

La transparence

Le

California Environmental Quality Act

Joshua Wolfe, AICP



Presentation à la Commission de la présidence du conseil municipal de Montréal

26 avril 2006

Depuis 1970,
les municipalités de la Californie

examinent les impacts potentiels
pour tout projet
avant son approbation

California Environmental Quality Act

Obligations

- ◆ Évaluer impacts environnementaux
- ◆ Proposer mesures d'atténuation
 - lors de la construction du projet et
 - lors de son exploitation

California Environmental Quality Act

Objectifs

- ◆ Informer les élus des impacts importants
- ◆ Proposer mesures d'atténuation
 - lors de sa construction et
 - de son exploitation
- ◆ Informer le public des raisons pour l'approbation d'un projet même si nuisant à l'environnement

CEQA

The California Environmental Quality Act

Appendix G Environmental Checklist Form

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

- | | | |
|--|---|---|
| <input type="checkbox"/> Aesthetics | <input type="checkbox"/> Agriculture Resources | <input type="checkbox"/> Air Quality |
| <input type="checkbox"/> Biological Resources | <input type="checkbox"/> Cultural Resources | <input type="checkbox"/> Geology /Soils |
| <input type="checkbox"/> Hazards & Hazardous Materials | <input type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning |
| <input type="checkbox"/> Mineral Resources | <input type="checkbox"/> Noise | <input type="checkbox"/> Population / Housing |
| <input type="checkbox"/> Public Services | <input type="checkbox"/> Recreation | <input type="checkbox"/> Transportation/Traffic |
| <input type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance | |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

Grille d'analyse initiale

Environnement naturel

- Ressources biologiques
- Impacts hydrologiques
- Ressources naturelles

Grille d'analyse initiale

Impacts sur le milieu

- Caractéristiques esthétiques
- Qualité de l'air
- Dangers et matériaux dangereux
- Qualité urbaine
- Bruit

Grille d'analyse initiale

Impacts collectifs

- Ressources culturelles
- Géologie
- Population/Habitation
- Services publics et infrastructures
- Loisirs
- Transport
- Travaux publics
- Ressources agricoles



Projet d'étude d'impacts environnementaux

DRAFT E.I.R.

