



# 3 CIRCULATION PLAN

## INTRODUCTION

The Circulation Master Plan establishes both offsite and onsite improvements required to support project vehicular movement to and within the project. The plan addresses the following individual components:

- . Areawide circulation
- . Vehicular access and onsite circulation
- . Street improvements (public/private)
- . Street sections
- . Traffic controls (onsite/offsite)
- . Pedestrian circulation

The Circulation Plan is based upon the results of a traffic analysis conducted by DKS Associates. That traffic study analyzed the following:

- . The current volumes and capacities of the area's existing roadway network;
- . The volume of traffic expected to be generated by the project (for average daily trips and peak hour trips);
- . The probable distribution of the project-related trips;
- . Estimated traffic volumes for the surrounding roadway system based on the specific plan uses;
- . Estimated future volume to capacity ratios and intersection capacity utilization rates for streets and intersections;
- . Recommended street classifications, rights-of-way widths and cross-sections; and
- . Recommended traffic controls for signing and signalization.

## AREAWIDE CIRCULATION PLAN

Regional access to the Dominguez Technology Centre is provided by the Artesia freeway (SR-91) (Exhibit 7). The Harbor (I-110) and Long Beach (I-710) freeways which are located approximately two miles from the pro-

ject site provide diagonal linkages between the two primary north-south freeways (I-5 and I-405) in southern California. The Artesia Freeway provides an east-west connection to the Inland Empire of Riverside County.

#### **EXISTING CIRCULATION SYSTEM**

The following discussion describes the existing circulation system and the level of existing improvement to the local street system as shown on Exhibit 8.

Victoria Street, bordering the site to the north, and Wilmington Avenue on the east, are designated major highways on the City of Carson's Master Plan of Highways. Major highways are designed with a 100-foot right-of-way and 84 feet of pavement width. Victoria Street currently has half-width improvements with one lane in each direction and a median two-way, left-turn lane. Wilmington Avenue from University Drive to Glenn Curtiss Street is fully improved with two through lanes in each direction and a median two-way left-turn lane. From Glenn Curtiss Street to Victoria Street, Wilmington Avenue is partially improved with two lanes in each direction divided by a painted center. University Drive is designated as a secondary highway with an 80-foot right-of-way and a 64-foot pavement section and has full improvements with two through lanes in each direction adjacent to the project site. University Drive also has a class three striped bicycle route (signs) on the north side of the street plus a raised, landscaped median which extends as a painted median to nearly its westerly terminus at Avalon Boulevard.

#### **VEHICULAR ACCESS AND ONSITE CIRCULATION**

The Circulation Plan, as shown on Exhibit 9, is intended to establish the framework and standards for safe and efficient vehicular and non-vehicular traffic movement both within the project and on the surrounding arterials. The plan is also intended to minimize through traffic in adjacent residential areas by promoting use of the existing arterial and freeway systems.

All primary access points for this project will be from Central Avenue, Wilmington Avenue and Victoria Street. Direct access onto arterials shall

be limited to those driveways required to serve individual lots, as determined by the Director of Public Works at the time of building permit issuance. Internal access to the site from Wilmington Avenue is provided by Glenn Curtiss Street and a proposed road between Glenn Curtiss and Victoria Street. Victoria Street is also planned with two primary access points. The remaining three primary access points occur along an extended Central Avenue and provide ingress and egress to the area. Central Avenue, between Victoria Street and University Drive, is currently unimproved. The General Plan designates the street be improved to major highway standards. The developer shall not be responsible for construction of raised medians, if such medians are required, in Victoria Street and Wilmington Avenue.

The internal circulation system is designed to provide convenient access to every planning area. A portion of Glenn Curtiss Street was constructed to provide initial access to the TRW site. The roadway is improved to industrial street standards with an 80-foot right-of-way and 64 feet of pavement width. Two left-turn lanes and a right-turn lane are provided at the Wilmington Avenue intersection. The circulation plan provides for the extension of Glenn Curtiss to the future Central Avenue. Other connecting links to other points along Central Avenue and Victoria Street emanate from the extension forming the internal circulation network for the project. All internal public streets shall be constructed in accordance with the General Plan's standards for local industrial streets. Wilmington Avenue and Victoria Street sections are illustrated on Exhibit 10A and Central Avenue and University Drive sections are depicted on Exhibit 10B.

