

## IV.P TRAFFIC AND TRANSPORTATION

### INTRODUCTION

This section describes the existing traffic and transportation conditions in the study area and analyzes the potential impacts associated with the Jordan Downs Specific Plan (proposed project). Mitigation measures intended to address project-related adverse impacts are also included in this section. This analysis is based on the Specific Plan Traffic Impact Study prepared by Iteris for the proposed project. The traffic study is included in its entirety in Appendix F.

### ENVIRONMENTAL SETTING

The Specific Plan area is located in highly urbanized South Los Angeles. Below is a brief description of the existing streets and transportation around the Specific Plan area.

#### Existing Regional Freeway Access

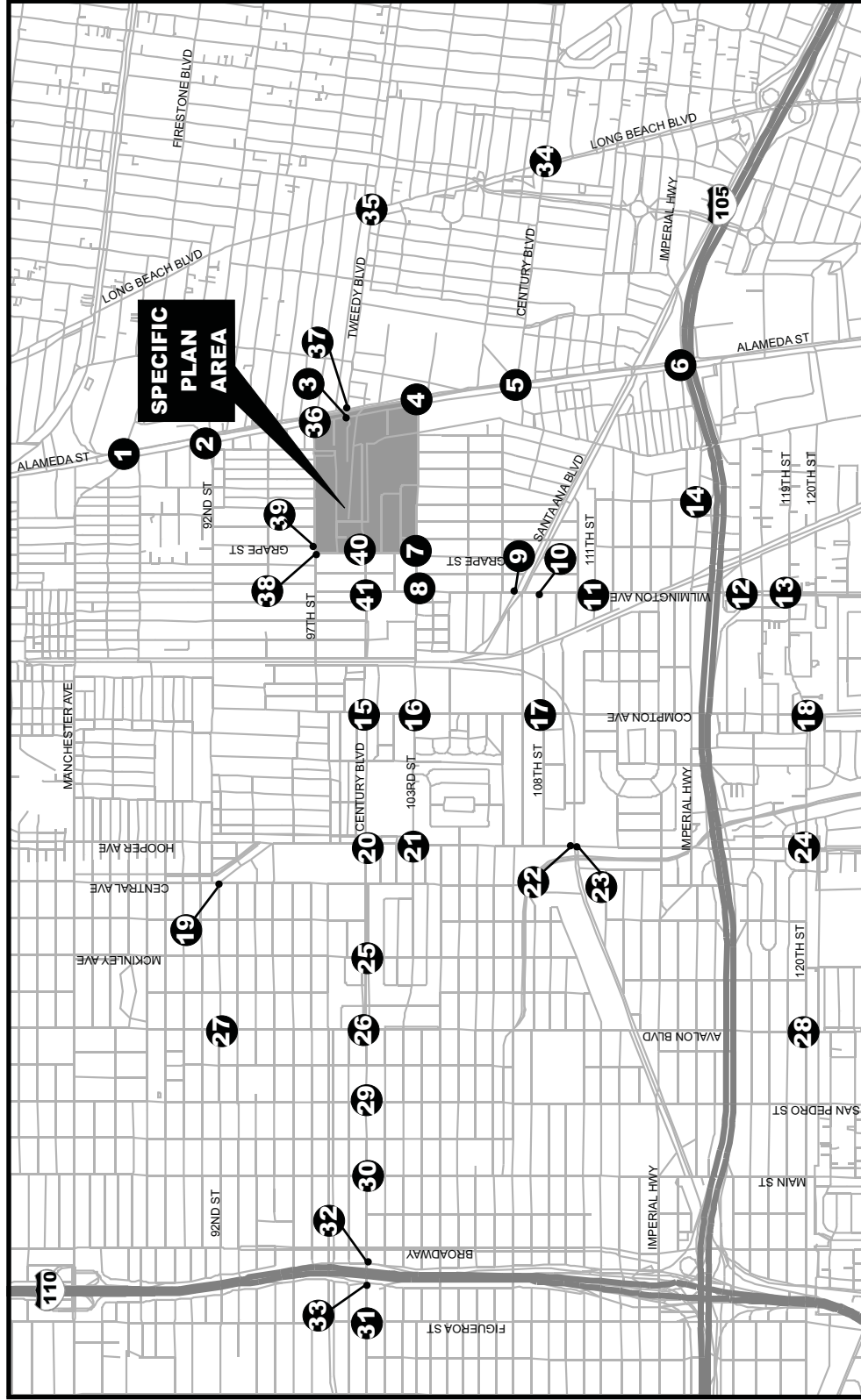
Regional access to the Specific Plan area is provided by the east-west Glenn Anderson Freeway (I-105) and the north-south Harbor Freeway (I-110) (**Figure IV.P-1**). Ramp access to I-105 is provided at Wilmington Avenue. Westbound, the ramps enter and exit Imperial Highway at Croesus Avenue, north of I-105. The eastbound ramps enter and exit Wilmington Avenue directly south of I-105. Ramp access to I-110 is provided at Century Boulevard. However, southbound on-ramp access and northbound off-ramp access is not provided at Century Boulevard due to the proximity of these ramps to the I-110/I-105 interchange. Residents of the existing Jordan Downs public housing complex likely use the I-105 ramps at Wilmington Avenue (located approximately one mile south) for southbound trips on I-110.

#### Existing Street System

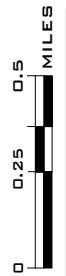
The street network surrounding the Specific Plan area is the grid system typical of this part of the City of Los Angeles (**Figure IV.P-1**). However, the Specific Plan area road system does not follow the surrounding grid system. Rather, it contains one loop road (99<sup>th</sup> Place) serving the north portion of the area, and two loop roads (101<sup>st</sup> Street and 102<sup>nd</sup> Street connected by Juniper Street) serving the south portion of the area. These internal roads are connected to the surrounding street system at offset intersections. There is no north-south road connection through the Specific Plan area; north-south connectivity occurs at the periphery, along Grape Street and Alameda Street.

The streets serving the Specific Plan area are located in the City of Los Angeles, the County of Los Angeles, City of Lynwood, and the City of South Gate. Each of these jurisdictions classifies their streets in their General Plans. The following are the major streets in the Specific Plan area:

- **97<sup>th</sup> Street.** This is an east-west two-lane road classified as a collector street in the City of Los Angeles Transportation Element of the General Plan. This street adjoins the northern portion of the Specific Plan area.
- **103<sup>rd</sup> Street.** This is an east-west two-lane road classified as a collector street in the City of Los Angeles Transportation Element of the General Plan. This street adjoins the southern portion of the Specific Plan area.
- **Grape Street.** This is a north-south two-lane road classified as a local street in the City of Los Angeles Transportation Element of the General Plan. This street adjoins the western portion of the Specific Plan area.



APPROX.  
SCALE



LEGEND:

 Specific Plan Area

 Study Intersection, refer to Table IV.P-1

SOURCE: Iteris, 2010.



Jordan Downs Redevelopment Project  
Environmental Impact Report

CITY OF LOS ANGELES DEPARTMENT OF CITY PLANNING

FIGURE IV.P-1

EXISTING ROADWAYS AND STUDY INTERSECTIONS

- **Alameda Street.** This is a north-south road that runs along the eastern edge of the Jordan Downs Specific Plan area. Alameda Street borders the County of Los Angeles and the Cities of South Gate and Lynwood in the immediate vicinity. Adjacent to the Specific Plan area, Alameda Street has three separate components within its right-of-way:
  - South Alameda Street (W), on the west side, is classified as a secondary four-lane road that serves properties to the west of the Alameda Corridor and intersects with 97<sup>th</sup> Street and 103<sup>rd</sup> Street. It currently falls under the jurisdiction of Los Angeles County, but after annexation it will be under the jurisdiction of the City of Los Angeles. This street adjoins the eastern portion of the Specific Plan area.
  - The Alameda Corridor, a regional freight rail corridor below-grade in an uncovered trench, under the jurisdiction of the County of Los Angeles.
  - Alameda Street (E), a four-lane road that serves parcels to the east of the Alameda Corridor. It ends at 92<sup>nd</sup> Street, north of the Specific Plan area, and is under the jurisdiction of the City of South Gate.
- **Century Boulevard.** This is an east-west road classified as a Major Highway Class II in the City of Los Angeles Transportation Element of the General Plan. Currently, Century Boulevard is a four-lane road west of Wilmington Avenue, and a two-lane road from Wilmington Avenue to its termination at Grape Street. Within the Specific Plan area, Century Boulevard is currently unconstructed east of Grape Street, except as a small, non-through driveway to serve internal uses. The City of Los Angeles Transportation Element shows Century Boulevard connecting from Grape Street to the eastern City limit at Alameda Street.
- **Tweedy Boulevard.** This is a four-lane secondary road with parking on both sides, located in the City of South Gate. Tweedy Boulevard has an unsignalized intersection with Alameda Street and a signalized intersection with South Alameda Street.

### Study Area Intersections

A total of 41 study intersections in the Cities of Los Angeles, South Gate, and Lynwood, and the County of Los Angeles were selected for evaluation in consultation with the City of Los Angeles Department of Transportation (LADOT). The 41 study intersections represent intersections deemed most likely to experience increases in traffic due to the proposed project. The locations of the study intersections assessed in the traffic analysis are shown in **Table IV.P-1** and in **Figure IV.P-1**.

A field inventory was conducted at the 41 study intersections that included a review of intersection geometric layout, traffic control, lane configuration, posted speed limits, transit service, land use, and parking. Existing lane configurations and traffic control at the 41 study intersections are provided in Appendix F.

### Level of Service Analysis

The efficiency of traffic operations at a location is measured in terms of Level of Service (LOS). LOS is a description of traffic performance at intersections and is a measure of average operating conditions at intersections during an hour. It is based on a volume-to-capacity (V/C) ratio for signalized intersections and the average delay per vehicle for unsignalized locations. Levels range from 'A' to 'F', with 'A' representing excellent (free-flow) conditions and 'F' representing extreme congestion. The County of Los Angeles has established LOS D as the minimum acceptable level of service. The definitions for each level of service are described in **Table IV.P-2** for signalized intersections and **Table IV.P-3** for unsignalized intersections.

<b>TABLE IV.P-1: STUDY INTERSECTIONS BY JURISDICTION</b>		
<b>Intersection #</b>	<b>Intersection</b>	<b>Signalized/Unsignalized</b>
<b>City of Los Angeles</b>		
3	Alameda St (W)/Tweedy Blvd /a/	Signalized
7	Grape St/103 <sup>rd</sup> St	Signalized
8	Wilmington Ave/103 <sup>rd</sup> St	Signalized
9	Wilmington Ave/Santa Ana Blvd	Signalized
10	Wilmington Ave/108 <sup>th</sup> St	Signalized
11	Wilmington Ave/111 <sup>th</sup> St	Signalized
15	Compton Ave/Century Blvd	Signalized
16	Compton Ave/103 <sup>rd</sup> St	Signalized
17	Compton Ave/108 <sup>th</sup> St	Signalized
19	Central Ave/92 <sup>nd</sup> St	Signalized
20	Central Ave/Century Blvd	Signalized
21	Central Ave/103 <sup>rd</sup> St	Signalized
22	Central Ave/108 <sup>th</sup> St (N)	Signalized
23	Central Ave/108 <sup>th</sup> St (S)	Signalized
24	Central Ave/120 <sup>th</sup> St	Signalized
25	McKinley Ave/Century Blvd	Signalized
26	Avalon Blvd/Century Blvd	Signalized
27	Avalon Blvd/92 <sup>nd</sup> St	Signalized
28	Avalon Blvd/120 <sup>th</sup> St	Signalized
29	San Pedro St/Century Blvd	Signalized
30	Main St/Century Blvd	Signalized
31	Figueroa St/Century Blvd	Signalized
32	I-110 NB On-Ramp/Century Blvd	Signalized
33	I-110 SB Off-Ramp/Century Blvd	Signalized
38	Grape St/97 <sup>th</sup> St (W)	Unsignalized
39	Grape St/97 <sup>th</sup> St (E)	Unsignalized
40	Grape St/Century Blvd	Unsignalized
41	Wilmington Ave/Century Blvd	Unsignalized
<b>County of Los Angeles</b>		
1	Alameda St (W)/Firestone Blvd	Signalized
2	Alameda St (W)/92 <sup>nd</sup> St	Signalized
13	Wilmington Ave/120 <sup>th</sup> St	Signalized
18	Compton Ave/120 <sup>th</sup> St	Signalized
<b>City of Lynwood</b>		
5	Alameda St (W)/ Century Blvd/ Martin Luther King Jr. Blvd	Signalized
<b>City of Los Angeles and City of Lynwood</b>		
4	Alameda St (W)/103 <sup>rd</sup> St /a/	Signalized
<b>City of Los Angeles and City of South Gate</b>		
37	Alameda St (E)/Tweedy Blvd /a/	Unsignalized
<b>City of Los Angeles and County of Los Angeles</b>		
12	Wilmington Ave/I-105 EB Ramps	Signalized
14	I-105 WB Ramps/Imperial Highway	Signalized
36	Alameda St (W)/97 <sup>th</sup> St /a/	Unsignalized
<b>City of South Gate and City of Lynwood</b>		
34	Long Beach Blvd/Century Blvd	Signalized
35	Long Beach Blvd/Tweedy Blvd	Signalized
<b>County of Los Angeles and City of Lynwood</b>		
6	Alameda St (W)/Imperial Highway	Signalized
/a/ Intersection will become partially or fully under the City of Los Angeles jurisdiction with annexation.		
SOURCE: Transportation Research Board, <i>Transportation Research Circular No. 212, Interim Materials on Highway Capacity</i> , 1980.		

<b>TABLE IV.P-2: LEVEL OF SERVICE DEFINITIONS FOR SIGNALIZED INTERSECTIONS</b>		
<b>LOS</b>	<b>Volume/Capacity Ratio</b>	<b>Definition</b>
A	0.00 - 0.60	EXCELLENT. No vehicles wait longer than one red light and no approach phase is fully used.
B	0.61 - 0.70	VERY GOOD. An occasional approach phase is fully utilized; many drivers begin to feel somewhat restricted within groups of vehicles.
C	0.71 - 0.80	GOOD. Occasionally drivers may have to wait through more than one red light; backups may develop behind turning vehicles.
D	0.81 - 0.90	FAIR. Delays may be substantial during portions of the rush hours, but enough lower volume periods occur to permit clearing of developing lines, preventing excessive backups.
E	0.91 - 1.00	POOR. Represents the most vehicles intersection approaches can accommodate; may be long lines of waiting vehicles through several signal cycles.
F	> 1.00	FAILURE. Backups from nearby locations or on cross streets may restrict or prevent movement of vehicles out of the intersection approaches. Tremendous delays with continuously increasing queue lengths.

