

4.21 GROWTH INDUCING

CEQA requires a discussion of the ways in which a project could induce growth. The CEQA Guidelines identify a project as growth inducing if it would foster economic or population growth or require the construction of additional housing—either directly or indirectly—in the surrounding environment. Increased development and growth in an area are dependent on a variety of factors, including real estate market conditions, employment and other opportunities, availability of developable land, and availability of infrastructure, water, and power resources.

Phase 1 would not induce unplanned growth in the study area. Phase 1 would support the regional transportation network and is consistent with transportation goals identified in the general plans of Fremont, Milpitas, and San Jose. These cities have planned or are planning high-density, transit-oriented development near the station locations. While Phase 1 could impact the timing of transit-oriented development, it is not likely to significantly change the long-term planning and construction schedule. The FEIR identified an opening date of 2015. The current schedule for Phase 1 calls for an opening date of 2018, assuming funding is available. Since the stations are not planned to open until 2018, development consistent with local general plans is more likely to depend on economic conditions rather than BART station opening dates.

Phase 1 would also be consistent with the regional plans of BART and the Metropolitan Transportation Commission (MTC) to extend BART Silicon Valley along the Union Pacific Railroad (UPRR) corridor; enhance transit service to the South Bay; support the creation of a unified transit system that encircles the San Francisco Bay; and encourage higher-density, mixed-use development adjacent to proposed transit stations.

Phase 1 is consistent with MTC's Resolution 3434. The Resolution states that the housing threshold for BART expansion projects as 3,850 housing units, average per station area. MTC's *Planning for BART to Silicon Valley* brochure (MTC, 2007) illustrates that taken as a whole, the corridor exceeds the MTC housing target of 3,850 housing units within a half-mile radius of BART stations.

Phase 1 is consistent with the BART System Expansion Policy (SEP). The project would extend transportation services to communities currently underserved by transit, and provide an intermodal regional link to bus, shuttle, automobile, bicycle and pedestrian transportation networks, enhancing access to regional jobs, schools, attractions, and other destinations.

Taken as a whole, the corridor averages more than 3,850 units within a ½-mile radius of planned BART stations. Additionally, Phase 1 meets the BART SEP target threshold for ridership within the corridor.

Refer to **Section 4.12, Land Use**, of this SEIR-2, Section 4.12 of the FEIR, and Section 4.11 of the SEIR-1 for further discussion of Phase 1's consistency with regional land use plans and policies.