

IV. Environmental Impact Analysis

J. Population and Housing

1. Introduction

This section analyzes the potential effects of the Project's contribution to population, housing, and employment growth within the City of Los Angeles (City) in relation to growth forecasts adopted by the Southern California Association of Governments (SCAG), and to relevant policies and programs regarding population, housing and employment set forth in adopted land use plans. Supporting documentation is provided in Appendix K, Population, Housing, and Employment Data, of this Draft EIR. Related information regarding the effects of the new development on the relationship between land uses and resulting land use patterns is further addressed in Section IV.H, *Land Use and Planning*. Potential growth-inducing impacts of the Project are further addressed in Chapter VI, *Other CEQA Considerations*.

2. Environmental Setting

a) Regulatory Framework

(1) State

(a) *Housing Element Law: California Government Code Section 65583 and 65584(a)(1)*

Section 65583 of the California Government Code requires cities and counties to prepare a housing element, as one of the state-mandated elements of the General Plan, with specific direction on its content. Pursuant to Section 65584(a)(1), the California Department of Housing and Community Development (HCD) is responsible for determining the regional housing needs assessment (segmented by income levels) for each region's planning body known as a Council of Governments (COG), SCAG being the COG serving the Southern California area. HCD prepares an initial housing needs assessment and then coordinates with each COG in order to arrive at the final regional housing needs assessment. To date, there have been four previous housing element update cycles. California is now in its fifth housing-element update cycle. The SCAG Regional Housing Needs Assessment (RHNA) and the City's General Plan Housing Element are discussed further below.

(b) *The Sustainable Communities and Climate Protection Act of 2008 (SB 375, Steinberg)*

Senate Bill (SB) 375 (Chapter 728, Statutes of 2008), which established mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas (GHG) emissions, was adopted by the State on September 30, 2008.

Under SB 375, the California Air Resources Board (CARB) is required to set regional GHG reduction targets, which must then be incorporated into the Regional Transportation Plan (RTP) in a Sustainable Communities Strategy (SCS) prepared for the region. On September 3, 2020, SCAG adopted its Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS), which is an update to the previous 2016–2040 RTP/SCS.¹

(c) *Housing Crisis Act of 2019 – (SB 330, Skinner)*

On October 9, 2019, the Governor signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 seeks to speed up housing production in the next half decade by eliminating some of the most common entitlement impediments to the creation of new housing, including delays in the local permitting process and cities enacting new requirements after an application is complete and undergoing local review—both of which can exacerbate the cost and uncertainty that sponsors of housing projects face. In addition to speeding up the timeline to obtain building permits, the bill prohibits local governments from reducing the number of homes that can be built through down-planning or down-zoning or the introduction of new discretionary design guidelines. The bill is in effect as of January 1, 2020, but is temporary in nature as the bill’s provisions expire on January 1, 2025.

(d) *Fair Employment and Housing Act (FEHA)*

The FEHA of 1959 (Government Code Section 12900 et seq.) prohibits housing discrimination on the basis of race, color, religion, sexual orientation, marital status, national origin, ancestry, familial status, disability, or source of income.

(e) *The Unruh Civil Rights Act*

The Unruh Civil Rights Act of 1959 (Civ. Code Section 51) prohibits discrimination in “all business establishments of every kind whatsoever.” The provision has been interpreted to include businesses and persons engaged in the sale or rental of housing accommodations.

(2) Regional

(a) *Southern California Association of Governments*

The Project Site is located within the jurisdiction of SCAG, a Joint Powers Agency established under California Government Code Section 6502 et seq. Pursuant to federal

¹ Southern California Association of Governments (SCAG), *Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, September 3, 2020.

and State law, SCAG serves as a COG, a Regional Transportation Planning Agency, and the metropolitan planning organization (MPO) for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. SCAG's mandated responsibilities include developing plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development. Specifically, SCAG is responsible for preparing the RTP/SCS and RHNA, in coordination with other state and local agencies. These documents include population, employment, and housing projections for the region and its 13 subregions. The Project Site is located within the Los Angeles Subregion.

SCAG is tasked with providing demographic projections for use by local agencies and public service and utility agencies in determining future service demands. Projections in the SCAG's 2020–2045 RTP/SCS serve as the basis for demographic estimates in this analysis of Project consistency with growth projections. The findings regarding growth in the region are consistent with the methodologies prescribed by SCAG and reflect SCAG goals and procedures.

SCAG data is periodically updated to reflect changes in development activity and provisions of local jurisdictions (e.g., zoning changes). Through these updates, public agencies have advance information regarding changes in growth that must be addressed in planning for their provision of services. Changes in the growth rates are reflected in the new projections for service and utilities planning through the long-term time horizon.

In addition, SCAG establishes policies pertaining to regional growth and efficient development patterns to reduce development impacts on transportation and related increases in air quality emissions. These policies are discussed in detail in Section IV.H, *Land Use and Planning*, of this Draft EIR.

(b) *Regional Transportation Plan/Sustainable Communities Strategy*

In September 2020, SCAG's Regional Council adopted the 2020–2045 RTP/SCS² The 2020–2045 RTP/SCS presents the transportation vision for the region through the year 2045 and provides a long-term investment framework for addressing the region's transportation and related challenges. Additionally, the RTP/SCS contains baseline socioeconomic projections that are the basis for SCAG's transportation planning, and the provision of services by other regional agencies. It includes projections of population, households, and employment forecasted for 2020, 2030, 2035, and 2045 at the regional, county, and local jurisdictional levels, and transportation analysis zones (TAZs) that provide small area data for transportation modeling.³

² SCAG, *Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, September 3, 2020.

³ SCAG, *Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, Demographics & Growth Forecast Appendix, September 3, 2020.

