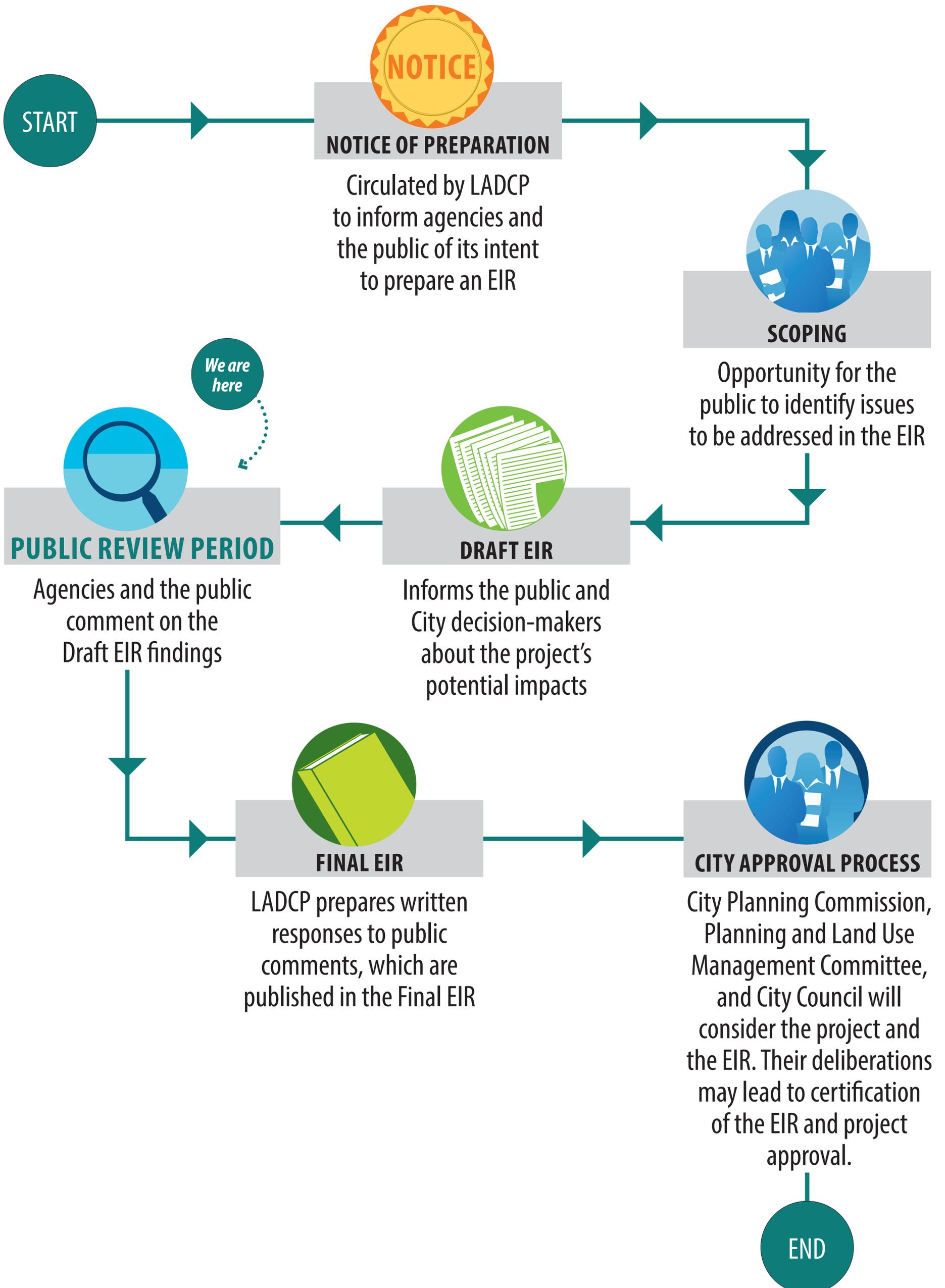


# CEQA Process



# Overview of Topics Addressed in the Draft EIR

The following resource areas were evaluated in the Draft EIR:



## Air Quality

Evaluated construction impacts and operational changes in air emissions from regional growth coupled with changes in vehicle operations from project.



## Land Use and Planning

Evaluated the project's compatibility with surrounding land uses, potential to alter land use patterns, and concurrence with land use plans and policies.



