- **Board of Directors**
  Engineering and Operations Committee

February 11, 2003 Board Meeting

8-2

Subject

Appropriate $1.1 million and authorize final design for the Santa Monica Feeder Relocation Project (Approp. 15405)

Description

The city of Los Angeles (City) is constructing major street improvements on Santa Monica Boulevard between the San Diego (405) Freeway and the city of Beverly Hills. The project will join the "Big" and "Little" Santa Monica boulevards currently separated by an unused railroad right-of-way into a single "Classic Boulevard." The resulting boulevard will have one main roadway with three travel lanes in each direction separated by landscaped medians. The street improvement construction phase began in January 2003 and will be completed in July 2005. Metropolitan's Santa Monica Feeder runs underneath Santa Monica Boulevard for approximately two miles from Moreno Avenue to Camden Avenue. The Santa Monica Feeder is a 28-inch diameter cast iron pipe that was originally installed in 1941. Proposed street improvements will reduce the effective cover over the pipeline from station 4460+00 to 4474+00, and new landscaping will place deep-rooted trees and shrubs within 15 feet from the centerline of the pipeline. The relocation is necessary to protect the structural integrity of the feeder in order to continue to supply water reliably to our member agencies. Prior rights of the city of Los Angeles require that Metropolitan protect or relocate any portion of pipeline that would be impacted as a result of the new street improvements. The relocation of the pipeline was not known prior to adoption of Metropolitan's fiscal year 2002/03 Capital Investment Plan; hence the project is not included in the budget or in the current CIP expenditure plan.

To minimize potential impacts to traffic, construction, other utilities, and the project schedule, staff recommends that Metropolitan perform final design of the pipeline relocation, and that the City's contractor install the new pipeline in accordance with Metropolitan's design. This board action will appropriate funds and authorize preliminary and final design necessary to relocate two miles of the Santa Monica Feeder within Santa Monica Boulevard. This board action also authorizes staff to begin negotiations with the City for an agreement that will ultimately provide for the City's existing construction contractor to install the relocated pipe. Staff will return to the Board to authorize an agreement with the City and to appropriate funds for the pipeline relocation construction activities, which are to be conducted by the City's contractor. A detailed report is provided in **Attachment 1**. The estimated project costs are shown in **Attachment 2**.

Policy

Metropolitan Water District Administrative Code § 5108: Capital Appropriations
Metropolitan Water District Administrative Code § 8118(a): Relocation Agreements

California Environmental Quality Act (CEQA)

CEQA determination for Options #1 and #2:

Pursuant to the provisions of CEQA and the State CEQA Guidelines, the Los Angeles County Metropolitan Transportation Authority, acting as the CEQA Lead Agency, and the Federal Highway Administration (FHWA), acting as the Lead Agency for compliance with the National Environmental Policy Act, prepared and processed an Environmental Assessment/Final Environmental Impact Report (EA/FEIR) for the Santa Monica Boulevard Transit Parkway Project (Project). The EA/FEIR was certified and the Project was approved by the Lead Agency

on July 29, 1999. In addition, the Findings of Fact, Statement of Overriding Considerations, and Mitigation Monitoring and Reporting Program were also adopted by the Lead Agency. The EA/FEIR identified two of the Responsible Agencies as being the California Department of Transportation and the city of Los Angeles. Since that time, newly identified street improvements and landscaping as planned by the city of Los Angeles will potentially affect Metropolitan facilities. As such, Metropolitan, as a Responsible Agency under CEQA, is required to certify that it has reviewed and considered the information in the certified EA/FEIR, and adopt the Lead Agency's findings prior to approval of the proposed actions presented in this board letter. A copy of the Executive Summary of the certified EA/FEIR is included as **Attachment 3**. The complete environmental documentation for the approved Project is available in the Executive Secretary's Office for review.

The CEQA determination is: Review and consider information provided in the 1999 certified EA/FEIR and adopt the Lead Agency's findings related to the proposed actions.

Board Options/Fiscal Impacts

Option #1

Adopt the CEQA determination; and

(a) Appropriate $1.1 million;
(b) Authorize design necessary for the relocation of two miles of the Santa Monica Feeder; and
(c) Authorize negotiations for an agreement with the City regarding construction, all in accord with the provisions contained in this letter and in form as approved by the General Counsel.

Fiscal Impact: A total of $1.1 million of non-budgeted CIP funds under Appropriation 15405. If approved, the fiscal year 2002/03 CIP expenditure plan will be adjusted to reflect the cost of relocation. The estimated construction cost ranges from $4 to $7 million.

Option #2

Adopt the CEQA determination; and

(a) Appropriate $1.15 million; and
(b) Authorize design and all work in advance of award of a competitively bid construction contract by Metropolitan for the relocation of two miles of the Santa Monica Feeder.

Fiscal Impact: A total of $1.15 million of non-budgeted CIP funds under Appropriation 15405. If approved, the fiscal year 2002/03 CIP expenditure plan will be adjusted to reflect the cost of relocation. The estimated construction cost ranges from $4 to $7 million.

Staff Recommendation

Option #1

Ray L. Wolfe — 1/21/2003
Roy L. Wolfe — *Date*
Manager, Corporate Resources

Ronald R. Gastelum — 1/22/2003
Ronald R. Gastelum — *Date*
Chief Executive Officer

Attachment 1 – Detailed Report

Attachment 2 – Financial Statement for Santa Monica Feeder Relocation Project

Attachment 3 – Executive Summary to the 1999 Environmental Assessment/Final Environmental Impact Report for the Santa Monica Boulevard Transit Parkway Project

BLA #2110

Detailed Report

Background/Purpose

The Santa Monica Transit Parkway project is a cooperative effort of the Metropolitan Transportation Authority, city of Los Angeles (City), county of Los Angeles, and California Department of Transportation. The MTA served as the lead agency through the environmental planning process. The city of Los Angeles is serving as the lead agency for design and construction. All of the above agencies are participating in the project's funding. The total project budget is $68.5 million.

The Santa Monica Transit Parkway project provides a major transportation improvement of Santa Monica Boulevard between the San Diego Freeway (I-405) and the Beverly Hills city limit at Moreno Drive. The project's objectives are to: (1) relieve existing and future congestion and improve mobility along the corridor; (2) improve the aesthetics along the corridor through urban design, landscape improvements, and billboard removal; (3) minimize the impacts of traffic in the corridor on adjacent residential neighborhoods; (4) enhance safety for drivers, pedestrians and bicyclists; (5) create an environment that is complementary to existing and future land uses along the corridor; and (6) promote alternative modes of transportation through enhanced transit service, carpool incentives and improved non-motorized transportation alternatives.

The Santa Monica Feeder was originally installed in 1941. The feeder distributes water to the cities of Glendale, Burbank, Los Angeles, Beverly Hills, and Santa Monica. The feeder extends approximately 24 miles in a west-by-southwest direction starting at the Eagle Rock Control Tower and terminating at SMN-1 service connection in the city of Santa Monica. The feeder varies in size, beginning at 84 inches and reducing in stages to 28 inches at its terminus.

Metropolitan's Santa Monica Feeder runs underneath Santa Monica Boulevard for approximately two miles from Moreno Avenue to Camden Avenue. Proposed street improvements will reduce the effective cover over the pipeline, and new landscaping will place deep-rooted trees and shrubs within 15 feet from the centerline of the pipeline. The Santa Monica Feeder was placed in the already existing road right-of-way pursuant to Section 142 of Metropolitan's Enabling Act. State law holds that Metropolitan is responsible for the cost of protecting or relocating the pipeline to make way for reasonable street improvements by the City. Since the street was first in time, it therefore has priority. The relocation is necessary to protect the structural integrity of the feeder in order to continue to supply water reliably to our member agencies.

The city of Los Angeles awarded the construction contract for the Santa Monica Transit Parkway project on December 24, 2002. The project construction phase began in January 2003 and will be completed in July 2005. To minimize business, residential, and traffic disruption the construction contract duration was shortened to two and a half years with an incentive clause for early completion. The project will be completed in phases.

Other utilities that require relocation because of the project are Los Angeles Department of Water Power, Southern California Edison, Pacific Bell, Verizon, and AT&T. As part of the contract, the contractor is responsible for developing a schedule. Included in the schedule are necessary utility relocations. The contractor will be responsible for coordinating all utility relocations during construction.

Metropolitan staff reviewed the City's preliminary street improvement plans submitted in November 2001 and designed a concrete protective slab over the feeder in two separate locations to protect the feeder from the reduction of cover over the pipeline. In September 2002 Metropolitan's staff received the project landscape plans. The landscape plans included a large number of deep-rooted trees and shrubs within 15 feet of the centerline of the pipeline throughout the entire project length. The landscaped islands are a major part of the street improvements and would require extensive realignment or removal to safeguard the feeder. The City has declined to adjust the tree locations and has requested that Metropolitan relocate the pipeline.

Project Description

Metropolitan staff will prepare the design to relocate approximately 2 miles of the Santa Monica Feeder. The relocation may involve up to 10,000 feet of pipe and approximately four air release and vacuum valve structures and blow-off structures. Construction of the pipeline could be performed by a competitively bid contract prepared by Metropolitan or via a negotiated change order with the City's existing construction contract. The negotiated change order would have a not-to-exceed amount of $7 million with the City. Construction inspection will be performed by Metropolitan to ensure quality control. If Metropolitan were to issue a construction contract independently, the resulting time constraints would impact the City's project schedule.

Summary/Recommendations

Staff recommends Metropolitan design the relocation and enter into an agreement with the City to perform the construction of the relocation under the City's existing construction contract. This board action will authorize design. Staff will begin negotiations with the city of Los Angeles to enter into an agreement for adding a change order to the existing construction contract to install the relocated pipe. Staff will return to the Board to authorize funds and enter into an agreement with the City for construction.

Project Milestones

- February 2003 – Initial Board authorization and funding for design
- August 2003 – Return to Board to authorize agreement and construction funds
- December 2004 – Completion of construction

Financial Statement for the Santa Monica Feeder Relocation Project

A breakdown of Board Action No. 1 for Appropriation No. 15405 for authorizing design of relocation of a portion of the Santa Monica Feeder is as follows:

	Initial Board Action No. 1 (Feb. 2003)	New Total Appropriated Amount
Labor		
Design and Specifications	800,000	800,000
Owner Costs (Program Management)	140,000	140,000
Materials and Supplies	10,000	10,000
Incidental Expenses	10,000	10,000
Professional/Technical Services	0	0
Equipment Use	5,000	5,000
Contracts	0	0
Remaining Budget	135,000	135,000
Total	**$1,100,000**	**$1,100,000**

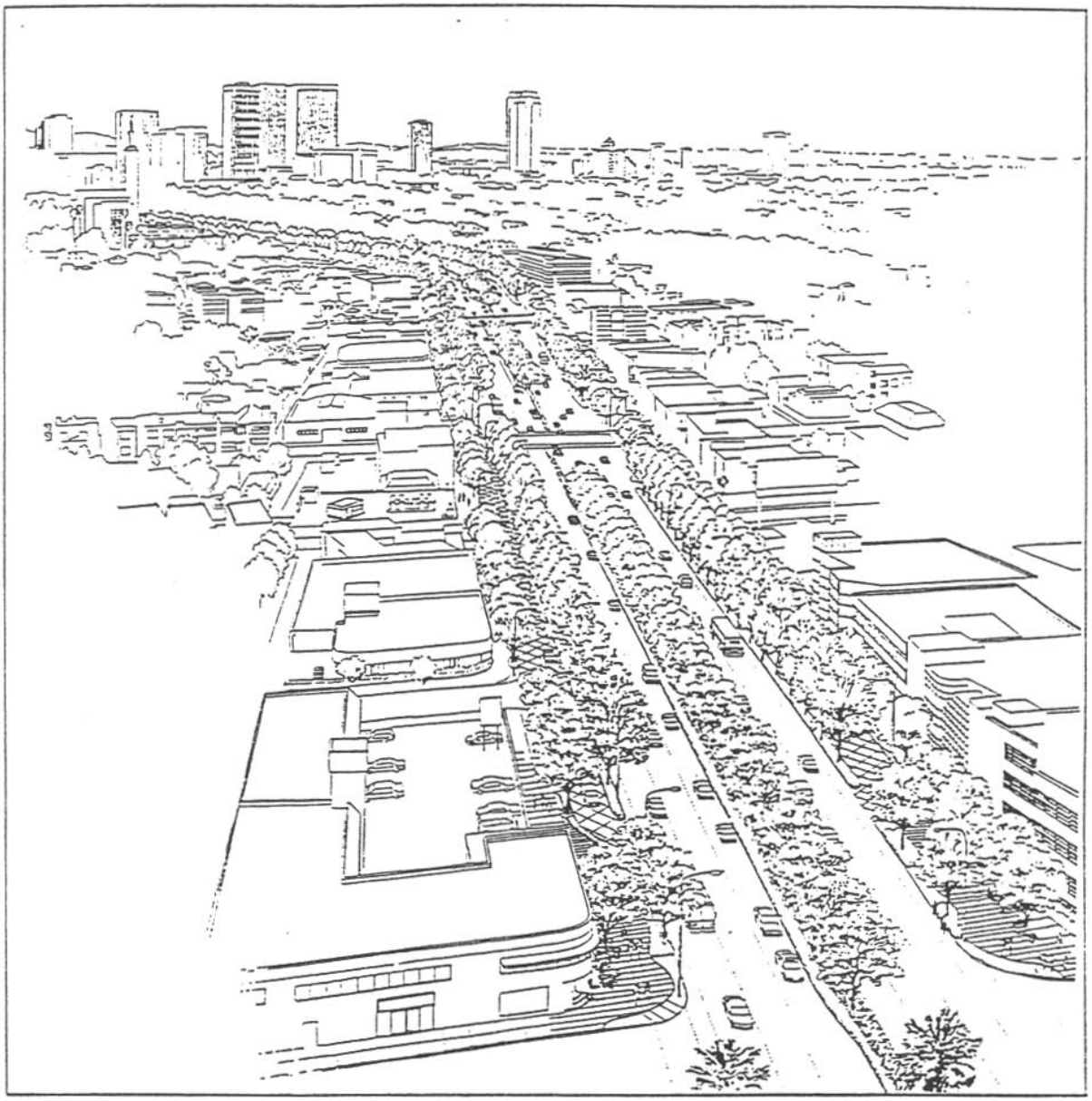
Funding Request

Program Name:	Santa Monica Feeder Relocation		
Source of Funds:	Construction Funds (General Obligation, Revenue Bonds, Pay-As-You-Go Fund)		
Appropriation No.:	15405	**Board Action No.:**	1
Requested Amount:	$ 1,100,000	**Capital Program No.:**	*
Total Appropriated Amount:	$ 1,100,000	**Capital Program Page No.:**	*
Total Program Estimate:	$ 11,000,000	**Program Goal:**	Infrastructure Reliability

* This program is unbudgeted. Upon approval, the FY 2002/03 CIP expenditure plan will be adjusted to reflect the Total Program Estimate.

