

## 6.0 OTHER CEQA CONSIDERATIONS

### 6.1 CUMULATIVE IMPACTS

Planning in response to Climate Change has been underway for some time. In 2005 Executive Order (E.O.) S-3-05 set the following greenhouse gas (GHG) emission reduction targets: by 2010, reduce GHG emissions to 2000 levels; by 2020, reduce GHG emissions to 1990 levels; and by 2050, reduce GHG emissions to 80 percent below 1990 levels. In September 2006, the State passed the California Global Warming Solutions Act of 2006, also known as Assembly Bill 32, into law. Assembly Bill 32 focuses on reducing GHG emissions in California, and requires the California Air Resources Board (CARB) to adopt rules and regulations to achieve GHG emissions equivalent to Statewide levels in 1990 by 2020. California Senate Bill 375 was passed by the State Assembly on August 25, 2008 and signed by the Governor on September 30, 2008. Senate Bill 375 links regional planning for housing and transportation with the GHG reduction goals outlined in Assembly Bill 32. Reductions in GHG emissions would be achieved by, for example, locating housing closer to jobs, retail, and transit. On April 4, 2012, the Regional Council of the Southern California Association of Governments (SCAG) adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities (2RTP/SCS). The RTP/SCS provides a regional plan to meet region-specific GHG reduction targets. The RTP/SCS identifies transportation corridors and transit routes, High Quality Transit Areas (HQTAs), and a variety of strategies to be employed across the region to link transportation and land use planning in order to reduce GHG emissions.

As part of its response to the RTP/SCS, the City of Los Angeles initiated the *Mobility Plan 2035* (MP 2035 or proposed project). MP 2035 provides a City-wide coherent transportation plan to provide the transportation framework on which to build balanced land use plans. The City undertakes land use planning through its 35 community plans (that are on an approximate 15-year update cycle). Presuming MP 2035 is approved, future community plans will start with MP 2035 as one of the components around which land use plans are oriented. Priority will be given to updating community plans with high concentrations of transit in order to maximize the use of regional transit. Because the City is undertaking a number of complimentary, parallel planning efforts, these efforts cannot be fully reflective of each other. Therefore, the environmental analyses for each project (such as the MP 2035), are conservative and analyze conservative traffic impacts. Land use plans are generally oriented towards reducing trips and trip lengths by locating uses in proximity to each other and in proximity to known transit. These land use planning efforts would enhance the effects of MP2035.

It is anticipated that both transportation infrastructure planning (as presented in MP 2035), as well as future land use planning efforts (community plans, specific plans and occasionally individual projects), will be undertaken in an iterative manner. MP 2035 will provide the framework for future community plans and specific plans that will take a closer look at the MP 2035 Vehicle Enhanced Network (VEN), Bicycle Enhanced Network (BEN), Transit Enhanced Network (TEN), and Pedestrian Enhanced Districts (PED) in specific areas of the City and will recommend more-detailed implementation strategies to realize MP 2035. More detailed land use planning may reveal the need for changes to MP 2035 which will be undertaken (through a General Plan Amendment process) as needed to reflect these more detailed planning efforts.

The potential for MP 2035 to result in a cumulatively considerable contribution to impacts in the City is addressed in detail in each section. MP 2035 would result in significant adverse impacts after mitigation to traffic congestion and noise associated with bus traffic, these impacts would combine with impacts of other projects in the City.

## 6.2 SIGNIFICANT IRREVERSIBLE CHANGES

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Generally, a project would result in significant irreversible environmental changes if any of the following would occur:

- The primary and secondary impacts would generally commit future generations to similar uses;
- The project would involve a large commitment of nonrenewable resources;
- The project involves uses in which irreversible damage could result from any potential environmental accidents associated with the project; or
- The proposed consumption of resources is not justified (e.g., the project involves the wasteful use of energy).

The proposed project would involve modifications to the existing transportation networks to allow for mobility improvements. The implementation of these improvements would require relatively little use of resources. Although the multi-modal improvements would increase vehicle delay in some areas of the City, the proposed project would result in lower vehicles miles traveled (VMT) and less fuel consumption. Therefore, the proposed project would not result in a significant increase in the use of fossil fuels. The amount and rate of consumption of these resources would not result in significant environmental impacts related to the unnecessary, inefficient, or wasteful use of resources.

## 6.3 GROWTH-INDUCING IMPACTS

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Growth inducing impacts are characteristics of a project that could directly or indirectly foster economic or population growth or the construction of additional housing, either directly or indirectly, in the surrounding environment. In general, such projects include those that would remove obstacles to population growth (e.g., a major expansion of a waste water treatment plant). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. The proposed project would not add substantial capacity that would induce population growth or remove impediments to growth. Therefore, the proposed project is not anticipated to induce a substantial increase in population.

## 6.4 SIGNIFICANT ENVIRONMENTAL EFFECTS THAT CANNOT BE AVOIDED IF THE PROPOSED PROJECT IS IMPLEMENTED

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Table 2-1 Summary of Impacts and Mitigation Measures in Chapter 2.0 Summary and Sections 4.1 through 4.5 of this Environmental Impact Report (EIR) provide a comprehensive identification of the environmental effects of the proposed project, including the level of significance both before and after mitigation.

