



## **6.0 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT**

### **6.1 THE RELATIONSHIP BETWEEN SHORT-TERM USES OF MAN'S ENVIRONMENT AND THE MAINTENANCE AND ENHANCEMENT OF LONG-TERM PRODUCTIVITY**

If the proposed Foothill Parkway Westerly Extension is approved and constructed, a variety of short-term and long-term impacts would occur on a local level. During the duration of construction, a portion of the land uses surrounding the Project site would experience short-term impacts related to aesthetic, fugitive dust, and construction noise. Short-term erosion may also occur during grading. There may also be an increase in vehicle emissions caused by grading, construction activities, and worker vehicles. However, these disruptions would be temporary in nature, and may be mitigated to a large degree through mitigation cited in Section 5.1 through 5.10 of this Environmental Impact Report (EIR) and all applicable standards for construction activities as cited in the *City of Corona Municipal Code* (refer to Section 5.0, DESCRIPTION OF ENVIRONMENTAL SETTING, IMPACTS AND MITIGATION MEASURES). Short-term construction emissions, short-term construction aesthetic, and long-term aesthetic impacts would be significant and unavoidable.

Construction of the proposed alignment would create long-term environmental consequences such as altering natural landscape with construction materials such as concrete and asphalt associated with roadway construction. The long-term effects of the proposed alignment and subsequent development may impact the physical, aesthetic, and human environments. Long-term physical consequences associated with the development of the proposed Project include:

- ❑ Introduction of traffic into the Project area;
- ❑ Additional noise created by traffic traveling on the Project;
- ❑ Increased energy and natural resource consumption;
- ❑ Alterations of views from existing conditions; and
- ❑ Addition of light and glare impacts to surrounding land uses.



## **6.2 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED**

Approval of the proposed Foothill Parkway Westerly Extension would cause irreversible environmental changes. Implementation of the proposed alignment would result in the following changes:

- ❑ Permanent commitment of vacant land, which would be physically altered to construct a four-lane roadway extension of Foothill Parkway.
- ❑ Soil erosion associated with grading and construction activities.
- ❑ Increased use for public services and utilities during and after construction including lighting and periodic maintenance. This would result in temporary and permanent use of these resources.
- ❑ Utilization of various new raw materials, such as lumber, sand, and gravel for construction. The energy consumed in construction and maintenance of the roadway may be considered a permanent investment.
- ❑ Vehicular activity along the roadway extension, resulting in associated increases in noise levels.

## **6.3 GROWTH-INDUCING IMPACTS**

Pursuant to CEQA, Section 15126(g), the following discussion identifies 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. According to CEQA, growth-inducing impacts should be assessed in terms of whether a project influences the rate, location, and the amount of growth. Projects which remove obstacles to population growth, or allow or encourage growth that would not otherwise have occurred if the project were not built, would be growth inducing. Potential growth-inducing impacts are also assessed based on a project's consistency with adopted plans that have addressed growth management from a local and regional standpoint.

When considering growth-inducing impacts, it is also important to consider the context and historical trends of the area. There are many factors that can affect the amount, location, and rate of growth in the City of Corona and the region in general. These include market demand for housing, employment, and commercial services; the acknowledged desirability of climate and living/working environment and commercial economy; availability of other services/infrastructure; and land use and growth management policies of the local jurisdictions.

Growth inducement can take several forms. A project can remove barriers and constraints or provide new or improved access, thus encouraging growth in the area that has been already planned or approved through the general planning process.



This planned growth is reflected in land use plans, approved with the underlying assumption that adequate transportation facilities would be constructed. This type of growth inducement is referred to as accommodating or facilitating growth. In addition, a project can remove barriers, provide new access or otherwise encourage growth that is not assumed as planned growth in the general plans or growth projections. This could include areas that are currently designated for open space, agricultural uses or other similar non-urban land uses, which, because of the improved access provided by the project, would experience pressure to develop into urban uses or to develop at a higher level of intensity that originally anticipated.

Traditionally, significant growth is induced in one of three ways. In the first instance, a new project is located in an isolated area and, when developed, it brings sufficient urban infrastructure to cause new or additional development pressure on the intervening and surrounding land. This type of induced growth leads to conversion of adjacent acreage to higher intensity uses, either unexpectedly or through accelerated development. This conversion occurs because the adjacent land becomes more suitable for development and, hence, more valuable because of the availability of the new infrastructure. This type of growth inducement is typically termed “leap frog” or “premature” development because it creates an island of higher intensity developed land within a larger area of lower intensity land use.