The 2020–2045 RTP/SCS identifies the amount of expected growth in the region and provides the expected distribution of that growth. The distribution reflects goals cited in the 2020–2045 RTP/SCS:⁴

- Encourage regional economic prosperity and global competitiveness
- Improve mobility, accessibility, reliability, and travel safety for people and goods
- Enhance the preservation, security, and resilience of the regional transportation system
- Increase person and goods movement and travel choices within the transportation system
- Reduce greenhouse gas emissions and improve air quality
- Support healthy and equitable communities
- Adapt to a changing climate and support an integrated regional development pattern and transportation network
- Leverage new transportation technologies and data-driven solutions that result in more-efficient travel
- Encourage development of diverse housing types in areas that are supported by multiple transportation options
- Promote conservation of natural and agricultural lands and restoration of habitats

The 2020–2045 RTP/SCS recognizes the need to provide an integrated approach to protect, maximize the productivity of, and strategically expand the region’s transportation system. SCAG has been attempting to integrate land use and transportation by working with subregions and local communities to increase development densities near transit and improve the jobs/housing balance.⁵ The 2020–2045 RTP/SCS includes strategies that encourage walking, biking, and transit use. Strategies are directly tied to reducing GHG emissions whilst others support the broader goals of the 2020–2045 RTP/SCS, which reduce vehicular demand, travel time, and pollution.⁶

(c) Regional Housing Needs Assessment (RHNA)

SCAG prepares the RHNA mandated by State law so that local jurisdictions can use this information during their periodic update of the General Plan Housing Element. The RHNA identifies the housing needs for very low income, low income, moderate income, and above moderate-income groups.

⁴ SCAG, *Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, September 3, 2020, page 9.

⁵ SCAG, *Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, September 3, 2020, page 47.

⁶ SCAG, *Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, September 3, 2020, page 49.

The most recent RHNA allocation, the 6th Cycle RHNA Allocation Plan, is focused on existing need (current housing shortages and overcrowding) plus projected growth, which takes into account factors beyond what was used to determine the 2020–2045 RTP/SCS’s projected growth.⁷ Therefore, the 6th Cycle RHNA allocation for the City results in a higher allocation of housing than what is represented in the 2020–2045 RTP/SCS, which is focused solely on projected or future growth. The 6th Cycle RHNA final allocations were provided on March 4, 2021 and show that the City is expected to provide a total of 456,643 households in the period running from October 2021 to October 2029.⁸ The 6th Cycle RHNA Allocation Plan was approved by the California Department of Housing and Community Development on March 22, 2021.⁹ The City’s Housing Element, which is currently being updated, will demonstrate its capacity to accommodate the allocated housing units.¹⁰

(3) Local

(a) *City of Los Angeles General Plan*

The City of Los Angeles General Plan was prepared pursuant to State law to guide future development and to identify the City’s environmental, social, and economic goals. The General Plan sets forth goals, objectives, and programs to provide a guideline for day-to-day land use policies and to meet the existing and future needs and desires of the City, while at the same time integrating a range of State-mandated elements including Transportation, Noise, Safety, Housing, and Open Space/Conservation. The General Plan also includes the General Plan Framework Element, discussed below, and a series of community plans, which guide land use at the community level for the area surrounding the Project Site. As discussed in more detail below, the Project Site is located in the Central City North Community Plan area.

(i) *City of Los Angeles General Plan Framework*

The City of Los Angeles General Plan Framework Element (Framework Element) was approved in 1996 by the City Council and re-adopted in 2001.¹¹ The Framework Element sets forth a citywide comprehensive long-range growth strategy and defines citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services. Framework Element land use policies are implemented at the community level through the City’s Community Plans and Specific Plans.

⁷ SCAG, *Final RHNA Allocation Methodology*, adopted March 5, 2020, page 5.

⁸ SCAG, *SCAG 6th Cycle Final RHNA Allocation Plan*, March 4, 2021.

⁹ California Department of Housing and Community Development, *Review of Adopted 2021–2029 Regional Housing Need Allocation (RHNA) Plan*, March 22, 2021.

¹⁰ City of Los Angeles, Housing Element Update, <https://planning.lacity.org/plans-policies/housing-element-update>. Accessed July 10, 2021.

¹¹ City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, adopted by the City Planning Commission on July 27, 1995, adopted by City Council on December 11, 1996, re-adopted on August 8, 2001.

The Framework Element Housing Chapter states that housing production has not kept pace with the demand for housing. According to the Framework Element, the City has insufficient vacant properties to accommodate the projected population growth and that the supply of land zoned for residential development is constrained.¹² The Housing Chapter states that new residential development will require the recycling and/or intensification of existing developed properties. The Framework Element states that the City must strive to meet the housing needs of the population in a manner that contributes to stable, safe, and livable neighborhoods, reduces conditions of overcrowding, and improves access to jobs and neighborhood services. In particular, Policy 4.1.1 of the Housing Chapter states that the City should “[p]rovide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within each City subregion to meet the 20-year projections of housing needs.” Objective 4.2 “[e]ncourage[s] the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods.”¹³

The Economic Development Chapter of the Framework Element includes a number of policies regarding the provision of commercial land development. Policy 7.2.2 states that commercial development entitlements should be concentrated in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors, so as to prevent commercial development from encroaching on existing residential neighborhoods. Policy 7.2.3 encourages new commercial development in proximity to rail and bus transit corridors.¹⁴

(ii) *General Plan Housing Element*

The General Plan’s Housing Element 2013–2021 (Housing Element) prepared pursuant to State law and provides planning guidance in meeting the housing needs identified in SCAG’s RHNA. The Housing Element identifies the City’s housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City’s housing and growth strategy, and provides the array of programs the City intends to implement to create sustainable, mixed-income neighborhoods. The latest Housing Element, based on the updated 2012 RHNA, was adopted by the City Council on December 3, 2013.¹⁵ Policies of note include Policy 1.1.3 that states the City should “[f]acilitate new construction and preservation of a range of housing types that address the particular needs of the city’s

¹² City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, Chapter 4 Housing, Summary of Housing Issues, August 8, 2001.

¹³ City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, Chapter 4 Housing, Goals, Objectives, and Policies, August 8, 2001.

¹⁴ City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, Chapter 7 Economic Development, Goals, Objectives, and Policies, August 8, 2001.

¹⁵ City of Los Angeles Department of City Planning, *Housing Element 2013–2021*, adopted December 3, 2013. Accessed April 2020.

¹⁶ Note that the Housing Element is currently being updated to incorporate the recently adopted 6th Cycle RHNA Allocation Plan. The City is projected to hold public hearings and start the adoption process of the Housing Element by Summer/Fall 2021.

households.”¹⁷ Also, Policy 1.3.5 states that the City should “[p]rovide sufficient land use and density to accommodate an adequate supply of housing units by type and cost within the City to meet the projections of housing needs, according to the policies and objectives of the City’s Framework Element of the General Plan.” The Housing Element carries forward the goals of the Framework Element Housing Chapter to encourage the development of livable neighborhoods and preservation of the housing supply.