EXECUTIVE SUMMARY

Santa Monica Boulevard
Transit Parkway Project



Environmental Assessment/
Draft Environmental Impact Report

for
Los Angeles County
Metropolitan Transportation Authority

and the
U.S. Department of Transportation
Federal Highway Administration

FEDERAL HIGHWAY ADMINISTRATION
U.S. DEPARTMENT OF TRANSPORTATION

March 1999

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ACRONYMS AND ABBREVIATIONS USED

ADT	Average Daily Traffic
ANSI	American National Standards Institute
AQMP	Air Quality Management Plan
ATCS	Adaptive Traffic Control System
ARB	California Air Resources Board
AT&SF	Atchison, Topeka and Santa Fe Railway
BLS	Bureau of Labor Statistics
CAA	Clean Air Act Amendments
CAAQS	California Ambient Air Quality Standards
CALTRANS	California Department of Transportation
CARE	Commercial Area Revitalization Effort
CCAA	California Clean Air Act
CEQA	California Environmental Quality Act
CF	Cubic Feet
CNEL	Community Noise Equivalent Level
CPI-U	Consumer Price Index-Urban
CO	Carbon Monoxide
dBA	Decibel
DOA	City of Los Angeles Department of Airports
DSL	Diesel
EA	Environmental Assessment
EIR	Environmental Impact Report
EPA	Environmental Protection Agency
FHWA	Federal Highway Administration
FIRM	Flood Insurance Rate Maps
FPPP	Fire Protection and Prevention Plan
GPF	City of Los Angeles General Plan Framework
HD	Heavy-Duty
HTP	Hyperion Treatment Plant
JWPCP	Joint Water Pollution Control Plant
kWh	Killowat Hours
LACTC	Los Angeles County Transportation Commission
LADOT	City of Los Angeles Department of Transportation
LADWP	Los Angeles Department of Water and Power
LAMC	Los Angeles Memorial Coliseum
LAPD	Los Angeles Police Department
LAPL	Los Angeles Public Libraries
LAX	Los Angeles International Airport
L_{eq}	Sound Equivalent Level
LOS	Level of Service
LUP	Land Use Permits
LUPAMS	Land Use Planning and Management System
MEA	Master Environmental Assessment
MCE	Maximum Credible Earthquakes
mcfd	Million Cubic Feet per Day
mgd	Million Gallons per Day

ACRONYMS AND ABBREVIATIONS USED (cont.)

MIS	Major Investment Study
MTA	Los Angeles County Metropolitan Transportation Authority
MWD	Metropolitan Water District
NAAQS	National Ambient Air Quality Standards
NCOS	North Central Outfall Sewer
NEPA	National Environmental Policy Act
NO_2	Nitrogen Dioxide
NO_X	Oxides of Nitrogen
NOP	Notice of Preparation
NORS	North Outfall Replacement Sewer
NOS	North Outfall Sewer
NPDES	National Pollution Discharge Elimination System
O^2	Ozone
PCH	Pacific Coast Highway
PEPPER	Pre-Earthquake Planning for Post-Earthquake Rebuilding
PM	Particulate Matter
PM_{10}	Particulate Matter Less Than 10 Microns in Diameter
ROG	Reactive Organic Gases
SCAG	Southern California Association of Governments
SCG	Southern California Gas Company
SCAQMD	South Coast Air Quality Management District
s.f.	Square Feet
SOCAB	South Coast Air Basin
SO_X	Oxides of Sulfur
SPT	Southern Pacific Transportation Company
TAC	Toxic Air Contaminants
TDS	Total Dissolved Solids
TIMP	Transportation Improvement and Mitigation Plans
TOG	Total Organic Gases
TSG	Total Suspended Particulates
TSM	Transportation System Management
UCLA	University of California Los Angeles
USC	University of Southern California
UTM	Universal Transverse Mercator
VMT	Vehicle Miles Traveled

EXECUTIVE SUMMARY

ES-1 INTRODUCTION

This report considers the environmental consequences of improvements to a 2.5-mile segment of Santa Monica Boulevard (State Route 2), known as the Santa Monica Boulevard Transit Parkway project (proposed project). A federal action is necessary to fund the proposed project and local discretionary approvals are necessary from the Los Angeles County Metropolitan Transportation Authority (MTA), the California Department of Transportation (CALTRANS) and the City of Los Angeles. This report will therefore need to satisfy the environmental requirements of the National Environmental Policy Act (NEPA) and the California Environmental Quality Act (CEQA). The Lead Agency for NEPA compliance is the Federal Highway Administration (FHWA). The Lead Agency for CEQA compliance is the MTA. CALTRANS and the City of Los Angeles are responsible agencies, as defined by CEQA.

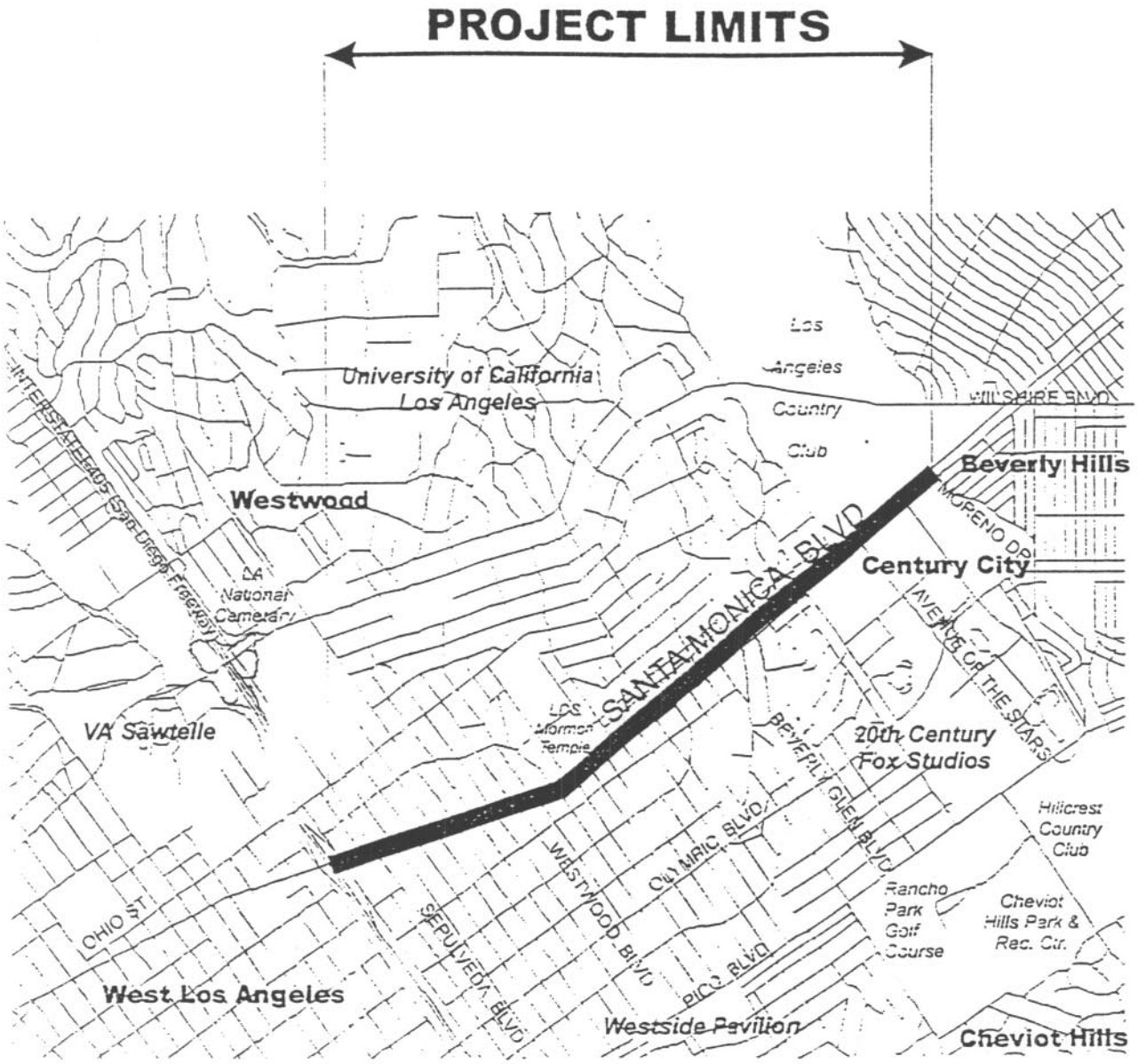
In this Environmental Assessment/Environmental Impact Report (EA/EIR), the term "significant is used extensively. While the CEQA requires that each effect having a "significant impact" be identified in an EIR, the NEPA does not. In this document, references to "significant impact" are made to fulfill this requirement under CEQA, pursuant to California law. No representation as to significance is made in this document represents an assessment as to the magnitude of such an impact under the requirements of Federal law. Under NEPA, significance is used to determine whether an environmental impact statement (EIS) or some lower level document will be required for Federal environmental compliance purposes. Some impacts determined to be significant under CEQA may not be of sufficient magnitude to be determined significant under NEPA. Under NEPA, once a decision to prepare an EIS is made, it is the magnitude of the impacts that is evaluated and no judgment of its significance is made in the environmental document. Therefore, use of the word "significant," or the phrase "significant adverse impact" in this environmental document will be applicable to CEQA only. The Federal Highway Administration and the MTA have concluded that the proposed project that is analyzed herein does not significantly affect the human environment, and that an Environmental Assessment/Finding of No Significant Impact (EA/FONSI) is the appropriate federal environmental document for this project.

To address the requirements of both CEQA and NEPA, this document will be processed as a combined document: an Environmental Assessment (EA) to meet NEPA and an Environmental Impact Report (EIR) to meet CEQA.

ES-2 PROJECT LOCATION

Figure ES-1 illustrates the location of the proposed project. The proposed project would be entirely located within the corporate limits of the City of Los Angeles. The limits of the proposed project would extend from Moreno Drive at the Beverly Hills City limit on the east to Interstate 405 (San Diego Freeway) on the west, inclusive of the interchange between Santa Monica Boulevard and the San Diego Freeway. As shown in **Figure ES-2**, the proposed project would pass through the West Los Angeles area that has been urbanized and developed for many years.

