

## CHAPTER 8.0 GROWTH-INDUCING IMPACTS

### 8.1 Definition of Growth-Inducing Impacts

Section 15126.2(d) of the California Environmental Quality Act (CEQA) Guidelines requires that an Environmental Impact Report (EIR) describe the potential growth-inducing impacts of a proposed project. Specifically, Section 15126.2(d) states:

*"Discuss the ways in which the proposed project could foster economic development or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment... Also discuss the characteristics of some projects that may encourage and facilitate other activities that could substantially affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental or of little significance to the environment."*

Normally to assess whether the proposed project may foster spatial, economic or population growth, several questions are considered:

- Would the proposed roadway improvement project result in the removal of an impediment to growth such as the establishment of an essential public service or the provision of new access to an area?
- Would the proposed roadway improvement project result in economic expansion or growth such as changes in the revenue base or employment expansion?
- Would the proposed roadway improvement project result in the establishment of a precedent setting action such as an innovation, a radical change in zoning or a General Plan amendment approval?
- Would the proposed roadway improvement project result in development or encroachment in an isolated or adjacent area of open space, as opposed to an infill type of project in an area that is already largely developed?

### 8.2 Analysis of Growth-Inducing Impacts

Potential project-related growth-inducing impacts related to each of the questions cited above are discussed below.

*Would the proposed roadway improvement project result in the removal of an impediment to growth such as the establishment of an essential public service or the provision of new access to an area?*

As indicated previously, the proposed project is located in the Town Center of the City of Dana Point. The two arterial roadways currently exist and function as a one-way "couplet," accommodating traffic through the Town Center in easterly and westerly directions. Further, the existing public facilities and services, including police, fire protection services, sewer, water, and flood control facilities, and parks and recreational facilities, are adequate to serve the proposed project. The proposed project includes circulation improvements that would convert Del Prado Avenue and Pacific Coast Highway to two-way travel in order to facilitate vehicular circulation within the Town Center. Although qualitative improvements to the existing circulation

conditions/traffic movements are anticipated to occur, project implementation would not result in quantitative growth in traffic within the Dana Point Town Center that would exceed existing levels of development. Furthermore, the proposed street improvements would not cause either development or traffic levels to exceed those anticipated for future development occurring within the Dana Point Town Center. As a result, there would not be any significant unanticipated service or facility demands that would result from project implementation. No increased demands for public services and facilities would result, either directly or indirectly from project implementation.<sup>1</sup> Furthermore, there would be no need to expand an existing service or create a new service that would eliminate an existing impediment to growth because the project is improving roadways that currently exist in order to provide more efficient traffic operations in accordance with the Circulation Element of the Dana Point General Plan. Future growth within the Dana Point Town Center has been anticipated by virtue of the long-range plans, including the Town Center Plan for the area, which was evaluated and adopted by the City in 2008.

*Would the proposed roadway improvement project result in economic expansion or growth such as changes in the revenue base or employment expansion?*

Implementation of the proposed project is consistent with the Dana Point Circulation Element and the roadway improvement project will not result in any development that would stimulate economic expansion or growth. The project will not result in any changes in the revenue base or employment expansion, with the exception of that associated with temporary construction of the project components. No additional tax revenue would be generated by the proposed project. The City does not anticipate that “new” development or significant expansion of existing commercial development and employment, not already contemplated, would occur as a result of the project because the two roadways (Del Prado Avenue and Pacific Coast Highway) currently exist and are merely being improved to provide more efficiency and vehicular and pedestrian safety. The project would not serve to induce unanticipated growth.

*Would the proposed roadway improvement project result in the establishment of a precedent setting action such as an innovation, a radical change in zoning or a General Plan amendment approval?*

The proposed project is consistent with the Dana Point Circulation Element. No changes to any existing land use plans or programs, including the General Plan and Town Center Plan, are required to implement the roadway improvements proposed by the City.

*Would the proposed roadway improvement project result in development or encroachment in an isolated or adjacent area of open space, as opposed to an infill type of project in an area that is already largely developed?*

Generally, growth-inducing projects possess such characteristics as being located in isolated, undeveloped or under-developed areas, necessitating the extension of major infrastructure (e.g., sewer and water facilities, roadways, etc.) or those that could encourage the “premature” or unplanned growth in an area not planned for development (i.e., “leapfrog” development). The proposed project is located within an urbanized area in the City (i.e., Town Center) and will not encroach into any designated open spaces allocated in the existing long-range plans adopted by the City of Dana Point. As such, it is important to note that the proposed conversion of the one-way couplet to two-way traffic operations and the related pedestrian and right-of-way improvements proposed by the City would not remove any obstacle to population growth since the project area is urbanized and designated for development pursuant to the Town Center Plan previously adopted by the City. As indicated above, all essential infrastructure, including sewer and water facilities, storm drainage facilities, electricity and natural gas,

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<sup>1</sup>The South Coast Water District approved a project in the Dana Point Town Center to upgrade sewer and water facilities (including recycled water facilities) to serve future development of the Town Center, based on buildout of the area. The potential impacts of the Town Center Infrastructure Project were evaluated in an initial study/mitigated negative declaration that was adopted in 2010.

and related utilities currently exist, or will exist upon completion of the systems upgrades that will be undertaken by the South Coast Water District, without creating the need for unplanned infrastructure expansions. All of the public services and facilities have or will have adequate capacity to accommodate any future development that may occur within the Town Center; project implementation will not result in significant or unanticipated increases in demands on the infrastructure. Therefore, no significant growth-inducing impacts are anticipated.

### **8.3 Conclusion**

The analysis of Growth-Inducing Impacts concludes that based on the four criteria established herein, the proposed Pacific Coast Highway/Del Prado Avenue Street Improvement Project would not result in any growth-inducing impacts. The proposed project includes only vehicular and pedestrian and related improvements to Del Prado Avenue and Pacific Coast Highway, which currently exist. As previously indicated, project implementation will not result in any significant direct or indirect addition of residential development that would generate significant new residents or employment that would exceed those anticipated as a result of the approved General Plan or that would be an "attractor" of residents to the area that are not already anticipated in the General Plan. The project area is not located in an isolated area that is constrained by the absence of infrastructure where the provision of infrastructure would promote further development. None of the accepted standards that distinguish growth-inducing projects characterize the proposed project; therefore, no significant growth-inducing impacts are anticipated as a result of project implementation