

5.11 TRAFFIC AND TRANSPORTATION

This section assesses traffic and transportation impacts associated with the ESPR. The analysis addresses anticipated project-related traffic during construction, potential impacts on roadway and intersection levels of service, and necessary modifications to the existing transportation system. Potential impacts are based on a worst case scenario. A description of existing transportation facilities near and adjacent to the El Segundo Generating Station as well as an analysis of the proposed project's potential impacts on the existing transportation network is also included.

Additional transportation factors examined in this section include pedestrian and bicyclist impacts, safety, goods movement, rail, and waterborne transportation networks. Applicable laws, ordinances, and regulations are discussed, and standard CEC conditions are stipulated to. A prepared CEC data adequacy checklist is also provided.

5.11.1 Affected Environment

El Segundo Power II LLC (ESP II) will replace two existing boilers, Units 1 and 2, at the El Segundo Generation Station (ESGS) with two new gas turbines in combined-cycle configuration. ESGS is located at 301 Vista Del Mar in the City of El Segundo (Figure 3.2-1). Principal access to the plant site is provided by Vista Del Mar at the southern end of the facility. In addition, there is emergency ingress/egress through a Chevron gate located on the northern boundary of the ESGS site.

The proposed potable and reclaimed water supply lines (Route 1) will begin at the intersection of Eucalyptus Drive and El Segundo Boulevard. The pipeline will extend approximately 1.55 miles, routed west along El Segundo Boulevard, north on Richmond Street, west on Grand Avenue, and south on Vista del Mar. Immediately north of the power plant property, the new water pipelines will be routed under Vista del Mar at an overpass that is currently utilized by Chevron Refinery for routing pipe. The new sanitary waste line will begin on the plant site and be routed to the south property line, for approximately 200 feet to an existing manhole at the intersection of The Strand and 45th Street in the City of Manhattan Beach. The aqueous ammonia pipeline will begin at a tie-in point within the Chevron Refinery and will be routed for approximately 0.5 mile to the north perimeter fence of the power plant site via the Vista del Mar overpass.

The project traffic study area is bounded by the Pacific Ocean to the west, Los Angeles International Airport to the north, the I-405 freeway to the east, and Manhattan Beach Blvd. to the south. Land uses in the project vicinity are a mixture of industrial and open space, with some residential and commercial uses. The nearest port facilities are the Ports of Los Angeles and Long Beach, approximately 10 miles to the south. Commercial and passenger rail facilities are located about two miles east of the project site.

5.11.1.1 Freeways and Roadways

The surrounding regional roadway system, including freeway access points, is illustrated in Figure 5.11-1. Figure 5.11-2 identifies the existing and planned roadways within the project vicinity.

Freeways.

I-5 (San Diego Freeway). I-405, located about 4 miles east of the project site, is a north-south freeway providing regional access to the coastal communities on the west side of Los Angeles. I-405 has four lanes in each direction, not including the auxiliary lanes. A High Occupancy Vehicle (HOV) lane is currently provided between Century Boulevard and Vermont Avenue.

I-105 (Glenn M. Anderson Freeway). I-105, located about 2 miles north of the project site, is an east-west freeway extending from Sepulveda Boulevard on the west to the San Gabriel Freeway (I-605) on the east. I-105 provides for three mixed flow lanes and one HOV lane in each direction, for a total of six lanes. The Los Angeles County Metropolitan Transportation Authority (MTA) operates the Metro Green Line commuter rail service, located in the center median of the freeway. The Green Line's airport station is provided at Aviation Boulevard.

Roadways.

Aviation Boulevard. Aviation Boulevard is a major arterial, four-lane divided roadway, providing north-south access through the cities of El Segundo and Manhattan Beach.

El Segundo Boulevard. El Segundo Boulevard is an east-west secondary arterial from Vista Del Mar Boulevard on the west to Sepulveda Boulevard on the east. It is considered a major arterial east of Sepulveda Boulevard. El Segundo Boulevard is approximately 1 mile from the project site, and connects traffic from collector streets on the west side of El Segundo to the I-405 and the regional freeway system. The City of El Segundo General Plan identifies El Segundo Boulevard as an existing truck route that is recommended for future truck route use (City of El Segundo, 1992).

Grand Avenue. Grand Avenue is an east-west secondary arterial, four-lane undivided roadway from Vista Del Mar Boulevard on the west to Center Street. East of Center Street, Aviation Boulevard is a six-lane divided roadway.

Imperial Highway. Imperial Highway is an east-west secondary arterial, four-lane divided roadway from Main Street on the west to Sepulveda Boulevard. East of Sepulveda Boulevard, Imperial Highway is a six-lane divided roadway.

Imperial Avenue. Imperial Avenue is an east-west two-lane undivided collector street, from Main Street on the west to California Street on the east.

Rosecrans Avenue. Rosecrans Avenue is an east-west major arterial, five-lane divided roadway from the westerly boundary of Manhattan Beach to Sepulveda Boulevard. East of Sepulveda Boulevard, Rosecrans Avenue is a six-lane divided roadway. Rosecrans Avenue borders the southerly perimeter of the Chevron Refinery.

Sepulveda Boulevard. Sepulveda Boulevard is a north-south, eight-lane divided major arterial providing connections to I-405 north of LAX (via Howard Hughes Parkway) and to I-105 south of LAX. Sepulveda Boulevard provides access to communities north of LAX (such as Culver City and Westchester) as well as the South Bay communities. Sepulveda Boulevard is designated State Route 1 (SR-1) from Lincoln Boulevard on the north to Pacific Coast Highway on the south.

Vista Del Mar Boulevard. Vista Del Mar Boulevard is a north-south secondary arterial, four-lane undivided roadway, and is an existing and recommended truck route (City of El Segundo, 1992). Vista Del Mar Boulevard bounds the easterly perimeter of the project site.

5.11.1.2 Level of Service

This study employs Level of Service (LOS) analysis to evaluate intersection operations for current conditions and during construction. LOS is a measure of vehicle delay (i.e., the average amount of time a vehicle must wait before proceeding through an intersection). LOS is identified by a letter designation from A to F, with A as the optimum operating LOS and F designating service as very poor. LOS E and LOS F represent Caltrans' and City of El Segundo's significance criteria.

Based on the proposed locations of the construction worker parking lot(s) and the laydown areas, the following intersections were chosen for analysis:

- Vista Del Mar/Grand Avenue
- Sepulveda Boulevard/ El Segundo Boulevard
- Vista Del Mar/Imperial Highway
- Pershing Drive/Imperial Highway
- Vista Del Mar/45th Street
- Vista Del Mar/Rosecrans Avenue
- Sepulveda Boulevard/Rosecrans Avenue
- Aviation Boulevard/El Segundo Boulevard

- Aviation Boulevard/Rosecrans Avenue
- Sepulveda Boulevard/Imperial Highway.

Traffic data were supplied by Accutech and were taken in November, 2000. The intersection levels of service were calculated using the 1997 *Highway Capacity Manual* methodologies, and Synchro analysis software. This software program assigns a LOS designation based upon average vehicle delay.

The intersections were evaluated for the following scenarios:

- Existing operating conditions
- Existing plus construction traffic operating conditions.

The intersections were analyzed based on the traffic counts, intersection laneage, and existing signal phasing. Table 5.11-1 summarizes the current LOS (Accutech, 2000). Intersection operations were optimized with a cycle length range of 90 seconds to 120 seconds. Table 5.11-2 summarizes current available arterial LOS data (Meyer, Mohaddes Associates, Inc., 1998).

TABLE 5.11-1

SUMMARY OF EXISTING INTERSECTION LOS

Intersection	AM Peak Hour LOS	PM Peak Hour LOS
Vista Del Mar/Grand Avenue	C	B
Sepulveda Boulevard/ El Segundo Blvd.	E	F
Vista Del Mar/Imperial Highway	A	B
Pershing Drive/Imperial Highway	B	B
Vista Del Mar/45 th Street	G	B
Vista Del Mar/Rosecrans Avenue	F	E
Sepulveda Boulevard/Rosecrans Avenue	F	F
Aviation Boulevard/El Segundo Boulevard	D	C
Aviation Boulevard/Rosecrans Avenue	F	F
Sepulveda Boulevard/Imperial Highway	D	F

Source: Accutech, 2000.

