

8-5 CONSTRUCTION IMPACTS

8-5.1 THE CONSTRUCTION PROCESS

Constructing the three Rapid Bus alternatives (RB-3, RB-5, and RB-Network) would not require significant construction activities. The three Rapid Bus alternatives would only require putting additional Rapid Buses on the existing urban streets in the Valley, installing loop detectors prior to major intersections to provide transit priority, and establishing a number of new on-street Rapid Bus stops. The new Rapid Bus stops would be comparable to the typical Rapid Bus stops already implemented on the Wilshire/Whittier Boulevard and Ventura Boulevard Rapid Bus corridors. A typical Rapid Bus stop provides a canopy over the boarding areas, lean bars, stop identification signage, and a system map.

8-5.2 TRANSPORTATION AND PARKING

The three Rapid Bus alternatives would utilize existing streets and would require minor construction to establish a number of new Rapid Bus stops and to install loop detectors prior to major intersections to institute transit priority. Construction of any of the three Rapid Bus alternatives would not result in significant delays to motorists, disruptions to traffic, street closures, or other impacts to transportation. However, where new Rapid Bus stops would be established, a number of parking spaces would be temporarily displaced to enable workers to access the curbside sites.¹ In addition, construction vehicles and workers' vehicles would temporarily occupy a number of parking spaces. Due to the very short-term nature of the construction activities, however, the loss of on-street parking would not constitute a significant impact. Thus, no significant construction impacts related to transportation and parking would occur as a result of the any of the three Rapid Bus alternatives, and no mitigation would be required.

8-5.3 ACQUISITIONS AND DISPLACEMENTS

The three Rapid Bus alternatives would utilize existing streets, and would not necessitate new construction other than the establishment of new Rapid Bus stops and loop detectors for transit priority. Establishment of stops and loop detectors would not require temporary easements, and would not acquire or displace any businesses, residences, and/or nonprofit organizations. Therefore, no significant construction impacts related to acquisitions and displacements would occur as a result of any of the three Rapid Bus alternatives, and no mitigation would be required.

^{1/} Although the construction activities would only temporarily displace on-street parking, operation of the three Rapid Bus alternatives would result in the permanent loss of on-street parking spaces. See Section 8-3.4 for a discussion of operational impacts to parking.

8-5.4 DEMOGRAPHICS AND NEIGHBORHOODS

The three Rapid Bus alternatives would utilize existing streets, and would not necessitate new construction other than the establishment of new Rapid Bus stops and loop detectors for transit priority. Establishment of stops and loop detectors would generate very minor, temporary, localized, intermittent nuisance from changes in air quality, noise, vibration, glare, or reduced access associated with construction activities in very small areas on existing sidewalks. Thus, development of any of the three Rapid Bus alternatives would not alter the demographic patterns or significantly disrupt neighborhood life or lifestyle along the Rapid Bus routes. No significant construction impacts related to demographics and neighborhoods would occur as a result of any of the three Rapid Bus alternatives, and no mitigation would be required.

8-5.5 COMMUNITY FACILITIES AND SERVICES

The three Rapid Bus alternatives would utilize existing streets and would not impair access to community facilities and services. The three Rapid Bus alternatives would utilize existing streets, and would not necessitate new construction other than the establishment of new Rapid Bus stops and loop detectors for transit priority. Thus, development of any of the three Rapid Bus alternatives would not generate significant new physical intrusions on facilities and services adjacent to the proposed Rapid Bus stops and routes. No significant construction impacts related to community facilities and services would occur as a result of any of the three Rapid Bus alternatives, and no mitigation would be required.

8-5.6 FISCAL AND ECONOMIC CONDITIONS

The three Rapid Bus alternatives would utilize existing streets and would require minor construction to establish a number of new Rapid Bus stops and to install loop detectors prior to major intersections to institute transit priority. The three Rapid Bus alternatives would not temporarily acquire any businesses. Although construction activities would temporarily displace or occupy a number of on-street parking spaces, the loss of on-street parking would not constitute a significant impact given the very short-term nature of the construction activities. Thus, construction of the three Rapid Bus alternatives would not significantly disrupt accessibility to area businesses or otherwise severely inhibit businesses' ability to provide services or attract customers. Because the three Rapid Bus alternatives would not significantly impact businesses, the three Rapid Bus alternatives would not significantly affect area employment or output. Conversely, the minor construction activities could create a small number of job opportunities and result in a small beneficial impact to area employment. Therefore, no significant adverse construction impacts related to fiscal and economic conditions would occur as a result of the any of the three Rapid Bus alternatives, and no mitigation would be required.



8-5.7 VISUAL AND AESTHETIC CONDITIONS

The three Rapid Bus alternatives would utilize existing streets and would require minor construction to establish a number of new Rapid Bus stops and to install loop detectors prior to major intersections to institute transit priority. The construction activities would be short-lived and on existing sidewalks along existing streets. Thus, construction of any of the three Rapid Bus alternatives would not have a significant impact on key views and the visual and aesthetic character of the area, or create a significant visual intrusion, shade and shadow, ambient light level, or glare. Therefore, no significant construction impacts related to visual and aesthetic conditions would occur as a result of the any of the three Rapid Bus alternatives, and no mitigation would be required.

