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May 22, 2014

**NOTICE OF PREPARATION OF AN ENVIRONMENTAL IMPACT REPORT
AND PUBLIC SCOPING MEETING**

Case Number: ENV-2014-1458-EIR, CPC-2014-1456-SP, and CPC-2014-1457-SP

Project Name: Coastal Transportation Corridor Specific Plan and West Los Angeles Transportation Improvement and Mitigation Specific Plan (CTCSP/WLA TIMP) Specific Plans Amendment Project

Project Location: Westside of Los Angeles - Coastal Transportation Corridor Specific Plan and West Los Angeles Transportation Improvement and Mitigation Specific Plan areas, including the communities of Brentwood, Century City, Mar Vista, Palms, Playa Del Rey, Playa Vista, Venice, Westchester and Westwood.

Community Plan Areas: Brentwood-Pacific Palisades, LAX, Palms-Mar Vista-Del Rey, Venice, Westchester-Playa Del Rey, West Los Angeles, and Westwood.

Council Districts: 5 and 11

Scoping Meeting Dates: June 5 and June 9, 2014

Due Date for Public Comments: June 23, 2014

The proposed project consists of amendments to the Coastal Transportation Corridor Specific Plan (CTCSP) and West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP). The amendments would include an update to the development/traffic impact fee program, including revisions to the fees, trip generation rates, exemptions, and in lieu credits, and an update to the list of transportation improvements and mitigation measures to be funded, in part, by the impact fees collected from new development. Other proposed changes would include administrative amendments and minor revisions consistent with updates to transportation policies and/or integration of current best practices.

The CTCSP and WLA TIMP were adopted in 1985 and 1997, respectively, with the purpose of establishing a traffic impact fee program¹ to be assessed on new development and intended to assist in the implementation of future transportation improvements on the Westside. The traffic impact fees were established by specific plan ordinances and have been a part of the development approval process in the Westside since adoption.

The City of Los Angeles Department of City Planning (Lead Agency) will prepare an environmental impact report (EIR) for amendments to the CTCSP and WLA TIMP identified herein (proposed project). This Notice of Preparation (NOP) is being distributed to applicable responsible agencies, trustee agencies, and interested parties as required by the California Environmental Quality Act (CEQA). Comments from interested agencies are requested as to the scope and content of the environmental information that is pertinent to each agency's statutory responsibilities in connection with the proposed project.

Study Area

The study area is in the western portion of the City of Los Angeles (the "Westside") and encompasses the Coastal Transportation Corridor Specific Plan (CTCSP) area and the West Los Angeles Transportation Improvement and Mitigation Specific Plan (WLA TIMP) area (see Figure 1, Regional Location).

As shown on Figure 2, the CTCSP area includes all or parts of the Westchester-Playa Del Rey, Palms-Mar Vista-Del Rey, and Venice community plan areas and the Los Angeles International Airport (LAX) Plan area. The CTCSP area is generally bounded by the City of Santa Monica on the north, Imperial Highway on the south, the San Diego Freeway (Interstate [I]-405) on the east, and the Pacific Ocean on the west.

As shown in Figure 3, the WLA TIMP area includes all or parts of the Westwood, West Los Angeles, Brentwood-Pacific Palisades, and the Palms-Mar Vista-Del Rey community plan areas, and is generally bounded by the City of Beverly Hills/Beverly Drive/Castle Heights Avenue/National Boulevard/Hughes Avenue on the east; Sunset Boulevard on the north; the City of Santa Monica and Centinela Avenue on the west; and Venice Boulevard on the south.

Project Description

The proposed project consists of amendments to the CTCSP and WLA TIMP. The updates of the CTCSP and WLA TIMP, as derived from the Westside Mobility Plan (WMP), are consistent with the City's multimodal approach to transportation planning and apply such principles to the Westside in a more targeted manner. The details are summarized as follows.

¹ Also referred to as a Transportation Impact Assessment (TIA) in the CTCSP and WLA TIMP.
CTCSP/WLA TIMP Specific Plans Amendment Project NOP

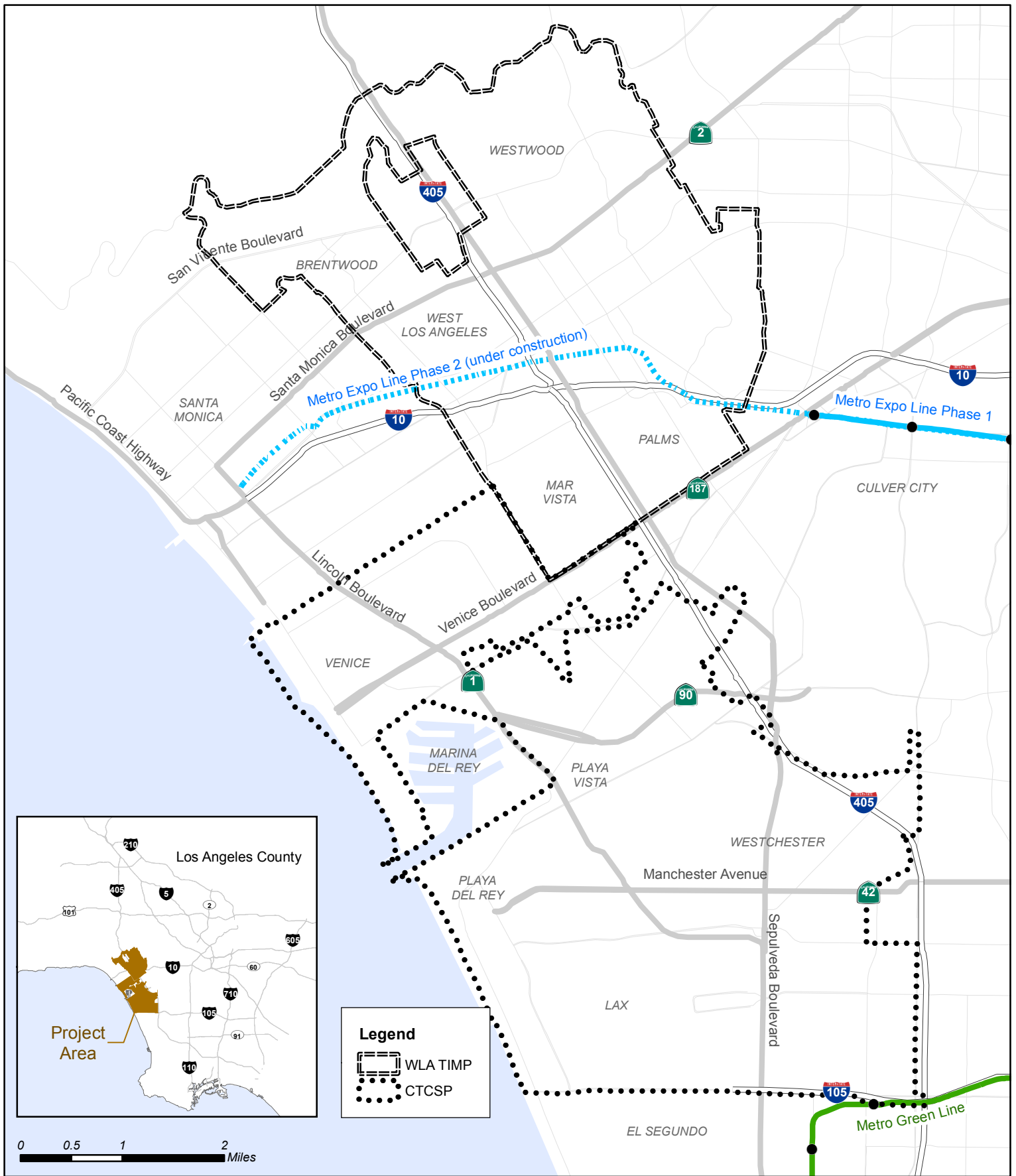
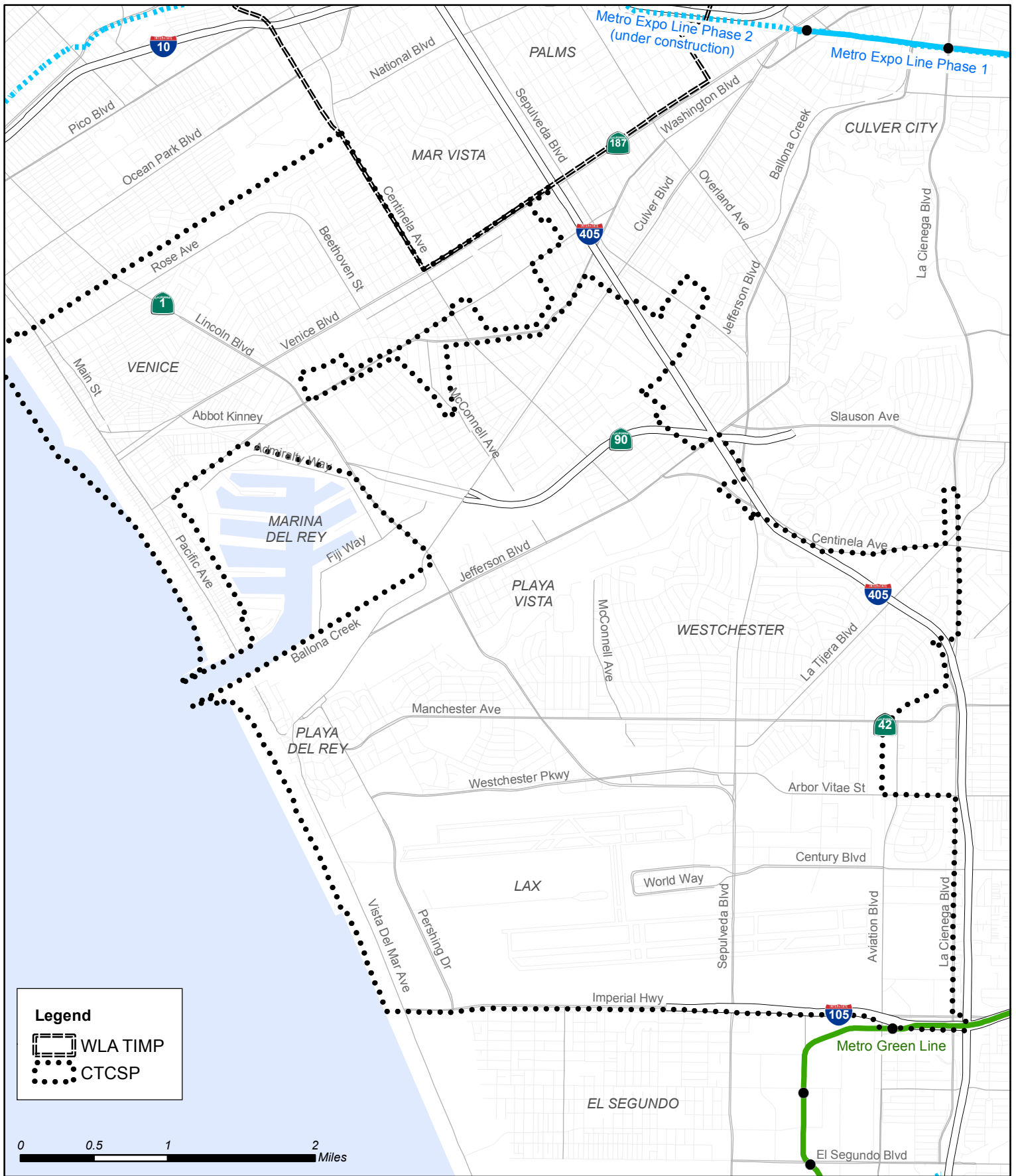


