

3.15 GROWTH-INDUCING IMPACTS

The CEQA Guidelines (Section 15126[d]) require a discussion of “...ways in which the project could foster economic or population growth, either directly or indirectly, in the surrounding environment...”, including the project’s potential to remove obstacles to population growth. For example, the extension of infrastructure may encourage or facilitate other activities that could significantly affect the environment.

The project could potentially attract new transit-oriented development (TOD) around the light-rail transit (LRT) stations. While the stations would be located primarily in existing commercial areas, at some station locations, the potential TOD development could include housing. The Cities of Glendora, La Verne, Claremont, Pomona and Montclair have either station uses or include zoning that would accommodate a station in their land use plans and regulations. The station at the City of San Dimas is within the railroad right-of-way while the downtown and the surrounding area are designated for creative growth that includes mixed uses and housing. The Cities of Montclair, Pomona, and Glendora already include plans for future TOD around the project stations. Thus, the potential future TOD development would be consistent with land use designations and zoning regulations established by each City and reflective of the City long-term planning goals, objectives, and policies for growth.

The project does not include development of employment-generating uses. Though the improved transit service would result in reduced traffic congestion and home-to-work travel times, which may attract new businesses to the project area, the Southern California Association of Governments (SCAG) projections of population, households, and employment in the region through 2035 have taken into account development of the project LRT service from Azusa to Montclair.

The project does not include and would not result in any substantial modifications to existing roadways, or other infrastructure facilities or service systems that could induce growth beyond that already envisioned for the region or by each corridor City.

Thus, the project is not anticipated to directly or indirectly attract growth beyond that already envisioned in SCAG’s 2012–2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The corridor Cities’ land use plans recognize and account for the project and any future new development would be consistent with each City’s land use plans and regulations. Therefore, no significant impact would result.

