised March 2002, a significant impact for intersections is identified as an increase in the Critical Movement Analysis (CMA) Vehicle-to-Capacity (V/C) ratio due to project related traffic, under the thresholds given in Attachment B. Similarly, a significant impact for neighborhood street segments is identified as an increase in the average daily traffic (ADT), due to project related traffic, under the thresholds also given in Attachment B.

Based on DOT's current traffic impact criteria, the proposed project will create a significant traffic impact at the intersection of Anaheim Street and Avalon Boulevard under the full 2020 build-out of the project.

A summary description of the volume to capacity ratios and levels of service (LOS) at the study intersections is presented in Attachment C. A summary description of the street segment impact analysis is presented in Attachment D.

RECOMMENDATIONS

Planned Street Improvements

The WWP has identified the following key roadway improvement projects as part of the traffic impact analysis:

- I-110 / C Street and Harry Bridges Boulevard Interchange Improvement
- Lagoon Avenue Grade Separation

Therefore, in order to maintain the integrity of the traffic impact analysis, it is DOT's recommendation that the implementation of these improvements be completed in concurrence with the completion of Phase One of the development. If there is any delay in the completion of these improvements, then a similar time extension should be considered to the planned Phase One implementation schedule as well.

Anaheim Street & Avalon Boulevard

In response to the traffic impact projected at this location, the WWP has proposed a mitigation package that will reconfigure the southbound approach of the intersection to provide for the addition of an exclusive right turn lane. However, in order to insure that the proposed mitigation is the best possible solution to this impact, it is DOT's recommendation that additional consideration be provided to exploring other possible mitigation. Inasmuch as the traffic impact identified at this location is not expected to occur until the full build-out of the project (Phase Two), it is DOT's recommendation that POLA reconvene with DOT after the completion of Phase One, prior to finalizing the mitigation for this impact.

Construction Impacts

POLA should coordinate all worksite traffic control issues with DOT's Southern District Office. Issues to address include any roadway or sidewalk closures, traffic detours, haul routes, hours of operation, protective devices, warning signs and access to abutting properties. DOT also recommends that all construction related traffic be restricted to off-peak hours.

