

PM Conformity Hot Spot Analysis

Project Summary Form for Interagency Consultation

RTIP ID#: LAF7131

TCWG Consideration Date: November 17, 2015

Project Description *(clearly describe project)*

The purpose of the Jordan Downs Specific Plan is to expand and improve the supply of affordable housing through the redevelopment of Jordan Downs and serve as a model for future public housing redevelopments in the City of Los Angeles and throughout the country. The Jordan Downs Specific Plan area is located in the Watts Neighborhood of the City of Los Angeles and is generally bound by 97th Street to the north, South Alameda Street to the east, 103rd Street to the south, and Grape Street to the west. Refer to the attached figures.

Implementation of the Jordan Down Specific Plan would replace the existing 700 Jordan Downs public housing units, one-for-one, and build up to 1,100 additional affordable and market rate units built in a variety of residential building types, including townhouses and stacked flats in multiple and varied configurations. The 1,800 residential units include 700 public housing units, 700 affordable rental units, which include 100 senior housing units and 400 ownership market rate condominium units. In addition, implementation of the Specific Plan could also include up to 522,000 gross square feet (gsf) of employment uses. Specifically, 502,000 gross square footage (gsf) of commercial, retail and light industrial space would be located on approximately seven acres along Alameda Street, and 20,000 gsf of community-serving retail and services would be located in mixed-use buildings along the Century Boulevard extension and at Croesus Avenue at 103rd Street.

As part of the implementation of the Jordan Downs Specific Plan, Century Boulevard would be extended from Grape Street eastward, curving around the new central park, ultimately connecting at the Specific Plan area's eastern edge with Tweedy Boulevard, where it crosses the Alameda Corridor. Century Boulevard would be downgraded from a Major Highway Class II to a Modified Collector Street. This downgrade is consistent with the Southeast Los Angeles Community Plan and promotes an urban village by reducing the right-of-way, encouraging pedestrian activity, and potentially slowing vehicle speeds. Century Boulevard would run the full length of the Specific Plan area, nearly a half mile, and have a unified design and planting strategy. With a 74-foot wide right-of-way, Century Boulevard would be wide enough to accommodate buses, bicycle lanes, parkways and bioswales. Century Boulevard would have one travel lane in each direction, with on-street parking along both sides, in most locations. At intersections, there would be bulb-outs that can be effective at slowing down vehicle traffic, further establishing Century Boulevard as a pedestrian-friendly street. There would be exceptions for bulb-outs at intersections, where buses make any turns due to their turn radius requirements.

Type of Project

Roadway Realignment

County
Los Angeles

Narrative Location/Route & Postmiles: Century Boulevard from Grape Street to Tweedy Boulevard

Caltrans Projects – EA# Not Assigned At This Time

Lead Agency: Housing Authority of the City of Los Angeles				
Contact Person Ramin Kianfar	Phone# (213) 252-4291	Fax# (213) 252-2742	Email ramin.kianfar@hacla.org	
Hot Spot Pollutant of Concern PM2.5 X PM10 X				
Federal Action for which Project-Level PM Conformity is Needed				
Categorical Exclusion (NEPA)	X EA or Draft EIS	X FONSI or Final EIS	PS&E or Construction	Other
Scheduled Date of Federal Action: Winter 2015				
NEPA Assignment – Project Type				
Exempt	Section 326 –Categorical Exemption	X Section 327 – Non-Categorical Exemption		
Current Programming Dates				
	PE/Environmental	ENG	ROW	CON
Start	Summer 2015	2015	N/A	2016
End	Winter 2015	2015	N/A	2017
Project Purpose and Need (Summary): The purpose of the Century Boulevard Extension is to promote growth with smart, sustainable infill development and infrastructure investments. The Century Boulevard Extension would create a pedestrian-oriented, regional retail destination not currently available in the area. It would create a safe and inviting neighborhood that promotes reduced vehicle usage through improved walk-ability and transportation efficiency. The purpose of the extension is not to improve regional access to the roadway network or provide a locally significant through street.				
Surrounding Land Use/Traffic Generators: The Specific Plan area is surrounded by a residential neighborhood consisting primarily of one- or two-story single-family residences with some one-way streets to the north, west, and south. To the east of the Specific Plan area, facing Alameda Street, is mainly industrial and separated from the adjoining communities by the ten-mile long Alameda Corridor railroad trench which allows for the frequent passage of 40 to 50 long-distance freight trains each day traveling from the Ports of Long Beach and Los Angeles. Industrial land uses are located on both sides of the Alameda Corridor near the Specific Plan area. There are limited or no industrial land uses located along Century Boulevard directly west of the Specific Plan area or along Tweedy Boulevard directly west of the Specific Plan area.				