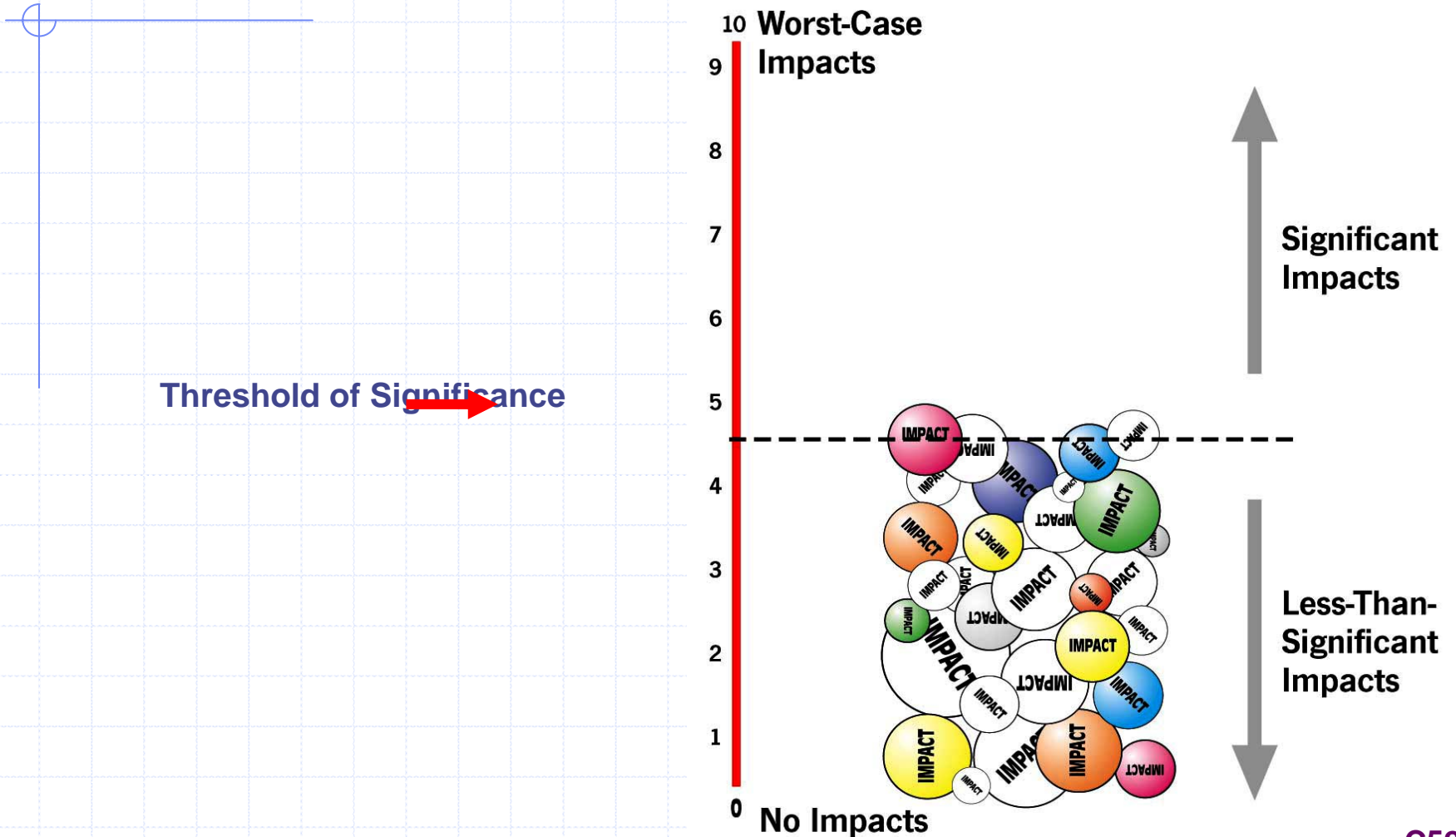
Seuils d'importance

B. Standards of Significance

The proposed project would have significant impact with regard to traffic and circulation if:

- The project results in congestion worse than LOS C at any study street segment or LOS D at any intersection.
- At any unsignalized intersection or driveway approach with significant traffic volumes, the project results in congestion for the side street exceeding LOS E;
- Access at site driveways causes significant delay to traffic flow on public streets;
- The onsite circulation plan provides inadequate circulation or is potentially unsafe; or
- Site design circulation aspects are inconsistent with local guidelines.
- The project provides inadequate transit, bicycle or pedestrian circulation.

Seuils d'importance



Impact

◆ Sous le seuil : d'importance insuffisante

◆ Important

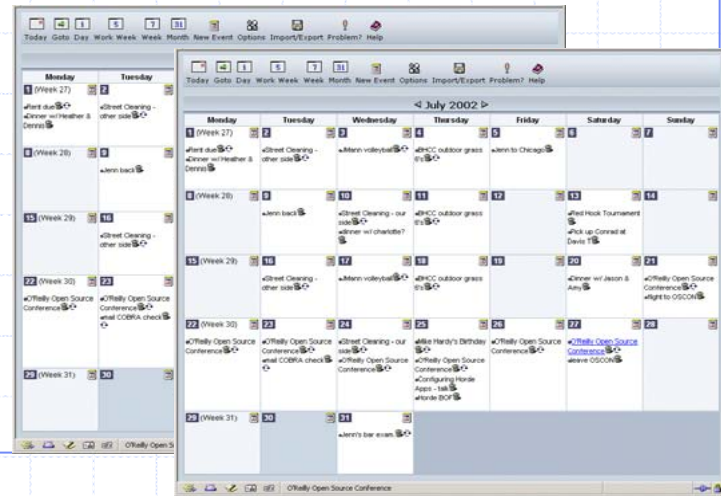
- Mesures d'atténuation possible
- Mesures inexistantes