## Biological Resources

Evaluated impacts to sensitive habitats and species from project construction and operation, particularly the Lincoln Boulevard Bridge enhancement at Ballona Creek.



## Noise

Evaluated temporary construction impacts and permanent impacts from changes in vehicle operations, particularly increased buses.



## Greenhouse Gases

Evaluated construction impacts and operational changes in GHG emissions from regional growth coupled with changes in vehicle operations from project implementation.



## Transportation

Evaluated temporary construction impacts and operational impacts associated with background growth and changes in travel modes from project implementation.

The NOP identified eleven resource areas which did not require further study in the EIR. It was determined that the impacts of the Specific Plan Amendments would be less than significant on these resource areas: aesthetics, agricultural and forestry resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services, recreation, and utilities and service systems.



# Overview of Impacts Identified in the Draft EIR

Implementation of the updated Specific Plans would have the following impacts:

## LESS THAN SIGNIFICANT IMPACTS

### Land Use and Planning



### Greenhouse Gases



### Biological Resources\*



\* with mitigation

## TEMPORARY CONSTRUCTION RELATED IMPACTS

### Air Quality



### Air Quality

Short-term, localized impacts from large construction projects

### Noise



### Noise

Localized, temporary noise and vibration impacts at noise sensitive uses

### Transportation



### Transportation

Temporary traffic disruption during construction of sizable projects

## OPERATIONAL IMPACTS

### Noise



### Noise

Possible impacts from curb-running buses on sensitive land uses located near roadways from increased frequency of bus service, particularly curb-running BRT

### Transportation



### Transportation

Regional growth along with proposed mobility improvements would increase vehicle traffic with impacts to the circulation system, neighborhood traffic intrusion, and CMP freeway segments under current CEQA thresholds



# Transportation Summary

## LESS THAN SIGNIFICANT IMPACTS

Plans, Policies, Programs

Fire Protection Facilities

Transit/Bike/Ped Facilities

Safety

## TEMPORARY CONSTRUCTION IMPACTS

Temporary Disruption

Temporary traffic disruption during construction of sizable projects, such as the Lincoln Boulevard Bridge Enhancement, center-running BRTs, and I-10 Ramp Reconfiguration at Bundy Drive

## OPERATIONAL IMPACTS

Vehicular Circulation

Neighborhood Traffic Intrusion

CMP/State Freeway

Increased traffic would result from regional growth and from changes to the circulation system associated with the proposed transportation improvements.

## ALTERNATIVE TRANSPORTATION PERFORMANCE METRICS

Recent State legislation (Senate Bill 743) is expected to substantially alter the way that transportation impacts are evaluated in EIRs. Rather than focusing on reduced vehicle delay, the new approach will focus on reduced vehicle reliance. In response to this anticipated change, the EIR considered project impacts against four alternative transportation metrics, all of which serve as indicators for reduced reliance on vehicle travel, primarily by private automobiles.

More Balanced Mode Split

Increased Transit Boarding

Decreased Vehicle Trips

Decreased Vehicle Miles Traveled

The proposed transportation improvements would increase multimodal transportation opportunities and reduce vehicle miles traveled compared to future conditions without the project. The proposed transportation improvements would improve the transportation system for all users as measured by these four metrics.

## CTC/WLA TIMP SPECIFIC PLANS UPDATE



**ENHANCE  
LIVABILITY**



**IMPROVE  
CONNECTIVITY**



**TRANSPORTATION  
CHOICES**



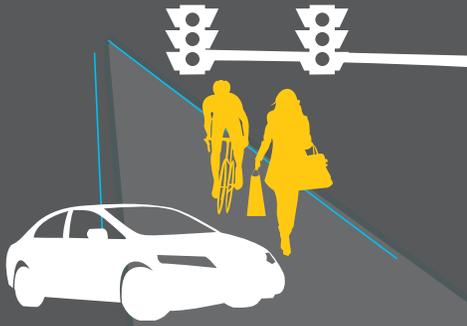
**PARKING  
SOLUTIONS**

## ENVIRONMENTAL REVIEW

### Overview of Draft EIR Analysis

The California Environmental Quality Act (CEQA) requires state and local agencies to identify the significant environmental impacts of their actions and to avoid or mitigate those impacts, if feasible. Under CEQA, an Environmental Impact Report (EIR) was determined to be the appropriate level of environmental review for the Specific Plans Update. An EIR analyzes the project's potential impacts on environmental resources, discloses significant effects of the project, and explains why other effects would not be significant. The first step in developing an EIR is preparing a Notice of Preparation (NOP). The NOP provides a description of the project and discloses its probable impacts on the environment. The NOP for the Specific Plans Update determined that the impacts of the proposed amendments would be less than significant on the following resource areas: aesthetics,