With the exception of private property that may be acquired for replacement parking mitigation, the proposed project would be located within existing, publicly-owned rights-of-way. Publicly-owned rights-of-way include: north or "Big" Santa Monica Boulevard; south or "Little" Santa

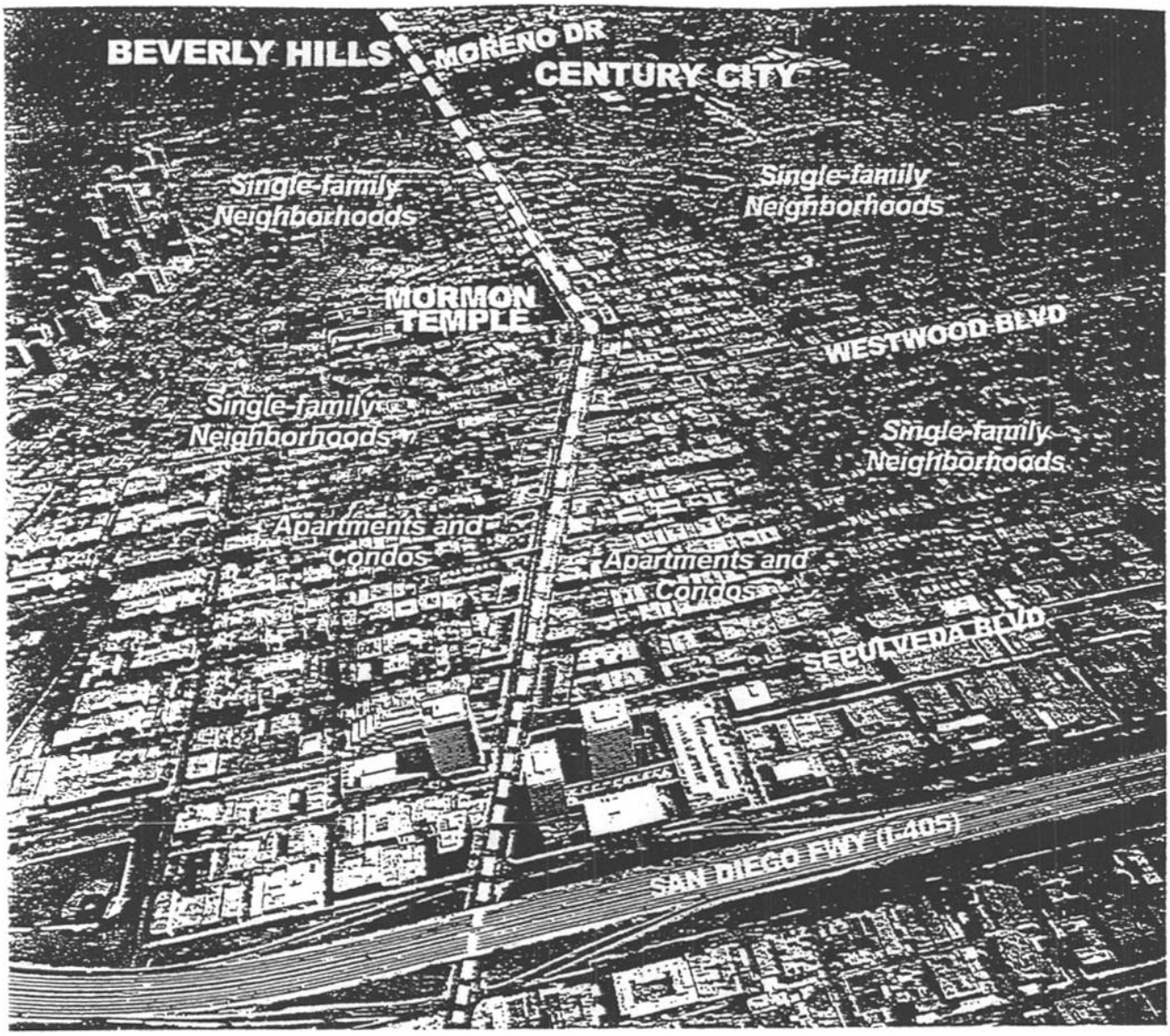


The proposed project extends from I-405 (San Diego Freeway) to Moreno Drive, a distance of approximately 2.5 miles. The project is located wholly within the City of Los Angeles. Proposed improvements are to be made within publicly owned rights-of-way, including the north or "Big" Santa Monica Boulevard roadway, and the south or "Little" Santa Monica Boulevard roadway under the jurisdiction of CALTRANS, and the abandoned Southern Pacific Railroad right-of-way owned by the Los Angeles County Metropolitan Transportation Authority.

METRO

Santa Monica Boulevard Transit Parkway
Environmental Assessment/Environmental Impact Report

FIGURE ES-1
Project Location



Affected Environment. As shown in this aerial view looking to the east, the Santa Monica Boulevard corridor passes through a highly urbanized area. The project extends from the San Diego Freeway to immediately beyond the mid- and high-rise office developments in Century City (a major mixed-use center). West of Century City, land uses adjacent to Santa Monica Boulevard include a mixture of ground-level retail and commercial office uses with a lesser amount of multi-family residential. The next tier of development adjacent to the street frontage is typically apartments and condominiums. A large number of single-family neighborhoods are located as close as a block north or south of the boulevard.

Santa Monica Boulevard Transit Parkway
Environmental Assessment/Environmental Impact Report

FIGURE ES-2
Aerial View

Monica Boulevard; the Santa Monica Boulevard/I-405 Interchange under the jurisdiction of the CALTRANS; and the abandoned Southern Pacific Railroad right-of-way owned by the MTA.

It is anticipated that CALTRANS will relinquish this segment of Route 2 (which includes both Big and Little Santa Monica Boulevards) to the City of Los Angeles. CALTRANS and the City of Los Angeles are currently considering the terms of this change. Thus, the City of Los Angeles would be responsible for the maintenance and upkeep of the proposed project as a City street.

ES-3 PROJECT BACKGROUND

There have been several previous studies related to improvements along Santa Monica Boulevard. Two studies of particular relevance to this EA/EIR were conducted in 1994: the *Santa Monica Boulevard (SR-2) Corridor Study* and the *Santa Monica Boulevard Transit Parkway Project Study Report (PSR)*. The Corridor Study evaluated the entire SR-2 corridor from the 101 Freeway to I-405 and recommended a Phase 1 improvement in the western portion from I-405 to Beverly Hills city limits. The Project Study Report then evaluated several alternatives and recommended a proposed project that would have combined Big and Little Santa Monica Boulevards into one facility, with four lanes of mixed-flow traffic and one exclusive bus-only lane along the curb in each direction, plus a bikeway down the center of the street on a landscaped median. The proposed project in the PSR did not receive support in the community and was perceived as "like a freeway, with too many lanes of traffic."

Subsequent to these studies, the MTA initiated the Major Investment Study (MIS) in January 1996. The MIS reconsidered alternatives to the project proposed in the PSR and undertook a significant outreach program to involve the community in the evaluation and selection of a preferred improvement in the corridor. The MIS was approved by the MTA Board in February 1997 and is available for review in the MTA library.

The preferred project identified in the MIS, the Classic Boulevard Alternative, is discussed below in 1.5 (Alternatives Considered). The subsequent step, as identified in the MIS, was to prepare a focused environmental impact report/environmental assessment, hence the initiation of the subject EA/EIR.

ES-4 PURPOSE AND NEED

The purpose of the proposed project consists of several items, as discussed below:

- Significant traffic congestion currently occurs along the corridor;
- Forecasted traffic volumes indicate worsening of existing traffic congestion, resulting in increased travel time along corridor from 10 to 30 minutes;
- The configuration of the existing intersections results in safety issues and queuing that blocks through travel lanes in both directions;
- Queuing at freeway ramps also extend onto Boulevard, also blocking intersections;
- Existing transit service is diminished by existing traffic congestion and transit amenities are substandard;
- The lack of pedestrian-friendly crossings makes the existing corridor unattractive to pedestrian activity and reduces the accessibility of the bus stops;
- The City of Los Angeles has designated the corridor as a Class I bicycle facility and no bicycle facilities are currently in place; and

- Public input during the MIS process strongly supported the need for aesthetic improvements in the corridor.

ES-5 PROJECT OBJECTIVES

The objectives of the proposed Santa Monica Boulevard Transit Parkway project were previously identified in the MIS and are as follows:

- Relieve existing and future congestion and improve mobility along the corridor through a multi-modal transportation improvement project;
- Improve the aesthetics along the corridor through urban design, landscape improvements, and billboard removal;
- Minimize the impacts of traffic in the corridor on adjacent residential neighborhoods;
- Enhance safety for drivers, pedestrians and bicyclists;
- Create an environment that is complementary to the existing and future land uses along the corridor; and
- Promote alternative modes of transportation through enhanced transit service, carpool incentives and improved non-motorized transportation alternatives.

ES-6 ALTERNATIVES CONSIDERED

The following provides a summary of the alternatives considered in the MIS process and the alternatives considered in this EA/EIR.

ES-6.1 MIS Alternatives

As part of the MIS process, seven preliminary concepts were evaluated. The four alternatives (shown in bold) were evaluated in detail in the MIS. The other three alternatives were deferred from further study after the preliminary evaluation. The reason for deferment of these alternatives is indicated at the end of the alternative description.

*Concept 1. **Classic Boulevard.*** A six-lane center roadway with bicycle lanes, and one-way frontage roads with parking on both the north and south sides of the center roadway. This alternative evokes the great boulevards of Europe, and provides neighborhood protection from the main roadway. It would be similar to parts of SanVicente or Crenshaw Boulevards in Los Angeles.

Concept 2. Combined Roadway with Median Bike Lanes. An eight-lane roadway, four mixed flow or three mixed flow and one High Occupancy Vehicle [HOV] each direction, with a two-way bike lane down the median island. Parallel parking would be provided along both north and south curbs. A frontage road would only be provided on the south side in the hill area between Parnell Avenue and Beverly Glen Boulevards. *Due to lack of support for median bike lanes and safety considerations, this alternative was deferred from further refinement/study.*

Concept 3. Combined Roadway with Maximum Pedestrian Amenities An eight-lane roadway wide sidewalks to accommodate additional urban design/landscaping features. On-street bicycle lanes adjacent to parallel parking would be provided along both the north and south curbs. A frontage road would only be provided on the south side in the hill area betweenParnell Avenue and Beverly Glen Boulevard.

Concept 4. Two Parallel, Two-way Streets (Overland Avenue to Fox Hills Drive) An eight-lane roadway with narrower medians to accommodate two-way frontage road on south side between Overland Avenue and Fox Hills Drive. A grade separation at Beverly Glen Boulevard allows two-way frontage road to cross Beverly Glen.

Concept 5. Two Parallel, Two-way Streets (Widened North Santa Monica Boulevard). Little Santa Monica Boulevard remains "as is" with Big Santa Monica Boulevard widened to three lanes each direction, narrowing the separation between the two roadways. *This concept did not reduce congestion and would actually worsen traffic flow due to signal phasing requirements. Therefore, this alternative was deferred from further refinement/study.*

Concept 6. Combined Roadway with Angled Parking on One-Way Frontage Road. An eight-lane roadway with on-street bike lanes and a one-way eastbound frontage road with angled parking along the south side.

Concept 7. Combined Roadway with Median Bus-Only Lanes. A six-lane combined roadway with bike lanes and parking and a median with exclusive two-way bus lanes. *Due to lack of support from the public and bus operators, safety considerations and limited number of buses, this alternative was deferred from further refinement/study.*

After detailed evaluation of the alternatives, the MIS recommended a combined Concept 1 and 3/4. This combined alternative featured a center roadway with three vehicular travel lanes and a bicycle lane in each direction, plus a landscaped center median, and frontage roads on both the north and south sides for parking and access to local streets. It also included bus priority treatment at all signalized intersections, an eastbound transit lane through Century City, and on-ramp improvements at the San Diego Freeway interchanges. It also included landscaping and urban design improvements. This was the preferred alternative in the MIS.

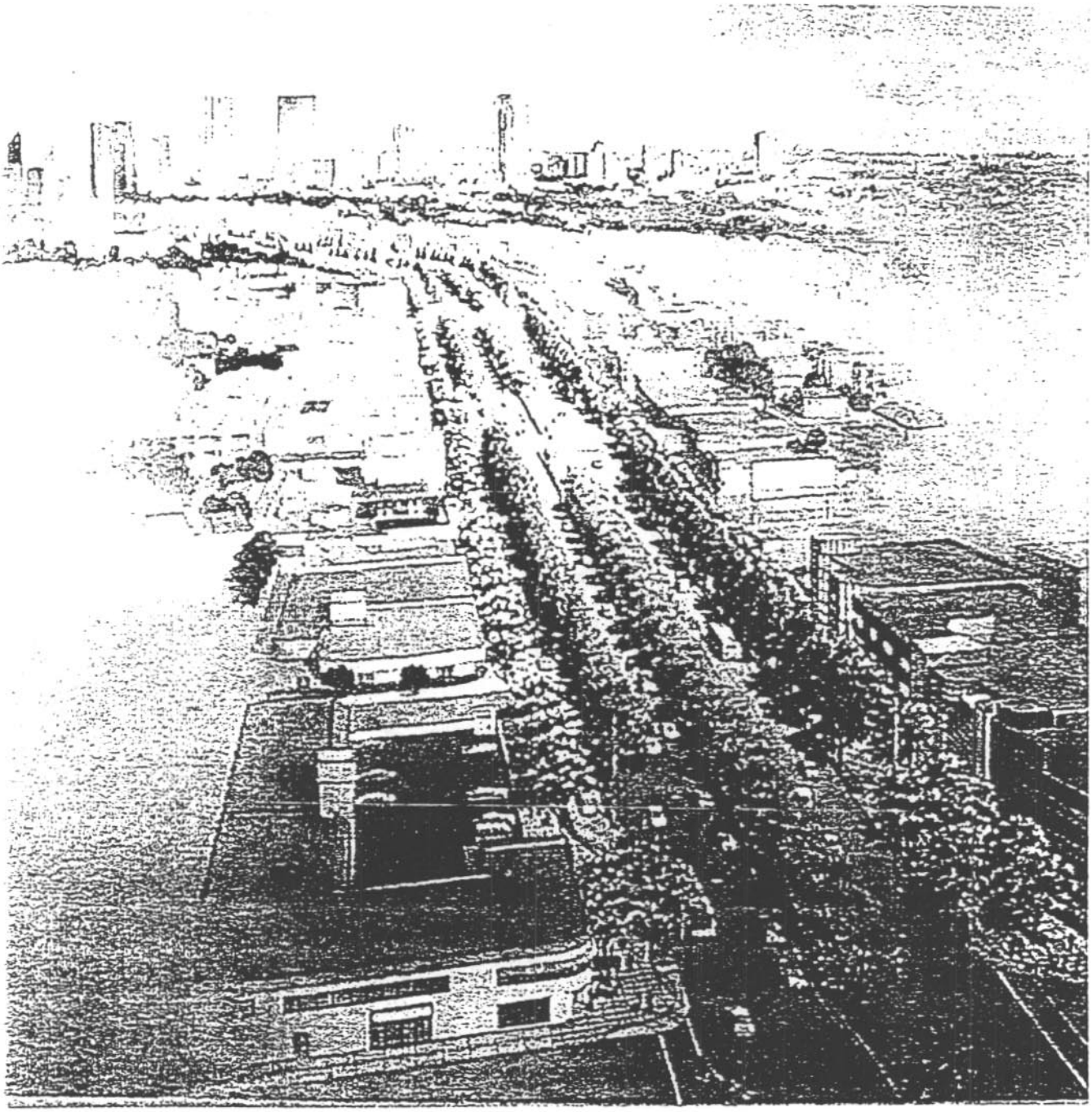
The MIS recommended the Classic Boulevard concept on grounds that it best met the proposed project objectives that were developed in conjunction with the community during the initial phase of the MIS. Identified benefits of the Classic Boulevard included:

- Improved mobility along the corridor by reducing congestion at signalized intersections and I-405 on-ramps, and by providing three high-capacity through lanes in each direction separated from parking, thereby lessening side friction;
- Annual travel time savings compared to the No Project Alternative of approximately $9.5 million per year, prior to implementation of the Red Line Western Extension, and approximately $3.5 million per year in 2015, assuming that the Red Line Western Extension is implemented on that date and traffic demands along the corridor decrease as a result (at the present time, there are no plans to implement the Red Line Western Extension by 2015);
- High-quality Class II on-street bicycle lanes separated from parked cars by a median island;
- Superior potential for pedestrian environment, landscaping, and aesthetic improvements;
- Transit enhancements which save transit operating costs by improving bus speeds;
- Frontage roads providing buffers to neighborhoods on both sides of the Boulevard and protecting local streets from cut-through traffic; and
- Improved signalized intersections and signalized pedestrian crosswalks, which improve pedestrian safety and facilitate pedestrian access across the Boulevard.

