

<b>RTIP ID# LA0D29</b>
<b>TCWG Consideration Date May 24, 2016</b>
<b>Project Description</b>
<b><u>Summary</u></b>
<p>The City of Redondo Beach is proposing to relocate the existing intermodal transit terminal and construct a new transit center at 1521 Kingsdale Avenue in Redondo Beach, south of the South Bay Galleria. As shown in <b>Figure 1</b>, the proposed transit center would be located 0.3 miles south of the existing transit center. The proposed project includes 12 bus bays, a passenger waiting area, an information center, and a driver operator lounge. The proposed project would also provide 339 parking spaces and bicycle facilities.</p> <p>As further discussed below, the surrounding area includes a mix of commercial uses, pockets of residential uses on the west side of Kingsdale Avenue, and some industrial uses to the south.</p>
<b><u>Detailed Project Description</u></b>
<p>The proposed project would include a new 2,875-square-foot transit center building, consisting of an information center and security offices, operators' lounge, employee restroom and public restrooms. Additionally, the proposed project would develop a circular arrangement of 12 bus bays. Two dedicated on-site parking spaces would be provided for a security personnel and a maintenance worker. Fourteen bicycle racks, accommodating 28 bicycles, and 12 bicycle lockers would be provided in close proximity to the transit center building. Leadership in Energy and Environmental Design Certification is being pursued for the transit center building.</p> <p>Current uses on the project site included a Goodwill drop-off center, a 99-car employee overflow parking lot for the South Bay Galleria, a 6,040-square-foot maintenance building used to repair and maintain the City's bus fleet (which will remain), a carport canopy structure, a paved parking lot for approximately 300 cars used as open storage by the City's Department of Public Works, and an unpaved/unused area that is fenced off from the rest of the site. The existing parking area would be repurposed as a park-and-ride lot.</p> <p>The proposed project includes minor surface street improvements on Kingsdale Avenue and restriping on 182nd Street. The widening on Kingsdale Avenue would involve adding dedicated right turn lane in the location of the existing transit facility (<b>Figure 2</b>). The restriping on 182<sup>nd</sup> Street involves removal of bus layover zones and addition of a bike lane (<b>Figure 3</b>).</p>

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<b>Type of Project</b> Bus, rail, or inter-modal facility/terminal/transfer point					
<b>County</b> Los Angeles		<b>Narrative Location/Route &amp; Postmiles</b> Not applicable because not on a highway.			
<b>Caltrans Projects – EA#</b> Not Assigned					
<b>Lead Agency:</b> City of Redondo Beach					
<b>Contact Person</b> Jun Fujita Hall		<b>Phone#</b> (310) 405-3878	<b>Fax#</b> None	<b>Email</b> jun.fujitahall@redondo.org	
<b>Hot Spot Pollutant of Concern</b> ( <i>check one or both</i> ) <b>PM2.5 X</b> <b>PM10 X</b>					
<b>Federal Action for which Project-Level PM Conformity is Needed</b>					
X	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other
<b>Scheduled Date of Federal Action:</b> Anticipated in Summer 2016					
<b>NEPA Assignment – Project Type</b>					
Exempt		X Section 326 – Categorical Exemption	Section 327 – Non-Categorical Exemption		
<b>Current Programming Dates</b> ( <i>as appropriate</i> )					
	<b>PE/Environmental</b>	<b>ENG</b>	<b>ROW</b>	<b>CON</b>	
<b>Start</b>	2015	2015	2016	November 2016	
<b>End</b>	2016	2016	2016	April 2018	

**Project Purpose and Need (Summary):** *(attach additional sheets as necessary)*

The purpose and need is to improve overall public bus transit service and mobility within southwestern Los Angeles County. The new location is more appropriate than the existing facility for a variety of reasons including the following:

- The project site is further away from existing single-family uses;
- The bus berths will no longer encroach into the Kingsdale Avenue right-of-way; rather, they will be appropriately designed to accommodate buses 45 feet in length (which Los Angeles County Metropolitan Transportation Authority (Metro) is now using) and 65 feet in length (articulated buses);
- The bus layover zones on 182<sup>nd</sup> Street and Hawthorne Boulevard will be eliminated because the buses will be able to layover at the new project site;
- The new project site is adjacent to a railway right-of-way, owned by the Metro, that provides a connection for the possible future extension of light rail transit services;
- The project site allows for the construction of a custom-designed facility with a much improved and expanded sales ticket office, a sheriff's office, public restroom facilities for the commuters, a private restrooms for the transit center staff, an operators' lounge, and a maintenance storage room;
- There will be improved and expanded on-site bicycle facilities including 14 bicycles racks, accommodating 28 bicycles, and 12 bicycle lockers; and
- The project site provides a passenger parking and pick-up/drop-off areas exclusively for the use of the transit users.