Mesures d'atténuation

Significant Impact	Significance Before Mitigation	Mitigation Measures	Significance With Mitigation
CIR-2: The Old Redwood Highway/101 North Ramps intersection would be expected to operate at LOS E under the 2015 plus Project scenario.	S	<p><u>CIR-2:</u> Each component of the project should provide its fair share contribution (at the proportion shown in Table 7 for the Old Redwood Highway/101 North Ramps intersection) to accomplish the following:</p> <ul style="list-style-type: none"> a: Provide an additional right turn lane on the northbound off-ramp. b: Widen Old Redwood Highway to provide three continuous eastbound lanes between this intersection and the Old Redwood Highway/North McDowell Boulevard intersection. 	LTS
CIR-3: The project would exacerbate LOS levels at the Old Redwood Highway roadway segment which would occur without the project because of capacity constraints on the existing two-lane freeway overpass.	S	<p><u>CIR-3:</u> Each component of the project should provide its fair share contribution (at the proportion shown in Table 7 for the Old Redwood Highway Overpass) to the widening of the Old Redwood Highway freeway overpass to four lanes. This improvement would correspondingly provide two westbound through lanes on Old Redwood Highway at the Old Redwood Highway/101 North Ramps intersection and two eastbound through lanes on Old Redwood Highway at the Old Redwood Highway/101 South Ramps intersection.</p>	SU
CIR-4: The project would exacerbate LOS F conditions which would occur without the project for the westbound approach on Redwood Way at its intersection with North McDowell Boulevard.	S	<p><u>CIR-4:</u> The intersection of North McDowell Boulevard and Redwood Way should be signalized with separate left turn phasing on North McDowell Boulevard. An additional southbound lane on North McDowell Boulevard should be constructed between Old Redwood Highway and Redwood Way, becoming a right turn lane into the project at the North McDowell Boulevard/Redwood Way intersection.</p>	LTS

Période de consultation et de révision

45 jours



Commentaires du public

- ◆ Le projet lui-même
- ◆ Impacts et mesures d'atténuation
- ◆ Autres données
- ◆ Demandes pour d'autres études

Commentaires

TO: Planning Commission
FROM: Lisa Irwin for PBAC
RE: Redwood Tech Center DEIR
DATE: 12/10/01

CONTENTS: The following is formal input from the Petaluma Pedestrian Bicycle Committee, a Petaluma City-Council appointed Committee.

This project is not pedestrian-friendly. The DEIR discusses this inadequacy on pp. 103-107. The PBAC would like to see a project at this site which encourages and provides for the safe circulation of pedestrians and bicyclists. The proposed project is a car-driven design, e.g. parking lots with no pedestrian walkways, proposed fast food drive-ins, etc. Although we feel that the Pedestrian-Centered Alternative discussed in the DEIR on pp. 230-235 is the best presented, we feel it is not enough. New thought must be put into how to design this so it is not just "the same old business park", including examination of the old pedestrian-friendly designs done previously. The PBAC attempted to secure copies of these old plans but has not yet received them to date.

11-1

Some specifics from Section 4.4: Traffic and Circulation:

p. 103 "Mitigation measures Cir 1". This talks about improvements to the intersection of N. McDowell Blvd and Old Redwood Highway. PBAC recommends adding to it the provision of bike turn lanes, such as in Davis, to allow bicyclists to safely get across. In specific a separate bicycle left turn lane to the right of all left turn car turn lanes as well as the more standard bike lane on the right side of the road, permitting bicycles to go through the intersection or to turn right onto a bike lane on the cross street.

11-2

p. 102 "Transit" Transit stop on the East side of North McDowell is currently without shelter (as mentioned on page 86) and needs shelter.

11-3

p. 107 "Mitigation Measure Cir 7" Include safe connections for pedestrian access between and among all 3 parcels. Include benches and drinking fountains as pedestrian amenities.

11-4

p. 103 "...no pedestrian amenities shown on the project plans along the wetland mitigation area." This inadequacy is not addressed in the MM Cir 1-8 (pp. 103-107) which deal with bike/pedestrian safety, access, facilities, etc.

11-5

Thank you,
Lisa Irwin 763-7010
lisa-irwin@hotmail.com

Procédure de révision commentée

LETTER 11

Lisa Irwin, Petaluma Pedestrian Bicycle Committee, December 10, 2001.

