

# 8.0

## GROWTH-INDUCING IMPACTS

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### 2 **8.1 Introduction**

3 The State of California CEQA Guidelines require an EIR to discuss the ways in  
4 which a proposed project could foster economic or population growth, or the  
5 construction of additional housing, either directly or indirectly, in the surrounding  
6 environment. This includes ways in which the proposed project would remove  
7 obstacles to population growth or trigger the construction of new community services  
8 facilities that could cause significant effects (State CEQA Guidelines, Section  
9 15126.2).

10 To address this issue, potential growth-inducing effects are examined through the  
11 following considerations:

- 12 ■ removal of obstacles to growth, e.g., through the construction or extension of  
13 major infrastructure facilities that do not presently exist in the proposed project  
14 area or through changes in existing regulations pertaining to land development;
- 15 ■ expansion requirements for one or more public services to maintain desired  
16 levels of service as a result of the proposed Project;
- 17 ■ facilitation of economic effects that could result in other activities that would  
18 significantly affect the environment; and/or
- 19 ■ setting a precedent that could encourage and facilitate other activities that could  
20 significantly affect the environment.

21 Per the *L.A. CEQA Thresholds Guide*, “The potential to induce substantial growth  
22 may be indicated by the introduction of a project in an undeveloped area or the  
23 extension of major infrastructure. Major infrastructure systems include: major roads,  
24 highways, or bridges; major utility or service lines; major drainage improvements; or  
25 grading which would make accessible a previously inaccessible area” (Los Angeles  
26 2006). In addition, a project would directly induce growth if it would directly foster  
27 population growth or the construction of new housing in the surrounding

1 environment (e.g., if it would remove an obstacle to growth by expanding existing  
2 infrastructure).

3 It should be noted that growth-inducing effects are not to be construed as necessarily  
4 beneficial, detrimental, or of little significance to the environment. This issue is  
5 presented to provide additional information on ways in which this proposed Project  
6 could contribute to significant changes in the environment, beyond the direct  
7 consequences of developing the land use concept examined in the preceding sections  
8 of this Draft EIR. The analysis below focuses on whether the proposed Project  
9 would directly or indirectly stimulate growth in the surrounding area.

## 10 **8.2 Growth-Inducing Impact Analysis**

11 As stated in Chapter 2, “Project Description,” the overall objectives of the proposed  
12 Project are to:

- 13 ■ construct a project that will serve as a regional draw and attract visitors to the  
14 waterfront in Wilmington;
- 15 ■ design and construct a waterfront park and promenade to enhance the connection  
16 of the Wilmington community with the waterfront while integrating design  
17 elements related to the Port’s and Wilmington’s past, present, and future;
- 18 ■ construct an independent project that integrates design elements consistent with  
19 other area community development plans to create a unified Los Angeles  
20 waterfront through the integration of publicly oriented improvements;
- 21 ■ enhance the livability and economic viability of the Los Angeles Harbor area,  
22 Wilmington community, and surrounding region by promoting sustainable  
23 economic development and technologies within the existing commercial Avalon  
24 Development District;
- 25 ■ integrate environmental measures into design, construction, and operation to  
26 create an environmentally responsible project; and
- 27 ■ extend the Port of Los Angeles Plan and Port Master Plan to encompass the  
28 proposed project area to provide LAHD with better means to improve future  
29 development and economic conditions in the area.

30 Given the overall purpose and objectives, the proposed Project is designed not only  
31 to improve the Port itself, but also to improve environmental and economic  
32 conditions for the entire surrounding region and to create a waterfront that is more  
33 accessible and user-friendly for both residents of the area and visitors from the  
34 greater region.

## 8.2.1 Removal of Obstacles to Growth

The proposed Project does not include the development of new housing or population-generating uses or infrastructure which would directly induce population growth. Furthermore, the proposed Project is located in an urban area that has experience significant development over the past century. Undisturbed areas (i.e. greenfield development) are not available for residential development and any residential development that would occur as a result of the proposed Project's implementation would be infill development located in the relatively distant residential areas to the northwest and beyond. Therefore, the proposed Project would not directly trigger new residential development in the proposed project area.

While the proposed Project does not include the development of new housing or infrastructure that would directly induce population growth through new residential uses, it would include infrastructure and transportation improvements such as the enhancement of streetscaping, extension of the Waterfront Red Car Line and multi-use California Coastal Trail, and improvements to the Avalon Development District and Avalon Waterfront District that enhance pedestrian mobility and waterfront access, which would remove obstacles to growth. Additionally, the amendments and zone changes of the proposed Project would allow for the visitor-serving development as proposed by the Project would also open up the surrounding area to an increase in visitor-serving development. The proposed Project's removal of obstacles and enhancement of the transportation system within the proposed project site would contribute to an indirect growth-inducing effect.