**Surrounding Land Use/Traffic Generators** (*especially effect on diesel traffic*)

The project site is located southwest of a regional retail center known as the South Bay Galleria, which is situated approximately 0.25 miles west of Interstate 405. The surrounding area includes a mix of commercial uses, pockets of residential uses on the west side of Kingsdale Avenue and some industrial uses to the south. Specifically, the project site is surrounded by a Target Store located directly adjacent to the north, a vacant 98,000-square-foot big box retail structure across Kingsdale Avenue to the east, a Verizon yard located adjacent to the south, and a railway right-of-way owned by the Metro to the west. A cemetery is located to the west of the railway right-of-way.

Diesel traffic on the local roadway network is limited to delivery trucks associated the nearby commercial uses. The railway supports intermittent locomotive activity related to regional industrial uses. Rail activity does not include standard freight traffic or passenger services.

**Opening Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

Not applicable. The proposed project is bus transit facility and cannot be assigned an LOS value with annual average daily traffic. In addition, a high percentage of buses using the facility would be powered by alternative fuels instead of diesel fuel. For example, Metro buses are exclusively powered by alternative fuels and other local transit agencies, including the Cities of Redondo Beach and Torrance, have alternatively fuels buses in their fleets.

**RTP Horizon Year / Design Year: Build and No Build LOS, AADT, % and # trucks, truck AADT of proposed facility**

Not applicable. The proposed project is bus transit facility and cannot be assigned an LOS value with annual average daily traffic.

**Opening Year: If facility is an interchange(s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

The proposed project would potentially affect local roadway conditions in the 2018 Opening Year. The proposed project is seeking Categorical Exclusion under the National Environmental Protection Act. Given the level of environmental documentation, a detailed traffic assessment has not been prepared that would include the above information for the local roadway network. However, historical traffic volumes have been obtained from the City of Redondo Beach General Plan. As shown in the following table, passenger vehicle and truck volumes are representative of typical connector streets and suburban arterials. The roadway most affected by the proposed project, Kingsdale Avenue, would support 7,695 vehicles per day and approximately 100 trucks. There would not be a significant shift in bus circulation patterns because the new transit center would be 0.3 miles south of the existing transit center.

The AADT would be the same in the Build and No Build conditions. The City of Redondo Beach has indicated that the minor surface street improvements (i.e., dedicated right turn lane on Kingsdale and restriping on 182<sup>nd</sup> Street) would not affect daily traffic volumes. The proposed project has no potential to substantially affect the circulation patterns of diesel trucks.

	AADT	# Trucks	% Trucks
<b>Build Alternative</b>			
Kingsdale Ave. between Artesia Blvd. and 182 <sup>nd</sup> St.	7,695	102	1.33%
182 <sup>nd</sup> St. between Inglewood Ave. and Hawthorne Blvd.	13,020	346	2.66%
Artesia Blvd. between Inglewood Ave. and Hawthorne Blvd.	42,896	1,141	2.66%
<b>No Build Alternative</b>			
Kingsdale Ave. between Artesia Blvd. and 182 <sup>nd</sup> St.	7,695	102	1.33%
182 <sup>nd</sup> St. between Inglewood Ave. and Hawthorne Blvd.	13,020	346	2.66%
Artesia Blvd. between Inglewood Ave. and Hawthorne Blvd.	42,896	1,141	2.66%

**RTP Horizon Year / Design Year: If facility is an interchange (s) or intersection(s), Build and No Build cross-street AADT, % and # trucks, truck AADT**

The Horizon Year was established as 2030 to be consistent with traffic projections in the City's General Plan. Regardless of the year of analysis, the proposed project would change traffic volumes on the local roadway network. Refer to the previous discussion for additional information.

