Chapter 7
Growth-Inducing Impacts

7.1 Introduction

The State California Environmental Quality Act (CEQA) Guidelines require an Environmental Impact Report (EIR) to discuss the ways in which a project could foster economic or population growth either directly or indirectly, in the surrounding environment. This includes ways in which a proposed project would remove obstacles to population growth or trigger the construction of new community service facilities that could cause significant effects. State CEQA Guidelines Section 15126.2(e) 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 wastewater 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.*

The analysis presented below is focused on whether the Proposed Project would directly or indirectly stimulate growth in the surrounding area. Given its nature (i.e., a new chassis support and/or wheeled empty container storage facility), the Proposed Project is expected to accommodate future economic growth by increasing on-terminal efficiency and efficiency of goods movement in the Port.

7.2 Summary of Growth-Inducing Impacts

As discussed further below, the Proposed Project would directly accommodate future economic growth by increasing on-terminal efficiency and efficiency of goods movement in the Port but would not foster population growth 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 improve on-terminal and goods movement efficiency in the Port, this change would not in itself stimulate significant population growth. Further, it would not remove obstacles to population growth, nor would it

necessitate construction of new community facilities that would lead to additional growth in the surrounding area.

7.2.1. Direct Growth-Inducing Impacts

A project would directly induce growth if it would 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 is located in an area of the Port that is currently developed with industrial and cargo container operational uses. The Proposed Project would reduce inefficient chassis trips and increase the efficiency of terminal operations by providing storage, maintenance, repair, and start/stop functions of chassis, and/or wheeled empty storage containers. In this way, the Proposed Project would directly accommodate future economic growth of the Port of Los Angeles and Port of Long Beach, the City of Los Angeles, and surrounding areas. However, the growth would not be unexpected or constitute substantial unplanned growth.

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 areas in the immediate vicinity of the Proposed Project (San Pedro and Wilmington communities) are largely built out. Any future development on vacant and underdeveloped parcels in those communities would not be attributed to the Proposed Project.

As discussed in the Notice of Preparation/Initial Study (see Final EIR Appendix A), implementation of the Proposed Project would not require or result in the construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities. Any changes in infrastructure of the region or the state are not considered growth-inducing because they would not be implemented specifically to meet the needs of the Proposed Project but rather as part of the public utility's overall increases in capacity and would not induce new population growth or the construction of new housing.

7.2.2. Indirect Growth-Inducing Impacts

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

As discussed in Chapter 2, *Project Description*, the Proposed Project would employ up to 60 workers during construction, ~~and~~ up to 80 workers during 2029 operations, and up to 105 workers under full buildout conditions in 2049. The Project site is within the Port and proximate to a well-established, heavily populated urban community that provides sufficient existing housing stock and established infrastructure. Additionally, there is an adequate supply of workers in the vicinity given the urban setting. The population of the City of Los Angeles is expected to grow by approximately eight percent between 2020 and 2030, and this growth has been planned for in the General Plan Housing Element (City of Los Angeles, 2021). Accordingly, the Proposed Project's contribution would be a negligible percentage of regional employment levels, such that there would be no substantial in-migration of workers to the region. Thus, in the absence of changes in places of residence by persons likely to fill new jobs, distributional effects on population

and housing assets are very unlikely, and the Proposed Project would not have any significant effects on population growth that would tax existing facilities or require the construction of new facilities.

Given its small size relative to the region's overall Port industry, the Proposed Project would not cause a substantial indirect increase in earnings to firms and households throughout the region. The short-term indirect effects from construction would result in a small incremental increase in activity at local retail establishments. However, the long-term effects in the immediate area from the Proposed Project would be small relative to the size of the regional economy. Overall, the Proposed Project would not generate significant indirect growth-inducing impacts.