Chapter 1, Housing Needs Assessment, of the Housing Element, identifies the City’s share of the housing needs established in the RHNA. In particular, Table 1.29, City of Los Angeles Regional Housing Needs Assessment Allocation, indicates that the City’s needs assessment allocation includes 82,002 housing units of which 35,412 units, or 43.2 percent, would be for above moderate income households.¹⁸ The remaining 56.8 percent of the needed housing units consist of 13,728 moderate-income units (16.8 percent), 12,435 low-income units (15.2 percent), 10,213 very low-income units (12.5 percent), and 10,213 extremely low-income units (12.5 percent). This allocation represents one-fifth of the total need of 412,721 housing units identified for the six-county SCAG region. The percentage increased from the previous housing needs cycle and City proportion, which was one-sixth of the regional need for the same types of units.

The Housing Element also establishes quantifiable objectives regarding the number of new housing units it anticipates being constructed. The Housing Element’s objective for new housing citywide by 2021 is 59,559 dwelling units, comprised of 46,500 above moderate income units, 1,122 moderate income units, 4,873 low income units, 3,834 very low income units and 1,730 extremely low income units.¹⁹

(b) Central City North Community Plan

The Land Use Element of the City’s General Plan is comprised of 35 Community Plans. The City’s Community Plans are intended to provide an official guide for future development and propose approximate locations and dimensions for land use at the community level. The Community Plans establish standards and criteria for the development of housing, commercial uses, and industrial uses, as well as circulation and service systems.²⁰ The City’s Community Plans implement the City’s Framework Element at the local level. The City’s Community Plans express the goals, objectives, policies, and programs to address growth within each of the individual communities and depict the desired arrangement of land uses as well as street classifications and the locations and characteristics of public service facilities. The Project is located within the Central City North Community Plan (Community Plan) area.

¹⁷ City of Los Angeles Department of City Planning, *Housing Element 2013–2021*, page 6-6.

¹⁸ City of Los Angeles Department of City Planning, *Housing Element 2013–2021*, page c-xvi.

¹⁹ City of Los Angeles Department of City Planning, *Housing Element 2013–2021*, 2013, Table ES.1, page c-xxi.

²⁰ City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, Chapter 3, Land Use, August 8, 2001.

The Community Plan incorporates 2010 geographic projections that were included in the Framework Element.²¹ While the Community Plan includes data for population, housing, and employment, the Community Plan does not provide growth projections beyond 2010 and does not reflect the more current regional planning documents.

The Community Plan also includes residential and commercial objectives and policies that establish a development concept for its neighborhoods and districts. Key provisions regarding the development in the Project vicinity relevant to population, housing and employment include the following:²²

(i) *Residential Objectives*

Objective 1-1: To provide for the preservation of existing housing and for the development of new housing to meet the diverse economic and physical needs of the existing residents and projected population of the Central City North Plan area to the year 2010.

Objective 1-2: To locate new housing in a manner which reduces vehicular trips and makes it accessible to services and facilities.

(ii) *Commercial Objectives*

Objective 2-1: To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.

Objective 2-2: To attract uses which strengthen the economic base and expand market opportunities for existing and new businesses.

Policy 2-2.2: New development needs to add to and enhance the existing pedestrian street activity.

Objective 2-3: To enhance the identity of distinctive commercial districts and to identify pedestrian-oriented districts.

The City is in the process of drafting updates to the Community Plan, as well as the Central City Community Plan. The City circulated a Notice of Preparation (NOP) for the combined Environmental Impact Report for the updated Central City and Central City North Community plans in February 2017.²³ A draft of the Downtown Community Plan was released in July 2019, along with drafts of the potential zoning and land use

²¹ City of Los Angeles Department of City Planning, *Central City North Community Plan*, adopted December 15, 2000 and amended September 7, 2016, page II-3.

²² City of Los Angeles Department of City Planning, *Central City North Community Plan*, page III-1.

²³ City of Los Angeles Department of City Planning, Notice of Preparation of a Combined Draft Environmental Impact Report and Notice of Scoping Meeting for Updates to the Central City and Central City North Community Plans, and Amendments to the City of Los Angeles Municipal Code to Adopt a New Zoning Code for the Central City and Central City North Community Plan Areas (as Part of the Re:Code LA Project), February 6, 2017. Accessed February 2018.

designations throughout the Community Plan area. The Draft EIR and Preliminary Draft of the new Zoning Code were provided in August 2020.²⁴

(c) *L.A.'s Green New Deal (Sustainable City pLAN 2019)*

In April 2019, Mayor Eric Garcetti released L.A.'s Green New Deal (Sustainable City pLAN 2019). Rather than an adopted plan, the Green New Deal is a mayoral initiative that consists of a program of actions designed to create sustainability-based performance targets through 2050 that advance economic, environmental, and equity objectives.²⁵ The City's Green New Deal is the first four-year update to the City's first Sustainable City pLAN that was released in 2015.²⁶ It augments, expands, and elaborates in more detail the City's vision for a sustainable future, and it tackles climate change with accelerated targets and new aggressive goals.

The Housing & Development chapter of the Green New Deal includes the following targets:

- Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025 and 75 percent by 2035;
- Increase cumulative new housing unit construction to 150,000 by 2025 and 275,000 units by 2035; and
- Create or preserve 50,000 income-restricted affordable housing units by 2035 and increase stability for renters.

(d) *City of Los Angeles Municipal Code*

Zoning regulations provide for the types and densities of commercial, institutional, industrial, and residential uses permitted in each of the City's zones. Zoning in the City establishes the maximum allowable development in a zone. Zoning also includes development standards which regulate setbacks, building heights, floor area ratios (FAR), open space and parking for each parcel within the City, as applicable.

The LAMC is currently undergoing a comprehensive update to all Zoning Code sections as part of the re:code LA effort. re:code LA, which started in 2013, will update the Zoning Code to make the Code more streamlined, visual, and easy to use. The existing Zoning Code will continue to be located in Chapter 1 of the Los Angeles Municipal Code, while the New Zoning Code will be located in a new Chapter 1A of the Los Angeles Municipal Code.

²⁴ City of Los Angeles Department of City Planning, *Downtown Los Angeles Community Plan Update*, <https://planning.lacity.org/plans-policies/community-plan-update/downtown-los-angeles-community-plan-update#outreach-timeline>. Accessed February 22, 2021.

²⁵ City of Los Angeles, *L.A.'s Green New Deal, Sustainable City pLAN*, 2019.

²⁶ City of Los Angeles, *Sustainable City pLAN*, April 2015.