Implementation of the proposed project would result in the following significant and unavoidable impacts:

- **Transportation and Traffic.** Implementation of Mitigation Measures **T1** through **T4** would reduce congestion at impacted intersections; however, the degree to which this measure would mitigate intersection and congestion is uncertain at this time. Therefore, the project's impacts to traffic circulation and congestion management would remain potentially significant and unavoidable.

- **Noise and Vibration.** Implementation of increased bus headways to the TEN would increase noise levels more than 3 dBA, which would result in a significant impact. No feasible mitigation is available to reduce this impact to less than significant.
- **Biological Resources.** Implementation of Mitigation Measures **BR1** and **BR2** would ensure that supplemental detailed analysis would be completed for mobility improvements that occur outside the right-of-way and are adjacent to areas containing biological resources. It is anticipated that project-specific mitigation measures would be identified that would reduce potentially significant impacts related to special-status species, protected habitat, and wetlands to a less-than-significant level. However, since details of the projects and mitigation measures are unknown (and unknowable) at the present time this impact remains potentially significant.

## 6.5 EFFECTS DETERMINED TO BE LESS THAN SIGNIFICANT

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Section 15128 of the CEQA Guidelines states that an EIR shall contain a brief statement indicating reasons that various possible significant effects of a project were determined not to be significant and not discussed in detail in the EIR.

### **Aesthetics**

Scenic vistas and scenic resources, including trees and historic buildings, are found throughout the City of Los Angeles. The urban streetscape currently includes street furniture and lighting. Implementation of enhancements for particular major streets in mode-specific enhanced networks would result in physical changes to existing rights-of-way with the loss of existing travel and parking lanes. However, none of the roadways proposed for changes are designated as scenic roadways. Scenic highways would remain as identified in the existing Transportation Element. No scenic resources would be impacted because all work would occur within existing rights-of-way. It is not anticipated that changes within existing rights-of-way would significantly impact a scenic vista, damage any scenic resources, change the visual character or quality of a particular area or transportation corridor, or substantially change the shading and lighting levels along a transportation corridor. Any removal of street trees would be done in accordance with City of Los Angeles policies regulating such removal. Accordingly, less-than-significant impacts would occur.

### **Agriculture and Forestry Resources**

The proposed modal enhancements would be implemented within and adjacent to the existing public rights-of-way and would not require substantial acquisition of properties, including those that support agricultural and forestry resources. Therefore, the proposed enhancements would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland) to non-agricultural use, conflict with existing zoning for agricultural use, or a Williamson Act contract, or conflict with existing zoning for, or cause rezoning of, forest, timberland, or timberland zoned Timberland Production. Accordingly, no impact to agriculture and forestry resources would result from the implementation of MP 2035.

### **Cultural Resources**

The proposed enhancements to the City's pedestrian facilities, bikeway system, transit network, and street network resulting from the project would involve work within and adjacent to existing rights-of-way that have already been disturbed. Therefore, proposed enhancements are not anticipated to affect existing historic structures, as all work would occur within and immediately adjacent to existing rights-of-way. Minor additional right-of-way would be acquired to implement the proposed enhancements. Traditional methods of construction for pedestrian facilities, bikeways, transit improvements, and roadway improvements typically necessitate excavating to a depth no greater than 24 inches. As the proposed project would involve minimal

ground disturbance during construction in areas where soil has already been disturbed as a result of construction of the existing roadways, impacts to subsurface historical resources, cultural resources, archaeological resources, or human remains are not anticipated; in cases where excavation could go beyond previously disturbed soils, site specific review would be required as appropriate. If unexpected archaeological resources were encountered along the enhancement corridors, it is the City's standard procedure that construction be halted and a qualified archaeologist would be required to review the project plans and, as appropriate, identify protective BMPs. With respect to unique paleontological resources or sites, paleontological resources typically would be located below the depth of expected soils disturbance. Therefore, the proposed enhancements identified in MP 2035 are not anticipated to significantly impact paleontological resources.

### **Geology and Soils**

The City of Los Angeles, like most of Southern California, is a region of high seismic activity and is, therefore, subject to risk and hazards associated with earthquakes. Several active faults within the region are considered capable of affecting property throughout the City. Implementation of the proposed enhancements would involve work within or immediately adjacent to existing street rights-of-ways. The design and construction of any structures associated with pedestrian, bikeway, transit, and street improvements would conform to applicable codes, including the California Building Code seismic standards and other codes as determined by the City of Los Angeles Department of Public Works to reduce the risk and hazards (e.g., ground shaking, liquefaction, settlement, subsidence, etc.) associated with seismic events and unstable soils. Therefore, less-than-significant impacts related to geology and soils would occur.

