

4.11 POPULATION, EMPLOYMENT, AND HOUSING

4.11.1 INTRODUCTION

This section of the Draft Environmental Impact Report (Draft EIR) provides an analysis of the potential effects of the Inglewood Transit Connector Project (proposed Project) on population, housing, and employment conditions. This section identifies and describes existing and projected levels of population, employment, and housing in the City of Inglewood (City) and analyzes the effects that would be caused by development of the proposed Project. The existing and projected population, employment data, and housing stock as well as a description of the methodology and framework guide the evaluation of the proposed Project's potential population, housing, and employment impact.

Prior to the preparation of this Draft EIR, a Recirculated Initial Study (included in **Appendix 2.0.2a: Recirculated Initial Study** of this Draft EIR) was prepared using the California Environmental Quality Act (CEQA) Guidelines Environmental Checklist Form Appendix G to assess potential environmental impacts associated with Population, Housing, and Employment. It was previously determined in the Revised Initial Study that the proposed Project would have potentially significant impact on inducing populations growth in the area, either directly or indirectly and would have no impact on displacing substantial numbers of existing people or housing. Impacts related to population, employment and housing found to be less than significant are further discussed in **Section 6.3: Effects Found Not to be Significant**.

Please see **Section 8.0** for a glossary of terms, definitions, and acronyms used in this Draft EIR.

4.11.2 OVERVIEW OF POPULATION, EMPLOYMENT, AND HOUSING

The proposed Project is located within the Southern California Association of Governments (SCAG) region which includes six counties. With more than 19 million in population, 6 million in households, and 8 million jobs, the SCAG region is the nation's largest metropolitan planning organization.¹ In line with national trends, annual population growth in the SCAG region has slowed and is anticipated to continue slowing from an annual growth rate of about 0.85 percent in 2020 to 0.45 percent by 2045. The decrease in annual population growth rate is driven by a combination of several factors: 1) women are having fewer children and are doing so at a later age, leading to a decline in fertility, 2) high housing costs, 3) an aging population, and 4) a decrease in net-migration.

The employment landscape in the region has followed a "boom and bust" cycle that is in line with the employment trends in Southern California. This trend is exemplified by the growth in housing development in the 2000s and the following bust starting in 2008 in the housing construction and service

1 SCAG. *Connect SoCal, 2020-2045 RTP/SCS*. Chapter 2 SoCal Today.
<https://www.connectsocial.org/Documents/Adopted/fConnectSoCal-02-Plan.pdf>. Accessed September 18, 2020.

sectors. Despite this, the SCAG region has shown great resilience as the number of jobs in the region continues to grow overall. In 2019, there were approximately 8.7 million jobs in the region and every county in the region has experienced a net increase in jobs between the years 2000 and 2019.²

Housing in the SCAG region has traditionally followed the trend of lower-density development, which has occurred farther from employment-rich areas, increasing congestion, automobile dependency, leapfrog development and air pollution, and limiting the effectiveness of public transit. This trend has been shifting with a push-and-pull between new single-family development in traditionally suburban or formerly rural areas and multi-family residential developments in higher-density communities. A continued need for housing development is clear from the region's population trend as an additional 930,000 people moved into Southern California from 2006 to 2016.

4.11.3 METHODOLOGY

The following analysis is based on information on construction and operation of the proposed Project and information on City population, employment, and housing data and characteristics. Sources of information for population-, employment-, and housing-related estimates include the City General Plan and Housing Element,³ Southern California Association of Governments' (SCAG) 2019 Local Profiles (SCAG 2019 Local Profiles),⁴ SCAG's 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (SCAG 2016-2040 RTP/SCS),⁵ SCAG's 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (SCAG 2020-2045 RTP/SCS),⁶ and SCAG's 6th Cycle Regional Housing Needs Allocation (6th Cycle RHNA).⁷

The information contained in this section is used as a basis for analysis of project and cumulative impacts. However, changes in population and housing, in and of themselves, are social and economic effects and under CEQA are not physical effects on the environment. CEQA provides that economic or social effects are not considered significant effects on the environment unless the social and/or economic effects are connected to physical environmental effects. A social or economic change related to a physical change may serve as a linkage between the proposed Project and a physical environmental effect or may be

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- 2 SCAG. *Certified Final Connect SoCal PEIR*. https://www.connectsocial.org/Documents/PEIR/draft/dPEIR_ConnectSoCal_3_14_PopulationHousing.pdf. Accessed September 21, 2020.
 - 3 City of Inglewood, *Housing Element 2013-2021*, <https://www.cityofinglewood.org/DocumentCenter/View/127/2013-2021-Housing-Element-Adopted-January-28-2014-PDF>. Accessed July 22, 2020.
 - 4 SCAG. *2019 Local Profiles*. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed July 21, 2020.
 - 5 SCAG. *Final 2016 RTP/SCS*. <http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx>. Accessed July 22, 2020.
 - 6 SCAG. *Adopted Final Connect SoCal*. <https://connectsocial.org/Pages/Connect-SoCal-Final-Plan.aspx>. Accessed July 22, 2020.
 - 7 SCAG. *Regional Housing Needs Assessment & Housing*. <http://www.scag.ca.gov/programs/Pages/Housing.aspx>. Accessed July 22, 2020.

considered in determining whether the physical change is significant.⁸ The direction for treatment of economic and social effects is stated in CEQA Guidelines section 15131(a):

Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on physical changes.⁹

4.11.4 REGULATORY FRAMEWORK

4.11.4.1 State Regulations and Directives

California Housing Element Requirement

California law requires cities and counties to include a housing element as one of the nine State-mandated elements of the General Plan.¹⁰ The housing element needs to address housing conditions and housing needs in the community. Cities and counties are required to update the housing elements every 8 years following the implementation of SB 375.¹¹ The housing element must identify and analyze existing and projected housing needs and “make adequate provision for the existing and projected needs of all economic segments of the community,” among other requirements. The City’s Housing Element was updated in 2013 and adopted on January 28, 2014.¹²

California Relocation Assistance

California Government Code Section 7260-7277 establishes a uniform policy for fair and equitable treatment of people or businesses displaced as a direct result of programs or projects undertaken by a public entity.¹³ The primary purpose is to ensure that these persons shall not suffer disproportionate injuries as a result of programs and projects designed for the benefit of the public and to minimize the hardship of those displaced.

