4.20 Relationship Between Short-Term Uses of the Environment and Long-Term Productivity

Minor modifications and updates have been made to this section since publication of the Draft EIS/EIR. A vertical line in the margin is used to show where revisions have occurred to this section since publication of the Draft EIS/EIR, excluding minor edits for consistency and correction of formatting and minor typographical errors. These revisions do not change the NEPA impact findings or CEQA impact determinations of this section.

Pursuant to NEPA and CEQA, significant irreversible environmental changes are described as the use of nonrenewable resources during the initial and continued phases of a project that may be irreversible (losses that cannot be recovered or reversed) if removal of the resources occurs, or if there is the loss of future options and the resource cannot be recovered or reused. Primary and secondary impacts, such as dedication of right-of-way to transportation uses, typically commit future generations to similar uses. In addition, irreversible damage can result from environmental accidents associated with a project (CEQA Guidelines 15126.2(c)). These thresholds were used to determine potential significant irreversible environmental changes associated with all of the alternatives.

The Regional Connector Transit Corridor project is included in the Metro *Long Range Transportation Plan* (LRTP) and the Southern California Association of Governments (SCAG) *Regional Transportation Plan*, which consider the need for present and future transportation systems within the context of present and future land use development. The local short-term impacts and use of resources through implementation of any of the build alternatives would be consistent with the maintenance and enhancement of long-term productivity for the local area and region.

The No Build Alternative would not entail construction beyond the projects that are currently under construction or planned for operation by the year 2035 in Metro's LRTP. It would not result in short- or long-term losses or gains nor would it resolve worsening congestion on local streets and highways. As a result, it would not enhance the project area or regional long-term productivity.

The TSM Alternative would include construction of new bus stops, which would not be considered major construction, and it would not result in short-term losses or gains associated with construction. By adding new shuttle bus service, the TSM Alternative would offer long-term gains associated with reducing traffic on local streets and increasing mobility within the downtown area. However, congestion would continue to be problematic across the Los Angeles region. The TSM Alternative would increase jobs and revenue through expanded transit services. It would enhance local and regional long-term productivity.

The three build alternatives (At-Grade Emphasis LRT Alternative, Underground Emphasis LRT Alternative, and LPA) would result in economic losses experienced by businesses that relocate, and construction impacts (e.g., noise, visual quality, air quality, and motorized and non-motorized traffic delays or detours). A short-term loss of plant resources would occur from removing street trees and landscaping in the construction areas. This would be considered a

short-term loss since Metro would comply with local tree ordinances and replace trees, as necessary. Short-term benefits would include increased jobs and revenue generated during construction.

Long-term losses associated with the build alternatives would include use of construction materials and energy. Construction activities may result in loss of paleontological and archaeological site values. Long-term losses associated with the build alternatives would include the demolition of up to two historic properties. The At-Grade Emphasis LRT Alternative would result in the demolition of a portion of the 2nd Street Tunnel, which is eligible for listing in the National Register of Historic Places (NRHP), and a portion of the Belmont Tunnel, which is eligible for listing in the California Register of Historical Resources (CRHR); and the Underground Emphasis LRT Alternative and the LPA would result in the removal of the S. Kamada Restaurant, Atomic Café, Señor Fish, and Coast Imports building, which is considered historic by the CRHR, and would result in the demolition of a portion of the Belmont Tunnel.

Long-term gains would include transit network improvement, increased regional and local activity center access, reduced local street and highway congestion, and increased jobs and revenue through expanded transit services. Equally as important, the build alternatives would locate transit alignments and stations in areas where existing land uses are conducive to transit use and have the potential to develop additional transit-supportive land uses. Development of the construction staging sites after the project is completed would also offer an opportunity for transit-oriented development. Therefore, the build alternatives would enhance local and regional long-term productivity.