The proposed alignment will not cause or contribute to “leap frog” or “premature” development because existing and entitled future land uses adjacent to the Project site are presently served by the existing circulation network and the existing easterly extension of Foothill Parkway without the introduction of the proposed westerly extension. The purpose of the proposed alignment is to enhance the efficiency of the local circulation network. Because the proposed alignment does not extend service to new uses or areas that cannot be served by the existing transportation system, the Project itself does not have the potential to cause or contribute to the accelerated development within the Project area. Thus, implementation of the proposed alignment cannot cause or contribute to leap frog or premature growth.

A second type of growth inducement is caused when a project of large size, relative to the surrounding community or area, is developed within a community and impacts the surrounding community by producing a “multiplier effect,” which results in substantial indirect community growth, not necessarily adjacent to the project site or of the same type of use as the project itself. This type of stimulus to community growth is typified by the development of major destination recreation facilities, such as Disney World near Orlando, Florida, or around a military base, such as the Marine Corps Air Ground Combat Center near Twentynine Palms. The proposed alignment is not a new development that has a potential to cause growth through a “multiplier effect.” The proposed roadway does not have the potential to induce population growth or growth in the economy itself. Development within the Project area will be consistent with growth decisions already made by the City and County which govern land use decisions. No new “large” projects are known to be proposed or contingent on the implementation of the proposed alignment, and potential for this type of multiplier growth inducement cannot be caused by implementing the proposed alignment.



A third and more subtle type of growth inducement occurs when land use plans are established that create a potential for growth because the available land and permitted land uses may result in the attraction of new development. This type of growth inducement is often attributed to projects designed to provide new infrastructure necessary to meet the land use objectives, or community vision, contained in the governing land use agencies' general plans. In this case, the proposed alignment will install new transportation infrastructure, but it will be an enhancement of existing transportation systems that is not forecast to attract new development.

The question still remains as to whether the proposed alignment accommodates existing residential and commercial demand and the related environmental impacts caused by the increased population that can utilize the Project's new capacity in the future. The answer to this question can be found in the land use planning process which now determines the future vision of the City of Corona to which the proposed alignment is a key transportation component. The ultimate vision of the area is established by the plans of the regional planning agencies, which include the *Riverside County Comprehensive General Plan (RCCGP)* and Southern California Association of Governments, in conjunction with the *City of Corona General Plan*. These plans assume that the transportation infrastructure required to support the region's population will be in place as growth occurs in the future. The net effect of the City's *General Plan* combined with other regional plans is to create a set of expectations regarding future land use, commercial demand, and growth that may or may not occur depending upon the actual carrying capacity of the various utility system resources required to meet future growth.

Recent growth in population and intensified land uses both within the City and County has put increasing pressures on the City's arterial street system. Development demands in Corona will continue to put pressure on the existing transportation network, resulting in deterioration of the local circulation system, decreased public safety, and further exacerbation of vehicular generated emissions. The purpose of the proposed alignment is to implement a critical component of the Circulation Element of the City's *General Plan*. This component of the City's *General Plan* has been developed to provide for the existing and future travel needs for the residents of the City of Corona and ensure that there is a balance between land use and circulation. The proposed westerly extension of Foothill Parkway is consistent with the Circulation Element of the City's *General Plan*, as well as the RCCGP. Development of the proposed Foothill Parkway Extension is an important component of this planned circulation network and would serve to complete a critical transportation link in south Corona envisioned in the City's *General Plan* Circulation Element. The roadway extension would alleviate existing traffic congestion on the local circulation network and accommodate traffic generated by approved and planned development in south Corona. The proposed alignment is deemed to accommodate a level of future growth that is consistent with adopted *City of Corona General Plan* land use designations; therefore, the proposed alignment will not modify this level of future growth.

Under this circumstance, the evaluation (above) of the third type of growth inducement concluded that the proposed alignment would not significantly or adversely induce growth; rather, the proposed alignment is growth accommodating. The proposed alignment would not provide improvements greater than contained in



both regional planning documents and local growth forecasts. Additionally, the proposed alignment does not include infrastructure designed to support more intensive uses of land than is provided for within the *City of Corona General Plan*. Therefore, the proposed alignment is not anticipated to cause significant or adverse growth inducing impacts.



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