8 CEQA Guidelines section 15382.

9 CEQA Guidelines section 15131(a).

10 Government Code Section 65580, et seq.

11 California Legislative Information. Senate Bill No. 375.

https://leginfo.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375. Accessed May 22nd, 2020.

12 City of Inglewood. *General Plan*. <https://www.cityofinglewood.org/209/General-Plan>. Accessed May 18th, 2020.

13 California Government Code Section 7260-7277.

4.11.4.2 Regional Regulations and Directives

Regional Housing Needs Assessment

The Regional Housing Needs Assessment (RHNA) is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The current planning period, 2013 to 2021, is considered the 5th RHNA Planning Cycle. SCAG is in the process of preparing the 6th RHNA Planning Cycle Allocations for the period of 2021 to 2029. Local jurisdictions received the draft RHNA Allocations on September 4th, 2020. Local jurisdiction appeals were allowed from September 11, 2020 to October 26, 2020. Local jurisdictions and HCD had until mid-December to submit comments on the appeals filed.¹⁴ SCAG Appeals Board Hearings are scheduled towards the end of December and early January.

Communities use the RHNA numbers in land use planning, prioritizing local allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment, and housing growth. The RHNA does not encourage or promote growth, but rather is designed to enable communities to anticipate growth, so that collectively the region and sub-region can grow in ways that enhance quality of life, improve access to jobs, promotes transportation mobility, and addresses social equity and fair share housing needs.

SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

SCAG's Regional Council adopted the 2020-2045 RTP/SCS¹⁵ on September 3rd, 2020. The 2020-2045 RTP/SCS was adopted as part of SCAG's planning obligations. The RTP/SCS is a long-range visioning plan that serves as an important planning document for the region that balances future mobility and housing needs with economic, environmental, and public health goals. The plan charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The RTP/SCS includes land use policies to guide the region's development, including planning for additional housing and jobs near transit, and planning for changing demand in types of housing. Analysis for housing needs in the region as a whole and in individual cities is also completed as part of the metropolitan planning organization's obligation under the state mandate. One goal of the 2020 RTP/SCS is to encourage land use and growth patterns that facilitate transit and active transportation.

14 SCAG. *Regional Housing Needs Assessment (RHNA) & Housing*. <http://www.scag.ca.gov/programs/Pages/Housing.aspx>. Accessed October 28th, 2020.

15 SCAG. *Adopted Final Connect SoCal*. <https://www.connectsocial.org/Pages/Connect-SoCal-Final-Plan.aspx>. Accessed July 22, 2020.

4.11.4.3 Local Regulations and Directives

City General Plan

The City General Plan¹⁶ is a comprehensive policy document that sets forth goals, objectives, and policies for the future development of the City. The General Plan also designates the location of desired future land uses within the City, including the proposed Project. A summary of the General Plan Elements is provided under **Section 4.9: Land Use and Planning**. Goals, objectives, and policies of the City's General Plan Housing and Land Use Elements are applicable to this Population, Employment, and Housing section of the Draft EIR and is outlined as follows:

Housing Element

The City General Plan Housing Element 2013–2021¹⁷ covering the 5th cycle of RHNA was adopted on January 28, 2014. The Housing Element presents a framework upon which the City can implement a comprehensive housing program to provide its residents with decent and affordable housing.

The program established policies to create and preserve quality residential neighborhoods along with establishing policies and programs to mitigate housing shortages.

The Housing Element established the following goals for housing which are applicable to the proposed Project:

- Goal 2:** Maintain the existing housing stock and neighborhoods by promoting the maintenance, rehabilitation, modernization, and energy efficient upgrades of existing housing as well as the beautification and security of residential neighborhoods.
- Goal 3:** Encourage the Production and Preservation of Housing for All Income Categories, particularly around high-quality transit, including workers in the City that provide goods and services.
- Goal 7:** Encourage Energy Efficiency and Greenhouse Gas Reductions.

The Housing Element is due for an update by November 2021 to cover the new 6th cycle RHNA data for years 2021-2029.

16 City of Inglewood. *General Plan*. <https://www.cityofinglewood.org/209/General-Plan>. Accessed July 22, 2020.

17 City of Inglewood. *Housing Element 2013-2021*. <https://www.cityofinglewood.org/DocumentCenter/View/127/2013-2021-Housing-Element-Adopted-January-28-2014-PDF>. Accessed July 22, 2020.

Land Use Element

The City's Land Use Element¹⁸ was adopted in 1980 and subsequently amended in 1986, 2009, 2016, and 2020. Applicable Land Use goals for the Population, Employment, and Housing section are as follows:

General

- Goal:** Help promote sound economic development and increase employment opportunities for the City's residents by responding to changing economic conditions.
- Goal:** Develop a land use element that facilitates the efficient use of land for conservation, development and redevelopment.
- Goal:** Promote Inglewood's image and identify as an independent community within the Los Angeles Metropolitan area.

Commercial

- Goal:** Create and maintain a healthy economic condition within the present business community and assist new business to be located within the City.
- Goal:** Protect local businessmen and encourage the importance of maintaining a strong commercial district in the downtown.
- Goal:** Promote the development of commercial/recreational uses which would complement those which already are located in Inglewood.

Downtown Transit Oriented District

- Goal 1:** Downtown is a place to live, work, shop, recreate, and be entertained.
- Goal 3:** Downtown provides a unique mix of accessibility options including light rail, pedestrians, bicycles, autos, buses and advanced technology local transit.
- Goal 4:** Downtown is a major economic engine providing jobs, sales tax and other revenues.
- Goal 5:** Downtown is a model for sustainable development.

18 City of Inglewood. *Land Use Element*. <https://www.cityofinglewood.org/DocumentCenter/View/132/Land-Use-Element-1980-Amended-1986-2009-2016-PDF>. Accessed July 22, 2020.

Environmental Justice Element

The City's Environmental Justice Element¹⁹ was adopted on June 30, 2020. Applicable Environmental Justice goals for the Population, Employment, and Housing section are as follows:

- Goal:** The community's exposure to pollution in the environment is minimized through sound planning and public decision making.
- Goal:** Adequate and equitably distributed public facilities are available in the community.

