

5 Other CEQA Required Discussions

This section discusses growth-inducing impacts, irreversible environmental impacts, and energy impacts that would be caused by the project.

5.1 Growth Inducing Effects

Section 15126(d) of the *CEQA Guidelines* requires a discussion of a project's potential to foster economic or population growth, including ways in which a project could remove an obstacle to growth. Growth does not necessarily create significant physical changes to the environment. However, depending upon the type, magnitude, and location of growth, it can result in significant adverse environmental effects.

The project would consist of resurfacing and restriping an existing road. The project would not involve the construction of structures. Therefore, the project would not directly induce population or economic growth by providing new homes and businesses. Additionally, the project would not extend any roads or infrastructure that might remove obstacles to growth and indirectly enable further population growth. The project would generate temporary employment opportunities during construction, which would be expected to draw workers from the existing regional work force. Therefore, construction of the project would not be considered growth inducing from a temporary employment standpoint. Furthermore, the project does not involve any commercial uses that would generate permanent employment opportunities. Additionally, the project would not generate jobs associated with maintenance of the project site because the street is currently maintained by the City of Long Beach. Because the project would not generate population or economic growth, and would not remove obstacles to growth, it would not result in significant physical effects related to growth inducement.

5.2 Significant Unavoidable Effects

CEQA Guidelines §15126(b) requires that an EIR identify those significant impacts that cannot be reduced to a less than significant level with the application of mitigation measures. The implications and reasons why the project is being proposed, notwithstanding, must be described. As discussed in Section 4.1, *Transportation and Traffic*, implementation of the project would result in significant and unavoidable traffic impacts under Existing Plus Project and Year 2020 Cumulative Plus Project traffic conditions. However, the implementation of the proposed project will allow for a more balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, including motorists, pedestrians, and bicyclists. The project would also facilitate bicycle trips, conversely reducing vehicle trips and VMT.

5.3 Irreversible Environmental Effects

CEQA Guidelines §15126.2(c) requires a discussion of any significant irreversible environmental changes that would be caused by the proposed project should it be implemented. Such significant irreversible environmental changes may include the following:

- Use of non-renewable resources during the initial and continued phases of the project which would be irreversible because a large commitment of such resources makes removal or non-use unlikely;
- Primary impacts and, particularly secondary impacts (such as highway improvement that provides access to a previously inaccessible area) that generally commit future generations to similar uses; or
- Irreversible damage that may result from environmental accidents associated with the project.

Project development would require resurfacing materials and energy, some of which are non-renewable resources. Consumption of these resources would occur with any roadway resurfacing in the region and are not unique to the proposed project. Moreover, resurfacing materials could be recycled in the future for re-use as road base. The project would not irreversibly increase local demand for non-renewable energy resources, such as petroleum and natural gas; therefore the project would not significantly affect local or regional energy supplies.

The project would not generate population growth, nor would it require an irreversible commitment of public services or utilities. As discussed under Item XIV, *Public Services*, Item XV, *Recreation*, and Item XVII, *Utilities and Service Systems*, of the Initial Study (Appendix A), the project's impact to these issue areas would be less than significant. Lastly, the project would not result in irreversible environmental effects because the road configuration could be changed in the future.

5.4 Energy Effects

The *CEQA Guidelines* Appendix F requires that EIRs include a discussion of the potential energy consumption and/or conservation impacts of proposed projects, with particular emphasis on avoiding or reducing inefficient, wasteful or unnecessary consumption of energy.

The proposed project would involve the temporary use of energy during the construction phases of the project. Energy use during the construction phase would be in the form of fuel consumption (e.g., gasoline and diesel fuel) to operate heavy equipment, light-duty vehicles, machinery, and generators for lighting. In addition, temporary grid power may also be provided to any temporary construction trailers or electric construction equipment. Long-term operation of the proposed project would not require additional permanent grid connections for electricity or natural gas service. Because the project would have no long-term energy needs, it would have no long-term impact on energy consumption.