

PM Conformity Hot Spot Analysis – Project Summary for Interagency Consultation

<b>RTIP ID#</b> <i>(required)</i> LA0C8046				
<b>TCWG Consideration Date</b> <del>September 25, 2012</del> <u>May 28, 2019</u>				
<p><b>Project Description</b> <i>(clearly describe project)</i></p> <p>The proposed project would widen a 0.6-mile segment of Burbank Boulevard from Cleon Avenue to Lankershim Boulevard by approximately 13 feet on each side of the street. However, the east side of Vineland Avenue north of Burbank Boulevard would not be widened to avoid an adverse effect on the Circus Liquor Jr. Market sign (historic architectural resource). The widened portion of Burbank Boulevard would be restriped to include two lanes for through traffic, a left-turn lane, a bicycle lane, and a parking lane in each direction. Most of the sidewalk would be widened as part of the project. However, there would be some areas where the sidewalk would be reduced in width. Nonetheless, City of Los Angeles pedestrian safety requirements, including the required minimum width for sidewalks per the city's Standard Plan S-470-0, would continue to be met. Additional improvements would include adjusting multiple maintenance holes to bring them to grade, planting new trees, and relocating utilities, including power poles, streetlights, and traffic signals, where necessary.</p> <p>The project may require the acquisition of one parcel at 11178 Burbank Boulevard (assessor's parcel number 2350005030) to accommodate the expanded right-of-way. It would also require approximately 17 permanent easements from other parcels. The business at 11178 Burbank Boulevard, located on the southeast corner of the intersection of Klump Avenue and Burbank Boulevard, would be fully acquired by the <b>eCity</b> and demolished to accommodate the expanded right-of-way.</p> <p>Construction is anticipated to begin sometime in <del>2016</del> <u>2020</u> and have duration of approximately 24 months. During that time, at least one travel lane in each direction would be maintained. Street detours are not anticipated.</p>				
<p><b>Type of Project</b> <i>(use Table 1 on instruction sheet)</i></p> <p>Change to existing regionally significant street</p>				
<b>County</b> Los Angeles		<p><b>Narrative Location/Route &amp; Postmiles</b> 0.6-mile segment of Burbank Boulevard, from Cleon Avenue to Lankershim Boulevard (No Postmiles – not State Highway)</p> <p><b>Caltrans Projects – EA#</b> N/A</p>		
<b>Lead Agency:</b> City of Los Angeles Bureau of Engineering				
<b>Contact Person</b> Rusty Whisman		<b>Phone#</b> 213-312-1778	<b>Fax#</b> N/A	<b>Email</b> rusty.whisman@icf.com
<b>Hot Spot Pollutant of Concern</b> <i>(check one or both)</i> <b>PM2.5</b> X <b>PM10</b> X				
<b>Federal Action for which Project-Level PM Conformity is Needed</b> <i>(check appropriate box)</i>				
X	<b>Categorical Exclusion (NEPA)</b>	<b>EA or Draft EIS</b>	<b>FONSI or Final EIS</b>	<b>PS&amp;E or Construction</b>
				<b>Other</b>
<b>Scheduled Date of Federal Action:</b> <del>2014</del> <u>September 2019</u>				
<b>NEPA Assignment – Project Type</b> <i>(check appropriate box)</i>				
Exempt		<b>Section 326 – Categorical Exemption</b>	X	<b>Section 327 – Non-Categorical Exemption</b>
<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>	<u>2008 July 2006</u>	<u>January 2008</u>	<del>2014</del> <u>September 2013</u>	<del>2016</del> <u>July 2020</u>
<b>End</b>	<del>2013</del> <u>September 2019</u>	<u>September 2013</u>	<del>2015</del> <u>October 2019</u>	<del>2018</del> <u>June 2022</u>

**Project Purpose and Need (Summary):** *(attach additional sheets as necessary)*  
 The purpose of the project is to improve traffic flow, reduce traffic congestion, and provide street infrastructure improvements along Burbank Boulevard between Cleon Avenue and Lankershim Boulevard. Burbank Boulevard is classified as a **Class Boulevard II Major Highway**. A **Class Boulevard II Major Highway** is normally at least 80 feet wide; however, the segment of Burbank Boulevard between Lankershim Boulevard and Cleon Avenue is not a consistent width of at least 80 feet. By widening this segment, Burbank Boulevard would be at least 80 feet wide, thereby conforming to City of Los Angeles Class II Major Highway standards.

The proposed project aims to reduce congestion by removing an existing bottle-neck and maintaining an acceptable level of service along all of Burbank Boulevard.