4.11.5 EXISTING CONDITIONS

4.11.5.1 Existing Setting

Population

The City is located in Los Angeles County (County) and became an incorporated City on February 8th, 1908 with a population of 1,200.²⁰ The City has continued to expand and develop to reach an estimated population of 113,559 in 2018.²¹ The City's population has stabilized over recent years with minor variations in City population throughout the 2000s. The fluctuations also correlate with the economic downturn which took place in 2008, creating a population decrease in the years approaching 2008 that lasted until 2010 before a rebound in population from the years of 2010 to 2018. According to SCAG's 2019 Local Profile's report the net increase in population from 2000 to 2018 was approximately 979 and the Draft SCAG 2020/2045 RTP/SCS growth forecast estimates the City's population to increase to 137,100 by 2045.

Table 4.11-1: Population Growth in the City summarizes the population trends for the City from 2000 to 2018, including growth forecast for 2040 and 2045.

The City is one of 191 cities in the SCAG region and resides within one of the six counties within the metropolitan planning organization (MPO).²² With over 19 million people in the region as of January 2019, the SCAG region is the nation's second-largest combined statistical area²³ in the nation. The population

19 City of Inglewood. *Environmental Justice Element*.

<https://www.cityofinglewood.org/DocumentCenter/View/14211/Environmental-Justice-Element#:~:text=The%20Inglewood%20General%20Plan%20Environmental,City%2C%20particularly%20for%20disadvantaged%20communities>. Accessed October 2, 2020.

20 City of Inglewood. *City History*. <https://www.cityofinglewood.org/512/City-History>. Accessed July 21, 2020.

21 SCAG. *2019 Local Profiles*. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed July 21, 2020.

22 SCAG. <http://www.scag.ca.gov/Pages/default.aspx>. Accessed July 21, 2020.

23 Combined Statistical Area is a United States Office of Management and Budget (OMB) term for a combination of adjacent metropolitan and micropolitan statistical areas across the US. These areas consist of various combinations areas with economic ties measured by commuting patterns.

growth trend within the larger SCAG region has averaged approximately 0.82 percent per year from 2000 to 2016, which is about half of the 1.65 percent annual population growth rate of the region from 1970 to 2000. This decrease in population growth rate is expected to continue with 2016 to 2045 averaging 0.61 percent annual population growth rate.²⁴

**Table 4.11-1
Population Growth in the City**

Year	2000	2006	2012	2018	2040	2045
Population Estimate	112,580	110,584	110,623	113,559	129,000*	137,100**

Source: SCAG. 2019 Local Profiles. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed July 21, 2020.

*SCAG. 2016-2040 RTP/SCS. Demographics & Growth Forecast.

http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf. Accessed July 21, 2020.

**SCAG. Draft 2020-2045 ConnectSoCal Demographics and Growth Forecast.

https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed July 21, 2020.

Housing

Similar to the population trend in the City, the number of households in the City stayed relatively stable throughout the 2000s, with a net increase of 213 units in the number of households from 2000 to 2018. The increase accounts for an approximately 0.6 percent net increase during the 2000 to 2018 time period. The same fluctuations to the Citywide population trend can also be observed in its number of household trend, with the number of households dipping to a low of 36,389 households in 2010 from 36,805 households in the year 2000. The household numbers then rebounded gradually post-recession until it reaches 37,018 households in 2018.²⁵

Table 4.11-2: Number of Households in the City summarizes the number of household trend from the year 2000 and includes forecast data from 2020/2045 RTP/SCS for the number of projected households in 2045.²⁶

The SCAG region that includes the proposed Project is expecting to add 1.6 million households between the years 2016 to 2045. This projection accounts for a growth rate that would continue to rise and recover

24 SCAG. Draft 2020-2045 ConnectSoCal Demographics And Growth Forecast.

https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed July 21, 2020.

25 SCAG. 2019 Local Profiles. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed July 21, 2020.

26 SCAG. Draft 2020-2045 ConnectSoCal Demographics And Growth Forecast.

https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed July 21, 2020.

from the 2008 recession. The growth rate in number of households fell from 1.3 percent in 2006 to 0.2 percent in 2010 and has only recovered to 0.6 percent in the year 2018 regionwide.

**Table 4.11-2
Number of Households in the City**

Year	2000	2006	2012	2018	2040	2045
Number of Households	36,805	36,460	36,993	37,018	43,300*	47,700**

Source: SCAG. 2019 Local Profiles. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed July 21, 2020.

*SCAG. 2016-2040 RTP/SCS. Demographics & Growth Forecast.

http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf. Accessed July 21, 2020.

**SCAG. Draft 2020-2045 ConnectSoCal Demographics and Growth Forecast.

https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed July 21, 2020.

RHNA is another source for predicting housing growth in a region. According to SCAG’s 6th cycle RHNA numbers, the City must provide plans for a total of 7,422 units from the years 2021 to 2029. The total housing unit requirement includes 1,808 units for very-low income, 952 units for low income, 1,110 units for moderate income, and 3,552 units for above moderate income.²⁷

Employment

The City has an estimated 34,962 jobs in the City in 2017.²⁸ This number includes wage and salary jobs and jobs held by business owners and self-employed persons and excludes unpaid volunteers, family workers, and private household workers. The trend in employment numbers reflects the same movements as the trend for population and number of households where a dip is observed in total job numbers as the City approaches 2008 and the number rebounds after 2010. Employment trend in the City can be found in **Table 4.11-3: Number of Jobs in the City**.

The number of jobs available is further divided into the following sectors: manufacturing, construction, retail trade, and professional and management. All industries exhibit a similar trend as the trend in number of jobs within the City, with a dip observed around the years of 2008 and rebounding from 2010 onwards, with the Professional and Management field recovering more gradually than others. **Table 4.11-4: 2017 Job Numbers by Sector in the City** presents the number of jobs available in each sector in the year 2017.

27 SCAG. Regional Housing Needs Assessment & Housing. <http://www.scag.ca.gov/programs/Pages/Housing.aspx>. Accessed July 22, 2020.

28 SCAG. 2019 Local Profiles. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed July 22, 2020.

Table 4.11-3
Number of Jobs in the City

Year	2007	2010	2013	2017	2040	2045
Number of Jobs	34,598	32,241	32,152	34,962	37,400*	45,900**

Source: SCAG. 2019 Local Profiles. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed July 21, 2020.

*SCAG. 2016-2040 RTP/SCS. Demographics & Growth Forecast.

http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf. Accessed July 21, 2020.

**SCAG. Draft 2020-2045 ConnectSoCal Demographics and Growth Forecast.

https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed July 21, 2020.

Table 4.11-4
Job Numbers by Sector in the City

Sector	Manufacturing	Construction	Retail Trade	Professional and Management
Number of Jobs	1,476	810	3,249	3,209

Source: SCAG. 2019 Local Profiles. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed July 21, 2020.