- 11-1: This is a comment on the merits of the project and not on the adequacy of the Draft EIR. Therefore, no response is required.
- 11-2: The provision of bicycle lanes on left turn movements is possible at some intersections with heavy bicycle traffic, but is not possible at the intersection of Old Redwood Highway/North McDowell Boulevard because of the signal operation. Specifically, such bicycle lanes cannot be implemented when approaches operate with split phasing. Conversion of the intersection to include protected left turn phasing on the northbound and southbound approaches would require the addition of one more vehicle travel lane on each approach, likely offsetting any benefit to bicyclists achieved by dedicated bicycle left turn lanes. Standard Class II thru bicycle lanes do currently exist on North McDowell Boulevard.
- 11-3: This is a comment about the absence of a bus shelter on the east side of North McDowell Blvd. Installation of a transit shelter on the east side of North McDowell Boulevard near the project site would be a desirable amenity that would encourage and facilitate transit usage by both employees of the facility and visitors to commercial establishments. The Final EIR includes installation of such a bus shelter in Mitigation Measure CIR-6c.
- 11-4: This comment calls for an amendment to Mitigation Measure CIR-7 to include safe pedestrian connections between parcels. This comment has been incorporated into the mitigation measure. The comment also calls for the inclusion of benches and fountains as pedestrian amenities. Policy 14.2, Program 9.2 of the General Plan encourages the use of street furniture, lighting, bicycle racks, transit facilities, and landscaped areas within new development to enhance pedestrian, transit and bicycle circulation. CIR-7 has been modified

Réponses typiques

◆ C'est une opinion sur le projet ?

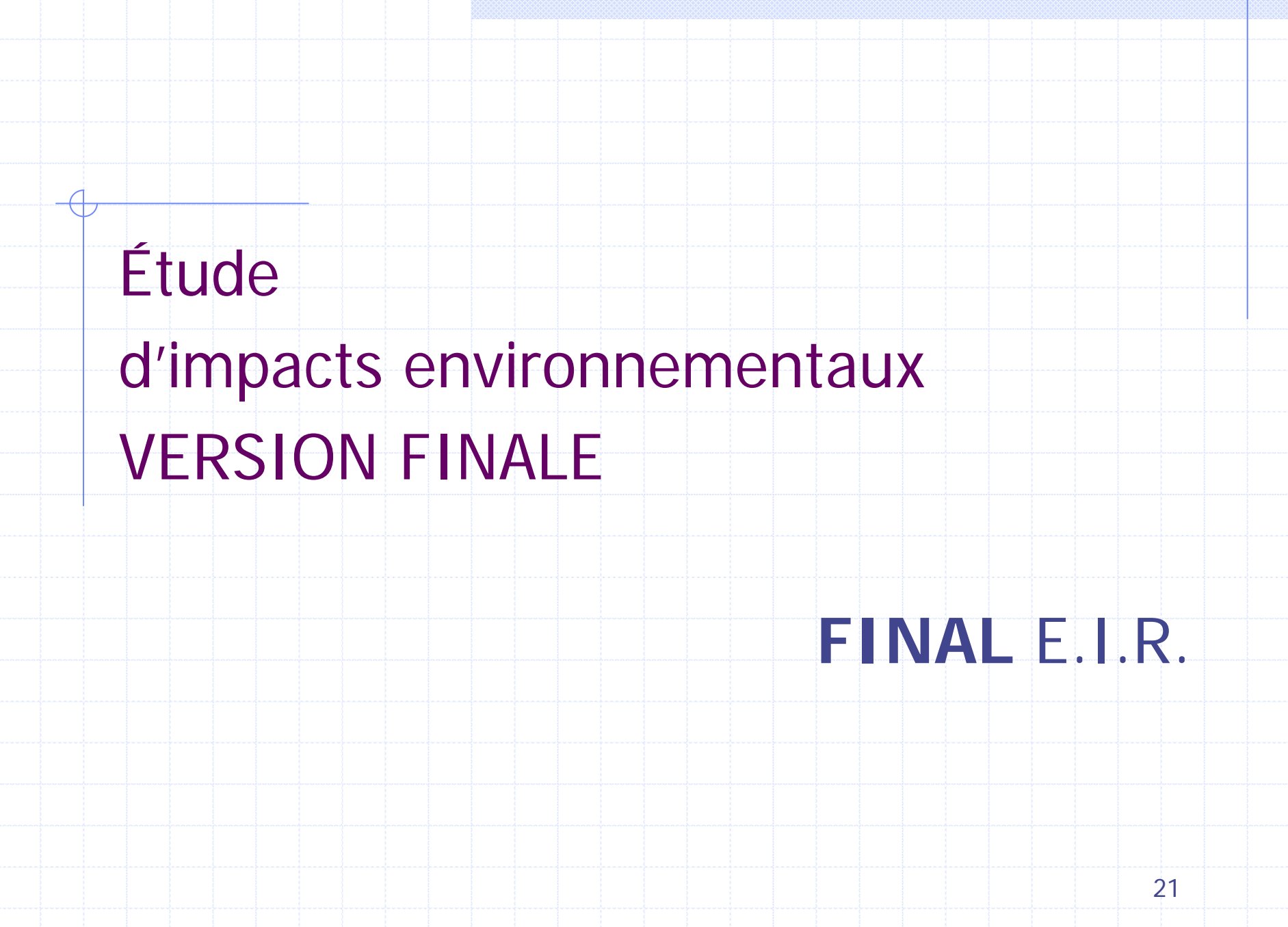
- Non pertinent à l'analyse environnementale
- Sera traitée lors du processus décisionnel

