

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

### **6.1 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES**

The Guidelines for the California Environmental Quality Act (CEQA), Section 15126.2 (c), require that an Environmental Impact Report (EIR) consider and discuss significant irreversible changes that would be caused by implementation of the proposed project to ensure that such changes are justified. The CEQA Guidelines specify that the use of nonrenewable resources during the initial and continued phases of the project should be discussed because a large commitment of such resources makes removal or nonuse thereafter unlikely. Primary and secondary impacts (such as a highway improvement that provides access to a previously inaccessible area) should also be discussed because such changes generally commit future generations to similar uses. Irreversible damage can also result from environmental accidents associated with the project and should be discussed.

The proposed project would renovate the existing Marina facilities and enhance the existing recreational boating facilities within the Marina. The project encourages boating use by providing upgraded ADA-compliant facilities, upgraded restrooms, and dredged basins to ensure safe navigation.

The Alamitos Bay Marina Rehabilitation Project would accommodate changes in the boating needs of the public by providing longer average slip lengths. The dock and slip facilities were developed 50+ years ago, when the average length and width of recreational boating slips was shorter and narrower than current boater demand. However, providing longer slips will reduce the total number of slips within the Marinas. There are currently 1,967 existing slips in Basins 1 through 7. The proposed project includes installation of 1,646 slips in these Basins, resulting in the loss of approximately 321 slips.

Construction of the project will result in a commitment of limited, slowly renewable, and nonrenewable resources for restoration purposes. Such resources may include certain types of lumber and other forest products; raw materials such as steel; aggregate materials used in concrete and asphalt such as sand and stone; water; petrochemical construction materials such as plastic; and petroleum-based construction materials. In addition, fossil fuels used by construction equipment will also be consumed. Although project construction will result in a commitment of public maintenance services such as wastewater services and solid waste disposal, these resources associated with maintenance are already committed to the existing public recreational facilities at the project site.

Similarly, operation of the proposed project will result in the commitment of limited, nonrenewable resources and slowly renewable resources such as electricity, petroleum-based fuels, fossil fuels, and water. Electricity will be used for lighting associated with restroom buildings, dock lighting, and security. However, these facilities are not being expanded; rather, they are being replaced with updated facilities that do not increase capacity. In addition, because any change in Marina attendance and patterns of use is expected to be negligible as a result of project implementation, no increase in demand for resources is anticipated when compared to existing conditions. The project will not result in a significant impact related to the provision of electricity. In addition, Title 24 of the California Code of Regulations requires conservation practices that will limit the amount of energy consumed by the proposed project. Compliance with Title 24 is mandated by the State. Although electrical use will not increase, the use of the resource will continue to represent the existing long-term commitment of this essentially nonrenewable resource.

Operation of the proposed project also requires potable water for the restroom facilities and for boating needs. However, due to the use of low-flow facilities and reduction of 321 boat slips, the project would result in a small reduction of potable water use compared to existing conditions. The potable water use will not increase, but will continue to represent the existing long-term commitment of this essentially nonrenewable resource.

The on-site drainage pattern in the developed condition would not change from existing conditions. Mitigation measures are required to ensure that pollutants of concern will be controlled through implementation of structural and nonstructural best management practices (BMPs), that temporary water quality impacts associated with construction activities are addressed, and that the dispersion of sediments during construction activities is controlled.

The visual change from the existing condition to the project condition will be negligible, as the project area would continue to consist of boats, docks, slips, restrooms, and other associated Marina facilities. In addition, implementation of the project is anticipated to result in a visual improvement because the existing amenities are old and in need of replacement.

As discussed in Section 4.2, Air Quality, the proposed project would not result in any long-term on-site stationary sources and would cause little to no change in off-site vehicle trips. Therefore, the proposed project would not generate any additional long-term greenhouse gas (GHG) emissions. However, short-term construction vehicle emissions would exceed the nitrogen oxide (NO<sub>x</sub>) threshold, primarily due to the transport of contaminated dredge materials to an off-site landfill. Implementation of Mitigation Measure 4.2-1 would reduce the vehicle exhaust emissions during construction. However, the impact would remain significant and unavoidable.

The commitment of limited, slowly renewable, and nonrenewable resources required for construction of the proposed project will limit the availability of these resources for future generations or for other uses during the life of the project. However, the uses associated with operation of the project represent a continued, not increased, use of these resources. No other significant irreversible changes are expected to occur as a result of project implementation.

## **6.2 GROWTH-INDUCING IMPACTS**

Section 15126 (d) of the State CEQA Guidelines requires that an EIR analyze growth-inducing impacts. Further, the CEQA Guidelines state that an EIR should discuss the ways in which the project could foster economic or population growth or construction of additional housing, either directly or indirectly, in the surrounding environment. Impacts associated with the removal of obstacles to growth, as well as the development of facilities that encourage and facilitate growth, are considered to be growth inducing. However, the CEQA Guidelines also state that it should not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

The existing uses on the project site are a combination of marine and recreation uses; the proposed project would implement improvements to these existing uses on the project site. The proposed project site is currently served by all utilities and public services required for the existing and proposed uses, and no expansion or increase in these services is required for operation of the project. The project will not remove obstacles to growth in a previously undeveloped area because the recreational land uses will not change.

The potential for the project to generate additional growth in the City is unlikely because the proposed project is the rehabilitation of an existing Marina facility that will result in a reduction of boat slips and is intended to continue to serve existing residents of and visitors to the City. The project does not result in the creation of new jobs and would therefore not create a need for any additional housing. Based on these considerations, the proposed project would not induce population growth in the community or result in economic growth.