

# Growth-Inducing Impacts

## 8.1 Introduction

The State of California CEQA Guidelines require an EIR to discuss the ways in which a proposed 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 (State CEQA Guidelines, Section 15126.2).

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. Indirect effects (NEPA, 40 CFR 1508.8[b]) 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, water, and other natural systems including ecosystems. The analysis presented below focuses on whether the proposed Project would directly or indirectly stimulate growth in the surrounding area. The proposed Project would accommodate economic growth by allowing additional goods to move into the region to serve increased demand.

## 8.2 Summary of Growth-Inducing Impacts

As discussed below, the proposed Project would not directly foster economic or population growth or the construction of new housing in the Port's region of influence (Los Angeles County, Orange County, Riverside County, San Bernardino County, and Ventura County). Although the proposed Project would lead to development of a currently underutilized area and increase the volume of containers moving over Berths 97-109, this would not stimulate significant population growth, remove obstacles to population growth, or necessitate the construction of new community facilities that would lead to additional growth in the surrounding area.

### 8.2.1 Direct Growth-Inducing Impacts

A project would directly induce growth if it would directly foster economic or population growth or the construction of new housing in the surrounding environment (e.g., if it would remove an obstacle to growth by expanding existing infrastructure). The proposed Project does not include the development of new housing or population-generating uses or infrastructure that would directly encourage such uses. The residential area in the immediate vicinity of the proposed Project (San Pedro and Wilmington communities) is

1 built out. Therefore, the proposed Project would not directly trigger new residential  
2 development in the proposed Project area. The proposed Project is located in an area that  
3 is currently developed and has been planned by the LAHD to undergo improvements and  
4 increases in cargo movement. However, the proposed Project would increase the volume  
5 of containers moving over Berths 97-109 to accommodate anticipated demand through  
6 the year 2045. In this way, the proposed Project would directly accommodate future  
7 economic growth.

8 As discussed in Section 3.13, Utilities and Public Services, implementation of the  
9 proposed Project would generate increased demands for water consumption. However,  
10 because the proposed Project would have limited building development and would not  
11 include major water-consuming industrial or commercial processes, terminal construction  
12 and operation would not require substantial quantities of water. Although the site  
13 currently has infrastructure for water supply, additional distribution mains would need to  
14 be extended to direct water to new terminal facilities. These new utilities would tie into  
15 the existing utility lines that currently serve the proposed Project site. These  
16 improvements are not considered to be growth inducing because they would neither  
17 accommodate nor require any increase in the water supply.

18 The proposed Project would also result in minimal increases in wastewater output.  
19 However, as discussed in Section 3.13, Utilities and Public Services, adequate capacity is  
20 available in the existing sewer trunk lines in the proposed Project area to accommodate  
21 anticipated increases in wastewater output associated with Berth 97-109 terminal  
22 operations. Wastewater flows generated from implementation of the proposed Project  
23 would be conveyed to, and treated by, the Terminal Island Treatment Plant, which  
24 currently operates at 50 percent capacity. Therefore, no increased capacity of wastewater  
25 infrastructure would be required to serve the proposed Project.

## 26 8.2.2 Indirect Growth-Inducing Impacts

27 A project would indirectly induce growth if it would foster economic or population-  
28 expanding activities, which would lead to further development by taxing existing  
29 facilities and, eventually, by requiring the construction of new facilities (e.g., an increase  
30 in population as a result of development authorized by approval of a general plan).

31 As discussed in Chapter 7, net changes in employment attributable to terminal operations  
32 under proposed Project conditions could reach 5,949 jobs annually over No Project  
33 conditions by the year 2045. The maximum annual employment effect during  
34 construction activities of the proposed Project would reach 860 jobs. As further  
35 discussed in Chapter 7, Socioeconomics, when these proposed Project-induced effects are  
36 compared to regional employment levels expected to occur at the corresponding times,  
37 their contribution accounts for less than 0.1 of 1 percent of regional employment. Given  
38 the highly integrated nature of the Southern California economy and the prevalence of  
39 cross-county and intercommunity commuting by workers between their places of work  
40 and places of residence, it is unlikely that a substantial number of workers would change  
41 their place of residence in response to the new Port-related employment opportunities.  
42 Such potential residential relocation is especially unlikely given that about half the new  
43 jobs created are secondary and, by their nature, distributed throughout the five-county  
44 region. Thus, in the absence of changes in places of residence by persons likely to fill the  
45 job opportunities, distributional effects to population and, consequently, housing assets  
46 are not likely to occur. Accordingly, negligible impacts to population, housing, and  
47 community services and infrastructure are anticipated. Because the proposed Project

1 would not involve development of housing and would not result in substantial direct  
2 increases in employment in the regional workforce, the proposed Project would not have  
3 any significant effects on population growth that would tax existing facilities and require  
4 the construction of new facilities, the construction of which could have environmental  
5 effects.

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