◆ Demande pour plus d'informations ?

- On fait d'autres études
- On répète ou on clarifie des données
- On explique pourquoi d'autres études ne sont pas nécessaires

Suivi : d'autres études

- ◆ les résultats publiés
- ◆ nouvelles mesures d'atténuation le cas échéant
- ◆ les mesures d'atténuation sont modifiés



Étude
d'impacts environnementaux
VERSION FINALE

FINAL E.I.R.

FINAL EIR

- ◆ L'étude complète republiée, avec
 - les commentaires du public
 - les réponses aux commentaires
 - les changements indiqués

FINAL EIR

IMPACT CIR-4: The North McDowell Boulevard/Redwood Way intersection would serve as the primary project access point. Project-generated traffic at this location would result in LOS F conditions on the new eastbound approach on Redwood Way and would exacerbate, on the westbound approach, LOS F conditions that would occur without the project.

Mitigation Measure CIR-4: The intersection of North McDowell Boulevard and Redwood Way should be signalized with separate left turn phasing on North McDowell Boulevard. ~~An additional southbound lane on North McDowell Boulevard should be constructed between Old Redwood Highway and Redwood Way, becoming a right turn lane into the project at the North McDowell Boulevard/Redwood Way intersection. A southbound right turn lane into the project would also be necessary, with approximately 300 feet of storage.~~

This mitigation measure would be necessary with the project under all conditions and, ~~with the exception of the southbound right turn lane into the project, under Year 2015 conditions without the project.~~

IMPACT CIR-5: The project is expected to generate approximately ~~214~~ 156 PM peak hour left turn movements at the secondary access points along North McDowell Boulevard, potentially creating significant delay under both short term and longer term conditions. This delay may result in drivers accepting shorter gaps to make left turns, which may cause safety conflicts with through traffic on North McDowell Boulevard.

Mitigation Measure CIR-5: The secondary access points to the project on North McDowell Boulevard should be limited to right turns in and out

*Programme
de mis en oeuvre
des mesures d'atténuation*

Programme de mis en oeuvre des mesures d'atténuation

REDWOOD TECHNOLOGY CENTER
FINAL ENVIRONMENTAL IMPACT REPORT
CHAPTER 7: MITIGATION MONITORING PROGRAM

Mitigation Measure	Party Responsible for Implementation	Implementation Timing	Agency Responsible for Monitoring	Monitoring Action	Monitoring Timing or Frequency
<u>CIR-4:</u> The intersection of North McDowell Boulevard and Redwood Way should be signalized with separate left turn phasing on North McDowell Boulevard. An additional south-bound lane on North McDowell Boulevard should be constructed between Old Redwood Highway and Redwood Way, becoming a right turn lane into the project at the North McDowell Boulevard/Redwood Way intersection.	City Department of Public Facilities and Services, with costs to be paid by applicants Applicant	Construction of the project or when LOS D is reached, which ever comes first Bond for improvement prior to issuance of building permit	Community Development Department	Review and approval of proposed plans	Once