Figure 1
Project Location Map



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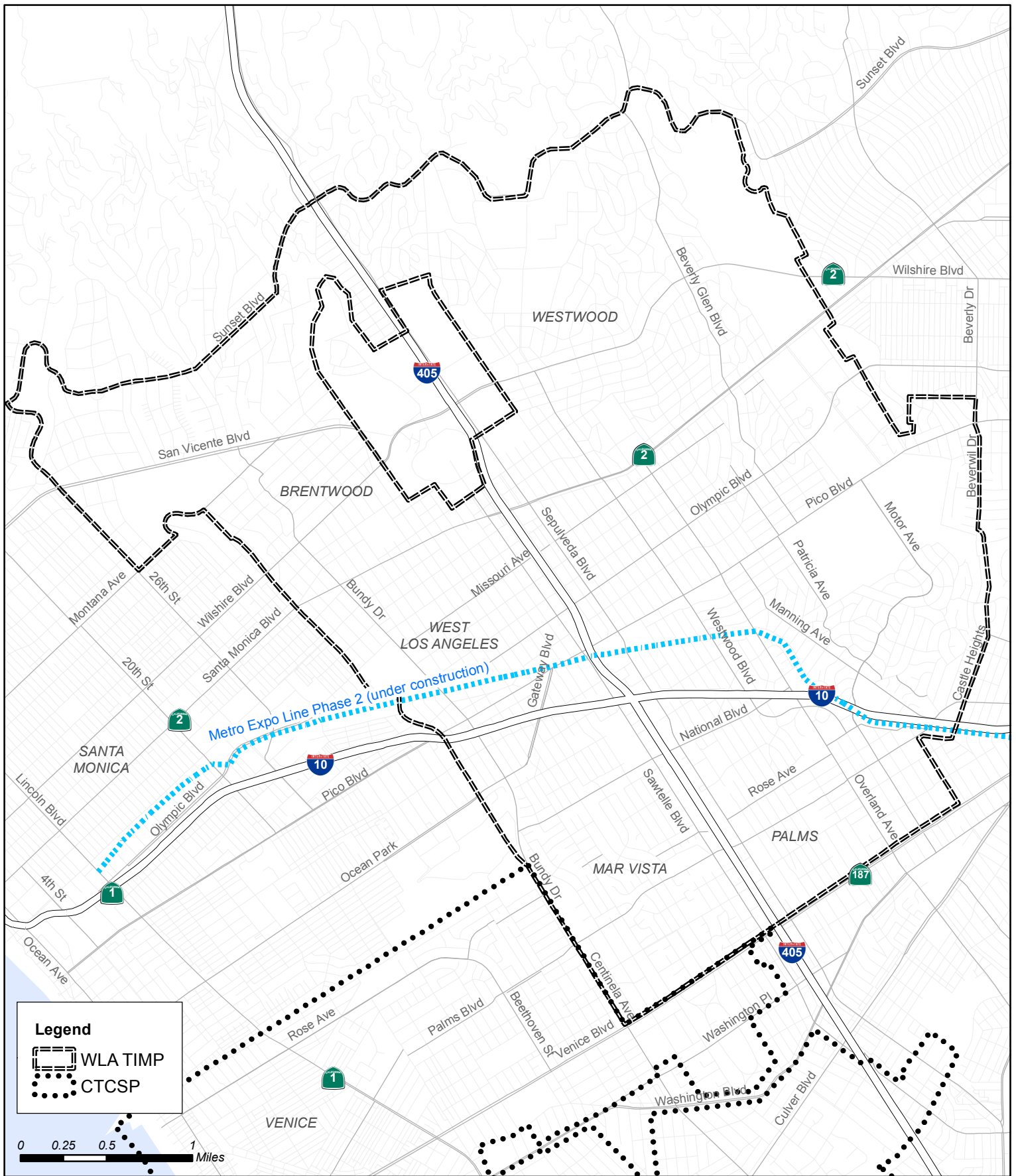


Basemap Source: U.S. Census Bureau, Geography Division, 2010

Figure 2
Coastal Transportation Corridor Specific Plan Area



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Basemap Source: U.S. Census Bureau, Geography Division, 2010

Figure 3
West Los Angeles Transportation Improvement Area



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Amendments to Impact Fee Assessment Methodology

Fees

The proposed project would revise the traffic impact fees required under each specific plan and corresponding ordinance. To determine the appropriate fee updates, a study is currently being prepared to establish the nexus between new development that occurs in the study area and the need for new and expanded transportation facilities and programs, including transit, bicycle and pedestrian oriented improvements in addition to the more traditional roadway and signalization improvements. After establishing the nexus, the study will calculate the development impact fees to be levied for each land use in the areas of benefit, based on the proportionate share of the total facility use for each type of development. These revised fees will then be incorporated into the proposed specific plan amendments.

The traditional approach to nexus studies has more often than not involved using automobile Level of Service (LOS) as a performance measure for the transportation system. As part of the Westside Mobility Plan, alternative performance measures, such as vehicle miles of travel (VMT), person capacity and throughput, travel time, and accessibility have been used to gauge the effectiveness of the proposed mobility improvements. For this study, the nexus for the traffic impact fee updates is likely to be established using VMT per capita as a performance measure. The intent of this fee is to fund improvements for multiple modes of travel such as motor vehicles, pedestrians, bicycles, and transit.

Trip Generation Tables

Each specific plan has trip generation tables (Appendix D in the CTCSP and Appendix A in the WLA TIMP) which assign trip generation rates for specific land uses. The trip generation rates are used to project the number of future trips associated with a new development and that trip number is used to assess the traffic impact fee. Under the proposed project, the trip generation tables for each specific plan area would be revised based on the outcome of the nexus study discussed above.

Traffic Impact Fee Exemption

In each specific plan area, some land uses, such as schools, residential uses, and places of worship, are exempt from paying the traffic impact fee. The proposed amendments propose to remove the exemption for single-family and multi-family residential development. Other revisions to the exemptions in both the CTCSP and WLA TIMP may also be considered.

In-Lieu Credits

The list of improvements that are eligible for in-lieu credits against the traffic impact fee may be revised and expanded.

List of Transportation Improvements

The proposed amendments include updating the list of transportation improvements funded in part by the traffic impact fees in each specific plan area (Appendix B and Appendix C of the CTCSP and Appendix C of the WLA TIMP). The updated lists of transportation improvements would replace completed projects (see Table 2) and establish new projects and programs. The new projects, identified through an analysis of completed projects and a public outreach component of the Westside Mobility Plan process, are aimed at improving the existing transportation network, enhancing system capacity, reducing vehicle trips and miles traveled, and improving transit connectivity. The transportation improvements proposed for inclusion in the CTCSP and WLA TIMP amendments are projected to be implemented by 2035.

The types of projects and programs that would be included as Transportation Improvements for each specific plan are described below. The following list is not exhaustive but representative of the types of improvements being proposed.

