

6.0 GROWTH INDUCEMENT

INTRODUCTION

Section 15126.2(d) of the California Environmental Quality Act (CEQA) Guidelines, as amended, requires the discussion of the ways in which a project could directly or indirectly foster economic growth, population growth, or the construction of additional housing in the surrounding environment. This discussion should also include projects that would remove obstacles to population growth. It should include the characteristics of a project, which may encourage and/or facilitate other activities that could significantly affect the environment, either individually or cumulatively. CEQA emphasizes that growth in an area should not be considered beneficial, detrimental, or of little significance. The purpose of this section is to evaluate the growth-inducing potential and impact of this Project.

GROWTH-INDUCING CRITERIA

In general terms, a project may foster spatial, economic, or population growth in a geographic area if it meets any one of the criteria that are identified below:

- Removal of an impediment to growth (e.g., the establishment of an essential public service or the provision of new access to an area).
- Economic expansion or growth (e.g., construction of additional housing, changes in revenue base, employment expansion, etc.).
- Establishment of a precedent-setting action (e.g., an innovation, a change in zoning or general plan designation).
- Development or encroachment in an isolated or adjacent area of open space (being distinct from an “infill” type of project).

Should a project meet any one of these criteria, it can be considered growth inducing. An evaluation of this Project compared against these growth-inducing criteria is provided below.

Removal of an Impediment to Growth

Growth in an area may result from the removal of physical impediments or restrictions to growth, as well as the removal of planning impediments resulting from land use plans and policies. In this context, physical growth impediments may include nonexistent or inadequate access to an area or the lack of essential public services (e.g., water service), while planning impediments may include restrictive zoning and/or general plan designations.

The surrounding area contains established land uses and has supporting infrastructure. Construction of the proposed uses would require the modification and/or improvement of existing infrastructure in order to support the increased land use intensity associated with the Project. Such modifications and improvements to infrastructure are discussed in further detail below. Given the urban nature of the site and surroundings, and the existence of established infrastructure, no growth-inducing impacts would result from project development.

An established transportation network exists in the surrounding area that offers local and regional access to the project site. Access to the commercial and market parking on the project site would be provided via two driveways, located along Fernando Court at the northwest corner of the site. The easternmost driveway would provide access to the subterranean parking levels, which would be designated as parking for patrons and employees of the market. The westernmost driveway would provide access to the above grade parking levels, which would be designated as parking for patrons and employees of all other land uses. All project driveways would be 24 feet in width. The two driveways along Fernando Court would accommodate left-turn movements for ingress and right-turn movements for egress from the site and would be stop-sign controlled. The driveway along Los Feliz Road would provide right-turn ingress only.

In addition, 5 feet and 8 feet along the property frontages on Fernando Court and Gardena Avenue, respectively, would be dedicated as City right-of-way as part of the Project. As part of the Project, a cul-de-sac would be constructed at the western terminus of Fernando Court with a minimum 40-foot radius. Construction of the cul-de-sac would facilitate vehicle access into the parking structure and truck turnaround.

Sidewalks along the frontages of the project site would be replaced to improve pedestrian access to the project site. Pedestrian access is proposed via a sidewalk along Los Feliz Road with individual entrances to the main lobby and retail commercial space located on the first floor. All improvements would be designed to serve the Project and would not induce growth within the area.

The water and energy (electricity and natural gas) infrastructure required to support the Project would be available to the project site from surrounding streets. Existing water lines serving the project site include a 4-inch and a 12-inch water main in Fernando Court, and a 6- to 8-inch water main in Gardena Avenue. No new water mains other than those required to serve the project site would be constructed. As such, the development of on-site water infrastructure to serve the Project would not induce growth within the area.

Electricity and natural gas transmission infrastructure presently exists on, and in the vicinity of, the project site. Development of the Project would necessitate the construction of an on-site distribution system to convey this energy to uses on the site. This system would be designed to accommodate the uses proposed within the Project, and would not extend beyond the requirements or boundary of the Project. The on-site service lines would be sized to meet the demands of the Project. No growth-inducing impacts, due to the extension of electrical or natural gas service lines, would occur with the development of the Project.

Concerning sewer infrastructure, an existing wastewater collection system serves the project site and consists of 8-inch lines in Los Feliz Road, Fernando Court and along the western project boundary. City of Glendale policy requires upgrades to sewer lines serving new development as needed to accommodate increases in the volume of wastewater discharged to the collection system.

In summary, the design and construction of roadway, water, sewer, electrical, and natural gas infrastructure needed to accommodate the Project would not induce growth within undeveloped areas surrounding the project area.

Economic Growth

The second criterion by which growth inducement can be measured involves economic considerations. In the short term, the Project would provide for short-term construction employment opportunities. It is anticipated that construction employees would commute from elsewhere in the region, rather than relocate to the City of Glendale for a temporary assignment.

Long-term growth, should it occur, would be primarily in the form of an economic response to the new employees that would occupy the site. The increase of 209 employees associated with Project may result in a slight corresponding increase in demand for City goods and services. However, given the relatively small size of the Project in relation to City population, the economic contribution of this Project alone would not be considered growth inducing.

Precedent-setting Action

Changes from a project that could be precedent setting include (among others) approval of parking exceptions, Conditional Use Permit (CUP), Subdivision, and Variances that could have implications for other properties or that could make it easier for other properties to develop.

The project site is currently designated as "Mixed Use" on the general plan land use map and zoned as Industrial/Commercial-Residential Mixed Use (IMU-R) by the Municipal Code. The Mixed Use

designation permits a mix of commercial and residential uses as well as exclusively commercial, industrial, or residential land uses. Similarly, pursuant to Section 30.14.010(B) of the City's Zoning Ordinance, stand alone commercial uses are permitted within the IMU-R Zone. Therefore, the commercial uses as proposed are permitted under the existing general plan and zoning designations. No general plan amendment or zone change is proposed or required.

Development can be considered growth inducing when it requires the extension of urban infrastructure into isolated localities, which are presently devoid of such facilities. The project site is situated in an area that is surrounded to the north, east, south, and west by urban areas that contain established infrastructure. Land uses surrounding the project site include manufacturing uses to the north, commercial uses, and a veterinary clinic to the east, commercial and retail uses to the south, and the Union Pacific Railroad right-of-way to the west. Consequently, the Project would not induce growth under this criterion because it would not result in the urbanization of land in an isolated location.

It must be emphasized that the *State CEQA Guidelines* require an EIR to "discuss the ways" a project could be growth inducing and "discuss the characteristics of some projects that may encourage...activities that could significantly affect the environment." However, the *State CEQA Guidelines* do not require an EIR to predict or speculate where such growth would occur, in what form it would occur, or when it would occur. Attempting to determine the environmental impacts created by growth that might be induced by the Project is speculative because the size, type, and location of specific future projects that may be induced by this Project are unknown at the present time. Therefore, such impacts are too speculative to evaluate (see *State CEQA Guidelines* Section 15145). To the extent that specific projects are known (as discussed in **Section 4.0, Environmental Impact Analysis**, of this EIR), those projects have already been or would be subjected to their own environmental analysis. Additionally, due to the variables that must be considered when examining the mechanics of urban growth (e.g., market forces, demographic trends, etc.), it would be speculative to state conclusively that implementation of the Project alone would induce growth in the surrounding area. Further analysis of impacts associated with growth in the Glendale area, and corresponding cumulative impact assessment methodology, can be found in the cumulative analyses for each individual topic addressed in **Section 4.0**.