TABLE 5.11-2
EXISTING ROADWAY INFORMATION AND LOS

Roadway Segment	Classification ¹	Existing Lanes	Existing Roadway Capacity	Existing ADT (1998) ²	LOS ³
Aviation Boulevard					
Imperial to El Segundo	Major Arterial	4-lanes divided	40,400	20,300	A
El Segundo to Utah	Major Arterial	4-lanes divided	40,400	27,200	B
Utah to Alaska	Major Arterial	4-lanes divided	40,400	28,300	B
Alaska to Hawaii	Major Arterial	4-lanes divided	40,400	19,600	A
Hawaii to Rosecrans	Major Arterial	4-lanes divided	40,400	33,000	D
El Segundo Boulevard					
Main to Center	Secondary Arterial	4-lanes undivided	31,000	12,800	A
Center to Sepulveda	Secondary Arterial	4-lanes undivided	31,000	19,400	B
Continental to Nash	Major Arterial	6-lanes divided	53,000	29,800	A
Nash to Douglas	Major Arterial	6-lanes divided	53,000	37,900	C
Douglas to Aviation	Major Arterial	8-lanes divided	70,000	38,700	A
Aviation to Isis	Major Arterial	8-lanes divided	70,000	41,400	A
Grand Avenue					
Vista Del Mar to Main	Secondary Arterial	4-lanes undivided	31,000	6,200	A
Main to Center	Secondary Arterial	4-lanes undivided	31,000	9,500	A
Center to Sepulveda	Secondary Arterial	4-lanes undivided	31,000	11,900	A
Sepulveda to Continental	Secondary Arterial	6-lanes divided	53,000	9,200	A
Continental to Nash	Secondary Arterial	6-lanes divided	53,000	5,800	A
Nash to Duley	Secondary Arterial	2-lane collector	14,000	NA	NA
Duley to Aviation	Secondary Arterial	None	NA	NA	NA
Imperial Highway					
Main to Center	Secondary Arterial	4-lanes divided	40,400	37,800	E
Center to Sepulveda	Secondary Arterial	4-lanes divided	40,400	45,500	F
Sepulveda to Nash	Secondary Arterial	6-lanes divided	53,000	30,000	A
Nash to Douglas	Secondary Arterial	6-lanes divided	53,000	28,800	A
Douglas to Aviation	Secondary Arterial	6-lanes divided	53,000	29,500	A
Imperial Avenue					
Main to Center	2-Lane Collector	2-lane undivided	14,000	2,800	A
Center to California	2-Lane Collector	2-lane undivided	14,000	4,000	A
Rosecrans Avenue					
West City Boundary to Sepulveda	Major Arterial	5-lanes divided (3 WB and 2 EB)	53,000	19,000	A
Sepulveda to Nash	Major Arterial	6-lanes divided	53,000	39,400	C
Nash to Douglas	Major Arterial	6-lanes divided	53,000	50,200	E
Douglas to Aviation	Major Arterial	6-lanes divided	53,000	53,600	F
Sepulveda Boulevard					
Imperial Hwy to Maple	Major Arterial	8-lanes divided	70,000	64,700	E
Maple to Mariposa	Major Arterial	8-lanes divided	70,000	65,000	E
Mariposa to Grand	Major Arterial	8-lanes divided	70,000	57,100	D

**TABLE 5.11-2
(CONTINUED)**

Roadway Segment	Classification ¹	Existing Lanes	Existing Roadway Capacity	Existing ADT (1998) ²	LOS ³
Grand to El Segundo	Major Arterial	8-lanes divided	70,000	54,500	C
El Segundo to Rosecrans	Major Arterial	8-lanes divided	53,000	57,500	F
Vista Del Mar					
Grand to South City Boundary	Secondary Arterial	4-lanes undivided	31,000	25,900	A

¹ Per Circulation Element of the El Segundo's 1992 General Plan.

² Counts collected in 1998, Meyer Mohaddes Associates, Inc.

³ Level of Service, determined on basis of V/C Ratio, describes operating conditions on the roadway. LOS "A" is generally free-flowing. LOS "E" represents capacity. LOS "C" and "D" are typical in urban conditions. LOS "F" represents severe congestion.

5.11.1.3 Other Transportation Facilities

Bus Routes. The existing bus routes, commuter and freight rail lines, airports, bike lanes, truck routes, and pedestrian walking streets are identified on Figures 5.11-3 and 5.11-4. Bus service in the El Segundo area is provided by the: Los Angeles County Metropolitan Transportation Authority (LACMTA); Torrance Transit System; Santa Monica Municipal Bus Line; Municipal Area Express; and Westchester Shuttle System. Access to the project site via public transit service is provided along Imperial Highway (Bus Routes 220 and 439) to Vista Del Mar, along Grand Avenue (Bus Routes 124, 125 and 439) to Highland Avenue, along Highland Avenue (Bus Routes 438, 125 and 439) connecting Grand Avenue and Rosecrans Avenue, and along Rosecrans Avenue (Bus Route 125) leading to Aviation Boulevard. Fixed bus routes are assigned along these routes and are operated by the Southern California Rapid Transit District (SCR TD) and a Dial-a-Ride service operated by the City of El Segundo. Bus route 438 along Vista Del Mar and Highland Avenue is a privately operated line.

Additional bus routes within the project study area include Routes 225, 226, 232, 1, 2, 3, and 8. None of these routes pass directly by the ESGS, but each contributes to the regional public access to the project vicinity.

Commercial Rail. The Burlington Northern-Santa Fe (BNSF) and Union Pacific Railroads operate active freight spur tracks in the project vicinity. The BNSF line joins the Union Pacific line approximately 1.5-mile from the project site. The westerly terminus of the Union Pacific line is approximately 0.5-mile northeast of the project site within the Chevron Refinery. The lines may be utilized for transporting construction materials during project construction.

Passenger Rail.

Amtrak. Amtrak's intercity passenger rail system serves Los Angeles Union Station, in downtown Los Angeles, with statewide and nationwide service. Commuter rail and rapid transit services other than Amtrak that operate within the region are the Metro Blue and Green Lines.

MTA Metro Green Line. The MTA's Metro Green Line is a light rail line, running east-west through Los Angeles County, serving the communities of Norwalk, Downey, Lynwood, Watts, Inglewood, Lennox, El Segundo, Manhattan Beach, and Redondo Beach. The Metro Green Line proceeds westerly near Studebaker Road in Norwalk and travels for about 17 miles along the median of the I-105 Freeway. The line splits from the freeway structure at the Aviation station. The Green Line continues south along an exclusive elevated right-of-way, ending its run at Marine Avenue in northeastern Redondo Beach.

The Green Line is 20 miles long, has a daily ridership average of 23,000 (as of July 2000), and has a maximum speed of 55 mph (to be increased to 65 mph in 2000). Cars currently run in single-car train length configuration but may be increased to two-car configuration by 2001.

The Green Line was originally planned to serve (LAX) airport. A "North Coast Extension" is planned for the Green Line, which would allow trains to travel north into the LAX area. Additionally, the airport is contemplating construction of a peplemover system to directly connect the terminals to the LAX Transit Center.

A Park and Ride facility, located approximately 2.5 miles east of the project site at El Segundo Boulevard and Nash Street, serves commuters utilizing the Metro Green Line.

MTA Metro Blue Line. The MTA's Metro Blue Line, a light rail transit system, runs from 7th Street in downtown Los Angeles, through the communities of Vernon, Huntington Park, South Gate, Watts, Compton, Carson, and Long Beach. At the Imperial/Wilmington station, passengers may transfer to the Metro Green Line, which continues toward Norwalk or El Segundo.