(e) *Affordable Housing and Labor Standards Initiative
(Proposition JJJ)*

Proposition JJJ, approved on November 8, 2016, is a measure to impose affordable housing and local labor hiring requirements on new development projects, as well as set a minimum wage for hired construction workers. The measure included a number of key provisions. All development projects that include 10 or more residential units and require changes to the General Plan or other zoning are required to make a percentage of the units affordable to low-income and working residents or pay a fee to fund affordable housing and enforce laws that protect renters. Developers are required to make as much as 20 percent of the units in a project affordable for low-income and working renters. That number can be as high as 40 percent for homes that are for sale.

Developers of any such residential projects are required to hire contractors who:

- Are licensed according to city and state law;
- Guarantee to offer at least 30 percent of work-hours to city residents, with 10 percent coming from those living within five miles of the project;
- Pay standard wages for the area; and
- Employ members of apprenticeship training programs and workers with real-world experience.

Moreover, projects planned around public transit within a half mile of significant public transit stops are encouraged through an incentive program that applies only to projects that include affordable housing and require contractors to comply with the restrictions laid out in the bulleted list above.

(f) *Affordable Housing Trust Fund*

The City created and administers the Affordable Housing Trust Fund (Fund), which is codified in the LAMC. The Fund establishes a special fund for the purposes of receiving and disbursing monies to address the affordable housing needs of the City. The Fund requires 25 percent of the received initial and continuing net revenue of the 2001 business tax and payroll expense tax amnesty program and the revenue program of the Revenue and Taxation Code Section 1955.1 (Assembly Bill 63) be allocated to the Fund.

(g) *Density Bonus Ordinance*

The purpose of the City's Density Bonus Ordinance, codified as LAMC Section 12.22 A.25, is to establish procedures for implementing State Density Bonus requirements, as set forth in California Government Code Sections 65915–65918, and to increase the production of affordable housing, consistent with City policies. Subject to the provisions of LAMC Section 12.22 A.25, housing development projects that include an affordable housing component and senior citizen housing development projects may be granted a density bonus, allowing for a density increase over the otherwise maximum allowable residential density under the applicable zoning ordinance and/or specific plan. The

density bonus is determined based on the percentage and type of restricted affordable housing units provided and shall not exceed 35 percent. The amount of parking required for these projects may also be reduced. In addition, a housing development project that qualifies for a density bonus may be granted incentives set forth in the ordinance that allow for modification to a City development standard or requirement.

(h) *Homelessness Reduction and Prevention, Housing, and Facilities Bond (Proposition HHH)*

Proposition HHH, approved on November 8, 2016, is a \$1.2 billion general obligation bond to finance the construction of supportive and affordable housing for homeless people in the City. The purpose of the bond is to provide safe, clean affordable housing for the homeless and for those in danger of becoming homeless, such as battered women and their children, veterans, seniors, foster youth, and the disabled; and provide facilities to increase access to mental health care, drug and alcohol treatment, and other services.

b) Existing Conditions

(1) On-Site Conditions

As shown in **Table IV.J-1**, *Existing Land Uses on the Project Site*, the Project Site is currently developed with freezer, cold storage, and dry storage warehouse and associated office space, loading docks, and surface parking spaces. No residential uses or associated existing population reside on the Project Site under existing conditions. Existing uses on the Project Site employ approximately 218 people, as shown in Table IV.J-4, below.

**TABLE IV.J-1
EXISTING LAND USES ON THE PROJECT SITE**

Land Use Type	Developed Floor Area
Freezer/Cooler	161,854 sf
Office	11,157 sf
Dry Storage	32,382 sf
TOTAL	205,393 sf

SOURCE: RCS VE LLC, 2018.

(2) Population, Housing, and Employment Estimates

Current and future projected population, housing, and employment estimates for the City are based on data included in the 2020–2045 RTP/SCS, which is described in greater detail below.

The 2020–2045 RTP/SCS prepares growth projections for populations, households, and employment for regional, county, and local jurisdictional areas (City).²⁷ The 2020–2045 RTP/SCS reports the demographic data for years 2016 and 2045. The 2020–2045 RTP/SCS forecasts represent the likely growth scenario for the Southern California region in the future, taking into account recent and past trends, reasonable key technical assumptions, and local or regional growth policies.²⁸

The 2017 Project baseline population and growth projections for 2026 (earliest Project buildout year) and 2045 (latest Project buildout year and SCAG 2020–2045 RTP/SCS Projection Horizon) are shown in **Table IV.J-2, Projected Population, Housing and Employment Estimates for the City of Los Angeles**, and discussed below.²⁹

TABLE IV.J-2
PROJECTED POPULATION, HOUSING, AND EMPLOYMENT ESTIMATES FOR THE CITY OF LOS ANGELES

	Project 2017 Baseline	2026 (Earliest Project Buildout Year)			2045 (Latest Project Buildout Year/SCAG 2020–2045 RTP/SCS Projection Horizon)		
		Projected	Total Growth	Percentage Increase as Compared to 2017	Projected	Total Growth	Percentage Increase as Compared to 2017
Population	3,962,680	4,222,593	259,913	6.6%	4,771,300	808,620	20.4%
Housing	1,381,690	1,513,897	132,207	9.6%	1,793,000	411,310	29.8%
Employment	1,858,218	1,947,472	89,254	4.8%	2,135,900	277,682	14.9%

SOURCE: ESA, 2021. Based on SCAG data prepared for the 2020–2045 RTP/SCS. 2017 and 2026 projected and total growth numbers are interpolated from 2016 and 2045 data in the 2020–2045 RTP/SCS.

(a) *Population*

As indicated in Table IV.J-2, the City’s population is expected to grow by 259,913 people or 6.6 percent by the time of Project buildout in 2026 (earliest Project Buildout year). By 2045, the latest Project buildout year and the horizon year of the SCAG 2020–2045

²⁷ SCAG, *Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, Demographics & Growth Forecast Appendix, September 3, 2020.

²⁸ SCAG, *Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, Demographics & Growth Forecast Appendix, September 3, 2020.

²⁹ The 2017 baseline estimates were determined by interpolating from data presented in the SCAG projections based on values provided for 2016 and 2045. The 2017 estimate is calculated by: $(((2045 \text{ data} - 2016 \text{ data}) / 29 \text{ years}) * 1 \text{ year}) + 2016 \text{ data} = 2017 \text{ baseline estimate}$. The 2026 estimate is calculated by: $(((2045 \text{ data} - 2016 \text{ data}) / 29 \text{ years}) * 10 \text{ years}) + 2016 \text{ data} = 2026 \text{ (earliest Project buildout estimate)}$. The 2045 estimates are provided by SCAG and did not require extrapolation.