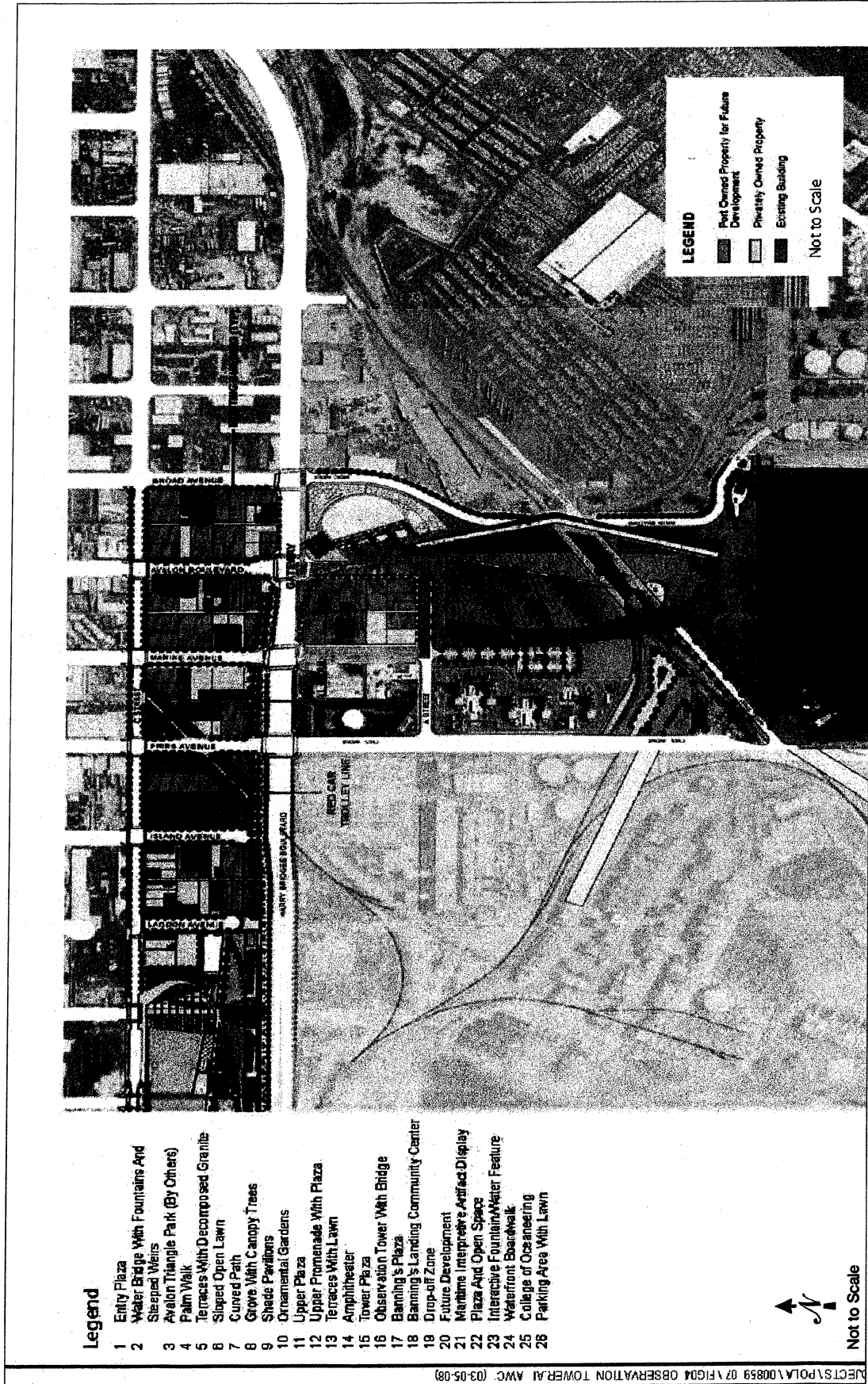
Site Access and Internal Circulation

The review of the project traffic study does not constitute approval of the project's driveway access and circulation scheme. Those require separate approval and should be coordinated through DOT's Citywide Planning Coordination Section (201 North Figueroa Street, 4th Floor Station 3, 213-482-7024).

If you have any questions, please feel free to contact me at (213) 485-1062.

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cc: Fifteenth Council District
Sean Haeri, Roy Kim, DOT
Anjum Badwa, Fehr & Peers Transportation



Legend

- 1 Entry Plaza
- 2 Water Bridge With Fountains And Stained Weirs
- 3 Avalon Triangle Park (By Others)
- 4 Palm Walk
- 5 Terraces With Decomposed Granite
- 6 Sloped Open Lawn
- 7 Curved Path
- 8 Groves With Canopy Trees
- 9 Shields Pavilions
- 10 Ornamental Gardens
- 11 Upper Plaza
- 12 Upper Promenade With Plaza
- 13 Terraces With Lawn
- 14 Amphitheater
- 15 Tower Plaza
- 16 Observation Tower With Bridge
- 17 Banning's Plaza
- 18 Banning's Landing Community Center
- 19 Drop-off Zone
- 20 Future Development
- 21 Maritime Interpretive Artifact Display
- 22 Plaza And Open Space
- 23 Interactive Fountain/Water Feature
- 24 Waterfront Boardwalk
- 25 College of Oceanography
- 26 Parking Area With Lawn

Not to Scale

Source: Jones & Stokes, February 2008



FEHR & PEERS
TRANSPORTATION CONSULTANTS

July 16, 2008
FPA
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PROJECT SITE PLAN
FIGURE 2

1. A transportation impact on an intersection shall be deemed "significant" in accordance with the following table except as otherwise specified in a TSP, ICO or CMP:

SIGNIFICANT TRANSPORTATION IMPACT

<u>Level of Service</u>	<u>Final V/C Ratio</u>	<u>Project-Related Increase In V/C</u>
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, F	> 0.900	equal to or greater than 0.010

For purposes of this calculation, the "Final V/C Ratio" shall mean the future V/C ratio at an intersection considering impacts with project, ambient and related project growth but without proposed traffic mitigation. "Project-Related Increase in V/C" shall mean the change in V/C between the future V/C ratio with project, ambient and related project growth but without proposed traffic mitigation and the future V/C ratio with ambient and related project growth but without project and proposed traffic mitigation.