- Roadway projects
 - intersection improvements such as turn-lane or safety improvements at major intersections, improving traffic flow along major arterials, and widening of the Lincoln Bridge
 - establishing measures to encourage use of arterials and discourage through-traffic from using local streets
 - reconfiguring the I-10 ramps on Bundy Drive
- Intelligent transportation systems (ITS)
 - implement traffic signal upgrades as part of the automated Traffic Surveillance and Control (ATSAC) System that provides real-time monitoring and adjustment of signal timing
 - installation of CCTV cameras and associated infrastructure to improve LADOT's ability to monitor and respond to real time traffic conditions
- Transit improvements
 - establishing new running bus rapid transit (BRT) lanes on Sepulveda Boulevard, Lincoln Boulevard and Santa Monica Boulevard
 - enhancing bus service through expanded service routes and frequency as well as bus stop improvements
 - establishing circulator/shuttles to connect activity centers to major transit centers
- Trip reduction programs
 - updating parking requirements and improving parking utilization including through establishment of systems for real-time parking information
 - providing guidance and implementation of travel demand management (TDM) programs
 - developing an online TDM Toolkit with information for transit users, cyclists, and pedestrians
- Bicycle and pedestrian improvements
 - implementing connectivity improvements at major metro stations (i.e., enhancing landscaping, shading, lighting, directional signage, shelters and mid-block crosswalks where feasible)
 - implementing bicycle friendly street design as an alternate route to major corridors
 - installing mobility hubs at or adjacent to Metro Stations and satellite hubs (including secure bike parking and car/bicycle sharing)
 - implementing streetscape plans along segments of Centinela Avenue and Motor Avenue
 - implementing bicycle lanes, cycle tracks, and multi-use tracks
 - complete gaps in the sidewalk network and provide pedestrian enhancements
 - establishing bicycle rental pods and transit centers that offer bicycle parking, rentals, repairs, lockers, showers, and transit information, within existing development or a new development (i.e., within parking garage or transit station)

- Green streets
 - establishing neighborhood greenway on city-owned vacant parcels along future Expo light rail transit (LRT) Westwood Station, including nature walkway, simulated stream to treat urban runoff and educational amenities
 - establish green street on Pico Boulevard between Barrington Avenue and Sawtelle Boulevard with stormwater management (infiltration swales) and aesthetic improvements for specified neighborhoods

While a wide range of transportation improvements are contemplated in the Westside Mobility Plan, including light rail, bus rapid transit and others, such improvements will be analyzed further at the project level through separate environmental impact analyses.

Additional Amendments

Additional administrative text amendments would be made to the CTCSP and WLA TIMP to update and revise the text where appropriate. For example, the list of definitions would be revised to incorporate new terms and update language to be consistent with the updated Mobility Element. Other revisions may include eliminating information that is no longer applicable. Additionally, Section 2(A), Purpose, of the CTCSP and Section 1(A), Purpose, of the WLA TIMP would be revised to incorporate support for multi-modal transportation consistent with the City's General Plan draft Mobility Element.

Project Background

The west side of Los Angeles, like many other urban areas throughout the country, experiences significant traffic congestion. Despite an extensive street network, vehicular circulation continues to deteriorate due to, in the past, over reliance on the car as a primary mode of transportation. The combination of many regional destinations, oversaturated roadways, unreliable travel times for autos and transit, and limited north-south transit options underlie the need for creating a transportation plan for the Westside that will better serve all modes of transportation, improve the efficiency of the overall system, and enhance the livability of the major boulevards in Westside communities.

To address the transportation issues on the Westside, the Los Angeles City Council directed the Department of Transportation in conjunction with the Department of City Planning to undertake a comprehensive study to develop potential short-term solutions and long-term plans to address congestion and mobility challenges within this section of the City. The comprehensive study, called the Westside Mobility Plan (WMP), is being undertaken to develop a long range vision that would facilitate a more balanced approach toward improving mobility on the Westside.

The amendments to the CTCSP and WLA TIMP are being developed as a component of the Westside Mobility Plan (WMP). The WMP study area is made up of the combined boundaries of the CTCSP and WLA TIMP areas. The CTCSP and WLA TIMP are intended to serve as the primary implementation tools for bringing to life the vision for future mobility conditions on the Westside as articulated within the Westside Mobility Plan.

The Westside Mobility Plan has six components described briefly below:

- 1) *Westside Transportation Demand Model* – an innovative transportation demand model that can be used as a tool in the analysis of existing and future transportation system deficiencies and the analysis of potential transportation solutions.

- 2) *Westside Mobility and Rail Connectivity Study* – evaluation of rail transit options for the Green Line extension, the Lincoln Boulevard and Sepulveda Boulevard corridors, and for other potential connecting corridors.
- 3) *Westside Parking Study* – documentation of existing parking conditions and deficiencies, an assessment of future parking demand and needs at select parking hot-spot areas, and recommendations for potential solutions including additional parking management and pricing strategies.
- 4) *CTCSP* – an updated Coastal Transportation Corridor Specific Plan, including updated improvement project list and traffic impact fees.
- 5) *WLA TIMP*– an updated West Los Angeles Transportation Improvement and Mitigation Specific Plan, including updated project list and traffic impact fees.
- 6) *Livable Boulevards* - an analysis of existing conditions for selected commercial corridors, public outreach to gather community feedback, market analysis of four priority subareas, an Urban Design and Streetscape Recommendations report, and streetscape plans for the following corridor segments:
 - Centinela Avenue between Short Avenue and Culver Boulevard
 - Motor Avenue between I-10 and Venice Boulevard
 - Pico Boulevard between Sepulveda Boulevard and Patricia Avenue
 - Pico Boulevard between the I-405 and I-10.

CTCSP and WLA TIMP Components of the Westside Mobility Plan

The CTCSP and WLA TIMP were adopted in 1985 and 1997, respectively, with the purpose of establishing a traffic impact fee program to be assessed on new development and intended to assist in the implementation of future transportation improvements on the Westside. The traffic impact fees were established by specific plan ordinances and have been a part of the development approval process in the Westside since adoption.

The purpose of the traffic impact fees is to establish a funding mechanism for transportation improvements needed to address transportation impacts generated by new development within the specific plan areas, and to require that new development projects mitigate any project-related significant transportation impacts. Developers pay the impact fee to the City prior to the issuance of any building, grading or foundation permit. A one-time fee is charged to new development based on the number of new trips generated by the new development within the specific plan areas. The fee would be assessed on the amount of net new trips resulting from the project. A project's existing trips would be credited toward the new building/development.

The fees are deposited into trust funds for implementing the transportation improvements identified within the specific plans (Appendix B and Appendix C of the CTCSP and Appendix C of the WLA TIMP). Updating the CTCSP and WLA TIMP and the development impact fee program therein, will ensure the continued collection of fees that result in local control of a dependable funding source for leveraging federal and state monies while mitigating impacts and equalizing developer costs, commensurate with surrounding cities that have or are adopting similar fee programs. The fee is increased (or can also be decreased) on January 1 of each year by the amount of the percent change in the most recently available

City Building Cost Index as determined by Los Angeles Department of Transportation (LADOT). The current fee programs (as of January 2014) are shown below in Table 1.

Table 1 Impact Fee Program

Program	Year Established	Current Fee	Exemptions
Coastal Transportation Corridor Specific Plan	1985	\$8,267 per PM peak hour trip	Exempt: neighborhood retail; schools/government facilities; residential (excluding hotels); Airport projects not on Airport property specifically not exempt
West Los Angeles Transportation Improvement and Mitigation Specific Plan	1997	\$3,345 per PM peak hour trip	Exempt: neighborhood retail; first 30,000 square feet (SF) of other retail; schools/ government facilities; residential (excluding hotels)

The traffic impact assessment programs require new development to mitigate their project specific impacts and to contribute a fair share to complete regional improvements to mitigate the cumulative impacts. The fair share is based on a “nexus” and constitutes approximately 35 percent of the total cost of the identified improvements. The fair share payment (traffic impact fee) is calculated in direct proportion to the number of net new PM peak hour trips generated by new development. Because new development is not required to pay to improve traffic congestion caused by the existing traffic or by the cut-through traffic with destinations outside the specific plan area, the traffic impact fees represent only a fraction of the total regional improvement costs. As a result, LADOT has relied on the strategy of leveraging the collected traffic impact fees to secure outside transportation grants to help pay for the remaining costs, primarily by submitting grant applications in the Metro Call for Projects process.

Currently, the traffic impact fees are used towards the capital cost of specific local projects with a regional benefit as identified within each specific plan, including:

- Roadway projects such as arterial widening, intersection improvements
- Signal synchronization, intelligent transportation systems (ITS)
- Bus and rail transit capital, transit stop enhancements
- Bicycle and pedestrian improvements
- Travel Demand Management (TDM) strategies (e.g. rideshare, transit subsidies, flex schedules)

Operation and maintenance costs cannot be funded with developer impact fees.

Many of the transportation improvements that were identified in the existing CTCSP and WLA TIMP Transportation Improvement Programs have been constructed. Table 2 summarizes the projects that have been completed that were identified in the original specific plan documents.