*SCAG. 2016-2040 RTP/SCS. Demographics & Growth Forecast.

http://scagrtpscs.net/Documents/2016/draft/d2016RTPSCS_DemographicsGrowthForecast.pdf. Accessed July 21, 2020.

**SCAG. Draft 2020-2045 ConnectSoCal Demographics and Growth Forecast.

https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed July 21, 2020.

***Employment numbers in these sectors are estimates for analysis purposes only and does not include all jobs available within the City.

As presented by the SCAG 2019 Local Profiles' Report, only 8 percent of the commuters in the City are also employed within the City limits.²⁹ The remaining 82 percent of the commuting workers travel to adjacent employment centers for work. **Table 4.11-5: Employment Centers for Inglewood Residents** provides a list of where the residents of Inglewood are employed. While construction would generate a temporary workforce, construction personnel are commonly supplied by the existing construction industry within the local area. Therefore, construction personnel for the proposed Project would likely be filled by existing construction employees within the City or the Greater Los Angeles area. According to SCAG 2020-2045 RTP/SCS,³⁰ there are an estimated 411,000 jobs in the region in 2016 and the number of construction jobs is expected to increase to 536,000 in the region in 2045. Over 800 construction jobs currently exist within the City limits according to SCAG 2019 Local Profiles.³¹ As noted, these jobs are

29 SCAG. 2019 Local Profiles. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed July 21, 2020.

30 SCAG. Draft 2020-2045 ConnectSoCal Demographics And Growth Forecast. https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed July 21, 2020.

31 SCAG. 2019 Local Profiles. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed July 21, 2020.

typically temporary for any specific project and the various trades and professions migrate as needed between construction projects.

**Table 4.11-5
Employment Centers for Inglewood Residents**

Local Jurisdiction	Number of Commuters	Percent of Total Commuters
Los Angeles	17,022	42.2%
Inglewood	3,177	7.9%
Santa Monica	1,614	4.0%
Culver City	1,281	3.2%
Torrance	1,215	3.0%
El Segundo	972	2.4%
Long Beach	682	1.7%
Hawthorne	657	1.6%
Carson	602	1.5%
Beverly Hills	573	1.4%
All Other Destinations	12,533	31.1%

Source: SCAG. 2019 Local Profiles.
<https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed July 21, 2020.

Based on data from California Employment Development Department, the City’s unemployment rate is higher than the County and the State of California. Unemployment rate at the City is 22.9 percent³² as of July 2020, as compared to the County at 18.2 percent³³ and the State of California at 13.7 percent.³⁴ These unemployment rates are obtained in the midst of the COVID-19 pandemic, with widespread business closures throughout the City and the State of California. Therefore, the unemployment numbers are much higher than the unemployment numbers that would usually occur on a State and local level. For comparison purposes, the City had an unemployment rate of 5.1 percent in January 2020, before the COVID-19 pandemic. In the same period, the County and the State had an unemployment rate of 4.5 percent and 4.3 percent, respectively.³⁵

32 EDD. *Labor Force and Unemployment Rate for Cities and Census Designated Places*. Cities and Census Designated Places by Individual County. <https://www.labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html>. Accessed August 24, 2020.

33 EDD. *Los Angeles County Profile*. <https://www.labormarketinfo.edd.ca.gov/cgi/databrowsing/localAreaProfileQSResults.asp?selectedarea=Los+Angeles+County&selectedindex=19&menuChoice=localAreaPro&state=true&geogArea=0604000037&countyName=>. Accessed August 24, 2020.

34 EDD. *California Profile*. <https://www.labormarketinfo.edd.ca.gov/cgi/databrowsing/localAreaProfileQSResults.asp?selectedarea=California&selectedindex=0&menuChoice=localAreaPro&state=true&geogArea=0601000000&countyName=>. Accessed August 24, 2020.

35 EDD. *Unemployment Rates (Labor Force)*. <https://www.labormarketinfo.edd.ca.gov/cgi/dataanalysis/labForceReport.asp?menuchoice=LABFORCE>. Accessed August 24, 2020.

4.11.5.2 Existing Project Area

Market Street Segment

The alignment begins with the Market Street/Florence Avenue station near the intersection of Florence Avenue and Market Street. This station is proposed on site developed with an existing retail commercial center proposed for acquisition. This existing commercial center is surrounded by businesses to the north and south and residential homes to the east. The vacant lot west of the commercial center at the northeast corner of Regent Avenue and Market Street is planned for development of a multi-family residential complex. The elevated guideway would continue south on Market Street where existing businesses line the roadway on both sides. The guideway continues south on Market Street until its intersection with Manchester Boulevard, where it turns east. (refer to **Figure 3.0-3: Project Vicinity Map**).

Manchester Boulevard Segment

As the guideway turns east onto Manchester Boulevard, the curvature of the guideway encroaches onto private property at 150 S. Market Street, which includes an existing commercial building (the Hat Store) on the northeast corner of the intersection; full acquisition and demolition of this existing building would be required. As the guideway continue east on Manchester Boulevard, the proposed MSF site would replace the existing Vons commercial plaza south of Manchester Boulevard, between Hillcrest Boulevard and Spruce Avenue (See **Figure 3.0-3**). Majority of the uses along this segment are commercial uses, with some residential and religious uses toward the eastern end of the segment near Prairie Avenue. The guideway turns south at the intersection of Manchester Boulevard and Prairie Avenue.

Prairie Avenue Segment

As the guideway turns south onto Manchester Boulevard, the curvature of the guideway would extend into the commercial parcel at the southeast corner of Manchester Boulevard and Prairie Avenue. An easement would likely be required at this site. Existing businesses, multi-family residential buildings, Kelso Elementary School, and hotels are adjacent to Prairie Avenue on the west side of the roadway. The Forum, SoFi Stadium, and HPSP developments are adjacent to Prairie Avenue on the east side of the roadway. An easement of up to 30 feet on the east side of Prairie Avenue would be required to accommodate for the installation of columns and the widening of Prairie Avenue. An easement, or acquisition of up to 75 feet would be required for installation of pedestrian landing of stations. The alignment terminates at the intersection of Prairie Avenue and Hardy Street.

Potential Acquisitions and Existing Employments

The proposed Project currently includes approximately 7.7 acres of land consisting of a total of 19 parcels that are currently out of the public right-of-way that would be converted to Project-related uses. The

existing uses on these properties include a variety of retail and general commercial uses along with a gas station.