2. A local residential street shall be deemed significantly impacted² based on an increase in the projected average daily traffic (ADT) volumes:

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

* For projects in West Los Angeles Transportation Improvement and Mitigation Specific Plan area, use 120 or more trips

²Source: Traffic Infusion on Residential Environment (TIRE) Index developed by D.K. Goodrich and modified by LADOT for Los Angeles City conditions.

**TABLE 7
FUTURE (2015) INTERSECTION LEVEL OF SERVICE ANALYSIS**

Intersection	Peak Hour	Cumulative Base (Year 2015)		Cumulative plus Project (Year 2015)		Project Increase in V/C	Significant Project Impact
		V/C or Delay	LOS	V/C or Delay	LOS		
1 Figueroa St/John S. Gibson Bl I-110/Harry Bridges Boulevard** [a]	AM	0.403	A	0.409	A	0.006	NO
	PM	0.342	A	0.358	A	0.016	NO
2 Figueroa St Harry Bridges Bl [a]	AM	Intersection will not exist in the future.		Intersection will not exist in the future.		Intersection will not exist in the future.	
3 N. Fries Av Anaheim St**	AM	0.492	A	0.510	A	0.018	NO
	PM	0.494	A	0.534	A	0.040	NO
4 Fries Av C St [c]	AM	0.268	A	0.282	A	0.014	NO
	PM	0.184	A	0.223	A	0.039	NO
5 Fries Av Harry Bridges Bl**	AM	0.355	A	0.406	A	0.051	NO
	PM	0.469	A	0.524	A	0.055	NO
6 Marine Av C St [b]	AM	0.205	A	0.216	A	0.011	NO
	PM	0.151	A	0.168	A	0.017	NO
7 Marine Av Harry Bridges Bl [b]	AM	0.486	A	0.500	A	0.014	NO
	PM	0.677	B	0.705	C	0.028	NO
8 Avalon Bl Anaheim St**	AM	0.664	B	0.671	B	0.007	NO
	PM	0.878	D	0.894	D	0.016	NO
9 Avalon Bl C St [c]	AM	0.198	A	0.208	A	0.010	NO
	PM	0.301	A	0.314	A	0.013	NO
10 Avalon Bl Harry Bridges Bl**	AM	0.393	A	0.395	A	0.002	NO
	PM	0.649	B	0.643	B	-0.006	NO
11 Broad Av C St [c]	AM	0.238	A	0.246	A	0.008	NO
	PM	0.327	A	0.343	A	0.016	NO
12 Broad Av Harry Bridges Bl**	AM	0.339	A	0.374	A	0.035	NO
	PM	0.482	A	0.545	A	0.063	NO
13 Alameda St Anaheim St**	AM	0.515	A	0.518	A	0.003	NO
	PM	0.631	B	0.643	B	0.012	NO
14 John S. Gibson Bl Channel St**	AM	0.612	B	0.616	B	0.004	NO
	PM	0.689	B	0.696	B	0.007	NO

Notes:

** Intersection is assumed to be operating under ATSAC and ATCS systems in the future. Per LADOT guidelines a 10% capacity credit has been taken at intersections operating with both systems.

[a] Intersections to be reconfigured and combined as per the proposed conceptual plan for Harry Bridges Boulevard realignment.

[b] Intersection is a two-way stop-controlled intersection. Level of service analysis assumes 1,200 vehicles per lane per hour.

[c] Intersection is a four-way stop-controlled intersection. Level of service analysis assumes 1,200 vehicles per lane per hour.