	AADT	# Trucks	% Trucks
<b>Build Alternative</b>			
Kingsdale Ave. between Artesia Blvd. and 182 <sup>nd</sup> St.	9,711	129	1.33%
182 <sup>nd</sup> St. between Inglewood Ave. and Hawthorne Blvd.	16,431	437	2.66%
Artesia Blvd. between Inglewood Ave. and Hawthorne Blvd.	54,134	1,440	2.66%
<b>No Build Alternative</b>			
Kingsdale Ave. between Artesia Blvd. and 182 <sup>nd</sup> St.	9,711	129	1.33%
182 <sup>nd</sup> St. between Inglewood Ave. and Hawthorne Blvd.	16,431	437	2.66%
Artesia Blvd. between Inglewood Ave. and Hawthorne Blvd.	54,134	1,440	2.66%

**Describe potential traffic redistribution effects of congestion relief** *(impact on other facilities)*

The proposed intermodal facility would improve connectivity to the regional transit system through improved bus facilities and additional bicycle facilities. Locally, the elimination of these bus layover zones will reduce the amount of bus traffic and turning movements, and will ease the traffic congestion at the intersection.

Northbound Kingsdale Avenue at its intersection with Artesia Boulevard consists of one left turn lane, one shared left/right turn lane and one right turn lane. Currently, buses whose routes go from Kingsdale Avenue to Artesia Boulevard to Redondo Beach Boulevard use a shared right/left lane. The relocation of the transit terminal away from the west end of the South Bay Galleria provides the opportunity to add another northbound lane on Kingsdale Avenue at Artesia Boulevard. The result would be in two left turn lanes and two right turn lanes. The additional lane would improve bus on-time performance, decrease traffic delay, and improve the flow of traffic from Kingsdale Avenue to Artesia Boulevard.

Both of these roadway improvements would improve traffic flows, reduce local congestion, and decrease local mobile source emissions.

**Comments/Explanation/Details** *(attach additional sheets as necessary)*

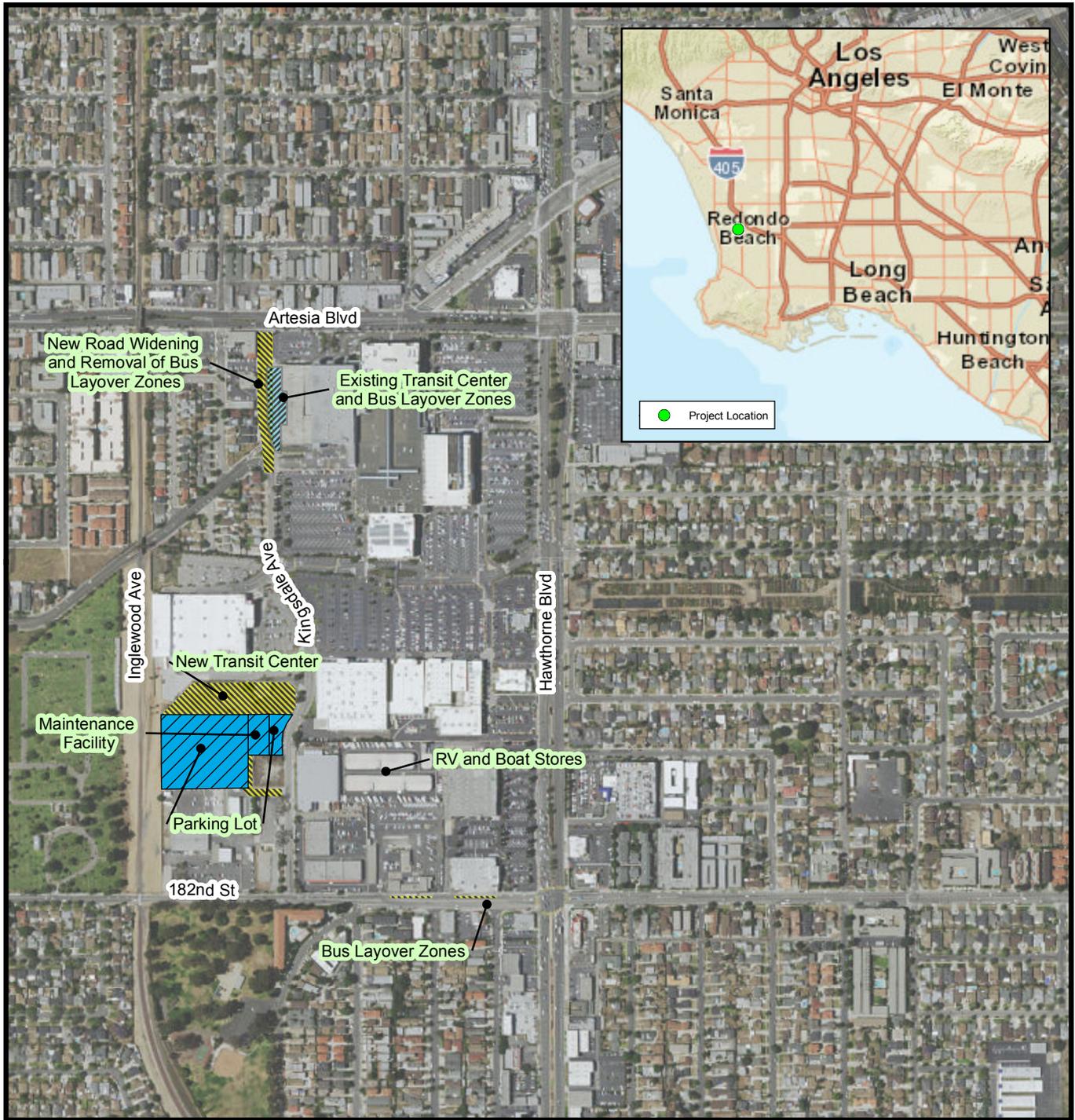
EPA's 2006 final transportation conformity rule (40 CFR 51.390 and Part 93) that addresses local air quality impacts in PM10 and PM2.5 nonattainment and maintenance areas specifies in 40 CFR 93.123(b)(1) that only "projects of air quality concern" are required to undergo a PM2.5 or PM10 hotspot analysis. EPA defines projects of air quality concern as certain highway and transit projects that involve significant levels of diesel vehicle traffic, or any other project that is identified by the PM10/PM2.5 SIP as a localized concern. A list of projects of air quality concern, as defined by 40 CFR 93.123(b)(1), is provided below.