**SOURCE:** Transportation Research Board, *Transportation Research Circular No. 212, Interim Materials on Highway Capacity*, 1980.

<b>TABLE IV.P-3: LEVEL OF SERVICE DEFINITIONS FOR UNSIGNALIZED INTERSECTIONS</b>		
<b>LOS</b>	<b>Average Total Delay (seconds/vehicle)</b>	<b>LOS Description</b>
A	0 - 10.0	Little or no delay
B	10.0 - 15.0	Short traffic delays
C	16.0 - 25.0	Average traffic delays
D	26.0 - 35.0	Long traffic delays
E	36.0 - 50.0	Very long traffic delays
F	> 50.0	Severe congestion

**SOURCE:** Transportation Research Board, *Highway Capacity Manual, Special Report 209*, 1997.

### Existing Traffic Operations Analysis

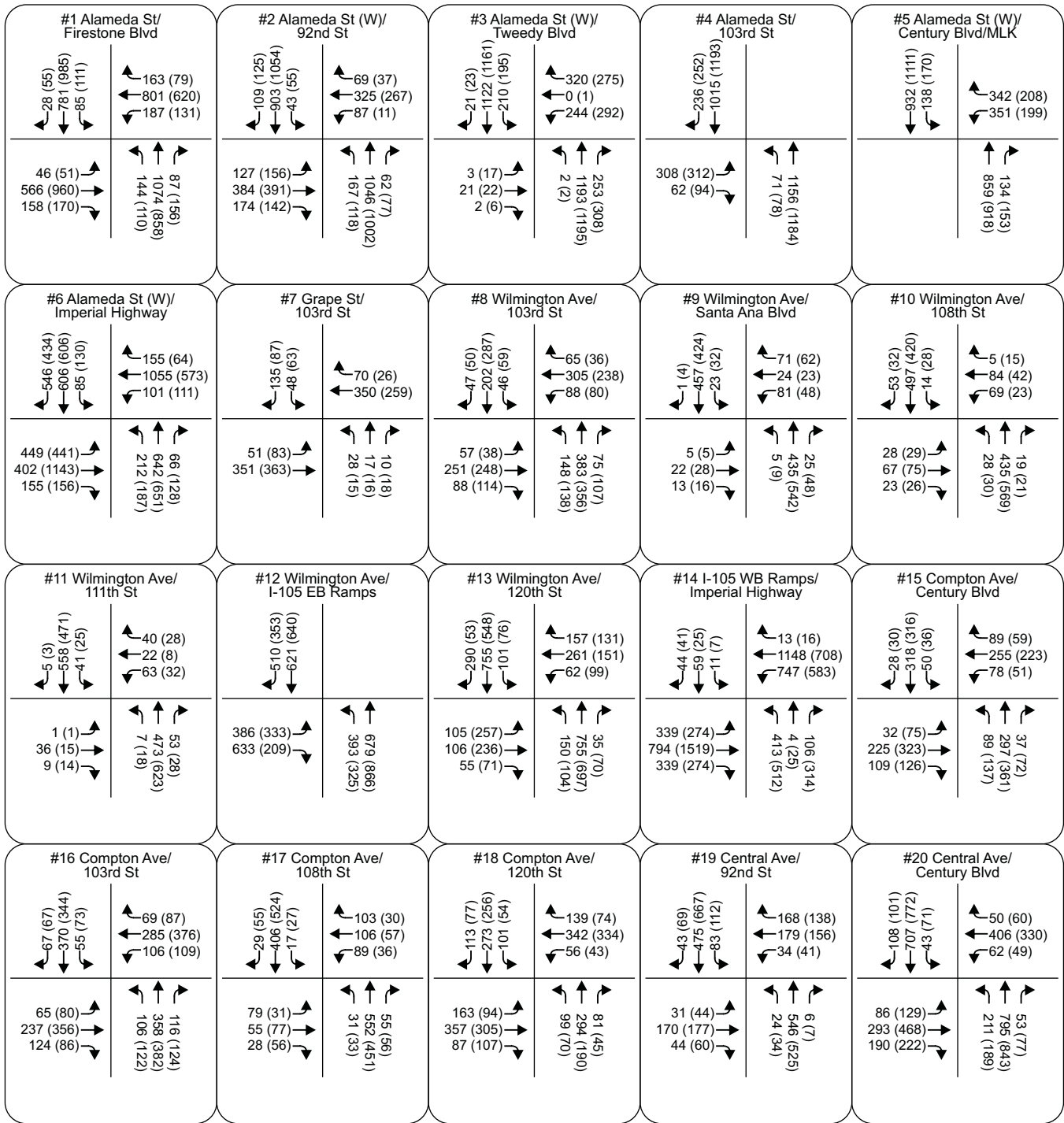
The AM and PM peak hour level of service (LOS) analyses were conducted at the 41 existing study intersections using the Transportation Research Board Critical Movement Analysis (CMA), Circular 212 Planning Method, per the City of Los Angeles Traffic Study Policies and Procedures. The existing traffic analysis is based on the highest single hour of traffic during the AM and PM peak period at the 41 study intersections. New traffic counts were conducted between 7:00 a.m. and 9:00 a.m., and between 4:00 p.m. and 6:00 p.m. The existing conditions level of service analyses results for the signalized intersections in all jurisdictions are summarized in **Table IV.P-4**. The existing AM and PM peak hour turning movement volumes at the study intersections are shown in **Figures IV.P-2** and **IV.P-3**. Traffic count sheets are provided in Appendix F. The results indicate that one study intersection currently operates at LOS E during the AM peak hour, and one study intersection operates at LOS E during the PM peak hour:

- #3 Alameda Street (W) and Tweedy Boulevard (PM Peak Hour)
- #6 Alameda Street (W) and Imperial Highway (AM Peak Hour)

<b>TABLE IV.P-4: EXISTING STUDY SIGNALIZED INTERSECTION PEAK HOUR LOS</b>						
<b>Intersection No.</b>	<b>Intersection</b>	<b>Jurisdiction</b>	<b>AM Peak Hour</b>		<b>PM Peak Hour</b>	
			<b>LOS</b>	<b>V/C</b>	<b>LOS</b>	<b>V/C</b>
1	Alameda St (W)/Firestone Blvd	County of Los Angeles	C	0.757	D	0.819
2	Alameda St (W)/92 <sup>nd</sup> St	County of Los Angeles	C	0.726	B	0.698
3	Alameda St (W)/Tweedy Blvd	City of Los Angeles /a/	D	0.881	<b>E</b>	<b>0.901</b>
4	Alameda St (W)/103 <sup>rd</sup> St /b/	City of Los Angeles/ City of Lynwood	B	0.648	C	0.747
5	Alameda St (W)/ Century Blvd/ Martin Luther King Jr. Blvd	City of Lynwood	B	0.685	B	0.641
6	Alameda St (W)/Imperial Highway	County of Los Angeles/ City of Lynwood	<b>E</b>	<b>0.917</b>	C	0.786
7	Grape St/103 <sup>rd</sup> St /b/	City of Los Angeles	A	0.398	A	0.353
8	Wilmington Ave/103 <sup>rd</sup> St /b/	City of Los Angeles	A	0.307	A	0.306
9	Wilmington Ave/Santa Ana Blvd /b/	City of Los Angeles	A	0.289	A	0.347
10	Wilmington Ave/108 <sup>th</sup> St /b/	City of Los Angeles	A	0.410	A	0.414
11	Wilmington Ave/111 <sup>th</sup> St /b/	City of Los Angeles	A	0.391	A	0.409
12	Wilmington Ave/I-105 EB Ramps /b/	City of Los Angeles/ County of Los Angeles	D	0.838	A	0.586
13	Wilmington Ave/120 <sup>th</sup> St	County of Los Angeles	A	0.561	A	0.548
14	I-105 WB Ramps/Imperial Highway /b/	City of Los Angeles/ County of Los Angeles	D	0.818	C	0.768
15	Compton Ave/Century Blvd /b/	City of Los Angeles	A	0.258	A	0.306
16	Compton Ave/103 <sup>rd</sup> St /b/	City of Los Angeles	A	0.327	A	0.400
17	Compton Ave/108 <sup>th</sup> St /b/	City of Los Angeles	A	0.588	A	0.459
18	Compton Ave/120 <sup>th</sup> St	County of Los Angeles	A	0.464	A	0.356
19	Central Ave/92 <sup>nd</sup> St /b/	City of Los Angeles	A	0.442	A	0.475
20	Central Ave/Century Blvd /b/	City of Los Angeles	B	0.638	B	0.629
21	Central Ave/103 <sup>rd</sup> St /b/	City of Los Angeles	A	0.529	A	0.565
22	Central Ave/108 <sup>th</sup> St (N) /b/	City of Los Angeles	A	0.421	A	0.473
23	Central Ave/108 <sup>th</sup> St (S) /b/	City of Los Angeles	A	0.431	A	0.479
24	Central Ave/120 <sup>th</sup> St /b/	City of Los Angeles	A	0.445	A	0.481
25	McKinley Ave/Century Blvd /b/	City of Los Angeles	A	0.241	A	0.234
26	Avalon Blvd/Century Blvd /b/	City of Los Angeles	A	0.426	A	0.515
27	Avalon Blvd/92 <sup>nd</sup> St /b/	City of Los Angeles	A	0.332	A	0.353
28	Avalon Blvd/120 <sup>th</sup> St /b/	City of Los Angeles	A	0.385	A	0.436
29	San Pedro St/Century Blvd /b/	City of Los Angeles	A	0.463	A	0.505
30	Main St/Century Blvd /b/	City of Los Angeles	A	0.491	A	0.499
31	Figueroa St/Century Blvd /b/	City of Los Angeles	B	0.671	A	0.518
32	I-110 NB On-Ramp/Century Blvd /b/	City of Los Angeles	A	0.353	A	0.284
33	I-110 SB Off-Ramp/Century Blvd /b/	City of Los Angeles	A	0.295	A	0.374
34	Long Beach Blvd/Century Blvd	City of South Gate/City of Lynwood	C	0.738	C	0.725
35	Long Beach Blvd/Tweedy Blvd	City of South Gate/City of Lynwood	C	0.703	B	0.664

Note: Unsignalized intersections are analyzed separately; EB= Eastbound; WB: Westbound; NB=Northbound; SB=Southbound; W=West; E=East.  
/a/ Intersection will become partially or fully under the City of Los Angeles jurisdiction with annexation; no ATSAC credit is taken.  
/b/ City of Los Angeles signalized intersections reflect an ATSAC credit which reduces the final V/C ratio by 0.100.  
**SOURCE:** Iteris, Jordan Downs Specific Plan Traffic Impact Study, June 2010.



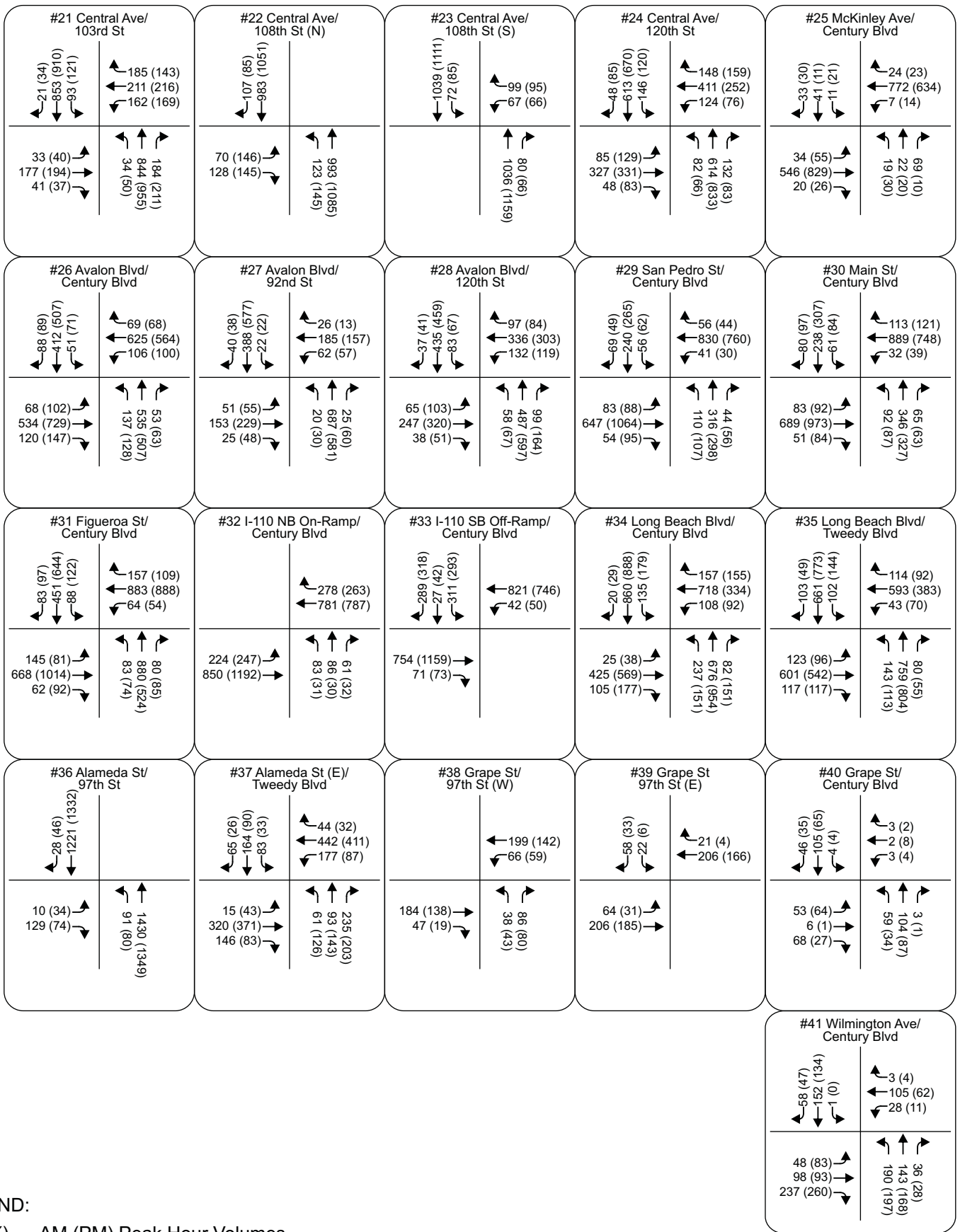


LEGEND:

XX(XX) AM (PM) Peak Hour Volumes

SOURCE: ITERIS, 2010.