**Surrounding Land Use/Traffic Generators** *(especially effect on diesel traffic)*  
 Sensitive receptors in the vicinity of the project area (See Figure 1 for land uses in the vicinity of the project area) that could be affected by the proposed action include multi-family residential land uses located on Burbank Boulevard. Isolated heavy truck trips may occur in the project vicinity, as there are many commercial establishments along Burbank Avenue that require truck deliveries.

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

Table 1: Burbank Boulevard Opening Year LOS, AADT, Truck AADT and Truck Percentages:

Roadway Segment	Percent Truck Traffic <sup>a</sup>	<del>2018-2022</del> No Build Conditions				<del>2019-2022</del> Build Conditions			
		Daily LOS	Peak Hour LOS (AM/PM)	AADT	Truck AADT	Daily LOS	Peak Hour LOS (AM/PM)	AADT	Truck AADT
Burbank Blvd, west of Lankershim Ave Blvd	42.4%	<del>CA</del>	<del>B/C</del>	<del>34,346,259,955</del>	<del>8314,524</del>	<del>FA</del>	<del>E/E</del>	<del>43,472,227,754</del>	<del>1,0524,604</del>
Burbank Blvd, between Lankershim Ave Blvd and Vineland Ave	42.7%	<del>DB</del>	<del>E/E</del>	<del>25,043</del>	<del>667</del>	<del>BA</del>	<del>D/D</del>	<del>36,624</del>	<del>977</del>
Burbank Blvd, east of Cleon Ave	53.3%	<del>CA</del>	<del>C/E</del>	<del>21,734,22,055</del>	<del>7234,007</del>	<del>DB</del>	<del>D/E</del>	<del>24,065</del>	<del>7994,100</del>

<sup>a</sup> Truck percentages were calculated using the data from the tables in Attachment B. Percentages have been rounded to the nearest percent.  
 Source: Fehr & Peers 2019.

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

**Table 2: Burbank Boulevard Horizon Year LOS, AADT, Truck AADT and Truck Percentages:**

Roadway Segment	Percent Truck Traffic <sup>a</sup>	2040 No Build Conditions				2040 Build Conditions			
		Daily LOS	Peak Hour LOS (AM/PM)	AADT	Truck AADT	Daily LOS	Peak Hour LOS (AM/PM)	AADT	Truck AADT
Burbank Blvd, west of Lankershim Blvd	2.4%	A	C/C	35,787	863	B	E/F	46,299	1,121
Burbank Blvd, between Lankershim Blvd and Vineland Ave	2.7%	B	F/E	25,452	678	A	E/D	40,471	1,076
Burbank Blvd, east of Cleon Ave	3.3%	B	D/F	23,564	783	B	E/F	26,679	885

<sup>a</sup> Truck percentages were calculated using the data from the tables in Attachment B.  
Source: Fehr & Peers 2019

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

**Table 3: Cross-street Opening Year LOS, AADT, Truck AADT and Truck Percentages:**

Roadway Segment	Percent Truck Traffic <sup>a</sup>	2022 No Build Conditions				2022 Build Conditions			
		Daily LOS	Peak Hour LOS (AM/PM)	AADT	Truck AADT	Daily LOS	Peak Hour LOS (AM/PM)	AADT	Truck AADT
Lankershim Blvd, north of Burbank Blvd	4.4%	A	A/A	23,562	1,027	A	A/A	23,921	1,041
Lankershim Blvd, south of Burbank Blvd	2.6%	A	A/A	24,363	628	A	A/A	24,135	622
Tujunga Ave, north of Burbank Blvd	2.8%	A	A/B	9,536	269	A	A/B	9,841	275
Tujunga Ave, south of Burbank Blvd	3.7%	A	B/B	13,527	503	A	B/A	11,851	438
Vineland Ave, north of Burbank Blvd	3.0%	A	B/A	27,203	806	A	B/A	28,161	834
Vineland Ave, south of Burbank Blvd	2.7%	A	B/B	28,906	779	A	A/A	27,237	723

<sup>a</sup> Truck percentages were calculated using the data from the tables in Attachment B.  
Source: Fehr & Peers 2019

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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

Table 4: Cross-street Horizon Year LOS, AADT, Truck AADT and Truck Percentages:

