

RTIP ID# *(required)*
LAF5121

TCWG Consideration Date

Project Description *(clearly describe project)*

The City of Los Angeles is proposing to improve the Balboa Boulevard / Devonshire Street intersection in Council District (CD) 12. The purpose of this technical study is to assist the City of Los Angeles (City) in determining whether the project qualifies for a Categorical Exemption (CE) from the California Environmental Quality Act (CEQA).

Project Location

The proposed road improvement project would be located at the intersection of the Granada Hills – Knollwood and Northridge communities in Council District (CD) 12 in the City of Los Angeles (City) in Los Angeles County, as shown on Figures 1 (Regional Location) and 2 (Project Location). The project site is the eastern side of Balboa Boulevard south of its intersection with Devonshire Street. The 2.1-acre project site lies completely within the existing right-of-way and would require neither an easement nor acquisition of additional rights-of-way.

In the vicinity of the project site, Balboa Boulevard has three through lanes in each direction, and one left-turn lane. Devonshire has two through lanes in each direction, with a single left-turn lane. Parking lanes and bicycle lanes are present on Devonshire Street, but not on Balboa Boulevard. Sidewalks 10 to 12 feet wide are provided on both Balboa Boulevard and Devonshire Street.

The Balboa Boulevard / Devonshire Street intersection is a center of commercial and institutional development within a larger, mostly residential area. To the southeast of the intersection is a large shopping center. On the southwestern corner is a gas station, restaurant, and tire store. On the northeastern corner are additional restaurants and a multi-story office building. Another gas station and a car wash are located on the northwestern corner of the intersection.

The residential development near the Balboa Boulevard / Devonshire Street intersection predominantly consists of single-family homes. Apartment complexes are located on Balboa Boulevard to the north of the intersection, to the east along Devonshire Street, and to the west along Devonshire Street. Additional, potentially sensitive land uses in the vicinity of the project site include:

- Valley Academy of Arts and Sciences, about 700 feet north
- Valor Academy Elementary School, 800 feet west
- Petit Park Recreation Center, 1,900 feet northeast
- Mayall Academy of Arts and Technology, 2,000 feet southeast
- Northridge Kinder Care, 2,500 feet south
- Patrick Henry Middle School, about 2,700 feet west
- Balboa Gifted / High Ability Magnet School, 3,100 feet south
- Andasol Avenue Elementary School, 3,500 feet southwest

The commercial parcels adjacent to the project site are generally zoned C2 (Commercial) or P (Parking) with a Community Commercial land use designation. Apartment complexes near the project site are zoned R3-1 (Multiple Dwelling) with a Medium Residential land use designation. Residential parcels near the project site are generally zoned RE (Residential Estate) with a Very Low II Residential land use designation or RS (Suburban Residential) with a Low I Residential land use designation.

The Balboa Boulevard Widening project site is on the Oat Mountain, CA United States Geological Survey (USGS) topographic quadrangle (latitude 34°15'27"N and longitude 118°30'08"W, and altitude 933 feet above mean sea level).

Project Description

The proposed 2.1-acre project would consist of widening the eastern side of Balboa Boulevard south of its intersection with Devonshire Street to allow for a second left-turn lane. Balboa Boulevard would be widened by 3 feet over a distance of 700 feet. The sidewalk along this section of Balboa Boulevard would correspondingly be narrowed by 3 feet, from 13 feet to 10 feet. The project would include relocating utilities; removing and replacing sidewalks, curbs, and gutters; relocating one traffic signal; removing and replacing 7 street trees; new pavement; and restriping the roadway. Conceptual plans are included in the attached Exhibits.

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

The project would provide a second left-turn lane from northbound Balboa Boulevard to westbound Devonshire Street. Providing a second left-turn lane at this location would reduce average vehicle delay through the intersection during peak traffic hours, improving the level of service.

Funding for the project would include both City local funds and federal Regional Surface Transportation Program (RSTP) funds. Federal funding triggers a requirement to comply with the National Environmental Policy Act (NEPA) in addition to compliance with the California Environmental Quality Act (CEQA).

The analysis in this document assumes that, unless otherwise stated, the project would be designed, constructed, and operated following all applicable laws, regulations, ordinances, and formally adopted City standards including but not limited to: Los Angeles Municipal Code; Bureau of Engineering Standard Plans; Standard Specifications for Public Works Construction; Work Area Traffic Control Handbook; Additions and Amendments to the Standard Specifications for Public Works Construction.