RTP/SCS, the population is expected to increase in the City by 808,620 people or 20.4 percent.

(b) *Housing*

As indicated in Table IV.J-2, the number of households/occupied housing units is expected to increase in the City by 132,207 units or 9.6 percent by the time of Project buildout in 2026 (earliest Project buildout year). By 2045 (the latest Project buildout year and the horizon year of the SCAG 2020–2045 RTP/SCS), the number of households in the City is expected to grow by 411,310 units or 29.8 percent.

(c) *Employment*

As shown in Table IV.J-2, the number of employees in the City is expected to grow by 89,254 employees or 4.8 percent by the time of Project buildout in 2026 (earliest Project buildout year). By 2045 (the latest Project buildout year and the horizon year of the SCAG 2020–2045 RTP/SCS), the number of workers in the City is expected to grow by 277,682 workers or 14.9 percent.

3. Project Impacts

a) Thresholds of Significance

In accordance with Appendix G of the CEQA Guidelines, a project would have a significant impact related to population and housing if it would:

Threshold (a): Induce substantial unplanned population growth in an area, either directly (for example by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure); or

Threshold (b): Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

For this analysis, the Appendix G Thresholds are relied upon. The analysis utilizes factors and considerations identified in the City's 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G Threshold Questions. The factors to evaluate population and housing impacts include:

- The degree to which the project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout, and that would result in an adverse physical change in the environment;
- Whether the project would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and
- The extent to which growth would occur without implementation of the project.

b) Methodology

The analysis of population and housing impacts evaluates whether the Project's contribution to population, housing, and/or employment growth are consistent with the future growth projections and related policies outlined above in order to assess the potential for impacts on the physical environment.

As explained above, because the Community Plan does not provide growth projections beyond 2010, the growth projections provided for the Community Plan area do not reflect current conditions or future projections. Therefore, the 2020–2045 RTP/SCS is the most recently adopted plan that provides population, housing, and employment projections for the City for the period between 2016 and 2045. Therefore, for purposes of this analysis, population, housing, and employment projections from the 2020–2045 RTP/SCS for the City are used to assess the extent to which Project growth falls within forecasted growth in order to assess the potential for physical impacts on the environment. The 2020–2045 RTP/SCS reports demographic data for 2016, 2020, 2030, 2035, and 2045. Projections for Project Baseline Year 2017 and Earliest Project Buildout Year of 2026 are interpolated from the reported demographic data (see calculations in Appendix K of this Draft EIR). The latest Project Buildout Year, 2045, is not interpolated as it corresponds with the 2045 horizon year of the SCAG 2020–2045 RTP/SCS projections. The 2020–2045 RTP/SCS forecasts represent the likely growth scenario for the Southern California region in the future, taking into account recent and past trends, reasonable key technical assumptions, and local or regional growth policies.³⁰

The Project's residential population was calculated based on the Citywide Person Per Household Factor for multi-family units, which assumes an average household size of 2.41 people per household.³¹ Note that as the Project proposes a mix of 73 studios, 169 one-bedroom, 49 two-bedrooms, and 17 three-bedroom units, the Citywide number of 2.41 used in the analysis below provides for a conservative estimate that likely overstates the Project's actual population. The number of employees was calculated using employee generation factors from the City of Los Angeles VMT Calculator Documentation developed for a range of land uses.³² The Project's contributions to population, housing, and employment are then compared to projections from SCAG for the City, to determine whether growth associated with the Project would result in impacts on the environment due to unplanned growth or conflicts with applicable City and regional goals, objectives and policies.

c) Project Design Features

No specific Project Design Features are proposed with regard to population, housing, and employment.

³⁰ SCAG, *Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, September 3, 2020.

³¹ Based on 2018 Census American Community Survey 5-Year Estimate data (2014–2018).

³² Los Angeles Department of Transportation and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation, Version 1.3, May 2020.

d) Project Impacts

Threshold (a): Would the Project induce unplanned substantial population growth in an area, either directly (for example by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

(1) Impact Analysis

(a) Construction Impacts

The construction of the Project would result in increased employment opportunities in the construction field, which could potentially result in increased permanent population and demand for housing in the vicinity of the Project Site. However, the employment patterns of construction workers in Southern California are such that it is not likely that they would relocate their households as a consequence of the construction employment associated with the Project. The construction industry differs from most other industry sectors in several ways:

- There is no regular place of work. Construction workers regularly commute to job sites that change many times over the course of a year. Their sometimes lengthy daily commutes are facilitated by the off-peak starting and ending times of the typical construction workday;
- Many construction workers are highly specialized (e.g., crane operators, steelworkers, masons, etc.) and move from job site to job site as dictated by the demand for their skills; and
- The work requirements of most construction projects are highly specialized. Workers remain at a job site only for the time frame in which their specific skills are needed to complete a particular phase of the construction process.

Therefore, Project-related construction workers would not be likely to relocate their place of residence as a consequence of working on the Project. Although construction of the Project would generate direct (in the form of short-term construction jobs at the Project Site), indirect (in the form of employment supported by Project construction-related expenditures), and induced (in the form of wages paid to construction workers) employment impacts, Project-related construction would not generate permanent new employment that would significantly contribute to local or regional growth. Furthermore, there would be no significant housing or population impacts associated with the construction phase of the Project. **Therefore, Project construction would not induce substantial unplanned population growth indirectly in the Project area, and impacts would be less than significant.**

(b) *Operational Impacts*(i) *Project Population, Housing, and Employment Generation*

With Project implementation, the Project Site would be developed with approximately 944,055 square feet of office space, 308 multi-family residential dwelling units, 236 hotel rooms (158,647 square feet), and a range of commercial uses, including 136,152 square feet of retail, 89,577 square feet of restaurants, 93,617 square feet of studio/event/gallery space/museum, and 62,148 square feet of gym. The existing warehouse buildings would be demolished for development of the Project. The Project's projected increases in residential population and housing stock are summarized **Table IV.J-3, Estimate of Project Population and Housing**.

**TABLE IV.J-3
ESTIMATE OF PROJECT POPULATION AND HOUSING**

Total Housing Units	Average Household Size ^a	Total Population
308	2.41	743

NOTE(S):

^a Based on 2018 Census American Community Survey 5-Year Estimate data (2014–2018).

