

4.13 TRANSPORTATION/TRAFFIC

This section of the EIR analyzes the potential environmental effects on transportation/traffic from implementation of the proposed plan. Several comment letters addressing transportation/traffic were received in response to the Notice of Preparation (NOP) circulated for the proposed plan, primarily expressing concern about traffic congestion and access. As previously stated, the proposed San Pedro Community Plan allows for buildout anticipated to occur primarily within specific areas targeted for change in the CPA. This buildout could cause significant adverse impacts on traffic and transportation facilities in the CPA under the LADOT and CEQA thresholds of significance for traffic and transportation impacts. Data for this section were taken from the San Pedro Community Plan Transportation Improvement Mitigation Program (TIMP) (Appendix G), Transportation Element of the City of Los Angeles General Plan, Los Angeles County Congestion Management Program (CMP), Los Angeles County 2009 Long-Range Transportation Plan (LRTP), and 2008 Southern California Association of Governments (SCAG) Regional Transportation Plan Update (RTP). Full reference-list entries for all cited materials are provided in Section 4.13.5 (References).

4.13.1 Environmental Setting

The San Pedro Community Plan Area (CPA) is located in the southernmost portion of the City of Los Angeles, approximately 20 miles south of Downtown Los Angeles. The community is bounded by the Wilmington Community Plan boundary and Tosco oil refinery complex and former military naval reservation on the north, the Rancho Palos Verdes city limit on the west, the Port of Los Angeles on the east, and the Pacific Ocean on the south. The San Pedro CPA contains approximately 11.40 square miles, which is about 2.3 percent of the land in the City of Los Angeles, which covers approximately 485.70 square miles.

Transportation corridors are Western Avenue, Gaffey Street, Pacific Avenue, and Harbor Boulevard which provide north/south circulation; Capitol Drive, 9th Street, 25th Street, and Paseo Del Mar provide east/west circulation. The area is easily accessible via the I-110 Freeway, and also SR-47, which provides access to the City of Long Beach and I-710.

■ Highway System Characteristics

The highway system within the San Pedro CPA generally follows a north/south grid system, except in areas adjacent to the coast. Being located on a peninsula, San Pedro is limited in the number of through routes; most traffic enters and leaves the area from the north. Freeway access to San Pedro is provided directly via I-110 (Harbor Freeway), and SR-47 (Vincent Thomas Bridge/Seaside Avenue/Ocean Boulevard), and indirectly via I-710 (Long Beach Freeway). There are several major streets, including Western Avenue, Gaffey Street, and Harbor Boulevard, which all generally run north/south; and 9th Street and 25th Street, which generally run east/west. The area is also served by several secondary and collector streets.

Traffic counts provided below for freeway systems in the San Pedro CPA were obtained from the 2007 annual average daily traffic (AADT) counts maintained by the Traffic and Vehicle Data Systems Unit of the California Department of Transportation (Caltrans).

Freeways

As mentioned above, three freeway systems provide regional access from the San Pedro CPA to all other areas of the Southern California region. Freeway facilities are high-volume/high-speed roadways with limited access occurring only at grade-separated interchanges. I-110 is located within the San Pedro CPA and SR-47 is adjacent to the CPA. I-710, located east of San Pedro, also provides alternate north/south regional access. Interchanges in the San Pedro area are provided at the following locations:

- I-110 (Harbor Freeway)
 - > Channel Street (Southbound Only)
 - > John S. Gibson Boulevard (Northbound Only)
 - > SR-47 Freeway
 - > Gaffey Street
- SR-47 (Vincent Thomas Bridge/Seaside Avenue/Ocean Boulevard)/SR-103 (Terminal Island Freeway)
 - > I-110 Freeway
 - > Gaffey Street
 - > Harbor Boulevard

I-110 (Harbor Freeway)—The Harbor Freeway is a north/south oriented freeway that originates from San Pedro. It provides north/south regional access to the San Pedro CPA. The Harbor Freeway provides a major transportation link from the Ports of Los Angeles and Long Beach to the South Bay Cities, downtown Los Angeles and northern Los Angeles County where it terminates in the City of Pasadena. It is generally an eight-lane facility with four travel lanes in each direction. The 2007 AADT on the freeway segment between the Terminal Island Freeway junction and Channel Street interchange was approximately 76,000 vehicles per day.

SR-47/SR-103 (Terminal Island Freeway)—The Terminal Island Freeway consists of four-lane and six-lane segments. A four-lane segment provides east/west access via Vincent Thomas Bridge connecting the San Pedro Peninsula and Terminal Island. A six-lane north/south segment between Ocean Boulevard and Anaheim Street crosses the Cerritos Channel via the Commodore Schuyler F. Heim drawbridge. North of Anaheim Street it narrows to four lanes and terminates at Willow Street. The 2007 AADT on the freeway segment of SR-103 between Anaheim Street and the Pacific Coast Highway interchange was 13,700 vehicles per day. Along SR-47 between Harbor Boulevard and the junction with I-110 the 2007 AADT was 49,500 vehicles per day.

I-710 (Long Beach Freeway)—The Long Beach Freeway is a six lane freeway located to the east of the San Pedro CPA. It provides north/south regional access to the Ports of Long Beach and Los Angeles and the San Pedro CPA via the Vincent Thomas Bridge from Terminal Island. The Long Beach Freeway provides a major transportation link to downtown Los Angeles and northern Los Angeles County where

it terminates in the San Gabriel Valley area. The 2007 AADT on the freeway segment between Anaheim Street and the Pacific Coast Highway interchange was 133,000 vehicles per day.

Surface Roadways

As noted earlier, the major roadways in the San Pedro CPA generally follow a grid pattern. Roadways are classified as Major Class II Highways (typically 100 to 104 feet right of way and two to three lanes in each direction), Secondary Highways (typically 80 to 90 feet of right of way and two lanes each direction), Collector streets (typically one lane each direction) and Local Streets (one lane each direction).

Appendix A-1 (Roadway Inventory) of the TIMP (Appendix G to this EIR) lists major segments on all of the roadways included in the travel demand forecasting model, their classification, number of peak hour and off-peak travel lanes, nature of on-street parking and the posted speed limit in the study area. Unless specifically stated, the number of travel lanes during the peak and off-peak hours are the same. The following paragraphs discuss the significant and regional roadways in the San Pedro CPA.

Major Class II Highways

The San Pedro CPA is traversed by a series of major highways, which run both north/south and east/west. Major highways are generally four- to six-lane facilities that are designed to provide a high level of mobility to vehicles while providing access to adjacent properties. Major highways in the study area include all or portions of the following:

- Western Avenue (SR-213)
- Gaffey Street
- John S. Gibson Boulevard
- Front Street/Harbor Boulevard
- 9th Street
- 25th Street
- Channel Street

Western Avenue—Western Avenue is a north/south route through the western limits of San Pedro from Paseo del Mar at the Pacific Ocean to the northern limits of the San Pedro CPA. It consists of one lane in each direction from Paseo del Mar to West 25th Street, and two lanes in each direction from West 25th Street to the northern limit of the San Pedro CPA.

Gaffey Street—Gaffey Street runs north/south through San Pedro CPA and has two lanes in each direction to south of 5th Street, and three lanes in each direction north of 5th Street during the peak hours (due to on-street parking restrictions). North of 1st Street and leading to the junction with the I-110 freeway on ramp, the roadway expands to six full-time lanes and reverts back to two lanes in each direction north of the freeway.

John S. Gibson Boulevard—John S. Gibson Boulevard is a continuation of North Pacific Avenue to the north of the I-110 northbound on/off ramps at Pacific Avenue. It is located in the northeastern limits of the San Pedro CPA and consists of two lanes in each direction.

Front Street/Harbor Boulevard—Front Street/Harbor Boulevard is located along the eastern limits of the San Pedro CPA between Crescent Avenue to the south and Pacific Avenue to the north. Running north/south, it consists of two lanes in each direction.

9th Street—9th Street runs east/west and is classified as a major highway west of Pacific Avenue to Miraleste Drive. It generally has one travel lane in each direction, except west of Dodson Avenue to Miraleste Drive, where it widens to two lanes in each direction.

25th Street—25th Street runs east/west from Gaffey Street to the western limits of the San Pedro CPA. It is one lane in each direction from Gaffey Street to Patton Avenue and one to two lanes in each direction from Patton Avenue to the western limits of the San Pedro CPA.

Channel Street—Channel Street serves as an east/west connector between North Gaffey Street and North Pacific Avenue, and has two travel lanes in each direction.

Secondary Roadways

Secondary roadways are generally two- to four-lane roadways that provide local connections to the major highway network. These roadways may be classified as secondary arterials in a standard classification scheme. The secondary roadways in the study area include all or portions of the following:

- Weymouth Avenue
- Pacific Avenue
- Centre Street
- Westmont Drive
- Capitol Street
- Summerland Avenue
- 1st Street
- 5th Street
- 7th Street
- 13th Street
- 19th Street
- 22nd Street
- Paseo del Mar
- Shepard Street

Weymouth Avenue—Weymouth Avenue is a north/south route that extends through San Pedro from Western Avenue to Elanita Drive. North of 13th Street, Weymouth Avenue is classified as a Secondary roadway and south of 13th Street it is classified as a collector roadway. It is located in the western limits of San Pedro and consists of one lane in each direction.

Pacific Avenue—Pacific Avenue is a north/south route that extends through San Pedro from Front Street to Shepard Street. It is located in the eastern limits of San Pedro and consists of two lanes in each direction.

Centre Street—Centre Street is a north/south route that extends through San Pedro from O'Farrell Street to Crescent Avenue. Centre Street is classified as a secondary roadway between 1st Street and 7th Street,

and a collector roadway between O'Farrell Street and 1st Street and between 7th Street and Crescent Avenue. It is located in the eastern limits of San Pedro and consists of one to two lanes in each direction.

Westmont Drive—Westmont Drive is an east/west route that extends through San Pedro from Western Avenue to Gaffey Street. It is located in the northern limits of San Pedro and consists of two lanes in each direction.

Capitol Drive—Capitol Drive is an east/west route that extends through San Pedro from Western Avenue to Gaffey Street. It is located in the northern limits of San Pedro and consists of two lanes in each direction.

Summerland Avenue—Summerland Avenue is an east/west route that extends through San Pedro from Western Avenue to Gaffey Street. It is located in the northern limits of San Pedro and consists of one lane in each direction.

1st Street—1st Street is an east/west route that extends throughout San Pedro. West of Western Avenue 1st Street is classified as a collector street, and east of Western Avenue it is classified as a secondary roadway. It is located in the central limits of San Pedro and consists of one lane in each direction.

5th Street—5th Street is an east/west route that extends through San Pedro from Gaffey Street to Harbor Boulevard. It is located in the central limits of San Pedro and consists of one lane in each direction.

7th Street—7th Street is an east/west route that extends through San Pedro from Weymouth Avenue to Harbor Boulevard. It is located in the central limits of San Pedro and consists of one lane in each direction.

13th Street—13th Street is an east/west route that extends through San Pedro from Weymouth Avenue to Pacific Avenue. It is located in the central limits of San Pedro and consists of one lane in each direction.

19th Street—19th Street is an east/west route that extends through San Pedro from Western Avenue to Crescent Avenue. West of Pacific Avenue, 19th Street is classified as a secondary roadway and east of Pacific Avenue it is classified as a collector roadway. It is located in the southern limits of San Pedro and consists of one lane in each direction.

22nd Street—22nd Street is an east/west route that extends through San Pedro from Gaffey Street to the city's eastern city limits. It is located in the southern limits of San Pedro and consists of one lane in each direction.

Paseo del Mar—Paseo del Mar is an east/west route that extends through San Pedro from the city's western city limits to Pacific Avenue. It is located in the southern limits of San Pedro and consists of one lane in each direction.

Shepard Street—Shepard Street is an east/west route that extends through San Pedro from Paseo Del Mar to Pacific Avenue. It is located in the southern limits of San Pedro and consists of one lane in each direction.

Collector Streets

The network of Major Highways and Secondary Roadways is complemented by an extensive network of Collector streets. Some of the more significant Collector streets within the San Pedro CPA include portions of the following:

- Taper Avenue
- Park Western Drive
- Channel Street
- Sepulveda Street
- O'Farrell Street
- 1st Street
- 3rd street
- 14th Street
- 23rd Street
- 26th Street
- 30th Street
- 35th Street
- Anchovy Avenue
- Graysby Avenue
- Weymouth Avenue
- Elanita Street
- Barbara Street
- Patton Street
- Almeria Street
- Alma Street
- Meyler Street
- Carolina Street
- Grand Avenue
- Centre Street
- Crescent Avenue
- Beacon Street