Table 2 Status of Specific Plan Improvement Projects

Transportation Improvements	Coastal Transportation Corridor	West LA
Corridor Improvements Completed or in Progress	<ul style="list-style-type: none"> • Sepulveda Boulevard (Blvd) Transportation Improvement; Lincoln Blvd to Centinela Avenue (Ave) • Marina Freeway Extension; Culver Blvd to Lincoln Blvd • Arbor Vitae Street Widening; La Cienega Blvd to Airport Blvd • Centinela Avenue Widening; Sepulveda Blvd to National [Playa Vista and City Capital Improvement Program] 	<ul style="list-style-type: none"> • Santa Monica Blvd between Sepulveda Blvd and Century Park East (also known as the Santa Monica Transit Parkway Project) • Sepulveda Blvd between Santa Monica Blvd and Sepulveda Pass • Wilshire Blvd between Glendon and Comstock
Intersections Improvements	Of the 14 intersection improvements listed in CTCSP Appendix B, 13 projects have been completed, implemented primarily through the developer traffic mitigation requirements per CEQA. The remaining intersection improvement at La Tijera Blvd and Airport Ave would be completed as part of the CTCSP La Tijera corridor improvement, if pursued.	Of the 24 intersection improvements listed in WLA TIMP Appendix C, 15 projects have been completed. Of the signalized intersections, all 14 locations have been completed.

Citywide Policy Update - Draft Mobility Plan 2035

The Westside Mobility Plan is just one of several planning efforts currently being undertaken by the City of Los Angeles aimed at improving overall mobility throughout the City. . In February 2014, the City of Los Angeles released the draft Mobility Plan (MP) 2035. MP 2035 is an update of the Transportation Element of the City's General Plan to reflect policies and programs that will lay the policy foundation for safe, accessible, and enjoyable streets for pedestrians, bicyclists, transit users, and vehicles throughout the City of Los Angeles, including the Westside.

MP 2035 is being prepared in compliance with the 2008 Complete Streets Act (Assembly Bill 1358), which mandates that the circulation element of the General Plan be modified to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan.

Issues to be Addressed in the EIR

No initial study checklist has been prepared for the proposed project. However, an assessment of each of the CEQA issue areas has been conducted to tentatively determine which topics will be analyzed in detail in the EIR. Based on the assessment presented in Attachment 1, the following topics have been identified for detailed evaluation in the EIR:

- Air Quality
- Biological Resources
- Greenhouse Gases
- Land Use and Planning
- Noise
- Traffic and Transportation

In addition, the EIR will address cumulative impacts, growth-inducing impacts, and other issues required by CEQA.

Submittal of Written Comments

The Lead Agency solicits comments regarding the scope, content and specificity of the EIR from all interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved agencies. All comments will be considered in the preparation of the Draft EIR. Please send your written/typed comments (including a name, telephone number, and contact information) to the following:

City of Los Angeles, Department of City Planning
Conni Pallini-Tipton, AICP, City Planner
200 N. Spring Street, Rm 667
Los Angeles, CA 90012
(213) 978-1179; (213) 978-1477 (Fax) or,

westside2@fehrrandpeers.com

Because of time limits mandated by state law, written comments must be provided to the City of Los Angeles at the earliest possible date, but no later than 5 p.m. on June 23, 2014.

Notice of Scoping Meeting: Pursuant to California Public Resources Code §§21081.7, 21083.9, and 21092.2, the Department of City Planning will conduct two public scoping meetings for the purpose of soliciting oral and written comments from interested parties requesting notice, responsible agencies, agencies with jurisdiction by law, trustee agencies, and involved federal agencies, as to the appropriate scope and content of the EIR.

All interested parties are invited to attend a public scoping meeting to assist in identifying issues to be evaluated in the EIR. The scoping meetings will provide information about the proposed project and the anticipated scope of the analyses to be included in the Draft EIR. The scoping meetings will provide attendees with an opportunity to provide input to the scope of the EIR. The information presented at the two scoping meetings will be identical. Written comments will be accepted at the scoping meetings.

The public scoping meetings will be held at the following times and locations:

Date: Thursday, June 5, 2014
Time: 6:00 PM to 8:00 PM
Location: Westside Pavilion Community Meeting Room B
10800 W. Pico Boulevard
Los Angeles, CA 90064

Date: Monday, June 9, 2014
Time: 6:00 PM to 8:00 PM
Location: Venice High School
13000 Venice Boulevard
Los Angeles, CA 90066

Translation in other languages can be made available at both meetings upon request. Please submit translation requests at least three business days (72 hours) in advance of each scheduled meeting to conni.pallini-tipton@lacity.org.

For additional information, please contact Conni Pallini-Tipton at (213) 978-1179.

Michael J. LoGrande
Director of Planning

A handwritten signature in black ink, appearing to read 'Conni Pallini-Tipton', with a long, sweeping horizontal line extending to the right.

Conni Pallini-Tipton, AICP
City Planner, Policy Planning Division

Attachment 1

Discussion of Potential Environmental Impacts

Introduction

The following is an assessment of each CEQA issue area to determine if the proposed project could have potentially significant impacts and if further evaluation in the EIR is warranted. As described in Section 15128 of the CEQA Guidelines, no further environmental review is necessary for the issues that were determined not to be significant. The Initial Study Checklist questions contained in Appendix G of the State CEQA Guidelines was used as a guide in preparation of this analysis.

No direct physical impacts would occur as a result of the proposed amendments to the specific plans, but may occur with implementation of the transportation improvements that would be facilitated in part by the proposed amendments. Thus, the analysis herein focuses on the potential environmental impacts associated with the updated lists of transportation improvements. At this time the transportation improvements represent conceptual-level actions because no detailed designs or implementation plans have been developed. Therefore, the potential for significant impacts to occur is assessed at a regional scale. As individual transportation improvements move forward they would be evaluated at a project level as appropriate.

The EIR will also address the potential for the proposed project to result in changes to land uses due to proposed increases in traffic impact fees and any consequent indirect impacts associated with such land use changes.

2.1 Aesthetics

The study area is comprised of a complex array of land uses within a highly varied visual environment. While a large part of the study area is highly urbanized, with uses that include residential development of varying densities, commercial and industrial development, and public facilities (i.e., LAX, schools, and parks), there are also areas of open space and valued natural features (i.e., wetlands, beaches, coastal bluffs, and ocean). The visual character of the surroundings, as well as availability of scenic views, varies accordingly with the surrounding uses, as does the potential for significant visual impacts. Scenic vistas (in particular, the Santa Monica Mountains, Pacific Ocean, Santa Monica Bay, and Del Rey Lagoon) scenic resources such as trees and historic buildings, and coastal resources such as beaches, coastal bluffs, and wetlands, are located through the study area.

Implementation of many of the proposed transportation improvements would result in physical changes to existing rights-of-way, including the reconfiguration of existing travel and parking lanes, bikeway improvements, and new or upgraded traffic signals. Such projects would entail physical changes such as re-striping of travel lanes or construction of new bicycle paths within an existing right-of-way. These projects would primarily occur at grade and would not be visually prominent, and thus would not have the potential to substantially alter or obstruct existing scenic views, damage scenic resources, degrade the existing visual character or quality of the project area, or create a new source of substantial light or glare which would adversely affect day or nighttime views in the area.

The only new structures associated with the proposed transportation improvements include bicycle transit centers and the replacement/widening of Lincoln Bridge. However, bicycle transit centers would likely be established within existing development or future development projects (e.g., within parking garages or transit stations) and would not result in new stand-alone buildings. Therefore, bicycle transit centers would visually blend with the larger development and impacts to aesthetic and scenic resources are expected to be minimal. Further, should bicycle transit centers be established as part of new development, the potential visual impacts would be considered during project-specific approval processes. The Lincoln Bridge replacement and widening would occur in a similar location to the existing bridge and is anticipated to have a similar visual profile as the existing bridge and thus is not expected to substantially alter views or otherwise affect scenic resources in the vicinity. Aesthetic impacts along with any other potentially significant physical impacts associated with the Lincoln Bridge replacement/widening would be further analyzed through a separate, project level environmental review once the project details have been more fully developed.

BRT is a proposed transportation improvement along several major roadways (Lincoln Boulevard, Sepulveda Boulevard, and Santa Monica Boulevard). These roadways are busy and highly urbanized roadways with existing bus service. The establishment of BRT lanes would not substantially alter views or scenic resources, change the visual character of these roadway corridors, or create new sources of substantial light or glare which would adversely affect day or nighttime views in the area.

No LRT projects are currently being considered as part of the proposed transportation improvements, although conversion of BRT to rail may be considered in the long-term future if demand dictates.

As described above, the visual prominence of the proposed transportation improvements would be limited as many projects would involve at-grade modifications to existing rights-of-way such as re-striping to change the lane configuration or new bikeways. Streetscape improvements would be designed to improve the visual quality of an area, and would be designed for consistency with any relevant design guidelines and policies, including those policies and objectives presented in the applicable community plan and specific plans. Should any street trees require removal, this removal and subsequent replacement would be done in accordance with City of Los Angeles policies, including the City of Los Angeles Tree Ordinance and Community or Specific Plan if applicable (i.e., street tree planting requirements). Therefore, no degradation of the visual character or quality of the study area would occur.

Construction activities could result in short-term visual and aesthetic changes, such as those associated with the temporary land disturbance, the placement of sound panels (i.e., noise walls), and presence of heavy equipment during construction. This would be short-term and only occur within the immediate area of construction, and therefore would not result in a significant visual impact.