Project Construction

Construction would consist of: mobilization and site preparation; grading, trenching, and installation of sub-surface utilities; building assembly and construction; architectural coating and paving; finishing; and demobilization. Maximum depth of trenches would be approximately 15 feet, and no cut or fill or importing or exporting of soil would be required. Construction equipment would include heavy trucks, generators, air compressors, backhoes, bulldozers, cranes, rollers, pavers, and forklifts. Construction vehicles, equipment, and materials would be staged onsite.

Construction of the proposed improvements is expected to start in mid-2019. Construction is estimated to require approximately 9 months, and would include demolition, grading and trenching for subsurface utilities, construction, paving, finishing, and demobilization. Construction would occur between 7:00 a.m. and 4:00 p.m. 5 days per week with an average of 10 workers. Approximately 10 truck trips would be required to bring equipment and building materials to the site, provide vendor services during construction, and remove soil and debris from the site. No street closures would be required to construct the project.

During construction, one lane in each direction would be maintained, at a minimum, and on-street parking would not be available. Construction would include grading, shoring, and resurfacing, as well as concrete forming and concrete pours. Approximately 7 street trees would be removed, and subsurface utilities would be relocated as needed. Parking availability after completion of the project would be the same as present.

Type of Project (use Table 1 on instruction sheet): Roadway Widening

County LA	Narrative Location/Route & Postmiles: Intersection of Balboa Boulevard and Devonshire Street. Caltrans Projects – EA# 965105
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Lead Agency: City of Los Angeles Bureau of Engineering

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Hot Spot Pollutant of Concern (check one or both) **PM2.5 X** **PM10 X**

Federal Action for which Project-Level PM Conformity is Needed (check appropriate box)

<input checked="" type="checkbox"/>	Categorical Exclusion (NEPA)	EA or Draft EIS	FONSI or Final EIS	PS&E or Construction	Other

Scheduled Date of Federal Action: 2019

NEPA Assignment – Project Type (check appropriate box)

<input type="checkbox"/> Exempt	<input type="checkbox"/> Section 326 –Categorical Exemption	<input checked="" type="checkbox"/> Section 327 – Non-Categorical Exemption
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Current Programming Dates (as appropriate)				
	PE/Environmental	ENG	ROW	CON
Start	01/31/2018	01/31/2018	N/A	01/30/2020
End	08/30/2019	08/30/2019		10/30/2021

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

The purpose of the proposed project is to improve intersection operations and decrease delays through the Balboa Boulevard / Devonshire Street intersection during peak traffic periods. The project is needed due to existing and projected peak-hour traffic congestion at the Balboa Boulevard / Devonshire Street intersection. AADT in 2019 is estimated at 40,753 vehicles. Peak hour intersection volumes are shown in Table 1.

Table 1: Existing (2019) Traffic Conditions

Intersection	Peak-Hour Through Volume								Peak-Hour Level of Service (LOS)			
	Morning (AM)				Evening (PM)				Morning (AM)		Evening (PM)	
	North	South	West	East	North	South	West	East	v/c	LOS	v/c	LOS
Balboa Blvd & Devonshire St	2,255	2,350	2,840	2,773	2,550	2,466	2,536	2,556	0.917	E	0.874	D
Notes: AM – morning, PM – evening, LOS – Level of Service, v/c – volume to capacity. Level of Service is rated A (best) through F (worst)												
Source: Parsons, 2019, <i>Transportation Impact Study</i>												

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

Adjacent land uses include retail and office commercial, multi-family residential, and institutional land uses.

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

Design Year No-Build and Build conditions are presented in Table 2. AADT in 2040 is estimated to be 49,403 vehicles. Truck counts are not available, but as there are no sources or destinations for heavy truck traffic in the vicinity of the project, heavy trucks are believed to be 2% or less of AADT.

Table 2: Year 2040 Traffic Conditions at Balboa Blvd./Devonshire St. Intersection

Intersection	Peak-Hour Through Volume								Peak-Hour Level of Service (LOS)			
	Morning (AM)				Evening (PM)				Morning (AM)		Evening (PM)	
	North	South	West	East	North	South	West	East	v/c	LOS	v/c	LOS
No-Build	2,378	2,476	2,994	2,992	2,687	2,598	2,669	2,692	0.973	E	0.925	E
Build	2,378	2,476	2,994	2,922	2,687	2,598	2,669	2,692	0.888	D	0.866	D
Notes: AM – morning, PM – evening, LOS – Level of Service, v/c – volume to capacity. Level of Service is rated A (best) through F (worst)												
Source: Parsons, 2019, <i>Transportation Impact Study</i>												

As indicated in Table 2, the project would not increase traffic, but would improve the LOS from E to D during both morning and evening hours. Average volume per capacity ratio would be reduced by about 7-9 percent.