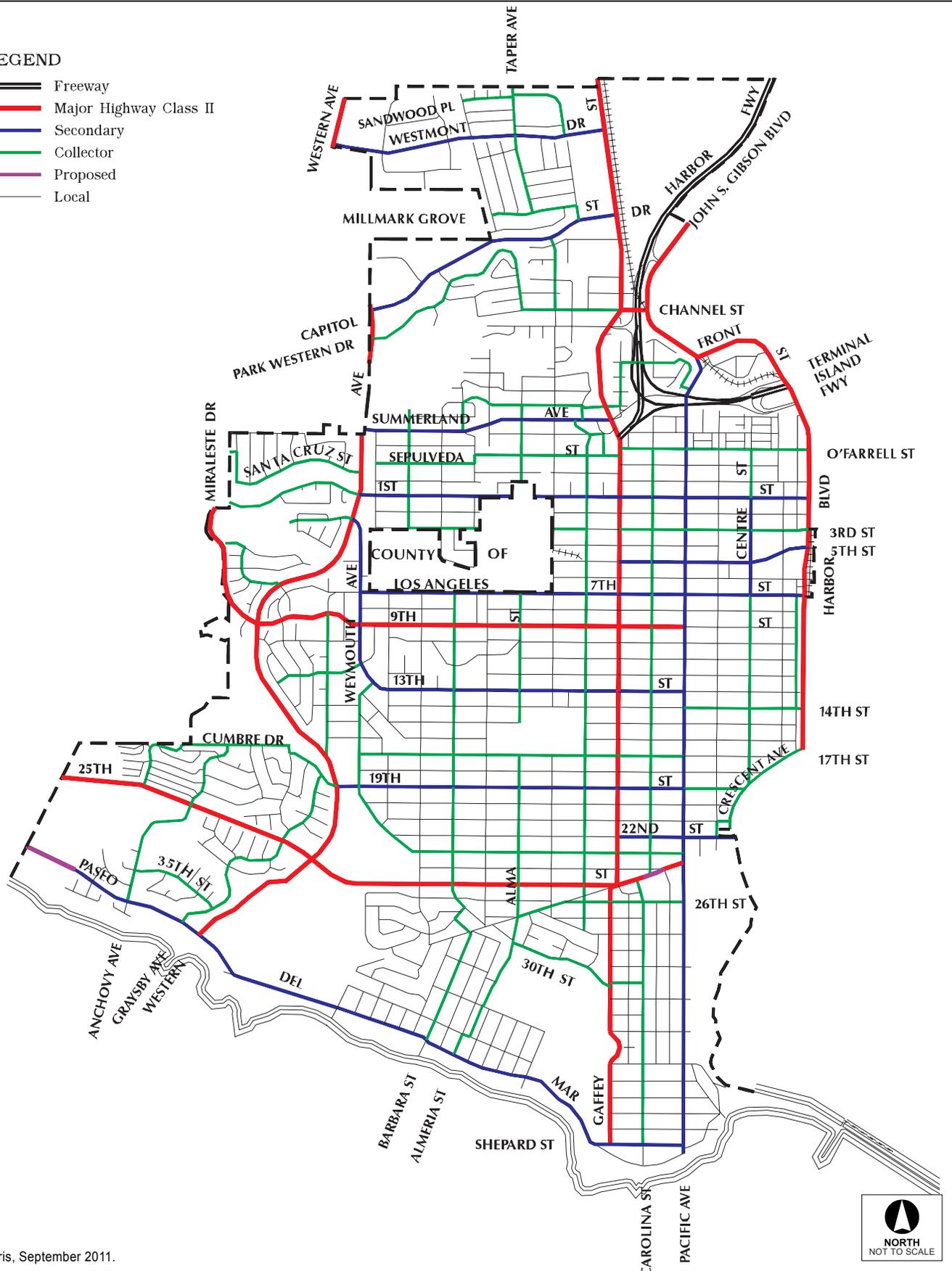
Figure 4.13-1 (Existing Roadway Designations) illustrates the existing roadway designations in the San Pedro CPA.

■ Signalized Intersections and Traffic Control Devices

The signal system in this CPA was recently updated to the Automated Traffic Surveillance and Control (ATSAC) system. This system allows monitoring and control of the signal from a central Traffic Operations Center (TOC) at City Hall. The importance of linking to the ATSAC system is the ability to coordinate the signals in relationship with other signals along a travel corridor. Signal coordination minimizes delay, due to stops, and enhances vehicle flow. Studies by the Los Angeles Department of Transportation have shown that the ATSAC system reasonably increases capacities on roadways by approximately 7 percent. Once complete, the entire signal system in San Pedro will be online with the ATSAC system.

LEGEND

-  Freeway
-  Major Highway Class II
-  Secondary
-  Collector
-  Proposed
-  Local



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Source: Iteris, September 2011.

Figure 4.13-1
Existing Roadway Designations

The next generation of signal system upgrade is to an Adaptive Traffic Control System (ATCS). The ATCS system automatically adjusts signal timing dynamically during different times of the day based on traffic volumes and directions. In addition, Los Angeles Department of Transportation (LADOT) staff can manually adjust traffic signals remotely from the department's command center to respond to accidents, weather, special events, and other emergencies.

It is anticipated that all traffic signals citywide will be a part of the ATCS and ATCS systems by the year 2030. LADOT recognizes the increased efficiency of the traffic flow by allowing a credit to the volume-to-capacity (V/C) ratio along roadway links. The ATCS credit is a 7 percent increase in capacity and the ATCS credit is an additional 3 percent increase in capacity. Therefore, for 2030 conditions, a total of 10 percent increase in capacity is assumed.

■ Transit Services

Fixed-route public transportation services in the San Pedro CPA are currently provided by the Los Angeles County Metropolitan Transportation Authority (Metro), Commuter Express services provided by the Los Angeles Department of Transportation (LADOT), the Palos Verdes Peninsula Transit Authority (PVPTA), the Metropolitan Area Express (MAX), and the Port of Los Angeles. Figure 4.13-2 (Existing Transit Routes Serving the San Pedro Community Plan Area) illustrates transit routes serving the San Pedro CPA including five Metro routes, two LADOT routes, three PVPTA routes, two MAX routes, and one Port of Los Angeles Waterfront Red Car Line. The following provides a brief description of these transit routes:

Metro Transit Routes

Line 205: Line 205 provides local service between San Pedro and Willowbrook. In the study area, this line travels along 13th Street, Weymouth Avenue, 7th Street, Pacific Avenue, 1st Street, and Western Avenue.

Line 225/226: Line 225/226 from Redondo Beach to LAX was cancelled due to underutilization and high public subsidy. Ownership of the line was transferred to the Palos Verdes Peninsula Transit Authority for community-based operation and the line currently provides service between San Pedro and Redondo Beach.

Line 445: Line 445 provides the only all day express service between San Pedro and Downtown Los Angeles. In the study area, line 445 travels along 22nd Street, Gaffey Street, 19th Street, Pacific Avenue, 1st Street, Harbor Boulevard the SR-47 Freeway, and the Harbor (I-110) Freeway.

Line 446/447: Lines 446 and 447 provide express service on a limited basis between San Pedro and Downtown Los Angeles, requiring a connection to line 445 at Artesia Transit Center between the hours of 7:30 AM and 6:30 PM. In the study area, line 446 operates along Paseo Del Mar, Shepard Street, Pacific Avenue, and John S. Gibson Boulevard. Line 447 travels along Gaffey Street, 13th Street, Weymouth Avenue, 7th Street, Harbor Boulevard, Front Street, and joins line 446 on John S. Gibson Boulevard.

Line 550: This line travels along 13th Street, Weymouth Avenue, 7th Street, and Gaffey Street.

LADOT Transit

DASH San Pedro: The DASH San Pedro line provides community circulator service in San Pedro. This DASH service operates every 20 minutes between 6:40 AM and 7:30 PM on Western Avenue, Summerland Avenue, Gaffey Street, 1st Street, Grand Avenue, O'Farrell Street, Centre Street, 6th Street, Harbor Boulevard, 7th Street, 19th Street, and Alma Street.

Commuter Express: Line 142 runs between San Pedro and the Transit Mall at Long Beach, with service from 5:20 AM to 11:10 PM. Within the study area, the line services Ports O' Call at Sampson Way, Gaffey Street and 7th Street, and Gaffey Street and 1st Street.

Palos Verdes Peninsula Transit Authority (PVPTA)

Line 225: Line 225 provides service between San Pedro and Redondo Beach via the Palos Verdes Peninsula cities. In the study area, this line operates along Averill Avenue, 9th Street, Weymouth Avenue, Western Avenue, 1st Street, and Miraleste Drive.

Green Line: The Green line provides service between San Pedro and the Palos Verdes Peninsula. In the study area, this line travels along Western Avenue and 1st street.

Orange Line: The Orange line provides one-way bus service to and from schools throughout the Palos Verdes Peninsula. Within the study area, this line travels along Western Avenue and 1st Street.

Metropolitan Area Express (MAX)

Line 3: This line provides commuter service between San Pedro and El Segundo. In the study area, this line travels along Pacific Avenue, 9th Street, Weymouth Avenue, and Western Avenue.

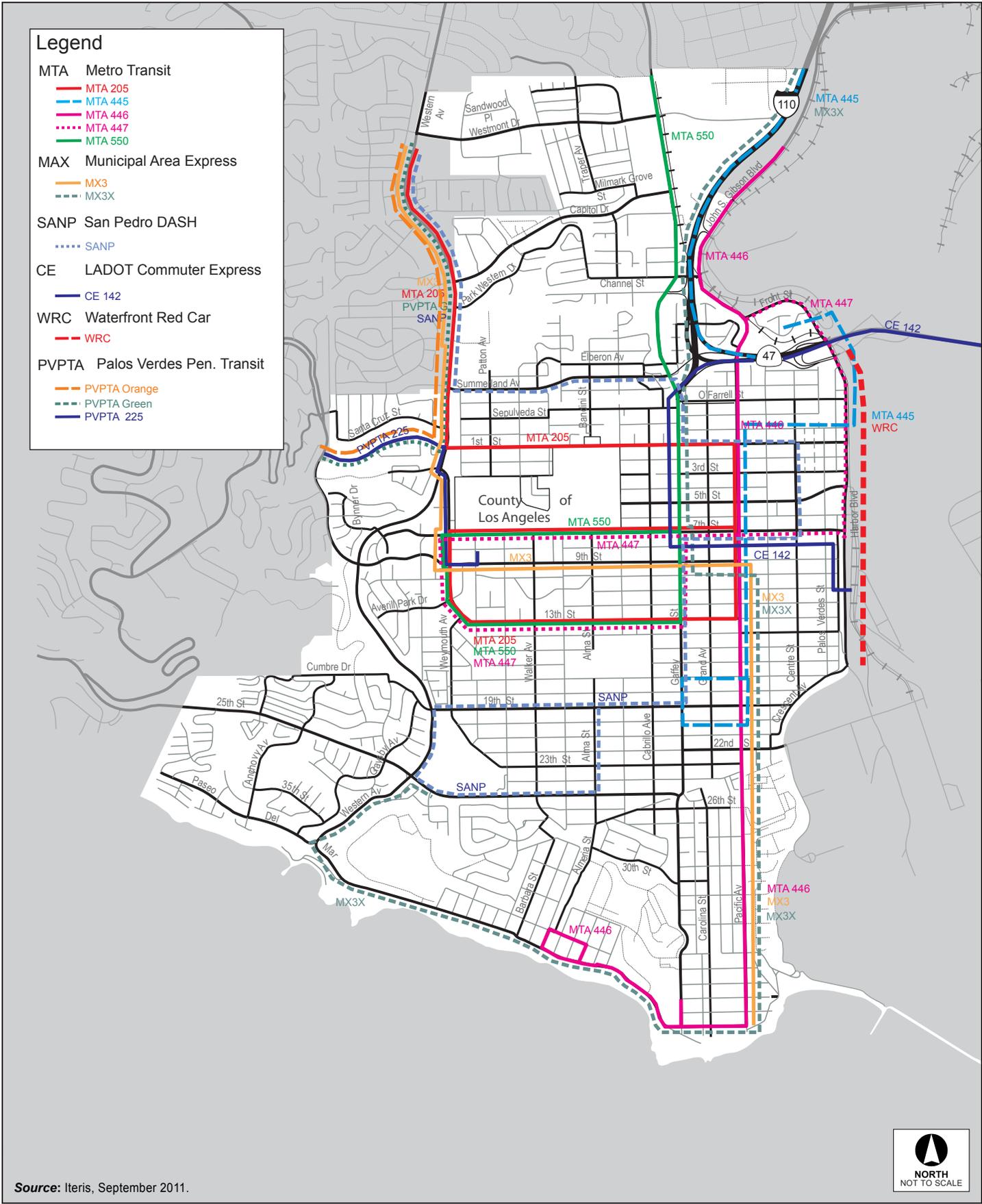
Line 3X: This line provides freeway express service between San Pedro and El Segundo. In the study area, this line travels along 25th Street, Western Avenue, Paseo Del Mar, Shepard Street, Pacific Avenue, 9th Street, Gaffey Street, and the Harbor (I-110) Freeway.

Port of Los Angeles

Waterfront Red Car Line (WRC): The WRC is a 1.5 mile long vintage trolley line connecting the World Cruise Center and the nearby Fanfare at San Pedro Gateway with other attractions along the waterfront. Other attractions include 6th Street and the LA Maritime Museum, Ports O' Call, Fisherman's Wharf, and 22nd Street Landing. The Red Cars operate from 10:00 AM to 9:30 PM, Friday through Monday. Red Cars also run on Tuesday, Wednesday, and Thursday when cruise ships are in Port.

Table 4.13-1 (Transit Routes) lists the bus routes serving the San Pedro CPA and shows the days of operation and approximate weekday hours of operation. Seven of the bus routes serving the CPA operate seven days per week, two bus routes only operate Monday through Friday, and two bus routes operate Monday through Friday with only limited service.

- Legend**
- MTA Metro Transit
 - MTA 205
 - MTA 445
 - MTA 446
 - MTA 447
 - MTA 550
 - MAX Municipal Area Express
 - MX3
 - MX3X
 - SANP San Pedro DASH
 - SANP
 - CE LADOT Commuter Express
 - CE 142
 - WRC Waterfront Red Car
 - WRC
 - PVPTA Palos Verdes Pen. Transit
 - PVPTA Orange
 - PVPTA Green
 - PVPTA 225



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Source: Iteris, September 2011.