The Blue Line is 22 miles (21.5 miles surface/elevated, 0.5 subway) long, has a daily ridership average of 63,000 (as of July 2000), and has a maximum speed of 55 miles per hour (mph). Cars currently run in train lengths of two but may be increased to three-car operation by 2001. El Segundo transit riders are provided access to this line via Bus Routes 120, 124, and 125.

A 13.6-mile extension of the Blue Line, currently under construction, will extend from Union Station into Pasadena, serving the communities of Chinatown, Highland Park, and South Pasadena along the way. The line is currently planned to open in July, 2003.

Bicycle and Pedestrian Circulation. The following bicycle route definitions are recognized statewide per Caltrans standards. Table 5.11-3 summarizes bike routes in the area.

- *Bicycle Route* – A bicycle way designated within a public right-of-way. The purpose of the bike route is primarily that of transportation, allowing the bicyclist to travel from one point in the city to another. A “shared bicycle route” is a street identified as a bicycle facility by BIKE ROUTE signing only. No special markings on the pavement are provided. Per Caltrans standards, these routes are referred to as Class III.
- *Bicycle Lane* – A bicycle facility where a portion of the paved area is marked as a lane for use of bicycles. It is identified by BIKE LANE signing, pavement marking and lane line markings. Usually, special ordinances are necessary to legally define the exclusive use of bicycle traffic and to exclude mopeds and infringement by motor vehicles. Per Caltrans standards, these routes are referred to as Class II.

TABLE 5.11-3

AREA BIKE ROUTES

Adjacent to/on	Class
Imperial Highway (Vista Del Mar to Hillcrest)	I
Imperial Highway (Hillcrest to Sepulveda)	II or III
Imperial Highway (Sepulveda to I-405)	II
Vista Del Mar (along beach)	I
Grand Avenue (Vista Del Mar to Loma Vista)	I
Grand Avenue (Loma Vista to Douglas)	III
El Segundo Boulevard (Vista Del Mar to Loma Vista)	I
El Segundo Boulevard (Loma Vista to Aviation)	II or III
Rosecrans (Vista Del Mar to Sepulveda)	II or III
Rosecrans (Sepulveda to I-405)	III
Sepulveda (Rosecrans to Grand)	I or III
Sepulveda (Grand to Imperial Hwy)	III

Source: City of El Segundo General Plan, 1992.

- **Bicycle Path** – This facility is a special path for exclusive use of bicycles that is completely separated from the motor vehicle traffic by space or a physical barrier. Per Caltrans standards these routes are referred to as Class I.

Los Angeles International Airport. Los Angeles International Airport encompasses a total of almost 3,500 acres. Approximately 1,257 acres of the property is utilized for landing, takeoff, and ground maneuvering. The remaining acreage is used for the terminal complex, automobile parking facilities, airline maintenance facilities, fuel storage systems, industrial purposes, air cargo complex, and related facilities. The ESGS is located approximately 2.5 miles southwest of LAX, including the West Imperial Terminal and Imperial Cargo Complex which are located on Imperial Highway.

Circulation within and around LAX is by automobile, bus, and parking lot trams. For the general public, surface traffic circulation between major facilities is on public streets. Ground access to LAX is predominantly by means of motor vehicles via the I-105 and I-405 Freeways. The major access route from the I-405 freeway to the central terminal area is Century Boulevard, a major east/west thoroughfare. The 105 freeway provides access directly to the airport via Sepulveda Boulevard at Imperial Highway.

Alternative access routes are Imperial Highway and Lincoln Boulevard. The west end of the airport is served via City of Los Angeles streets, Vista Del Mar, and Pershing Drive. To the south, Vista Del Mar serves the Playa Del Rey, El Segundo, Manhattan, and Hermosa Beach communities.

Movement of Goods. The City of El Segundo has designated truck routes on streets where vehicles in excess of three tons may travel. Existing truck routes are provided with appropriate signage to guide truck traffic through the City. These routes are shown in Figure 5.11-2. Truck routes that provide access to and from the project site include Vista Del Mar and Imperial Highway.

The City's truck routes basically follow the arterial street system. Truck routes are concentrated primarily in commercial and industrial areas in the southwesterly and easterly portions of the City. Designated truck routes must be designed to support loads in excess of 6,000 pounds. The use of truck routes is also required for hazardous materials transport.

The City of El Segundo has no adopted weight and load limitations for roadways within the City (Devresh, 2000). Rather, the City defers to the standards and practices endorsed by the Department of Motor Vehicles and the California Department of Transportation (Caltrans). California Vehicle Code 35550 states that "a single axle load shall not exceed 20,000 pounds. The load on any one wheel, or wheels supporting one end of an axle is limited to 10,500 pounds. The front steering axle load is limited to 12,500 pounds." Furthermore, the CVC

35551 defines the maximum overall gross weight as 80,000 pounds, and adds that “the gross weight of each set of tandem axles shall not exceed 34,000 pounds.”

Road Features Affecting Public Safety. Construction of the proposed pipelines will require trenching in city streets. The proposed pipelines will be laid within the street rights-of-way in the Cities of El Segundo and Manhattan Beach, and the community of Playa del Rey (City of Los Angeles). The majority of roadway intersections in the project vicinity are controlled with traffic signals.

5.11.2 Environmental Consequences

5.11.2.1 Construction-Related Impacts

The potential construction traffic impacts of the project comprise impacts associated with construction worker and truck trip generation, as well as temporary partial closure of selected roadways affected by pipeline construction. Project demolition and construction activities will result in short-term increases in traffic associated with the movement of construction vehicles, equipment, and personnel on the transportation network serving the project area. Because of the large number of workers required for the construction, one or more worker parking areas will be designated. Workers will then be bussed to the project site. Potential locations identified for the worker parking lot(s) are:

- Fed Ex site – access to this site is good from any adjoining streets; the city of El Segundo may restrict left turns into or out of the site
- LAX Pershing site –use of this site may warrant installation of a temporary traffic signal
- County/State Beaches – public parking areas located along Vista Del Mar
- Marina del Rey Boat Launch public parking area – this site would be used for overflow worker parking if needed.

The Fed Ex and LAX Pershing sites can each accommodate the total number of worker vehicles anticipated. A combination of one or more beach sites would be utilized to accommodate worker parking.

The project will also employ one or more equipment laydown areas, as shown on Figure 3.2-1. Certain heavy equipment and materials will arrive via rail, staged at the Kramer site, and then be taken to the plant site by common carrier. Some items may be delivered to the staging areas by ship to the Port of Long Beach and then transferred to rail and/or trucks. Other materials will be delivered to the site by small delivery trucks. In order to minimize

impacts to local roadways and neighborhoods, heavy truck and construction traffic will be routed on I-105/Imperial Highway and Vista Del Mar to the project site.

Trip Generation. Peak hour traffic operations were evaluated within the weekday a.m. and p.m. peak periods (7:00 to 9:00 a.m. and 4:00 to 6:00 p.m.) for intersections in the vicinity of the construction worker parking lots and laydown areas. The peak hour analysis examined the worst-case scenario of the impact of 422 daily construction employees.

Analysis of the transportation impacts associated with demolition and construction requires estimating the additional number of vehicle trips produced by these activities. Most of the additional traffic produced during a.m. and p.m. peak hours will be from the construction workers arriving and leaving the designated parking lots. Construction vehicles/equipment will also add to existing traffic, but their volumes will be lower and be spread throughout the day (a maximum of 29 trucks between 6:00 a.m. and 6:00 p.m.). This worst-case analysis is based on the projected maximum number of construction workers.

The demolition/site preparation and construction of the major equipment foundations and pedestals will require a double-shift work schedule. After this point, by approximately the eleventh month, a peak of 422 workers are expected. They will work a regular weekday single-shift. To be conservative, it was assumed all workers would drive separate vehicles to the parking lots (422 trips in the a.m. and p.m. peak).