#### **PEDESTRIAN CIRCULATION**

Onsite pedestrian circulation will be provided by a system of curvilinear sidewalks along Wilmington Avenue, Victoria Street and Central Avenue. Curvilinear sidewalks on one side of the interior streets are designed to facilitate pedestrian movement and access to individual parcels.

#### **PARKING**

All parking for the Dominguez Technology Centre shall be off-street with requirements determined by the proposed land use on that particular site. Parking standards based on current City regulations are contained in Chapter 6.

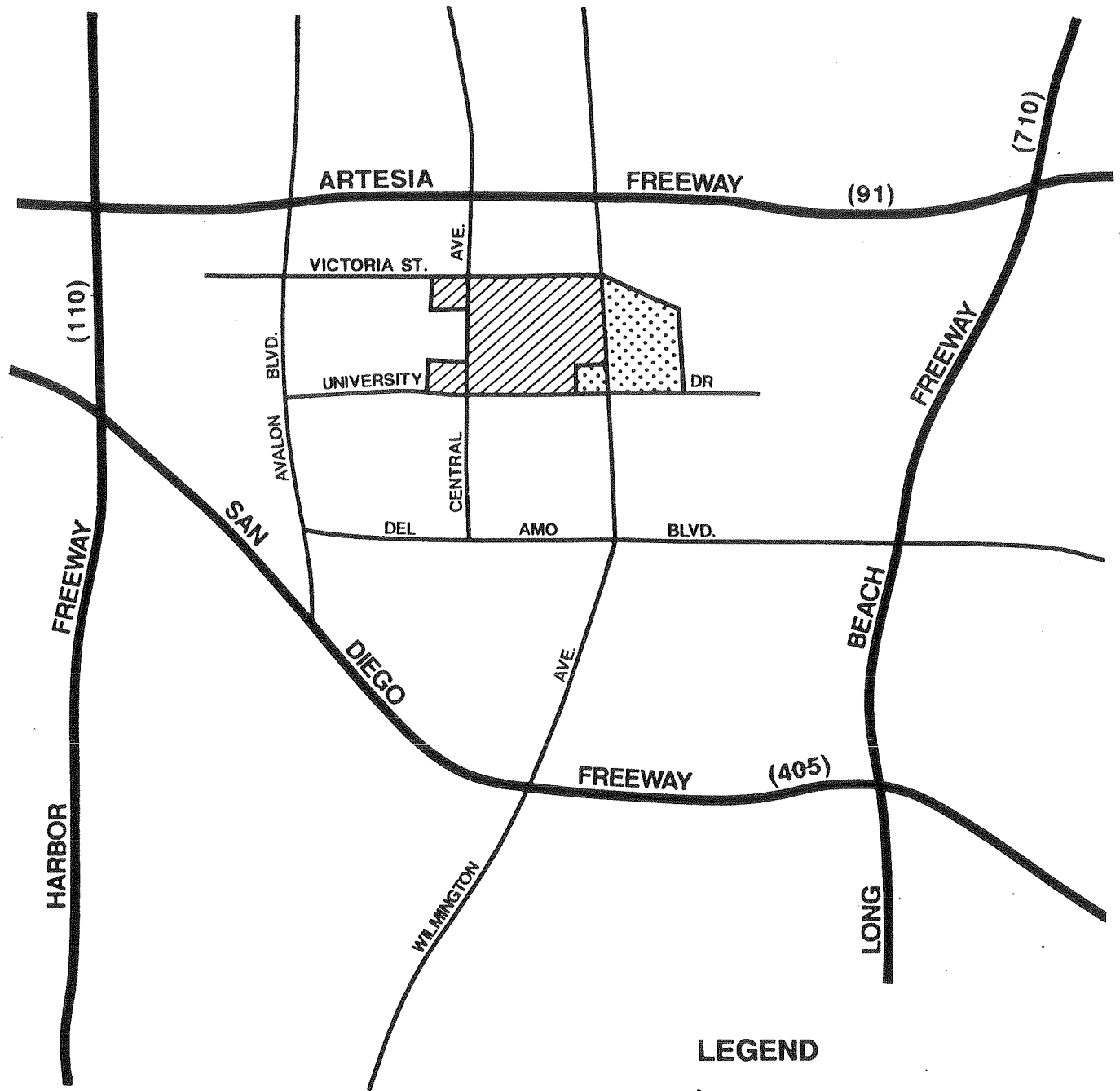
## TRANSPORTATION DEMAND MANAGEMENT PROGRAM

The Dominguez Technology Centre is planning on instituting a voluntary Transportation Demand Management Program (TDMP) which may substantially reduce the anticipated number of vehicle trips generated by the project. The developer will provide a qualified coordinator to assist in carpooling, vanpooling and other trip reduction strategies. The coordinator will prepare the program, provide information to project employees on the program and encourage their participation.