Figure 4.13-2 Existing Transit Routes Serving the San Pedro Community Plan Area

Table 4.13-1 Transit Routes

Operator	Line	Weekday Hours		Monday-Friday	Saturday	Sunday & Holiday
		Start Time	Stop Time			
MTA	205	4:54 AM	9:47 PM	X	X	X
MTA	445	5:04 AM	6:14 PM	X	X	X
MTA	446	4:26 AM	12:24 AM	X	X	X
MTA	447	5:17 AM	8:37 PM	X	X	X
MTA	550	4:52 AM	10:29 PM	X	X	X
LADOT - DASH	San Pedro	6:40 AM	7:00 PM	X	X	X
LADOT—Commuter Express	142	5:20 AM	11:10 PM	X	X	X
PVPTA	225	6:05 AM	1:35 PM	X		
PVPTA	Green	6:47 AM	5:42 PM	X		
PVPTA	Orange	AM and PM		School Days		
		School Peak Hours				
MAX	3	AM and PM Peak Hour		X		Limited Holidays Only
MAX	3X			X		

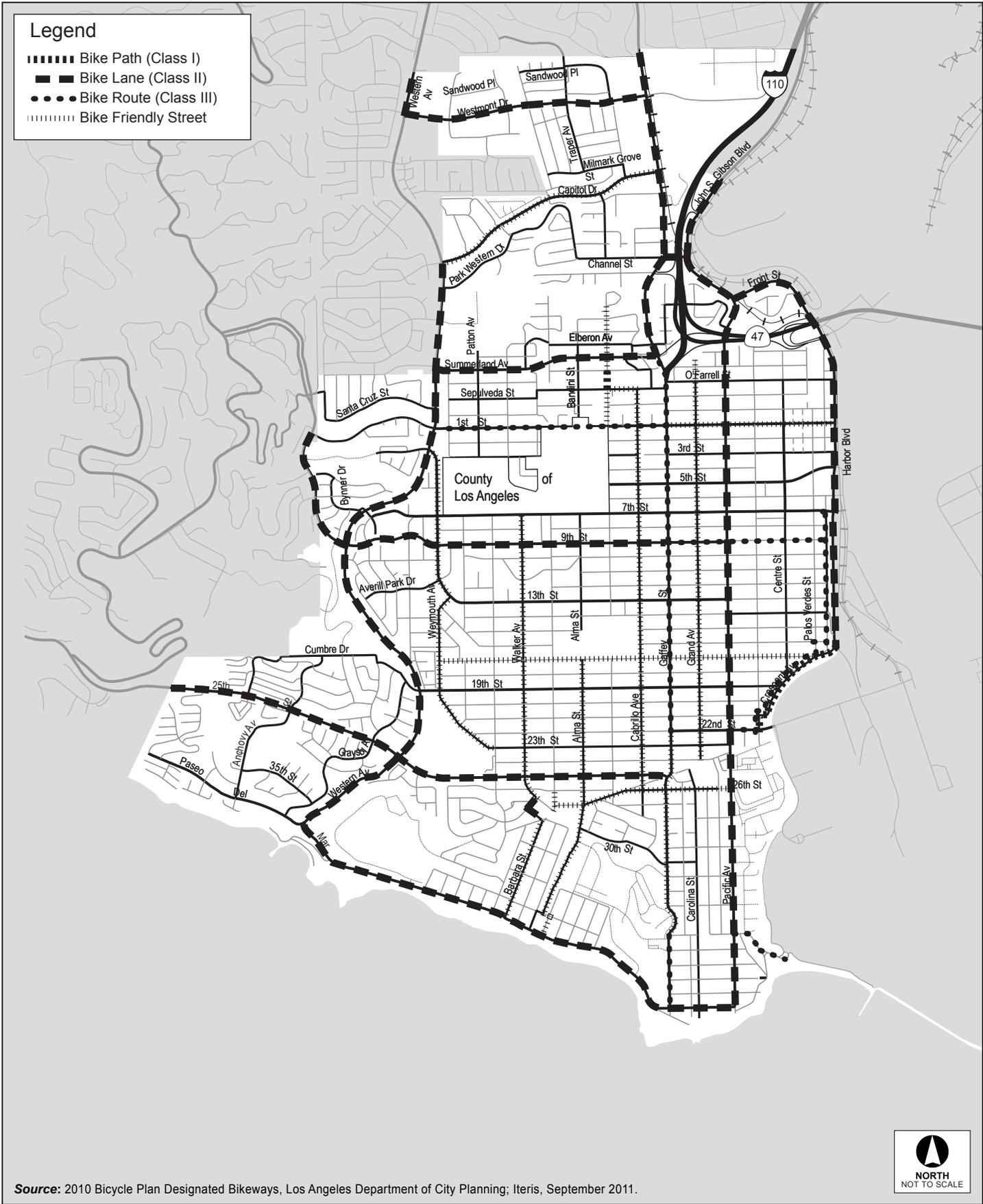
SOURCE: Iteis, *San Pedro New Community Plan Transportation Improvement Mitigation Program (TIMP)* (2011).

■ Bicycle Facilities

The City of Los Angeles City Council approved the 2010 Bicycle Plan on March 1, 2011. The Bicycle Plan includes the following bicycle facilities: Class I Bicycle Paths, Class II Bicycle Lanes, and Class III Bicycle Routes and Bicycle-Friendly Streets.

Bicycle facilities are classified based on a standard typology, which is described in further detail below. Figure 4.13-3 (Designated Bikeways) shows the locations of designated bikeways within the San Pedro CPA.

- **Class I Bikeways (Bicycle Paths)** provide a separated right-of-way for bicycle travel that is typically shared with pedestrians and provides a 10- to 12-foot-wide path. Bike path intersections are usually minimized, and street crossings often require special treatment.
- **Class II Bikeways (Bicycle Lanes)** provide on-street right-of-way in the form of a striped lane for the exclusive use of bicyclists, except where right-turning vehicles are allowed to encroach. Bicycle lanes are typically 5 feet wide and located to the right of vehicular travel lanes.
- **Class III Bikeways (Bicycle Routes)** are signed routes for use by bicyclists without the benefit of allocated right-of-way. Bicyclists share lanes with motor vehicles. Bike routes are typically designated along streets with wider curb lanes or are otherwise better suited for bicycle travel.
- **Class III Bikeways (Bicycle Friendly Streets)** are primarily on collector and local roadways. These corridors generally parallel major commercial corridors, and have the potential to provide access to local destinations and provide connections to other bicycle facilities.



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Source: 2010 Bicycle Plan Designated Bikeways, Los Angeles Department of City Planning; Iteris, September 2011.



Figure 4.13-3
Designated Bikeways

Within the study area, there are several existing bicycle facilities. Bicycle racks are provided at various public and private locations throughout the San Pedro CPA. The following Bicycle Path currently exists within the San Pedro CPA:

- Crescent Avenue from 22nd Street to Harbor Boulevard/Miner Street

The following Bicycle Lanes currently exist within the San Pedro CPA:

- 9th Street from Miraleste Drive Street to Gaffey Street
- Front Street from Pacific Avenue to Harbor Freeway N/B On-Ramp
- Gaffey Street from Anaheim Street to Channel Street
- Harbor Boulevard from I-110 N/B On-Ramp to 22nd Street
- John S. Gibson Boulevard from Channel Street to Figueroa Street
- Miraleste Drive from 989 feet north of Village Way to 9th Street
- Pacific Avenue from 22nd Street to Shepard Street
- Paseo del Mar from Western Avenue to Gaffey Street
- Shepard Street from Gaffey Street to Pacific Avenue

The following Bicycle Routes currently exist within the San Pedro CPA:

- 7th Street from Beacon Street to Harbor Boulevard
- 16th Street from Palos Verdes Street to Beacon Street
- 21st Street from Mesa Street to Crescent Avenue
- 22nd Street from Pacific Avenue to Mesa Street
- 25th Street from Rancho Palos Verdes to Western Avenue
- 9th Street from Gaffey Street to Beacon Street
- Beacon Street from Crescent Avenue to 7th Street
- Crescent Avenue from 21st Street to Palos Verdes Street/Beacon Street
- Gaffey Street from Channel Street to 22nd Street
- Mesa Street from 22nd Street to 21st Street
- Oliver Vickery Circle Way from Stephen M White Drive to Cabrillo Beach
- Palos Verdes Street from Crescent Avenue to 16th Street
- Stephen M White Drive from Pacific Avenue to Oliver Vickery Circle Way
- Summerland Avenue from Western Avenue to Gaffey Street
- Western Avenue from Summerland Avenue to Paseo del Mar
- Westmont Drive from Western Avenue to Gaffey Street

4.13.2 Regulatory Framework

■ Federal

There are no federal policies that would apply to transportation/traffic for the proposed plan.

■ State

Statewide Transportation Improvement Program

Caltrans administers transportation programming for the state. Transportation programming is the public decision-making process that sets priorities and funds projects envisioned in long-range transportation plans. It commits expected revenues over a multi-year period to transportation projects. The Statewide Transportation Improvement Program (STIP) is a multi-year capital improvement program of transportation projects on and off the State Highway System, funded with revenues from the State Highway Account and other funding sources.

■ Regional

A number of regional improvement plans affect transportation in the San Pedro CPA, including the Los Angeles County Congestion Management Program (CMP) and the 2009 Long-Range Transportation Plan For Los Angeles County (20 Year) prepared by the Los Angeles County Metropolitan Transportation Authority (Metro), and the 2008 Regional Transportation Plan Update (RTP), “Making the Connections” prepared by the Southern California Association of Governments (SCAG).

- The Los Angeles County CMP is a state mandated program that is the monitoring and analytical basis for transportation funding decisions made through the State Transportation Improvement Program (STIP) process. The 2009 Long Range Transportation Plan (LRTP) is a strategic document that serves as a framework for meeting current and projected mobility needs for Los Angeles County. The Plan recommends highway, bus, rail, and demand management improvements, and identifies funding sources and implementation schedules over the 20-year period. The Metro board adopted the 2008 LRTP on October 22, 2009.
- The 2009 LRTP also includes funding for general categories of improvements, such as Arterial Improvements, Nonmotorized Transportation, Rideshare and Other Incentive Programs, Park-and-Ride Lot Expansion, and Intelligent Transportation System (ITS) improvements for which Call for Project Applications can be submitted for projects in the Plan area.
- There are no projects identified in the San Pedro area within the 2009 LRTP.

Southern California Association of Governments (SCAG) Regional Transportation Plan (RTP)

The 2008 RTP was approved in May 2008 by SCAG. The RTP is a planning document that serves as the Regional Transportation Plan required under State and Federal statute. The RTP forecasts long-term transportation demands, and identifies policies, actions, and funding sources to accommodate those demands. The RTP consists of construction of new transportation facilities; as well as transportation systems management (TSM), transportation demand management (TDM), and land use strategies.

The RTP includes the following projects in the San Pedro area:

- I-110/SR-47/Harbor Boulevard Interchange Improvements
- SR-47 (Vincent Thomas Bridge) and I-110—Study capacity improvements
- Downtown San Pedro Transportation Hub—Planning/Engineering

There are no specific project capital improvement or transit projects recommended in the RTP for the San Pedro area because it is a regional policy document. There are many policies with regard to integrated transportation and land use planning to reduce transportation system demands and encourage alternative modes of transportation that are supported by San Pedro Community Plan TIMP policies. These include:

- Identify regional strategic areas (e.g., San Pedro) for infill and investment
- Structure the plan on a three-tiered system of centers development related to existing, planned and potential transportation infrastructure, with San Pedro having major existing transportation investments
- Develop “complete communities” with mixed use districts
- Develop nodes on corridors
- Plan for additional housing and jobs near transit
- Plan for changing demands in types of housing
- Continue to protect stable existing single family areas
- Ensure adequate access to open space and preservation of habitat
- Incorporate local input and feedback on future growth
- Promote land use patterns supportive of goods movement and logistics industries

Table 4.13-2 Analysis of Potential Conflicts with the SCAG RTP	
<i>Goal/Policy</i>	<i>Analysis of Potential Conflicts</i>
RTP G1 Maximize mobility and accessibility for all people and goods in the region.	The proposed plan includes a TIMP that provides recommendations to guide future transportation-related decisions in the proposed plan. The proposed plan's TIMP recommends policies for transportation improvements that support mobility for people and goods, through enhancements of public transportation, walking and bicycling to make them viable alternatives to automobile travel. In addition, maximizing the efficiency of the circulation system through the use of Transportation Demand Management (TDM) programs encourages, reducing total vehicular miles traveled in the City and aims to manage congestion and maximize mobility. Implementation of the proposed plan's TIMP would maximize productivity of the region's transportation system. The proposed plan does not conflict with this policy.
RTP G2 Ensure travel safety and reliability for all people and goods in the region.	The proposed plan's TIMP includes policies and plans that support the creation of an efficient multi-modal transportation network that maximizes safety and reliability for vehicles, transit users, bicyclists, and pedestrians. The proposed plan would establish programs to maintain a diverse multimodal transportation system that provides mobility options for the community, including, street improvements, future rail alignments, transit service, bike paths that supports the proposed plan area. The proposed plan does not conflict with this policy.
RTP G3 Preserve and ensure a sustainable regional transportation system.	The proposed plan's TIMP considers working with adjacent jurisdictions and regional agencies to coordinate improvement projects and determining funding sources that would support a sustainable regional transportation system. The proposed plan does not conflict with this policy.
RTP G4 Maximize the productivity of our transportation system.	The proposed plan's TIMP includes policies and plans that support the creation of a well-connected, productive transportation network that supports transit connectivity, bicycle and pedestrian policies, conserving energy resources, reducing greenhouse gas emissions and air pollution, and doing so while preserving auto mobility. The proposed plan does not conflict with this policy.
RTP G5 Protect the environment, improve air quality, and promote energy efficiency.	The proposed plan's TIMP includes policies aimed at relieving congestion, improving air quality and protecting the environment through implementation of alternative transportation system management strategies. The proposed plan would focus new development within transit-oriented districts and mixed-use corridors in commercial centers away from sensitive habitat, supporting the development of a public transportation system and transportation network that supports transit connectivity, bicycle and pedestrian policies. The proposed plan does not conflict with this policy.

Table 4.13-2 Analysis of Potential Conflicts with the SCAG RTP	
<i>Goal/Policy</i>	<i>Analysis of Potential Conflicts</i>
RTP G6 Encourage land use and growth patterns that complement our transportation investments and improves the cost-effectiveness of expenditures.	Growth and development under the proposed plan would involve growth away from existing residential neighborhoods towards transit-oriented districts and mixed-use corridors in commercial centers. The proposed plan adds policies and regulations that continue the emphasis on development of the downtown as San Pedro's regional center with increased residential and commercial activity. The proposed plan does not conflict with this policy.
RTP G7 Maximize the security of our transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.	The proposed plan incorporates goals and policies to maintain a safe, efficient, and coherent system of circulation. Policies include improved system monitoring and coordination with regional agencies and adjacent jurisdictions to improve transit service, accessibility, security, frequency, and connectivity. The proposed plan does not conflict with this policy.