The parking lots would be located at one or more of the following sites. The analysis conservatively addresses the potential use of each of these sites:

- Fed Ex site
- LAX Pershing site
- County/State Beaches.

Workforce Trip Distribution. The distribution of the peak 422-person construction workforce was assumed as:

- 20% from north of the airport (84 employees)
- 25% from northeast of the airport (106 employees)
- 25% from the east (106 employees)
- 5% from El Segundo (20 employees)
- 25% from south of the project site (106 employees).

Based on a worst-case scenario, it is assumed that each of the 422 workers will drive a separate vehicle to a designated parking lot, making two trips per day (one round trip from

home to the site and back). Therefore, construction of the project could result in a total of approximately 844 vehicle trips per day on average for the peak one-month period.

Preferred Routes of Travel by Workers. The roads most likely traveled by construction workers for each parking lot scenario are listed in Table 5.11-4.

Impacts of Workforce Traffic on Roads. Using the travel pattern assumptions described above, increased traffic on local roadways as a result of the construction workforce commuting to and from the project site is expected to be minor. If all employees drove the same route, the percent change in average daily traffic (ADT) would vary from 7 percent (Grand Avenue) to 1 percent (Sepulveda Boulevard). These volumes do not result in a significant adverse impact because the project would not reduce the LOS below the current daily LOS. In addition, these increases would be short-term, occurring only during the peak construction period. However, to reduce the potential for local residents to perceive peak period traffic as significant, construction-related traffic increases will be mitigated to the extent feasible through the use of traffic mitigation.

TABLE 5.11-4

ROADWAYS TRAVELED PER PARKING LOT LOCATION

Fed Ex Site	LAX Pershing Site	County/State Beaches
Sepulveda Boulevard	Vista Del Mar	Vista Del Mar
Aviation Boulevard	Pershing Drive	Imperial Highway
Nash Street	Imperial Highway	Rosecrans Avenue
El Segundo Boulevard	Rosecrans Avenue	
Mariposa Avenue		
Grand Avenue		

Source: Circulation Element, City of El Segundo General Plan, 1992

Impacts of Workforce Traffic on Intersection LOS. As mentioned earlier, three parking lot location scenarios were analyzed. The scenario with the least impact to local traffic is the Fed Ex site since it is adjacent to I-105 and I-405, and is easily accessed from these interstates. Also, the Light Rail Green Line (public commuter rail transit) has a station at this site.

Using the expected traffic volume increases due to peak worker months, the a.m. and p.m. peak hour LOS was calculated for each scenario. Each LOS is summarized in Table 5.11-5. The analysis suggests that these trips would not cause the intersections to drop below their existing LOS. The existing LOS is shown in parentheses “()”.

TABLE 5.11-5

**SUMMARY OF EXISTING PLUS CONSTRUCTION TRAFFIC
INTERSECTION LOS
(Fed Ex/LAX/Beaches)**

Intersection	AM Peak Hour LOS	PM Peak Hour LOS
Vista Del Mar/Grande Avenue	C/C/C (C)	B/B/B (B)
Sepulveda Boulevard/ El Segundo Boulevard	F/F/F (E)	F/F/F (F)
Vista Del Mar/Imperial Highway	A/B/B (A)	B/B/B (B)
Pershing Drive/Imperial Highway	B/C/B (B)	B/B/B (B)
Vista Del Mar/45 th Street	C/C/C (C)	B/B/B (B)
Vista Del Mar/Rosecrans Avenue	F/F/F (F)	E/F/F (E)
Sepulveda Boulevard/Rosecrans Avenue	F/F/F (F)	F/F/F (F)
Aviation Boulevard/El Segundo Boulevard	D/D/D (D)	C/C/C (C)
Aviation Boulevard/Rosecrans Avenue	F/F/F (F)	F/F/F (F)
Sepulveda Boulevard/Imperial Highway	D/D/D (D)	F/F/F (F)

Source: Circulation Element, City of El Segundo General Plan 1992

As noted by the analysis, there would be no change in LOS for any listed intersection for any of the parking lot locations.

Construction Equipment and Material Deliveries

Truck deliveries will occur on weekdays between 6:00 a.m. and 6:00 p.m. During the period of double shift work, some deliveries may be required outside of this time period. Materials such as concrete, pipe, wire, reinforcing steel, small tools, and other relatively small items will be delivered by truck. Equipment will be delivered throughout the construction period.

At the peak (month 6) 29 deliveries per day are expected to the generating facility. The influx of construction vehicles and delivery trucks on the roadways is minimal compared to existing truck traffic and will represent a negligible increase in truck traffic along the proposed routes of travel. Therefore, the impact of construction-related truck traffic will not be significant. Due to the size and weight of these trucks, the increases will contribute to wear on the roads, subsequently increasing the need for regular roadway maintenance to meet safety standards.

Most of the heavy machinery and items will be transported by rail to the common shipping depot nearest the site, at the Chevron Refinery. These rail deliveries will be off-loaded and

transported to the site by common carrier. Some of these items may be delivered by ship and transported by rail or carrier. Heavy equipment will be delivered for only five months (months 5 through 9). At the peak (month 8) 19 deliveries per day are expected to the generating facility.

In some cases, vehicles used to transport heavy machinery, construction materials, and equipment will require transportation permits. This will occur if the vehicles are in excess of size thresholds set forth in the California Vehicle Code Section 35780; the Streets and Highways Code Sections 117 and 660-711; and 21 California Code of Regulations 1411.1 to 1411.6. Vehicles used during project construction that are over-size, over-weight, over-width, or over-length will require a transportation permit from Caltrans.

During construction, no more than several truck trips per month may be required to haul waste for disposal. Transportation of hazardous materials to and from the project site will be conducted in accordance with California Vehicle Code Section 31300 et. seq. Since the transport of hazardous wastes will be conducted in accordance with transportation regulations governing such transport, no significant impact is expected.

Pipeline Construction. Pipeline construction activities will require temporary lane closures along the following roadways: Eucalyptus Drive, El Segundo Boulevard, Richmond Street, Grand Avenue, Vista Del Mar, and 45th Street. Since at this time it is not certain whether the construction will occur near the shoulder or in the middle of the roadway, it is conservatively assumed that up to one full lane would be closed during pipeline construction activities along a given roadway.

Pipeline construction activities, and associated lane closures as needed, would be scheduled so that affected roadways operate at or above their designed capacity. See Section 5.11.4 for mitigation to prevent or reduce the impacts to the roadway segments during pipeline construction.

Bus service along the proposed pipeline routes has the potential to experience temporary delays during pipeline construction. However, impacts to bus service will be mitigated by notifying applicable transit providers in advance of construction.

Parking Facilities. No impacts are expected to existing parking lots or on-street parking due to the construction workforce, since workers will have a designated parking area.

Public Transportation. The construction traffic analysis conservatively assumes that all construction workers will drive a separate vehicle to a designated parking lot. It is possible that some workers may choose to use available bus service in the project vicinity. Existing

transit service capacity is more than sufficient to serve the few numbers of workers who might utilize such service. Thus, no negative impacts to public transportation are anticipated.

Pedestrian and Bicycle Circulation. Construction-related traffic is not expected to impact pedestrian or bicycle access. Potential short-term temporary disruption to the coastal bikeway along the westerly perimeter of the ESGS could occur briefly during some construction activities. This impact is addressed in Section 5.9, Land Use.

Goods Movement. Designated truck routes, including Vista Del Mar and Imperial Highway, will not experience significant change in usage during construction; therefore, no significant impacts to goods movement are expected.

Public Safety. The project is located in an industrial zone with a residential area adjacent to the south. The site is fenced, and will remain fenced, from adjacent land uses. The parking lot locations do not have neighboring commercial areas or residences. Temporary Traffic Control Plans will be required by the California Department of Transportation Traffic Manual to delineate workspaces for workers, equipment, and material. Construction-related traffic is not expected to cause safety impacts.