8-5.8 AIR QUALITY

The three Rapid Bus alternatives would utilize existing streets and would require minor construction to establish a number of new Rapid Bus stops and to install loop detectors. Construction activities would be very short-term and would not require grading or significant subsurface work. Thus, development of any of the three Rapid Bus alternatives would not generate significant air emissions. No significant construction impacts related to air quality would occur as a result of the any of the three Rapid Bus alternatives, and no mitigation would be required.

8-5.9 NOISE AND VIBRATION

Because the three Rapid Bus alternatives would utilize existing streets and would require minor construction to establish a number of new Rapid Bus stops and to install loop detectors, development of any of the three Rapid Bus alternatives would not generate significant levels of construction noise and vibration. Due to the short-lived nature of construction noise and the only minor amounts of construction anticipated for the three Rapid Bus alternatives, no significant construction impacts related to noise and vibration would occur as a result of the any of the three Rapid Bus alternatives. No mitigation would be required.

8-5.10 GEOTECHNICAL CONSIDERATIONS

Because the three Rapid Bus alternatives would utilize existing streets and would require minor construction to establish a number of new Rapid Bus stops and to install loop detectors, development of any of the three Rapid Bus alternatives would not disrupt a unique geologic feature of unusual scientific value, render known mineral resources inaccessible by construction, result in surface settlement related to tunneling or construction dewatering, require major excavations that could fail due to the presence of loose saturated sand or soft clay, require handling and disposal of contaminated soils and groundwater encountered during construction, require handling or disposal of hazardous materials resulting from building demolition, or result in other geotechnical hazards. Therefore, no significant construction impacts related to



geotechnical considerations would occur as a result of the any of the three Rapid Bus alternatives, and no mitigation would be required.

8-5.11 BIOLOGICAL RESOURCES

Because the three Rapid Bus alternatives would utilize existing streets in an urban environment, development of the three Rapid Bus alternatives would not generate impacts to wetlands, riparian habitat, or sensitive natural communities; impacts to wildlife movement; conflicts with established policies or conservation plans; direct impacts to wildlife; or direct or indirect impacts to sensitive species. However, as discussed in Section 8-4.11, a small number of ornamental street trees would be removed at the locations where new Rapid Bus stops would be established. During a windshield survey conducted on August 12, 2004, it was determined that RB-3 would require the removal of approximately 11 ornamental street trees; RB-5 would require the removal of approximately 5 ornamental street trees; and RB-Network would require the removal of approximately 26 ornamental street trees. Removed trees would be replaced, as necessary, and would not be a significant impact under CEQA. In addition, construction activities would temporarily increase noise levels, which would potentially adversely affect wildlife. However, because the construction would occur in areas completely surrounded by existing development, and because the increase in noise would be short-lived, the increase in noise levels also would not constitute a significant impact under CEQA. Thus, no significant construction impacts to biological resources would occur as a result of the any of the three Rapid Bus alternatives, and no mitigation would be required.

8-5.12 WATER RESOURCES

Because the three Rapid Bus alternatives would utilize existing streets and would require minor construction to establish a number of new Rapid Bus stops and to install loop detectors, development of any of the three Rapid Bus alternatives would not deplete or contaminate a groundwater aquifer, contaminate a surface water resource, place new development in areas susceptible to 100-year flooding, or create pollution, contamination, or nuisance as defined in Section 13050 of the California Water Code. Therefore, no significant construction impacts to water resources would occur as a result of the any of the three Rapid Bus alternatives, and no mitigation would be required.

8-5.13 SAFETY AND SECURITY

The three Rapid Bus alternatives would utilize existing streets and would require minor construction to establish a number of new Rapid Bus stops and to install loop detectors. Because construction activities would be minor, development of any of the three Rapid Bus alternatives would not result in large, prolonged construction sites that would generate unsafe conditions, interfere with emergency response, generate conflicts with pedestrians or vehicles, or otherwise generate risks to safety and security. Therefore, no significant construction impacts to safety and security would occur as a result of the any of the three Rapid Bus alternatives, and no mitigation would be required.



8-5.14 CULTURAL RESOURCES

The three Rapid Bus alternatives would put additional Rapid Buses on the existing urban streets in the Valley, and would construct a number of new Rapid Bus stops and install loop detectors. Because construction activities would be minor and would require only shallow subsurface work along existing streets, construction of any of the three Rapid Bus alternatives would be highly unlikely to unearth archeological or scientific resources. Regarding historical resources, the three Rapid Bus alternatives would utilize existing streets and existing sidewalks lining these streets. Because the three Rapid Bus alternatives would not alter the existing land use, they would not alter or move a historical resource, introduce new negative visual or audible elements that would adversely impact a cultural resource, or otherwise cause a change in a potentially eligible property that would prevent its inclusion in the National Register of Historic Places. Therefore, no significant construction impacts to cultural resources would occur as a result of the any of the three Rapid Bus alternatives, and no mitigation would be required.

