

---

# Chapter 6

## Other CEQA Considerations

This section presents other environmental issues that are of particular significance to CEQA. It includes a discussion of significant and irreversible environmental changes, cumulative effects, and growth inducing effects.

### Section 6.1 Significant and Irreversible Environmental Changes

This section supplements Section 5.4 of the Final EIR. It generally evaluates the effect of the project on nonrenewable resources.

The proposed changes to the project will not affect the conclusions of the Final EIR on the potential for significant and irreversible environmental changes.

### Section 6.2 Analysis of Cumulative Effects

This section supplements Section 5.5 of the Final EIR. It generally evaluates the incremental effect of the project on the environment when considered in conjunction with closely related past, present, and reasonably foreseeable future projects.

The Final EIR identified significant and unavoidable cumulative effects to transportation at the intersections of Capitol Expressway and Story Road (TRN-Cum-2a and TRN-Cum-8b), Ocala Avenue (TRN-Cum-2b and TRN-Cum-8c), Capitol Avenue (TRN-Cum-8a), and Quimby Road (TRN-Cum-8e). The proposed changes to the project evaluated in the SEIR would have similar significant and unavoidable cumulative effects to transportation. However, due to recent geometric changes at the intersection of Capitol Expressway and Capitol Avenue, the SEIR no longer identifies a significant and unavoidable cumulative effect at this location.

In the Supplemental EIR, new significant and unavoidable impacts were identified to the electrical transmission system, vibration from transit operations, noise and vibration from construction, and environmental justice. When added to the effects of past, present, and reasonably foreseeable projects in the area, the following cumulative effects were identified.

- **Energy:** Because the project will increase demand for electricity, it will generate additional strain on the electrical transmission system during peak periods. When the demand for electricity generated by the Capitol Expressway project is added to the demand for electricity generated by other past, present, and reasonably foreseeable projects throughout the state, the cumulative effect on energy is significant (E-Cum-9). Until improvements to the transmission system are implemented, this cumulative effect will be significant and unavoidable.
- **Vibration from Transit Operations:** In Section 5.13, the effect of the project on cumulative vibration levels was found to significant at 11 properties. While VTA will evaluate the various measures to reduce these impacts, it may not be feasible or reasonable to incorporate these additional measures into the project. As a result, the project will have a cumulative effect on vibration (NV-Cum-4) that is potentially significant and unavoidable.
- **Noise and Vibration from Construction:** In Section 5.18, it was determined that pile driving during construction will result in significant and avoidable noise and vibration impacts. In order to avoid incremental increases in noise and vibration that may result from other projects that are under construction at the same time, VTA will coordinate its activities with other construction projects where feasible and reasonable (NV-Cum-2 and NV-Cum-3). This mitigation measure will reduce cumulative effects from construction noise and vibration (NV- 2 and NV- 3) to less than significant.
- **Environmental Justice:** Since cumulative vibration levels from transit operations will disproportionately affect minority and low-income populations, the project will have a cumulative effect on environmental justice (EJ-Cum-1) that is potentially significant and unavoidable.

## Section 6.3 Growth-Inducing Impacts

This section supplements Section 5.6 of the Final EIR. It generally evaluates the potential to directly or indirectly foster economic or population growth, or the construction of new housing.

The Final EIR concluded that the project is generally consistent with projected and planned growth in the region and in the project area. However, the Final EIR did acknowledge that the project could have an indirect growth-inducing effect by accelerating planned growth in a more compact, transit-oriented form, particularly in and around planned light rail stations.

The proposed changes to the project will not affect the conclusions of the Final EIR regarding on the potential for growth-inducing impacts.