These existing parcel areas would be converted to Project related uses:

- The proposed location of the Market Street/Florence Avenue Station (approximately 126,912 SF of commercial/retail space at the northeast corner of Regent Street and Market Street [the CVS plaza]);
- The proposed guideway encroachment at 150 S. Market Street (the Hat Store—approximately 16,575 SF of commercial/retail space); and
- The proposed MSF site (approximately 76,402 SF of commercial/retail space at the VONS plaza at 500 and 510 Manchester Boulevard).

Regent Street and Market Street Commercial/Retail Plaza (CVS Plaza)

The proposed Market Street/Florence Avenue Station would replace an existing retail commercial center at the intersection of Market Street and Florence Avenue. This center includes approximately 126,912 SF of space and existing uses include restaurants, an auto parts store, cosmetics store, convenience store, and a drug store. These uses currently generate approximately 284 jobs.³⁶

150 S. Market Street Commercial/Retail Use (Hat Store)

The commercial/retail use at 150 S. Market Street (the Hat Store) is located at the northeastern corner of Market Street and Florence Avenue. The building would be demolished to accommodate for the turning radius of the elevated guideway. The demolition is required due to space constraint at the intersection. It has been determined that the proposed placement of the elevated guideway at this location would produce the least amount of impact to the surrounding people and structures. The existing building currently occupies approximately 16,575 SF in space and generates approximately 37 jobs.³⁷

500 and 510 Manchester Boulevard Commercial/Retail Plaza (VONS Plaza)

The MSF would replace the commercial plaza on Manchester Avenue, between Hillcrest Boulevard and Spruce Avenue. The commercial plaza is located south of Manchester Avenue is located adjacent to the

36 Number of employees estimated based on square feet of space multiplied by 2.2371 employees per 1,000 SF. Inglewood Unified School District's Commercial Fee Justification Study 2018.: https://www.lbschools.net/Asset/Files/Business_Services/Developer_Fees/2018/2018-Commercial-Fee-Justification-Study.pdf. Accessed July 22, 2020. It is important to note that land areas and number of employees are rounded numbers used for estimates for analysis purposes only.

37 Number of employees generated by each commercial plaza area are calculated using the square footage of the facilities multiplied by a set factor. The factor used is 2.2371 employees per 1,000 SF, which is found in Inglewood Unified School District's Commercial Fee Justification Study 2018. The report can be located at: https://www.lbschools.net/Asset/Files/Business_Services/Developer_Fees/2018/2018-Commercial-Fee-Justification-Study.pdf. Accessed July 22, 2020. It is important to note that land areas and number of employees are rounded numbers used for estimates for analysis purposes only.

future guideway. Existing services at the plaza includes a coffee house, grocery store, bank, gym, and fuel station. The plaza includes 76,604 SF of service space and generates approximately 172 employees.

These existing uses are currently operating and have existing employees. A list of the existing facilities and the number of employees currently being employed is provided in **Table 4.11-6: Estimated Existing Employment**.

4.11.5.3 Adjusted Baseline Conditions

This section assumes the Adjusted Baseline Environmental Setting as described in **Section 4.0: Environmental Impact Analysis, 4.0-5: Adjusted Baseline**. The residential, office, retail, and entertainment uses associated with the Hollywood Park Specific Plan (HPSP) Adjusted Baseline projects would result in changes to the City’s population, employment, and housing stock. **Table 4.11-7: Adjusted Baseline Projects Employment Characteristics**, details the land uses and associated residential and employment generation for the HPSP Adjusted Baseline projects.

**Table 4.11-6
Estimated Existing Employment**

Parcel No.	Property Address	Type of Employments	Est. SF in Area	Est. Number of Employees
4015-027-030	310 E. Florence Avenue	Restaurant	1,200 SF	3
4015-027-031	300 E. Florence Avenue	Restaurant	4,762 SF	11
4015-027-032	254 N. Market Street	Restaurant	4,608 SF	10
4015-027-033	250 N. Market Street	Auto Service	44,000 SF	98
4015-027-038	240 N. Market Street	Shopping Center	12,300 SF	28
4015-027-040	230 N. Market Street	Store	22,194 SF	50
4015-027-041	224 N. Market Street	Store	5,000 SF	11
4015-027-049	222 N. Market Street	Shopping Center	25,500 SF	57
4015-027-050	210 N. Market Street	Shopping Center	7,348 SF	16
4021-010-015	150 S. Market Street	Store	16,575 SF	37
4021-024-015	500 E. Manchester Boulevard	Supermarket	76,402 SF	171
4021-024-015	510 E. Manchester Boulevard	Gas Station	202 SF	1
Total Estimated Number of Employees				493

Calculation Factor for 2.2371 employees per 1,000 SF are found in: Inglewood Unified School District, 2018. https://www.lbschools.net/Asset/Files/Business_Services/Developer_Fees/2018/2018-Commercial-Fee-Justification-Study.pdf. Accessed July 22, 2020.

*Land areas and number of employees are rounded and estimates for analysis only.

Overall, the HPSP Adjusted Baseline projects would generate an increase of approximately 9,470 jobs and 314 residential units. By using the City’s average household size of 2.94 persons per household,³⁸ the addition of 314 residential units would generate an estimated 923 people. Overall, as shown, under Adjusted Baseline conditions, the City has a residential population of 121,723³⁹ persons, employment of 44,270 jobs,⁴⁰ and a housing stock of 35,114 units.⁴¹

**Table 4.11-7
Adjusted Baseline Projects Employment Characteristics**

Land Use	Size	Generation Rate	Employee Population	Residential Population
Stadium ^a	70,000 seats	-	6,000 ^d	-
Performance ^b venue	6,000 seats	2.24 emp/SF	683	-
Retail ^c	518,977 SF	2.24 emp/SF	1,161	-
Office ^c	466,000 SF	3.49 emp/1,000 SF	1,626	-
Housing Units	314 units	2.94 person/unit	-	923
Total			9,470	923

Notes:

- a “Stadiums” are not common land uses, and the City and surrounding jurisdictions do not have an existing employment generation rates for this use. Therefore, the employment total for the stadium was based on that provided in the San Francisco 49ers Stadium, which had a similar seat count (68,500 seats). See City of Santa Clara, 2009. The 49ers Stadium Project EIR. p. 176.
- b “Performance Venues” are not common land uses, and the City and surrounding jurisdictions do not have an existing employment generation rates for these uses. Consistent with the City’s Hollywood Park Redevelopment Draft Environmental Impact Report, and to be conservative, the “Performance” land use is assumed to use the “Retail Use” for the City generation rates. The square footage for this Performance Venue was based off of the proposed Project, which has approximately triple the seat count of the HPSP performance venue (18,000 seats or 915,000 sf). Thus, this analysis assumes square footage for Performance Venue is that of the proposed Project divided in by three, to become 305,000 sf.
- c Based on employment generation factors from Inglewood Unified School District, 2018 Developer Fee Justification Study. Table 4. Assumes employee generation rate of 2.24 employee per square foot for Retail and Service uses, and 3.49 employee per square foot for Office uses.
- d Anticipated Peak Stadium employment under HPSP is provided by Appendix K, Transportation Data. It is assumed that the vast majority of these jobs are event-related employment and were estimated for the purposes of transportation analysis. Although details are not available to the City, an assessment of full-time-equivalent employment at the Stadium would be materially less than the total of 6,000.

Sources:

City of Santa Clara, 2009. 49ers Santa Clara Stadium Project EIR. Available: <http://santaclaraca.gov/home/showdocument?id=12770>;
 City of Inglewood, 2008, Hollywood Park Redevelopment Draft Environmental Impact Report; and Inglewood Unified School District, 2018. Commercial/Industrial Development School Fee Justification Study Employment Impacts Per Sf. P. ES-1.

- 38 U.S. Census, QuickFacts, Inglewood City, California, <https://www.census.gov/quickfacts/fact/table/inglewoodcitycalifornia/RHI125219>. Accessed September 24, 2020.
- 39 SCAG. Draft 2020-2045 ConnectSoCal Demographics And Growth Forecast. https://scag.ca.gov/sites/main/files/file-attachments/2016_2040rtpscsc_finalgrowthforecastbyjurisdiction.pdf?1605576071. Adding 923 from an increase in population from HPSP to the 2020 population numbers.
- 40 SCAG. Draft 2020-2045 ConnectSoCal Demographics And Growth Forecast. https://scag.ca.gov/sites/main/files/file-attachments/2016_2040rtpscsc_finalgrowthforecastbyjurisdiction.pdf?1605576071. Adding 9470 from an increase in population from HPSP to the 2020 jobs numbers.
- 41 SCAG. Draft 2020-2045 ConnectSoCal Demographics And Growth Forecast. https://scag.ca.gov/sites/main/files/file-attachments/2016_2040rtpscsc_finalgrowthforecastbyjurisdiction.pdf?1605576071. Adding 314 from an increase in population from HPSP to the 2020 housing numbers.

4.11.6 THRESHOLDS OF SIGNIFICANCE

Criteria outlined in the CEQA Guidelines were used to determine the level of significance of population and housing resource impacts. Appendix G of the State CEQA Guidelines indicates that a project would have a significant impact in relation to population and housing if it were to:

Threshold POP-1 Induce substantial unplanned population or employment 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).

4.11.7 IMPACT ANALYSIS FOR THE PROPOSED PROJECT

The environmental impact analysis presented below is based on determinations made in the Initial Study for impacts considered to be potentially significant.

Impact POP-1: Induce substantial unplanned population or employment 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)?

Construction

Population and Housing

According to SCAG 2020/2045 RTP/SCS,⁴² the City currently projects a population of 137,100 and 47,700 households in the year 2045. As the proposed Project does not include any residential uses or housing developments, the construction phase of the proposed Project would not contribute directly to population or housing growth. In addition, the proposed Project does not include any existing residential uses that would be replaced or removed. Since no residential or housing stocks would be constructed or demolished, construction the proposed Project would have no direct impact on inducing growth of population or housing stock.

Employment

According to SCAG 2020/2045 RTP/SCS, the City would have 45,900 jobs in the City by 2045.⁴³ The proposed Project would generate a temporary workforce during the construction period between 2022 and 2026. Construction would take place over four phases, employing varying numbers of construction

42 SCAG. *Draft 2020-2045 ConnectSoCal Demographics And Growth Forecast*. https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed July 21, 2020.

43 SCAG. *Draft 2020-2045 ConnectSoCal Demographics And Growth Forecast*. https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed July 21, 2020.

personnel as appropriate for the phase. Construction phases would begin with demolition in Phase 1 in the year 2022 and end with Phase 4 in 2026. Descriptions of the construction phases are set forth in **Section 3.0: Project Description**; aspects of construction relevant to employment are briefly summarized below:

- **Phase 1** of construction includes demolition of the commercial properties necessary to accommodate the proposed Project. From 2022 to 2023, demolition would take place at Market Street/Florence Avenue Station (310 E. Florence Avenue), commercial properties and gas station at the MSF (500 E. Manchester Boulevard), and the commercial property northeast of Market Street and Manchester Boulevard (150 S. Market Street).
- **Phase 2** would begin with construction of the elevated portion of the proposed Project (guideway and stations) along Prairie Avenue from Hardy Street to Manchester Boulevard from 2023 to 2025.
- **Phase 3** includes construction of the alignment and elevated portion of the proposed Project (guideway and stations) along Manchester Boulevard and Market Street, including the Market Street/Florence Avenue Station, and would begin in 2024 and finish in 2026.
- **Phase 4** would occur from 2025 to 2026. Phase 4 primarily includes installation of the APM’s system operation components and provides testing and commissioning for the system. Some Phase 4 construction activities could start as early as 2022 or when there is enough aerial structure available for the installation of certain equipment. However, majority of the construction activities for phase 4 would happen between 2025 to 2026.

The estimated construction workforce during each phase is provided in the **Table 4.11-8: Construction Workforce by Phase**.

**Table 4.11-8
Construction Workforce by Phase**

Phase	Time Period	Duration	Estimated Number of Employees
1	2022 – 2023	19 months	105 - 140
2	2023 – 2025	23 months	165 - 189
3	2024 – 2026	24 months	210 - 238
4	2025 – 2026*	8 months	88 - 123
Total Number of Employees During Construction			568 - 690

Source: Appendix 3.0.4: ITC Construction Scenarios for the EIR, June 2020.

* Note: Some Phase 4 activities could start as early as 2022 or when there is enough aerial structure available for the installation of equipment. However, majority of the construction activities for phase 4 would happen between 2025 to 2026. For analysis purposes, 2025-2026 for construction duration is used.