Roadways that provide scenic views within the State of California are classified by Caltrans as officially designated scenic highways. There are no state designated scenic highways within the study area. A segment of the Pacific Coast Highway from Venice Boulevard to State Route 101 is identified as an Eligible State Scenic Highway. The portion of this segment from Venice Boulevard to the City of Santa Monica boundary (approximately 1.15 miles) is within the study area. The proposed projects that could occur along this segment include center running BRT, enhancing pedestrian access to major BRT/LRT transit stations (including enhanced sidewalk amenities such as landscaping, shading, lighting, directional signage, shelters, curb extensions and/or mid-block crosswalks where feasible),

establishment of mobility hubs at or adjacent to transit stations and satellite hubs around the stations (including secure bike parking and car/bike sharing), implementation of citywide bicycle plan, and other improvements such as signal upgrades and CCTV cameras. These improvements would be consistent with the urban context of this portion of the Pacific Coast Highway and would not substantially alter views.

There are two Scenic Corridor Plans within the WLA TIMP, the San Vicente Scenic Corridor and the Wilshire Westwood Scenic Corridor. Additionally, there are roadways designated in community plans as scenic corridors within the study area, including Wilshire Boulevard, Santa Monica Boulevard, and Avenue of the Stars. Protective land use controls are applicable to the scenic corridors, in particular controls on signage and billboards. As discussed above, the transportation improvements (such as lane re-striping, bike pathway connections, and traffic signal upgrades) would be located within the rights-of-way and would not include features that would substantially alter the visual character of the scenic corridors. Streetscape plan improvements would be designed to improve the visual quality of an area, including scenic corridors, and would be designed for consistency with relevant design guidelines and policies, including those policies and objectives presented in the applicable community plan and specific plans. Therefore, no significant impacts to scenic corridors would occur.

It is anticipated that construction would occur during daylight hours when possible, consistent with the Los Angeles Municipal Code requirements, however, should nighttime construction occur (i.e., to limit the need for road or lane closures during peak travel times), lighting would be temporary and limited to the minimum amount necessary for job site and worker safety. Lights would only be used when necessary and would be shielded and directed toward the construction site to minimize spillover, therefore, the transportation improvements would not create a new source of substantial light and glare. Some replacement of existing street lighting or new lighting, such as pedestrian or security lighting along roadways and bikeways, could occur; however, the study area is a highly urbanized environment with many existing sources of lights, including street lighting, and new lighting added or replaced would not substantially increase ambient light levels. Further, new lighting would comply with lighting requirements, including the use of directional lighting and shields to minimize off-site glare. Therefore, the proposed project would not create a new source of substantial light and glare.

As discussed above, no significant impacts on scenic views or vistas, scenic resources, or the visual character of the project area would occur, and the proposed project would not create a new source of substantial light or glare which would adversely affect views in the area. Therefore, aesthetics impacts would be less than significant and will not be evaluated further in the EIR.

2.2 Agricultural and Forestry Resources

The study area is in an urbanized area within the City of Los Angeles and does not include agricultural or forestry-related uses, or agricultural or forestry-related land use designations. The California Department of Conservation's Farmland Mapping and Monitoring Project identifies the area as "Urban and Built-up Land". No agricultural or forestry related activities occur within the study area or vicinity. As such, the proposed project would not conflict with existing zoning for agricultural, forest land, timberland use, or a Williamson Act contract, nor would it involve any changes to the environment that could result in the conversion of farmland or forest land. Therefore, there would be no impacts to agricultural or forestry resources and this topic will not be evaluated further in the EIR.

2.3 Air Quality

The proposed project is located in the South Coast Air Basin (SCAB), which is under the jurisdiction of the South Coast Air Quality Management District (SCAQMD). The SCAQMD is the regional agency responsible for air quality regulations within the SCAB including enforcing the California Ambient Air Quality Standards (CAAQS) and implementing strategies to improve air quality and to mitigate effects from new growth. The SCAQMD, in association with the California Air Resources Board (CARB) and the Southern California Association of Governments (SCAG), is responsible for preparing the Air Quality Management Plan (AQMP) that details how the region intends to attain or maintain the state and federal ambient air quality standards.

The California Clean Air Act, signed into law in 1988, established the CAAQS; all areas of the state are required to achieve and maintain the CAAQS by the earliest practicable date. Regions of the state that have not met one or more of the CAAQS are known as nonattainment areas, while regions that meet the CAAQS are known as attainment areas. The project area is located in the Los Angeles County sub-area of the SCAB. Los Angeles County is designated as a state nonattainment area for O₃, fine particulate matter less than or equal to 2.5 µm in diameter (PM_{2.5}), inhalable particulate matter less than or equal to 10 µm in diameter (PM₁₀), nitrogen dioxide (NO₂), and lead; and an attainment or unclassified area for carbon monoxide (CO), sulfur dioxide (SO₂), sulfates, hydrogen sulfide, and visibility reducing particles.²

The proposed transportation improvements would generate short-term regional and localized emissions from construction activity. This could result in a temporary increase in local pollutant concentrations and could temporarily increase the frequency of violations of air quality standards. Construction activities that occur in one location for an extended period of time, construction of multiple transportation improvements in the same area at the same time, or construction of project-related improvements in conjunction with other cumulative development in the area could exceed thresholds of significance and may expose sensitive receptors to significant construction-related emissions. As such, impacts to sensitive receptors from construction related air emissions could be potentially significant.

The proposed project includes conceptual transportation improvements designed to reduce traffic impacts associated with future development and improve multi-modal mobility. As such, it is anticipated that future vehicle emissions would be reduced under the proposed project, and thus, no significant operational air quality impacts would result; however this issue will be further evaluated in the EIR. Additionally, the proposed project will be reviewed for consistency with the Air Quality Management Plan in the EIR.

Potential sources that may emit odors during construction activities include equipment exhaust. Odors from these sources would be localized and generally confined to the immediate area of construction activities. The transportation improvements would utilize typical construction techniques and equipment, and would not have odors other than those that occur typically during construction activities. Operational odors would be associated with vehicle operations (i.e., exhaust) and would be the same as currently occurs along roadways, which is not typically associated with odor complaints. The SCAQMD CEQA Air Quality Handbook identifies example land uses and industrial operations associated with odor complaints as being agricultural uses, wastewater treatment plants, food

² California Air Resources Board, [Area Designations Maps/State and National Homepage](http://www.arb.ca.gov/design/adm/adm.htm), Available: <http://www.arb.ca.gov/design/adm/adm.htm>.

processing plants, chemical plants, composting, refineries, landfills, dairies and fiberglass molding.³ The proposed project would not include such uses. Therefore, impacts associated with odors would be less than significant and will not be evaluated further in the EIR.

2.4 Biological Resources

The proposed transportation improvements would occur primarily within existing rights-of-way in urbanized areas that have limited, if any, biological resources. However, some transportation improvements would take place near the Ballona Creek wetlands, which could potentially affect sensitive or special status species, and sensitive habitats, including riparian habitat and federally protected wetlands. There is also the potential that wildlife corridors or nursery sites could be affected, including nesting birds in trees near or within construction areas. Therefore, potential impacts on biological resources will be evaluated further in the EIR.

Any potential tree removal/replacement would occur in accordance with the Los Angeles Municipal Code, including the tree ordinance, and the recommendations of the Department of Public Works Street Tree Division. Therefore, no conflict with local policies or ordinances protecting biological resources would occur and this issue will not be evaluated further in the EIR.

There are no County Habitat Conservation Plans (HCP) or Natural Community Conservation Plans (NCCP) within the study area. The County of Los Angeles has identified two Significant Ecological Areas (SEAs), the Ballona Wetlands and El Segundo Dunes, within the study area. These SEAs are designated as Coastal Resources Areas (CRAs) in the County's 2014 Draft General Plan.⁴ CRAs have equivalent ecological significance as Significant Ecological Areas (SEAs), but, due to their location within the California Coastal Zone, are subject to the California Coastal Act as opposed to the County's SEA Ordinance.⁵ The Los Angeles Airport/El Segundo Dunes has also been designated as an ecologically significant habitat area (ESHA) pursuant to Section 30240 of the California Coastal Act. The El Segundo Blue Butterfly Habitat Restoration Area, located within the Los Angeles Airport/El Segundo Dunes, was designated by City of Los Angeles Ordinance 167,940 and is governed by the Los Angeles/El Segundo Dunes Habitat Restoration Plan.⁶ There are no transportation improvements proposed within or near the Los Angeles Airport/El Segundo Dunes. The only study area roadway within an SEA/CRA is an approximately 0.25 mile portion of the Lincoln Boulevard from Culver Boulevard to Fiji Way, located within the Ballona SEA/CRA. The Lincoln Bridge is adjacent to but not within the boundaries of the SEA/CRA. Transportation improvements occurring within this area would be located within the existing right-of-way and would be reviewed for consistency with applicable local plans and as such would not conflict with the SEA/CRA. Therefore, the potential for conflict with the provisions of a habitat conservation plan will not be further evaluated in the EIR. Any potentially significant physical impacts

³ South Coast Air Quality Management District, CEQA Air Quality Handbook, 1993 and on-line updates.

⁴ Los Angeles County Department of Regional Planning, Los Angeles County General Plan 2035: Public Review Draft, January 2014, Available: http://planning.lacounty.gov/assets/upl/project/gp_2035_entire-draft2014.pdf, accessed March 13, 2014.