The TDM program may include some or all of the following key measures:

1. Mandatory compliance with the Southern California Air Quality Management District regulations.
2. Provision of onsite trip matching services.
3. Organized employer-sponsored vanpool or buspool programs. Employers would generally be involved during early start-up phases of these programs when employee participation is most difficult to achieve. Research has shown that many vanpool/buspool programs become self-supporting financially and administratively following initial start-up phases.
4. Provision of "preferential" parking for carpool participants. This may include the use of parking fee discounts (if applicable), reserved spaces closest to the door, or both.
5. Special ridesharing-related amenities. This may include special vanpool/buspool staging and parking areas, secure bicycle locker facilities, and transit and rideshare information stations.
6. Creation of a voluntary Transportation Management Organization (TMO) which would oversee all TDM-related activities. The organization could coordinate trip reduction strategies and provide a forum for other local businesses outside of the Dominguez Technology Centre to participate in organized traffic management planning.

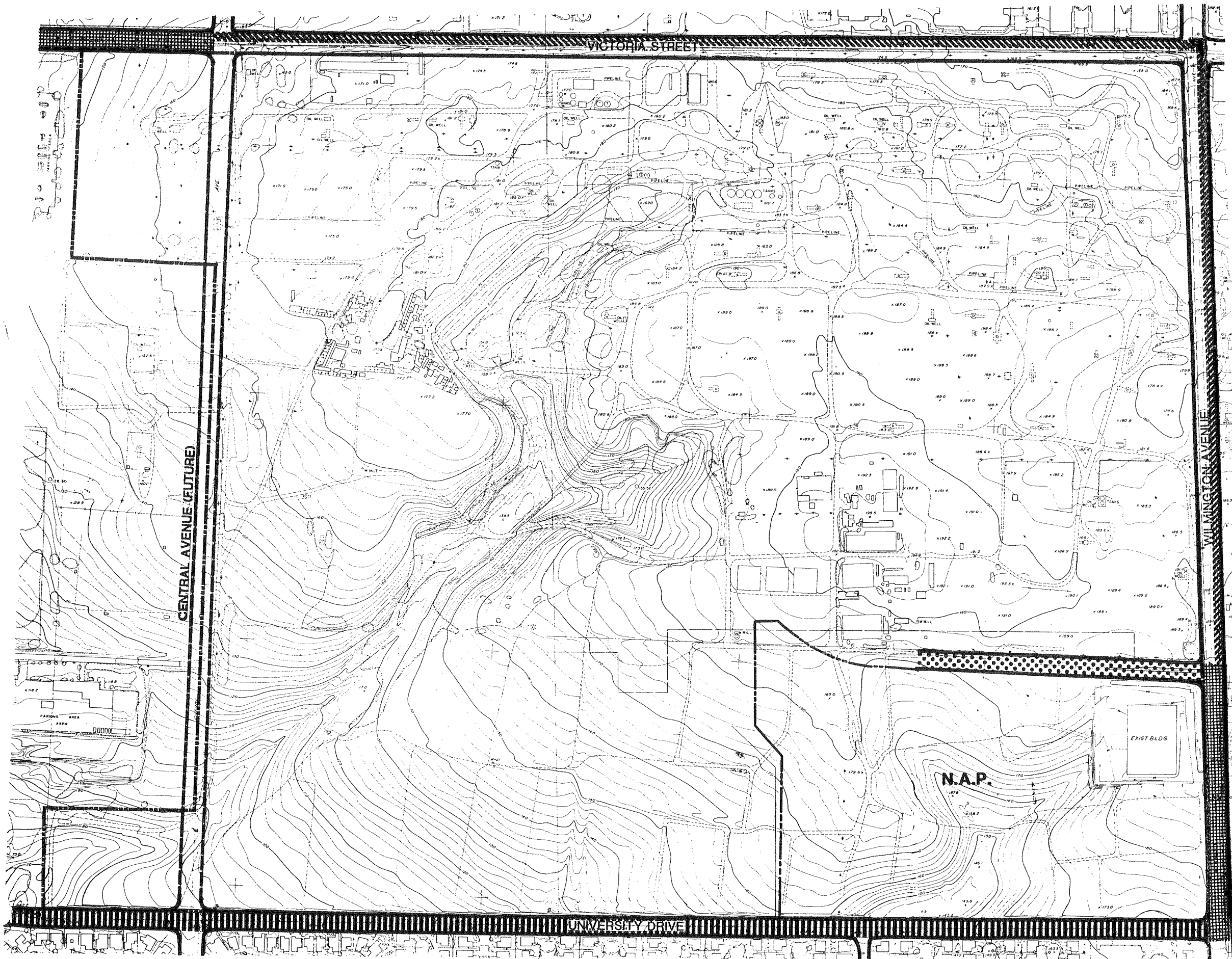
7. Existing public transit services could be modified and expanded to serve the project site. The size of the proposed development would likely warrant both expanded local and regional bus service. This will require coordination with local transit providers.
8. Organize flex-time working schedules to reduce peak hour trip generation.