**LEGEND:**

XX(XX) AM (PM) Peak Hour Volumes

SOURCE: ITERIS, 2010.

**FIGURE IV.P-3**

**EXISTING PEAK HOUR VOLUMES FOR STUDY INTERSECTIONS NUMBERS 21 TO 41**



### **Congestion Management Program**

To address the increasing public concern that traffic congestion is impacting the quality of life and economic vitality of the State of California, the Congestion Management Program (CMP) was enacted by Proposition 111. The intent of the CMP is to provide the analytical basis for transportation decisions through the State Transportation Improvement Program (STIP) process. The Los Angeles County Metropolitan Transportation Authority (Metro), the local CMP agency, has established a countywide approach to implement the statutory requirements of the CMP. The countywide approach includes designating a highway network that includes all State highways and principal arterials within the County and monitoring the network's LOS standards.

The CMP traffic impact analysis guidelines require analyses of all CMP monitoring intersections where a project could add a total of 50 or more trips during either the AM or PM peak hours. Additionally, all freeway segments where a project could add 150 or more trips in either direction during the peak hours must be analyzed. The nearest CMP arterial monitoring locations to the Jordan Downs Specific Plan area are at the Alameda Street/Firestone Boulevard and Alameda Street/Imperial Highway intersections. The closest CMP mainline freeway monitoring stations are:

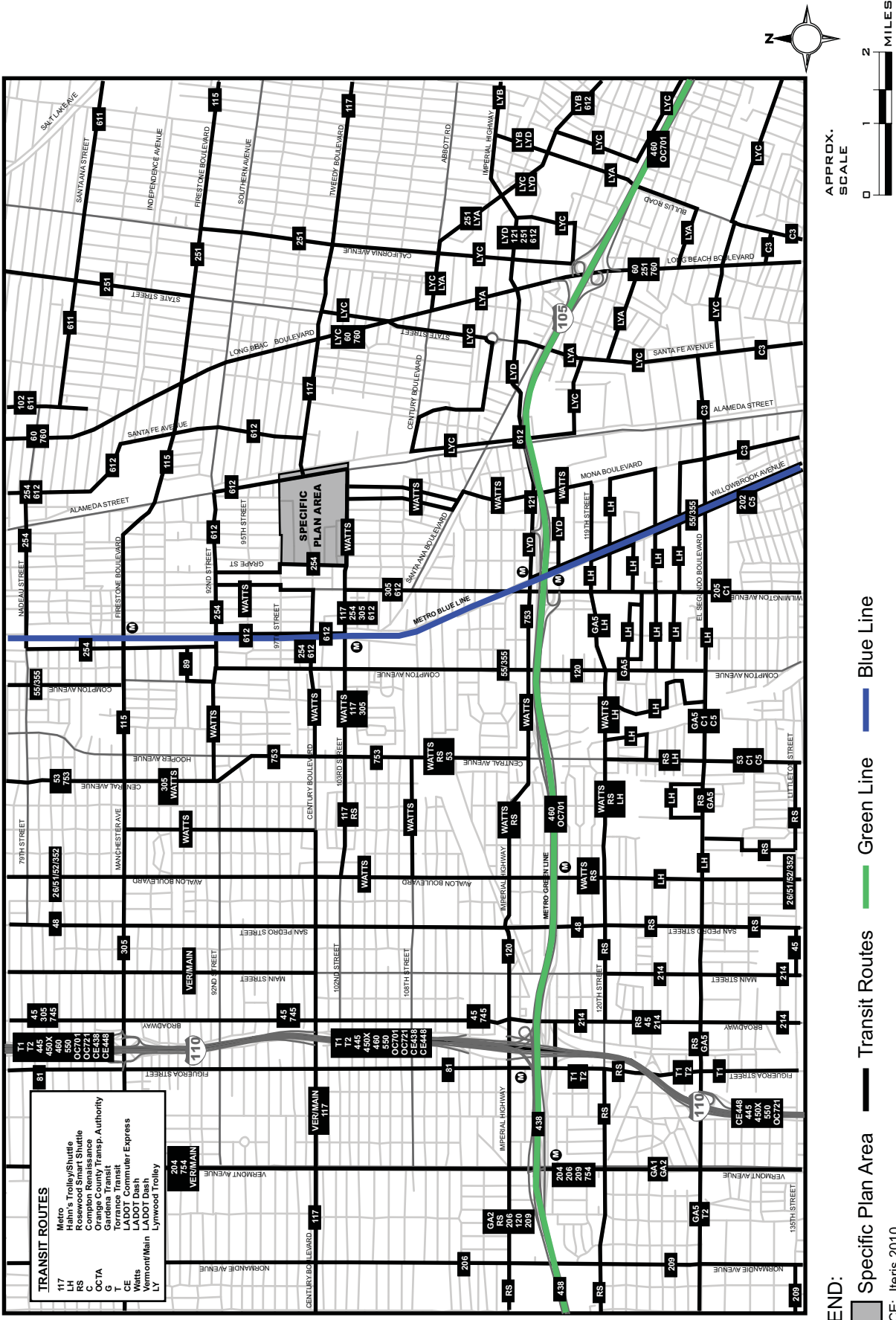
- I-105 Freeway – East of Crenshaw Boulevard, west of Vermont Avenue
- I-105 Freeway – West of I-710, east of Harris Avenue
- I-110 Freeway – Manchester Avenue

### **Parking**

Off-street parking is available for the Jordan Downs public housing complex residents. There are several surface parking lots interspersed between housing units. Based on the parking ratio that HACLA uses (i.e., one parking space per residential unit) there are currently an insufficient number of parking spaces to serve the residents of the 700 existing residential units. On-street parking is available on the majority of the street corridors and adjacent to the Specific Plan area. The privately-owned properties within the Specific Plan area also provide off-street parking, and portions of the Los Angeles Unified School District (LAUSD) property fronting Alameda Street are currently used for student parking.

### **Existing Public Transit Service**

The Specific Plan area is served by nine public transit operators: the Los Angeles County Metropolitan Transportation Authority (Metro), Hahn's Trolley/Shuttle, the Rosewood Smart Shuttle, Compton Renaissance Transit, the Orange County Transportation Authority (OCTA), Gardena Transit, Torrance Transit, the Los Angeles Department of Transportation (LADOT), and the Lynwood Trolley. Together, these operators run a total of 52 local routes, limited stop routes, express routes, and rapid bus routes within two miles of the Specific Plan area. In addition, the Metro Blue Line (light rail) 103<sup>rd</sup> Street Station is located approximately 0.8 miles west of the Specific Plan area and the Metro Green Line Wilmington Station is located approximately 1.25 miles south of the Specific Plan area. **Figure IV.P-4** shows the public transit routes serving the Specific Plan area, and **Table IV.P-5** describes the service characteristics of the transit routes in the vicinity of the Specific Plan area. In **Table IV.P-5**, the lines that have transit stops on or adjacent to the Specific Plan area are in bold print. Although the Watts area has several lines serving it, the Specific Plan area has less service.



**FIGURE IV.P-4**  
EXISTING TRANSIT SERVICE



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SOURCE: Iteris.2010.

TABLE IV.P-5: EXISTING TRANSIT SERVICE IN PROJECT AREA							
Service Provider	Line	Nearest Stop to Jordan Downs Specific Plan Area	Hours of Operation (a.m./p.m.)	Night Owl Service	Weekend Service	Headway (minutes)	
						AM Peak (7:00 am-9:00 am)	PM Peak (4:00 pm-6:00 pm)
Metro	45	Broadway/Century	5:25 am- 4:35 am	Yes	Yes	5 - 9	6 - 10
	48	San Pedro/ Manchester	4:40am - 11:35pm	No	Yes	6 - 30	9 - 12
	26/51/ 52/352	Avalon/Century	4:29 am-12:32 am	Yes	Yes	3 - 12	1 - 11
	53	Central Ave	4:20 am-12:30 am	No	Yes	9 - 15	10 - 15
	55/355	Compton Ave/103 St	5:00 am-9:30 pm	Yes	Limited	20	25-30
	60	Long Beach/ Firestone	4:29 am-9:51 pm	Yes	Yes	5-20	6-19
	81	Harbor Fwy Green Line Station	4:32 am-1:47 am	No	Yes	6-15	7-10
	102	Florence Blue Line Station	5:36 am-9:29 pm	No	Yes	34	37-39
	115	Firestone Blue Line Station	5:00 am-11:50 pm	No	Yes	20	10-12
	<b>117</b>	<b>103rd St from Grape-Alameda St</b>	<b>5:30 am-1:30 am</b>	<b>No</b>	<b>Yes</b>	<b>20</b>	<b>13-20</b>
	120	Imperial/Compton	5:40 am-12:00 am	No	Yes	15-30	25-35
	121	Imperial/Wilmington Green Line Station	5:00 am-12:00 am	No	Yes	30-45	30
	202	Imperial/Wilmington /Rosa Parks Green Line Station	5:26 am-7:21 pm (No midday service)	Yes	No	29-31	30
	204	Vermont/Century	5:16 am- 4:35 am	Yes	Yes	13-25	16-26
	205	Imperial/Wilmington Green Line Station	4:51 am-11:55 pm	No	Yes	31-37	21-25
	206	Vermont Green Line Station	4:24 am-1:35 am	No	Yes	14-21	12-19
	209	Vermont Green Line Station	5:27 am-8:56 pm	No	No	57	57
	214	Harbor Fwy Green Line Station	5:30 am-7:32 pm	No	No	20	20
	251/252	Long Beach Green Line Station	5:44 am-4:19 am	Yes	Yes	15-32	16-36
	<b>254</b>	<b>Grape St/103rd St</b>	<b>4:40 am-8:00 pm</b>	<b>No</b>	<b>Yes</b>	<b>60</b>	<b>60</b>
	305	Compton/103rd St	5:10 am-10:00 pm	No	Yes	30	30-45
	445	Harbor Fwy Green Line Station	5:04 am-8:45 pm	No	Yes	31-40	60
	450X	Harbor Fwy Green Line Station	6:00 am-6:53 pm (No midday service)	No	No	12-20	12-20
	460	Manchester Ave/ I-110 Fwy	4:22 am-1:42 am	No	Yes	20-26	27-29

TABLE IV.P-5: EXISTING TRANSIT SERVICE IN PROJECT AREA							
Service Provider	Line	Nearest Stop to Jordan Downs Specific Plan Area	Hours of Operation (a.m./p.m.)	Night Owl Service	Weekend Service	Headway (minutes)	
						AM Peak (7:00 am-9:00 am)	PM Peak (4:00 pm-6:00 pm)
Metro	550	Manchester Ave/ I-110 Fwy	4:51 am-11:49 pm	No	Yes	28-30	25
	611	Florence Blue Line Station	4:47 am-10:46 pm	No	Yes	40	40
	<b>612</b>	<b>Wilmington Av/ 103rd St</b>	<b>5:00 am-11:00pm</b>	<b>No</b>	<b>Yes</b>	<b>30</b>	<b>30-45</b>
	715	Firestone Blue Line Station	5:00 am-8:30 pm	No	No	10	10
	745	Broadway/Century	4:49 am-9:05 pm	No	Yes	7-13	9-13
	753	103rd St/ Central Ave	5:00 am-9:00 pm	No	No	10	10
	754	Vermont Ave/ Century Blvd	5:07 am-9:23 pm	No	Yes	4-12	4-11
	760	Long Beach Blvd/ Firestone Blvd	4:53 am-8:45 pm	No	Yes	10	12-14
	<b>Blue Line</b>	<b>103rd Street Blue Line Station</b>	<b>4:20 am-1:00 am</b>	<b>No</b>	<b>Yes</b>	<b>5-6</b>	<b>5-8</b>
	Green Line	Imperial/Wilmington Green Line Station	4:00 am-1:00 am	No	Yes	8	7-9
Hahn's Trolley/ Shuttle	N/A	Kenneth Hahn Plaza	6:30 am-6:10 pm	No	Limited	30	30
Rosewood Smart Shuttle	N/A	<b>Avalon Blvd/ 103rd St</b>	<b>6:00 am-7:00 pm</b>	<b>No</b>	<b>No</b>	<b>60</b>	<b>60</b>
Compton Renaissance	1	Central St/ El Segundo Blvd	7:30 am-3:21 pm	No	Limited	30	N/A
	3	El Segundo Blvd/ Santa Fe Ave	7:30 am-3:16 pm	No	Limited	30	N/A
	5	Wilmington Ave/ El Segundo Blvd	7:30 am-3:15 pm	No	Limited	30	N/A
OCTA	701	Manchester Ave / I-110 Fwy	5:32 am-7:53 am - NB 4:14 pm-6:36 pm - SB (No midday service)	No	No	19-36	20-33
	702	Manchester Ave/ I-110 Fwy	5:15 am-9:15 am - NB 4:30 pm-6:15 pm - NB 6:10 am-7:59 am - SB 3:15 pm-7:20 pm - SB (No midday svc)	No	No	30-45	30 -60
Gardena Transit	1	El Segundo Blvd/ Vermont Ave	8:00 am-5:00 pm	No	Yes	15-30	15
	2	120 St/Vermont Av	5:02 am-7:30 pm	No	Yes	30-31	29-31
	5	Imperial/Wilmington Station	5:21 am-8:31 pm	No	No	30	30
Torrance Transit	1	Harbor Fwy Green Line Station	4:45 am-10:10 pm	No	Yes	30	30
	2	Harbor Fwy Green Line Station	5:35 am-8:40 pm	No	Limited	60	60