SOURCE: Atkins (2011).

SCAG Regional Comprehensive Plan

SCAG has prepared the Regional Comprehensive Plan (RCP) in collaboration with its constituent members and other regional planning agencies. The 2008 RCP is intended to serve as a framework to guide decision-making with respect to the growth and changes that can be anticipated in the region through the year 2035. The RCP features nine chapters that focus on specific areas of planning or resource management that includes: Land Use and Housing; Open Space and Habitat; Water; Energy; Air Quality; Solid Waste; Transportation; Security and Emergency Preparedness and Economy. Local governments are required to use the RCP as the basis for their own plans and are required to discuss the consistency of projects of regional significance with the RCP. The Transportation chapter of the RCP focuses on addressing demand on the transportation system from growth in population, employment and households; preserving, wisely utilizing, and, when necessary, expanding our infrastructure, and funding. Table 4.13-3 (Analysis of Potential Conflicts with the SCAG RCP) analyzes the proposed plan's consistency with the transportation goals of RCP.

Table 4.13-3 Analysis of Potential Conflicts with the SCAG RCP	
<i>Goal/Policy</i>	<i>Analysis of Potential Conflicts</i>
Transportation Chapter	
A more efficient transportation system that reduces and better manages vehicle activity.	The proposed plan's TIMP recommends policies for transportation improvements to maximize the efficiency of the circulation system through the use of TDM programs. The proposed plan incorporates goals and policies to maintain a safe, efficient, and coherent system of circulation. The proposed plan would establish programs to maintain a diverse multimodal transportation system that provides mobility options for the community, including, street improvements, future rail alignments, transit service, bike paths that supports the proposed plan area. The proposed plan does not conflict with this policy.
A cleaner transportation system that minimizes air quality impacts and is energy efficient.	The proposed plan's TIMP includes policies and plans that support the creation of a well-connected, productive transportation network that supports transit connectivity, bicycle and pedestrian policies, conserving energy resources, reducing greenhouse gas emissions and air pollution, and doing so while preserving auto mobility. The proposed plan does not conflict with this policy.

SOURCE: Atkins (2011).

SCAG Compass Growth Vision

SCAG has also undertaken a Compass Growth Visioning effort to emphasize the need to increase the overall quality of life for all residents, regardless of race, ethnicity, or income class. It emphasizes the need to promote and sustain the region’s mobility, livability, and prosperity for the foreseeable future. Table 4.13-4 (Analysis of Potential Conflicts with the SCAG Growth Visioning) analyzes the plan’s consistency with applicable growth visioning strategies.

Table 4.13-4 Analysis of Potential Conflicts with the SCAG Growth Visioning	
<i>Goal/Policy</i>	<i>Analysis of Potential Conflicts</i>
GV P1.1 Encourage transportation investments and land use decisions that are mutually supportive.	The proposed plan encourage the development of land uses and densities that maximize ridership and support public investment in transit facilities by involve growth away from existing residential neighborhoods towards transit-oriented districts and mixed-use corridors in commercial centers. The policies are intended to create a well-connected network that supports a mix of land uses, encourages transit use, walking or bicycling, conserves energy resources, and reduces greenhouse gas emissions and air pollution. The proposed plan does not conflict with this policy.
GV P1.2 Locate new housing near existing jobs and new jobs near existing housing	The proposed plan encourages the development towards transit-oriented districts and mixed-use corridors in commercial centers. The growth of the proposed plan is intended to enable residents and workers to meet their needs within the proposed plan area and provides important opportunities for employment, commercial, residential, mixed-use and activity centers. The proposed plan does not conflict with this policy.
GV P1.3 Encourage transit-oriented development.	The proposed plan links land use to transportation by developing within transit-oriented districts and mixed-use corridors in commercial centers that would maximize ridership of existing transit systems. The proposed plan encourage the development of a diverse integrated, multi-modal transportation system that provides mobility options for the community, and maximizes the use of this system through the placement of land uses in close proximity to transit and provides safe connections. The proposed plan does not conflict with this policy.
GV P1.4 Promote a variety of travel choices.	The proposed plan are intended to establish and maintain a diverse, integrated, multimodal transportation system that provides mobility options for the community, including transit service, bike paths, pedestrian walkways, street improvements, and future rail alignments that supports the proposed plan area. The proposed plan would create an interconnected transportation system that encourages a shift in travel from private passenger vehicles to public transit, ride sharing, car-sharing, bicycling, and walking. As such, the proposed plan would promote a variety of travel choices. The proposed plan does not conflict with this policy.
Principle 2: Foster livability in all communities	
GV P2.1 Promote infill development and redevelopment to revitalize existing communities.	An objective of the proposed plan is to provide for the Downtown area’s transition from its predominately low-intensity and fragmented development pattern into an attractive and desirable transit and pedestrian-oriented urban community. The proposed plan encourages the development of land uses and densities that maximize ridership and support public investment in transit facilities by involve growth away from existing residential neighborhoods towards transit-oriented districts and mixed-use corridors in commercial centers. The proposed plan does not conflict with this policy.
GV P2.2 Promote developments which provide a mix of uses.	A range of uses would be permitted in the proposed plan area, including housing, office, retail, restaurants, personal services, hotels, community facilities, and parks, as well as existing auto and industrial uses. Mixed land uses near transit would allow for a more walkable community and would enable residents and works to meet their basic needs in the CPA without traveling to outside communities, thereby reducing automobile trips, air pollution, greenhouse gas emissions, energy consumption, and noise. The proposed Plan would therefore promote the development of a mix and balance of land uses. The proposed plan does not conflict with this policy.

Table 4.13-4 Analysis of Potential Conflicts with the SCAG Growth Visioning

<i>Goal/Policy</i>	<i>Analysis of Potential Conflicts</i>
GV P2.3 Promote "people-scaled," walkable communities.	Direct growth to transit hubs and corridors, increase transportation alternatives, make streets walkable and provide a continuous pedestrian and bicycle network that would make walking a convenient and safe way to travel. People-scaled components such as streetscapes and roadway design elements of future development would be encouraged under the proposed plan. The proposed plan does not conflict with this policy.
GV P2.4 Support the preservation of stable, single-family neighborhoods	The proposed plan involves growth away from existing residential neighborhoods towards transit-oriented districts and mixed-use corridors in commercial centers. The proposed plan aims to preserve and enhance the positive characteristics of existing land uses. The proposed plan does not conflict with this policy.
Principle 3: Enable prosperity for all people	
GV P3.1 Provide, in each community, a variety of housing types to meet the housing needs of all income levels.	The proposed land use designation changes are intended to allow development of uses and features that are beneficial to the community, make San Pedro a more sustainable place to live and work, contribute to the overall fiscal health, and to provide for the development of new housing, including affordable and workforce. The proposed plan does not conflict with this policy.
GV P3.2 Support educational opportunities that promote balanced growth.	The proposed plan allows for public facilities including school uses. As such, the proposed Plan supports educational opportunities throughout the CPA. The proposed plan does not conflict with this policy.
GV P3.3 Ensure environmental justice regardless of race, ethnicity, or income class.	Future development within the proposed plan area would be required to pay development impact fees for all or a portion of the costs of any public facility that benefits their development. The payment of development impact fees and the provision of community benefits would ensure that minority and impoverished populations are not disproportionately impacted by implementation of the proposed plan. The proposed land use designation changes are intended to allow development of uses and features that are beneficial to the community, make San Pedro a more sustainable place to live and work, contribute to the overall fiscal health, and to provide for the development of new housing, including affordable and workforce. Implementation of the proposed plan would revitalize and improve the area while allowing for affordable housing opportunities. As such, the policies and regulations of the Plan would ensure environmental justice. The proposed plan does not conflict with this policy.
GV P3.4 Support local and state fiscal policies that encourage balanced growth.	The proposed plan area in combination with existing uses would serve to invigorate the local economy by providing development of uses and features that are beneficial to the community, make San Pedro a more sustainable place to live and work, contribute to the overall fiscal health, and to provide for the development of new housing, including affordable and workforce. Future uses would contribute revenues for needed capital improvements and ongoing public services for residents and workers in the proposed plan area. The proposed plan does not conflict with this policy.
GV P3.5 Encourage civic engagement.	As part of the CEQA process, the public has the opportunity to comment on the finding of this EIR, and may attend public hearings where there concerns may be addressed. The proposed plan s the result of the collaborative planning efforts between the City, the public, land and business owners, and other interested parties. As such, civic engagement has been encouraged through the opportunity to attend public forms and workshops relating to the proposed plan. The proposed plan does not conflict with this policy.
Principle 4: Promote sustainability for future generations	
GV P4.1 Preserve rural, agricultural, recreational, and environmentally sensitive areas.	The proposed plan aims to preserve natural resources and provide for recreational opportunities while retaining the integrity of the area. The proposed plan does not conflict with this policy.
GV P4.2 Focus development in urban centers and existing cities.	Growth and development under the proposed plan would direct growth away from existing residential neighborhoods towards transit-oriented districts and mixed-use corridors in commercial centers. The proposed plan adds policies and regulations that continue the emphasis on development of the downtown as San Pedro's regional center with increased residential and commercial activity. The proposed plan does not conflict with this policy.

Table 4.13-4 Analysis of Potential Conflicts with the SCAG Growth Visioning	
<i>Goal/Policy</i>	<i>Analysis of Potential Conflicts</i>
GV P4.3 Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.	The proposed plan encourages the developments that maximizes transit ridership and encourage walking, while reducing regional traffic congestion, pollution, and greenhouse gas emissions. As such, the proposed plan would implement strategies and programs to ensure the future development uses resources efficiently, attempts to eliminate pollution and would reduce waste. The proposed plan does not conflict with this policy.
GV P4.4 Utilize "green" development techniques.	Future development under the proposed plan would be encouraged to incorporate green development techniques. The proposed plan does not conflict with this policy.

SOURCE: Iteris (2011).

■ Local

City of Los Angeles General Plan Transportation Element

The Transportation Element of the General Plan establishes a citywide strategy to achieve long-term mobility and accessibility within the City of Los Angeles. With respect to Transportation Demand Management, it includes goals, objectives, and policies that guide demand management in the city. The objectives related to reducing trips through programs and policies are summarized below in Table 4.13-5 (General Plan Objectives Relevant to Transportation/Traffic).

Table 4.13-5 General Plan Objectives Relevant to Transportation/Traffic	
<i>No.</i>	<i>Objective</i>
TRANSPORTATION ELEMENT	
1	Expand neighborhood transportation services and programs to enhance neighborhood accessibility.
2	Reduce 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.
3	Support development in regional centers, community centers, major economic activity areas and along mixed-use boulevards as designated in the Community Plans.
4	Preserve the existing character of lower density residential areas and maintain pedestrian-oriented environments where appropriate.
5	Provide for the efficient movement of goods and for adequate access to intermodal facilities.
6	Incorporate available local, state, and federal funding opportunities to provide sufficient financing for transportation improvements and programs.
7	Provide an ongoing evaluation of transportation programs to determine whether the goals and objectives of the Citywide General Plan Framework and this element are being met, or if these goals and objectives should be modified to reflect changing circumstances.
10	Make the street system accessible, safe, and convenient for bicycle, pedestrian, and school child travel.
11	Preserve and enhance access to scenic resources and regional open space.

SOURCE: Los Angeles Department of City Planning, *General Plan of the City of Los Angeles*, Transportation Element (adopted September 8, 1999).

Los Angeles City Municipal Code (LAMC)

LAMC Section 12.26 contains required Transportation Demand Management and Trip Reduction measures as described in the following paragraphs. Within the LAMC, Transportation Demand Management (TDM) is defined as the alteration of travel behavior through programs of incentives, services, and policies, including encouraging the use of alternatives to single-occupant vehicles such as public transit, cycling, walking, carpooling/vanpooling and changes in work schedule that move trips out of the peak period or eliminate them altogether (as in the case in telecommuting or compressed work weeks). Trip Reduction is defined as reduction in the number of work-related trips made by single-occupant vehicles. Specific requirements for developments of various sizes are summarized from the code below.

Development in excess of 25,000 square feet (sf) of gross floor area shall provide a bulletin board, display case, or kiosk (displaying transportation information) where the greatest number of employees is likely to see it. The transportation information displayed should include, but is not limited to current routes and schedules for public transit serving the site; telephone numbers for referrals on transportation information including numbers for the regional ridesharing agency and local transit operations; Ridesharing promotion material supplied by commuter-oriented organizations; Regional/local bicycle route and facility information; a listing of on-site services or facilities which are available for carpoolers, vanpoolers, bicyclists, and transit riders.

Development in excess of 50,000 sf of gross floor area shall provide the above, plus: (1) A designated parking area for employee carpools and vanpools as close as practical to the main pedestrian entrance(s) of the building(s); (2) one permanent, clearly identified (signed and striped) carpool/vanpool parking space for the first 50,000 to 100,000 sf of gross floor area and one additional permanent, clearly identified (signed and striped) carpool/vanpool parking space for any development over 100,000 sf of gross floor area; and (3) parking spaces clearly identified (signed and striped) shall be provided in the designated carpool/vanpool parking area at any time during the building's occupancy sufficient to meet employee demand for such spaces. Absent such demand, parking spaces within the designated carpool/vanpool parking area may be used by other vehicles and other amenities.

Development in excess of 100,000 sf of gross floor area shall provide the above, plus: (1) a safe and convenient area in which carpool/vanpool vehicles may load and unload passengers other than in their assigned parking area; (2) sidewalks or other designated pathways following direct and safe routes from the external pedestrian circulation system to each building in the development; (3) possible bus stop improvements; and (4) safe and convenient access from the external circulation system to bicycle parking facilities on site.

■ Proposed Plan Policies

Table 4.13-6 (Proposed San Pedro Community Plan Policies) lists policies of the proposed plan that are applicable to transportation and traffic issues.