5.11.2.2 Operations-Related Impacts

Plant Site. Traffic impacts associated with power plant operation comprise incremental commute trips from new employees, and periodic truck deliveries/pickups. The proposed project would add an estimated two new full-time employees; therefore, worker commute trips would be insignificant. This constitutes less than one percent change in current traffic flows for passenger vehicles and trucks.

Consistent with existing operations, trucks will periodically deliver various cleaning chemicals, gasoline and diesel fuel, lubricants, aqueous ammonia (if the proposed pipeline is out of service), sulfuric acid, and other hazardous materials associated with plant operations. The incremental change in the number of trips to the plant site due to truck deliveries, vendors, consultants, and other non-plant personnel is expected to be minimal and will generally occur during non-peak commute periods. The LOS on local roadways would remain unchanged from the existing LOS.

Aqueous ammonia and sulfuric acid are considered inhalation hazards and would be subject to California Vehicle Codes 31303 and 32105, which require hazardous materials to be transported along the shortest route possible and that transporters obtain a Hazardous Materials Transportation License from the California Highway Patrol (CHP). Consistent with existing operations, deliveries of hazardous materials will occur over pre-arranged routes in compliance with applicable LORS. Under normal operations, the ESPR Project will receive

ammonia via a new pipeline potentially from the Chevron Refinery, thereby eliminating hazardous truck deliveries. Therefore, traffic impacts related to the transport of hazardous materials to the power plant site would not be significant.

Pipelines. Traffic associated with operation of the proposed pipelines will be limited to periodic preventive maintenance or repair vehicles. Therefore, no operations impacts related to the proposed pipelines are expected.

Air Navigation. ESGS has submitted a Notice of Proposed Construction or Alteration to the FAA in accordance with the requirements outlined in Title 14 Federal Code of Regulations, Section 77.17. ESGS is awaiting a determination from the FAA regarding the affects of the proposed project on navigable airspace, and any required navigational aid measures that would be required.

Abandonment/Closure. In the event of abandonment/closure, the ESGS will comply with applicable LORS related to transportation permits for hazardous materials and equipment deliveries and removal. The effects on traffic and transportation for temporary closure are expected to be similar to those associated with project operation and therefore minimal. Permanent closure/abandonment impacts are expected to be similar to those associated with project construction. A Facility Closure Plan will be prepared prior to permanent closure; this plan will address mitigation measures to minimize impacts to local roadways.

5.11.2.3 Cumulative Impacts

Analysis of the available capacity of the regional highways described in this section shows that the regional transportation system has ample capacity to accommodate the proposed project's construction-generated traffic. Although many of the intersections already operate poorly, these intersections will not operate substantially worse with the addition of worker traffic. Cumulative impacts could occur, however, if construction of the project were to overlap with proposed projects whose workforce and/or equipment and materials deliveries were to concurrently travel the same local roadways. Section 5.20 analyzes other projects identified for the area that could result in a cumulative impact to traffic or the transportation system. Fortunately, the planned use of I-405, Imperial Highway, and Vista Del Mar quickly diffuses ESPA construction traffic deep into the large Los Angeles Basin highway infrastructure, ensuring that cumulative impacts remain insignificant.

5.11.3 Stipulated Conditions

As a means of cooperating with the CEC and establishing a conciliatory relationship, and an open efficient AFC process that allows the Commission to utilize its resources in the most efficient manner possible, ESPR expresses a willingness to stipulate to and accept the

following CEC standard general conditions as promulgated by the CEC that apply to the issue area of traffic and transportation.

TRANS-1: Compliance with CalTrans Limits on Vehicle Size and Weight. The project owner shall comply with California Department of Transportation (CalTrans) and City limitation on vehicle sizes and weights. In addition, the project owner or its contractor shall obtain necessary transportation permits from CalTrans and all relevant jurisdictions for both rail and roadway use.

Verification: In monthly compliance reports, the project owner shall submit copies of any oversize and overweight transportation permits received during that reporting period. In addition, the project owner shall retain copies of these permits and supporting documentation in its compliance file for at least six months after the start of commercial operation.

TRANS-2: Compliance with CalTrans & County Limitations on Encroachment. The project owner or its contractor shall comply with CalTrans and City limitations for encroachment into public right-of-way and shall obtain necessary encroachment permits from CalTrans and all relevant jurisdictions.

Verification: In monthly compliance reports, the project owner shall submit copies of any encroachment permits received during that reporting period. In addition, the project owners shall retain copies of these permits and supporting documentation in its compliance file for at least six months after the start of commercial operation.

TRANS-3: Compliance with State and Federal Regulations for Transport of Hazardous Materials. The project owner shall ensure that all federal and state regulations for the transport of hazardous materials are observed.

Verification: The project owner shall include in its monthly compliance reports copies of all permits and licenses acquired by the project owner and/or subcontractors concerning the transport of hazardous substances.

TRANS-4: Traffic Control Plan. Prior to the start of construction, the project owner shall consult with the County and prepare and submit to the CPM a construction traffic control plan and implementation program which addresses the following issues:

- Timing of heavy equipment and building materials deliveries
- Signing, lighting, and traffic control device placement
- Establishing construction work hours outside of peak traffic periods
- Emergency access
- Temporary travel lane closures

- Maintaining access to adjacent residential and commercial property; and
- Off street employee parking in construction areas during peak construction.

Verification: At least thirty (30) days prior to start of construction, the project owner shall provide to the CPM for review and approval a copy of its construction traffic control plan and implementation program.

TRANS-5: Roadway Repairs. Based on the determined state of primary roadways to be used in the traffic control plan and implementation program and following construction of the power plant and all related facilities, the licensee shall repair those primary roadways to original or as near original condition as possible.

Verification: Thirty days prior to construction, the licensee shall photograph the primary roadways. The licensee shall provide the CPM and City of El Segundo with a copy of these photographs. Within 30 days of the completion of project construction, the licensee will meet with the CPM and City of El Segundo Public Works Department to determine and receive approval for the actions necessary and scheduled to complete the repair of those roadways to original condition as possible.

TRANS-6: Designated Route Requirements. The project owner shall include specific designated routes in each contract for truck deliveries. Where designated routes are necessary, project owner shall ensure delivery trucks do not traverse through residential areas or in front of schools.

Verification: Project owner shall maintain copies of contracts for truck deliveries onsite at all times. When requested to do so, project owner shall make available such copies to the CPM for inspection.

5.11.4 Mitigation Measures

The project-related construction traffic increases will not result in significantly adverse impacts. The roadways and intersections should continue to operate at LOS levels similar to existing conditions. Although not required based on this environmental analysis, the standard conditions listed above provide all necessary mitigation and compliance.

5.11.5 Applicable Laws, Ordinances and Regulations and Standards

The proposed project will meet or exceed all applicable LORS pertaining to traffic and transportation. The following sections summarize LORS compliance with respect to traffic and transportation. The applicable LORS are also summarized in Table 5.11-6.