<b>TABLE IV.P-5: EXISTING TRANSIT SERVICE IN PROJECT AREA</b>							
Service Provider	Line	Nearest Stop to Jordan Downs Specific Plan Area	Hours of Operation (a.m./p.m.)	Night Owl Service	Weekend Service	Headway (minutes)	
						AM Peak (7:00 am-9:00 am)	PM Peak (4:00 pm-6:00 pm)
LADOT	Commuter Express 438	I-110 Fwy	5:43 am-8:54 am - NB 3:45 pm-7:27 pm - SB (No midday service)	No	No	11-16	7-15
	Commuter Express 448	Harbor/Century Transitway Station	5:45 am-8:33 am - NB 3:55 pm-6:59 pm - SB	No	No	16-20	15-30
	<b>Dash Watts</b>	<b>103rd St from Grape-Alameda St</b>	<b>7:00 am-6:00 pm</b>	<b>No</b>	<b>Limited</b>	<b>20</b>	<b>20</b>
	Dash Vermont-Main	Main St/Century Blvd	6:58 am-7:35 pm	No	Limited	20	20
Lynwood Trolley	A	Long Beach Blue Line Station	9:00 am-5:30 pm	No	No	30	30
	B	Imperial Hwy/Bullis	9:00 am-5:30 pm	No	No	60	60
	C	Alameda St/ Century Blvd	9:00 am-12:00 pm 12:30 pm-5:30 pm	No	No	30	30
	D	Imperial/Wilmington Station	9:00 am-5:30 pm	No	No	30	30
<small>Note: Transit lines in <b>bold</b> service the Specific Plan area directly. SOURCE: Iteris, Jordan Downs Specific Plan Traffic Impact Study, June 2010.</small>							

## ENVIRONMENTAL IMPACTS

### Significance Thresholds

Each jurisdiction has significance impact criteria to identify potential traffic impacts for intersections located in their jurisdiction. The study intersections analyzed in the traffic study are located in the City of Los Angeles, the County of Los Angeles, the City of Lynwood, and the City of South Gate. For purposes of CEQA, the significance thresholds for the jurisdiction where the lead agency is located are the only required thresholds for analysis. As the lead agency is the City of Los Angeles Department of City Planning, all 41 study intersections were analyzed using the City of Los Angeles’ impact criteria.

### Intersection Operations

The potential impacts to study intersections located in other jurisdictions using their jurisdictions’ significance thresholds was completed in the traffic study and can be found in Appendix F. However, only the City of Los Angeles significance thresholds are presented here.

The following scenarios were evaluated to determine if the addition of the proposed project would result in a significant transportation impact per City of Los Angeles guidelines:

- Existing conditions
- Future without Project with ambient growth and related projects
- Future with Project with ambient growth and related projects (Final V/C)
- Future with Project with ambient growth, related projects, and traffic mitigation (if necessary)

A transportation impact at a signalized intersection shall be deemed “significant” in accordance with the criteria in **Table IV.P-6** below.

<b>TABLE IV.P-6: CITY OF LOS ANGELES SIGNIFICANT IMPACT CRITERIA</b>		
<b>LOS</b>	<b>Final V/C Ratio</b>	<b>Project Related Increase in V/C</b>
C	>0.701 – 0.800	Equal to or greater than 0.040
D	>0.801 – 0.900	Equal to or greater than 0.020
E	>0.901 – 0.1000	Equal to or greater than 0.010
F	Greater than 1.000	Equal to or greater than 0.010
<b>SOURCE:</b> Iteris, <i>Jordan Downs Specific Plan Traffic Impact Study</i> , June 2010.		

### ***Neighborhood Intrusion***

A project would normally have a significant neighborhood intrusion impact if project traffic increases the average daily traffic (ADT) volume on a local residential street in an amount equal to or greater than the following:

- ADT increase  $\geq$  16% if final ADT <1,000
- ADT increase >12% if final ADT >1,000 and <2,000
- ADT increase >10% if final ADT >2,000 and <3,000
- ADT increase >8% if final ADT >3,000

“Final ADT” is defined as total projected future daily volume including project, ambient, and related project growth. The significance of neighborhood intrusion impacts related to vehicle delay shall be determined on a case-by-case basis.

### ***Project Access***

A project would normally have a significant project access impact if the intersection(s) nearest the primary site access is/are projected to operate at LOS E or F during the AM or PM peak hour, under cumulative plus project conditions.

### ***Bicycle, Pedestrian and Vehicular Safety***

The determination of significance shall be on a case-by-case basis, considering the following factors:

- The amount of pedestrian activity at project access points;
- Design features/physical configurations that affect the visibility of pedestrians and bicyclists to drivers entering and exiting the site, and the visibility of cars to pedestrians and bicyclists;
- The type of bicycle facility the project driveway(s) crosses and the level of utilization; and/or
- The physical conditions of the site and surrounding area, such as curves, slopes, walls, landscaping or other barriers, that could result in vehicle/pedestrian, vehicle/ bicycle or vehicle/vehicle impacts.

### ***Transit System Capacity***

The determination of significance shall be made on a case-by-case basis, considering the projected number of additional transit passengers expected with implementation of the proposed project and available transit capacity.



### **Parking**

A project would normally have a significant impact on parking if the project provides less parking than needed as determined through an analysis of demand from the project.

### **In-Street Construction Traffic**

The determination of significance shall be made on a case-by-case basis, considering the following factors:

- Temporary Traffic Impacts:
  - The length of time of temporary street closures or closures of two or more traffic lanes;
  - The classification of the street (major arterial, state highway) affected;
  - The existing traffic levels and level of service (LOS) on the affected street segments and intersections;
  - Whether the affected street directly leads to a freeway on- or off-ramp or other state highway;
  - Potential safety issues involved with street or lane closures; and/or
  - The presence of emergency services (fire, hospital, etc.) located nearby that regularly use the affected street.
- Temporary Loss of Access:
  - The length of time of any loss of vehicular or pedestrian access to a parcel fronting the construction area;
  - The availability of alternative vehicular or pedestrian access within ¼ mile of the lost access; and
  - The type of land uses affected, and related safety, convenience, and/or economic issues.
- Temporary Loss of Bus Stops or Rerouting of Bus Lines:
  - The length of time that an existing bus stop would be unavailable or that existing service would be interrupted;
  - The availability of a nearby location (within ¼ mile) to which the bus stop or route can be temporarily relocated;
  - The existence of other bus stops or routes with similar routes/destinations within a ¼-mile radius of the affected stops or routes; and/or
  - Whether the interruption would occur on a weekday, weekend or holiday, and whether the existing bus route typically provides service that/those day(s).
- Temporary Loss of On-Street Parking:
  - The current utilization of existing on-street parking;
  - The availability of alternative parking locations or public transit options (e.g. bus, train) within ¼ mile of the project site; and/or
  - The length of time that existing parking spaces would be unavailable

### **Project Design Features**

One key project design feature is the extension of Century Boulevard from Grape Street to Tweedy Boulevard across the Jordan Downs Specific Plan area. Currently, Century Boulevard is a two-lane road from Wilmington Avenue to Grape Street. East of Grape Street, it becomes a small driveway providing limited internal circulation; beyond this, it is only a paper street. As proposed, the Century Boulevard/Tweedy Boulevard extension would be a two-lane road through the Specific Plan area, except for the segment from Laurel Street to Alameda Street, where it would be a four-lane road. In order to accommodate the westbound through movement of traffic from Tweedy Boulevard into the Specific Plan area, the westbound approach at the intersection of Alameda Street and Century/Tweedy Boulevard would be restriped as a shared left-through lane. A right-turn lane is also proposed.

While the City of Los Angeles designates Century Boulevard as a Major Highway Class II roadway with four peak-hour lanes in its General Plan Circulation Element, the Specific Plan envisions a more local, less automobile-oriented road. In addition, a two-lane collector street is consistent with the existing Century Boulevard west of Grape Street, and would avoid the need to obtain the right of way necessary for a four-lane facility between Grape Street and Wilmington Avenue. Finally, a collector street is consistent with LEED-Neighborhood Development policies. The proposed extension segment is shown in **Figure IV.P-1**, above.

Implementation of the Specific Plan calls for the existing LAUSD parking lot fronting Alameda Street to be developed with commercial uses. LAUSD would provide replacement parking as part of their facilities planning effort for Jordan High School when the existing parking is developed with commercial uses.

## **Methodology**

### ***Signalized Intersections***

Level of Service analyses for all study intersections were conducted using the Transportation Research Board CMA, Circular 212 Planning Method, per the City of Los Angeles Traffic Study Policies and Procedures. The CMA method determines the V/C ratio on a critical lane basis and the LOS at signalized intersection. The V/C for the intersection corresponds to a LOS value, which describes the intersection operations.

### ***Unsignalized Intersections***

In reviewing unsignalized intersections, only intersections that are adjacent to the project or that are expected to be integral to the Jordan Downs Specific Plan area's access and circulation plan were identified as study intersections. For these intersections, the overall intersection delay is measured pursuant to procedures accepted by LADOT during the scoping process. If, based on the estimated delay, the resultant LOS is "E" or "F" in the "Future With Project" scenario, then the intersection should be evaluated for the potential installation of a new traffic signal. The study includes traffic signal warrant analyses prepared pursuant to Section 353 of LADOT's Manual of Policies and Procedures. Unsignalized intersections are evaluated to determine the need for the installation of a traffic signal or other traffic control device, but are not included in the impact analysis.

The unsignalized intersections operating conditions were evaluated using the Highway Capacity Methodology (HCM 2000) for unsignalized intersections. This methodology estimates the average total delay for each of the traffic movements and determines the level of service for each movement. The overall average delay is measured in seconds per vehicle, and level of service is then calculated for the entire intersection. The HCM delay value is translated to a LOS estimate, which is a relative measure of the intersection performance.

### ***Study Scenarios***

A total of 41 intersections located within the jurisdictions of the City of Los Angeles, County of Los Angeles, City of Lynwood, and City of South Gate, were evaluated for potential significant impacts resulting from operation of the proposed project. Analysis of projected operating conditions was completed for the two following scenarios:

- Existing-Plus Ambient Growth-Plus Related Projects
- Existing-Plus Ambient Growth-Plus Related Projects-Plus Project

### ***Trip Generation and Trip Credits***

In order to calculate the trip generation of the proposed project, the following characteristics of the proposed project were taken into consideration: Up to 1,800 dwelling units that would replace the 700 existing public housing units, and would consist of approximately 700 public housing units, 600 affordable rental units, 100 senior housing units, and 400 market-rate condominium units; 70,000 square feet of community facilities, open space, potential expansion of the existing David Starr Jordan High School and new elementary school, commercial space; potential redevelopment of existing light-industrial parcels located along Alameda Street.

Due to the nature of the land uses in the Specific Plan, an internal capture rate of 50 percent was assumed for these community facilities. The 1,300 rental housing units, along with the 100 senior housing units, are considered affordable housing, and are therefore eligible for the five percent affordable housing credit per LADOT guidelines.

According to the United States 2000 Census, approximately 66 percent of workers in the Census tract where the Specific Plan area is located use a car, truck, or van to travel to work, 25 percent use public transportation, seven percent walk, and two percent use a bicycle. Due to the high transit usage, LADOT has permitted a transit credit of 15 percent for project trips. In addition, the proposed project contains several proposed commercial parcels and pass-by trip reductions for these sites were calculated using the LADOT Traffic Study Guidelines.

The proposed project trip generation is shown in **Table IV.P-7** below, and includes the affordable housing, transit, and pass-by credits discussed above. As shown, the proposed project is projected to produce approximately 14,150 daily trips, including 1,166 AM peak hour trips, and 1,265 PM peak hour trips. This represents an increase over existing conditions of approximately 7,669 daily trips, including 568 AM peak hour trips, and 577 PM peak hour trips.

### ***Trip Distribution and Assignment***

Trip distribution assumptions are used to determine the origin and destination of new vehicle trips associated with the project. In order to determine the project trip geographic distribution, Iteris used the Los Angeles County Congestion Management Program (CMP) and the SCAG regional travel demand model. The CMP was first used to identify the potential directional project trip distribution, then a “select zone” analysis was run in the SCAG model (for the traffic analysis zone representing Jordan Downs) to further refine the distribution to the local level. The net number of trips generated by the project is assigned to the surrounding street system based on the project trip distribution to estimate the project related peak-hour traffic at each of the study intersections. The trip distribution and assignment graphics are presented in Appendix F.

<b>TABLE IV.P-7: ESTIMATED PROPOSED PROJECT TRIP GENERATION</b>										
Land Use Type	Value	Trips								
		Daily			AM Peak			PM Peak		
		In	Out	Total	In	Out	Total	In	Out	Total
Existing Housing (Units)	(700)	(2,328)	(2,328)	(4,655)	(71)	(286)	(357)	(282)	(152)	(434)
Rental Housing (Units)	1,300	4,323	4,323	8,645	133	530	663	524	282	806
Senior Housing (Units)	100	174	174	348	5	8	13	10	6	16
5% Affordable Housing Credit (Existing and Project)		(108)	(108)	(217)	(3)	(13)	(16)	(13)	(7)	(19)
Condominiums (Units)	400	1,162	1,162	2,324	30	146	176	139	69	208
<b>Residential Subtotal</b>		<b>3,223</b>	<b>3,223</b>	<b>6,445</b>	<b>93</b>	<b>387</b>	<b>479</b>	<b>378</b>	<b>198</b>	<b>577</b>
Community Facilities (Square feet) /a/	70,000	798	798	1,596	69	45	114	38	65	102
Internal Community Trips (50 %)		(399)	(399)	(798)	(35)	(22)	(57)	(19)	(32)	(51)
<b>Community Facilities Subtotal</b>		<b>399</b>	<b>399</b>	<b>798</b>	<b>34</b>	<b>23</b>	<b>57</b>	<b>19</b>	<b>33</b>	<b>51</b>
Open Space (Acres)	11	9	9	18	<1	<1	<1	<1	<1	<1
<b>Open Space Subtotal</b>		<b>9</b>	<b>9</b>	<b>18</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>&lt;1</b>	<b>&lt;1</b>
Schools (Students) /b/	1,400	1,060	1,060	2,122	301	272	573	94	102	196
<b>Schools Subtotal</b>		<b>1,061</b>	<b>1,061</b>	<b>2,121</b>	<b>301</b>	<b>272</b>	<b>572</b>	<b>94</b>	<b>101</b>	<b>195</b>
Commercial Uses (Square feet)	260,000	5,328	5,328	10,657	243	104	349	445	518	962
Pass-by Trips /c/		(1,695)	(1,695)	(3,393)	(48)	(31)	(79)	(144)	(152)	(296)
<b>Commercial Subtotal</b>		<b>3,633</b>	<b>3,633</b>	<b>7,264</b>	<b>195</b>	<b>73</b>	<b>270</b>	<b>301</b>	<b>366</b>	<b>666</b>
<b>Project Subtotal</b>		<b>8,324</b>	<b>8,324</b>	<b>16,647</b>	<b>623</b>	<b>753</b>	<b>1,376</b>	<b>790</b>	<b>698</b>	<b>1,488</b>
15% Transit Credit		(1,249)	(1,249)	(2,497)	(97)	(113)	(210)	(118)	(105)	(223)
<b>Total Project Trips</b>		<b>7,075</b>	<b>7,075</b>	<b>14,150</b>	<b>525</b>	<b>640</b>	<b>1,166</b>	<b>671</b>	<b>594</b>	<b>1,265</b>

/a/ Community facilities will be primarily designed as on-site facilities for Jordan Downs residents resulting in a 50% internal capture assumption.  
 /b/ AM Peak Hour School Trip Generation Rates from LAUSD trip generation rates for schools in the South Region, per the March 14, 2005 Memorandum of Cooperation between the LAUSD and LADOT.  
 /c/ Pass-By Trips are trips made as intermediate stops on the way from an origin to a primary trip destination. To account for trips that come from the everyday traffic stream (i.e., existing traffic on Alameda Street or 103rd Street), peak hour pass-by reduction factors were utilized  
**SOURCE:** Iteris, Jordan Downs Specific Plan Traffic Impact Study, June 2010.