**LEGEND**

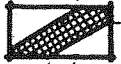



-  EXPANSION OF DOMINGUEZ TECHNOLOGY CENTER
-  EXISTING DOMINGUEZ TECHNOLOGY CENTER

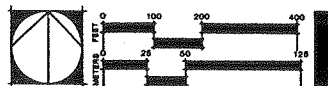
**AREA WIDE  
CIRCULATION SYSTEM  
DOMINGUEZ  
TECHNOLOGY CENTRE**



# DOMINGUEZ TECHNOLOGY CENTRE EXISTING STREET IMPROVEMENTS

## LEGEND

-  MAJOR HIGHWAY 100' R.O.W. FULL IMPROVEMENTS
-  MAJOR HIGHWAY 100' R.O.W. PARTIAL IMPROVEMENTS
-  SECONDARY HIGHWAY FULL IMPROVEMENTS
-  INDUSTRIAL COLLECTOR 80' R.O.W. FULL IMPROVEMENTS

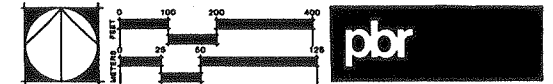
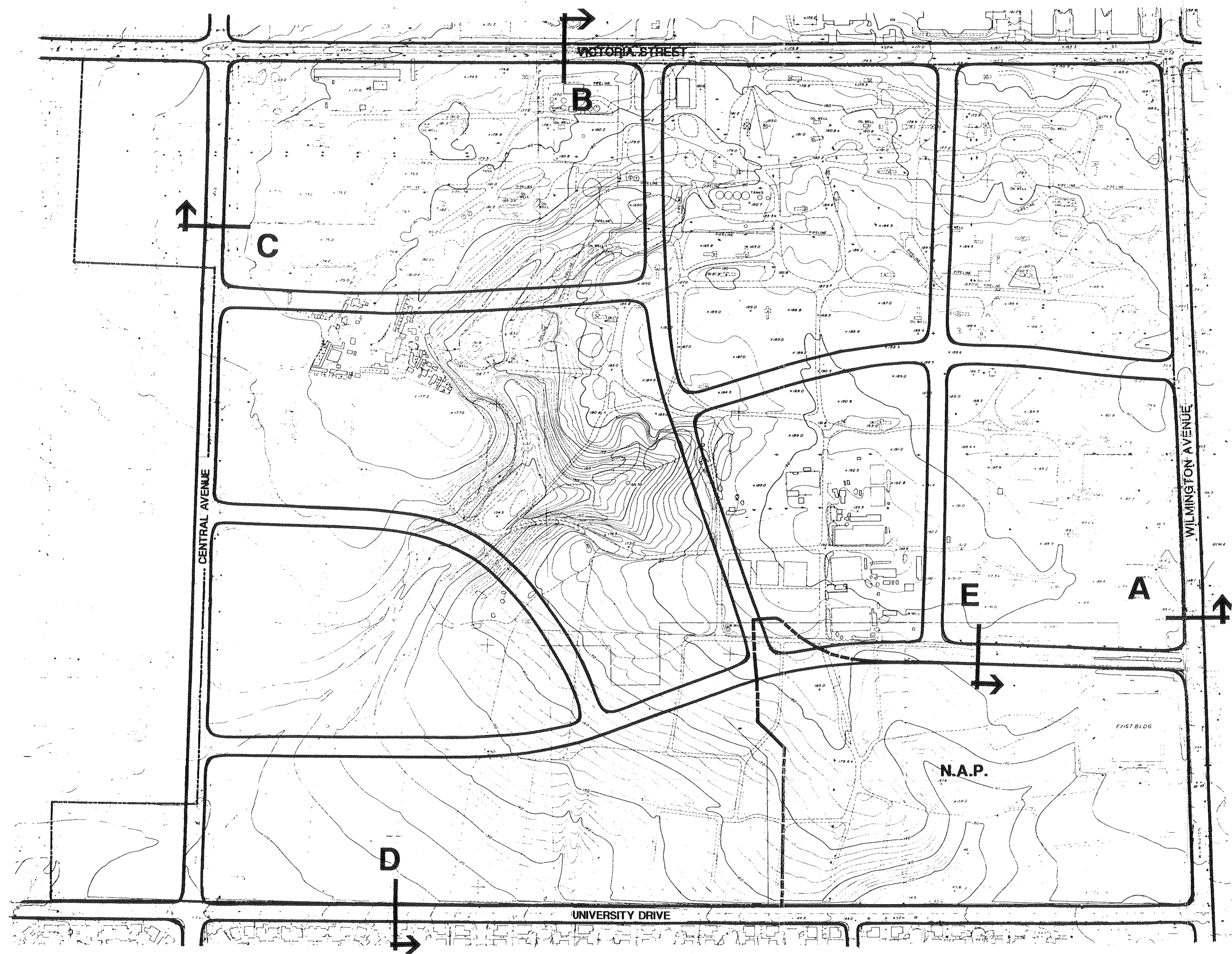
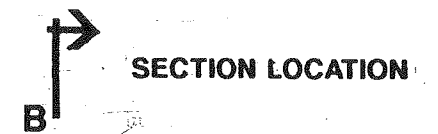