1. New highway projects that have a significant number of diesel vehicles, and expanded highway projects that have a significant increase in the number of diesel vehicles.
2. Projects affecting intersections that are at level-of-service (LOS) D, E, or F with a significant number of diesel vehicles or those that will change to LOS D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project.
3. New bus and rail terminals and transfer points that have a significant number of diesel vehicles congregating at a single location.
4. Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location.
5. Projects in or affecting locations, areas, or categories of sites that are identified in the PM2.5- or PM10-applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

The proposed project is not considered a project of air quality concern (POAQC) for PM10 and/or PM2.5 because it does not meet the definition of a POAQC as defined in EPA's Transportation Conformity Guidance as described below.

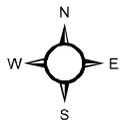
Items 1 and 5, above, do not apply to the proposed project as it is not a highway project or identified as a hot-spot site in the SIP.

Regarding Items 2, 3, and 4, the proposed facility would not have diesel truck traffic. A high percentage of buses using the facility would be powered by alternative fuels instead of diesel fuel. For example, Metro buses are exclusively powered by alternative fuels and other local transit agencies, including the Cities of Redondo Beach and Torrance, have alternatively fuels buses in their fleets. Local truck traffic is generally limited to commercial delivery vehicles and the project site is located on Kingsdale Avenue, which support approximately 100 trucks per day. The intermodal transit facility would include passenger parking and loading facilities, which would lower traffic congestion on the local roadways and intersections. In addition, removal of the bus layover zones on 182<sup>nd</sup> Street will improve turn movement and ease the traffic congestion at the intersection of 182<sup>nd</sup> Street and Hawthorne Boulevard. Restriping and addition of an exclusive right-turn lane on Kingsdale Avenue would decrease traffic delay at this intersection. Overall, the project would improve congestion within the vicinity of the project area. Regarding diesel vehicle movement, the project would not include expansion in the operation of bus services, increase in bus volumes. In addition, the proposed project is located within a residential area with commercial uses to serve the residences; the area is not expected to have a significant percentage of diesel traffic volumes and the proposed project would not increase number of diesel vehicles.