SOURCE: ESA, 2021.

The Project's projected increase in employment is summarized in **Table IV.J-4, Estimate of Project Employment**.

(a) *Population*

SCAG's 2020–2045 RTP/SCS provides short-term and long-term population estimates for the City. As shown in Table IV.J-2 above, the population in the City was estimated to be 3,962,680 in 2017 and is projected to be 4,222,593 in 2026, the Project's earliest projected buildout year. The Project's contributions to growth projections in the SCAG 2020–2045 RTP/SCS for the City are shown in **Table IV.J-5, Project Population, Housing, and Employment Percentages for the City of Los Angeles**.

As shown in Table IV.J-5, the Project's 743 residents with potential buildout in 2026 (Earliest Project Buildout year) would comprise approximately 0.3 percent of SCAG's estimated population growth by 2026. With the latest Project buildout year assumed for the Project in 2045, SCAG's longer-term projected population increase for the City in 2045 shows an additional 808,620 residents for a total residential population of 4,771,300; therefore, the Project would comprise approximately 0.1 percent of SCAG's total population increase for the City between 2017 and 2045.

**TABLE IV.J-4
ESTIMATE OF PROJECT EMPLOYMENT**

Use	Amount (square feet)	Employment Generation Factor^a	Number of Employees^b
Office	944,055	4 emp/ksf	3,777
Retail	107,294	2 emp/ksf	215
Arts District Central Market ^c	28,858	4 emp/ksf	116
Restaurant	89,577 sf	4 emp/ksf	359
Hotel	236 rm	0.5 emp/rm	118
Studio/Gallery/Gym	155,765	1 emp/ksf	156
<i>Proposed Subtotal</i>			4,741
Existing Uses			
Freezer/Cooler	161,854 sf	1 emp/ksf	162
Office	11,157 sf	4 emp/ksf	45
Dry Storage	32,382 sf	0.33 emp/ksf	11
<i>Existing Subtotal</i>			218
Net New Employees			4,523

NOTE(S):

sf = square feet; rm = room; emp = employee; ksf = 1,000 square feet

^a The employee generation factors are taken from Table 1, Land Use and Trip Generation Base Assumptions, from the City of Los Angeles Vehicle Miles Traveled (VMT) Calculator Documentation, Version 1.3, provided by the Los Angeles Department of Transportation (LADOT) and Los Angeles Department of City Planning. Note that the studio/gallery/gym uses the "Health Club" factor provided in Table 1.

^b Totals are rounded.

^c As noted in the Transportation Assessment, provided in Appendix M-1 of this Draft EIR, the Arts District Central Market uses the Quality Restaurant employee generation factor.

SOURCE: ESA, 2021.

**TABLE IV.J-5
PROJECT POPULATION, HOUSING, AND EMPLOYMENT PERCENTAGES FOR THE CITY OF
LOS ANGELES**

	Project Increase ^a	SCAG Projected Growth ^b	Project Percentage of Growth
Population			
2017–2026 Earliest Buildout	743	259,913	0.3%
2017–2045 Latest Buildout/Projection Horizon	743	808,620	0.1%
Households			
2017–2026 Earliest Buildout	308	132,207	0.2%
2017–2045 Latest Buildout/Projection Horizon	308	411,310	0.1%
Employment			
2017–2026 Earliest Buildout	4,523	89,254	5.1%
2017–2045 Latest Buildout/Projection Horizon	4,523	277,682	1.6%

NOTE(S):

^a From Table IV.J-3 for population and housing, and Table IV.J-4 for employment.

^b From Table IV.J-2.

SOURCE: ESA, 2021.

On a regional level, as with most of Downtown Los Angeles, the Project Site is located within a Transit Priority Area (TPA) and a SCAG-designated HQTAs, as it is located within half a mile of qualifying Metro bus stops (Metro Local bus routes 18, 60, and 62) located at the corner of 7th Street and S. Santa Fe Avenue and the corner of 7th Street and Imperial Street.^{33,34} The Project's development would support the attainment of the SCAG policies discussed in Subsection 2.a.2.a, *Southern California Association of Governments*, by increasing population density through infill development within an area targeted to provide high-density development along transit corridors.³⁵ The Project's mixed-use components and contributions to walkable communities would also contribute to the attainment of SCAG policies. The Project would provide a mixed-use development in proximity to public transit, which would help reduce vehicle trips and per capita VMT. Further analysis of whether the Project conflicts with the goals of the 2020–2045 RTP/SCS is discussed in greater detail in Section IV.H, *Land Use and Planning*, of the Draft EIR.

³³ Fehr & Peers, Applicability of Transit Priority Area (TPA) to the 670 Mesquit Project, September 2, 2020. Provided in Appendix B of this Draft EIR.

³⁴ SCAG, *Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, September 3, 2020, Exhibit 3.8.

³⁵ SCAG, *Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, September 3, 2020.

At the local level, the Project would be in compliance with the objectives and policies found within the City's General Plan, Community Plan, and L.A.'s Green New Deal (Sustainable City pLAN 2019). The Project would develop complementary residential uses within a TPA that is in proximity to transit, ensuring that new residential units would be accessible to high-quality transit, in support of the objectives and policies found within these plans. Further analysis of whether the Project conflicts with the goals, objectives, and policies of the City's General Plan and Community Plan is discussed in greater detail in Section IV.H, *Land Use and Planning*, of this Draft EIR and analysis of whether the Project conflicts with the goals and actions L.A.'s Green New Deal (Sustainable City pLAN 2019) is provided in Section IV.E, *Greenhouse Gas Emissions*, of this Draft EIR.

The Project's contribution to population growth continues an infill growth pattern that is encouraged locally in the City's plans and regionally by SCAG policies and is well within the projected growth forecasts for the City and region. Thus, the Project is consistent with regional and local policies. The Project's contribution to population growth would fall within and be consistent with SCAG population projections for the City. **As such, impacts related to induced substantial unplanned population growth under the Project during long-term operation of the Project would be less than significant.**

(b) Housing

As shown in Table IV.J-5, the Project's proposed 308 housing units would comprise 0.2 percent of SCAG's year 2026 estimated increase of 132,207 households within the City. The Project would comprise 0.1 percent of SCAG's 2045 estimated increase of 411,310 households within the City. The Project would result in population growth directly through the introduction of 308 housing units on the Project Site which currently has no residential uses. This growth would contribute towards the attainment of City and regional goals and policies to encourage housing development in the greater Los Angeles area. In particular, Objective 4.2 of the Housing Chapter states that the City should "[e]ncourage the location of new multi-family housing development to occur in proximity to transit stations, along some transit corridors, and within some high activity areas with adequate transitions and buffers between higher-density developments and surrounding lower-density residential neighborhoods."³⁶ As previously indicated, the Project Site is located within a TPA and a SCAG-designated HQT. The Project Site's accessibility to transit would help the City increase housing with these transit priority areas, and would contribute to the City's ability to meet its housing obligation under SCAG's RHNA and Objective 4.2 of the Housing Chapter. **Therefore, impacts related to induced substantial unplanned population growth through the Project's contribution to housing during long-term operation would be less than significant.**

³⁶ City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, Chapter 4 Housing, Goals, Objectives, and Policies, August 8, 2001.