While construction would generate a temporary workforce, construction personnel are commonly supplied by existing construction industry within the local area. Therefore, construction personnel for the proposed Project would likely be filled by existing construction employees within the City or the Greater Los Angeles area. According to SCAG 2019 Local Profiles,⁴⁴ over 800 construction jobs currently exist in the City. As noted, these jobs are typically temporary for any specific project and the various trades and professions migrate as needed between construction sites.

The existing construction workforce estimates in the City exceeds the number of construction personnel required for the proposed Project. Approximately 411,000 construction jobs exist in the SCAG region in 2016 and the number of construction jobs is expected to increase to 536,000 construction jobs in 2045.⁴⁵

The proposed Project would only require approximately 0.2 percent of the existing regional workforce for the entire duration of the construction period.

Since the construction industry does not generally have a regular place of business and construction workers are highly specialized, most construction workers would most likely commute to the job site from locations within the City and throughout the surrounding region. As such, construction personnel do not normally relocate to the location of the construction project.

Based on the existing construction workforce that resides in the City and the surrounding region, the impact on workforce to meet the needs of the proposed Project would not induce substantial population growth in the City or the region.

Impacts would be less than significant.

Operation

Population and Housing

As previously discussed, the proposed Project would not include any residential uses or housing development, and therefore, would have no direct impact on population growth as a result. However, indirect impacts on population and housing can still occur through employment, discussed under a separate heading below, or through critical infrastructure improvements that encourage development around the improvements.

44 SCAG. *2019 Local Profiles*. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed July 21, 2020.

45 SCAG. *Draft 2020-2045 ConnectSoCal Demographics And Growth Forecast*. https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed July 21, 2020.

The proposed Project expands existing transportation options in the neighborhood and provides a reliable and low-cost transportation method for existing local communities. As the City is projected to gain approximately 31% in population from 2019 to 2040 and approximately 47% in population for the same period within the ½ mile buffer of the proposed Project,⁴⁶ the proposed Project would be crucial in reducing local roadway congestion and ensuring there is sufficient transportation capacity to accommodate for future population growth. As the entire APM guideway and related facilities would be located in or adjacent to SB 535 and disadvantaged communities, the proposed Project would provide a reliable and low-cost option for traveling within the local area and to the greater Los Angeles region, connecting job centers such as downtown Los Angeles, The Forum, and the SoFi Stadium to existing disadvantaged communities and providing economic support for these communities.

The proposed Project may generate indirect population growth through an improvement in access to housing and employment opportunities in the greater Los Angeles region. However, reasonably foreseeable growth from an improvement in access and quality of life is anticipated to be within the growth projection under SCAG's 2019 Local Profiles and within the regional projection under SCAG's 2020-2045 RTP/SCS. Furthermore, since the existing roadway network currently provides access to all areas that would benefit from the alignment in the urban setting, the proposed Project is not expected to contribute development and population growth to any new undeveloped areas. Therefore, indirect impacts to population growth through an improvement to access and quality of life would be less than significant.

Employment

The proposed Project is anticipated to have a total direct employment of up to 150 full-time equivalent people. This would include workforce requirements for the operation and maintenance necessary for the proposed Project, including system engineers, operators, maintenance personnel, janitorial crews, security, and other jobs. These jobs would extend beyond construction and into oversight of long-term operations.

The Project would also require the replacement of certain existing uses in order to accommodate for various Project components (guideway, stations, and MSF). Existing sites to be replaced include the commercial/retail center (CVS plaza) at the southeast corner of Florence Avenue and Market Street that would be removed for the Market Street/Florence Avenue station, the commercial uses at 500 and 510 Manchester Boulevard (VONS plaza) that would be removed for the proposed MSF, and the commercial

⁴⁶ City of Inglewood. *Transit and Intercity Rail Program Application for the Inglewood Transit Connector Project*. January 2020.

building (Hat Store) that would be removed to allow for the encroachment of the guideway at 150 S. Market Street. The existing work force for these uses include:

- The CVS plaza at Market Street and Florence Avenue with an estimated 284 workers employed at the various commercial and retail uses.
- The commercial use at 150 S. Market Street (Hat Store) with an estimated 37 workers; and
- Existing businesses at the commercial center at 500 and 510 Manchester Boulevard (grocery store, café, gym, bank, and a gas station) which have a combined estimated workforce of 172 workers.⁴⁷

In total, the existing businesses within the proposed Project employs approximately 493 workers which would be displaced by the construction of the proposed Project (for existing employment details refer to **Table 4.11-6**).

The proposed Project would provide funding for the support and transition of jobs through the California Climate Investments (CCI) which facilitate GHG emission reductions and deliver a suite of economic, environmental, and public health co-benefits, including job co-benefits. The job co-benefits refer to California jobs supported, not created, by CCI. A job is defined as one full-time equivalent (FTE) employee position over one year, equal to approximately 2,000 hours of work. Jobs supported by CCI include direct, indirect, and induced employment.^{48, 49} The Job Co-benefit Modeling Tool was created by the California Air Resources Board using regional input-output models to characterize the relationships between all industries in an economy, with the foundational assumption that an initial change in economic activity prompts additional spending. For instance, increased demand for the outputs of one industry generates demand for intermediate inputs from supporting industries. Greater employment and earnings in the affected industries lead to higher household spending, resulting in additional demand for goods and services throughout the region.

47 Number of employees generated by each commercial plaza area are calculated using the square footage of the facilities multiplied by a set factor. The factor used is 2.2371 employees per 1,000 SF, which is found in Inglewood Unified School District's Commercial Fee Justification Study 2018. The report can be located at: https://www.lbschools.net/Asset/Files/Business_Services/Developer_Fees/2018/2018-Commercial-Fee-Justification-Study.pdf. Accessed July 22, 2020. It is important to note that land areas and number of employees are rounded numbers used for estimates for analysis purposes only.

48 California Air Resources Board. CCI Co-benefit Assessment Methodologies. Job Co-Benefit Assessment Methodology. <https://ww2.arb.ca.gov/resources/documents/ci-methodologies>. Accessed 11/2/2020.