TABLE 5.11-6

LORS APPLICABLE TO TRAFFIC AND TRANSPORTATION

LORS	Applicability	Conformance (Section)
Federal		
49 CFR 171-177	Governs the transportation of hazardous materials, including the marking of the transportation vehicles.	5.11.1.3
14 CFR 77.13(2)(i)	Requires applicant to notify FAA of any construction greater than an imaginary surface as defined by the FAA.	5.11.2.2
14 CFR 77.17	Requires applicant to submit Form 7460-1 to the FAA. MVPC has submitted Form 7460-1 and is awaiting a determination from the FAA.	5.11.2.2
14 CFR 77.21, 77.23, & 77.25	Regulations which outline the obstruction standards which the FAA uses to determine whether an air navigation conflict exists.	5.11.2.2
State		
California State Planning Law, Government Code Section 65302	Requires each city and county to adopt a General Plan consisting of seven mandatory elements to guide its physical development, including a circulation element.	5.11.1
California Vehicle Code Section 35780	Requires approval for a permit to transport oversized or excessive load over state highways.	5.11.2.1
California Vehicle Code Section 31303	Requires transporters of hazardous materials to use the shortest route possible.	5.11.2.2
California Vehicle Code Section 32105	Transporters of inhalation hazardous materials or explosive materials must obtain a Hazardous Materials Transportation License.	5.11.2.2
California Department of Transportation Traffic Manual, Section 5-1.1	Requires Traffic Control Plans to ensure continuity of traffic during roadway construction.	5.11.2.1
Streets and Highways Code, Division 2, Chapter 5.5, Sections 1460-1470	Requires Encroachment Permits for excavations in city streets.	5.11.5.5

**TABLE 5.11-6
(CONTINUED)**

LORS	Applicability	Conformance (Section)
Local		
City of El Segundo		
City of El Segundo Municipal Code – Title 10 Vehicles and Traffic (Ord. 1154, 1163).	Chapter 10.20 <i>Heavy Vehicles and Equipment</i> - Sections - 10.20.010 requires permits for any vehicle upon City streets with a load or loads in excess of those permitted by the Vehicle Code.	5.11.2.1
City of El Segundo Municipal Code – Title 10 <i>Vehicles and Traffic</i> (Ord. 659)	Chapter 10.40 Truck Routes - Sections - 10.40.010 governs truck routes for the movement of vehicles exceeding a maximum gross weight of three tons.	5.11.2.1
City of El Segundo Municipal Code – Title 12 <i>Streets and Sidewalks</i>	Chapter 12.04 <i>Excavations and Obstructions</i> - Section 12.04.050 requires a permit from the traffic authority before the construction or placement of any building, pipe, conduit or other structure upon any street within the city.	5.11.5.5
City of El Segundo Municipal Code – Title 12 <i>Streets and Sidewalks</i> (Ord. 429).	Chapter 12.04 <i>Excavations and Obstructions</i> - Section 12.04.060 requires a permit from the superintendent of streets or the city council before any work begins upon any street within the city.	5.11.5.5
City of El Segundo Municipal Code – Title 12 <i>Streets and Sidewalks</i> (Ord. 429).	Section 12.04.070 requires suitable and adequate lights to warn users of the street of the obstructions or excavations”	5.11.3 (Trans-3)
City of El Segundo General Plan – 1992 Circulation Element <i>Goals, Objectives, and Policies</i>	Policy C3-1.1 requires all new development to mitigate project-related impacts on the existing and future circulation system and further states that the mitigation measures shall be provided by or paid for by the project developer.	5.11.2, 5.11.3 (Trans-3,5)

**TABLE 5.11-6
(CONTINUED)**

LORS	Applicability	Conformance (Section)
City of El Segundo General Plan – 1992 Circulation Element <i>Goals, Objectives, and Policies</i>	Policy C3-1.5 requires a full evaluation of potential traffic impacts associated with proposed new developments prior to project approval. Further, require the implementation of appropriate mitigation measures prior to, or in conjunction with, project development.	5.11.2 and 5.11.4
City of El Segundo General Plan – 1992 Circulation Element <i>Goals, Objectives, and Policies</i>	Policy C3-1.6 The City shall require submittal and implementation of a Transportation Management Plan (TMP) for all projects within the Urban Mixed-Use area, and shall encourage a TMP for all projects within the northeast quadrant.	5.11.5.5, 5.11.3 (Trans-3)
City of Manhattan Beach		
The City of Manhattan Beach Municipal Code, Title 7- <i>Public Works</i> (Ord. 307).	Chapter 7.08 <i>Curb, Sidewalk and Driveway Cutting</i> requires a permit before “any opening in or under any curb or sidewalk in any public street, avenue, place or alley in the City”	5.11.2, 5.11.3, 5.11.5.5
The City of Manhattan Beach Municipal Code, Title 7- <i>Public Works</i>	Chapter 7.16 <i>Excavations--Streets, Alleys, Sidewalks and Public Places</i> states that “no person shall make any excavation or construction or fill any excavation in any public place without first obtaining a permit so to do from the Administrative Authority”	5.11.5.5
The City of Manhattan Beach Municipal Code, Title 7- <i>Public Works</i> (Ord. 1304 eff 10/5/72).	Chapter 7.36 <i>Encroachment Permit</i> requires a permit to encroach into a planned or existing public right of way granted by the Director of Public Works.	5.11.5.5
The City of Manhattan Beach Municipal Code, Title 7- <i>Public Works</i>	Chapter 7.40 <i>Construction Site Temporary Encroachment Permit</i> requires a permit for construction or excavation activities that will result in installing or maintaining a temporary encroachment.	5.11.2, 5.11.3, 5.11.5.5

**TABLE 5.11-6
(CONTINUED)**

LORS	Applicability	Conformance (Section)
The City of Manhattan Beach Municipal Code, Title 10 – <i>Planning and Zoning Ordinance</i>	Chapter 10.80, Part V Administrative Regulations contained in the Planning and Zoning Ordinance - Section 10.80.010 requires building, grading, or demolition permits shall be issued unless the Director of Community Development determines that each new or expanded use or structure complies with all of the requirements of the Municipal Code.	5.11.2, 5.11.3, 5.11.5.5
The City of Manhattan Beach Municipal Code, Title 14 – <i>Traffic</i>	Chapter 14.48 <i>Restricted Use of Certain Streets</i> - Section 14.48.010 designates streets to be truck routes for the movement of vehicles exceeding a maximum gross weight of three tons.	N/A
The City of Manhattan Beach Municipal Code, Title 14 – <i>Traffic</i>	Chapter 14.64 <i>Movement of Heavy Vehicles and Equipment</i> – Section 14.64.010 requires a permit to move or operate upon any of the City streets any vehicle with a load or loads in excess of those permitted by the Vehicle Code.	N/A
City of Los Angeles (Community of Playa Del Rey)		
City of Los Angeles General Plan – Circulation Element, <i>Chapter IV Goals, Objectives, and Policies</i>	GOAL A. Objective 5. Policy 5.8 encourages the development and siting of pipelines only within suitable utility corridors or public rights-of-way in such a manner as to least disrupt sensitive environments, to protect public health, ground water quality, and to improve the safety and reliability of the system.	5.11.1, 5.11.2
City of Los Angeles General Plan – Circulation Element <i>Chapter VII Implementation Programs</i>	Policy 12 formulates citywide development standards and maintain that any proposed partial street closure shall be subject to approval by LADOT and the Los Angeles Fire Department.	5.11.2, 5.11.3 (Trans-3)
City of Los Angeles General Plan – Circulation Element <i>Chapter VII Implementation Programs</i>	Policy 18. Mandates the goals and implementation of Transportation System Management programs.	5.11.2, 5.11.3 (Trans-3)

**TABLE 5.11-6
(CONTINUED)**

LORS	Applicability	Conformance (Section)
City of Los Angeles General Plan – Circulation Element <i>Chapter VII Implementation Programs</i>	Policy 30. Transportation Element policies shall be considered in building permit application review and public works approvals.	5.11.2, 5.11.3 (Trans-3)

5.11.5.1 Federal

Title 49, Code of Federal Regulations, Section 171-177 governs the transportation of hazardous materials, the types of materials defined as hazardous, and the marking of the transportation vehicles. The project will conform to this law by requiring that shippers of hazardous materials use the required markings on their transportation vehicles.

Title 14, Code of Federal Regulations, Section 77.13(2)(i) requires an applicant to notify the FAA of construction of structures with a height greater than an imaginary surface extending outward and upward at a slope of 10 to 1 from the nearest point of the nearest runway of an airport with at least one runway more than 3,200 feet in length. The proposed structures will be below the approved imaginary surface height of Los Angeles International Airport. Applicant filed Form 7460-1 with the Federal Aviation Administration and is awaiting a determination that proposed structures will be below the approved imaginary surface height of Los Angeles International Airport.