Roadway Segment	Percent Truck Traffic <sup>a</sup>	2040 No Build Conditions				2040 Build Conditions			
		Daily LOS	Peak Hour LOS (AM/PM)	AADT	Truck AADT	Daily LOS	Peak Hour LOS (AM/PM)	AADT	Truck AADT
Lankershim Blvd, north of Burbank Blvd	4.4%	A	A/A	27,670	1,204	A	A/A	28,159	1,226
Lankershim Blvd, south of Burbank Blvd	2.6%	A	B/A	28,290	729	A	A/A	27,983	720
Tujunga Ave, north of Burbank Blvd	2.8%	A	A/C	11,218	314	A	A/C	11,059	310
Tujunga Ave, south of Burbank Blvd	3.7%	A	B/B	14,157	524	A	C/B	13,566	502
Vineland Ave, north of Burbank Blvd	3.0%	A	B/B	29,827	882	A	C/B	31,449	930
Vineland Ave, south of Burbank Blvd	2.7%	A	C/B	31,636	840	A	B/B	29,001	772

<sup>a</sup> Truck percentages were calculated using the data from the tables in Attachment B.  
Source: Fehr & Peers 2019

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

As detailed above under *Purpose and Need*, the project aims to reduce congestion by removing an existing bottle-neck to maintain an acceptable level of service along Burbank Boulevard, and to conform to City of Los Angeles Class II Major Highway Standards Boulevard II standards. Widening Burbank Boulevard would provide additional capacity to peak hour traffic. At the 2022 opening year, ADT on the segments adjacent to Burbank Boulevard would increase by as much as 4,200,958 over no build conditions (Vineland Avenue north of Burbank Boulevard). However, no deterioration in peak hour or daily roadway segment LOS are projected to occur. As a result of the increased capacity and ADT, four segments would experience a decrease in LOS, one segment would experience an improvement in LOS, and four would experience no change in LOS in the opening year over no build conditions.

In the horizon year, ADT on the segments adjacent to Burbank Boulevard would also increase by as much as 1,622 over No Build conditions (Vineland Avenue north of Burbank Boulevard). However, only the Vineland Avenue segments north and south of Burbank Boulevard would experience a

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

The proposed project is not a project of air quality concern because the project does not meet the following criteria (underlined text indicates answers to 40 CFR 93.123(b)(1) criteria for Projects of Air Quality Concern:

**(i) New or expanded highway projects that have a significant number of or significant increase in diesel vehicles;**

The project is not a new or expanded highway project (it is a change to an existing regionally significant street). In addition, Table 12 in Attachment A (Table 1 above) indicates maximum ADT in the opening year (~~2018~~2022) ~~is would be 40,92243,472 on the Burbank Boulevard segment west of Lankershim Boulevard~~, with maximum truck ADT at ~~1,777,052~~, corresponding to a truck percentage of 42.4%. Table 14 in Attachment A (Table 2 above) indicates that, in the horizon year (2040), maximum ADT ~~is would be 43,15546,299 on the Burbank Boulevard segment west of Lankershim Boulevard~~, with maximum truck ADT at ~~41,121,875~~, corresponding to a truck percentage of 42.4%. Maximum truck ADT for both opening and horizon years would be well below the EPA's POAQC guidance criteria of 125,000 and 8% trucks (10,000 truck ADT) along all roadway segments.

**(ii) Projects affecting intersections that are at Level-of-Service D, E, or F with a significant number of diesel vehicles, or those that will change to Level-of-Service D, E, or F because of increased traffic volumes from a significant number of diesel vehicles related to the project**

Tables 12 and 14 in Attachment A (Tables 2-1 and 4-2 above) indicate that the project affects roadway segments that are at Level-of-Service D, E, and F during one or more peak hours. Increased capacity due to the widening of Burbank Boulevard would ~~improve decrease LOS within the project limits (Burbank Boulevard segment between Lankershim Boulevard and Vineland Avenue), but the increased volumes would result in poorer LOS for the segments to the east and west of the project limits on Burbank Boulevard. LOS over no-build conditions at one and four segments in the opening and horizon years, respectively.~~ However, under the Build Alternative, maximum truck ADT in the project area is ~~1,777,052~~ in the opening year and ~~1,875,226~~ in the horizon year (1,121 on Burbank Boulevard), which is ~~well~~ below the EPA's POAQC guidance criteria of 10,000 truck ADT.

**(iii) New bus and rail terminals and transfer points than have a significant number of diesel vehicles congregating at a single location;**

The proposed project does not include the construction of a new bus or rail terminal.

**(iv) Expanded bus and rail terminals and transfer points that significantly increase the number of diesel vehicles congregating at a single location**

The proposed project does not expand an existing bus or rail terminal.

**(v) Projects in or affecting locations, areas, or categories of sites which are identified in the PM10 or PM2.5 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation**

The proposed project is not in or affecting locations, areas, or categories of sites that are identified in the PM2.5 and PM10 applicable implementation plan or implementation plan submission, as appropriate, as sites of violation or possible violation.

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