⁵ Los Angeles County Department of Regional Planning, SEA Program: Significant Ecological Area – Proposed SEAs, Available: <http://planning.lacounty.gov/sea/proposed>, accessed on March 13, 2013.

⁶ City of Los Angeles, Draft Environmental Impact Report Los Angeles International Airport (LAX) Specific Plan Amendment Study, Section 4.3, July 2012.

associated with the Lincoln Bridge replacement/widening would be further analyzed through a separate, project level environmental review once project details have been more fully developed.

2.5 Cultural Resources

The proposed transportation improvements would occur within existing rights-of-ways in primarily urbanized areas. Therefore, the likelihood of finding intact archaeological or paleontological resources is very low. In the unlikely event that native soils are disturbed during construction activities and archaeological or paleontological materials are encountered, the uniform practices established by the Southern California Chapter of the American Public Works Association, such as the Standard Specifications for Public Works Construction, would be followed. This includes the suspension of work, in whole or in part, should resources be uncovered until it is determined appropriate to resume. Therefore, impacts to archaeological or paleontological resources would be less than significant and will not be evaluated further in the EIR.

Similarly, given the previously disturbed nature of the study area and the minimal grading that would occur, the potential for encountering human remains is considered very low. Should human remains be encountered during construction, per standard public works construction practice, work would be temporarily diverted from the vicinity of the find until the coroner is notified in accordance with the Health and Safety Code Section 7050.5. If the remains were determined to be of Native American descent, the coroner would have 24 hours to notify the Native American Heritage Commission (NAHC). The NAHC would identify the person(s) thought to be the Most Likely Descendent, who would then help determine the appropriate course of action. Therefore, impacts to human remains would be less than significant and will not be evaluated further in the EIR.

There are a number of historical resources located within the study area, including designated Historic-Cultural Monuments, and Historic Protection Overlay Zones. Several sites (Venice of America House, Venice Canal System, and LAX Hangar One) within the CTCSP and one site (the Chateau Colline) within the WLA TIMP are listed on the National Register of Historic Places. Work associated with the proposed transportation improvements would occur within and immediately adjacent to existing rights-of-way and are not expected to affect these or any other eligible historic resource. Further, as discussed in Section 2.1 Aesthetics, no significant visual impacts would occur that could indirectly cause a substantial adverse change to historic resources. Therefore, no adverse change in the significance of a historic resource would occur and impacts would be less than significant. Impacts to historic resources will not be evaluated further in the EIR.

2.6 Geology and Soils

The study area, like most of Southern California, is located in a region of high seismic activity and is therefore subject to risks and hazards associated with earthquakes. There are several active faults within the Los Angeles region. The proposed transportation improvements are not located within the boundaries of a state-designated Alquist-Priolo Earthquake Fault Zone. However, the study area includes some areas within Fault Rupture Study Areas as identified in the City of Los Angeles General

Plan Safety Element.⁷ The proposed transportation improvements would be constructed to meet all applicable California Building Standards Code and seismic safety standards, including earthquake-resistant standards for earthwork. Additionally, design and construction/modification of any structures (e.g., bridge replacement or bicycle transit centers) would similarly adhere to applicable codes including the California Building Code seismic standards and the grading code. The construction and operation of the proposed transportation improvements would not increase risks associated with earthquake activity or fault rupture. Therefore, the proposed project would not expose people or structures to potential significant adverse effects from the rupture of a known earthquake fault and the impact would be less than significant.

Seismic activity could result in ground shaking within the study area. Seismic hazards from ground shaking are typical for many areas of California. The study area would not have a greater potential for seismic activity than most of the state. Furthermore, as noted above, the proposed transportation improvements would be constructed to meet all applicable California Building Standards Code and seismic safety standards, including earthquake-resistant standards. Therefore, the proposed project would not increase the risk of exposure of people or structures to substantial adverse effects from strong seismic ground shaking and the impact would be less than significant.

Depending on the levels of ground shaking, groundwater conditions, the relative density of soils, and the age of the geologic units in the area, the potential for liquefaction varies throughout the City. Seismic-related ground failure, including liquefaction, occurs when saturated, granular deposits of low relative density are subject to extreme shaking and, as a result, lose strength or stiffness due to increased pore water pressure. The consequences of liquefaction are typically characterized by settlement or uplift of structures, and an increase in lateral pressure on buried structures. Although some of the proposed transportation improvements would be located within areas with liquefaction potential, the improvements would be constructed in compliance with all applicable standards, including all applicable California Building Standards Code and seismic safety standards. Site-specific geotechnical investigations would be performed for individual transportation improvements involving major earthwork in order to characterize the subsurface conditions and determine the appropriate site-specific and project-specific considerations. As such, seismic-related ground failure impacts that could expose people or structures to risk of substantial adverse effects (e.g., from liquefaction) would be less than significant.

A majority of the construction and operation of the proposed transportation improvements would occur in or adjacent to public rights-of-way in urbanized areas. During construction, short-term erosion impacts could occur as a result of grading/excavation from construction activities; however, construction contractors would be required to develop and implement a plan to control erosion of soil from the site during construction. With implementation of erosion control plans, substantial soil erosion impacts or loss of topsoil are not anticipated. Additionally, if the construction of a proposed transportation improvement is near drainage/flood control facilities, the erosion control plan would minimize the potential for erosion or siltation on- or off-site to affect the nearby drainage facilities. Consequently, impacts from the construction and operation of the proposed project associated with erosion would be less than significant.

⁷ City of Los Angeles, Department of City Planning, Safety Element of the Los Angeles City General Plan, 1996, Available: <http://planning.lacity.org/cwd/gnlpln/SafetyElt.pdf>, accessed: March 11, 2014.

Much of the study area is characterized by relatively flat topography, however there are some areas identified as being within a landslide hazard zone. Proposed transportation improvements would occur within existing rights-of-way and any construction and earthwork would be conducted in compliance with applicable California Building Standards Code and other seismic safety and engineering standards. Thus, the proposed project would not expose people or structures to potential adverse effects associated with landslides. Further, construction and operation of the proposed transportation improvements are not expected to cause the local geologic units or soils to become unstable, or result in on- or off site landslide, lateral spreading, subsidence, liquefaction, or collapse. Therefore, impacts associated with unstable soil would be less than significant.

Land uses within the study area do not rely on septic tanks or alternative wastewater disposal systems. Construction and operation of the proposed transportation improvements would not affect any existing, or hinder future, septic tanks or alternative wastewater disposal systems, or the soils that would adequately support those systems. Therefore, no impacts related to soil compatibility with septic or other alternative wastewater systems would occur.

Construction and operation of the proposed transportation improvements would not cause the local geologic units or soils to become unstable; result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse; or adversely affect soils capable of supporting the use of septic tanks or alternative wastewater disposal systems; hence, impacts associated with geology and soils would be less than significant this issue will not be further evaluated in the EIR.

2.7 Greenhouse Gas

Greenhouse gases (GHGs) are gases that trap heat in the atmosphere. These emissions occur from natural processes and human activities. Human activities that produce GHGs include the burning of fossil fuels (coal, oil natural gas, gasoline and diesel for heating, electricity and transportation); methane from landfill wastes and raising livestock; deforestation activities; and some agricultural practices. Accumulating scientific evidence indicates a correlation between the worldwide proliferation of GHG emissions by mankind over the past century and increasing global temperatures.⁸ The climate change associated with this global warming is predicted to produce negative economic and social consequences across the globe.

The most common GHGs emitted into the atmosphere from natural processes and human activities include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), and fluorinated gases (hydrofluorocarbons and perfluorocarbons). Each GHG is assigned a global warming potential (GWP), which is the ability of a gas or aerosol to trap heat in the atmosphere. The GWP rating system is standardized to CO₂, which has a value of one. For example, CH₄ has a GWP of 21, which means that it has a global warming effect 21 times greater than CO₂ on an equal-mass basis. Total GHG emissions from a source are often reported as a CO₂ equivalent (CO₂e). The CO₂e is calculated by multiplying the emission of each GHG by its GWP and adding the results together to produce a single, combined emission rate representing all GHGs.

⁸ Intergovernmental Panel on Climate Change, Climate Change 2007: Synthesis Report. Contribution of Working Groups I, II and III to the Fourth Assessment Report of the Intergovernmental Panel on Climate Change, 2007; U.S. Global Change Research Program, Global Climate Change Impacts in the United States, 2009;

Greenhouse gas emissions would be released from a variety of fossil fuel-powered sources associated with the proposed project during construction and operation. Construction activities would be short term and cease to emit greenhouse gases upon completion. Operational emissions associated with the proposed transportation improvements would primarily include GHG emissions from mobile sources (transportation). These construction and operational sources would have the potential to generate a substantial amount of GHGs and result in a significant impact on the environment. Therefore, potentially significant impacts related to greenhouse gas emissions will be evaluated further in the EIR.

Assembly Bill (AB) 32, signed by Governor Arnold Schwarzenegger in 2006, directs the State of California to reduce statewide GHG emissions to 1990 levels by the year 2020. In accordance with AB 32, CARB developed the Climate Change Scoping Plan (Scoping Plan), which outlines how the state will achieve the necessary GHG emission reductions to achieve this goal. CARB recently published the proposed first update to the Scoping Plan.⁹ The Scoping Plan included recommended actions that would reduce GHG emissions with the use of direct regulations, alternative compliance mechanisms, monetary and non-monetary incentives, voluntary actions, and market-based mechanisms such as a cap-and-trade system. Consistency with the Scoping Plan and other local policies adopted for the purpose of reducing the emissions of greenhouse gases will be evaluated further in the EIR.