ES-6.2 EA/EIR Alternatives

Subsequent to completion of the MIS, this EA/EIR was initiated. The alternatives considered in this document include the following:

- No Project - typically constitutes "no action" or doing nothing in the proposed project area in question. In the case of the proposed Santa Monica Boulevard Transit Parkway project, a "No Project" scenario includes no changes to the roadway geometric configuration, and no capacity improvements and no traffic operations improvements to roadways or intersections along either Big or Little Santa Monica Boulevards. However, if the proposed project were not to be implemented, it would be necessary for CALTRANS to resurface Santa Monica Boulevard within the proposed project has been defined as not simply a "do-nothing" scenario, but a scenario in which both Big and Little Santa Monica Boulevards would undergo complete pavement reconstruction and resurfacing within the proposed project limits, as planned by CALTRANS.
- Transportation Systems Management - utilizes low-cost methods of providing operational and safety improvements to traffic flow at a number of key intersections along both Big and Little Santa Monica Boulevards. The TSM Alternative entails modifying the existing roadway geometric configuration of Big and Little Santa Monica Boulevards and the intersecting north and south arterial roadways. Specifically, the TSM Alternative would provide additional turn lanes and acceleration lanes at specified intersections. The TSM improvements would require additional roadway pavement width at the intersection approaches to provide adequate space for both through and turn lanes. For the most part, this would have to be accomplished through a combination of restriping the existing pavement (reducing the width of existing lanes) and roadway widening, and utilizing additional right-of-way from the existing median between Big and Little Santa Monica Boulevards. As with the No Project Alternative, it would be necessary under the TSM Alternative to resurface Santa Monica Boulevard within the proposed project area east of the 405 Freeway.
- Classic Boulevard - represents the alternative recommended for further refinement and evaluation in the MIS for this proposed project. The Classic Boulevard Alternative features: a center roadway, with three vehicular travel lanes in each direction; a bicycle lane in each direction; a landscaped center median (see **Figure ES-3**, Illustrative View and **Figure ES-4**, Classic Boulevard); one-way westbound frontage roads on the north side for parking and access to local streets; frontage roads on the south side for the same purposes that are one-way eastbound, west of Overland Avenue, two-way between Overland Avenue and Beverly Glen Boulevard, and one-way eastbound between Beverly Glen Boulevard and Century Park West. The proposed project also includes bus priority treatment at all signalized intersections, an eastbound transit lane through Century City, and on-ramp improvements at the San Diego Freeway interchange. It also includes landscaping, urban design and bus stop improvements, and bicycle lanes along the outside travel land adjacent to a set of landscaped medians, which separate the boulevard from the frontage roads. The frontage roads diverge from the main boulevard beyond the signalized intersections of major north-south streets and re-enter the main boulevard prior to the next signalized intersection. This results in "four-legged" intersections at all the major cross streets, rather than the double intersections which now occur. The signalized intersections will include left turn signals on the Santa Monica Boulevard approaches to facilitate turns, as well as designated right-turn-only lanes at most locations.



Illustrative view of proposed landcape and streetscape improvements for the Classic Boulevard Alternative. View is from Sepulveda Boulevard looking toward Century City to the east. Trees in the median and along the frontage road dramatically affect the visual character of the route.

Santa Monica Boulevard Transit Parkway
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FIGURE ES-3
Illustrative View

- Classic Boulevard with Design Options (Design Options) - includes all of the basic design elements of the Classic Boulevard Alternative (three travel lanes, with a center landscaped median, bike lanes on either side of the median, side medians separating the boulevard from one-way local access roads with parking, a two-way Little Santa Monica Boulevard between Overland Avenue and Beverly Glen Boulevard, freeway ramp improvements, and transit improvement (see also **Figure ES-4**, Classic Boulevard). The Design Options Alternative proposes design options at: Overland Avenue, the Century City Shopping Center, Club View Drive, and the transition at the Beverly Hills City limit.

According to the regulations of NEPA and CEQA, a No Project, or "do nothing," Alternative is required. NEPA and CEQA also require the consideration of other alternatives to the proposed project that are reasonable and feasible. The TSM Alternative falls within this category. The other alternatives evaluated, the Classic Boulevard and the Classic Boulevard with Design Options, represent the preferred alternative recommended in the MIS and the preferred with options, respectively. This report compares the impacts of these four alternatives.

ES-7 SUMMARY OF PROJECT-RELATED ISSUES/AREAS OF CONTROVERSY

An extensive public outreach and coordination program was undertaken for the proposed Santa Monica Boulevard Transit Parkway project. Public input throughout the MIS and environmental documentation phases of the proposed project (responses to the Notice of Preparation) have identified the following community concerns:

- Loss of parking for businesses west of Westwood Boulevard;
- Change in access to businesses (during and after construction);
- Increase in traffic, air pollution, and noise along Santa Monica Boulevard;
- Increase in traffic on east-west neighborhood streets;
- Increase in traffic on Century Park West;
- Potential to induce growth in the Century City North Specific Plan area;
- Retention of Little Santa Monica Boulevard as a two-way roadway for neighborhood access; and
- Some support for each of the proposed alternatives.

These issues were considered during the development and evaluation of alternatives. A summary of the results of the alternatives evaluation appears below. The detailed evaluation is presented in the body of the EA/EIR.

ES-8 SUMMARY OF IMPACTS AND MITIGATION MEASURES

The discussion of the impacts and mitigation measures for each alternative is presented in a comparative format under each impact category. This format facilitates comparison between alternatives. **Table ES-1** provides a summary of significant environmental impacts by category and by alternative.

TABLE ES-1: SUMMARY OF SIGNIFICANT ENVIRONMENTAL IMPACTS

	Alternatives			
Impact Category	No Project	TSM	Classic Blvd.	Design Options
Arterial Transportation	*IMPACTS-CEQA:* - Traffic volumes increase by about 67% at western end of corridor, 62% west of Century City and 18% at eastern end of corridor. Volumes on north-south streets increase by 60-70% - LOS E/F at 18 out of 24 intersections - Degraded transit service and speeds. *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - None	*IMPACTS-CEQA:* - Marginal improvement at 4 locations - Reduces delays by 8% - LOS E/F at 16 out of 24 intersections - Degraded transit service and speeds despite implementation of bus pre-emption. *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - Does not result in same level of improvement as Classic Blvd. Significant congestion remains.	*IMPACTS-CEQA:* - Eliminates double intersections - Reduces delays by 48% - Improved LOS at many intersections; LOS E/F at 10 out of 24 intersections - Impact at Overland Ave intersection - Improved bus service/speeds with bus priority treatments *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - None, following mitigation	*IMPACTS-CEQA:* - Eliminates double intersections - Reduces delays by 52% - Improved LOS at many intersection; LOS E/F at 10 out of 24 intersections - Reduces delays at Overland over Classic Blvd. Alt. - Access at Century City Shopping Center improved with left turn lane onto SM Blvd. - Century Park West downgraded as major route by elimination of left turns onto SM Blvd - Some frontage road access alternatives near Club View Drive impact Beverly Glen intersection - Improved bus service/speeds with bus priority treatments *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - None, following mitigation

Neighborhood Transportation	***IMPACTS-CEQA:*** - Traffic volumes on residential collector streets (Overland, Westholme, Manning, Club View, Veteran) increase by over 60% ***IMPACTS-NEPA:*** - No Impact ***UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:*** - Do not provide funding for neighborhood traffic management plan. Spillover of traffic from arterials onto residential streets is unavoidable impact that will continue as congestion increases and if no funding is identified for management programs.	***IMPACTS-CEQA:*** - Same as No Project - Some motorists may use Bentley-Missouri connection because of elimination of westbound connection to SM Blvd. (see Figure 3.2-2). ***IMPACTS-NEPA:*** - No Impact ***UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:*** - Same as No Project	***IMPACTS-CEQA:*** - Frontage roads reduce potential for north-south streets to be used as cut-through routes - Traffic volumes significantly reduced on Club View but potentially increased on Westholme, and Overland and parallel streets - Neighborhood mitigation proposed to reduce impacts ***IMPACTS-NEPA:*** - No Impact ***UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:*** - Plans fund $200,000 for neighborhood traffic management plans, the implementation of which results in no unavoidable significant impacts.	***IMPACTS-CEQA:*** - Same as Classic Blvd. -Minor changes in Club View Drive southbound volume associated with options for opening in median between Club View and Beverly Glen ***IMPACTS-NEPA:*** - No Impact ***UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:*** - Same as Classic Blvd.
Parking	***IMPACTS-CEQA:*** - No Impact ***IMPACTS-NEPA:*** - No Impact ***UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:*** - None	***IMPACTS-CEQA:*** - No Impact ***IMPACTS-NEPA:*** - No Impact ***UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:*** - No Impact	***IMPACTS-CEQA:*** - Improves availability of parking by eliminating peak hour restrictions on north frontage road - Supply of parallel parking on south side decreased by 87 spaces from Westwood to Sepulveda and 19 spaces from Prosser to Beverly Glen - Implementation of measures (off-street replacement parking lots, parking reconfiguration, and/or modification of boulevard design) will mitigate to insignificant ***IMPACTS-NEPA:*** - No Impact ***UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:*** - None, with implementation of mitigation	***IMPACTS-CEQA:*** - Same as Classic Blvd. ***IMPACTS-NEPA:*** - No Impact ***UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:*** - Same as Classic Blvd.

Off-Street Replacement Parking	***IMPACTS-CEQA:*** - No Impact ***IMPACTS-NEPA:*** - No Impact ***UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:*** - None	***IMPACTS-CEQA:*** - No Impact ***IMPACTS-NEPA:*** - No Impact ***UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:*** - None	***IMPACTS-CEQA:*** -Reduction in supply of on-street parking on south side of corridor - Residential dwellings and commercial building displaced to construct replacement parking lots as mitigation. Number to be determined after identification of specific properties needed - Requires zone change - Lots in residential areas could increase local traffic - Visual intrusion due to inconsistency adjacent to residential uses ***IMPACTS-NEPA:*** - No Impact ***UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:*** - None	***IMPACTS-CEQA:*** - Same as Classic Blvd. ***IMPACTS-NEPA:*** - No Impact ***UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:*** - Same as Classic Blvd.

Land Use and Planning	***IMPACTS-CEQA:*** - No impact on visibility and accessibility - Inconsistent with planning documents to improve mobility for motorists, pedestrians, bicyclists ***IMPACTS-NEPA:*** - No Impact ***UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:*** - None	***IMPACTS-CEQA:*** - Same as No Project ***IMPACTS-NEPA:*** - No Impact ***UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:*** - Same as No Project	***IMPACTS-CEQA:*** - Limited-opening median could change perception of accessibility to businesses on frontage roads - Impact offset somewhat from removal of parking restrictions - Elevation difference between westbound lanes and north frontage road reduces visibility of businesses on north side because of the 10-foot elevation difference between approximately Comstock Avenue and Club View Drive. - Use of railroad right-of-way results in termination of business leases - Consistent with planning documents - Class II bike lane is not same as proposed Class I but Class II determined to be more operationally functional and safer ***IMPACTS-NEPA:*** - No Impact ***UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:*** - Installation of signage, landscaping treatments that reflect need for visibility (placement of trees to allow signage visibility, selection of lacy tree species, specification of large specimen trees that allow driver to see under canopy, proper maintenance and thinning of foliage) mitigates to insignificant	***IMPACTS-CEQA:*** - Same as Classic Blvd., except for visibility impact from elevation difference - Option places westbound lanes at same elevation as north frontage road and eliminates potential visibility impact from approximately Comstock Avenue to Club View Drive ***IMPACTS-NEPA:*** - No Impact ***UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:*** - Same as Classic Blvd.