(c) Employment

As shown in Table IV.J-4, the Project would generate a net total of 4,523 employees, which would comprise 5.1 percent of SCAG's year 2026 estimated growth of 89,254 employees within the City. The Project would comprise 1.6 percent of SCAG's 2045 estimated growth of 277,682 employees within the City.

Improving the jobs/housing balance is one tool for reducing impacts on the environment by reducing VMT. The ratio of jobs to housing is one indicator of proximity between employment and residential locations for population in the region. The jobs/housing ratio for the entire SCAG region is approximately 1.35.³⁷ That is, there are approximately 1.35 jobs for each household unit. Large variations from this ratio in local communities indicate whether the communities are housing-rich (i.e., bedroom communities) or employment-rich. Such communities require longer commuting distances between home and work. Communities whose ratios are closer to 1.35 have more of a balance between residents and employees within their boundaries.

Based on the 2017 employment and household estimates presented in Table IV.J-2, above, the 2017 jobs/housing ratio in City is 1.34.³⁸ The projected 2026 estimate for the City would be decreased slightly to 1.29.³⁹ The projected 2045 estimate is 1.19.⁴⁰ Inclusion of the Project to the City's employment and household numbers would maintain the jobs/housing ratio of 1.35, 1.29, and 1.19 for 2017, 2026, and 2045, respectively. While the City's jobs/housing ratio is close to the regional average, the distribution of employment within the City is not proportioned evenly, which skews the overall City's jobs/housing ratio. In particular, areas of the City, such as the Downtown area, are disproportionately employment-oriented as compared to other areas. City and regional policies have encouraged the placement of a proportionate increase in the number of housing units as compared to jobs so as to bring the City's ratio closer to the regional balanced ratio of 1.35. Chapter 7 of the Framework Element emphasizes that the jobs/housing ratio must be maintained because if it declines, the City's economic vitality would spiral downward, but if the ratio increased, the housing shortage and the need for affordable housing would be exacerbated.⁴¹ By co-locating jobs and housing on a site that does not currently have any existing housing, the Project would support the City's efforts to improve the jobs/housing balance in the City.

³⁷ SCAG, *Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, Demographics & Growth Forecast Appendix. Based on 2016 employment of 8,389,000 and 6,012,000 households as presented in Table 13, County Forecast of Population, Households, and Employment, page 29.

³⁸ The 2017 jobs/housing ratio is calculated by (2017 employment value / 2017 household value), which is 1,858,218 / 1,381,690, resulting in 1.34.

³⁹ The 2026 jobs/housing ratio is calculated by (2026 employment value / 2026 household value), which is 1,947,472 / 1,513,897, resulting in 1.29.

⁴⁰ The 2045 jobs/housing ratio is calculated by (2045 employment value / 2045 household value), which is 2,135,900 / 1,793,000, resulting in 1.19.

⁴¹ City of Los Angeles, *The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan*, Chapter 7 Economic Development, August 8, 2001, page 7-5.

Additionally, the Project would comply with the Community Plan's objectives and policies to strengthen commercial development in the community and to provide additional opportunities for new commercial development and services. The Project's office, hotel, and commercial uses would expand the market opportunities for both the existing and new businesses within the Community Plan area. Additionally, the Project's pedestrian connections and landscaped open space would enhance existing pedestrian street activity. Thus, the Project is consistent with regional and local policies.

Therefore, impacts related to induced substantial unplanned population growth through the Project's contribution to employment during long-term operation would be less than significant.

(ii) Infrastructure

The Project proposes infill development in an urban area with an established infrastructure system. The Project would increase population, housing, and employment, which would increase demand on infrastructure to serve the Project Site and the surrounding area. The Project would link with and tie into existing infrastructure in the Project area. Where infrastructure improvements to serve the Project are required, such as service connections to local water and sewer network and electricity and natural gas utilities, they would be sized to serve the Project while accounting for other demands in the area that would use the same infrastructure. As further discussed in Section IV.N.1, *Wastewater*, and IV.N.2, *Water Supply*, of this Draft EIR, analyses have been conducted with input from the City that demonstrate that upon Project buildout, there would be adequate infrastructure to serve the Project.

Project operation would modify some access (e.g., turn lanes, signalization) from the streets that surround the Project Site, including the proposed Mesquit Street vacation, which would allow for the creation of a publicly accessible paseo (Mesquit Paseo). However, the Project would not include roadways into an area that would result in substantial new population growth.

Based on the above, given the infill nature of the Project, and its location on a Project Site that is well served by existing infrastructure, the Project would not induce substantial population growth indirectly through the extension of roads or other infrastructure. **Therefore, infrastructure improvements under the Project would not induce substantial unplanned population growth in an area, either directly or indirectly, and impacts would be less than significant.**

(iii) Conclusion

Based on the above, the Project would not induce substantial unplanned population growth in an area, either directly (for example by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure). Therefore, the Project would result in less than significant impacts due to induced substantial unplanned population growth.

(c) Project with the Deck Concept

Impacts associated with population and housing would be essentially the same under the Project or the Project with the Deck Concept as the Project with the Deck Concept would not include additional housing units or employment-generating uses and would therefore not introduce additional residential population to the Project Site as compared to the Project. Thus, the conclusions regarding impact significance presented above are the same and apply to the Project and the Project with the Deck Concept. **As such, impacts associated with unplanned population, housing and employment growth under the Project with the Deck Concept would be less than significant.**

(2) Mitigation Measures

Impacts related to unplanned population, housing, and employment growth were determined to be less than significant without mitigation. Therefore, no mitigation measures are required.