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

Roadway Segment	LOS	Total AADT /a/		% Trucks /b/		Truck AADT	
		No Build	Build	No Build	Build	No Build	Build
Century Boulevard Extension	Explanation Below	210	5,870	0	2	0	117
Century Boulevard west of Grape Street		1,740	7,950	1	2	17	159
Century/Tweedy Boulevard east of Alameda Street		11,720	17,380	1	2	117	348
<p>/a/ The AADT was based on peak hour turn volumes. It was assumed that the peak hour represents 10 percent of AADT.</p> <p>/b/ Los Angeles County Strategic Goods Movement Arterial Plan, published in 2015, states that the truck percentage on Century Boulevard is 0.4 percent. The monitored location was approximately five miles west of the project site near Los Angeles International Airport. It is likely that the truck percentage is less near the project site as the Airport supports numerous shipping and warehouse facilities. However, this conservative analysis assumes that the No Build Alternative would be approximately double the reported percentage. It was also conservatively assumed that the truck percentage would double under the Build Alternative.</p>							

The traffic study did include a roadway segment LOS analysis. It is anticipated that the segments would operate within an LOS A, B, or C based on traffic volumes and roadway design.

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

Roadway Segment	LOS	Total AADT /a/		% Trucks /b/		Truck AADT	
		No Build	Build	No Build	Build	No Build	Build
Century Boulevard Extension	Explanation Below	220	5,880	0	2	0	118
Century Boulevard west of Grape Street		1,880	8,090	1	2	20	162
Century/Tweedy Boulevard east of Alameda Street		12,660	18,320	1	2	127	366
<p>/a/ The AADT was based on peak hour turn volumes. It was assumed that the peak hour represents 10 percent of AADT.</p> <p>/b/ Los Angeles County Strategic Goods Movement Arterial Plan, published in 2015, states that the truck percentage on Century Boulevard is 0.4 percent. The monitored location was approximately five miles west of the project site near Los Angeles International Airport. It is likely that the truck percentage is less near the project site as the Airport supports numerous shipping and warehouse facilities. However, this conservative analysis assumes that the No Build Alternative would be approximately double the reported percentage. It was also conservatively assumed that the truck percentage would double under the Build Alternative.</p>							

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

The Century Boulevard Extension is not considered an interchange or intersection project.

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 Century Boulevard Extension is not considered an interchange or intersection project.

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

The purpose of the Century Boulevard Extension is not assist with congestion relief. The extension would provide access within the Specific Plan area. The roadway design includes bulb-outs that can be effective at slowing down vehicle traffic, further establishing Century Boulevard as a pedestrian-friendly street. This design would also discourage cut through traffic unrelated to Specific Plan land uses.

Truck traffic associated with existing industrial land uses near the Specific Plan area access the regional roadway network by traveling south on Alameda Street to Interstate 105, which is located approximately one mile from the project site. Interstate 110 is approximately 2.5 miles to the west and Interstate 710 is approximately four miles to the east.

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 PM_{2.5} nonattainment and maintenance areas specifies in 40 CFR93.123(b)(1) that only "projects of air quality concern" are required to undergo a PM_{2.5} 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/PM_{2.5} SIP as a localized concern. A list of projects of air quality concern, as defined by 40 CFR93.123(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 PM_{2.5}- 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 PM_{2.5} because it does not meet the definition of a POAQC as defined in EPA's Transportation Conformity Guidance. Items 2, 3, and 5, above, do not apply to the proposed project as it is not a transit terminal or identified as a hot-spot site in the SIP. Regarding Items 1 and 2, the Century Boulevard Extension would not support a significance number of diesel vehicles. The preamble to the March 10, 2006 rule (71 FR 12491) states that POAQC include projects on new highways or expressways that serve a significant volume of diesel truck traffic, such as facilities with greater than 125,000 AADT and 8 percent or more of such AADT is diesel truck traffic. The estimated 2 percent truck and 5,880 AADT on the Century Boulevard Extension would be well below these examples of POAQC.