2.8 Hazards and Hazardous Materials

Construction of the proposed transportation improvements would involve the excavation and transport of paving materials (e.g., asphalt, concrete, roadbed fill materials) that could possibly be contaminated, but these excavated materials in themselves would not be classified as hazardous materials. All such paving and roadbed materials would be transported and disposed of in accordance with applicable codes and regulations. Such transport and disposal would only occur during construction and would not create a significant hazard to workers or the surrounding communities. Additionally, construction activities would involve the use of equipment that contains oil, gas, or hydraulic fluids. However, quantities would be small and all hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with federal Occupational Safety and Health Administration (OSHA) and California OSHA standards and other applicable regulations. Implementation of construction and demolition standards, including best management practices (BMPs), would minimize the potential for an accidental release of hazardous materials during construction activities. Therefore, the construction and operation of the proposed transportation improvements would not create a significant impact related to the routine transport, use, or disposal of hazardous materials. Operation of the proposed improvements would not result in emissions or release of hazardous materials beyond the level associated with existing conditions. Therefore, the proposed project would not substantially increase the likelihood and severity of consequences to people or property as a result of the use, transport, storage, or an accidental release of hazardous materials into the environment.

⁹ California Air Resources Board, Climate Change Scoping Plan: A Framework for Change, December 2008, Available: http://www.arb.ca.gov/cc/scopingplan/document/adopted_scoping_plan.pdf, accessed March 14, 2014; California Air Resources Board, Proposed First Update to the Climate Change Scoping Plan: Building on the Framework, February 2014, Available: http://www.arb.ca.gov/cc/scopingplan/2013_update/draft_proposed_first_update.pdf, accessed March 14, 2014.

Some of the transportation improvements would be located within a methane zone.¹⁰ Any new paved areas or structures (e.g., bicycle transit centers) within the methane zone would be required to comply with the Los Angeles Methane Ordinance and the Methane Mitigation Standards established by the Superintendent of Building. Therefore, impacts associated with methane would be less than significant.

The proposed transportation improvements would be constructed and operated within public rights-of-way which are not expected to be sites located on lists of hazardous materials sites (compiled pursuant to Government Code Section 65962.5). If, during construction of the proposed transportation improvements, contamination is discovered with the potential to create a significant hazard to the public or the environment, the applicable regulatory agency would be contacted and the appropriate corrective actions undertaken to eliminate the hazard. Therefore, impacts associated with hazardous materials sites would be less than significant.

Although existing public and private schools are located within one-quarter mile of the proposed transportation improvements, construction and operation is not anticipated to have an adverse effect on these facilities related to hazardous materials, since construction activities and long-term operations would not involve hazardous emissions or substantial amounts of hazardous materials (as discussed above). Further, construction would occur in compliance with applicable regulations regarding use, storage, handling, and transport of hazardous materials. Therefore, impacts would be less than significant.

For proposed transportation improvements located within two miles of a public, public use, or private airport, the potential exists to expose people residing or working in the project site to a safety hazard. LAX is located within the CTCSP, the Santa Monica Airport is located adjacent to the WLA TIMP area and approximately 200 feet from the CTCSP area, and Hawthorne Municipal Airport is located approximately 1.5 southeast of the eastern boundary of the CTCSP. There are also numerous helipads located within and near the study area. The proposed project involves implementation of transportation improvements. No residential development, or other land uses where persons may congregate, are proposed; therefore, the project would not result in a safety hazard to people residing or working in the project area.

There could be temporary interference with local emergency response during construction of the proposed transportation improvements, when roadway access may be limited in the construction zone (e.g., lane or roadway closures). Any on-street construction activities would conform to all traffic work plan and access standards, and would include coordination with applicable public services, to ensure that adequate emergency access is available. Any modifications to existing rights-of-way (e.g., changes in lane configuration) would conform to City standards, including lane width and turning radius, and would not cause interference with local emergency response. Therefore, no significant impacts to emergency response would occur.

A small portion of the study area, south of Marina Del Rey, is within a Very High Fire Hazard Severity Zone within a Local Responsibility Area (LRA) as designated on the California Fire Hazard Severity Zone

¹⁰ City of Los Angeles, Department of City Planning, Safety Element of the Los Angeles City General Plan, Exhibit D, 1996, Available: <http://planning.lacity.org/cwd/gnlpln/SaftyElt.pdf>, accessed: March 11, 2014.
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Attachment 1: Discussion of Potential Environmental Impacts

map.¹¹ Since the proposed transportation improvements would be located within existing right-of-ways, the proposed project would not increase the amount of area nor the number of structures that may be subjected to wildfire. Construction and operation of the transportation improvements would not increase exposure to wildland fire risks or expose any people or structures to a significant risk of loss, injury or death involving wildland fires and thus no significant impacts would occur.

As discussed above, no significant impacts associated with hazards and hazardous materials would occur and this issue will not be further evaluated in the EIR.

2.9 Hydrology and Water Quality

Construction and operation of the proposed project would be required to comply with all City of Los Angeles ordinances and standard practices to assure proper grading and proper stormwater drainage. The proposed transportation improvements would also comply with all applicable local, state, and federal regulations, including the National Pollution Discharge Elimination System (NPDES) General Construction Permit for construction encompassing greater than one acre, which would require preparation of Stormwater Pollution Prevention Plans (SWPPP). SWPPPs would require stormwater BMPs to limit and manage runoff into the stormwater drainage facilities or receiving waters. Certain projects may also be subject to the Los Angeles Regional Water Quality Control Board's (RWQCB) Standard Urban Storm Water Mitigation Plan (SUSMP) requirements and Low Impact Development (LID) practices. With implementation of the applicable permit and SWPPP requirements, the discharge of potential pollutants from stormwater runoff would be reduced or eliminated to the maximum extent practicable. Therefore, impacts on water quality standards or waste discharge requirements would be less than significant.

The proposed transportation improvements would primarily occur within developed areas with existing hardscape (e.g., streets and sidewalks) and would not substantially increase impervious surface area or affect groundwater. Therefore, implementation of the proposed project would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level and impacts would be less than significant.

During operations, surface runoff would be directed into existing storm drains. The proposed transportation improvements could minimally increase overall impervious surface; however, runoff is not expected to substantially increase or be released in substantial quantities or exceed the existing or planned capacity of the local stormwater drainage system. Consequently, impacts to stormwater systems from increased runoff volumes or polluted runoff due to construction and operation of the project would be less than significant.

The proposed Lincoln Bridge replacement and widening project would occur in a similar location to the existing bridge and would not result in an alteration in the course of Ballona Creek. No other proposed transportation projects would alter any other natural stream or river within the study area.

¹¹ California Department of Forestry and Fire Protection (CAL FIRE), Los Angeles County: Very High Fire Hazard Severity Zones in Local Responsibility Area, Recommended May, 2012, Available:
http://www.fire.ca.gov/fire_prevention/fhsz_maps_losangeles.php, accessed March 6, 2014.

Portions of the study area are within a 100-year flood area. The proposed project would involve transportation improvements and would not result in new residential development or otherwise expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam. Therefore, flooding impacts would be less than significant.

Likewise, portions of the CTCSP area are located within the tsunami hazard area, however, the proposed project would result in transportation improvements and would not expose people or structures to a significant risk of loss, injury or death associated with inundation by seiche, tsunami, or mudflow.

As described above, the proposed project would not result in potentially significant impacts associated with hydrology and water quality. Therefore, this issue will not be further evaluated in the EIR.

2.10 Land Use and Planning

The study area is primarily highly urbanized with a variety of land uses, including residential, industrial, office, public facilities, and commercial uses. Transportation improvements would occur within existing rights-of-way and thus conflicts with existing land uses are not anticipated. Nevertheless, the potential for impacts related to land use will be further evaluated in the EIR.

The study area also encompasses open space and parks, including the Ballona wetlands and the Los Angeles Airport/El Segundo Dunes. There are numerous land use plans, policies, and regulations that are applicable within the study area (i.e., General Plan, community plans, specific plans, and zoning code). Should the proposed specific plan amendments and/or transportation improvements conflict with an established land use plan, policy, or regulation, a significant impact could occur. This issue will be evaluated in the EIR.

Potential conflicts with applicable habitat conservation plans are addressed in Section 2.4, Biological Resources, above.

2.11 Mineral Resources

The study area is urbanized and the only mineral extraction that currently occurs is oil drilling in designated areas (Venice Beach Oil Field, Playa del Rey Oil Field, Hyperion Oil Field). The proposed transportation improvements would occur within and along the existing public roadway networks in areas that are not available for mineral extraction. Therefore, proposed project would not eliminate or hinder any existing or future mineral extraction. As such, no impacts to mineral resources are anticipated and the issue will not be evaluated in the EIR.