Air Quality	*IMPACTS-CEQA:* - Daily emissions of Carbon Monoxide, Reactive Organic Gases, Nitrogen Oxides exceed State and Federal thresholds *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - None	*IMPACTS-CEQA:* - Same as No Project - Consistent with Clean Air Act and AQMD Air Quality Management Plan *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - Same as No Project	*IMPACTS-CEQA:* - Slight decrease in daily emissions from No Project - Consistent with Clean Air Act and AQMD Air Quality Management Plan *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - None	*IMPACTS-CEQA:* - Same as Classic Blvd. *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - Same as Classic Blvd.
Noise	*IMPACTS-CEQA:* - No impact *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - None	*IMPACTS-CEQA:* - No impact *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - None	*IMPACTS-CEQA:* - No impact *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - None	*IMPACTS-CEQA:* - No impact *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - None
Visual and Aesthetics	*IMPACTS-CEQA:* - Would not improve appearance of railroad right-of-way and sidewalks - Existing billboards remain - No new retaining walls constructed *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - None	*IMPACTS-CEQA:* - Same as No Project, however, minimal lighting may be added *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - None	*IMPACTS-CEQA:* - Requires removal of 42 existing trees and removal or relocation of 11 trees, however, offset by landscape plan that adds 1,000 new trees - Street lighting added - Removes billboards in railroad right-of-way - Requires removal of all existing and construction of new retaining walls *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - Following mitigation, no unavoidable significant impacts would occur	*IMPACTS-CEQA:* - Exposed wall face of approximately 10 feet of retaining wall by shopping center access option between Warnall Ave. and Club View Dr. *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - Following mitigation, unavoidable significant impact would occur related to visual impacts of approximate 10-foot retaining wall by shopping center access option between Warnall Ave. and Club View Dr.

Construction Impacts				
Type of Construction	*IMPACTS-CEQA:* - Rehabilitation of existing roadway to bring into state of good repair, including rebuilding roadbeds and resurfacing of roadways *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below	*IMPACTS-CEQA:* - Same as No Project *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below	*IMPACTS-CEQA:* - Reconstruction of roadways in new configuration, including reconstruction of all roadways and sidewalks and installation of landscaping, lighting, and other urban design enhancements *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below	*IMPACTS-CEQA:* - Same as Classic Blvd. *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below
Duration	*IMPACTS-CEQA:* - 18 months *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below	*IMPACTS-CEQA:* - Same as No Project *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below	*IMPACTS-CEQA:* - 23-28 months *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below	*IMPACTS-CEQA:* - Same as Classic Blvd. *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below
Hours of Construction	*IMPACTS-CEQA:* - Construction during late night hours, due to necessity to maintain use of existing travel lanes during day - Potential for construction noise and glare at night *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below	*IMPACTS-CEQA:* - Same as No Project *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below	*IMPACTS-CEQA:* - Construction during day because use of temporary pavement on old railroad will allow traffic to be shifted to these lanes while construction occurs in other areas - Night time construction only west of Sepulveda Blvd. and in Century City area *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below	*IMPACTS-CEQA:* - Same as Classic Blvd. *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below

Maintenance of Existing Travel Lanes/Need for Detours	*IMPACTS-CEQA:* - Night time construction reduces need for detours to late night hours when traffic volumes are low, however, not likely that all lanes could remain open to traffic during day at all times. Lanes likely to be reduced by one lane in each direction for weeks at a time. Could cause diversion of traffic to alternate *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below	*IMPACTS-CEQA:* - Same as No Project *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below	*IMPACTS-CEQA:* - Construction staging designed to keep existing number of lanes open at all times during day time hours, through use of area on railroad right-of-way. Reduces likelihood that traffic would divert to alternate routes *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below	*IMPACTS-CEQA:* - Same as Classic Blvd. *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below
Parking	*IMPACTS-CEQA:* - Results in temporary loss of on-street parking as reconstruction of existing roadway progresses. Could be minimized by staggering construction zones from block-to-block so that block parking could be maintained but total supply would be temporarily reduced *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below	*IMPACTS-CEQA:* - Same as No Project *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below	*IMPACTS-CEQA:* - May include provision of off-street replacement lots in western segment of project and these would be constructed during first phase of construction. Reduces parking impact during construction. Along other segments, would result in parking impacts during construction similar to No Project *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below	*IMPACTS-CEQA:* - Same as Classic Blvd. *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below

Differences by Segment	*IMPACTS-CEQA:* - Reconstruction would begin in west on Little SM Blvd. and proceed easterly in three segments prior to reconstruction of Big SM Blvd. in two segments. Construction activity limited to one of two existing roadways at a time. *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below	*IMPACTS-CEQA:* - Same as No Project *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below	*IMPACTS-CEQA:* - Some construction occurring along entire length of corridor during most phases, although confined to railroad right-of-way during some phases. - Includes lowering of elevation of existing westbound lanes. Will require greater amount of excavation and will require that westbound traffic be shifted to temporary lanes on railroad during excavation. During this phase, only one lane along north curb would remain in use for access to businesses and side streets. - Longer construction duration than Design Options Alt. between Beverly Glen and Ave. of the Stars, with five phases of construction. *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below	*IMPACTS-CEQA:* -Similar to Classic Blvd. - Leaves westbound lanes at their current elevation - Requires less excavation - Four phases of construction *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - See below
Construction Oversight Agency	*IMPACTS-CEQA:* - CALTRANS *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - NA	*IMPACTS-CEQA:* - Same as No Project *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - NA	*IMPACTS-CEQA:* - City of LA *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - NA	*IMPACTS-CEQA:* - City of LA *IMPACTS-NEPA:* - No Impact *UNAVOIDABLE SIGNIFICANT IMPACTS-CEQA:* - NA
Unavoidable Significant Impacts	- Reduced travel speeds - Increased CO and ROG emissions from reduced travel speeds - Construction-related night time noise and glare impacts	- Reduced travel speeds - Increased CO and ROG emissions from reduced travel speeds - Increased PM10 emissions from vehicular travel on aggregate surfaces - Construction-related night time noise and glare impacts	- Increased PM10 emissions from vehicular travel on aggregate surfaces - Day time construction-related noise from heavy equipment for land uses directly adjacent to route	- Same as Classic Blvd.

ES-8.1 Arterial Transportation

Impacts

No Project Alternative. Year 2020 traffic forecasts indicate that traffic volumes along the Santa Monica Boulevard corridor will increase significantly (by about 67 percent at the western end of the corridor, 62 percent west of Century City and 18 percent at the eastern end of the corridor). Volumes on parallel arterials will also increase significantly (Wilshire Boulevard, by 50-60 percent, Olympic Boulevard, by 35-60 percent, and Pico Boulevard, by over 25 percent). Traffic volumes on north-south streets crossing Santa Monica Boulevard will also increase by 60 to 70 percent. Without any changes in the existing roadway, traffic conditions along Santa Monica Boulevard will deteriorate, with virtually every intersection operating at level of service E or F, above capacity conditions. Total delay at intersections along the corridor will increase fivefold and travel time will increase from 10.5 minutes to 33 minutes on average in peak hours. Vehicle queues will exceed storage capacity at intersections and between the north and south roadways, causing continued blockages of intersections. There will degradation in transit service, as buses are delayed by heavy congestion. No improvement in the pedestrian environment or for bicyclists would be expected.

TSM Alternative. The TSM Alternative will result in a marginal improvement in traffic operations at the four locations where it provides additional turning lane capacity, but it will not significantly change conditions from the No Project conditions. Travel time along the corridor will be much worse than under existing conditions, 30 minutes, but improved over the No Project. Total intersection delay will be reduced by eight percent. This will include transit travel times, resulting in a degradation of transit service. No improvements would be provided for pedestrians or bicyclists.

Classic Boulevard Alternative. The Classic Boulevard Alternative will eliminate the double intersections at each north-south cross street thereby reducing congestion along the corridor. This will reduce delays by 48 percent and improve the levels of service at most intersections along the corridor. Travel time from one end of the corridor to the other will be significantly reduced to 19 minutes, but delay at the intersection of Santa Monica Boulevard and Overland Avenue will be increased due to the additional signal phase required to accommodate the western end of remaining two-way Little Santa Monica. Bus priority treatments will improve bus speeds over the No Project Alternative and the pedestrian streetscape improvements and addition of bicycle lanes will enhance non-motorized transportation conditions. The Classic Boulevard Alternative also will widen each of the on-ramps on the I-405 northbound and southbound on-ramps to provide a carpool bypass lane. To facilitate access to the ramp from westbound Santa Monica Boulevard, a westbound right-turn only lane will be provided at Cotner Avenue. These improvements to the ramps will reduce the potential for queues on the ramp extending back into the Santa Monica Boulevard intersections blocking through traffic.

Design Options Alternative. This alternative results in corridor-level traffic operations similar to the Classic Boulevard Alternative, but it reduces delays at the Overland Avenue intersection and effects local traffic circulation in the Century City area and at the eastern terminus into Beverly Hills. Access at the Century City Shopping Center is improved with a left turn onto Santa Monica Boulevard, but Century Park West is downplayed as a major route by the elimination of left turns onto Santa Monica Boulevard. The eastern transition option is designed to accommodate potential changes on Santa Monica Boulevard in Beverly Hills and u-turns at Century Park East. Transit speeds, pedestrian, and bicycle facilities are improved to the same degree as with the Classic

Boulevard Alternative. Total intersection delay is reduced by 52 percent compared to the No Project Alternative and travel time is reduced to an average of 18 minutes in peak hours.

The Classic Boulevard and Design Options alternatives will also widen each of the on-ramps on the I-405 northbound and southbound on-ramps to provide a carpool bypass lane. These improvements to the ramps will reduce the potential for queues on the ramp extending back into the Santa Monica Boulevard intersections blocking through traffic.

Mitigation Measures

The only intersection where a mitigation measure is necessary to mitigate a project impact is at the Overland Avenue/Santa Monica Boulevard intersection. The proposed measure to be implemented at this location is the provision of dual westbound-to-southbound left turn lanes (as included in the Design Options Alternative) to reduce the amount of green time devoted to the left turn movement. The dual left turn lane on Overland Avenue combined with traffic calming measures on Overland to reduce the volume on Overland improves the level of delay to 33.7 seconds (LOS D), less than the 104.8 seconds (LOS F) associated with the dual No Project Alternative intersections at this location, thus fully mitigating this impact.

Unavoidable Significant Impacts

The TSM Alternative does not result in the same level of improvement as the proposed Classic Boulevard.

ES-8.2 Neighborhood Transportation

Impacts

No Project Alternative. The increased levels of congestion forecast for the Santa Monica Boulevard corridor will likely result in an increase in the number of drivers who seek alternate routes through residential neighborhoods. The existing transportation network, with its grid pattern of parallel north-south streets, provides many alternate north-south routes through the neighborhoods. In the east-west direction, there are few continuous parallel routes. Traffic volumes on residential collector streets, such as Overland Avenue, Westholme Avenue, Manning Avenue, Club View Drive, and Veteran Avenue will increase by 60 percent above existing conditions, with a near doubling of volume on some streets.

TSM Alternative. The TSM Alternative will not change the traffic volumes or access patterns on most residential streets. The only streets likely to be affected by the TSM Alternative are Bentley Avenue and Missouri Avenue, near the western end of Little Santa Monica Boulevard, where the westbound connection to Big Santa Monica Boulevard will be eliminated and some motorists will use the Bentley-Missouri connection to reach Sepulveda Boulevard.

Classic Boulevard Alternative. The Classic Boulevard will provide one-way frontage roads between signalized intersections, adjacent to the residential neighborhoods, along all of the corridor except on the south side between Overland Boulevard and Beverly Glen Boulevard. This will reduce the potential for these intervening streets to be used as north-south cut-through routes. North of the Boulevard, traffic volumes will be significantly reduced on Club View Drive, but they will

potentially be increased on Westholme Avenue. Neighborhood traffic mitigation measures are proposed to reduce the potential impact on Westholme Avenue. South of the Boulevard, the Classic Boulevard increases traffic on Overland Avenue, increasing the possibility that drivers will seek alternate routes on streets parallel to and east of Overland Avenue, where they would be able to travel north and turn left onto Little Santa Monica Boulevard. Neighborhood traffic mitigation measures are proposed for Overland Avenue and the streets parallel to it, east toProsser Avenue.

Design Options Alternative. The Design Options Alternative will result in the same level of traffic impacts on residential streets as the Classic Boulevard Alternative. In the area between Club View Drive and Beverly Glen Boulevard, on the north side of the Boulevard, the Design Options Alternative provides greater flexibility in terms of the number and location of openings between the frontage road and the main Boulevard. These openings will be located to improve local access and discourage cut-through traffic.

Mitigation Measures

In the City of Los Angeles, the process for developing a neighborhood traffic management plan entails a series of community meetings between LADOT and representatives of the affected neighborhoods to discuss the pros and cons of alternative measures and their anticipated impacts. In this EA/EIR potential neighborhood traffic mitigation measures are suggested, with the understanding that neighborhood meetings would be required to finalize the details of the traffic control plan. The purpose of including suggested measures in the EA/EIR is to demonstrate to the community and decision-makers that there are feasible mitigation measures potentially available to mitigate project impacts and to identify the magnitude of the cost of such measures, so that funds to implement the measures can be included in the proposed project budget.