### Analysis of Century Boulevard Extension

In order to forecast changes in study area traffic patterns due to the extension of Century Boulevard between Grape Street and South Alameda Street, the SCAG Regional Travel Demand Model was utilized. The 2008 analysis model year was used and two model scenarios were conducted. One model scenario was conducted in the current street network configuration without the Century Boulevard Extension, and one model scenario was conducted with the Century Boulevard Extension for the Daily and AM and PM peak hours. These two scenarios were compared to determine forecasted differences in street volumes due to the presence of the Century Boulevard Extension. In addition a “select link” model analysis was conducted for the Century Boulevard extension; this shows the origin and destination of all modeled trips using the roadway link.

The differences in model scenarios with and without the Century Boulevard extension, the “select link” analysis, and existing intersection turning movements were used to determine the forecasted specific turning movement changes due to the potential extension of Century Boulevard through the Specific Plan

area. Under Scenario 1, the extension of Century Boulevard would not occur; therefore, volumes are not redistributed.

### **Analysis of the Proposed Project Impacts**

#### ***Scenario 1: Existing Plus Ambient Growth Plus Related Project Conditions***

The first scenario analyzed for traffic impacts was the Existing Plus Ambient Growth Plus Related Project Conditions. This scenario represents future traffic growth at buildout year 2020, and operating conditions due to ambient growth and specific, planned, or approved development projects in the area surrounding the Specific Plan area, without consideration of the proposed project. Results from this scenario represent future without project conditions.

**Ambient Growth.** Ambient traffic growth is the traffic growth that will occur in the study area due to general employment growth, housing growth, and growth in regional through trips in Southern California. An ambient growth rate of 0.43 percent per year in the area surrounding the Specific Plan area was calculated using the Southern California Association of Governments (SCAG) regional model. Local area volumes were obtained for the 2008 and 2035 travel demand model years. The average total growth from 2008 to 2035 was 11.5 percent along the streets surrounding the Specific Plan area. This results in a 0.43 percent ambient growth per year.

**Related Projects.** The related projects included in the traffic analysis were compiled for the cities of Los Angeles, Lynwood, and South Gate, and the County of Los Angeles. Nine planned projects are located within 1.5 miles of the Specific Plan area. The locations of these related projects are shown in **Figure IV.P-5**. The description of these projects and the total number of vehicle trips generated by these projects are shown in **Table IV.P-8**. All related projects trip distributions were based on existing project EIRs and studies, if available. If no earlier studies were available, related project trips were assigned a similar trip distribution as the proposed project, with adjustments depending on the type of development, residential or non-residential and location.





**LEGEND:**



Specific Plan Area



Related Projects, Refer to Related Projects listed in Table IV.P-9

SOURCE: Iteris, 2010.



APPROX.  
SCALE



**FIGURE IV.P-5**

**RELATED PROJECTS**



<b>TABLE IV.P-8: RELATED PROJECTS AND THEIR TRIP GENERATION</b>										
Key to Fig. IV.P-6	Jurisdiction	Land Use	Size & Units	Daily Trips	Weekday					
					AM Peak Hour Trips			PM Peak Hour Trips		
					In	Out	Total	In	Out	Total
1	Los Angeles (City)	Movie Theater	1,040 Seats	632	14	6	20	28	43	71
		Educational Center	12,000 Sq.ft.							
2	Los Angeles (City)	High School	500 Students	855	139	66	205	33	37	70
3	South Gate	Shopping Ctr	600,000 Sq.ft.	19,503	250	164	414	770	872	1,642
4	South Gate	Shopping Ctr	50,000 Sq.ft.	2,147	31	19	50	92	95	187
5	South Gate	Specialty Retail Center	18,090 Sq.ft.	1,028	15	24	39	37	31	68
		Condo/Townhouse	47 Units							
6	South Gate	Community College	12,000 Students	8,243	731	160	891	894	599	1,493
			163 Jobs							
7	South Gate	Elementary School	650 Students	482	129	109	238	60	85	145
8	Lynwood	Residential	120 Units	1,148	23	67	90	76	45	121
9	Lynwood	Residential	30 Units	287	6	17	23	19	11	30
<b>TOTALS</b>				<b>34,325</b>	<b>1,338</b>	<b>632</b>	<b>1,970</b>	<b>2,009</b>	<b>1,818</b>	<b>3,827</b>

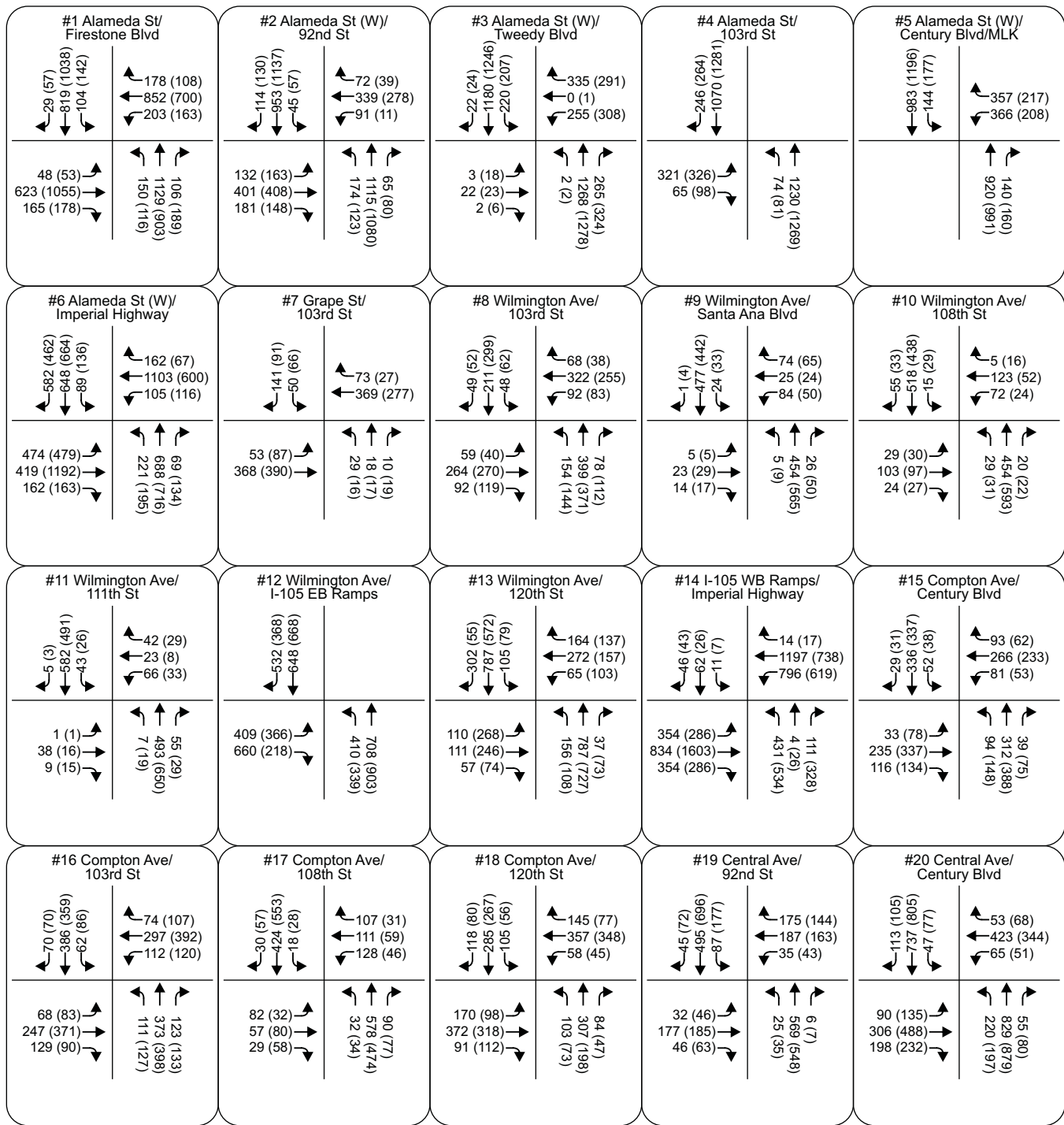
**SOURCE:** Iteris, Jordan Downs Specific Plan Traffic Impact Study, June 2010.

**Scenario 1 Intersection Analysis.** All signalized study intersections in the City of Los Angeles were evaluated under Scenario 1 using the CMA – Circular Planning 212 methodology. LOS analyses under Scenario 1 were performed for both AM and PM peak hours and are summarized below in **Table IV.P-9**. These volumes are shown in **Figures IV.P-6** and **IV.P-7**. As shown in **Table IV.P-9**, one study intersection in the City of Los Angeles is projected to operate at LOS E during both the AM and PM peak hours. Additionally, two intersections in the County of Los Angeles are anticipated to operate at LOS E during either the AM or PM peak hour under Scenario 1 as follows:

- #1 Alameda Street (W) and Firestone Boulevard (County of Los Angeles, PM peak hour)
- #3 Alameda Street (W) and Tweedy Boulevard (City of Los Angeles, AM and PM peak hours)
- #6 Alameda Street (W) and Imperial Highway (County of Los Angeles and City of Lynwood, AM peak hour)

TABLE IV.P-9: EXISTING AND SCENARIO 1 PEAK HOUR LOS COMPARISON FOR SIGNALIZED INTERSECTIONS										
Intersection		Jurisdiction	AM Peak Hour				PM Peak Hour			
ID	Description		Existing		Scenario 1 /a/		Existing		Scenario 1 /a/	
			LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C
1	Alameda St (W)/ Firestone Blvd	LA County	C	0.757	D	0.824	D	0.819	E	0.919
2	Alameda St (W)/ 92 <sup>nd</sup> St	LA County	C	0.726	C	0.761	B	0.698	C	0.741
3	Alameda St (W)/Tweedy Blvd	LA City /b/	D	0.881	E	0.929	E	0.901	E	0.957
4	Alameda St (W)/103 <sup>rd</sup> St	LA City/ Lynwood	B	0.648	B	0.684	C	0.747	C	0.797
5	Alameda St (W)/ Century Blvd/ MLK	Lynwood	B	0.685	C	0.723	B	0.641	B	0.681
6	Alameda St (W)/Imperial Hwy	LA County/ Lynwood	E	0.917	E	0.969	C	0.786	D	0.826
7	Grape St/103 <sup>rd</sup> St	LA City	A	0.398	A	0.422	A	0.353	A	0.380
8	Wilmington Ave/103 <sup>rd</sup> St	LA City	A	0.307	A	0.328	A	0.306	A	0.331
9	Wilmington Ave/Santa Ana Blvd	LA City	A	0.289	A	0.306	A	0.347	A	0.367
10	Wilmington Ave/108 <sup>th</sup> St	LA City	A	0.410	A	0.454	A	0.414	A	0.449
11	Wilmington Ave/111 <sup>th</sup> St	LA City	A	0.391	A	0.412	A	0.409	A	0.431
12	Wilmington Ave/I-105 EB Ramps	LA City/ County	D	0.838	D	0.878	A	0.586	B	0.629
13	Wilmington Ave/120 <sup>th</sup> St	LA County	A	0.561	A	0.585	A	0.548	A	0.572
14	I-105 WB Ramps/Imperial Hwy	LA City	D	0.818	D	0.858	C	0.768	D	0.815
15	Compton Ave/Century Blvd	LA City	A	0.258	A	0.275	A	0.306	A	0.331
16	Compton Ave/103 <sup>rd</sup> St	LA City	A	0.327	A	0.346	A	0.400	A	0.422
17	Compton Ave/108 <sup>th</sup> St	LA City	A	0.588	B	0.664	A	0.459	A	0.493
18	Compton Ave/120 <sup>th</sup> St	LA County	A	0.464	A	0.484	A	0.356	A	0.372
19	Central Ave/92 <sup>nd</sup> St	LA City	A	0.442	A	0.466	A	0.475	A	0.500
20	Central Ave/Century Blvd	LA City	B	0.638	B	0.670	B	0.629	B	0.664
21	Central Ave/103 <sup>rd</sup> St	LA City	A	0.529	A	0.556	A	0.565	A	0.594
22	Central Ave/108 <sup>th</sup> St (N)	LA City	A	0.421	A	0.443	A	0.473	A	0.498
23	Central Ave/108 <sup>th</sup> St (S)	LA City	A	0.431	A	0.453	A	0.479	A	0.504
24	Central Ave/120 <sup>th</sup> St	LA City	A	0.445	A	0.468	A	0.481	A	0.506
25	McKinley Ave/Century Blvd	LA City	A	0.241	A	0.256	A	0.234	A	0.249
26	Avalon Blvd/Century Blvd	LA City	A	0.426	A	0.449	A	0.515	A	0.542
27	Avalon Blvd/92 <sup>nd</sup> St	LA City	A	0.332	A	0.351	A	0.353	A	0.373
28	Avalon Blvd/120 <sup>th</sup> St	LA City	A	0.385	A	0.406	A	0.436	A	0.459
29	San Pedro St/Century Blvd	LA City	A	0.463	A	0.487	A	0.505	A	0.531
30	Main St/Century Blvd	LA City	A	0.491	A	0.516	A	0.499	A	0.525
31	Figueroa St/Century Blvd	LA City	B	0.671	C	0.704	A	0.518	A	0.544
32	I-110 NB On-Ramp/Century Blvd	LA City	A	0.353	A	0.372	A	0.284	A	0.300
33	I-110 SB Off-Ramp/Century Blvd	LA City	A	0.295	A	0.312	A	0.374	A	0.395
34	Long Beach Blvd/Century Blvd	South Gate/ Lynwood	C	0.738	C	0.769	C	0.725	C	0.756
35	Long Beach Blvd/Tweedy Blvd	South Gate/ Lynwood	C	0.703	C	0.734	B	0.664	B	0.694

Note: Unsignalized intersections are analyzed separately; EB= Eastbound; WB= Westbound; NB=Northbound; SB=Southbound; E=East; W=West.  
/a/ Scenario 1= Existing Plus Ambient Growth Plus Related Projects  
/b/ Intersection will become partially or fully under the City of Los Angeles jurisdiction with annexation; no ATSAC credit is taken.  
**SOURCE:** Iteris, Jordan Downs Specific Plan Traffic Impact Study, June 2010.

