

3.22 RELATIONSHIP BETWEEN LOCAL SHORT-TERM-USES OF THE HUMAN ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY

3.22.1 INTRODUCTION

Implementation of the Interstate 710 (I-710) Corridor Project build alternatives will result in attainment of short-term and long-term transportation objectives at the expense of some short-term economic impacts and some long-term social, aesthetic, and land use impacts. The I-710 Corridor Project is based on State, regional, and local comprehensive-based planning efforts that consider the need for present and future traffic requirements within the context of present and future transportation and goods movement needs. As an important corridor for goods movement, the I-710 Corridor Project is an integral component of the long-range planning for Los Angeles County and the southern California region.

3.22.2 ENVIRONMENTAL CONSEQUENCES

3.22.2.1 BUILD ALTERNATIVES

All four build alternatives would have similar impacts.

Short-term losses and impacts of the I-710 Corridor Project include:

- Economic losses experienced by businesses from relocations or traffic detours;
- Temporary construction impacts to residents and visitors such as increased noise, impaired air quality from dust and debris, increased nighttime light, blocked viewsheds, and motorized and nonmotorized traffic delays or detours;
- Temporary loss of productivity on and near sites used as the temporary construction staging areas;
- Temporary construction impacts to utility services, such as service interruptions or accidental damage to facilities; and
- Disruption of recreational activities at Cesar E. Chavez Park due to the reconfiguration of the Park to accommodate the proposed improvements under all build alternatives. Disruption of recreational activities at Parque Dos Rios due to partial acquisition and a temporary construction easement (TCE) under Alternative 5A and full acquisition under Alternatives 6A/B/C. Disruption of activities at the Compton Hunting and Fishing Club due to relocation of this property under all build alternatives.

Short-term benefits of the I-710 Corridor Project include:

- Increased jobs and revenue generated during construction.

Long-term losses resulting from the I-710 Corridor Project would include:

- Permanent impacts to wetlands and natural communities;
- Permanent increase in air pollutant concentrations near the I-710 Corridor;
- Permanent impacts to residents and visitors in some locations as a result of increased noise levels, increased nighttime light, and altered viewsheds;
- Permanent increase in noise levels near the I-710 Corridor;
- Permanent consumption of materials and energy during construction; and
- Permanent removal of residential and nonresidential uses and possible permanent loss of those uses in the I-710 Corridor communities if they are not relocated within their existing communities.

Long-term gains of the I-710 Corridor Project would include:

- An improvement of the regional transportation network in this part of Los Angeles County;
- Improvement of vehicle, person, and goods movement travel times in the I-710 corridor to more effectively serve existing and future travel demand between the Ports of Los Angeles and Long Beach [Ports] and freeways (Interstate I-405, State Route 91 [SR-91], Interstate 105 [I-105], Interstate 5 [I-5], State Route 60 [SR-60], and Interstate 10 [I-10]), intermodal rail yards, warehouses, and cargo distribution points;
- Improvement to air quality and reduction of public health risk;
- Improvement to motorist, bicyclist, and pedestrian safety as congestion-related accidents will be reduced, sidewalks will be improved, roadway shoulders on arterial overcrossings of I-710 will be improved, and access to bikeways and trails will be maintained;
- Improvements to access and congestion relief on local streets and highways;
- Economic benefits associated with accommodating future growth in goods movement;

- Improvement to water resources and storm water management facilities due to treatment of surface water runoff that is currently untreated, including surface water and flood plains; and
- Provision of abandoned highway rights-of-way for use at Cesar E. Chavez Park that result in a larger, contiguous Park.

3.22.2 No BUILD ALTERNATIVE

Alternative 1 would not change the overall existing conditions of the I-710 Corridor Study Area as described throughout Chapter 3, Affected Environment, Environmental Consequences, and Avoidance, Minimization, and/or Mitigation Measures. Therefore, Alternative 1 would not result in the losses/impacts that would occur under the build alternatives and would not provide the benefits of the I-710 Corridor Project described above.

3.22.3 CONCLUSIONS

Implementation of the I-710 Corridor Project would result in trade-offs between addressing transportation needs and goals (short- and long-term) and adverse environmental impacts (short- and long-term).

The I-710 Corridor Project would provide a safer, more efficient, and less congested route for the transportation of people and goods in an area anticipated to experience major goods movement growth. The I-710 Corridor Project would provide increased capacity and a separated freight movement corridor (Alternatives 6A/B/C) to accommodate this growth and provide roadway geometrics to meet State highway design standards.

As discussed in Section 3.5, Traffic and Transportation, the existing roads and intersections in the Study Area will operate at unacceptable levels of service into 2035 without implementation of the I-710 Corridor Project. The I-710 Corridor Project would serve to improve traffic conditions in the region. The long-term benefits to the community (through transportation improvements) will be weighed against the short-term and long-term environmental impacts of the I-710 Corridor Project.

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