Table 4.13-6 Proposed San Pedro Community Plan Policies	
No.	Policy
Policy M1.1	Complete streets. Ensure the community is served by a complete street system with some streets strategically prioritized for target user(s) and other streets that connect the complement of arterials together to serve all users
Policy M1.2	Mobility for Challenged Users. Support wherever feasible, transportation programs and services aimed at enhancing the mobility of senior citizens, disabled persons and the transit dependent population.
Policy M1.3	Mobility Enhancements. Developments that increase density or intensity by zone change, variance, conditional use, parcel map, subdivision or other discretionary action should provide adequate mobility enhancements such as traffic mitigation, pedestrian crosswalks, bike lanes and enhanced bus stops to ensure that mobility needs are met.
Policy M1.4	Private investment for off-site facilities/amenities. Encourage new developments to include bicycle and pedestrian amenities and include off-site transit and road improvements creating a circulation system that optimizes travel by all modes.
Policy M1.5	Modified Street Standards. Where there is evidence of physical or other constraints, or uses such as a transit station, the City should consider modified street standards to implement modal priorities for the enhancement of neighborhood character and facilitation of a complete street network.
Policy M2.1	Streetscapes. Encourage and support streetscape improvements in neighborhood areas that foster the appeal of the street as a gathering place including street furniture, well-maintained street trees, publicly accessible courtyards, wide sidewalks, bicycle access and appropriate traffic control measures to reduce travel speeds.
Policy M2.2	Special Events. Encourage and support special street closures for community activities such as street fairs, parades, festivals and other civic events.
Policy M2.3	Watershed Management. Support watershed management in the design of streets by incorporating swales, water retention and other such features in new development, such as streetscape programs and other street improvement programs.
Policy M3.1	Pedestrian access. Encourage walking by orienting building entrances to face the streets and sidewalks when designing access to new developments and buildings.
Policy M3.2	Priority pedestrian routes. Selected streets within commercial, mixed-use and employment districts should have pedestrian priority establishing pedestrian needs as paramount to vehicular circulation needs and encouraging investment in pedestrian improvements and programs for these segments.
Policy M3.3	Pedestrian amenities. Maintain sidewalks, streets and right-of-way in good condition, free of obstructions, and with adequate lighting, trees and parkways. Streets must accommodate pedestrians comfortably through adequate sidewalks and parkway landscaping that provides a buffer from moving vehicles and shade from the hot sun, and street lighting that provides for safety during the night.
Policy M3.4	Minimize pedestrian conflicts. Minimize conflicts between buses, cars, and pedestrians by designing and constructing sidewalks and crosswalks that make pedestrians feel safe, and by creating well-marked crossings at intersections and mid-block locations.
Policy M3.5	Safe school routes. Encourage the development and improvement of safe routes to schools throughout the community via walking, bicycles or transit.
Policy M3.6	Easements and public right-of-way. Encourage the safe utilization of easements and/or right-of-way along flood control channel, public utilities, railroad right-of-way and streets wherever feasible for pedestrians and/or bicyclists.
Policy M4.1	Priority bikeways. Support the Citywide bikeway network to establish bicycle circulation as paramount to vehicular circulation needs on selected streets and to encourage investment in bicycle improvements and programs on these identified streets.
Policy M4.2	Bikeway connections. Provide bicycle access for open space areas, commercial corridors, downtown/regional center, neighborhood districts and community centers to allow easy connection between residential neighborhoods and employment centers, as well as other destinations.
Policy M4.3	Bicycle Amenities. Incorporate bicycle amenities, such as parking, lockers, changing rooms and showers, in public facilities, parks, commercial development, employment and transit centers and park and ride facilities.

Table 4.13-6 Proposed San Pedro Community Plan Policies

No.	Policy
Policy M4.4	Regional coordination. Coordinate with adjacent jurisdictions and communities to require that local bicycle routes and trails be linked with those of neighboring areas.
Policy M4.5	Reclaimed land for bikeways. Incorporate bicycle facilities into recreational reuse of under-utilized land such as public utility right-of-way and access roads.
Policy M5.1	Transit connections to key areas. Increase public transit access to neighborhood districts, community centers and mixed use districts.
Policy M5.2	Development at transit nodes. Facilitate development and public improvements at multimodal transit nodes, or intersections that Metro identifies as major transfer nodes to promote convenient access between new development and the transit system.
Policy M5.3	Regional transit connections. Support efforts to establish regional transportation, such as high-speed rail, commuter rail, heavy rail, light rail, rapid transit bus ways, or express bus service serving the Plan area and adjacent communities.
Policy M5.4	Private transit. Encourage large major developments to provide on-demand shuttle services to Metro stations and major activity centers or destinations in and around San Pedro].
Policy M6.1	Priority transit routes. Support the identification of transit priority street segments with high transit vehicle volumes to facilitate public transit circulation as paramount to vehicular circulation needs and to encourage investment in transit improvement programs for the identified routes.
Policy M6.2	Pedestrian access to transit. Improve pedestrian amenities and urban design on streets served by transit to create welcoming conditions for pedestrians accessing transit.
Policy M6.3	Express bus focus. Connect express bus service, such as Express, Rapid and Bus Rapid Transit, to transit centers and park and ride facilities to key destinations within the Community Plan and region.
Policy M7.1	Priorities for capacity enhancements. Implement a safe and efficient transportation network, and increase its capacity through, in priority order, the provision of alternative transit options (Transit), transportation demand management (TDM), and traffic system management (TSM) before considering street widening and network completion.
Policy M7.2	Priority motorized vehicle routes. Support the identification of motorized vehicle streets for arterials with the highest traffic volumes and demonstrated congestion to establish motorized vehicle circulation as paramount to alternative roadway user needs and to encourage investment in congestion relief programs and/or truck safety improvements for the identified routes.
Policy M7.3	Access management. Minimize driveways and consider the addition of medians on Major and Secondary Highways to ensure the smooth and safe flow of vehicles, buses, pedestrians and bicycles.
Policy M7.4	Alley access. Discourage the vacation and/or closure of existing public alleys in commercial districts and provide for alley access for properties fronting on Major or Secondary highways.
Policy M7.5	Emergency access. Develop, improve, and maintain hillside streets so that they are easily accessible to emergency vehicles.
Policy M7.6	Coordinated evacuation routes. Establish a network of routes that facilitate orderly evacuation of the community in an emergency, consistent with the Emergency Management Department adopted Evacuation Plan.
Policy M8.1	Traffic calming. With active community involvement, where demonstrated need exists support traffic calming measures and parking management for local and collector streets.
Policy M8.2	Traffic mitigations for development. Require major developments to mitigate traffic impacts on residential neighborhoods.
Policy M8.3	Special event coordination. Encourage coordination of park-and-ride shuttle services to activities centers and special events such as street fairs and parades.

Table 4.13-6 Proposed San Pedro Community Plan Policies	
No.	Policy
Policy M9.1	Regional coordination. Coordinate with Councils of Government and regional transportation planning agencies (such as SCAG and Metro) and adjacent cities to improve shuttle services, encourage ridesharing, bicycle sharing, and other TDM programs within the region.
Policy M9.2	Reduce auto trips. Create incentives for employers, institutions, and residential neighborhoods to reduce their vehicle trips by encouraging mixed-use developments that minimize Vehicle Miles Traveled (VMT).
Policy M9.3	Alternatives to the automobile. Reduce automobile dependency by providing a safe, convenient transit system, pedestrian linkages and a network of safe and accessible bikeways and by encouraging alternatives, such as reduced emission vehicles, including electric and neighborhood electric vehicles (NEVs).
Policy M9.4	TDM Plans. Encourage major development to submit a TDM Plan to the City and provide employee incentives for utilizing alternatives to the single-driver automobile (i.e., carpools, vanpools, buses, telecommuting, bicycling, and walking, etc.).
Policy M9.5	Transportation Management Associations. Support the formation of agencies and collaboratives such as Transportation Management Associations (TMAs) that facilitate ridesharing in carpools and vanpools.
Policy M10.1	Industrial center siting. Site regional distribution centers and other industrial districts proximate to the freeway system and regional truck routes and avoid adjacency to residential neighborhoods.
Policy M10.2	Efficient truck movement. Provide appropriately designed and maintained roadways to safely accommodate truck travel.
Policy M10.3	On-site loading. Ensure that all commercial and industrial development has adequate off-street accommodations for loading and unloading of commercial vehicles.
Policy M11.1	Parking management districts. Support the creation of a parking management district(s) in areas of high demand to facilitate parking within a group of shared facilities.
Policy M11.2	Performance-based parking supply. Utilize performance-based metrics that evaluate existing and projected parking needs in determining parking requirements.
Policy M11.3	Convert surface lots to structures. Support the development of city-owned or other surface parking lots into parking structures where appropriate.
Policy M11.4	Convenient parking. Provide public parking proximate to transit centers.
Policy M12.1	Reduced parking near transit centers. Consider reductions in parking requirements for projects located within the Downtown Regional Center.
Policy M12.2	Park Once strategy. Collaborate with the business community to improve parking services including shared-parking facilities and public valet services in appropriate locations to more effectively use the overall parking supply and implement a "park once and walk" strategy for commercial districts.
Policy M12.3	Priority parking for alternative fuel vehicles. Encourage new commercial and retail developments to provide prioritized parking for shared vehicles, electric vehicles and vehicles using alternative fuels.
Policy M12.4	Connections for electric vehicles. Encourage new construction to include vehicle access to properly wired outdoor receptacles to accommodate zero emission vehicles (ZEVs) and/or plug-in electric hybrids (PHEV).
Policy M13.1	Scenic Highways. Support programs to encourage the identification and preservation of scenic highways.
Policy M13.3	Recreation Trails. Encourage where appropriate, a network of trails to facilitate recreational uses such as hiking and mountain biking.
Policy LU1.6	Alleys. Maintain and improve existing neighborhood alleys as an alternative, safe, well maintained access to homes that reduces curb cuts, driveways, and associated pedestrian-automobile conflicts.

Table 4.13-6 Proposed San Pedro Community Plan Policies

No.	Policy
Policy LU1.7 (also Policy LU5.10, Policy LU14.5, and Policy LU16.5)	Build Green. Developments should be sustainable, attractive and incorporate green building design, systems and materials to the greatest extent feasible.
Policy LU3.7	Senior housing. Develop senior housing in neighborhoods that are accessible to public transit, commercial services, recreational and health and community facilities, especially within or adjacent to designated Community Centers.
Policy LU5.9	Enhanced pedestrian street activity. Incorporate retail and service oriented commercial uses on the first floor street frontage of structures, including mixed use projects and parking structures.
Policy LU5.12	Retail streetscapes. Maintain and, where deficient, improve street trees, plantings, furniture (such as benches, trash receptacles, news racks, and drinking fountains), signage, public art, and other amenities that promote pedestrian activity in retail commercial districts.
Policy LU5.13	Improve design. Promote quality site, architectural and landscape design that incorporates walkable blocks, distinctive parks and open spaces, tree-lined streets, and varied architectural styles.
Policy LU5.14	Safety. Create and promote environments that enhance safety and are more conducive to walking through the use of design guidelines and standards. Encourage outdoor areas within neighborhood districts to be lighted for night use, safety and comfort.
Policy LU5.16	Minimize parking impacts. Reduce the visual prominence of parking within the public realm by requiring off-street parking to be located behind or within structures or otherwise fully or partially screened from public view.
Policy LU5.15	Well-designed parking. Provide adequate employee and public parking for all commercial facilities that is complementary to adjacent uses, separating it from residential uses. Where possible, replace surface parking with structured parking, and infill parking areas with multi-story mixed-use buildings.
Policy LU9.1	Active Downtown. Develop 6 th Street between Harbor Boulevard and Pacific Avenue into a pedestrian-only street, with sidewalk dining, pedestrian oriented commercial uses, improved streetscape and landscape amenities, public art spaces and water features.
Policy LU9.2	Waterfront Connections. Strengthen the connection between downtown and the waterfront by providing for extension of the Red Car line through downtown and coordinating with the Port's Waterfront project
Policy LU9.3	Maintain Parking Options. Maintain public parking lots so that pedestrians can easily access restaurants and other entertainment uses.
Policy LU10.1	Downtown and Waterfront connection. Continue to coordinate with the Port of Los Angeles, CRA/LA and Public Works to implement design improvements that provide physical design connections between the Waterfront and downtown San Pedro. These should include but not be limited to street trees, landscaping, lighting, paving, wayfinding signage and gateway signage.
Policy LU10.2	Harbor Boulevard "Gateway." The Harbor Boulevard surface parking lot (currently owned by Caltrans) presents an opportunity to redevelop the site with a gateway building and use. New development at this site should exhibit high quality architecture, integrate public parking, and public plaza if feasible, and also mark the entrance to Downtown San Pedro in a significant manner. The development should have prominent pedestrian oriented design at the ground floor and if a mid to high rise structure, be developed as a slim tower to both mark the entrance to San Pedro and retain public views of the waterfront consistent with the Downtown San Pedro CDO guidelines
Policy LU11.2	Urban vitality. Promote housing and employment uses in San Pedro's existing Regional Center as a means of enhancing retail viability, establishing pedestrian-oriented shopping districts, creating more attractive buildings and public spaces, supporting transit viability, and reducing vehicle trips.
Policy LU11.5	Regional Center emphasis. Generally direct higher-intensity land uses and taller buildings to major intersections along arterial roads to facilitate access, enhance transit service, and promote physical differentiation between the Downtown Regional Center and adjacent Community Commercial Center along Pacific Avenue and Gaffey Street.