Given this, mitigation measures are required in two neighborhoods to mitigate the potential impacts of through traffic added to residential streets as a result of the Classic Boulevard Alternative: (1) on Westholme Avenue, north of the Boulevard; and (2) on Overland and on the streets between Overland and Prosser Avenues, south of the Boulevard. These measures are discussed below.

- **Westholme Avenue.** Westholme Avenue is intended to collect the traffic from the adjacent residential streets and carry it to/from Santa Monica Boulevard and Wilshire Boulevard. It is not intended to carry regional through traffic which should use the arterial street network. Westholme Avenue also has an elementary school located along it, so it is desirable to have the traffic on Westholme Avenue traveling at reduced speeds. In order to discourage through traffic and reduce the speed of traffic onWestholme Avenue, the following mitigation measures are proposed:

  - Install Intersection Chokers (curb extensions to narrow roadway width) and Four-Way Stop Controls at the entrances to the neighborhood at the intersections of Westholme Avenue with Ashton Avenue and Eastbourne Avenue.
  - Install Speed Humps on Westholme Avenue between Holman and Kennard Avenues and between Wilkins and Ohio Avenues (where the street is flat and straight).
  - Re-time the Wilshire Boulevard Traffic Signal to reduce the amount of north-south green time provided for through movements on Westholme Avenue.

  The additional travel time required to stop at two additional stop signs and slow for speed humps in two blocks will provide a disincentive to the use ofWestholme Avenue for through

travel. A reduction of the average travel time onWestholme Avenue of 5 mph from 30 mph to 25 mph would shift as many as 840 vehicles per hour off ofWesthcime Avenue, with 360 vehicles shifting to Beverly Glen Boulevard and 240 vehicles shifting to Westwood Boulevard. The remainder would shift to alternate routes outside the corridor. The actual diversion associated with the neighborhood traffic mitigation measures proposed on Westholme Avenue may not be this dramatic, but it is likely that they will be successful in reducing the 90 vehicle proposed project-related traffic increase. It is not anticipated that any secondary impacts would occur as a result of the implementation of traffic management measures on Westholme Avenue because the frontage roads associated with the Classic Boulevard will prevent the use of any other local streets as an alternate cut-through route.

- **Overland Avenue and Parallel Streets.** Overland Avenue is one lane in each direction and has residences fronting onto it. However, it does provide access to the Santa Monica Freeway, and as a result it carries regional through trips between Santa Monica Boulevard and the freeway. Given its current designation and function in the regional arterial network it would not be feasible to suggest measures to restrict access to Overland Avenue, but it is reasonable to propose measures that would slow traffic to be more compatible with the residential character of the street.

  The mitigation measures proposed for Overland Avenue include the following:

  - Install Median Islands on the north- and southbound approaches of Overland Avenue to the intersections of La Grange and Mississippi Avenues adjacent to Westwood School to narrow the traveled way, prevent cars from passing a stopped car and enhance the safety of pedestrian crossings at these locations.
  - Re-time the Olympic Boulevard traffic signal and the traffic signal planned by LADOT for installation at Overland/Tennessee to reduce the amount of north-south green time provided for through movements on Overland.

  In order to preclude cut-through traffic from utilizing the streets east of Overland Avenue, the following mitigation measures are proposed:

  - Install Speed Humps on Pelham, Manning, Parnell, and Prosser Avenues, in the blocks between Olympic Boulevard and Mississippi Avenue, Mississippi Avenue and La Grange Avenue, and La Grange and Missouri Avenues

  The additional travel time attributable to the retiming of trafficsignals on Overland Avenue and stop completely at the single-lane approaches to two intersections with median island chokers will increase the disincentive to the use of Overland Avenue for high-speed through travel. The installation of speed humps on the four streets east of Overland Avenue will provide a disincentive to use of them as cut-through routes. A reduction of the average travel time on Overland Avenue of 5 mph from 35 mph to 30 mph, and on the parallel streets from 30 mph to 25 mph, would shift as many as 500 vehicles per hour off of Overland Avenue and 200 off of the parallel streets, with 150 shifting to Beverly Glen Boulevard and the remainder shifting out of the study area (e.g., staying on the freeway system). The actual diversion associated with the neighborhood traffic mitigation measures proposedmay not be this dramatic, but it is likely that they will be successful in reducing the proposed project-related traffic increases on residential streets.

Unavoidable Significant Impacts

The No Project and TSM Alternatives do not provide funding for neighborhood traffic management plans in the neighborhoods adjacent to the Santa Monica Boulevard corridor. The spillover of traffic from arterial streets onto residential streets is an unavoidable significant impact that is likely to continue to occur as a result of increased congestion on arterial streets, if the No Project or TSM Alternatives are selected, and the City of Los Angeles does not identify funds for the $200,000 neighborhood traffic mitigation plan proposed as mitigation for the Classic Boulevard or Design Options Alternatives.

The funding plans for the Classic Boulevard Alternative and the Design Options Alternative will include a commitment of $200,000 to implement neighborhood traffic management plans in the neighborhoods adjacent to the Santa Monica Boulevard corridor.. Upon completion of the outreach effort and based upon a consensus of the neighborhood, a neighborhood traffic management program is anticipated to be implemented in the neighborhoods affected by either the Classic Boulevard or the Design Options Alternative, thereby eliminating the neighborhood traffic impacts. The implementation of the Classic Boulevard or the Design Options Alternative will therefore not result in any unavoidable significant impacts.

ES-8.3 Parking

Impacts

No Project Alternative. The No Project Alternative will not affect the supply of on-street parking and will not cause any parking impacts.

TSM Alternative. The TSM Alternative will not affect the supply of on-street parking and will not cause any parking impacts.

Classic Boulevard Alternative. The Classic Boulevard Alternative will reconfigure the supply of on-street parking by providing parallel parking along the sidewalk areas on the one-way frontage roads and on the two-way local roadway between Overland Avenue and Beverly Glen Boulevard. This will eliminate the need for peak hour parking restrictions along the north side of Big Santa Monica Boulevard, improving the availability of on-street parking along the north curb. The reconfiguration with parallel parking reduces the supply of on-street parking in the western segment, from Westwood Boulevard to Sepulveda Boulevard, by 87 spaces because the existing supply includes cars parked head-in to the abandoned railroad right-of-way. In the area betweenProsser Avenue and Beverly Glen Boulevard the on-street supply on Little Santa Monica Boulevard is reduced by 19 spaces by the relocation from the north side of the roadway, where there is a continuous row of parking, to the south side, where driveways and side street intersections interrupt the continuous row. The reduction in the supply of on-street parking results in a significant impact requiring mitigation.

Design Options Alternative. The Design Options Alternative results in the same parking impact as the Classic Boulevard Alternative because it includes the same reconfiguration of parking from the north side of Little Santa Monica Boulevard to parallel parking along the south curb.

Mitigation Measures

The 1997 Major Investment Study (MIS) report disclosed that there could be approximately 100 spaces lost on the south side of Little Santa Monica Boulevard betweenSepulveda Boulevard and Westwood Boulevard, and approximately 20 spaces lost on the south side of Little Santa Monica Boulevard between Prosser Avenue and Beverly Glen Boulevard, as a result of the capacity and landscaping improvements that were being proposed. Specifically, there could be a loss of curb parking as well as the loss of informal parking along the abandoned railroad right-of-way. It was acknowledged that this loss of parking could particularly have an adverse effecton the businesses located along Little Santa Monica Boulevard between Sepulveda and Westwood Boulevards. As a result, the MTA Board action, in authorizing the preparation of environmental documentation for the proposed project, specifically required that replacement parking be provided as a mitigation measure for the Classic Boulevard Alternative. Four alternative mitigation measures have been identified for the western segment, and two alternative measures have been identified for the eastern segment.

Western Segment Mitigation Measures. The Classic Boulevard Alternative will provide 32 parking spaces on the south side of Santa Monica Boulevard, between Sepulveda and Westwood Boulevards, 91 spaces less than the existing supply and 85 spaces less than the number required to avoid a parking deficiency. In order to increase the parking supply by 85 spaces, the following alternative mitigation measures have been considered:

- Provide Off-Street Replacement Parking in public parking lots
- Implement Frontage Road Alternative 1, which eliminates the frontage road on the north side of the Boulevard and provides diagonal parking on the south side frontage road.
- Implement Frontage Road Alternative 2, which narrows the median islands and provides parallel parking along both sides of part of the south side frontage road.
- Reconfigure some of the side street parking to gain more on-street spaces in the first block south of the Boulevard, north of the alley.

The specific details of each of these alternative mitigation measures are described below.

Off-Street Replacement Parking. This mitigation measure would entail constructing public surface parking lots. The parking lots would become City of Los Angeles municipal parking lots, potentially with metered spaces, and would be managed by the Los Angeles Department of Transportation. Since there are no vacant parcels within the target area, the acquisition of one or more parcels of private property would be required.

The MTA has selected four candidate sites in the area for consideration as off-street replacement parking lots. Two are within the commercial frontage along the south side of Little Santa Monica Boulevard, and two are immediately south of the east-west alley that separates the commercially zoned parcels from those zoned for multi-family residential use.
A total of 11 parcels were considered as potential parking lot sites. The sites were narrowed to the four sites under consideration based on location in proximity to the blocks on which no off-street parking is available, efficiency of the parking layout, potential environmental impacts, and existing

land uses on the sites. The sites provide the potential to provide the following number of off-street spaces in a surface parking lot:

Site 2: 36 spaces
Site 5: 48 spaces
Site 9: 31 spaces
Site 11: 32 spaces

None of the individual sites under consideration could provide enough off-street replacement parking in a surface parking lot to fully mitigate the parking impact of the Classic Boulevard Alternative.

Frontage Road Redesign Alternatives. Two alternative designs for the frontage roads at the western end of the Classic Boulevard were developed in an attempt to increase the supply of on-street parking.

- **Frontage Road Alternative 1.** The western end of the Classic Boulevard would be redesigned if this mitigation measure were selected for implementation. The frontage road on the north side of the Boulevard would be eliminated. Parallel parking would be provided along the north curb at all times, with the bicycle lane adjacent to the parked cars. The frontage road on the south side of the Boulevard would be widened to include a total of 96 parking spaces. These would be provided in pockets of diagonal parking where feasible, as well as some areas of parallel parking on both sides of the frontage road. This mitigation measure would not fully mitigate the impact of the parking displacement, leaving a parking shortfall of 21 spaces (123 existing, minus 96 on frontage road, minus 6 available on side streets).

- **Frontage Road Alternative 2.** This alternative mitigation measure would retain the frontage roads on both the north and south sides of the Boulevard, but would narrow the median islands and the bike lanes to provide additional room on the south frontage road to accommodate parallel parking on both sides of the frontage road between Veteran Avenue and Westwood Boulevard. This alternative provides a total of 70 spaces on the south side of the Boulevard in the western segment, leaving a shortfall of 47 spaces (123 existing, minus 70 on frontage road, minus 6 available on side streets).

Reconfigure Parking On Side Streets. Currently, parallel parking is provided on both sides of most of the side streets south of Santa Monica Boulevard. The spaces are not marked, nor metered, but each block south of the Boulevard can accommodate four standard parking spaces on each side of the street, except when there are driveways in this first block. A potential reconfiguration of the side streets would convert them to mini-parking areas in the block between the Boulevard and the alley. This would be accomplished by narrowing the sidewalks/parkway strips to eight feet to accommodate perpendicular parking on one side of the street, north of the alley. The number of perpendicular spaces that could be accommodated on each block would be 13 spaces, representing an increase of five spaces in each reconfigured block. If four blocks between Sepulveda and Westwood Boulevards were reconfigured, an additional 20 on-street parking spaces could be provided. This mitigation measure, by itself, would not fully mitigate the parking impact, but in combination with one of the measures above, it could help to fully replace the displaced parking.

The following combinations of parking mitigation measures will fully mitigate the parking impacts of the proposed Classic Boulevard:

- Off-Street Replacement Parking - Two parking lots contributing a total of at least 85 spaces.
- Frontage Road Alternative 1, **plus** the side street parking reconfiguration to gain 20 spaces on the side streets
- Frontage Road Alternative 2, **plus** one off-street replacement parking lot with at least 47 spaces, **or** one off-street lot with at least 27 spaces and the side street parking reconfiguration.

It also should be noted that representatives of some of the businesses in the western segment of the Corridor suggested that some of the parking spaces provided as part of the Classic Boulevard Alternative be designated as loading zones and as long-term, employee parking. The designation of the specific locations for loading zones and time limits on parking (e.g., potential 8-hour and 10-hour parking meters which allow for all-day parking for employees versus one- or two-hour customer parking) will be determined in the future by LADOT, based on parking needs at the time of proposed project completion. It is intended, however, that sufficient employee parking be provided to accommodate the needs of employees working in buildings with no available off-street parking. The number of such employee parking spaces will vary in the future depending upon the types of tenants in the buildings and whether any of the parcels along the Corridor are redeveloped. If a new development replaces one of the existing older buildings that does not have off-street parking, the new development would be subject to current City codes and would be required to provide off-street parking.