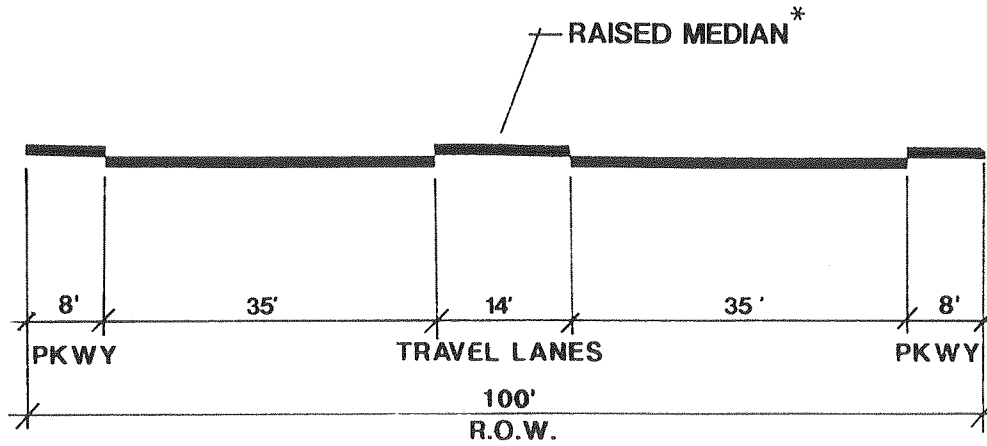
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EXHIBIT 8



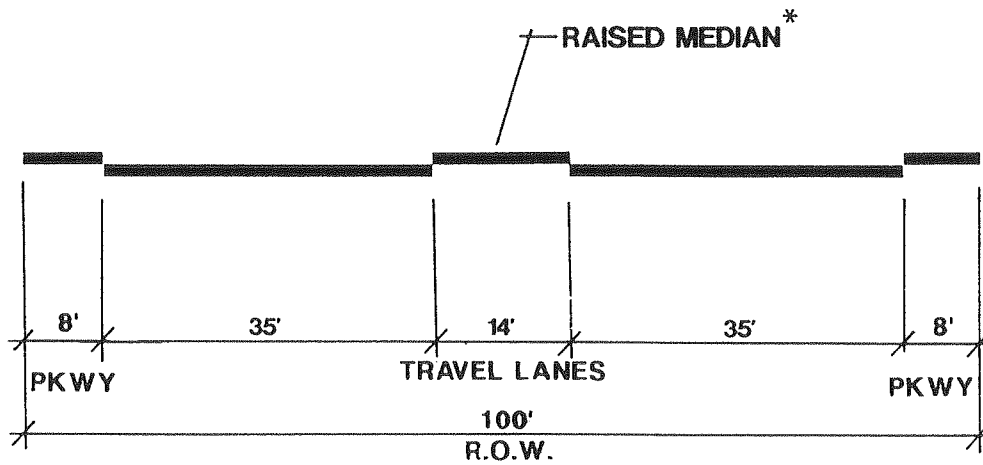
# DOMINGUEZ TECHNOLOGY CENTRE CIRCULATION PLAN