### **Hazards and Hazardous Materials**

The proposed enhancements would be developed within or immediately adjacent to existing rights-of-way and would not require substantial acquisition of surrounding properties. These enhancements would include the development of bicycle and transit lanes and other street improvements to address pedestrian needs and safety and improve the through movement of vehicular traffic. Construction of the proposed project would involve the use of potentially hazardous materials, including vehicle fuels, oils, and transmission fluids. However, all hazardous materials would be contained, stored, and used in accordance with manufacturers' instructions and handled in compliance with federal Occupational Safety and Health Administration (OSHA) and California OSHA standards and other applicable regulations. Operation of the proposed enhancements would not result in emissions or release of hazardous materials beyond existing conditions. Subsurface work could encounter unexpected contaminated soils; any such soils would be evaluated and handled in accordance with applicable regulations.

The proposed enhancements would be located throughout the City of Los Angeles and may be located in the vicinity of an airport (e.g., Los Angeles International Airport, Van Nuys Airport, Burbank Bob Hope Airport). Additionally, there are numerous helicopter landing pads throughout the City. However, none of the proposed enhancements would add any feature over 40 feet tall and, accordingly, would not pose a hazard to approaching airplanes or helicopters. The proposed enhancements would not interfere with the City's Emergency Operations Master Plan and Procedures (potential interference with emergency vehicles is discussed in Section 4.1 Transportation, Parking and Safety). Therefore, less-than-significant impacts related to hazards and hazardous materials would occur.

### **Hydrology and Water Quality**

The proposed enhancements would include the development of bicycle and transit lanes and other street improvements to address pedestrian needs and safety and improve the through movement of vehicular traffic. As previously described, the project segments are located within existing public rights-of-way in an urbanized environment. Construction activities associated with these enhancements could include minor earth moving, maintenance/operation of construction equipment and handling/storage/disposal of materials, which may contribute to pollutant loading in storm water runoff. However, with conformance to applicable

City of Los Angeles and regional regulations and requirements concerning storm water discharge, and implementation of source control and treatment best management practices (BMPs), the proposed enhancements would minimize or eliminate the discharge of potential pollutants from storm water runoff to the maximum extent practicable. In addition, the proposed enhancements would be implemented in areas currently developed with paved asphalt streets and sidewalks. Consequently, these enhancements would not measurably change the volume of storm water runoff. Similarly, since the proposed enhancements would be located within or immediately adjacent to existing rights-of-way, they would not increase the amount of area or the number of structures that maybe subjected to flooding or inundation. Therefore, less-than-significant impacts related to hydrology and water quality would occur.

### **Mineral Resources**

The enhancement corridors consist of existing streets located in developed urbanized areas of the City of Los Angeles. These corridors are currently used for transportation uses and would continue to be used as such under the proposed project. Accordingly, the proposed enhancements would not result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state or the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan. Therefore, no impact would occur.

### **Population and Housing**

The proposed enhancements would not develop residential uses and, therefore would not induce substantial population growth in an area, either directly or indirectly. The proposed enhancements would include the development of bicycle and transit lanes and other street improvements to address pedestrian needs and safety and improve the through movement of vehicular traffic and would not displace any residential units or on-site residents or housing, necessitating the construction of replacement housing elsewhere. Therefore, no impact would occur.

### **Public Services**

The proposed enhancements would be located within an existing urbanized area that is served by existing public services, including fire protection, police protection, and schools. Because the proposed project would not induce growth or include the construction of new buildings, the proposed enhancements would not result in an increase in demand for fire and police services and schools. As discussed in Section 4.1 Transportation, Parking and Safety, increasing congestion would not affect emergency services California State law requires that drivers yield the right-of-way to emergency vehicles and remain stopped until the emergency vehicles have passed. Therefore, less-than-significant impacts related to public services would occur.

The proposed enhancements could result in the increased use of existing parks and other recreational facilities due to increased accessibility of these facilities by bicycles, transit, or pedestrian facilities along the existing and prospective enhancement corridors. However, the potential increase in use of existing parks and recreation facilities would be considered minor and would occur throughout the City and would not be concentrated on any particular facility. Therefore, less-than-significant impacts related to public services would occur.

### **Recreation**

As discussed above, the proposed enhancements would not induce population growth. No residential uses would be developed under the proposed project. The proposed enhancements would not include the construction or expansion of recreational facilities or contribute to a need that would necessitate the development of parks or other recreational facilities. The proposed enhancements could result in the increased use of existing neighborhood and regional parks and other recreational facilities that include bicycle facilities. However, any increase in use of existing parks and recreation facilities would occur

throughout the City and would not be concentrated on any particular facility. Therefore, less-than-significant impacts related to recreation would occur.

### **Utilities and Service Systems**

The proposed enhancements would include the development of bicycle and transit lanes and other street improvements to address pedestrian needs and safety and improve the through movement of vehicular traffic and would not connect to the public sewer system. Accordingly, these enhancements would not require or result in the construction of new water or wastewater treatment or storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. In addition, operation of the proposed enhancements would not generate any solid waste. There is the potential for utilities within streets to be severed by work; however, standard safety procedures would serve to avoid this potential impact. Therefore, less-than-significant impacts to utilities and service systems would occur.

### **Mandatory Findings of Significance**

The proposed enhancements would not degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory. These enhancements would not have impacts that are individually limited, but cumulatively considerable or that will cause substantial adverse effects on human beings, either directly or indirectly.