Hill Segment of Little Santa Monica Boulevard The 19-space reduction in the on-street parking supply in the hill area of Little Santa Monica Boulevard can be fully mitigated by one of the two following mitigation measures:

- Implement Side Street Parking Reconfiguration; and
- Modify the Proposed Project Design to Leave the On-Street Parking on the North Side of Little Santa Monica Boulevard

The implementation of the same type of on-street parking reconfiguration as discussed earlier for the side streets, south of Santa Monica Boulevard in the western segment, could be implemented on the first block of four streets intersecting the hilly section of Little Santa Monica Boulevard. This reconfiguration is recommended to distribute the additional parking and avoid block with driveways and large trees. The reconfiguration of four blocks would increase the supply by 20 spaces, fully mitigating the parking impact.

Alternatively, the proposed Classic Boulevard could be redesigned to leave the parking on the north side of Little Santa Monica Boulevard. This is not the preferred mitigation measure because it would continue the existing non-standard parking design where the parking is on the opposite side of the street from the land uses it is intended to serve. The relocation of the parking to the south side of the street improves the pedestrian environment on the sidewalks along the south side of Little Santa Monica Boulevard, by creating a buffer between the sidewalk and the moving traffic. It also improves the safety of pedestrians, since they would not have to cross Little Santa Monica

Boulevard to get to/from their parked cars. The proposed Classic Boulevard Alternative will include a safety railing/fence along the north side of Little Santa Monica Boulevard which may make it more difficult in the future for passengers in parked cars on Little Santa Monica Boulevard to exit their cars, since there will not be a sidewalk on the north side of the street. Currently, there is no curb and gutter along the north side of the street and passengers step out of parked cars into the landscaped area adjacent to the roadway. With a redesigned and re-landscaped street, this would not be a desirable practice.

Unavoidable Significant Impacts

There will be no remaining unavoidable significant parking impacts with the implementation of the following two measures:

(1) One of the following combinations of parking mitigation measures is implemented in the western segment of the Corridor:

- Off-Street Replacement Parking - Two parking lots contributing a total of at least 85 spaces;
- Frontage Road Alternative 1, plus the side street parking reconfiguration; or
- Frontage Road Alternative 2, plus one off-street replacement parking lot with at least 47 spaces, or a 27 space lot and the side street parking reconfiguration.

(2) One of the following measures is implemented on the segment betweenProsser and Beverly Glen:

- Implement Side Street Parking Reconfiguration; or
- Modify the Classic Boulevard Design to Leave the On-Street Parking on the North Side of Little Santa Monica Boulevard

ES-8.4 Impacts from Replacement Parking Mitigation

Impacts

The Classic Boulevard and Design Options Alternatives would result in the loss of approximately 100 parking spaces which are to be replaced. If these spaces are replaced in off-street locations. the following environmental effects are anticipated:

- Displacement of 10 to 30 housing units;
- Encroachment into residential neighborhood for sites located south of the east-west alley;
- Air emissions from building demolitions;
- Increased exposure to noise from Santa Monica Boulevard for remaining properties because the intervening building has been removed;
- Reduced privacy for remaining adjacent residential property;
- Illumination and glare from parking lot lights;
- Land use incompatibility at some locations from replacement parking lots adjacent to residential uses.

Mitigation Measures

- Acquisition of property and compensation to owners and tenants per federal uniform relocation policies;
- Formal public hearing process if zone change is required for proposed parking lots;
- Dust control measures to reduce particulate emissions from demolition;
- Wall or building retrofit treatments to reduce noise from Santa Monica Boulevard for remaining adjacent residential buildings;
- Wall or landscaping treatment to restore privacy of adjacent residential properties; and
- Shield lights to avoid casting illumination on adjacent residential properties.

Unavoidable Significant Impacts

Four unavoidable significant impacts would result from the replacement parking mitigation:

- Encroachment into adjacent residential neighborhoods and loss of privacy for properties adjacent to parking lots; and
- Land use incompatibility at locations south of alley and adjacent to residential areas.
- The replacement parking option that removes the frontage road on the north side has additional unavoidable significant impacts. This option places the bicycle lane adjacent to the parked cars which raises a safety issue for bicyclists. In addition, this option removes the buffer created by the frontage road for adjacent residential areas. Also, this option removes one of the landscaped median islands which reduces the visual and aesthetic benefits of the urban design streetscape.
- The parking option that narrows the median also reduces the visual and aesthetic benefits of the urban design streetscape.

ES-8.5 Land Use and Planning

Impacts

No Project Alternative. The No Project Alternative would be inconsistent with the objectives of the West LA District, Westwood Community, Century City North Specific, West LA TIMP, and City of Los Angeles Bicycle plans to improve mobility for motorists, pedestrians, and bicyclists. This alternative would, however, not impact the visibility and accessibility of local businesses along the frontage roads since no changes in visibility and accessibility would be made.

TSM Alternative. This alternative would provide some intersection specific operational improvements to reduce queues and delays, and would therefore be consistent with the objectives of the community and specific plans to improve mobility. This alternative would not be consistent with the plans' objectives to provide improvements for pedestrians and bicycles. This alternative would, however, not impact the visibility and accessibility of local businesses along the frontage roads since no changes in visibility and accessibility would be made.

Classic Boulevard Alternative. This alternative would be consistent with the objectives of the planning documents to improve mobility for motorists, pedestrians, and bicyclists. This alternative has the potential to impact the visibility and accessibility of businesses along the frontage roads.

In order to mitigate this impact, signage shall be incorporated into the overall design of the alternatives to enable motorists to easily locate businesses.

Design Options Alternative. This alternative would have similar impacts as the Classic Boulevard Alternative with regards to consistency with planning documents. This Design Options Alternative mitigates the visibility impact associated with the frontage road by situating the westbound travel lanes at the same elevation as the north frontage road.

Mitigation Measures

In order to mitigate the visibility and accessibility impacts associated with the limited-opening median, signage shall be incorporated into the overall design of the Classic Boulevard and Design Options Alternatives to enable motorists to easily locate and access businesses along the frontage roads. Landscaping shall also reflect the need for visibility of businesses along frontage roads, such as the placement of trees to allow signage visibility, the selection of lacey tree species, the specification of large specimen trees that allow the driver to see under the canopy and proper maintenance and thinning of foliage. The Design Options Alternative would also be scaled to mitigate the visibility issue of the grade differential between the roadway and the frontage roads by bringing the westbound lanes to the same elevation as the north frontage road.

Unavoidable Significant Impacts

The installation of signage, the landscaping treatments to reflect the need forvisibility, and the construction of the Design Options Alternative (westbound lanes at same elevation as frontage road) would mitigate the impacts so that no unavoidable significant adverse impacts would result.

ES-8.6 Air Quality

Impacts

No Project Alternative. For daily operation emissions, the No Project Alternative is used as a basis for comparison of emissions from the other alternatives. Daily emissions of Carbon Monoxide (CO), Reactive Organic Gasses (ROG), and Nitrogen Oxides (NOX) under the No Project conditions would exceed State and Federal thresholds. With regard to localized CO concentrations, the No Project Alternative would be below both State and Federal thresholds.

TSM Alternative. The TSM Alternative would result in the same emissions as the No Project Alternative due to the fact that the vehicle miles traveled (VMT), traffic volume, and traffic speed, would be identical. Therefore, the TSM Alternative represents zero change over the No Project conditions and would not exceed State or Federal thresholds for either daily operation emissions or localized CO concentrations. Because the TSM Alternative would represent zero change in emissions, it would be considered consistent with the SCAQMD Air Quality Management Plan and would conform to the objectives of the Clean Air Act, as amended.

Classic Boulevard Alternative. The Classic Boulevard Alternative would entail a slight decrease in daily emissions compared to the No Project Alternative because of overall improvements in roadway capacity and traffic speed. Local CO concentrations for the Classic Boulevard Alternative would be below the State and Federal standards. At most locations, the Classic Boulevard

Alternative would entail an increase of 0.1 ppm compared to No Project. Because the Classic Boulevard Alternative would represent a decrease in operational emissions it would be considered consistent with the SCAQMD Air Quality Management Plan and would conform to the objectives of the Clean Air Act, as amended.

Design Options Alternative. The Design Options Alternative would result in the same emissions as the Classic Boulevard Alternative due to the fact that the vehicle miles traveled (VMT), traffic volume, and traffic speed, would be identical.

Mitigation Measures

No mitigation measures are required.

Unavoidable Significant Impacts

No unavoidable significant impacts would result.

ES-8.7 Noise

Impacts

No Project Alternative. Noise levels for this scenario would range from one decibel lower than existing levels to five decibels higher than existing levels. Increases in noise levels would not exceed the State threshold at any of the fourteen sensitive receptors. The Federal criteria does not apply to the No Project alternative since FHWA uses this alternative as the base for comparison to the other project alternatives. Therefore, no noise impacts would occur with regard to both the State and Federal criteria.

TSM Alternative. Since the TSM Alternative would result in the same noise levels as the No Project Alternative, no impacts would occur with regard to both the State and Federal criteria.

Classic Boulevard Alternative. Under the State criteria, noise levels would range from two decibels lower than existing levels to three decibels higher than existing conditions. Increases in noise levels would not exceed the State threshold at any of the fourteen sensitive receptors. Under the Federal criteria, noise levels would range from seven decibels lower than No Project conditions to two decibels higher than No Project conditions. Increases in noise levels would not exceed the Federal threshold at any of the fourteen sensitive receptors. Therefore no noise impacts would occur with regard to both the State and Federal criteria.

Design Options Alternative. Since the Design Options Alternative would result in the same noise levels as the Classic Boulevard Alternative, no impacts would occur with regard to both the State and Federal criteria.

Mitigation Measures

No mitigation measures are required.

Unavoidable Significant Impacts

No unavoidable significant impacts would result.

ES-8.8 Visual Impacts

Impacts

No Project Alternative. The No Project Alternative would not improve the appearance of the existing railroad right-of-way and sidewalks, and would not add street lighting. Existing billboards would remain as is, and no new retaining walls would be constructed.

TSM Alternative. The TSM Alternative would result in similar impacts as the No Project Alternative. However, while the No Project Alternative would not add street lighting, minimal lighting may be installed with the TSM Alternative. These changes would be minimal and therefore glare would not be experienced and light trespass would not occur.

Classic Boulevard Alternative. The Classic Boulevard Alternative would require the removal of 42 existing trees and the removal or relocation of 11 trees. However, the landscaping plan would result in approximately 1,000 new trees being planted within the proposed project area. The proposed landscaping would provide a major beneficial aesthetic improvement to the currently bare or paved surface of the center median, and dramatically increase the number and type of trees and plants in the proposed project area.

Street lighting would also be installed. The lighting would be directed onto the roadway and sidewalks and, therefore, the perception of glare and the potential for light trespass would be less than significant.

This alternative would also remove the billboards located in the center median right-of-way, which would result in beneficial visual and aesthetic impacts to the corridor. Eastbound Little Santa Monica Boulevard near Veteran Avenue). Billboards along the side of the street on private property would not be removed.

The Classic Boulevard Alternative would also require the removal of all existing and construction of new retaining walls. The exposed wall face of the retaining wall by the Century City Shopping Center Access Option between Warnall Avenue and Club View Drive would be approximately ten feet in height (above six feet is considered a significant visual impact). Following mitigation, significant impacts would occur related to the visual impacts of these retaining walls.

Design Options Alternative. The Design Options Alternative would result in similar impacts as the Classic Boulevard Alternative. The primary difference is that the Overland Avenue intersection in the Design Options Alternative would not contain available space for landscaping, the lack of which in this area would be inconsistent with the urban design concept. However, the landscaping plan would result in approximately 1,000 new trees being planted within the proposed project area. These plants would provide a major beneficial aesthetic improvement to the currently bare or paved surface of the center median, and dramatically increase the number of species of plants in the proposed project area.

Mitigation Measures

Mitigation for the impacts involves preserving the older traditional lights in theirexisting locations or relocating them within the proposed project area, ifbenefitting property owners agree to pay for annual maintenance. The existing older traditional poles and the fixtures would be protected in place during the construction process and an attempt made to reinstall these in the proposed project area. If this cannot be done, the poles and fixtures would revert to the City and could be used for replacement poles elsewhere in the City.

Retaining walls will be architecturally treated and screened with shrubs and vines to minimize the unscreened visible exposed wall face to less than six feet, unless the wall is faced with a publicart work.

Side and center median islands between Westwood and Sepulveda Boulevards shall be designed for the Classic Boulevard and the Classic Boulevard with Design Options Alternative to be wide enough to contain trees and ground cover consistent with the urban design concept.

Unavoidable Significant Impacts

Following mitigation, significant impacts would occur related to the visual impacts of the retaining wall required by the Century City Shopping Center Access for the Design Options Alternative only. between Warnall Avenue and Club View Drive.

ES-8.9 Construction Impacts and Mitigation Measures

Comparison of Alternatives

- **Type of Construction.** The No Project and TSM Alternatives would entail a rehabilitation of the existing Big and Little Santa Monica Boulevards to bring them into a state of good repair before being relinquished to the City of Los Angeles. The rehabilitation would include rebuilding the roadbeds (base material) and resurfacing the roadways. It could also include sidewalk repairs. The Classic Boulevard and Design Options Alternatives entail reconstructing the roadways in a new configuration. This new configuration would include total reconstruction of all roadways and sidewalks and installation of landscaping, lighting, and other urban design enhancements.

- **Duration.** The No Project and TSM Alternatives would include a construction duration of about 18 months. The Classic Boulevard and Design Options Alternatives would be under construction for 23 to 28 months.