**Legend**

- Existing Facilities to Remain
- Existing Transit Terminal
- Proposed Changes



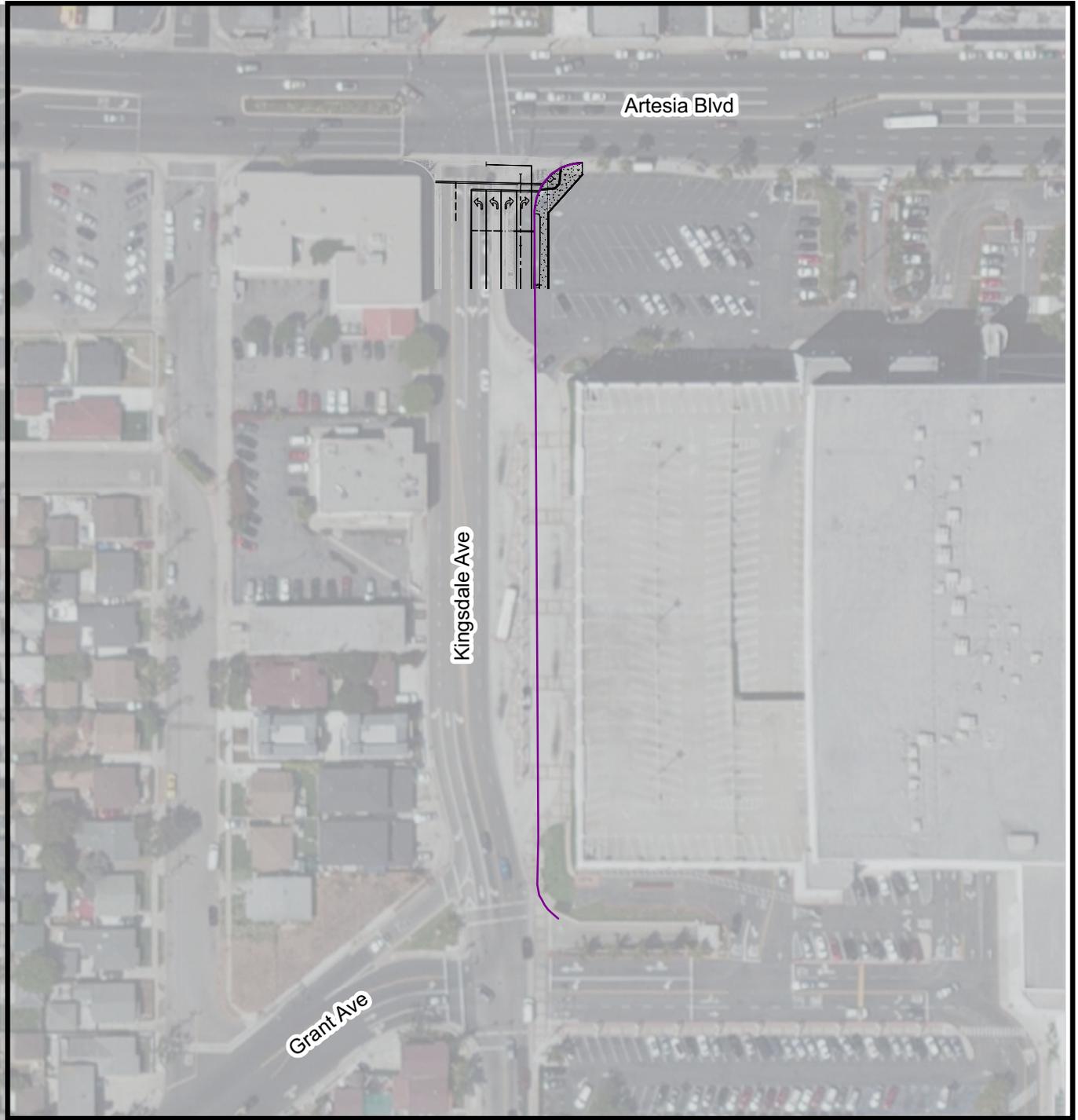
SOURCE: City of Los Angeles, TAHA, 2016.



Redondo Beach Transit Center Relocation Project  
 PM Hotspot Interagency Consultation Form  
 CITY OF REDONDO BEACH

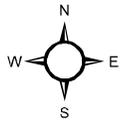
**FIGURE 1**

**EXISTING AND PROPOSED TRANSIT  
 TRANSFER FACILITIES**



**Legend**

— New widening



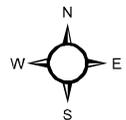
SOURCE: City of Los Angeles, TAHA, 2016.

**FIGURE 2**



**Legend**

 Bus Layover Zones



SOURCE: City of Los Angeles, TAHA, 2016.



Redondo Beach Transit Center Relocation Project  
 PM Hotspot Interagency Consultation Form  
 CITY OF REDONDO BEACH

**FIGURE 3**

**REMOVAL OF BUS LAYOVER ZONES  
 AND RESTRIPING OF 182ND STREET**