

## **Attachment 7:**

# **Fehr & Peers CEQA Thresholds Memorandum**



## MEMORANDUM

Date: October 4, 2013

To: Abe Leider, Rincon

From: Sarah Brandenburg

**Subject: Beverly Hills Gateway: Significant Impact Criteria**

Ref: 2201.04

This memorandum presents the significant impact criteria applied in the Beverly Hills Gateway transportation study. In October 2010, the City adopted new significance thresholds for the identification of traffic impacts. Projects already underway at the time of adoption, such as Gateway, were allowed to continue to apply the previous significance criteria. A comparison of the significance criteria along with the resulting impacts of the Gateway project under both criteria are summarized below.

The Gateway traffic study analyzed the impacts of the proposed project based on site access along South Santa Monica Boulevard. Since the publication of the Draft EIR, the Gateway project has been reanalyzed to determine the impacts of providing access to the project site on both South Santa Monica Boulevard and North Santa Monica Boulevard as described in the January 2, 2013 *Beverly Hills Gateway Supplemental Analysis Memorandum* from Fehr & Peers. A comparison of the significance criteria and the resulting impacts under both project access scenarios are presented in this memorandum.

Please note that this memorandum is for informational purposes only; the Gateway project will continue to apply the City's previous impact criteria as documented in the DEIR.

### **Significance Impact Criteria**

The Gateway traffic assessment was performed using the previous City of Beverly Hills traffic thresholds of significance. The City of Beverly Hills guidelines establish threshold criteria to determine if a project has a significant traffic impact at a specific signalized intersection location. According to the previous and new criteria, a project impact is considered significant if the following conditions are met:

<b><i>Previous (Gateway) Impact Criteria Project-Related Increase in V/C Ratio</i></b>	<b><i>New City Impact Criteria Project-Related Increase in V/C Ratio</i></b>
0.04 or more at the final LOS of "D"	0.03 or more at the final LOS of "D" or better
0.02 or more at the final LOS of "E"	0.02 or more at the final LOS of "E"
0.02 or more at the final LOS of "F"	0.02 or more at the final LOS of "F"



In addition, the City of Beverly Hills guidelines establish specific threshold criteria for project impacts to residential street segments. The thresholds under the previous and current City standards are described as follows:

<i>Previous (Gateway) Impact Criteria for Residential Streets</i>		<i>New City Impact Criteria for Residential Streets</i>	
<b>ADT With Project</b>	<b>Allowable Increase in Project-Related ADT</b>	<b>ADT With Project</b>	<b>Allowable Increase in Project-Related ADT</b>
ADT less than 3,750	25%	ADT less than 2,000	16%
ADT greater than 3,750 but less than 6,750	12.5%	ADT greater than 2,001 but less than 4,000	12%
		ADT greater than 4,001 but less than 6,750	8%
ADT greater than 6,750	6.25%	ADT greater than 6,750	6.25%

**Gateway Intersection Impacts**

The intersection impacts identified under both access scenarios for the Gateway project were compared to the previous and new City of Beverly Hills thresholds of significance. The new criteria for intersections operating at LOS D (i.e., a change in allowable V/C increase from 0.04 to 0.03) does not change the impact conclusions of the Gateway project as shown below.

<b>Study Intersections</b>	<b>Gateway Access to/from South Santa Monica Blvd Only</b>		<b>Gateway Access to/from South &amp; North Santa Monica Blvds</b>	
	<b>Impact under Previous (Gateway) Criteria?</b>	<b>Impact under New City Criteria?</b>	<b>Impact under Previous (Gateway) Criteria?</b>	<b>Impact under New City Criteria?</b>
South Santa Monica Blvd & Moreno Drive	Yes	Yes	No	No
South Santa Monica Blvd & Wilshire Blvd	Yes	Yes	Yes	Yes
Other Study Intersections	No Impacts	No Impacts	No Impacts	No Impacts

Note: The intersection of Olympic Boulevard & Spalding Drive was also identified as being impacted in the Gateway DEIR. However, since the publication of the DEIR the proposed mitigation measure was implemented and the location is no longer impacted.



**Gateway Residential Roadway Impacts**

No residential roadway segments were identified as being significantly impacted in the Gateway DEIR traffic study based on the previous City significance thresholds. Additional street segments along Charleville Boulevard and Gregory Way were studied following the publication of the DEIR under both access scenarios for the Gateway project. The analysis indicated that no impacts would occur on residential roadway segments under either access scenario based on the previous significance thresholds.

The residential roadway analysis results were compared to the new City significance thresholds to determine if impacts would occur. As shown below, the comparison indicated no change in project impacts to residential roadway segments except at one location. The allowable increase in project related trips for roadways with a daily volume (including project trips) greater than 4,001 but less than 6,750 has been decreased from 12.5% to 8% under the new City thresholds. If project access is only provided to/from South Santa Monica Boulevard, Charleville Boulevard between South Santa Monica Boulevard and Lasky Drive would experience a 9% increase in traffic volume, which would exceed the new threshold of 8%. All other segments of Charleville Boulevard (between Lasky Drive and Robertson Boulevard) would experience up to a 5% increase in project traffic under both access scenarios. Therefore, the new significance thresholds do not change the impact results for the other segments of Charleville Boulevard.

Study Roadway Segments	Gateway Access to/from South Santa Monica Blvd Only		Gateway Access to/from South & North Santa Monica Blvds	
	Impact under Previous (Gateway) Criteria?	Impact under New City Criteria?	Impact under Previous (Gateway) Criteria?	Impact under New City Criteria?
Charleville Blvd; Between S. Santa Monica Blvd. & Lasky Dr.	No (9% increase with Project Traffic with a Threshold of 12.5%)	<b>Yes</b> (9% increase with Project Traffic with a Threshold of 8%)	No (6% increase with Project Traffic with a Threshold of 12.5%)	No (6% increase with Project Traffic with a Threshold of 8%)
Other Study Roadway Segments	No Impacts	No Impacts	No Impacts	No Impacts

Note: During a City Council meeting, we reported that the new significance thresholds would not result in new impacts on the residential street segments. This is because the “no project” volume on Charleville Boulevard was being used to determine the impact threshold. Applying the “no project” volume results in a threshold of 12% under the City’s new impact criteria whereas the “plus project” volume results in an impact threshold of 8%. Therefore, the increase in project traffic of 9% on Charleville Boulevard would exceed the new threshold of 8%.



***Conclusions***

In October 2010, the City adopted new traffic significance thresholds. Projects already underway at the time of adoption, such as Gateway, were allowed to continue to apply the previous significance criteria. A comparison of the significance criteria along with the resulting impacts of the Gateway project indicated that no change in intersection impacts would occur under the new criteria. For residential streets, the roadway segment of Charleville Boulevard between S. Santa Monica Boulevard and Lasky Drive would be impacted under the new criteria if project access was only provided along South Santa Monica Boulevard. If access to the Gateway site is provided on both North and South Santa Monica Boulevards, no residential roadway impacts would occur under the previous or new criteria. This impact comparison is for informational purposes only; the Gateway project will continue to apply the City's previous impact criteria as documented in the DEIR.