Table 4.13-6 Proposed San Pedro Community Plan Policies	
No.	Policy
Policy LU11.7	Develop a multi-modal center. Develop a multi-modal transportation center (Multi-modal transportation considers various modes such as walking, cycling, automobile, public transit, etc.) in or near Downtown.
Policy LU13.3	Green the Port. Support efforts to “Green the Ports,” including measures that improve air and water quality, reduce vehicle emissions, and enhance coastal resources.
Policy LU13.4	Reduce impacts. Utilize Port of Los Angeles resources to reduce local impacts where appropriate
Policy LU14.5	Encourage sustainable industry. Incentivize development opportunities for businesses that are oriented towards green or clean technologies, and employ green building practices and processes.
Policy LU15.4	Adequate parking. Require adequate customer and employee parking be provided for all types of industrial and manufacturing facilities, and that truck traffic and parking be restricted from residential areas.
Policy LU16.2	Encourage green industries. Plan for and facilitate the location of industries and businesses that develop or utilize clean and green technologies and capitalize on Los Angeles’ competitive advantages; incentives should be available for such uses.
Policy LU16.7	Enhance design. Improve the aesthetic quality of North Gaffey Street, including sidewalks, trees, lighting, and signage; eliminate blight and detrimental visual impacts on residential areas, and establish a stable environment for quality industrial development.
Policy LU19.6	Develop trails. Require all trails, paths and bikeways to be indicated by appropriate signs.
Policy LU19.7	Utilize Parking Resources. Maintain public parking areas serving recreational facilities along the coast to avoid spill-over parking into residential areas.

4.13.3 Project Impacts and Mitigation

■ Analytic Method

Capacity and Level of Service Analysis Methodology

Development proposals that involve large areas that are not expected to be fully implemented until 2030 or beyond (such as Community Plans) are not analyzed effectively by detailed intersection volume/capacity analyses. In cases such as these, roadway segment level of service analyses are sufficient as a means to determine service capacity and projected deficiencies of the roadway network in the community.

Level of service (LOS) is a qualitative measure used to describe the conditions of traffic, ranging from excellent conditions at LOS A to overloaded conditions at LOS F. LOS definitions for street segments are summarized in Table 4.13-7 (Level of Service Interpretation). The City of Los Angeles Department of Transportation (LADOT) has established LOS D as a minimum satisfactory level of service. As seen in Table 4.13-7, LOS is related to the ratio of traffic demand V/C for a street segment.

Table 4.13-7 Level of Service Interpretation		
<i>Level of Service</i>	<i>Definition</i>	<i>Intersection Capacity Utilization (ICU) Value</i>
A	Excellent operation. All approaches to the intersection appear quite open, turning movements are easily made, and nearly all drivers have freedom of operation.	0.00–0.60
B	Very good operation. Many drivers begin to feel somewhat restricted within platoons of vehicles. This represents stable flow. An approach to an intersection may occasionally be fully utilized and traffic queues start to form.	0.61–0.70
C	Good operation. Occasionally drivers may have to wait more than 60 seconds, and back-ups may develop behind turning vehicles. Most drivers feel somewhat restricted.	0.71–0.80
D	Fair Operation. Cars are sometimes required to wait more than 60 seconds during short peaks. There are no long standing traffic queues. <u>This level is typically associated with design practice for peak periods.</u>	0.81–0.90
E	Poor operation. Some long-standing vehicular queues develop on critical approaches to intersections. Delays may be up to several minutes.	0.91–1.00
F	Forced flow. Represents jammed conditions. Backups from locations downstream or in the cross street may restrict or prevent movement of vehicles out of the intersection approach lanes; therefore, volumes carried are not predictable. Potential for stop and go type traffic flow.	Over 1.00

SOURCE: Transportation Research Board, *Highway Capacity Manual*, Special Report 209 (Washington, D.C., 2000).

Existing Operating Conditions—Methodology

In order to understand the operating conditions of traffic, it is important to understand the concept of level of service and the methodology used to determine the LOS. Level of service is a qualitative measure describing traffic flow conditions. The ranges vary from LOS A at free flow conditions to LOS F at extremely congested conditions. The methodology used to determine the link LOS involves the calculation of the volume to capacity (V/C) ratio on each of the links.

Assumed capacities on roadway links were developed in conjunction with LADOT. The capacities reflect the maximum number of vehicles per hour that can be reasonably carried on the roadway under prevailing traffic conditions. The assumed roadway capacities for each type of facility used are described in Table 4.13-8 (Roadway Capacities by Facility Type):

Table 4.13-8 Roadway Capacities by Facility Type	
<i>Facility Type</i>	<i>Hourly Capacity (veh./lane/hour)</i>
Freeway mainline	2,000
Freeway ramp	600
Freeway connector	1,600
Two-way major arterial	800
Two-way secondary arterial	700
Collector and local streets	600

SOURCE: Los Angeles Department of Transportation (2009).

Model Refinement

The Southern California Association of Governments (SCAG) travel demand model was used for the traffic analysis. The SCAG model was focused and refined in order to provide a tool to analyze future impacts due to growth and changes in land uses in the San Pedro CPA. Socioeconomic (SED) data from SCAG such as housing, population, and jobs was identified for the CPA. This data is placed in the model through the use of traffic analysis zones (TAZ) which represent geographical areas. The TAZs and roadway network in the SCAG model are large and less refined, so for the CPA, it required the disaggregation of TAZs, addition of collector roads to the street network and updates of the SCAG socioeconomic data (SED). The following is a short discussion of the refinement work conducted for the San Pedro CPA.

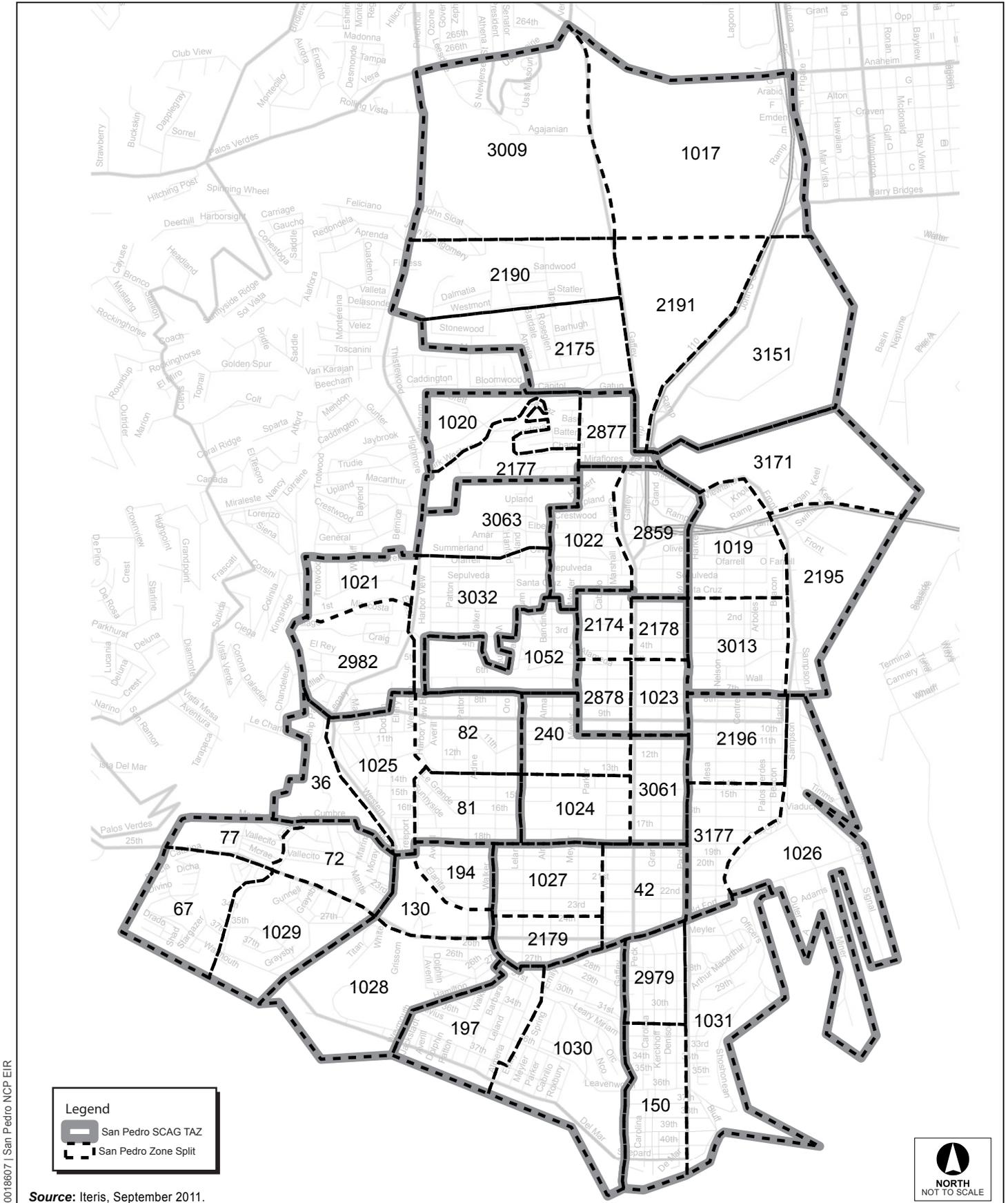
The number of TAZs was increased from 15 zones to 49 zones in the San Pedro CPA. The new zone boundaries were determined based on current and future land use/development boundaries. Figure 4.13-4 (Traffic Analysis Zones in the San Pedro Community Plan Area) shows the new refined zone system in the San Pedro CPA.

Information regarding the street system in and around the San Pedro CPA needed to be further detailed to conduct a community plan level of analysis. The SCAG model contained roadways only down to the secondary arterial level. The goal of the network refinement task was to add all roadways in the model that were determined to be significant for the study, including all major and secondary roadways. Most collector streets were also added to the model's network, although some discontinuous or dead-end roadways could not be modeled.

Selected Highway Segments for Analysis

A majority of the streets in San Pedro are designated as collectors and local streets. This is true even of non-continuous streets and streets that provide only local access. In reality, many of the local access and non-contiguous streets function and operate as local streets. Such roadways seldom experience significant traffic impacts due to congestion but they are often used as cut-through routes by drivers seeking to avoid congestion on nearby major or secondary highways.

One of the purposes of the San Pedro TIMP is to identify transportation facilities that may need improvements in order to facilitate regional and inter-community connections. The San Pedro TIMP examined collector-level and higher facilities within the City's jurisdiction. The reason for evaluating these facilities is that, typically, streets designated as Collectors, Secondary and Major Class II Highways play a significant role in the movement of traffic. The analysis of the Link Levels of Service (LOS) follows this recommendation. Within the San Pedro CPA, nearly all roadways designated collector-level and higher are analyzed for impact significance.



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Source: Iteris, September 2011.

Figure 4.13-4
Traffic Analysis Zones in the San Pedro Community Plan Area

Existing (2005) Traffic Conditions

Table 4.13-9 (Existing [2005] Conditions Arterial Summary) summarizes the Existing Traffic Conditions and includes the vehicle miles traveled (VMT), vehicle hours traveled (VHT), and average speed on the streets within the San Pedro CPA. VMT is a measure of how much and how far people are driving. The higher the VMT, the more auto travel there is, with related increases in emissions. VHT is a measure of how much time is spent traveling. Increasing VHT indicates more time spent in slower-moving, congested streets. Segments operating at LOS E or F (with a V/C of 0.91 or worse) are roadways that are tracked for San Pedro’s significant growth impacts. A total of thirty-two links, or 5 percent, of San Pedro roadways operate at an LOS E or F in the Existing Traffic Conditions. The volume-weighted V/C ratio is 0.605 for the Existing Traffic Conditions. This indicates that on average, the streets in the San Pedro CPA utilize approximately 60.5 percent of roadway capacity in the PM peak hour. VMT and VHT are highest in the PM peak period when commercial and retail trips overlap with commute trips.

Table 4.13-9 Existing (2005) Conditions Arterial Summary	
<i>Existing Traffic Conditions</i>	
VMT	56,792
VHT	1,895
Avg Speed (mph)	30
Weighted Avg V/C	0.605
Links at LOS E or F	32
SOURCE: Iteris, <i>San Pedro New Community Plan Transportation Improvement Mitigation Program (TIMP)</i> (2011).	

Congestion Management Program Methodology

The Congestion Management Program (CMP) for Los Angeles County, first developed by the Metropolitan Transportation Authority in 1992, is a state-mandated program enacted by the state legislature with the passage of Assembly Bill 471 (1989), as amended by Assembly Bills 1791 (1990), 1435 (1992), and 3090 (June 1990). It has been developed to meet the requirements of Section 65089 of the California Government Code and is intended to address regional congestion by linking transportation, land use and air quality decisions.

The CMP is a key link in countywide, multi-modal planning and program implementation. The CMP includes a deficiency plan which is designed to implement strategies that either fully mitigate congestion or alternatively, provide measurable improvement to congestion and air quality. With the inclusion of the deficiency plan, the CMP strengthens partnership among local jurisdictions, Metro, and other regional agencies.

The CMP’s Transportation Impact Analysis (TIA) prepared for this project compares future growth in vehicle trips associated with land use changes and future development under 2030 Proposed Land Use Plan Conditions with 2030 Current Land Use Plan Conditions. The refined model developed for the San

Pedro Community Plan TIMP was used to forecast traffic conditions expected to occur in Year 2030 under the two conditions.

Only weekday PM peak period forecast were considered to analyze the impacts of the proposed plan. Based on the SCAG trip-generation survey, “Home-Work” trips (as a percentage of daily traffic by all trip types) generated about the same percentage for both AM and PM peak periods, whereas the percentages of “Other-Work” and “Non-Work” trips were substantially higher in the PM peak period than the AM peak period. Therefore, it can be assumed that the weekday PM peak period traffic volumes would be higher than AM peak period traffic and hence, will provide the worst-case scenario analyses.

As presented in the 2010 CMP for Los Angeles County, CMP TIA guideline, particularly intersection analyses are well suited towards analysis of projects where land use types and design details are known. Where land uses are not defined (such as with projects that are limited to zone designations and parcel size with no information on access locations), the level of detail in TIA should be adjusted accordingly. This applies directly to redevelopment plans, citywide general plans and in this case, community level plans. In such cases, where project definition is insufficient for meaningful intersection level of service, CMP arterial segment analysis is conducted instead of intersection level.

CMP analysis is typically conducted on all CMP identified highway facilities. This includes CMP roadway segments where the proposed plan will add 50 or more peak hour trips (total of both directions) and mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours.

