

Growth-Inducing Impacts

8.1 Introduction

The State of California CEQA Guidelines require an EIR to discuss the ways in which a project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. This includes ways in which the proposed Project would remove obstacles to population growth or trigger the construction of new community services facilities that could cause significant effects. Section 15126.2(d) of the CEQA Guidelines states:

Discuss the 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. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

NEPA requires an EIS to examine the potential of the proposed Project to significantly or adversely affect the environment; potential impacts could be either direct or indirect. Section 1508.8 [b] of the NEPA Regulations describes indirect effects as follows:

Indirect effects, which are caused by the action and are later in time or farther removed in distance, but are still reasonably foreseeable. Indirect effects may include growth inducing effects and other effects related to induced changes in the pattern of land use, population density or growth rate, and related effects on air and water and other natural systems, including ecosystems.

The analysis presented below is focused on whether the proposed Project would directly or indirectly stimulate growth in the surrounding area. Due to the nature of the proposed Project (i.e., increased operation and efficiency of an existing container terminal that facilitates the transfer of cargo between water-based and land-based transportation

1 modes), it is anticipated that the proposed Project would accommodate economic growth
2 by allowing additional goods to move into the region to serve projected future demand.

3 **8.2 Summary of Growth-Inducing Impacts**

4 As discussed below, the proposed Project would not directly foster economic or
5 population growth or the construction of new housing in the Port's region of influence
6 (Los Angeles County, Orange County, Riverside County, San Bernardino County, and
7 Ventura County). Although the proposed Project would lead to development of a
8 currently underutilized area and increase the volume of containers moving through
9 Berths 302-306, this would not stimulate significant population growth, remove obstacles
10 to population growth, or necessitate the construction of new community facilities that
11 would lead to additional growth in the surrounding area.

12 **8.2.1 Direct Growth-Inducing Impacts**

13 A project would directly induce growth if it would directly foster economic or population
14 growth or the construction of new housing in the surrounding environment (e.g., if it
15 would remove an obstacle to growth by expanding existing infrastructure). The proposed
16 Project does not include the development of new housing or population-generating uses
17 or infrastructure that would directly encourage such uses. The residential area in the
18 immediate vicinity of the proposed Project (San Pedro and Wilmington communities) is
19 primarily built out, although vacant and underdeveloped parcels currently exist in
20 Wilmington. Therefore, the proposed Project would not directly trigger new residential
21 development in the proposed Project area. The proposed Project is located in an area of
22 Terminal Island that is currently developed and/or has been planned by the LAHD to
23 undergo improvements and increases in cargo movement. However, the proposed Project
24 would increase the capacity of the existing APL Terminal to accommodate anticipated
25 demand through the year 2027. In this way, the proposed Project would directly
26 accommodate future economic growth.

27 As discussed in Section 3.13, Public Services and Utilities, implementation of the
28 proposed Project would generate a minimal increase in water consumption. However,
29 because the proposed Project would have limited building development and would not
30 include major water-consuming industrial or commercial processes, construction and
31 operations would not require substantial quantities of water. Although the proposed
32 Project site currently has infrastructure for water supply, additional on-site distribution
33 lines would need to be extended or reconfigured to direct water to the new and
34 redeveloped backlands and other terminal facilities. These new utilities would tie into the
35 existing utility lines that currently serve the proposed Project site. These improvements
36 are not considered to be growth inducing because they would neither accommodate nor
37 require any increase in the water supply.

38 The proposed Project would also result in an increase in demand for natural gas and
39 electricity. However, as discussed in Section 3.13, Public Services and Utilities,
40 adequate supplies are available to accommodate anticipated increases in demand
41 associated with operation of the proposed Project. The changes in demand and
42 distribution of natural gas associated with the proposed Project would be minor. The
43 installation of AMP and power needs associated with the operation of the proposed
44 Project (including future automation of the 41-acre backland) would require additional
45 energy infrastructure. However, the proposed Project would not require upgrades or new

1 construction of major natural gas or power infrastructure. The new infrastructure would
2 tie into the existing utilities that currently serve the proposed Project site. These
3 improvements are not considered to be growth inducing because they would be
4 implemented on-site specifically to meet the needs of the proposed Project and would not
5 induce new population growth or the construction of new housing.

6 The proposed Project would also result in minimal increases in wastewater output.
7 However, as discussed in Section 3.13, Public Services and Utilities, adequate capacity is
8 available in the existing sewer trunk lines in the proposed Project area to accommodate
9 anticipated increases in wastewater output associated with operation of the proposed
10 Project. Wastewater flows generated from implementation of the proposed Project would
11 be conveyed to, and treated by, the TIWRP, which currently operates at approximately
12 58 percent capacity. Therefore, no increased capacity of wastewater infrastructure would
13 be required to serve the proposed Project.

14 **8.2.2 Indirect Growth-Inducing Impacts**

15 A project would indirectly induce growth if it would foster economic or population-
16 expanding activities, which would lead to further development that taxes existing
17 facilities and, eventually requires construction of new facilities (e.g., an increase in
18 population as a result of development authorized by approval of a general plan).

19 As discussed in Chapter 7, Socioeconomics, the net increase in employment (direct and
20 secondary) attributable to terminal operations under proposed Project could reach
21 approximately 7,993 jobs by year 2027 over the No Project/No Federal Action conditions.
22 This compares to a projected number of 9.8 million jobs in the overall area of influence
23 by 2030, as discussed in Chapter 7, Socioeconomics. Construction activities under the
24 proposed Project are expected to generate approximately 3,370 jobs (direct and secondary)
25 during the two-year construction period.

26 In addition, and discussed further in Chapter 7, Socioeconomics, when these proposed
27 Project-induced effects are compared to regional employment levels expected to occur at
28 the corresponding times, their contribution accounts for less than 0.1 percent of the
29 regional employment levels by year 2030. Given the highly integrated nature of the
30 regional economy and the prevalence of cross-county and intercommunity commuting by
31 workers between their places of work and places of residence, it is unlikely that a
32 substantial number of workers would change their place of residence in response to the
33 new Port-related employment opportunities. Such potential residential relocation is
34 especially unlikely given that about half the new jobs created are secondary and, by their
35 nature, distributed throughout the five-county region. Thus, in the absence of changes in
36 places of residence by persons likely to fill the job opportunities, distributional effects to
37 population and, consequently, housing assets are not likely to occur. Accordingly,
38 negligible impacts to population, housing, and community services and infrastructure are
39 anticipated. Because the proposed Project would not involve development of housing
40 and would not result in substantial direct increases in employment in the regional
41 workforce, the proposed Project would not have any significant effects on population
42 growth that would tax existing facilities and require the construction of new facilities, the
43 construction of which could have environmental effects.

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1 The proposed Project would indirectly increase earnings to firms and households
2 throughout the region as proposed Project expenditures are spent throughout the region.
3 The short-term indirect effects from construction would incrementally increase activity in
4 nearby retail establishments as a result of construction workers patronizing local
5 establishments. However, the long-term effects in the immediate area from the proposed
6 Project would be small relative to the size of the regional economy. Overall, the
7 proposed Project would not generate significant indirect growth-inducing impacts.