TABLE 8
FUTURE (2020) INTERSECTION LEVEL OF SERVICE ANALYSIS

Intersection	Peak Hour	Cumulative Base (Year 2020)		Cumulative plus Project (Year 2020)		Project Increase in V/C	Significant Project Impact	Cumulative Plus Project (w/Mitigation)		Project Increase in V/C	Significant Project Impact
		V/C or Delay	LOS	V/C or Delay	LOS			V/C or Delay	LOS		
1 Figueroa St/John S. Gibson Bl I-110/Harry Bridges Boulevard** [a]	AM	0.415	A	0.434	A	0.019	NO				
	PM	0.354	A	0.382	A	0.028	NO				
2 Figueroa St Harry Bridges Bl [a]	AM	Intersection will not exist in the future.		Intersection will not exist in the future.		Intersection will not exist in the future.					
3 N. Fries Av Anaheim St**	AM	0.511	A	0.535	A	0.024	NO				
	PM	0.511	A	0.556	A	0.045	NO				
4 Fries Av C St [c]	AM	0.274	A	0.304	A	0.030	NO				
	PM	0.188	A	0.247	A	0.059	NO				
5 Fries Av Harry Bridges Bl**	AM	0.372	A	0.483	A	0.111	NO				
	PM	0.481	A	0.582	A	0.101	NO				
6 Marine Av C St [b]	AM	0.210	A	0.233	A	0.023	NO				
	PM	0.155	A	0.183	A	0.028	NO				
7 Marine Av Harry Bridges Bl [b]	AM	0.497	A	0.521	A	0.024	NO				
	PM	0.891	B	0.728	C	0.037	NO				
8 Avalon Bl Anaheim St**	AM	0.888	B	0.701	C	0.015	NO	0.656	B	-0.045	NO
	PM	0.905	E	0.929	E	0.024	YES	0.880	D	-0.049	NO
9 Avalon Bl C St [c]	AM	0.203	A	0.228	A	0.023	NO				
	PM	0.308	A	0.332	A	0.024	NO				
10 Avalon Bl Harry Bridges Bl**	AM	0.407	A	0.421	A	0.014	NO				
	PM	0.684	B	0.863	B	-0.001	NO				
11 Broad Av C St [c]	AM	0.244	A	0.263	A	0.019	NO				
	PM	0.334	A	0.361	A	0.027	NO				
12 Broad Av Harry Bridges Bl**	AM	0.348	A	0.409	A	0.061	NO				
	PM	0.495	A	0.589	A	0.094	NO				
13 Alameda St Anaheim St**	AM	0.532	A	0.541	A	0.009	NO				
	PM	0.650	B	0.673	B	0.023	NO				
14 John S. Gibson Bl Channel St**	AM	0.831	B	0.638	B	0.007	NO				
	PM	0.711	C	0.720	C	0.009	NO				

Notes:

- ** Intersection is assumed to be operating under ATSAC and ATCS systems in the future. Per LADOT guidelines a 10% capacity credit has been taken at intersections operating with both systems.
- [a] Intersections to be reconfigured and combined as per the proposed conceptual plan for Harry Bridges Boulevard realignment.
- [b] Intersection is a two-way stop-controlled intersection. Level of service analysis assumes 1,200 vehicles per lane per hour.
- [c] Intersection is a four-way stop-controlled intersection. Level of service analysis assumes 1,200 vehicles per lane per hour.

TABLE 9
STREET SEGMENT IMPACT ANALYSIS: WILMINGTON WATERFRONT

Street Segments	Weekday Two-Way Daily Volumes						Impact Analysis	
	Existing (2008)	Ambient Growth	Future No Project (2015) ¹	Project Only ²	Future with Project (2015)	% of Final ADT	Physical Mitigation Criteria	Impacts
1. Mar Vista Ave n/o C St	322	4.6%	215	13	228	5.7%	16.0%	NO
2. Hawaiian Ave n/o C St	512	4.6%	323	13	336	3.9%	16.0%	NO
3. Gulf Ave n/o C St	299	4.6%	255	13	268	4.9%	16.0%	NO
4. McDonald Ave n/o C St	227	4.6%	180	13	193	6.7%	16.0%	NO
5. Bay View Ave n/o C St	487	4.6%	392	13	405	3.2%	16.0%	NO
6. C St e/o Gulf Ave	1,103	4.6%	1,365	50	1,415	3.5%	12.0%	NO

Street Segments	Weekday Two-Way Daily Volumes						Impact Analysis	
	Existing (2008)	Ambient Growth	Future No Project (2020) ¹	Project Only ²	Future with Project (2020)	% of Final ADT	Physical Mitigation Criteria	Impacts
1. Mar Vista Ave n/o C St	322	7.8%	225	21	246	8.5%	16.0%	NO
2. Hawaiian Ave n/o C St	512	7.8%	340	21	361	5.8%	16.0%	NO
3. Gulf Ave n/o C St	299	7.8%	264	21	285	7.4%	16.0%	NO
4. McDonald Ave n/o C St	227	7.8%	188	21	209	10.0%	16.0%	NO
5. Bay View Ave n/o C St	487	7.8%	408	12	420	2.9%	16.0%	NO
6. C St e/o Gulf Ave	1,103	7.8%	1,401	81	1,482	5.5%	12.0%	NO