In this study, the CMP analysis is refined as allowed under Section D.3 of the 2010 CMP for Los Angeles County to be more suited to the goals of the TIMP for the San Pedro CPA. Because mitigation of freeway impact is beyond the scope of the San Pedro Community Plan TIMP, freeway segment analysis is not conducted under this study. Freeway segment analysis may be conducted as a separate analysis outside of the San Pedro Community Plan TIMP and Community Plan Program effort. The refined travel demand model can readily provide this level of information.

■ Thresholds of Significance

In order to determine transportation impacts, the following criteria have been developed by LADOT for use in all Community Plan projects. These criteria are specified in LADOT’s *Traffic Study Policies and Procedures (TSPP)* for the City of Los Angeles, and are used to determine if there is a significant transportation impact associated with the proposed land use plan that should be mitigated by the proposed TIMP.

The roadway system within the CPA is considered to be significantly impacted if one or both of the following conditions exist:

- The “volume-weighted” average V/C ratio under the 2030 Proposed Plan (including implementation of the TIMP) conditions for the analyzed roadway segments substantially exceeds that of 2005 Existing Conditions
- The percentage of links projected to operate at unsatisfactory levels of service (LOS E or F) under the Proposed Plan conditions substantially exceeds the percentage for 2005 Existing Conditions

The volume weighted V/C ratio is used in order to obtain aggregate statistics regarding the transportation conditions, allowing a comparison of different scenarios and alternatives. The volume-weighted average V/C ratio is calculated by taking the volume of each link and multiplying it by its corresponding V/C ratio. This is divided by the sum of the total volumes, and essentially represents the average V/C ratio for the entire network in San Pedro.

In addition to these thresholds, the following thresholds from the 2012 CEQA Guidelines Appendix G are used. The project would have a significant impact if it would:

- Conflict with an applicable congestion management program, including but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways
- Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks
- Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)
- Result in inadequate emergency access

■ Effects Not Found to Be Significant

As described in Section 4.0 (Introduction to the Analysis), one of thresholds of significance addresses areas in which the proposed plan would have no effect whatsoever on the identified resource as established by the threshold of significance. These are discussed in the subsection of each section entitled “Effects Not Found to Be Significant.” Based on the above thresholds from the 2012 CEQA Guidelines Appendix G, the following effects are not found to be significant.

The nearest airport to the San Pedro CPA is the Torrance Municipal Airport, also known as Zamperini Field, located 5 miles northwest of the CPA at 3301 Airport Drive in the City of Torrance. In addition, there are a number of commercial helicopter operations based in the greater San Pedro area. Sightseeing helicopter tours fly out of Ports O’ Call Village and San Pedro’s Catalina Air-Sea Terminal provides scheduled helicopter access to Catalina Island. The CPA is not in the flight paths or land use plan area for the Torrance Municipal Airport, and implementation of the proposed plan would not result in a change in air traffic patterns.

The majority of land use changes proposed by the San Pedro CPA and implementing ordinances consist of General Plan Amendments to create consistency with GPF Land Use designations, create consistency between existing land uses on parcels or with existing surrounding uses, restrict incompatible uses, and correct minor errors. The proposed plan would not change overall land use patterns within the CPA as identified in the 1999 San Pedro Community Plan, but do propose some land use changes as described in Chapter 3 (Project Description). Helicopter operations out of Ports O’ Call Village, Catalina Air-Sea Terminal, and Queen Mary berth are located adjacent to the eastern boundary of San Pedro. Implementation of the Community Plan and implementing ordinances would not obstruct or otherwise interfere with existing helicopter operations, as all targeted development would occur to the west and south of these operations. Nothing in the Community Plan and implementing ordinances would result in a change in air traffic patterns. Safety risks, if any, posed by helicopter operations are addressed in Section 4.7 (Safety/Risk of Upset). Therefore, there is ***no impact with respect to air traffic patterns.***

The San Pedro Community Plan and implementing ordinances do not propose specific development projects. Therefore, it is unknown whether future projects implemented under the San Pedro Community Plan would contain sharp curves, dangerous intersections, or incompatible uses that could present safety hazards. None of the design guidelines included in the San Pedro Community Plan would promote such design features. As each development project undergoes environmental review, an assessment will be required to determine if the project contains such features, which would require design changes or mitigation consistent with City of Los Angeles and LADOT requirements. On a program level, there is ***no impact with respect to safety hazards resulting from design features.***

The San Pedro Community Plan would create new housing options, mostly downtown and in areas identified for mixed use, in accordance with Framework guiding policy to focus growth in higher-intensity commercial centers close to transportation and services. The San Pedro Community Plan seeks to direct growth away from existing residential neighborhoods towards transit-oriented districts and corridors in commercial centers. The proposed plan would facilitate consistency with regional plans and policies, as well as Framework policies, by reducing vehicle miles traveled and promoting the use of transit and alternative modes of transportation. Therefore, there is ***no impact with respect to emergency access.***

■ Less-Than-Significant Impacts

There are no less-than-significant impacts of implementation of the proposed plan with respect to transportation and traffic.

■ Significant and Unavoidable Impacts

Impact 4.13-1 **The volume-weighted average V/C ratio under the proposed plan would substantially exceed that of existing traffic conditions, and the number of roadway segments projected to operate at unsatisfactory levels of service would substantially exceed that of existing traffic conditions. Implementation of mitigation measures MM4.13-1 and MM4.12-4 would reduce this impact, but not to a less-than-significant level. The impact is *significant and unavoidable.***

Impact 4.13-2 **Implementation of the proposed plan could result in inadequate emergency access during construction unless mitigated. Implementation of mitigation measures MM4.13-1 and MM4.12-4 would reduce this impact, but not to less than significant. Therefore, this impact is *significant and unavoidable.***

The City requires that all development plans are submitted to the City for review and approval to ensure that all new development has adequate emergency access, including turning radius in compliance with existing City regulations. Construction and operation activities within the CPA with respect to emergency response or evacuation plans due to temporary construction barricades or other obstructions that could impede emergency access would be subject to the City's permitting process, which coordinates with the Police and Fire Departments to ensure that emergency access is maintained at all times. Plan policies and guidelines, existing rules and regulations, and implementation of mitigation measures MM4.13-1 and

MM4.12-4 would help ensure that emergency access is maintained at all times, and would reduce this impact, but not to less than significant. Therefore this impact would be considered *significant and unavoidable*. The program-level environmental clearance for the proposed Community Plan does not eliminate future environmental review for any discretionary specific project level development. Future development requiring discretionary action will be evaluated under project-level environmental clearance.

Impact 4.13-3 Implementation of the proposed plan could conflict with an applicable congestion management program, including, but not limited to, level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways. Implementation of mitigation measures MM4.13-1 would help reduce this impact, but not to less than significant. Therefore, this impact is significant and unavoidable.

The CMP Highway System (HS) includes specific roadways, which include State Highways and CMP arterial monitoring locations/intersections. According to the 2010 CMP for Los Angeles County there are two CMP arterial roadway intersections within the San Pedro CPA:

- Western Avenue at 9th Street
- Gaffey Street at 9th Street

The 2010 Congestion Management Program for Los Angeles County, Appendix D (Guidelines for CMP Transportation Impact Analysis), states that “volume-to-capacity ratios must be calculated for each segment and LOS values assigned using the V/C-LOS equivalency” for traffic impact analysis involving arterial segment analysis. A capacity of 700 to 800 vehicles per hour per through traffic lane is used, as allowed in the guidelines, to approximate current congestion levels at localized conditions.

The criterion for determining a significant impact is described by the following definition:

For purposes of the CMP, a significant impact occurs when the proposed project increases traffic demand on a CMP facility by 2% of capacity ($V/C \geq 0.02$), 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 ($V/C \geq 0.02$).

As shown in Table 4.13-10 (Change in V/C Ratio at CMP Monitoring Locations—Year 2030 No Project vs. Year 2030 With Project), the V/C on the CMP roadway segments would essentially stay the same and in some cases improve. This is due to a reduction in trips generated within the San Pedro CPA due to the proposed land use changes.

Table 4.13-10 Change in V/C Ratio at CMP Monitoring Locations—Year 2030 No Project vs. Year 2030 With Project

Street Name	From	Current Land Use Plan		Proposed Land Use Plan with TIMP		Change in V/C	
		N/E	S/W	N/E	S/W	S/W	N/E
Western Ave	South of 9 th St	0.715	1.145	0.722	1.149	0.007	0.004
Western Ave	North of 9 th St	0.610	0.963	0.629	0.974	0.019	0.011
Gaffey St	South of 9 th St	0.217	0.532	0.218	0.530	0.001	-0.002
Gaffey St	North of 9 th St	0.257	0.613	0.251	0.588	-0.006	-0.025

SOURCE: Iteris, *San Pedro New Community Plan Transportation Improvement Mitigation Program (TIMP)* (2011).

As shown, neither CMP intersection shows V/C values that exceed the allowable CMP threshold of 1.00. Therefore, the proposed plan would not result in CMP impacts.

Mitigation measure MM4.13-1 would help to reduce this impact, but not to less significant. Therefore this impact would be considered *significant and unavoidable*. The program level environmental clearance for the proposed Community Plan does not eliminate future environmental review for any discretionary specific project level development. Future development requiring discretionary action will be evaluated under project-level environmental clearance.

Proposed San Pedro Community Plan (With TIMP)

The majority of land use changes proposed by the San Pedro CPA and implementing ordinances consist of General Plan Amendments to create consistency with GPF Land Use designations, create consistency between existing land uses on parcels or with existing surrounding uses, restrict incompatible uses, and correct minor errors. The proposed plan would not change overall land use patterns within the CPA as identified in the 1999 San Pedro Community Plan. The proposed plan would increase allowable heights in certain districts of the City, notably in the Downtown, and portions of the Gaffey and Pacific Avenue commercial corridors, and restrict heights in certain areas where there are currently no height limits, such as those properties along Mesa Street from 5th to 9th Streets.

Proposed Network Changes

Under the proposed plan, the following changes were analyzed:

- Reclassification of 9th Street from Miraleste Drive to Western Avenue from a Major Highway Class II to a Modified Major Highway Class II.
- Reclassification of 9th Street from Western Avenue to Pacific Avenue from a Major Highway Class II to a Modified Secondary Arterial with two lanes.
- Reclassification of Pacific Avenue from O'Farrell Street to Shepard Street from a Secondary Arterial to a Modified Secondary Arterial with four lanes.
- Conversion of 5th Street from Harbor Boulevard to Pacific Avenue from an existing two lane Secondary Arterial into a one lane one-way westbound Secondary Arterial with angled parking.
- Conversion of 7th Street from Harbor Boulevard to Pacific Avenue from an existing two lane Secondary Arterial into a one lane one-way eastbound Secondary Arterial with angled parking.
- Closure of 6th Street, a local roadway, from Harbor Boulevard to Pacific Avenue.
- Reclassification of Gaffey Street from 9th Street to 25th Street from a Major Highway Class II to a Modified Major Highway Class II. Four lanes will be maintained during peak commute hours (7:00–9:00 AM and 4:00–6:00 PM).
- Reclassification of Gaffey Street from 25th Street to Shepard Street from a Major Highway Class II to a Secondary Arterial.
- Implementation of Bicycle Lanes, Routes and Bicycle-Friendly streets including:
 - > Addition of a Class II bike lane on Western Avenue from Capitol Drive to Paseo del Mar.
 - > Addition of a Class II bike lane on 25th Street from the Rancho Palos Verdes border to Gaffey Street.
 - > Addition of a Class II bike route on Gaffey Street from Channel Street to Summerland Avenue.

Customized Street Standards

The development of the San Pedro proposed Community Plan TIMP included a review of the street standards in San Pedro. City standard street dimensions for Major Highways (104-foot ROW, 80-foot roadway), Secondary Highways (90-foot ROW, 70-foot roadway), and Collector Streets (64-foot ROW, 44-foot roadway) treat all streets so designated in a similar fashion in terms of dedication and widening requirements when developments occur in the City. In San Pedro, there are a number of reasons why the standard street dimensions cannot be achieved or may not be appropriate given the character of the streets and the land uses along them. For example, along Pacific Avenue, portions of this roadway will not likely ever be widened due to the historic character of buildings located along the length of Pacific Avenue, particularly between 3rd and 22nd Streets. Significant rebuilding of existing commercial corridors would have to occur to implement the roadway cross sections called for by the current standard street dimensions.

A review was made of streets where roadway standards could be modified in order to help meet pedestrian friendly, bicycle, or historic goals. The need for adequate sidewalk width and parkways to buffer pedestrians from moving cars was considered, as well as the number and location of historic buildings that would preclude street widening. Modified streets have been designated for potentially selected segments in San Pedro, as shown in Figure 4.13-5 (Proposed Street Designations). Some of the streets are designated “Modified Major Highway” and “Modified Secondary Highway” meaning that they are still planned to function as Major Highways or Secondary Highways, but they would have a non-standard cross section and reduced width compared to the City standard (refer to Figure 4.13-6 [Standard and Modified Street Standards] for example cross sections). The standards do not necessarily change the number of travel lanes from what currently exists, they may change the number of lanes that would normally be required at build-out on some streets, but typically dedicate some of the right of way to parking, wider sidewalks, or bicycle use.

Transportation Improvement and Mitigation Program (TIMP)

The proposed plan includes a TIMP (Appendix G of this Draft EIR). It includes the following elements:

- Transportation System Management (TSM) Strategies
- Transit Improvements
- Non-Motorized Transportation
- Transportation Demand Management (TDM) Strategies
- Capital Improvements
- Neighborhood Traffic Management Plans
- Parking Policies

Programs and policies for each element are included in the TIMP. The major emphasis of the TIMP is to encourage alternative modes of transportation—transit use, bicycling, walking, or ridesharing, to reduce vehicle trips generated in San Pedro. Since San Pedro is a built-out, urban area, there is little emphasis on additional roadway improvements. The TIMP includes strategies that encourage alternative modes of travel, such as the creation of pedestrian friendly environments and providing bicycle improvements.

