

# CHAPTER 6.0

## GROWTH INDUCING IMPACTS

### 6.1 INTRODUCTION

The CEQA *Guidelines* (Section 15126[f]) require an evaluation of the growth inducing impacts of a proposed project. A growth inducing impact is defined by the CEQA *Guidelines* as:

*The way 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. Included in this definition are public works projects which would remove obstacles to population growth, would tax community service facilities, or encourages or facilitates other activities that cause significant environmental effects. It is not assumed that growth in an area is necessarily beneficial, detrimental, or of little significance to the environment.*

### 6.2 DEVELOPMENT AND GROWTH TRENDS OF TRINITY COUNTY

Trinity County's population in the year 2000 was estimated to be 13,022. The countywide population density was estimated at 4.1 persons per square mile in 1999, substantially lower than the statewide estimate of 212.5 persons per square mile. The County's population has fluctuated over the last 10 years, with a moderate increase between 1990 and 1996 and a decrease between 1996 and 2000 (LSC, 2001a). Future population estimates are presented in **Table 6.2-1**.

**TABLE 6.2-1**  
TRINITY COUNTY POPULATION PROJECTIONS BY AGE

Age	2000 Population <sup>1</sup>	2010 Population	2020 Population	Annual Change <sup>2</sup>	
				2000-2010	2010-2020
0 to 19	3,234	3,113	3,494	-0.38%	1.16%
20 to 64	7,547	8,596	8,308	1.31%	-0.34%
65 +	2,241	2,446	3,224	0.88%	2.80%
<b>Total</b>	<b>13,022</b>	<b>14,155</b>	<b>15,026</b>	<b>0.84%</b>	<b>0.61%</b>

1 Based on U.S. Census Bureau 2000 Census Data

2 Based on DRU projected population rate increases

Source: U.S. Census Bureau, Census 2000, California Department of Finance, Demographic Research Unit, cited in LSC, 2001a.

The population estimates presented in **Table 6.2-1** indicate an average annual growth rate of 0.84% between the years 2000 and 2010 and 0.61% between 2010 and 2020, which is substantially lower than the projected statewide average. New population growth in Trinity County is expected to result from the

fringe effect of overall growth in California, an increase in retirees, and job growth in services and retail trade and from economic development efforts (LSC, 2001a).

The number of housing units was estimated in 1999 to be 8,074. Approximately 5,523 of these units were occupied at least six months of the year, and the remaining 2,551 were vacant at least six months of the year; a vacancy/second home rate of approximately 31.6%. This vacancy rate is expected to remain relatively constant over the next decade (LSC, 2001a).

The local economy in Trinity County has historically been based on government, forestry, light manufacturing, and tourism. A decline in forestry jobs has occurred recently due to increased environmental restrictions on timber harvesting. Currently only one mill still operates in Trinity County, in Weaverville. The fastest growing employment sectors in Trinity County are transportation and public utilities (30%), services (8%), and retail trade (7%). The unemployment rate has declined from an annual average of 14.7% in 1995 to 12.4% in 2000. The 2000 unemployment rate for Trinity County is substantially higher than the statewide average of 4.9% (LSC, 2001a).

### **6.3 TRENDS IN HYAMPOM AND HAYFORK**

The decline of the timber and mining industries in the 1990's has lead to an economic decline in both Hyampom and Hayfork. Both communities had active lumber mills that have since closed down, leading to population declines in both communities. Efforts are underway to restore the economy with agriculture, (particularly vineyards), tourism, value-added forest products, light industry and crafts. Vineyards have been started in both Hyampom and Hayfork, and the vineyard in Hyampom is now producing and selling bottled wine. One new resort is under development in Hyampom, adjacent to the County Airport and oriented toward private pilots. In Hayfork, the Watershed Center and a business incubator encourage value-added uses of the limited supply of timber from forest thinning and fuels reduction projects, and other light manufacturing. A fireworks factory has been successfully established in Hayfork. Convenient access to State Highway 3 in Hayfork may encourage some retirees to reside in Hayfork. However, remoteness and difficult access to health care facilities from Hyampom may make this community less attractive to retirees.

The following findings and policies contained in the *Land Use Element* of the *Trinity County General Plan* summarize the potential and desire for growth in Hyampom:

- Finding: The potential for rapid growth in Hyampom is slight due mainly to limited access.
- Finding: Hyampom as a community wants a balance between strict limitation and allowing some growth.
  - Growth: New development should be consistent with the valley's character. Due to the area's remoteness, no new growth-limiting measures are thought necessary.

- Services: Maintain the existing low level of services
- Resources: Encourage the use of the valley's agricultural land and the surrounding timber land for resource production.

## 6.4 GROWTH INDUCING EFFECTS

The proposed project discussed in this EIR would have no growth inducing effects by itself, because it is only one segment of the route between Hyampom and Hayfork. If only the segment from post mile 6.8 to 8.3 and the Nine Mile Bridge were improved, the other segments, including the one-lane section at post miles 10 to 14, would continue to limit the capacity, safety, drivability and attractiveness of the road. The following discussion therefore considers the cumulative effect of the combined TCDOT and CFLHD improvement projects on Hyampom Road, from Post Mile 0 at State Highway 3 in Hayfork to Post Mile 14 west of the one-lane section. The combined projects would improve the condition of Hyampom Road to a consistent 2-lane width, (two 11-foot wide lanes) and a consistent minimum design speed of 19 miles per hour.

The purpose of the proposed projects is to increase the safety of Hyampom Road, and to prevent further degradation and loss of roadway width due to slope failure. No additional lanes will be added, but the existing two lanes (one in each direction) will be preserved. The project is designed to accommodate existing traffic and retain existing traffic capacity, rather than add additional capacity. Travel time from Hayfork to Hyampom will not be significantly decreased, as the design speed will remain at or below 25 miles per hour. Hyampom Road serves only Hyampom and is not a through route to other destinations. Hyampom is, and will remain, 22 miles from State Highway 3 in Hayfork. Therefore, in the absence of an attraction in Hyampom compelling drivers to travel the 22 miles from the state highway, it is unlikely tourism would increase due solely to the road's improved condition.

Hyampom Road will be safer and easier to drive with the proposed project. This may attract a limited number of people to move to Hyampom, including some retirees, who may otherwise decide to live elsewhere based on the condition of the road. However, it is unlikely that the population of Hyampom will increase significantly because of the improved roadway

The current condition of Hyampom Road is not the reason for the decline in the timber and mining industries and closure of the Hyampom lumber mill. This is due to an overall decline in timber harvesting and mining, especially on U.S. Forest Service lands, because of the listing of the Northern Spotted Owl and Coho Salmon, and other environmental restrictions. Rehabilitation of Hyampom Road will not lead to a resurgence of timber or mining activities in Hyampom or Hayfork. However, in the event the

environmental restrictions were lifted, and timber harvesting and/or mining resumed, the road would be capable of supporting the increase in resource traffic that would result.

As mentioned above, current trends in development of Hayfork and Hyampom consist of new vineyards and a new resort in Hyampom, and small manufacturing, vineyards and other agriculture and possible retirement community development in Hayfork. Restoration of Hyampom Road could facilitate a commute between Hayfork and Hyampom, if either community were to develop an economic base that would generate new jobs. While the road restoration would help facilitate this activity, population growth and increased traffic would only occur if the economy were to develop. The improvements to Hyampom Road would not change the cost-effectiveness of a commute from Hyampom to Weaverville, Redding, Eureka or other economic centers. In other words, rehabilitation of Hyampom Road, in and of itself, will not result in a significant increase in development of Hyampom or Hayfork as “bedroom communities”.