aesthetics, agricultural and forestry resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology and water quality, mineral resources, population and housing, public services, recreation, and utilities and service systems. As a result, the Draft EIR focused on the following six resource areas: air quality, biological resources, greenhouse gases, land use and planning, noise, and transportation. The Draft EIR evaluated potential impacts of the proposed Specific Plans Update compared to existing conditions in the study area. However, as background growth will change traffic conditions in the future, the Draft EIR also includes comparisons to future conditions without the Specific Plans Update. An overview of the Draft EIR analysis of the six resource areas is presented below.



*What are Operational Impacts?*  
Long-term impacts that would occur with implementation of the Specific Plans Update and the operation of the proposed transportation improvements .

*What are Construction Impacts?*  
Short-term temporary impacts that would occur during construction of the proposed transportation improvements.

## Impact Summaries

### Air Quality

#### **Operational Impacts:**

- Although total vehicular activity or vehicle miles traveled (VMT) will increase in the future due to background growth, the project would reduce future per capita VMT compared to both existing conditions and future conditions without the project, with a resulting decrease in all pollutants.
- The proposed transportation improvements, combined with technological advances in vehicle emission controls, would result in lower maximum daily pollutant emissions compared to existing conditions.

#### **Construction Impacts:**

- Construction impacts associated with most of the transportation improvements would be less than significant.
- Short-term, localized impacts from construction of the Lincoln Boulevard Bridge Enhancement, Lincoln Boulevard and Sepulveda Boulevard BRTs, and I-10 Ramp Reconfiguration at Bundy Drive would be significant. Low emission construction equipment, fugitive dust controls, and reduced reliance on portable generators would reduce, but not eliminate, construction impacts.

### Biological Resources

#### **Operational Impacts:**

- Transportation improvements would operate within existing roadways, sidewalks, and right-of-ways within a highly urbanized setting and would not result in adverse effects on biological resources.

#### **Construction Impacts:**

- Construction of proposed transportation improvements near street trees and other landscaping during the nesting season has the potential to affect migratory birds. Nest surveys would be conducted and construction activities would be limited in areas near active nesting sites to reduce impacts to a less than significant level.
- Construction of the Lincoln Boulevard Bridge Enhancement would occur along the northern edge of the Ballona Creek Sensitive Ecological Area and could adversely affect special-status species and sensitive habitat, including wetlands and/or state jurisdictional waters. Coordination with resource agencies and implementation of project-specific mitigation required by the agencies would reduce impacts to a less than significant level.

### Greenhouse Gas Emissions

#### **Operational Impacts:**

- Although total vehicular activity or vehicle miles traveled (VMT) will increase in the future due to background growth, the emphasis of the proposed transportation improvements on alternative modes of transportation would result in a reduction in per capita VMT compared to existing conditions and future conditions without the project, with a resulting decrease in CO<sub>2</sub> emissions.
- The Specific Plans Update would advance the goals of local and regional plans pertaining to GHG emissions, including the SCAG's Regional Transportation Plan/Sustainable Communities Strategy, Mobility Plan 2035, and Green LA Plan.

# CTC/WLA TIMP SPECIFIC PLANS UPDATE



## Construction Impacts:

- Construction of the proposed transportation improvements would result in temporary increases in GHG emissions associated with construction equipment, construction-related truck trips, and worker commute trips.

## Combined Construction and Operations:

- The proposed transportation improvements, combined with technological advances in vehicle emissions systems, would reduce the vehicle emission rates of CO<sub>2</sub>. Combined construction and operations emissions would be lower than existing conditions and future conditions without the project.

## Land Use and Planning

### Operational Impacts:

- The Specific Plans Update would support implementation of the City's adopted goals and policies, including those aimed at improving mobility, increasing the availability of multimodal transportation infrastructure, and reducing vehicle trips in the Community Plan areas.