- **Hours of Construction.** The work activities related to rebuilding Big and Little Santa Monica Boulevards under the No Project and TSM Alternatives will take place primarily during late night hours. due to the necessity to maintain the use of existing travel lanes during the day. Construction of the Classic Boulevard or Design Options Alternative could occur largely during the day time because the use of temporary pavement on the old railroad right of way will allow traffic to be shifted to these lanes while construction occurs in the areas of the

existing roadways. The necessity for night time construction would be reduced primarily to the area west of Sepulveda Boulevard and in the Century City area.

- **Maintenance of Existing Travel Lanes/Need for Detours.** Night time construction of the No Project and TSM Alternatives would reduce the need for detours to the late night hours when traffic volumes are low. It is not likely, however, that all lanes of Big and Little Santa Monica Boulevards could remain open to traffic during the day time at all times. When portions of the roadway are torn up to replace the base materials, it would not be possible to drive on the night-time construction zone during the day time. Under the No Project and TSM Alternatives, the number of lanes available during the day time is likely to be reduced by one lane in each direction for weeks at a time. This could cause some diversion of traffic to alternate routes.

  The construction staging of the Classic Boulevard and Design Options Alternatives will be designed to keep the existing number of through lanes open at virtually all times during day time hours, through the use of the area on the abandoned railroad right of way. This would reduce the likelihood that traffic would divert to alternate routes around the construction area in comparison to the No Project and TSM Alternatives.

- **Parking.** The No Project and TSM Alternatives will result in temporary loss of on-street parking as the reconstruction of the existing roadway progresses. This impact could be minimized by staggering the construction zones from block-to-block so that on-street parking could be maintained within a block of the parkers' destinations, but the total supply of on-street parking would be temporarily reduced. The Classic Boulevard and Design Options Alternatives may include the provision of off-street replacement parking lots in the western segment of the project (depending upon the parking mitigation program adopted) and these would be constructed in the first phase of construction. This would help to reduce the parking impact during construction. Along other segments of the corridor, the Classic Boulevard and Design Options Alternatives would result in parking impacts during construction similar to the No Project and TSM Alternatives.

- **Differences by Segment.** The No Project and TSM Alternatives would have similar impacts in each segment of the corridor. Reconstruction of the two roadways would begin at the west on Little Santa Monica Boulevard and proceed easterly in three segments prior to the reconstruction of Big Santa Monica Boulevard in two segments. The construction activity in each segment of the proposed project area would be limited to one of the two existing roadways at a time.

  The Classic Boulevard and Design Options Alternatives would be similar to each other in all segments except in the area between Beverly Glen Boulevard and Avenue of the Stars. Some construction activity would be occurring along the entire length of the corridor during most phases of construction, although during several phases it would be confined to the area within the abandoned railroad right-of-way. The Classic Boulevard Alternative includes the lowering of the elevation of the existing westbound travel lanes between approximately Club View Drive and Comstock Avenue, whereas the Design Options Alternative leaves the westbound lanes at their current elevation. The Classic Boulevard Alternative will require a greater amount of excavation and will require that westbound traffic be shifted to temporary lanes on the abandoned railroad right of way during the excavation. During that phase of construction, only one lane along the north curb would remain in use for access

to businesses and side streets, while the through traffic is diverted around the construction zone. The Classic Boulevard Alternative has a longer duration of construction activity in the segment between Beverly Glen Boulevard and Avenue of the Stars, with construction occurring in all five phases of the construction scenario as opposed to four of the five phases with the Design Options Alternative.

- **Construction Oversight Agency.** For the No Project Alternative, CALTRANS will be in charge of the rehabilitation project. For the TSM, Classic Boulevard or Design Options Alternatives, it is likely that the City of Los Angeles would oversee construction. A Memorandum of Understanding between the MTA and the City of Los Angeles is still in the process of development.

Mitigation Measures

No Project Alternative. A roadway resurfacing project is categorically exempt under CEQA. Therefore, no mitigation would be required. CALTRANS would prepare a traffic management plan as part of its standard provisions for such projects.

TSM Alternative. A construction impact mitigation plan shall be prepared that at a minimum include the following requirements and conditions:

- Use of jack hammers for pavement or curb/gutter/sidewalk demolition shall not be permitted between 10:00 p.m. and 7:00 a.m.;
- To the extent feasible traffic shall be conveyed on asphalt paved roadways rather than unconsolidated aggregate base or gravel:
- Preparation of an access and parking plan in coordination with local businesses and property owners;
- Where unconsolidated aggregate base is used as the travel way, signs shall be posted to limited the travel speed to 25 miles per hour to reduced dust re-entrainment:
- Pavement milling and demolition shall be suspended on days with high winds:
- Pavement milling or demolition shall be accompanied by wetting to minimize particulates;
- Street sweepers shall be used to minimize dust entrainment on all temporary paved roadways; and
- Temporary high intensity lighting shall be shielded and oriented in a manner not to cast illumination on adjacent residences.

Classic Boulevard Alternative and Design Options Alternative A construction impact mitigation plan shall be prepared that as a minimum includes the following requirements and conditions:

- To the extent feasible traffic shall be conveyed on asphalt paved roadways rather than unconsolidated aggregate base or gravel;
- Full directional access to/from all adjacent neighborhoods shall be maintained. Detour signs shall be visible and routes clearly defined to minimize driver confusion:
- Preparation of an access and parking plan in coordination with local businesses and property owners;
- Signs directing patrons to parking locations shall be provided. Signs shall be oriented for Santa Monica Boulevard motorists as well as residents from adjacent neighborhoods;
- All grading of railroad rights-of-way areas shall be accompanied by wetting to minimize particulates;

- Street sweepers shall be used to minimize dust entrainment on all temporary paved roadways;
- Construction areas shall be configured, oriented and graded to minimize the potential for the ponding of water, flooding of private property or the creation of nuisances or hazards for pedestrians;
- Pavement demolition shall be accompanied by wetting to minimize particulates;
- Access to all properties will be maintained for both autos and pedestrians during business hours;
- Amend the neighborhood preferential parking programs adjacent to the corridor and allow employees of businesses to obtain parking permits;
- Include incentive clauses in contractors contracts to complete work early;
- Construct any off-street replacement parking lots in the first stage of the construction project;
- Use Intelligent Transportation Systems (ITS) measures to inform the public of construction activities; and
- Maintain an on-going outreach program to inform businesses and residents of construction activities and respond to issues as they arise.

Unavoidable Significant Impacts

After implementation of the above mitigation measures it is anticipated that unavoidable significant impacts would remain in the following areas:

- Reduced travel speeds for the No Project/TSM Alternative;
- Increased CO and ROG emissions from reduced travel speeds associated with No Project/TSM Alternative;
- Increased PM10 emissions from vehicular travel on aggregate surfaces for the TSM Alternative and/or paved temporary roadway surfaces for the Classic Boulevard Alternatives;
- Construction-related nighttime noise impacts for the TSM Alternative; and
- Day time construction related noise from heavy equipment for the Classic Boulevard and Design Options Alternatives for land uses directly adjacent to the route.

ES-9 REQUIRED CEQA DISCUSSIONS

Pursuant to the California Environmental Quality Act (CEQA), this Environmental Impact Report (EIR) must include a discussion of the growth-inducing impacts and the cumulative impacts associated with the proposed project alternatives and must identify the environmentally-superior alternative.

ES-9.1 Growth Inducing Impacts

The proposed project alternatives are designed to serve population, housing, and employment related to demands that are inherent in the year 2020 forecast adopted by the Southern California Association of Governments. The project alternatives have been formulated to meet planned growth levels. These levels would occur with or without the implementation of the proposed project. Specifically, the adopted forecast entail a 27 percent increase in population and a 25 percent increase in employment for the Santa Monica Boulevard corridor vicinity

Based on the land use controls that exist within the corridor vicinity, it is unlikely that the proposed project alternatives would be growth inducing. The reason for this conclusion rests primarily with the provisions of the Central City North Specific Plan – which controls office and retail development in Century City (a major regional center) – within the eastern portion of the corridor.

Adopted in 1981, the Century City North Specific Plan limits growth by limiting the trip capacity from the Specific Plan area. Trips have been divided in to Phase I and Phase II capacity. Development and associated trips in Century City, including the recently-approved JMB office development project, have consumed all of the trip capacity in Phase I (approximately 20,000 trips) according to the City of Los Angeles Department of Transportation, but represents only a portion of the approved SCAG forecasts. The remaining Phase II trip capacity (approximately 10,000 trips) can only be achieved by a project-by-project conditional use process, where the City Planning Commission must consider, in part, impacts on Santa Monica Boulevard, one mile east or west of the plan area. The City Planning Commission can only make a decision on approval or rejection of future projects after a public review/hearing process is held. In addition, the Commission review process is only one step in the final approval of a future project. Once the Commission has approved or rejected a project, their decision can be forwarded or appealed to the City Council. Therefore, given the discretionary nature of these review processes, it cannot be definitively concluded that any of the proposed project alternatives would or would not be growth inducing.

ES-9.2 Cumulative Impacts

The proposed Santa Monica Boulevard Transit Parkway project takes into account the year 2020 regional forecast adopted by SCAG. The effects of this added growth have been evaluated in SCAG's environmental review of the Regional Comprehensive Plan. The City of Los Angeles has also evaluated growth in the West Los Angeles and Westwood Community Plan areas as part of the General Plan Framework EIR.

ES-9.3 Environmentally Superior Alternative

The environmentally superior alternative is the Design Options Alternative, which incorporates appropriate mitigation measures to address parking, neighborhood traffic intrusion and construction impacts. This alternative meets the goals and objectives of the project, to enhance mobility through a multi-modal transportation improvement, while improving the aesthetics of the corridor, minimizing traffic impacts on adjacent residential neighborhoods and improving safety for drivers, pedestrians and bicyclists.

The Design Options Alternative is the environmentally superior alternative for the following reasons:

- The design option near the Century City Shopping Center provides greater accessibility to land uses on both sides of the boulevard, while reducing construction impacts and visibility issues for businesses along the north frontage road. The Design Options Alternative prevents left turns from Century Park west, which reduces traffic on this street and downgrades it as a major route. This alternative also accommodates left turns into and out of the Century City Shopping Center, as compared to the Classic Boulevard Alternative, which did not allow left turns out of the shopping center. The Design Options Alternative

does not require the lowering of the grade of the north lanes on Santa Monica Boulevard between Club View Drive and Comstock Avenue, as does the Classic Boulevard Alternative. This reduces the construction impacts, the amount of grading and hauling of materials required during construction and leaves the westbound lanes and the frontage road at the same elevations, so more connections (both physically and visually) are provided between the main Boulevard and the frontage road. This alternative also reduces the duration of construction.

- The Design Options Alternative includes a double left turn lane on westbound Santa Monica Boulevard at Overland Avenue.

- The north frontage road alternative with the opening to the main Boulevard located at Club View Drive, but with an island nose design which prevents right turns onto Club View Drive from the main Boulevard is found to be the environmentally superior alternative. It would provide enhanced access and visibility to the commercial land uses along the north frontage road to the west of Club View Drive, in comparison to Option B, and would not significantly increase the amount of southbound cut-through traffic on Club View Drive.

- The Classic Boulevard and Design Options Alternatives both result in the same level of parking impact along the corridor. The environmentally superior parking mitigation alternative would be the implementation of the Frontage Road Alternative 2, which narrows the median islands and bicycle lanes between Westwood and Sepulveda Boulevards in order to maximize the amount of parallel parking that is provided on the southern frontage road. The need for off-street replacement parking lots is therefore reduced to only one parking lot. By reducing the need for off-street replacement parking to a level that can be satisfied with one parking lot also increases the likelihood that the lot can be located in commercially zoned property along the south side of Santa Monica Boulevard and will not require the purchase and displacement of residential lots south of the boulevard.

Other common features associated with both the Classic Boulevard and Design Options Alternatives that make them environmentally superior to the No Project or TSM Alternatives are:

- Both can accommodate potential alternative transitions into Beverly Hills by the design of the transition median islands to allow for the potential future restriping of an additional lane on Big Santa Monica Boulevard.

- Both can be constructed without causing any significant negative effects that will not be mitigated by the implementation of the proposed Transportation Management Plan.

- The Classic Boulevard and Design Options Alternatives both result in an equal level of protection to residential neighborhoods on both sides of the boulevard and both require implementation of neighborhood protection measures on the same streets.

- The inclusion of extensive landscaping and urban design enhancements, including three landscaped median islands to buffer the adjacent land uses from the effects of through traffic on the boulevard;

- The signal priority treatments associated with all of the "Build" alternatives would reduce delays for transit vehicles along this corridor.

- Safety improvements at signalized intersections due to the elimination of the double intersections at each north-south street;

- Freeway on-ramp improvements, which will encourage ridesharing through the implementation of carpool bypass lanes. These improvements also will increase the queuing area on the southbound on-ramp thereby reducing blockage of the Santa Monica Boulevard/ramp terminus intersection;

- The inclusion of bicycle lanes extending from Avenue of the Stars to Sepulveda Boulevard. Bicyclists could then cross at-grade and access the proposed W.L.A. Veloway via the proposed access ramp on the west side of Sepulveda Boulevard;

- The inclusion of pedestrian amenities, including widened sidewalks, improved lighting pedestrian-actuated traffic signals at existing and new crosswalks. and handicap ramps at intersections and bus stops; and

- Aesthetic improvements resulting from the removal of billboards in the MTA right-of-way.