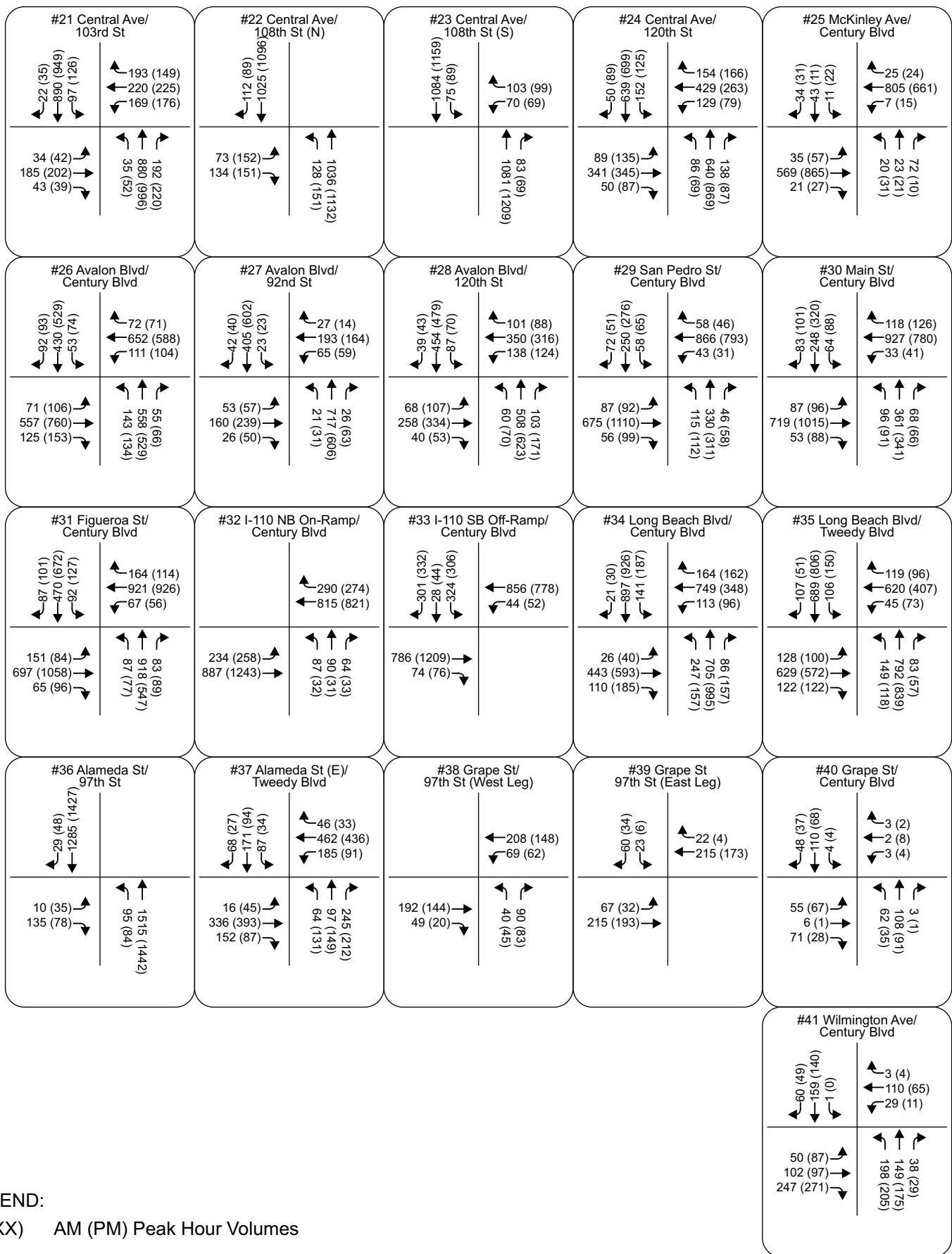


**LEGEND:**

XX(XX) AM (PM) Peak Hour Volumes

SOURCE: ITERIS, 2010.





**LEGEND:**

XX(XX) AM (PM) Peak Hour Volumes

SOURCE: ITERIS, 2010.

**FIGURE IV.P-7**

**SCENARIO 1 PEAK HOUR VOLUMES FOR STUDY INTERSECTIONS NUMBERS 21 TO 41**

### **Scenario 2: Existing Plus Ambient Growth Plus Related Projects Plus Project Conditions**

Scenario 2 (Existing Plus Ambient Growth Plus Related Projects Plus Project) represents future traffic growth and operating conditions due to ambient growth, specific, planned or approved development projects in the area surrounding the Specific Plan area, and traffic generated by the proposed project. Results from this scenario represent future with project conditions for all study intersections. The lane configurations and traffic control at the study intersections that would be modified under Scenario 2 are shown in **Figure IV.P-8**. Using the volumes calculated with the Century Boulevard extension in place, Scenario 2 volumes were projected (**Figures IV.P-9 and IV.P-10**).

Level of service analyses under Scenario 2 were performed for both AM and PM peak hours for signalized intersections using the CMA methodology and are summarized in **Table IV.P-10**. The following study intersections are projected to experience significant project-related traffic impacts during the AM and/or PM peak hours:

- #1 Alameda Street (W) and Firestone Boulevard (County of Los Angeles, PM peak hour)
- #5 Alameda Street (W) and Century Boulevard/Martin Luther King Jr. Boulevard (City of Lynwood, AM and PM peak hours)
- #20 Central Avenue and Century Boulevard (City of Los Angeles, AM and PM peak hours)
- #35 Long Beach Boulevard and Tweedy Boulevard (Cities of South Gate and Lynwood, AM and PM peak hours)

Without mitigation measures, significant impacts related to these intersections are anticipated.

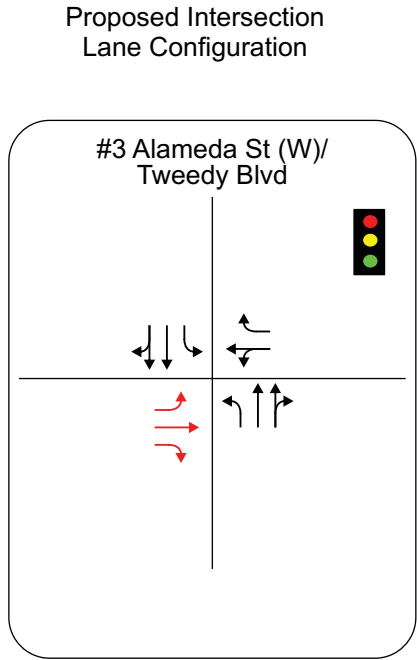
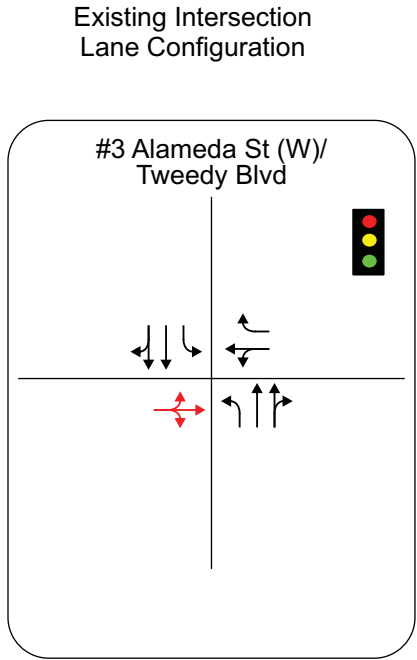
### **Unsignalized Intersection Analysis**

Unsignalized intersections operating conditions were evaluated using the Highway Capacity Methodology (HCM 2000). For the study intersections, the overall intersection delay is measured pursuant to procedures accepted by LADOT during the scoping process. If, based on the estimated delay, the resultant LOS “E” or “F” in Scenario 2, then the intersection should be evaluated for the potential installation of a new traffic signal. Unsignalized intersections were evaluated to determine the need for the installation of a traffic signal or other specific control device, but are not included in the impact analysis. As shown in **Table IV.P-11**, the results of the unsignalized intersection analysis indicate that three of the six unsignalized study intersections are projected to operate at unacceptable LOS F during both the AM and PM peak hours under Scenario 2. Intersection #37, located in the City of South Gate, has already been identified for signalization under the City of South Gate Capital Improvement Plan. Therefore, impacts to Intersections #36 and #41 would be significant without mitigation, but impacts to Intersection #37 would be less-than-significant.

### **Congestion Management Program Analysis**

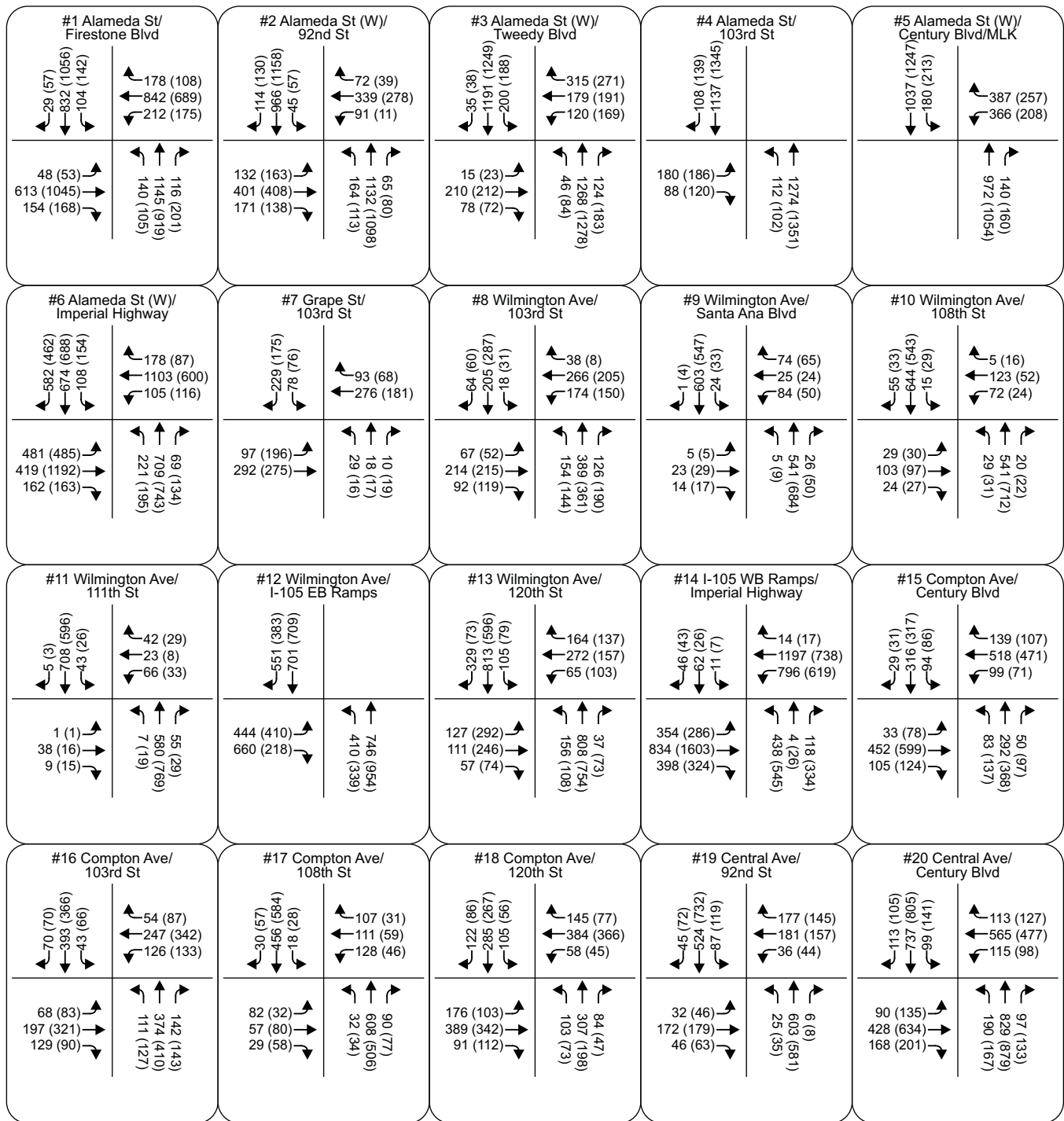
The closest CMP arterial monitoring stations to the Jordan Downs Specific Plan area are at the Alameda Street/Firestone Boulevard and Alameda Street/Imperial Highway intersections. After calculating the number of project-related trips assigned to the street network using the TRAFFIX model, it has been determined that the proposed project will add 50 or more trips to both of the intersections. Therefore, CMP intersection analysis is required. The CMP arterial monitoring station located at the Alameda Street/Firestone Boulevard intersection will experience an increase of 40 AM project-related trips and 59 PM project-related trips during the weekday. The CMP arterial monitoring station located at the Alameda Street/Imperial Highway intersection will experience an increase of 89 AM project-related trips and 95 PM project-related trips during the weekday. As shown in **Table IV.P-12**, both of the CMP study intersections are projected to operate at satisfactory LOS levels under Scenario 2.