## 8.2.2 Facilitation of Economic Effects or Setting Precedent Resulting in Environmental Impacts

The proposed increase in light industrial, commercial, recreational development, and construction activities associated with the overall proposed Project would provide new local employment opportunities. As discussed in Section 3.10, "Population and Housing," and Chapter 7, "Socioeconomics and Environmental Quality," the proposed Project would result in direct and indirect increases in employment attributable to this new development under proposed project conditions. Additionally, the light industrial and commercial development is anticipated to generate approximately 336 permanent jobs by the year 2020. Construction of the proposed Project would entail a large effort over a 10-year period and is expected to generate 1,186 direct construction jobs and approximately 2,846 indirect construction jobs.

The proposed Project's contribution to regional employment accounts for 0.5% of regional employment. Given the highly integrated nature of the southern California economy and the prevalence of cross-county and inter-community commuting by workers between their places of work and places of residence, it is unlikely that a substantial number of workers would change their place of residence in response to

1 the new Port-related employment opportunities. Such potential residential relocation  
2 is especially unlikely given that about half the new jobs created are secondary and, by  
3 their nature, distributed throughout the five-county region. Thus, in the absence of  
4 changes in the place of residence by persons likely to fill the job opportunities,  
5 distributional effects to population and, thus, an increase in housing assets, are not  
6 likely to occur.

7 The streetscape improvements for industrial land uses and the proposed commercial  
8 land uses within the Avalon Development District as well as the land use plan  
9 amendments and zone changes allowing the construction of recreational and visitor  
10 serving development within the Avalon Waterfront District of the proposed Project  
11 could encourage developers to invest in the Wilmington–Harbor City area with new  
12 projects, highlighting the proposal for the enhanced Wilmington Waterfront as a  
13 future amenity. Such additional development within the surrounding area would  
14 potentially result in some additional environmental impacts such as traffic  
15 congestion, air quality impacts, increased noise levels, and aesthetics/visual changes  
16 and would be subject to environmental analysis pursuant to CEQA.

### 17 **8.2.3 Expansion of Public Services or Utilities**

18 As discussed in Sections 3.12, “Utilities,” and 3.13 “Public Services,”  
19 implementation of the proposed Project would generate increased demand for water,  
20 natural gas, and electricity. However, the proposed Project would not require  
21 upgrades or new construction of major water, natural gas, or power infrastructure,  
22 with the exception of extending a recycled water line from Harry Bridges Boulevard  
23 to serve the landscaping of the proposed Project with recycled water. Therefore,  
24 existing infrastructure and supplies related to water, natural gas, and electricity are  
25 adequate to serve the proposed Project.

26 The proposed Project would result in minimal increases in wastewater output.  
27 However, as discussed in Sections 3.12, “Utilities,” and 3.13, “Public Services,”  
28 inadequate capacity exists in the existing sewer trunk lines as it is at its maximum  
29 capacity in the proposed project area. Therefore, it cannot accommodate anticipated  
30 increases in wastewater output associated with proposed project operations. As part  
31 of the proposed Project, the sewer trunk line would have to be upgraded. Wastewater  
32 flows generated from implementation of the proposed Project would be conveyed to,  
33 and treated by, the Terminal Island Treatment Plant. The treatment plant currently  
34 operates at 55% capacity. Therefore, no increased capacity of wastewater treatment  
35 infrastructure would be required to serve the proposed Project.

## 36 **8.3 Summary of Growth-Inducing Impacts**

37 As discussed above, the proposed Project would foster economic growth but would  
38 not directly induce population growth or the construction of new housing in the

1 Port's region of influence (Los Angeles, Orange, Riverside, San Bernardino, and  
2 Ventura Counties). The proposed Project would include new industrial and  
3 commercial development as well as supporting infrastructure and recreational uses  
4 that would improve economic conditions and public accessibility. However, this  
5 would not stimulate a significant growth in population, although economic benefits  
6 would occur in the surrounding community which would have a small positive  
7 correlation to population growth. Finally, a General Plan Amendment and Port  
8 Master Plan Amendment are proposed, which would modify land use designations to  
9 allow for recreational uses; however, these amendments would not encourage new  
10 population growth in any substantial way nor would it result in the construction of a  
11 substantial amount of new housing.

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