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

By providing one additional left-turn lane, the intersection improvement project would improve traffic operations at a single intersection. The traffic redistribution effects of the project are expected to be minor to negligible.

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

The proposed project is not considered a Project of Air Quality Concern (POAQC) for PM₁₀ or PM_{2.5} because it does not meet the definition of a POAQC as defined in USEPA's *Transportation Conformity Guidance*:

- Average traffic volumes on Balboa Boulevard at Devonshire Street are less than 125,000 vehicles per day, and diesel truck traffic on Balboa Boulevard is less than 8 percent of this vehicle volume (less than 10,000 trucks per day);
- The Balboa Boulevard / Devonshire Street intersection does not experience significant numbers of diesel trucks, and the future No-Build LOS at this intersection would not be degraded to LOS D, E, or F with implementation of the project due to increased traffic volumes from a significant number of diesel vehicles;
- The project does not involve a new or expanded bus or rail terminal or transfer point; and
- The project is not in or affecting a location, area, or category of site that is identified in a PM_{2.5} or PM₁₀ implementation plan or implementation plan submission, as appropriate, as sites of possible violation.

Figure 1: Project Vicinity Map

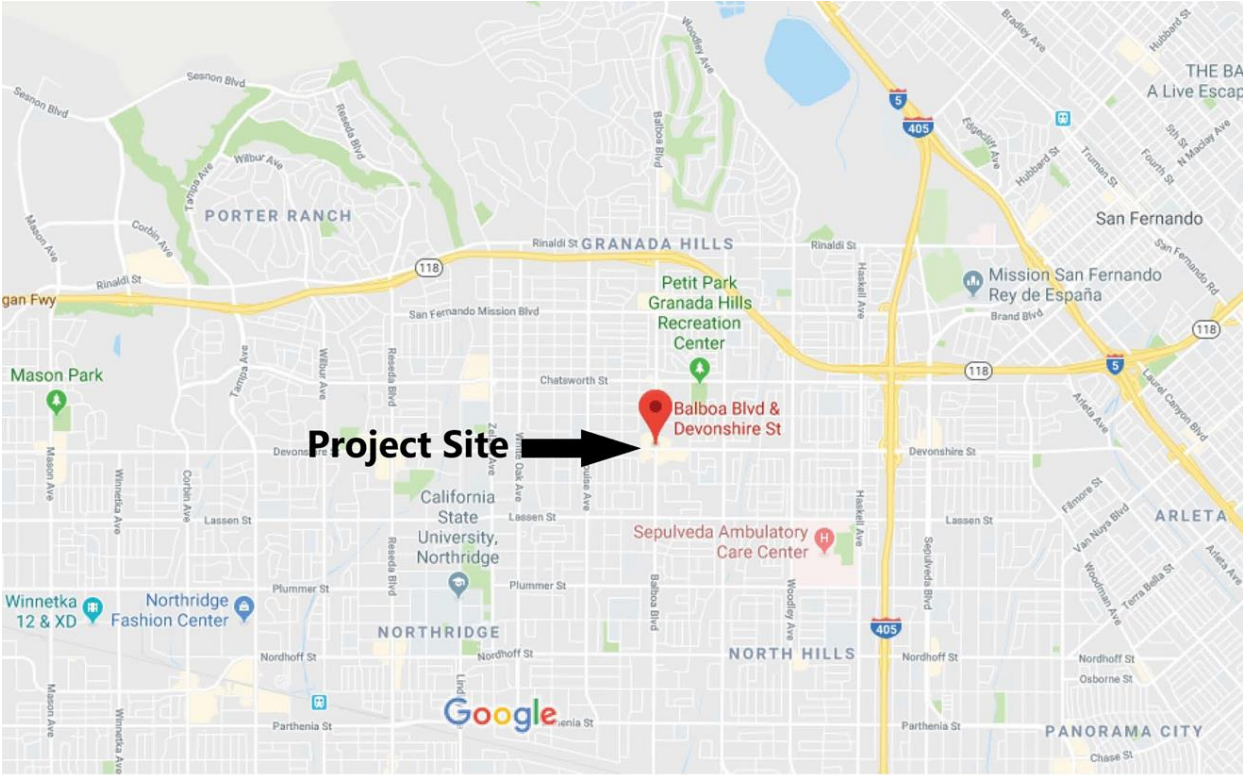


Figure 2: Project Alignment