The Specific Plans Update would not result in any changes in General Plan land use designations or zoning classifications, alter future land use patterns, or materially affect the feasibility of development in the CTCSP and WLA TIMP areas. The transportation improvements would be compatible with surrounding uses and would improve safety, access, and alternative modes of transportation in the surrounding area.

Some of the transportation improvement projects would result in the removal of some on-street parking; however, this would not permanently prevent or disrupt access to surrounding land uses.

### Construction Impacts:

- Construction of the proposed transportation improvements would occur within or adjacent to existing transportation right-of-ways and would not isolate communities or alter existing land use conditions in the community.
- Construction of the proposed transportation improvements would comply with City regulations governing construction. Construction-related disruptions to adjacent land uses would be temporary and of limited duration.

## Noise

### Operational Impacts:

- Increases in ambient noise levels associated with proposed roadway, bicycle, and pedestrian improvements would not exceed noise thresholds.
- The increased frequency of bus service associated with the Specific Plans Update, particularly curb-running BRT, could result in significant impacts to sensitive land uses located in close proximity to roadways.

### Construction Impacts:

- Construction of the transportation improvements associated with the Specific Plans Update could result in localized and temporary significant noise impacts at noise sensitive uses. Noise control measures would reduce, but may not eliminate, construction-related impacts.
- Vibration from heavy construction activities near sensitive receptors could result in human annoyance, but is not expected to cause structural vibration damage. Measures to address vibration would reduce, but may not eliminate, construction-related impacts.

# Traffic and Transportation

## Operational Impacts:

- The Specific Plan Updates would be consistent with the City's multi-modal approach to planning for future transportation improvements, as the proposed transportation improvements would provide more transportation options and accommodations for multiple modes of travel (i.e., transit, bicycle, pedestrian, and vehicle).
- Regional background growth that will occur with or without the project will increase overall activity levels and travel demands in the study area, resulting in an increase in total VMT on area roadways and on the regional transportation system. In addition, although the implementation of proposed multimodal transportation improvements would shift some vehicular trips to other travel modes, congestion is expected to increase on certain roadways in the study area due to the conversion of selected vehicle travel lanes to transit or bicycle lanes, which could cause some drivers to divert to parallel routes. While the proposed transportation improvements would create a safer transportation system with greater person capacity, under current CEQA guidelines and City thresholds, congestion impacts are considered to be significant and unavoidable impacts. LADOT would implement technology upgrades and intersection improvements to improve traffic flow and safety, as well as Neighborhood Protection Plans along impacted residential streets. In addition, the City would coordinate with other agencies to identify and implement regional transportation improvements. These measures would reduce, but not eliminate, congestion-related impacts.

## Construction Impacts:

- Construction of most transportation improvements would be limited in activity and be short in duration and would not result in a substantial disruption to traffic.
- Construction of sizable projects, such as the Lincoln Boulevard Bridge Enhancement, center-running BRT corridors, and I-10 Ramp Reconfiguration at Bundy Drive, would result in temporary, significant transportation impacts.

## Alternative Analysis of Transportation Impacts:

- Recent State legislation (Senate Bill 743) is expected to substantially alter the way that transportation impacts are evaluated in EIRs. While it awaits direction from the State, the City is in a transition period with respect to the analysis of congestion-related transportation impacts. The Governor's Office of Planning and Research has recommended Vehicle Miles Traveled (VMT) as a new metric to evaluate a project's transportation impacts. A reduction in VMT can be used as an indicator of reduced reliance on vehicular travel, primarily by private automobiles. The EIR considered project impacts against four alternative transportation metrics: VMT, vehicle trips, transit boardings, and mode split. The Specific Plan Updates would result in a decrease in per capita VMT compared to both existing conditions and future conditions without the project. At the same time, the Updates would reduce total VMT and total vehicle trips compared to future conditions without the project, and increase transit boardings. As an overall indicator of transportation system performance, the Specific Plan Updates would reduce auto mode share and increase mode shares for transit, biking, and walking.



You are encouraged to visit our website for study updates and information at [www.WestsideMobilityPlan.com](http://www.WestsideMobilityPlan.com). If you have questions, please email us at [westside2@fehrandpeers.com](mailto:westside2@fehrandpeers.com).

Si desea esta información en español, llame al (213) 978-1179.



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