Intersection Number 3:  
Alameda Street and  
Tweedy Boulevard



SOURCE: ITERIS, 2010.

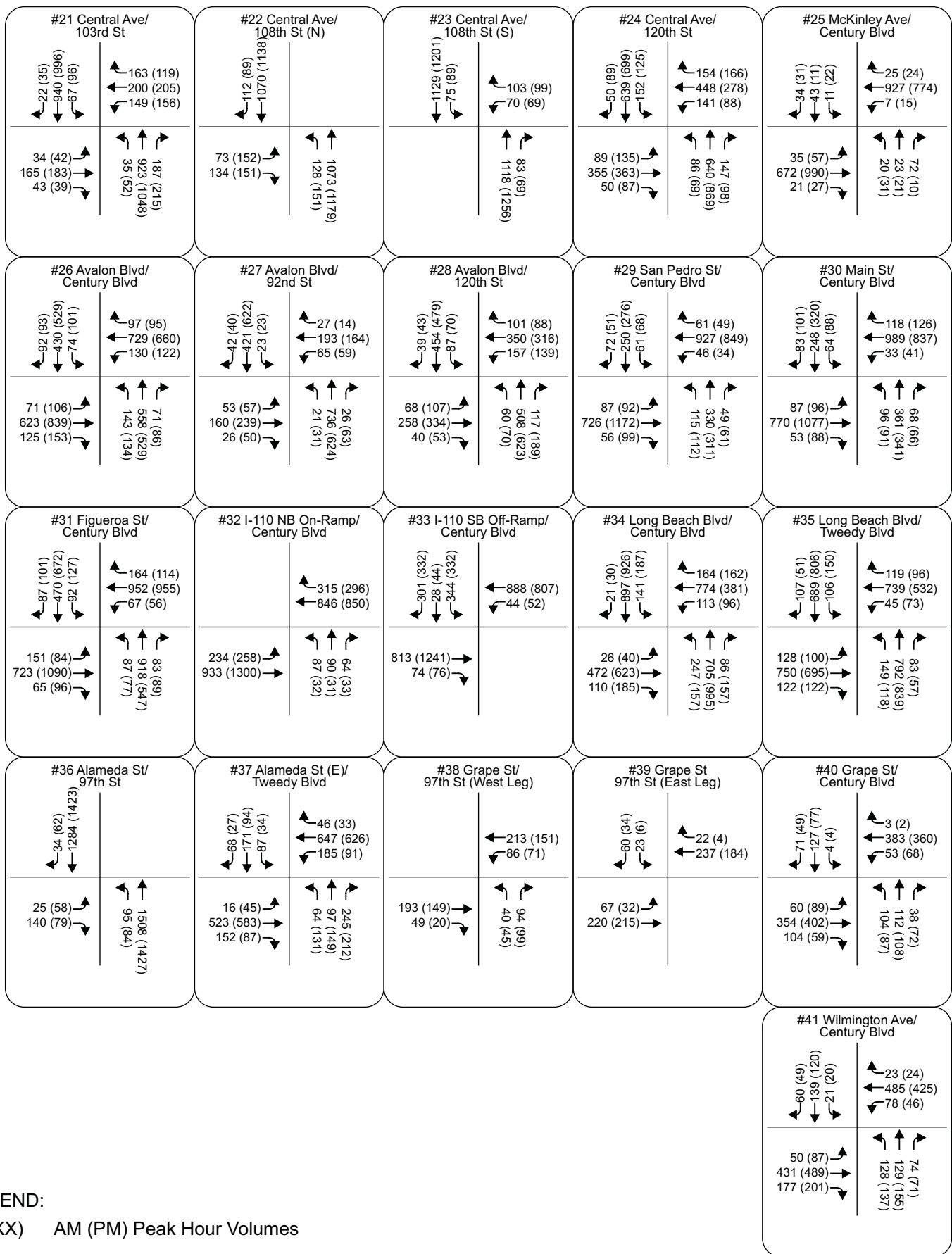




**LEGEND:**

XX(XX) AM (PM) Peak Hour Volumes

SOURCE: ITERIS, 2010.



**LEGEND:**

XX(XX) AM (PM) Peak Hour Volumes

SOURCE: ITERIS, 2010.

**TABLE IV.P-10: SCENARIO 1 AND SCENARIO 2 PEAK HOUR LOS COMPARISON FOR SIGNALIZED INTERSECTIONS**

	Intersection	Name	Jurisdiction	AM Peak Hour				PM Peak Hour				Sig. Impact	
				Scenario 1 /a/		Scenario 2 /b/		Scenario 1 /a/		Scenario 2 /b/			
				LOS	V/C	LOS	V/C	LOS	V/C	LOS	V/C		Change in V/C
1	Alameda St (W)/Firestone Blvd	LA County	LA County	D	0.824	D	0.835	E	0.919	E	0.932	0.013	Yes
2	Alameda St (W)/92 <sup>nd</sup> Street	LA County	LA County	C	0.761	C	0.756	C	0.741	C	0.741	0.000	No
3	Alameda St (W)/ Tweedy Blvd /c/	City of LA	City of LA	E	0.929	C	0.761	E	0.957	D	0.811	-0.146	No
4	Alameda St (W)/103 <sup>rd</sup> St	Cities of LA & Lynwood	Cities of LA & Lynwood	B	0.684	B	0.604	B	0.797	C	0.707	-0.090	No
5	Alameda St (W)/Century Blvd/MLK	Lynwood	Lynwood	C	0.723	C	0.788	C	0.681	C	0.756	0.075	Yes
6	Alameda St (W)/Imperial Hwy	LA County & Lynwood	LA County & Lynwood	E	0.969	E	0.972	E	0.826	D	0.843	0.017	No
7	Grape St/103 <sup>rd</sup> St	City of LA	City of LA	A	0.422	A	0.483	A	0.380	A	0.442	0.062	No
8	Wilmington Ave/103 <sup>rd</sup> St	City of LA	City of LA	A	0.328	A	0.330	A	0.331	A	0.335	0.004	No
9	Wilmington Ave/Santa Ana Blvd	City of LA	City of LA	A	0.306	A	0.390	A	0.367	A	0.446	0.079	No
10	Wilmington Ave/108 <sup>th</sup> St	City of LA	City of LA	A	0.454	A	0.538	A	0.449	A	0.528	0.079	No
11	Wilmington Ave/11 <sup>th</sup> St	City of LA	City of LA	A	0.412	A	0.496	A	0.431	A	0.510	0.079	No
12	Wilmington Ave/I-105 EB Ramps	LA City & County	LA City & County	D	0.878	D	0.897	D	0.629	B	0.674	0.045	No
13	Wilmington Ave/120 <sup>th</sup> St	LA County	LA County	A	0.585	B	0.605	A	0.572	A	0.597	0.025	No
14	I-105 WB Ramps/Imperial Hwy	LA City & County	LA City & County	D	0.858	D	0.861	D	0.815	D	0.819	0.004	No
15	Compton Ave/Century Blvd	City of LA	City of LA	A	0.275	A	0.374	A	0.331	A	0.450	0.119	No
16	Compton Ave/103 <sup>rd</sup> St	City of LA	City of LA	A	0.346	A	0.315	A	0.422	A	0.391	-0.031	No
17	Compton Ave/108 <sup>th</sup> St	City of LA	City of LA	B	0.664	B	0.684	B	0.493	A	0.513	0.020	No
18	Compton Ave/120 <sup>th</sup> St	LA County	LA County	A	0.484	A	0.498	A	0.372	A	0.383	0.011	No
19	Central Ave/92 <sup>nd</sup> St	City of LA	City of LA	A	0.466	A	0.471	A	0.500	A	0.506	0.006	No
20	Central Ave/Century Blvd	City of LA	City of LA	A	0.670	C	0.784	A	0.664	C	0.779	0.115	Yes
21	Central Ave/103 <sup>rd</sup> St	City of LA	City of LA	A	0.556	A	0.517	A	0.594	A	0.557	-0.037	No
22	Central Ave/108 <sup>th</sup> St (N)	City of LA	City of LA	A	0.443	A	0.459	A	0.498	A	0.512	0.014	No
23	Central Ave/108 <sup>th</sup> St (S)	City of LA	City of LA	A	0.453	A	0.466	A	0.504	A	0.521	0.017	No
24	Central Ave/120 <sup>th</sup> St	City of LA	City of LA	A	0.468	A	0.475	A	0.506	A	0.511	0.005	No
25	McKinley Ave/Century Blvd	City of LA	City of LA	A	0.256	A	0.297	A	0.249	A	0.291	0.042	No
26	Avalon Blvd/Century Blvd	City of LA	City of LA	A	0.449	A	0.481	A	0.542	A	0.583	0.041	No
27	Avalon Blvd/92 <sup>nd</sup> St	City of LA	City of LA	A	0.351	A	0.357	A	0.373	A	0.379	0.006	No
28	Avalon Blvd/120 <sup>th</sup> St	City of LA	City of LA	A	0.406	A	0.406	A	0.459	A	0.469	0.010	No
29	San Pedro St/Century Blvd	City of LA	City of LA	A	0.487	A	0.510	A	0.531	A	0.557	0.026	No
30	Main St/Century Blvd	City of LA	City of LA	A	0.516	A	0.537	A	0.525	A	0.546	0.021	No
31	Figueroa St/Century Blvd	City of LA	City of LA	C	0.704	C	0.711	C	0.544	A	0.552	0.008	No
32	I-110 NB On-Ramp/Century Blvd	City of LA	City of LA	A	0.372	A	0.385	A	0.300	A	0.312	0.012	No
33	I-110 SB Off-Ramp/Century Blvd	City of LA	City of LA	A	0.312	A	0.319	A	0.395	A	0.400	0.005	No
34	Long Beach Blvd/Century Blvd	South Gate/Lynwood	South Gate/Lynwood	C	0.769	C	0.778	C	0.756	C	0.766	0.010	No
35	Long Beach Blvd/Tweedy Blvd	South Gate/Lynwood	South Gate/Lynwood	C	0.734	C	0.775	C	0.694	C	0.738	0.44	Yes

Note: Unsignalized intersections are analyzed separately/a/ Scenario 1: Existing Plus Ambient Growth Plus Related Projects; /b/ Scenario 2: Existing Plus Ambient Growth Plus Related Projects Plus Proposed Project; /c/ Intersection will become partially or fully under the City of Los Angeles jurisdiction with annexation. no ATSAC credit is taken  
SOURCE: Iteiris, Jordan Downs Specific Plan Traffic Impact Study, June 2010.

TABLE IV.P-11: SCENARIO 2 PEAK HOUR LOS/SIGNAL WARRANT FOR UNSIGNALIZED INTERSECTION (CITY OF LOS ANGELES GUIDELINES)								
Intersection		Jurisdiction	Scenario 2 /a/				Signal Warrants Met?	
Description	AM Peak Hour		PM Peak Hour		AM Peak Hour	PM Peak Hour		
	LOS		Delay/Vehicle	LOS			Delay/Vehicle	
36	Alameda St (W)/97 <sup>th</sup> St	City of LA/LA County	F	181.8	F	780.5	Yes	Yes
37	Alameda St (E)/Tweedy Blvd	City of South Gate	F	Exceed	F	Exceed	Yes	Yes
38	Grape St/97 <sup>th</sup> St (W)	City of LA	B	11.9	B	11	No	No
39	Grape St 97 <sup>th</sup> St (E)	City of LA	B	11.3	A	9.8	No	No
40	Grape St/Century Blvd	City of LA	D	32.1	D	30.6	No	No
41	Wilmington Ave/Century Blvd	City of LA	F	81.4	F	63.6	Yes	Yes

/a/ Scenario 2: Existing Plus Ambient Growth Plus Related Projects Plus Proposed Project  
SOURCE: Iteris, Jordan Downs Specific Plan Traffic Impact Study, June 2010.

TABLE IV.P-12: CMP ARTERIAL MONITORING INTERSECTION ANALYSIS - AM PEAK HOUR													
CMP Arterial Intersection		AM Peak Hour						PM Peak Hour					
Description	Scenario 1 /a/		Scenario 2 /b/		Change in V/C	Sig. Imp-act?	Scenario 1 /a/		Scenario 2 /b/		Change in V/C	Sig. Imp-act?	
	LOS	V/C	LOS	V/C			LOS	V/C	LOS	V/C			
1	Alameda St/ Firestone Blvd	D	0.824	D	0.804	-0.020	No	E	0.919	E	0.901	-0.018	No
6	Alameda St (W)/ Imperial Hwy	E	0.969	E	0.972	0.003	No	D	0.826	D	0.843	0.017	No

/a/ Scenario 1: Existing Plus Ambient Growth Plus Related Projects  
/b/ Scenario 2: Existing Plus Ambient Growth Plus Related Projects Plus Proposed Project  
SOURCE: Iteris, Jordan Downs Specific Plan Traffic Impact Study, June 2010.

### CMP Mainline Freeway Segment Analysis

CMP guidelines require analysis of mainline freeway monitoring locations where the project will add 150 or more trips, in either direction, during either the AM or PM weekday peak hours. In accordance with CMP guidelines, an increase of 0.02 or more in the Demand/Capacity ratio (D/C) with a resulting LOS F is considered a significant impact. Table IV.P-13 summarizes the project-related trips that would be added to the two CMP Mainline freeway segments by time period, direction and location.

TABLE IV.P-13: CMP FREEWAY ANALYSIS			
CMP Freeway Location	Added Volume from Project		
	Direction	AM	PM
I-105 (East of Crenshaw Blvd, West of Vermont Ave)	EB	19	15
	WB	14	18
I-105 (West of I-710, East of Harris St)	EB	28	36
	WB	35	31
I-110 at Manchester Avenue	NB	25	22
	SB	20	26

SOURCE: Iteris, Jordan Downs Specific Plan Traffic Impact Study, June 2010.