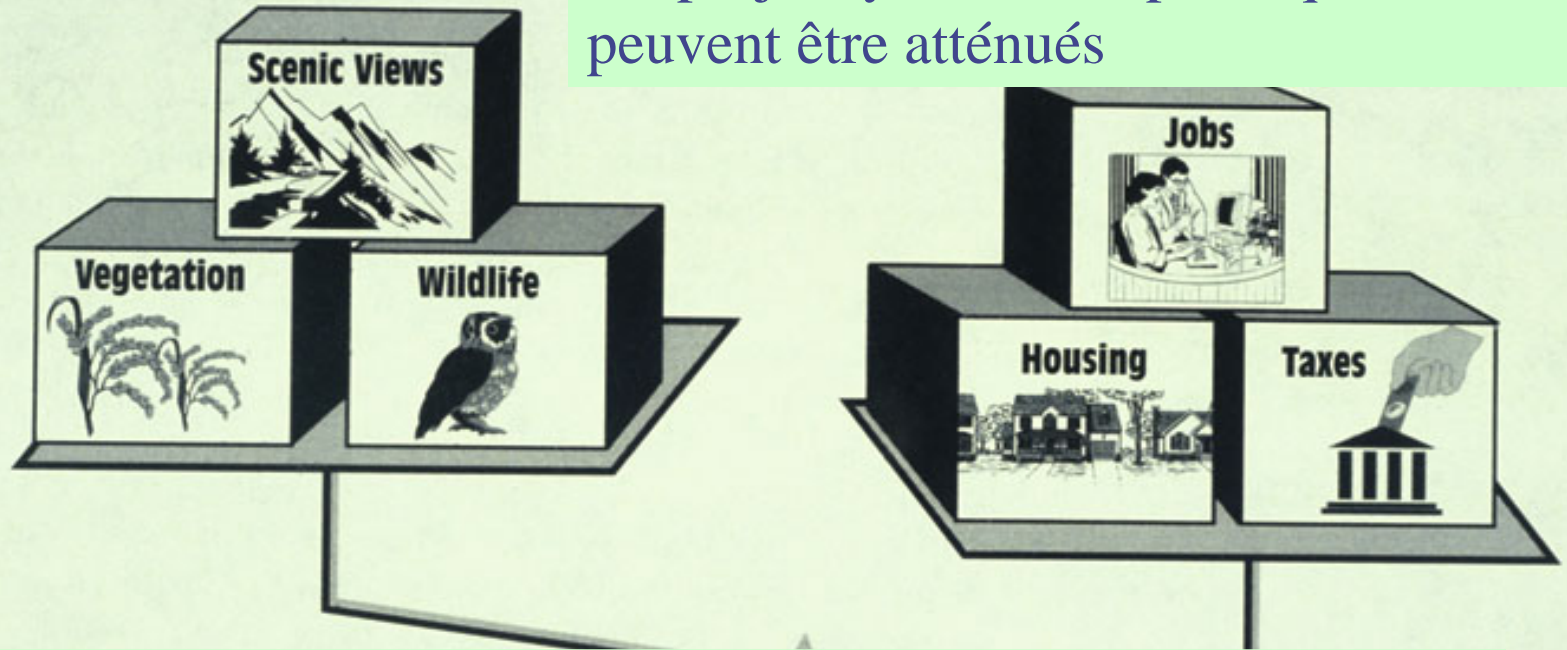
Adoption du projet

◆ Les élus

- examinent le projet pour ces propres mérites
- évaluent les impacts et les mesures
- rendent une décision motivée

Statement of Overriding Considerations

Un projet ayant des impacts qui ne peuvent être atténués



Les élus décident que les bénéfices sont plus importants que les impacts environnementaux négatifs

Figure 4-4

Balancing Environmental Damage against Social, Economic, and Other Factors

Conclusions

- ◆ CEQA n'empêche un projet ayant des impacts environnementaux
- ◆ Ne fait qu'énumérer les raisons et les possibilités

California Environmental Quality Act

- ◆ Offre plus de transparence
- ◆ Augmente la confiance des citoyens et des ONG

Pour plus d'informations

CEQA Summary and Overview

http://ceres.ca.gov/topic/env_law/ceqa/summary.html

Frequently Asked Questions

http://ceres.ca.gov/topic/env_law/ceqa/more/faq.html

Thresholds of Significance

http://ceres.ca.gov/topic/env_law/ceqa/more/tas/Threshold.html

City of Los Angeles Department of the Environment:

Community Guide to the California Environmental Quality Act

http://www.lacity.org/ead/EADWeb-AQD/ceqa_community.pdf

La transparence, c'est quoi ?

- ◆ Grille d'analyse de base
- ◆ Ébauche d'évaluation rendue publique
- ◆ Commentaires du public
- ◆ Réponses aux commentaires
- ◆ Rapport d'évaluation finalisée
- ◆ Présentation aux élus
- ◆ Décision motivée