## LEGEND



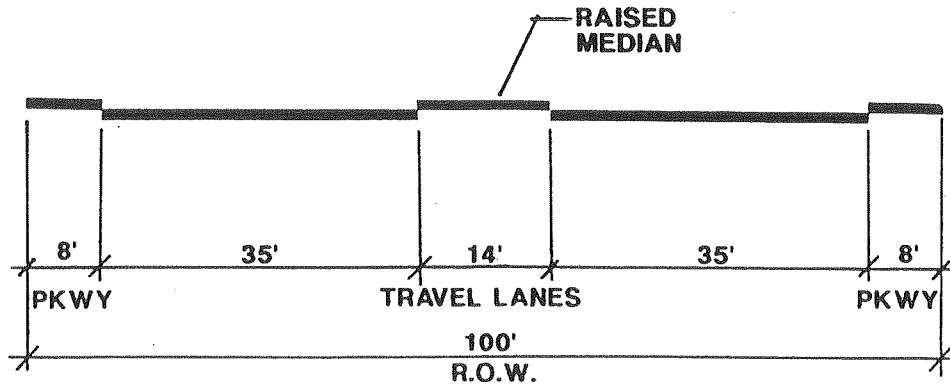


**A. WILMINGTON AVENUE**

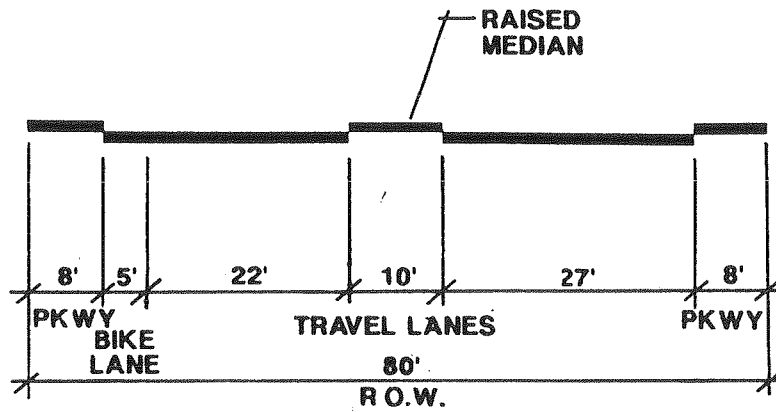


**B. VICTORIA STREET**

\* NOT A CONDITION OF THIS DEVELOPMENT

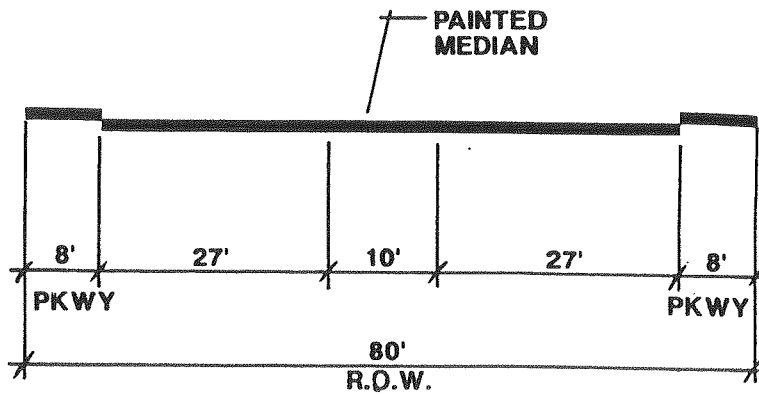


C. CENTRAL AVENUE



D. UNIVERSITY DRIVE

**STREET SECTIONS  
DOMINGUEZ  
TECHNOLOGY CENTRE**



**E. INTERIOR STREETS**

**STREET SECTIONS  
DOMINGUEZ  
TECHNOLOGY CENTRE**