As noted, according to the guidelines for CMP Transportation Impact Analysis, if the proposed project fails to add 150 or more trips, in either direction, during the AM or PM weekday peak period, no further

traffic analysis is required. Based on the table above, the proposed project is not expected to add 150 or more trips at any of the three closest CMP mainline freeway monitoring stations during either the AM or PM peak hours. Therefore, no CMP-level analysis is required.

### **Neighborhood Intrusion**

The LADOT guidelines state that commercial projects may be required to conduct a residential street impact analysis. A local residential street can potentially be impacted based on an increase in the average daily traffic volumes. The objective of the residential street analysis is to determine the potential for cut-through traffic impacts on a residential street that can result from a project. Cut-through trips are measured as vehicles that bypass a congested arterial or intersection by opting to travel along a residential street.

The Specific Plan area would extend Century Boulevard eastward from Grape Street to Alameda Street. However, there are proposed traffic-calming features along this segment of Century Boulevard that would discourage cut-through traffic. In addition, there are no uninterrupted streets parallel to Alameda Street in the Specific Plan area and in the surrounding residential streets that would result in cut-through traffic. Less-than-significant impacts to neighborhood intrusion would occur.

### **Project Access**

The Specific Plan area is bordered by 97<sup>th</sup> Street, 103<sup>rd</sup> Street, Alameda Street, and Grape Street. Access to the site would be available from various points along these streets and along Century Boulevard which would traverse the Specific Plan area from west to east. No north-south traversing roads are planned within the Specific Plan area. Per the City of Los Angeles CEQA thresholds for project access, no intersection which provides access to the Specific Plan area would operate at LOS E or F during the AM or PM peak hour with the proposed project. Therefore, no significant impacts related to project access would occur.

### **Bicycle, Pedestrian, and Vehicular Safety**

The Specific Plan area would be designed with traffic calming features, such as the curvature of Century Boulevard and the lack of a continuous north-south route through the Specific Plan area. These project design features are intended to reduce potential impacts related to bicycle, pedestrian, and vehicular safety. Parking will be allowed on both sides of Century Boulevard to buffer pedestrians from vehicles. Additionally, bicycle lanes are proposed for incorporation for the streets within the Specific Plan area. Therefore, less-than-significant impacts related to bicycle, pedestrian, and vehicular safety would occur.

### **Transit System Capacity**

As discussed in the Existing Setting, there are many bus lines that serve the general area surrounding the Specific Plan area and a few that serve the area directly. In addition, the Metro Blue Light Rail Line is located within walking distance of the Specific Plan area. Although the anticipated residential and employment population increase due to the proposed project is anticipated to affect the capacity of the transit system, there is sufficient transit system capacity to absorb the needs of the new population. Therefore, less-than-significant impacts related to transit system capacity would occur.

### **Parking**

Implementation of the proposed project would employ a variety of parking strategies in accordance with the parking requirements as prescribed in the Specific Plan. Parking requirements for the residential uses range from 1 to 1.5 parking spaces per unit, based on the number of bedrooms. Non-residential uses

would have similar parking requirements under the Specific Plan as under the Los Angeles Municipal Code (LAMC). In total, the Specific Plan would require a total of 3,231 parking spaces for all uses. The LAMC requirement for the proposed uses is 3,980 parking spaces. Therefore, implementation of the Specific Plan would provide 749 fewer spaces than required under the LAMC. The provision of fewer parking spaces under the Specific Plan is based on:

- Affordable Housing/Density Bonus
- The location of the Specific Plan area in an Enterprise Zone which qualifies certain commercial land uses for reduced parking requirements
- Walkability and pedestrian elements incorporated into the Specific Plan

The detailed parking requirements of the LAMC and the Specific Plan are shown in **Table IV.P-14**.

Off-street parking would be accommodated in three ways: 1) in shared parking courts, 2) in individual garages attached to the residential units, and 3) in congregate garages below stacked units. Congregate garages would typically be located either in a partial basement or at grade with liner-units facing the surrounding streets. Individual garages would be accessed from the mid-block lane or from at-grade car courts, allowing residents to walk-up from the garage to their units. With congregate garages, access to the residential units from parking would be via elevators and corridors. Townhouse units would use shared parking courts, garages accessed from the front, or garages accessed from the back, “tucked-under” the entry level of the units. Units that are part of an apartment building would generally park in a shared parking structure wrapped by the building and hidden from view from the public right-of-way

Visitor parking would be accommodated on-street. At 64 feet wide, the Century Boulevard extension street right-of-way would be wide enough to accommodate buses, and most of its length would have on-street parking along both sides. Typical residential streets would be engineered to the Local Street Standard with a 60-foot right-of-way, 36-foot paved width, with on-street parking along both sides. Streets fronting onto the new central park would be similar in design to the typical residential streets with sidewalks and on-street parking along both sides. However, on the park side, there would also be a wide pedestrian and bicycle pathway. The new Paseo Park at Croesus Avenue and 99<sup>th</sup> Street extends from 99<sup>th</sup> Street north to 97<sup>th</sup> Street. The park is bordered by two narrow one-way streets that have on-street parking on one side each. The retail plaza at 103<sup>rd</sup> Street would extend from 103<sup>rd</sup> Street north to 102<sup>nd</sup> Street and also includes surface parking.

Implementation of the Specific Plan involves developing the existing LAUSD parking lot fronting Alameda Street that is currently used for student parking with commercial uses. LAUSD would provide replacement parking as part of their facilities planning effort for Jordan High School when the existing parking is developed with commercial uses.

In summary, less-than-significant impacts related to parking would occur.



<b>TABLE IV.P-14: LAMC AND SPECIFIC PLAN PARKING REQUIREMENTS</b>			
<b>Zone</b>	<b>Land Use</b>	<b>LAMC</b>	<b>Specific Plan</b>
A1-UV	Agriculture	No parking requirements for agricultural uses.	The Specific Plan states that there would be designated off-street parking. However, a ratio to determine parking requirements is not stated
PF-UV	Community Facilities	There shall be at least one automobile parking space for each 500 square feet of floor area contained within any philanthropic institution, governmental office building, or similar use. (LAMC Section 12.21.A.4(d))	There are no off-street parking requirements for this zone.
OS-UV	Park & Recreation Space	No parking requirements for park or recreation facilities.	There are no off-street parking requirements for this zone.
R3-UV, RAS3-UV, RAS4-UV	Residential	(1) One parking space is required for each dwelling unit that of less than than three habitable rooms.  (2) One and one-half parking spaces is required for each dwelling unit of three habitable rooms.  (3) Two parking spaces is required for each dwelling unit of more than three habitable rooms. (LAMC Section 12.21 A.4(a))	(1) A maximum of one parking space is required for each dwelling unit that has with fewer than three habitable rooms.  (2) A maximum of one and one-half parking space is required for each dwelling unit with three or more habitable rooms.
RAS3-UV RAS4-UV	Commercial/ Retail	(1) All commercial office, business, retail, restaurant, bar and related uses, trade schools, or research and development buildings on any lot within a State Enterprise Zone shall have two parking spaces for every 1,000 square feet of gross floor area. (LAMC Section 12.21 A.4(x)(3))	Two parking spaces per 1,000 square feet of floor area.
CM-UV	Commercial/ Office	(1) All commercial office, business, retail, restaurant, bar and related uses, trade schools, or research and development buildings on any lot within a State Enterprise Zone shall have two parking spaces for every 1,000 square feet of gross floor area (LAMC Section 12.21 A.4(x)(3))	Two parking spaces per 1,000 square feet of floor area.
CM-UV	Commercial/ Industrial	(1) For manufacturing buildings, one off-street parking space is required for every 500 square feet of combined floor area. (LAMC Section 12.21 A.4(c))  (2) For warehouse buildings in excess of 10,000 gross square feet, one off-street parking space is required for every 500 square feet of floor area for the first 10,000 gross square feet. In addition, one parking space for every 5,000 square feet is required for warehouse gross floor area in excess of 10,000 square feet. LAMC Section 12.21 A.4(c)(1)	If a building or a portion of a building is designed, arranged, or used as a warehouse for the storage of goods or for the purpose of manufacturing goods, only one parking space is required for every 10,000 square feet of such warehouse or manufacturing use.

**SOURCE:** City of Los Angeles Department of City Planning, *Draft Jordan Downs Specific Plan*, 2010.

### **In-Street Construction Traffic**

The construction of the Specific Plan area would primarily occur within its boundaries and the peripheral streets would be impacted intermittently. Increased truck traffic is anticipated on Alameda Street as Alameda Street is already a designated truck route, and haul routes would be restricted to this corridor. On-street parking may potentially be intermittently restricted along the peripheral streets. However, appropriate noticing would be required before and during the construction period. As there is no cut-through alternative for traffic either east-west or north-south in the Specific Plan area, no additional delays because of construction activities are anticipated. Therefore, less-than-significant impacts related to in-street construction traffic would occur.

### **CUMULATIVE IMPACTS**

The analysis presented under Scenario 2: Existing Plus Ambient Growth Plus Related Projects Plus Project Conditions is the cumulative impact for the proposed project as it includes related projects. No further cumulative impact analysis is required. Impacts related to intersection operations would be cumulatively considerable.

### **MITIGATION MEASURES**

#### **Intersection Analysis**

##### ***Signalized Intersections***

No feasible mitigation measures were identified for project-related significant traffic impacts at the following signalized intersections:

- #1 Alameda Street (W) and Firestone Boulevard (County of Los Angeles, PM peak hour). The proposed mitigation to reduce significant impacts at this intersection is to widen Alameda Street to three lanes in each direction. However, this intersection is built out in terms of capacity and right-of-way constraints because the adjacent Alameda Corridor grade-separated rail line precludes any roadway or intersection widening. Therefore, there are no feasible mitigation measures at this intersection.
- #5 Alameda Street (W) and Century Boulevard/Martin Luther King Jr. Boulevard (City of Lynwood, AM and PM peak hours). The proposed mitigation to reduce significant impacts at this intersection is to add a second westbound right turn lane on Century Boulevard/Martin Luther King Jr. Boulevard. However, this intersection is built out in terms of capacity and right-of-way constraints and the adjacent Alameda Corridor grade-separated rail line precludes any intersection widening. Therefore, there are no feasible mitigation measures at this intersection.
- #20 Central Avenue and Century Boulevard (City of Los Angeles, AM and PM peak hours). The proposed mitigation to reduce significant impacts at this intersection is to add a third northbound and southbound through lane on Central Avenue. However, due to right-of-way constraints, as well as potential impacts to the park located on the southeast corner, it was found that this mitigation would be infeasible. Therefore, there are no feasible mitigation measures at this intersection.
- #35 Long Beach Boulevard and Tweedy Boulevard (Cities of South Gate and Lynwood, AM and PM peak hours). The proposed mitigation to reduce significant impacts at this intersection is to add a separate southbound right turn lane. However, this intersection is built out in terms of capacity, and due to right-of-way constraints, it was found that this mitigation measure would be infeasible. Therefore, there are no feasible mitigation measures at this intersection.

### **Unsignalized Intersections**

Two of the three unsignalized intersections that would have significant project-related traffic impacts are located within the City of Los Angeles. For these intersections, the following mitigation measure applies:

- TT1** The Applicant shall work with LADOT to implement signalization at the following intersections:
- Intersection #36– Alameda Street (W)/97<sup>th</sup> Street
  - Intersection #41 – Wilmington Avenue/Century Boulevard

Intersection #37 Alameda Street (E)/Tweedy Boulevard is located in the City of South Gate. Under the City of South Gate Capital Improvement Program, this intersection has been identified for signalization. Therefore, no mitigation is required.

In addition, the following mitigation measure would help reduce some of the significant impacts related to intersection LOS, by promoting transit use:

- TT2** The Applicant shall work with Metro to incorporate the B-TAP program for all residents and employees associated with the Specific Plan. The B-TAP program would provide Metro transit passes that can be renewed each calendar year. The program would apply to residents living in and employees working within the Specific Plan area.

### **Project Access**

No significant impacts related to project access would occur. No mitigation measures are required.

### **Bicycle, Pedestrian, and Vehicular Safety**

Less-than-significant impacts related to bicycle, pedestrian, and vehicular safety would occur. No mitigation measures are required.

### **Transit System Capacity**

Less-than-significant impacts related to transit system capacity would occur. No mitigation measures are required.

### **Parking**

Less-than-significant impacts related to parking would occur. No mitigation measures are required.

### **In-Street Construction Traffic**

Less-than-significant impacts related to in-street construction traffic would occur. No mitigation measures are required.

## **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

### **Intersection Analysis**

#### ***Signalized Intersections***

Unavoidable significant project-level impacts related to traffic and transportation at the following signalized intersections would remain as no feasible mitigation measures were identified:

- #1 Alameda Street (W) and Firestone Boulevard (County of Los Angeles, PM peak hour)
- #5 Alameda Street (W) and Century Boulevard/Martin Luther King Jr. Boulevard (City of Lynwood, AM and PM peak hours)
- #20 Central Avenue and Century Boulevard (City of Los Angeles, AM and PM peak hours)
- #35 Long Beach Boulevard and Tweedy Boulevard (Cities of South Gate and Lynwood, AM and PM peak hours)

#### ***Unsignalized Intersections***

Project-level and cumulative impacts related to traffic and transportation at the two unsignalized intersections located in the City of Los Angeles would be less than significant with implementation of Mitigation Measure **TT1**.

Intersection #37 Alameda Street (E)/Tweedy Boulevard has been identified for signalization under the City of South Gate Capital Improvement Program. Impacts would remain less-than-significant.

Implementation of Mitigation Measure **TT2** would promote transit use and help reduce impacts to intersection LOS. However, unavoidable significant impacts would remain.

### **Project Access**

No significant impacts related to project access would occur.

### **Bicycle, Pedestrian, and Vehicular Safety**

Less-than-significant impacts related to bicycle, pedestrian, and vehicular safety would remain.

### **Transit System Capacity**

Less-than-significant impacts related to transit system capacity would remain.

### **Parking**

Less-than-significant impacts related to parking would remain.

### **In-Street Construction Traffic**

Less-than-significant impacts related to in-street construction traffic would remain.