(3) Level of Significance After Mitigation

Impacts related to unplanned population, housing and employment growth were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

Threshold (b): Would the Project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

As discussed in Subsection VI.6, *Impacts Found Not to Be Significant*, of Chapter VI, *Other CEQA Considerations*, in this Draft EIR, and in the Initial Study (Appendix A-2), no dwelling units are currently located on the Project Site. **Because no people or housing would be displaced, the Project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere because there are no residential uses currently on the Project Site, and, therefore, no impact would occur with respect to Threshold (b). No further analysis is required.**

(a) Project with the Deck Concept

Impacts associated with displacement would be the same under the Project or the Project with the Deck Concept as the Project with the Deck Concept would similarly not displace any existing people or housing. Thus, the conclusions regarding impact significance presented above are the same and apply to the Project and the Project with the Deck Concept. **As such, impacts associated with displacing substantial numbers of existing people or housing under the Project with the Deck Concept would be less than significant.**

e) Cumulative Impacts

(1) Impact Analysis

Cumulative impact analysis addresses the impacts of known and anticipated development in the Project area in combination with the proposed Project, with respect to the anticipated amount, timing, and distribution of population, housing, and employment growth. The 141 related projects are listed in Table III-1 of Chapter III, *Environmental Setting*, of this Draft EIR.

The calculation of the cumulative number of housing units, population, and employees attributable to the related projects is provided in Appendix K, Population, Housing and Employment Data, of this Draft EIR. A summary of cumulative growth is shown in **Table IV.J-6, Total Cumulative Development**. Projections focus on the SCAG 2020–2045 RTP/SCS 2045 horizon and the latest Project buildout year as opposed to the Project’s 2026 earliest Project buildout year. The 2045 horizon and latest Project buildout year is considered the appropriate timeframe for evaluating cumulative impacts as SCAG projections incorporate regional policies and are based on long-term demographic trends that average out short-term variations, which may not be reflected in 2026 (earliest Project buildout year) projections.⁴²

**TABLE IV.J-6
TOTAL CUMULATIVE DEVELOPMENT**

Development^a	Population^b	Housing Units^b	Employment^b
Related Projects	101,088	40,289	75,224
Proposed Project - Total Buildout	743	308	4,523
Total Cumulative Growth	101,831	40,597	79,747

NOTE(S):

^a A list of the related projects is provided in Table III-1 of Chapter III, *Environmental Setting*, of this Draft EIR.

^b The calculations for housing, population, and employment are presented in Appendix K of this Draft EIR.

SOURCE: ESA, 2021.

Table IV.J-7, Cumulative Population, Housing, and Employment, compares projected cumulative growth, inclusive of the Project, to the 2020–2045 RTP/SCS’s 2045 horizon year and latest Project buildout year projections. The related projects reflect a mix of development including residential, office, hotel, and commercial uses.

⁴² SCAG, *Connect SoCal: 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*, September 3, 2020, page 19.

**TABLE IV.J-7
CUMULATIVE POPULATION, HOUSING AND EMPLOYMENT**

	Cumulative Increase Including Proposed Project ^a	SCAG Projected Growth ^b	Cumulative Percentage of Growth
Population	101,831	808,620	12.6%
Households	40,597	411,310	9.9%
Employment	79,747	277,692	28.7%

NOTE(S):

^a From Table IV.J-6.

^b From Table IV.J-2.

SOURCE: ESA, 2021.

(a) Population

As indicated in Table IV.L-7, the Project and related projects' cumulative population growth of 101,831 is equal to 12.6 percent of the population growth estimated in the SCAG projection for the City by the 2045 horizon year and latest Project buildout year.

(b) Housing

The Project and related projects would result in the construction of approximately 40,597 dwelling units within the City, which is 9.9 percent of Citywide projected housing growth by the year 2045 and latest Project buildout year.

(c) Employment

The approximately 79,747 employment opportunities associated with the Project and related projects would represent 28.7 percent of the projected new jobs Citywide by 2045 and latest Project buildout year.

(d) Conclusion

As noted above, the projected population, household, and employment growth would be within the 2045 SCAG projections identified in the 2020–2045 RTP/SCS for the City. The increases in population (12.6 percent) and households (9.9percent) show that the City is attracting relatively similar proportionate amounts of residential and housing growth in the area. Additionally, the total amount of development reflects the proportion of growth occurring in the City as a whole. The increase in housing stock in the City provides opportunities for residents to locate within an HQTAs and within proximity to transit facilities, thereby reducing the demand for development in lower-density areas and achieving greater efficiency in the provision and use of services and infrastructure. Furthermore, the Project and related projects would contribute to infill growth patterns, including concentrated growth within TPAs, as encouraged in City plans and SCAG's regional plans, as discussed further in Section IV.E, *Greenhouse Gas Emissions*, and Section IV. *Land Use and Planning*, of this Draft EIR.

The additional employment opportunities would increase the number of jobs adjacent to residential areas and public transit, which would support City and regional policies intended to reduce VMT. The new jobs would bolster the local economy and bring new jobs to an area that is prime for employment growth. The related projects alone for the City would have a jobs/housing ratio of 1.97, which indicates the large amount of jobs that would be introduced to the City from the related projects. These growth trends indicate that the City's new developments are bringing more employment opportunities while improving its distribution of jobs and housing. The increase in employment also furthers the City's efforts to improve the jobs/housing balance in the City, as described above.

In summary, growth associated with the Project and related projects would fall within regional forecasts and would contribute to infill growth patterns, including concentrated growth within TPAs, as encouraged locally in City plans and in SCAG's regional plans. Accordingly, cumulative impacts associated with population, housing and employment growth would be less than significant. Furthermore, the Project would not displace people or housing and therefore there would be no associated cumulative impact.

For these reasons, cumulative impacts on population, housing, and employment would be less than significant.

(i) Project with the Deck Concept

Cumulative impacts associated with unplanned growth and displacement of people and housing would be the same under the Project or the Project with the Deck Concept. Thus, the conclusions regarding cumulative impact significance presented above are the same and apply to the Project and the Project with the Deck Concept. **As such, cumulative impacts associated with population and housing under the Project with the Deck Concept would be less than significant.**

(2) Mitigation Measures

Cumulative impacts regarding induced substantial unplanned population growth were determined to be less than significant. Therefore, no mitigation measures are required.

(3) Level of Significance after Mitigation

Cumulative impacts regarding induced substantial unplanned population growth were determined to be less than significant without mitigation. Therefore, no mitigation measures were required or included, and the impact level remains less than significant.

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