2.12 Noise

The proposed transportation improvements would occur within public rights-of-ways adjacent to a variety of land uses. This includes urbanized areas with uses such as residential development of varying densities, commercial, industrial, public facilities (i.e., schools and parks), and open space such as the Ballona wetlands. The City of Los Angeles Municipal Code has regulations and policies designed to regulate and reduce noise exposure of sensitive land uses (e.g., residential, schools and hospitals) and regulation of construction noise. Construction of the transportation improvements would temporarily increase noise levels. The potential noise levels will be quantified in the EIR at a program level and will

be evaluated in relation to existing noise levels to determine if a significant impact would occur. Additionally, there is the potential that the existing noise environment would be altered due to a shift in vehicle operations on the roadways. The potential operational change in noise levels will also be evaluated in the EIR.

In addition to potential noise impacts, construction of the proposed transportation improvements could expose persons to, or generate, excessive groundborne vibration or groundborne noise levels or excessive noise levels associated with proximity of an airport. These issues will be evaluated in the EIR.

2.13 Population and Housing

The construction and operation of the proposed transportation improvements would occur primarily within existing rights-of-way and would not involve construction or removal of housing. Therefore, construction and operation of the transportation improvements are not anticipated to have any impacts on the number or availability of existing housing in the area and would not necessitate the construction of replacement housing elsewhere.

The proposed project would not result in the development of residential uses and, therefore, would not induce substantial population growth in an area. While the proposed transportation improvements would improve the existing transportation network, they would not establish new roads or other infrastructure sufficient to indirectly induce substantial population growth, or result in the relocation of substantial numbers of people from outside of the region. Therefore, no significant impact on population and housing would occur and this issue will not be further evaluated in the EIR.

2.14 Public Services

The study area is in urbanized Los Angeles and is served by existing public services, including fire protection, police protection, schools, parks, and other public facilities (i.e., libraries and hospitals). Parks are discussed under Recreation (Section 2.14). The proposed project would not develop residential uses and thus would not directly increase population. While it would improve the existing transportation network, it would not establish new roads or other infrastructure sufficient to induce substantial population growth, or result in the relocation of substantial numbers of people from outside of the region. Therefore, the proposed project would not induce substantial population growth either directly or indirectly and would not increase the demand for public services. Additionally, no new buildings would be constructed. Therefore, there would be no increase in demand for public services, including fire and police protection.

Construction of the proposed transportation improvements could temporarily reduce access for emergency vehicles in the vicinity of construction sites and, if construction is required within public streets, response times could be temporarily affected. However, all construction activities would be coordinated with local fire protection services and carried out in accordance with all applicable local emergency access standards, which would ensure that emergency access would be maintained at all times during construction.

There are numerous public schools in the study area. If an individual transportation improvement is located adjacent to, or in vicinity of a school, construction could potentially limit access either directly (i.e., driveway access) or indirectly (i.e., pedestrian routes). This limit in access would be short-term

(i.e., only when construction is occurring in the vicinity of the school, while in session) and carried out in accordance with all applicable access standards. The proposed project would not result in a population increase that would result in the need for new or expanded schools. Therefore, no substantial adverse physical impacts to local schools would occur from construction activities.

There are other public facilities (e.g., libraries, hospitals) located within the study area. As with other public services, construction of the transportation improvements could result in access impacts during construction, however such impacts would be short-term (i.e., only when construction is occurring in the vicinity) and carried out in accordance with all applicable access standards. The transportation improvements would not result in a population increase that would result in the need for new or expanded public services including libraries or hospitals. No substantial adverse physical impacts to other public facilities would occur.

The proposed project would not cause adverse physical impacts to public services such that construction of new, or the physical alteration of existing, governmental facilities would be required in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services. Impacts on public services are anticipated to be less than significant and will not be evaluated further in the EIR.

2.15 Recreation

As discussed in Section 2.12, Population and Housing, the proposed project would not induce population growth into the area directly or indirectly and therefore no increased demand in recreation facilities would occur.

Construction of transportation improvements that could occur immediately adjacent to public recreation facilities could create temporary disruptions in use of such facilities (i.e., construction noise occurring adjacent to a public park). However, construction would be temporary and limited to the immediate area in which construction activities are occurring. Further, construction would occur in compliance with regulations, including noise controls, and therefore would not substantially change the use patterns of recreational facilities such that substantial physical deterioration of a facility would occur or be accelerated.

Some of the transportation improvements could indirectly increase use of existing parks by improving bicycle and pedestrian accessibility. However this would occur throughout the study area and would not be concentrated on any particular facility such that substantial physical deterioration of facilities would occur. Impacts on recreation are anticipated to be less than significant and will not be evaluated further in the EIR.

2.16 Transportation/Traffic

Although a primary purpose of the proposed project is to facilitate transportation improvements to improve mobility throughout the study area as development increases, the proposed project could result in alterations to current traffic patterns and traffic volumes, which could affect vehicle miles traveled and delay. This will be evaluated in the EIR. The EIR will also evaluate temporary traffic impacts that could occur during construction and will assess whether design features (e.g., sharp curves or dangerous intersections) or incompatible uses would be implemented that could affect safety. While

the proposed project would include specific transportation improvements designed to enhance and encourage alternative transportation, the EIR will evaluate if any conflict with adopted plans and policies supporting alternative transportation would occur.

2.17 Utilities and Service Systems

The proposed project would facilitate proposed transportation improvements and no new or expanded water entitlements or resources would be needed. Likewise, the proposed project would not increase wastewater generation or result in changes to facilities or operations at existing wastewater treatment facilities. The transportation improvements would adhere to all applicable RWQCB requirements and policies. Consequently, no impact or exceedance to wastewater treatment systems permitted by the RWQCB would occur, nor would the proposed project require the construction of new water or wastewater treatment facilities or expansion of existing facilities. Impacts to water supply, wastewater treatment capacity, or related facilities would be less than significant.

Existing stormwater drainage facilities are located throughout the study area. Construction of the proposed transportation improvements could involve limited dewatering, which would be temporary in nature. The quantity of discharge associated with potential dewatering activities would not exceed the capacity of the existing stormwater drainage facilities, nor require new or expanded facilities of this type. Additional impacts associated with stormwater quality are addressed in Section 2.9, Hydrology and Water Quality, above. As noted in that section, during construction, measures would be implemented that would control runoff quality to stormwater drainage facilities. Moreover, operation of the proposed project is not anticipated to substantially alter or increase the amount of stormwater runoff. The transportation improvements would occur primarily within urbanized paved areas, thus the amount of impervious surface area would not substantially increase. As a result, the amount of runoff is not expected to change such that construction or expansion of storm drain facilities would be required.

Utility lines such as gas pipelines and telephone and electric lines are within public rights-of-way. Coordination with utility providers would occur before construction of any of the proposed transportation improvements in order to minimize potential impacts to services and prevent damage to existing lines. In accordance with standard construction practices, any temporary disruption of utility services would be minimized, and customers would be notified prior to the disruption. As a result, impacts to existing utility lines would be less than significant impact.

Construction and demolition debris, such as soil, asphalt, and concrete, would be transported to the nearest inert waste landfill site and disposed of, or recycled, as appropriate. There is adequate inert landfill capacity within the City of Los Angeles¹², and the amount of debris generated during construction would not significantly impact landfill capacities. In addition, construction of the transportation improvements would comply with federal, state, and local statutes and regulations related to solid waste. Operation of the proposed project would not generate solid waste. No significant impacts to landfill capacity would occur. In addition, no impacts related to compliance with solid waste statutes and regulations would occur.

¹² County of Los Angeles Department of Public Works, Countywide Integrated Waste Management Plan 2012 Annual Report, August 2013.

Energy is provided from numerous sources (located in and outside the State) and supplied via a complex grid and transmission system. Construction of the transportation improvements would require limited amounts of energy. In addition, some of the transportation improvements, such as new lighting, traffic signal upgrades, and CCTV cameras, would require electrical energy to operate. These new features would incorporate the latest energy efficient technology and would represent only a slight increase in energy use throughout the region. In addition, construction and operation of the transportation improvements would occur over many years, which would constitute a gradual incremental increase in demand over time. The amounts of energy required by the proposed project are not anticipated to exceed available supplies or otherwise require the need for the construction of new energy supply facilities. There is a statewide planning effort to improve electrical power supply as well as lower overall electrical power demand. The California Energy Commission is mandated to conduct assessments and forecasts of all aspects of energy industry supply, production, transportation, delivery and distribution, demand, and prices and use that information to develop energy policies that ensure energy reliability. It can be reasonably assumed that the power supply in Southern California in general, and within the study area specifically, will be adequate, even at times of peak demand, to accommodate project requirements and the incremental increase in energy demands would not result in a significant impact.

As discussed above, no significant impacts on utilities would occur and this issue will not be discussed further in the EIR.

2.18 Mandatory Findings of Significance

As described in herein, the proposed project could potentially result in significant impacts on the quality of the environment with regard to biological resources. These potential impacts will be evaluated in the EIR. The proposed project would not eliminate important examples of the major periods of California history or prehistory and thus will not be evaluated further.

The proposed project, in conjunction with other past, present, and reasonably foreseeable future related projects, has the potential to result in significant cumulative impacts when the independent impacts of the proposed project and the impacts of related projects combine to create impacts greater than those of the proposed project alone. The potential for the proposed project in conjunction with the related projects to result in cumulatively considerable environmental impacts will be evaluated in the EIR.

As described herein, the proposed project could result in environmental effects that would cause substantial adverse effects on human beings, either directly or indirectly. Impacts from the proposed project will be evaluated in the EIR.