Title 14, Code of Federal Regulations, Section 77.17 requires an applicant to submit a Notice of Proposed Construction or Alteration (FAA Form No. 7460-1) to the FAA. The form includes information requirements about the project for the FAA to reach a conclusion about impacts of the proposed construction or alteration to navigation. Applicant filed a Form 7460-1 with the FAA and is awaiting a determination.

Title 14, Code of Federal Regulations, Sections 77.21, 77.23, and 77.25 outline the criteria used by the Federal Aviation Administration to determine whether an obstruction would create an air navigation conflict. The Federal Aviation Administration is evaluating the project for potential air navigation conflicts.

5.11.5.2 State

California State Planning Law, Government Code Section 65302 requires each city and county to adopt a General Plan consisting of seven mandatory elements to guide its physical development. Section 65302(b) requires that a circulation element be one of the mandatory

elements. The scope of a circulation element consists of the “general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other local public utilities and facilities, all correlated with the land use element of the plan.”

California Vehicle Code, Section 35780, requires a Single Trip Transportation Permit to transport oversized or excessive loads over state highways. The permit can be acquired through the California Department of Transportation. This law is enforced by the California Highway Patrol. The project will conform to this law by requiring that shippers obtain a Single-Trip Transportation Permit for oversized loads for each vehicle.

California Vehicle Code, Section 31303 requires that the transportation of hazardous materials be on the state or interstate highway that offers the shortest overall transit time possible. The project will conform to this law by requiring that shippers of hazardous materials use the shortest route possible to and from the project site.

California Vehicle Code, Section 32105 requires that shippers of inhalation hazard or explosive materials must contact the California Highway Patrol and apply for a Hazardous Material Transportation License. The project will conform to this law by requiring shippers of these types of material to obtain the Hazardous Material Transportation License.

California Department of Transportation Traffic Manual, Section 5-1.1 requires a temporary traffic control plan be provided for “continuity of function (movement of traffic, pedestrians, bicyclists, transit operations), and access to property/utilities” during any time the normal function of a roadway is suspended.

The California Streets and Highways Code, Division 2, Chapter 5.5, Sections 1460-1470 requires encroachment permits for projects involving excavation in city streets. This law is generally enforced at the local level.

5.11.5.3 Local

Adjacent and surrounding communities also have LORS that specifically affect the traffic associated with the project. The following paragraphs summarize the LORS for each of the cities where traffic may be affected by construction of the proposed power plant site and linear facilities.

City of El Segundo.

City of El Segundo, Section 10.20.010 of Chapter 10.20, Heavy Vehicles and Equipment of the Municipal Code of El Segundo requires permits “upon any of the City streets any

vehicle with a load or loads in excess of those permitted by the Vehicle Code without a written permit from the City Traffic Engineer.”

Section 10.40.010 of Chapter 10.40, Truck Routes of the Municipal Code of El Segundo designates streets and parts of streets established by resolution to be truck routes for the movement of vehicles exceeding a maximum gross weight of three tons (Ord. 659). The provisions of this ordinance do not apply to (1) passenger buses under the jurisdiction of the public utilities commission, or to (2) any vehicle owned by a public utility while necessarily in use in the construction, installation or repair of any public utility.

Section 12.04.050 Obstructions states that “No person shall ... construct, place, ... any building..., pipe, conduit or other structure...upon any street within the city...without a special permit in writing to do so first had and obtained from the traffic authority. Section 12.04.060 *Excavating or injuring streets* maintains that “No person shall dig in, excavate, tear up, deface or injure any street without an express written permit to do so first and had obtained from either the superintendent of streets or the city council...”. Section 12.04.070 *Lights on Obstructions or Excavations* states that “No person placing or maintaining any obstruction or making any excavation in any street shall fail or neglect to provide, during the period between sunset of any day and sunrise of the succeeding day, suitable and adequate lights to warn users of the street of the obstructions or excavations.”

In addition to the Municipal Code, the 1992 Circulation Element of the City of El Segundo General Plan outlines Goals, Objectives, and Policies. Policy C3-1.1 requires all new development to mitigate project-related impacts on the existing and future circulation system and further states that the mitigation measures shall be provided by or paid for by the project developer. Policy C3-1.5 requires a full evaluation of potential traffic impacts associated with proposed new developments prior to project approval, and further, requires the implementation of appropriate mitigation measures prior to, or in conjunction with, project development. Policy C3-1.6 states that the City shall require submittal and implementation of a Transportation Management Plan (TMP) for all projects within the Urban Mixed-Use area, and shall encourage a TMP for all projects within the northeast quadrant.

City of Manhattan Beach.

Chapter 7.08, Curb, Sidewalk and Driveway Cutting of Title 7-Public Works, of the Municipal Code of Manhattan Beach requires a permit before “any opening in or under any curb or sidewalk in any public street, avenue, place or alley in the City.”

Chapter 7.16 Excavations--Streets, Alleys, Sidewalks and Public Places states that “no person shall make any excavation or construction or fill any excavation in any public place without first obtaining a permit so to do from the Administrative Authority.”

Chapter 7.36, Encroachment Permit states that “a permit to encroach into a planned or existing public right of way may be granted upon ... terms and conditions ... to be grant[ed by] the Director of Public Works.

Chapter 7.40, Construction Site Temporary Encroachment Permit states that “anyone who wishes to construct, excavate, demolish, place materials or otherwise plan some action which will result in installing or maintaining a temporary encroachment within the City of Manhattan Beach shall obtain a temporary encroachment permit.”

Section 10.80.010, Building, Grading, and Demolition Permits of Chapter 10.80 Administrative Regulations Contained in the Planning and Zoning Ordinance states that “No building, grading, or demolition permit shall be issued unless the Director of Community Development determines that each new or expanded use or structure complies with all of the requirements of the Municipal Code.”

Section 14.48.010, Truck Routes of Chapter 14.48 Restricted Use of Certain Streets designates streets and parts of streets established by resolution to be truck routes for the movement of vehicles exceeding a maximum gross weight of three tons. The provisions of this ordinance do not apply to (1) passenger buses under the jurisdiction of the public utilities commission, or to (2) any vehicle owned by a public utility while necessarily in use in the construction, installation or repair of any public utility.

Section 14.64.010, Movement of Heavy Vehicles And Equipment of Chapter 14.64 Movement of Heavy Vehicles and Equipment states that “no person shall move or operate upon any of the City streets any vehicle with a load or loads in excess of those permitted by the Vehicle Code without a written permit from the City Traffic Engineer.”

City of Los Angeles (Community of Playa Del Rey).

Goal A of Chapter IV of the City General Plan Transportation Element stresses “*Adequate accessibility to work opportunities and essential services, and acceptable levels of mobility for all those who live, work, travel, or move goods in Los Angeles*”. Objective 5 of this goal provides for the efficient movement of goods and for adequate access to intermodal facilities partly through Policy 5.8 which encourages the development and siting of pipelines only within suitable utility corridors or public rights-of-way. Policy 5.8 further states that such siting will be carried out in such a manner as to least disrupt sensitive environments, to protect public health, ground water quality, and to improve the safety and reliability of the system.

Chapter VII of the City General Plan Transportation Element outlines *Plans & Policies*, and *Ordinances*. Policy 12 of this Chapter formulates citywide development standards which “protect ... residential areas from the intrusion of “through traffic” by implementing neighborhood traffic management programs” and further requires that proposed partial street closure shall be subject to approval by LADOT and the Los Angeles Fire Department. Policy 18 of this Chapter outlines the pursuit and implementation of Transportation System Management programs. Policy 30 incorporates Transportation Element policies into building permit application review and public works approvals, especially in regard to public street dedication and improvement, to streetscape guidelines, and to scenic highway guidelines.

5.11.5.4 Agencies and Agency Contacts

Table 5.11-7 lists agencies and contacts with jurisdiction to enforce applicable LORS.