Future Year 2030 Without Project

The 2030 Future Year Without Project with Committed Roadway Network (Current Land Use Plan) is an analysis of what would occur if no changes were made to the current land use plan. Table 4.13-11 (Year 2030 Without Project Traffic Conditions—Arterial Summary) shows the Future Without Project arterial summary, which includes VMT, VHT and average speed. Roadway segments operating at LOS E or F (V/C of 0.91 or worse) were identified to ascertain the level of congestion expected in the future. A total of 6 percent (thirty-seven links) of San Pedro roadways are forecast to operate at an LOS E and F in the Future Without Project scenario.

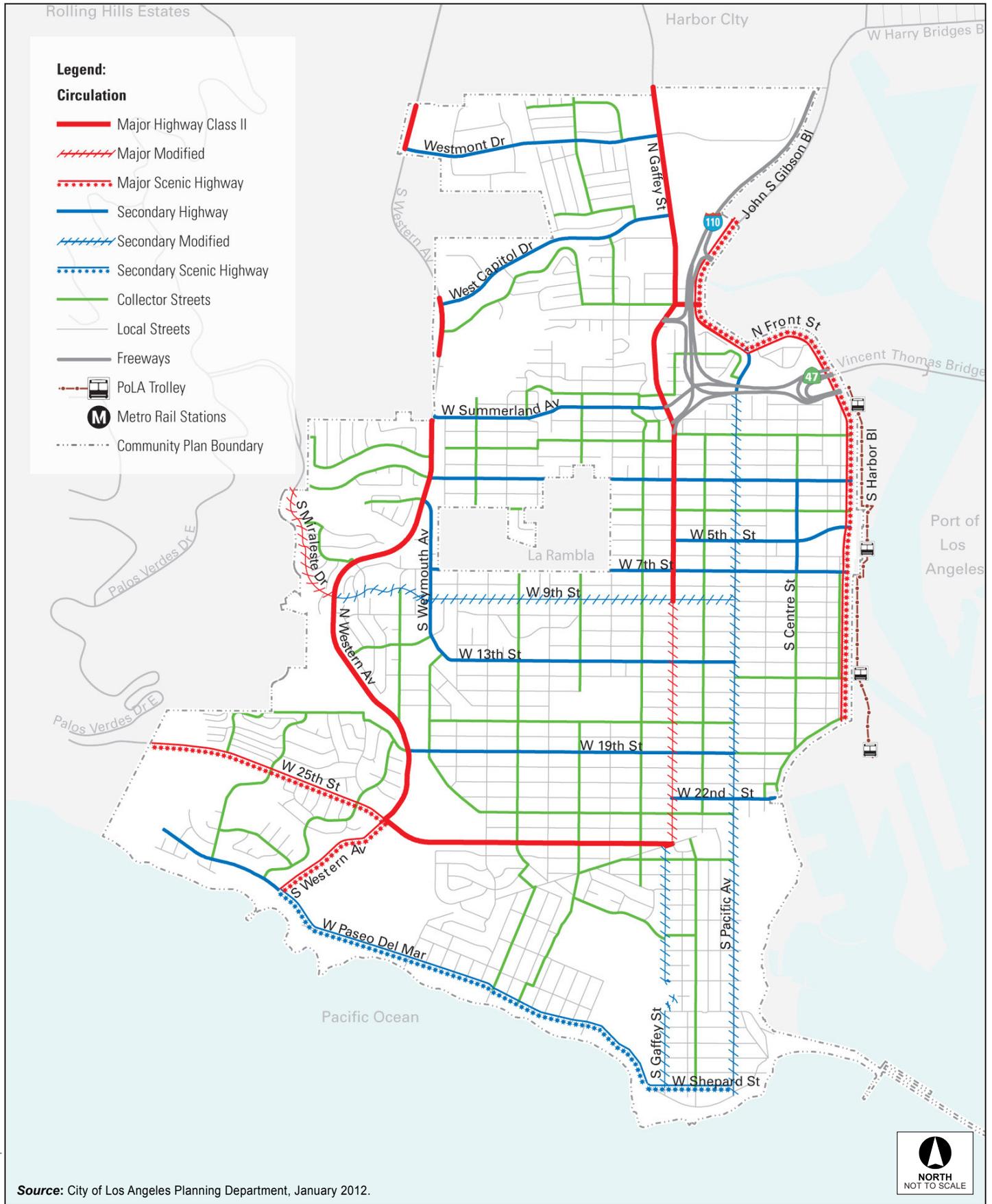
VMT	67,475
VHT	2,385
Avg Speed (mph)	28
Weighted Avg V/C	0.662
Links at LOS E or F	37
SOURCE: Iteris, <i>San Pedro New Community Plan Transportation Improvement Mitigation Program (TIMP)</i> (2011).	

The volume-weighted V/C ratio is 0.662 for the year 2030 Current Land Use Plan. This indicates that on average, the streets in the San Pedro CPA utilize approximately 66.2 percent of roadway capacity in the PM peak. Table A-2 (Existing Traffic Conditions) of the TIMP (Appendix G of this EIR) shows the Future Year 2030 Without Project level of service for each arterial segment in the San Pedro CPA.

Future Year 2030 With Project

The future Year 2030 With Project consists of the proposed land use plan, along with proposed network changes. The proposed land use plan concentrates development in the downtown area of San Pedro, as well as along the South Gaffey Street and Pacific Avenue commercial corridors and at a node of commercial uses north of Western Avenue and 25th Street. The number of jobs in the San Pedro Community Plan area is forecast to grow to 19,074 in 2030, an increase of 5,767 jobs, or 44 percent over the current 13,307 jobs in San Pedro. An effect of the proposed land use plan, however, is to create areas within San Pedro where the mix of housing and jobs are in proximity to one another, such as the Downtown area.

Evaluation of the Year 2030 With Project began with evaluation of the proposed plan on the committed roadway network system, and then a series of network alternatives were evaluated in order to develop the proposed roadway network and TIMP.



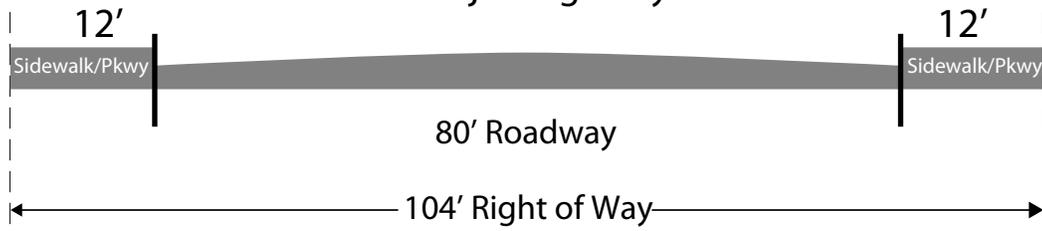
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Source: City of Los Angeles Planning Department, January 2012.

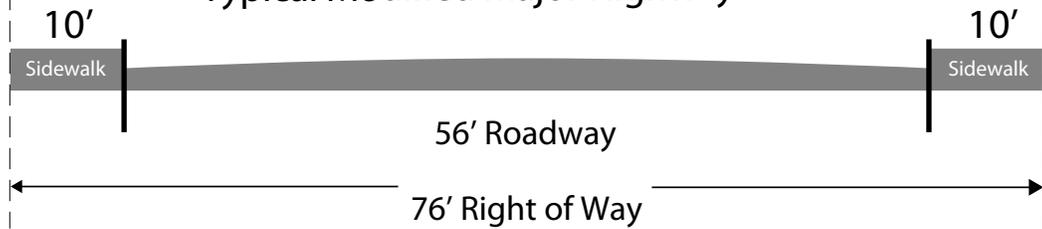
Figure 4.13-5
Proposed Street Designations

Major Highway- Class II Street Designation Standards

Standard Major Highway Class II

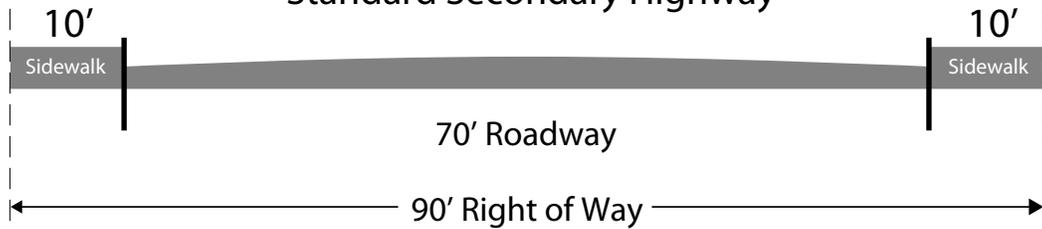


Typical Modified Major Highway Class II

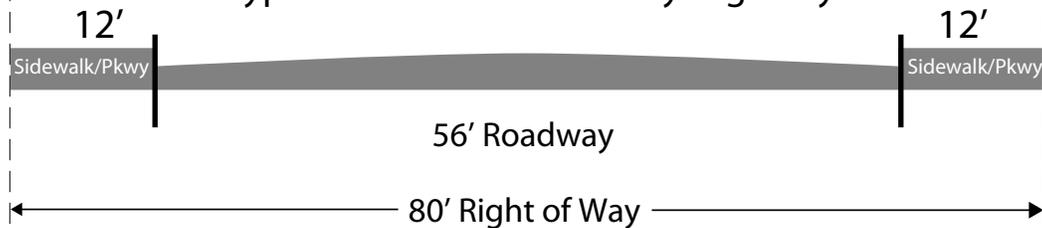


Secondary Highway Street Designation Standards

Standard Secondary Highway



Typical Modified Secondary Highway



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Source: City of Los Angeles, Planning Department, January, 2012.



Figure 3-13-6
Standard and Modified Street Standards

Table 4.13-12 (Year 2030 With Project Arterial Summary) shows the year 2030 arterial summary, which includes VMT, VHT, and average speed. Roadway segments operating at LOS E or F (V/C of 0.91 or worse) were identified to ascertain the level of congestion expected in the future. A total of 6 percent of San Pedro roadways are forecast to operate at an LOS E and F (39 Links). The volume-weighted V/C ratio is 0.669, which indicates that on average, the streets in the San Pedro CPA would utilize approximately 66.9 percent of roadway capacity in the PM peak hour. Table A-9 (Proposed Land Use Plan with TIMP) (Appendix G of this EIR) shows the level of service for each arterial segment in the San Pedro CPA.

VMT	67,189
VHT	2,382
Avg Speed (mph)	28
Weighted Avg V/C	0.669
Links at LOS E or F	39
SOURCE: Iteris, <i>San Pedro New Community Plan Transportation Improvement Mitigation Program (TIMP)</i> (2011).	

The Future with Project analysis shows higher VMT, VHT, V/C and number or links at E or F compared to Existing Traffic Conditions, while average speed is lower. A summary of the roadway link levels of service and aggregate statistics are shown in Table 4.13-13 (Summary).

Scenario	VMT	VHT	Avg. Speed	Weighted V/C	# E/F Links
Existing Traffic Conditions	56,792	1,895	30	0.605	32
Proposed Plan	67,189	2,382	28	0.669	39
SOURCE: Iteris, <i>San Pedro New Community Plan Transportation Improvement Mitigation Program (TIMP)</i> (2011).					

As shown in Table 4.13-13, the weighted average V/C is 0.605 under Existing Traffic Conditions and 0.669 in the proposed plan (San Pedro Community Plan with TIMP) conditions. Similarly, the number of roadway links projected to operate at LOS E or F totals thirty-two under Existing Traffic Conditions, and thirty-nine with implementation of the proposed plan. In summary, the proposed plan, compared to 2005 conditions, would result in a ***significant and unavoidable*** adverse transportation impact.

■ Mitigation Measures

The proposed plan includes policies and programs that would help reduce any potential traffic impacts. These policies are not mitigation measures, but rather further the mitigation strategies. As is the case with all General Plan documents, policies are not rigid requirements and are used to guide and inform future discretionary decision-making. In addition, the City of Los Angeles provides standard City mitigation measures that are applied on a project-by-project basis, where applicable. These standard City mitigation measures are part of the conditions of approval for projects that are subject to approval and permitting

by the City. In addition to these programs and policies, the following mitigation measure shall be implemented for the proposed plan:

MM4.13-1 Implement development review procedures to ensure that the applicable Mobility policies of the San Pedro Community Plan are applied and implemented by individual discretionary development projects when they are considered for approval in the plan area.

Level of Significance After Mitigation

The recommended mitigation measure would help to implement the policies identified in the Mobility section of the San Pedro Community Plan. There would still be a significant and unavoidable transportation impact as a result of the San Pedro Community Plan as compared to 2005 conditions. The number of roadway segments projected to operate at LOS E or F would increase, as would the weighted average V/C ratio.

4.13.4 Cumulative Impacts

A cumulative impact analysis is only provided for those thresholds that result in a less-than-significant or significant and unavoidable impact. The 2030 cumulative condition of the proposed plan relative to V/C ratio and roadway links is discussed in the project impacts, above.

This cumulative impact analysis considers development of the proposed plan, in conjunction with the other development in the City of Los Angeles and neighboring jurisdictions that are member cities of SCAG. By its nature, the CMP is a cumulative scenario that considers the impact of single projects in the context of cumulative traffic demand on CMP roadways. The Los Angeles County CMP requires analysis if a project would add 50 or more peak hour trips (total of both directions) and mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours. Neither the No Project condition nor the With Project condition exceeds the CMP level of service standards. The V/C on the CMP roadway segments would essentially stay the same and in some cases improve due to the reduction in trips generated within the San Pedro CPA with the proposed land use changes. However, as indicated in the discussion of impacts above, development anticipated under the Community Plan would be expected to contribute a portion of the cumulative traffic anticipated on local roadways in 2030, and would, therefore, make a cumulative contribution to traffic congestion at some intersections. In some instances, these impacts could be reduced to a level of less than significant through effective implementation of the mitigation measures identified above, but in some instances, these measures will not likely be feasible due to constraints. As a result, traffic congestion at impacted intersections would represent a *significant and unavoidable* cumulative impact associated with implementation of the San Pedro Community Plan.

4.13.5 References

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