

## 10. Growth-Inducing Impacts of the Proposed Project

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Pursuant to Sections 15126(d) and 15126.2(d) of the CEQA Guidelines, this section is provided to examine ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Also required is an assessment of other projects that would foster other activities which could affect the environment, individually or cumulatively. To address this issue, potential growth-inducing effects will be examined through analysis of the following questions:

Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?

Would this project result in the need to expand one or more public services to maintain desired levels of service?

Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?

Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?

Please note that growth-inducing effects are not to be construed as necessarily beneficial, detrimental, or of little significance to the environment. This issue is presented to provide additional information on ways in which this project could contribute to significant changes in the environment, beyond the direct consequences of developing the land use concept examined in the preceding sections of this EIR.

**Would this project remove obstacles to growth, e.g., through the construction or extension of major infrastructure facilities that do not presently exist in the project area, or through changes in existing regulations pertaining to land development?**

The proposed Specific Plan would direct growth towards areas that are almost entirely built out with urban land uses. These areas are currently well served by infrastructures and roadways. The proposed Project does not plan the construction or extension of major infrastructure facilities that are not currently present in the project area. Some minor extensions or improvements of utility

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facilities from surrounding roadways, including water and sewer lines, may be required for future development. However, as discussed in Section 5.17, *Utilities and Service Systems*, implementation of the General Plan Update can generally be accommodated by the existing storm drain, water, and sewer infrastructure.

Implementation of the Specific Plan would not substantially increase the automobile capacity of the transportation system. However, the proposed Specific Plan involves improvements to pedestrian and bicycle facilities, including new sidewalks and Class I, II and IV bike lanes. These improvements could remove obstacles to opportunities. However, it should be noted that these improvements are expected to serve the existing urban environment.

The purpose of the proposed Specific Plan is to guide growth to specific urbanized areas while enhancing Project area assets, such as the marina and wetlands areas. The plan would provide a framework in which growth can be managed and tailored to suit the priorities and needs of the community and the surrounding area. Buildout of the Specific Plan would result in an estimated increase of 8,648 residents, 5,439 dwelling units, 573,576 square feet of commercial/employment uses, and 50 hotel rooms over existing conditions. Therefore, the project would be considered growth inducing. However, the project would merely accommodate growth based on market conditions, and induced growth would almost entirely consist of infill growth in existing urban environments. Allowing for continued growth in the urbanized portion of the region that contains the Project area reduces development pressure in peripheral areas of the region that contain important ecological resources. Focusing growth in established urban areas is environmentally superior to the development of urban sprawl, because urban sprawl spreads impacts to agriculture, air quality, biological resource, greenhouse gas, noise, and traffic over a larger geographic area. Therefore, the proposed Project would remove obstacles to growth in the Project area, but this would not represent a significant adverse impact.

### **Would this project result in the need to expand one or more public services to maintain desired levels of service?**

Project buildout would not require construction of a new or expanded police station, as the East Division of the Long Beach Police Department just moved into a new station in February 2016. Project buildout could require the addition of some units or equipment to the Long Beach Fire Department (LBFD), which has lost some firefighting units over the last several years due to budget constraints (including two units at fire stations in southeast Long Beach: a truck company from Station 14, and replacement of an engine company with a rescue unit at Station 8). Specific Plan buildout is estimated to generate more students than there is existing capacity for at schools serving the project area. Project buildout would require the Long Beach Unified School District to build additional school capacity.

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Developments and redevelopments in conformance with the Specific Plan would pay development impact fees for police facilities, fire facilities, and school facilities; in addition to generating additional General Fund revenue, part of which would be used to fund operation of expanded police and fire services. Impacts to public services would be less than significant after payments of fees by projects developed pursuant to the Specific Plan. However, an increase in development in the Project area would require an increased commitment to public services that would be considered a long-term commitment in order to maintain a desired level of service.

### **Would this project encourage or facilitate economic effects that could result in other activities that could significantly affect the environment?**

Implementation of the Specific Plan would create varying levels of temporary construction employment opportunities as the Project area builds out. This would be a direct economic effect of this Project that could significantly affect the environment. The impacts from this effect would be analyzed and any appropriate mitigation imposed on a project-by-project basis.

Specific Plan buildout would result in a population of up to 8,648 new people and 560 new jobs. As the population grows and occupies new dwelling units, these residents would seek shopping, entertainment, employment, home improvement, auto maintenance, and other economic opportunities in the surrounding area. This would facilitate economic goods and services and could, therefore, encourage the creation of new businesses and/or the expansion of existing businesses to address these economic needs. Actual growth will depend on future market demand, site constraints, and property owner willingness to take advantage of new development regulations. However, new commercial uses developed to serve the shopping needs of future residents would likely generate additional employment opportunities. Therefore, implementation of the Specific Plan would have both direct and indirect economic effects that could significantly affect the environment. The impacts from this effect would be analyzed and any appropriate mitigation imposed on a project-by-project basis.

### **Would approval of this project involve some precedent-setting action that could encourage and facilitate other activities that could significantly affect the environment?**

Project approval would not set a precedent that could have indirect significant environmental impacts. Specific Plans are routinely approved by cities and counties in California. The proposed Specific Plan would focus development within urbanized areas and protect and enhance the wetland areas. Development of the plan would encourage the creation of a walkable, mixed-use urban core that would reduce dependency on cars for mobility. In this regard, the proposed Project is precedent setting; its implementation would create a community that is more compact and pedestrian friendly. However, because reducing vehicle miles traveled per service population and per-capita generation

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of greenhouse gas emissions would be beneficial to the region, this does not represent an adverse impact.

As shown in Table 3-2, buildout of the Land Use Plan is projected to accommodate approximately 9,518 dwelling units, 15,134 people, and 4,115 employees. As discussed throughout this EIR, implementation of the Specific Plan would result in significant and unavoidable adverse impacts related to air quality, cultural resources, greenhouse gas emissions, noise, and traffic. However, existing land uses in Long Beach generate citywide impacts related to these five topic areas under existing conditions. Although significant and unavoidable impacts generated by implementation of the proposed Project would be greater than under existing conditions, they do not introduce a precedent-setting new type of environmental impact previously unseen in Long Beach.