TABLE 5.11-7

AGENCY CONTACTS

Agency	Contact	Title	Telephone
Caltrans	Larry Tokuyama	Inspector	(310) 609-0354
California Highway Patrol	Officer Stevens	Officer	(213) 744-2331
City of El Segundo Public Works Department	Bellur Deverash	City Engineer	(310) 524-2356
City of El Segundo Engineering Department	Paul Bowen	Engineering Technician	(310) 524-2359
County of Los Angeles Public Works Department (Excavation Permit); (Oversize Vehicle Permit)	Jo Burton	Permit Engineer	(626) 458-3126

5.11.5.5 Permits Required and Permitting Schedule

California Streets and Highways Code, Division 2, Chapter 5.5, Sections 1460-1470, mandate that an encroachment permit must be obtained from the City Public Works Department or Engineering Department if there is an opening or excavation in roadways. Encroachment and other permits required for construction of the proposed pipelines, as well as the schedule for obtaining the permits, are presented in Table 5.11-8.

TABLE 5.11-8**PERMIT SCHEDULE FOR TRAFFIC AND TRANSPORTATION**

Permit	Schedule
Permit to transport oversized or excessive loads over state highways, from Caltrans.	Obtain when necessary; 2-hour processing time
Encroachment permit for excavation in city streets, from Caltrans.	Obtain prior to city street excavation: 30-day processing time
Transportation permit for oversized vehicle, from City of El Segundo.	Obtain when necessary; same day processing time
Encroachment permit for pipeline installation in city streets, from City of El Segundo.	Obtain prior to pipeline installation; 30-day processing time
Encroachment permit for pipeline installation in city streets, from City of Manhattan Beach.	Obtain prior to pipeline installation: 30-day processing time

5.11.6 References

City of El Segundo. 2000. El Segundo Circulation Element Update, Draft Environmental Impact Report.

Devresh, Bellur, City Engineer, City of El Segundo, December 4, 2000. Telephone conversation with Ian Forrest URS Corp.

Adequacy Issue: Adequate _____ Inadequate _____

DATA ADEQUACY WORKSHEET

Revision No. 0 Date _____

Technical Area: **Traffic and Transportation**

Project: _____

Technical Staff: _____

Project Manager: _____

Docket: _____

Technical Senior: _____

SITING REGULATIONS	INFORMATION	AFC PAGE NUMBER AND SECTION NUMBER	ADEQUATE YES OR NO	INFORMATION REQUIRED TO MAKE AFC CONFORM WITH REGULATIONS
Appendix B (g) (1)	...provide a discussion of the existing site conditions, the expected direct, indirect and cumulative impacts due to the construction, operation and maintenance of the project, the measures proposed to mitigate adverse environmental impacts of the project, the effectiveness of the proposed measures, and any monitoring plans proposed to verify the effectiveness of the mitigation.	Sections 5.11.2.1, 5.11.2.2, and 5.11.2.3, 5.11.4		
Appendix B (g) (5) (A)	A regional transportation setting, on topographic maps (scale of 1:250,000), identifying the project location and major transportation facilities. Include a reference to the transportation element of any applicable local or regional plan.	Figure 5.11-1		
Appendix B (g) (5) (B)	An identification, on topographic maps at a scale of 1:24,000 and a description of existing and planned roads, rail lines, including light rail, bike trails, airports, bus routes serving the project vicinity, pipelines, and canals in the project area affected by or serving the proposed facility. For each road identified, include the following information, where applicable:	Section 5.11.1.3 Figures 5.11-1, 5.11-2, 5.11-3, 5.11-4		
Appendix B (g) (5) (B) (i)	Road classification and design capacity;	Section 5.11.1.2 and Tables 5.11-1 and 5.11-2		
Appendix B (g) (5) (B) (ii)	Current daily average and peak traffic counts;	Section 5.11.1.2		

Adequacy Issue: Adequate _____ Inadequate _____
 Technical Area: **Traffic and Transportation** _____
 Project Manager: _____

DATA ADEQUACY WORKSHEET

Revision No. 0 Date _____
 Technical Staff: _____
 Technical Senior: _____

Project: _____
 Docket: _____

SITING REGULATIONS	INFORMATION	AFC PAGE NUMBER AND SECTION NUMBER	ADEQUATE YES OR NO	INFORMATION REQUIRED TO MAKE AFC CONFORM WITH REGULATIONS
Appendix B (g) (5) (B) (iii)	Current and projected levels of service before project development, during construction, and during project operation;	Section 5.11.2.1		
Appendix B (g) (5) (B) (iv)	Weight and load limitations;	Section 5.11.1.3		
Appendix B (g) (5) (B) (v)	Estimated percentage of current traffic flows for passenger vehicles and trucks; and	Section 5.11.2.2		
Appendix B (g) (5) (B) (vi)	An identification of any road features affecting public safety.	Section 5.11.1.3		
Appendix B (g) (5) (C)	A description of any new, planned, or programmed transportation facilities in the project vicinity, including those necessary for construction and operation of the proposed project. Specify the location of such facilities on topographic maps at a scale of 1:24,000. (No new, planned, or programmed facilities)	Section 5.11.1.1, 5.11.1.2, 5.11.1.3 Figure 3.2.1		
Appendix B (g) (5) (D)	An assessment of the construction and operation impacts of the proposed project on the transportation facilities identified. Include anticipated project-specific traffic, estimated changes to daily average and peak traffic counts, levels of service, and traffic/truck mix, and the impact of construction of any facilities identified in subsection (g)(5)(C).	Section 5.11.2.1 through 5.11.2.3		

Adequacy Issue: Adequate Inadequate
 Technical Area: **Traffic and Transportation**
 Project Manager: _____

DATA ADEQUACY WORKSHEET

Revision No. 0 Date _____
 Technical Staff: _____
 Technical Senior: _____

Project: _____
 Docket: _____

SITING REGULATIONS	INFORMATION	AFC PAGE NUMBER AND SECTION NUMBER	ADEQUATE YES OR NO	INFORMATION REQUIRED TO MAKE AFC CONFORM WITH REGULATIONS
Appendix B (g) (5) (E)	A discussion of project-related hazardous materials to be transported to or from the project during construction and operation of the project, including the types, estimated quantities, estimated number of trips, anticipated routes, means of transportation, and any transportation hazards associated with such transport.	Section 5.11.2.2		
Appendix B (h) (1) (A)	Tables which identify laws, regulations, ordinances, standards, adopted local, regional, state, and federal land use plans, and permits applicable to the proposed project, and a discussion of the applicability of each. The table or matrix shall explicitly reference pages in the application wherein conformance, with each law or standard during both construction and operation of the facility is discussed;	Section 5.11.5 Table 5.11-6		
Appendix B (h) (1) (B)	Tables which identify each agency with jurisdiction to issue applicable permits and approvals or to enforce identified laws, regulations, standards, and adopted local, regional, state and federal land use plans, and agencies which would have permit approval or enforcement authority, but for the exclusive authority of the commission to certify sites and related facilities.	Section 5.11.5.5 Table 5.11-7		
Appendix B (h) (2)	A discussion of the conformity of the project with the requirements listed in subsection (h)(1)(A).	Section 5.11.2, 5.11.3, 5.11.5.4, 5.11.5.5		

Adequacy Issue: Adequate _____ Inadequate _____

DATA ADEQUACY WORKSHEET

Revision No. 0 Date _____

Technical Area: **Traffic and Transportation**

Project: _____

Technical Staff: _____

Project Manager: _____

Docket: _____

Technical Senior: _____

SITING REGULATIONS	INFORMATION	AFC PAGE NUMBER AND SECTION NUMBER	ADEQUATE YES OR NO	INFORMATION REQUIRED TO MAKE AFC CONFORM WITH REGULATIONS
Appendix B (h) (3)	The name, title, phone number, and address, if known, of an official within each agency who will serve as a contact person for the agency.	Section 5.11.5.5 Table 5.11-7		
Appendix B (h) (4)	A schedule indicating when permits outside the authority of the commission will be obtained and the steps the applicant has taken or plans to take to obtain such permits.	Section 5.11.5.5 Table 5.11-8		