49 The three types of jobs supported by CCI are the following- Directly supported jobs refer to labor to complete California Climate Investments projects, through direct employment or contracted work paid with GGRF dollars; Indirectly supported jobs exist in the supply chains supporting California Climate Investments projects. Funding a project generates demand for intermediate inputs of materials and equipment needed to complete the project, leading to expanded production and employment in the relevant upstream industries; Induced jobs are linked to the spending of income from directly and indirectly supported jobs. The personal consumption expenditures of workers in jobs directly and indirectly supported by California Climate Investments projects (i.e., increased household spending) stimulate demand for goods and services in the wider California economy.

In 2009, the University of Utah's Metropolitan Research Center reviewed a wide set of literature and data on the job and economic impacts of transportation spending and reported five conclusions relevant to choosing transportation stimulus projects.⁵⁰ The key findings included investing in areas with high job needs improves employment faster than investing elsewhere. Putting or keeping public transportation in communities with high unemployment produces up to 2.5 times more jobs than putting public transportation in communities with low unemployment. CCI facilitate GHG emission reductions and deliver a suite of economic, environmental, and public health co-benefits, including job co-benefits.⁵¹ A different mix of spending on materials, equipment, and labor is expected across various CCI project types and match funding arrangements. As such, some project types would support more jobs than others.

The proposed Project provided project inputs for assessment using the Job Co-benefit Modelling Tool under transit mode. The project input categories include the following:⁵²

- The type of region that best encompasses the geographic location for the proposed Project type;
- TIRCP Funds Requested (\$)/Total amount of TIRCP GGRF funds requested from this solicitation to implement the project;
- Total Project Cost (\$) or Total amount of funding required to implement the project;
- The first year of service or the first year the facility or rolling stock would be in use;
- The final year of service or the final year the facility or rolling stock's useful life;
- The increase in unlinked passenger trips directly associated with the proposed Project in the first year;
- The increase in unlinked passenger trips directly associated with the proposed Project in the final year;
- Discount factor applied to annual ridership to account for transit-dependent riders; and the
- Annual passenger miles over unlinked trips directly associated with the proposed Project.

Calculation based on project inputs generated approximately 11,516 FTE jobs which would be benefitted through these funds and programs. The benefits would be provided through either directly supported jobs, indirectly supported jobs, or induced jobs. Estimated jobs supported by the CCI through the proposed Project can be found in the **Table 4.11-9: Estimated Job Co-Benefits**.⁵³

50 Arthur C. Nelson et al., *The Best Stimulus for the Money: Briefing Papers on the Economics of Transportation Spending*, University of Utah's Metropolitan Research Center and Smart Growth America, April 2009. <http://stimulus.smartgrowthamerica.org/484>.

51 California Climate Change Investments, *About Climate Change Investments*. <http://www.caclimateinvestments.ca.gov/about-cci> accessed August 17, 2020.

52 City of Inglewood. Inglewood Transit Connector TIRCP Grant Application. January 16, 2020.

53 City of Inglewood. *Transit and Intercity Rail Program Application for the Inglewood Transit Connector Project*. January 2020.

**Table 4.11-9
Estimated Job Co-Benefits**

Category	Number of Jobs Co-Benefits
Total Full-Time Equivalent Jobs Supported by Project Budget	9,759
Total Full-Time Equivalent Jobs Supported by the Project GGRF* Funds	878
Full-Time Equivalent Jobs Directly Supported by the Project GGRF* Funds	413
Full-Time Equivalent Jobs Indirectly Supported by the Project GGRF* Funds	190
Full-Time Equivalent Induced Jobs Supported by the Project GGRF* Funds	276
Total Number of Jobs Supported	11,516

*Greenhouse Gas Reduction Funds

Source: City of Inglewood. Transit and Intercity Rail Program Application for the Inglewood Transit Connector Project January 2020.

The proposed Project would generate approximately 150 full-time jobs for the operation and maintenance of the APM trains and would either directly or indirectly benefit 11,516 jobs. The proposed Project would also displace 493 jobs locally. This results in a net support for approximately 11,173⁵⁴ FTE jobs with the implementation of the proposed Project. Furthermore, ongoing and proposed developments along the alignment would also benefit from the implementation of the proposed Project. Nearby projects such as the Hollywood Park Specific Plan (HPSP) and the Los Angeles Sports and Entertainment District (LASED) would also provide additional jobs and employment opportunities. The HPSP is projected to generate approximately 517 net new jobs⁵⁵ while the IBEC is projected to generate 833 net new jobs,⁵⁶ resulting in a combined 1,350 net new jobs from adjacent projects. As such, the net loss of jobs resulting from the proposed Project can be absorbed by adjacent development.

As previously discussed, approximately 92 percent of the residents in the City currently commute to work outside of the City, with the remaining 8 percent of residents working within the City (**Table 4.11-5**). This pattern points to a regional spread in work locations for the City residents. Because of this, local fluctuations in job generation are unlikely to directly impact population growth within the City. Even though the proposed Project would either directly or indirectly support 11,173 jobs, the implementation of the proposed Project would only directly create 150 full-time equivalent jobs. Therefore, not all jobs supported by the proposed Project would translate into an increase in population growth for the local area or the region.

54 11,516 minus 493 in numbers of jobs displaced.

55 *Hollywood Park Specific Plan*. "Introduction Executive Summary." <https://www.cityofinglewood.org/DocumentCenter/View/125/Introduction-Executive-Summary-PDF>. Accessed July 27, 2020.

56 City of Inglewood. *Summary*. <https://www.cityofinglewood.org/DocumentCenter/View/13888/03-Summary>. Accessed July 27, 2020.

Additionally, according to SCAG 2020-2045 RTP/SCS, approximately 8,389,000 jobs were available in 2016 across industries in the region and the number of jobs available would increase to 10,050,000 by 2045, an increase of approximately 0.62 percent or approximately 52,700 annually in jobs.⁵⁷ Similarly, SCAG projects the population in the region would increase from approximately 18,832,418 in 2016 to 22,507,188 in 2045, resulting in an increase of approximately 0.61 percent or approximately 115,290 population annually. The proposed Project would provide benefits to approximately 0.14 percent of the jobs in the region based on the 2016 jobs number or approximately 23 percent of new jobs added to the region annually. The jobs that would be supported by the proposed Project in the region is within the regional trends provided by the SCAG 2020-2045 RTP/SCS data and the jobs that would benefit from the proposed Project does not directly translate into population growth.

Based on SCAG's growth estimates⁵⁸ an adequate workforce exists and is projected to remain in existence, creating capacity to meet the employment needs of the proposed Project during operation. Further, with the current development of new employment opportunities in the City as well as the region, displacement of any existing workers would be absorbed.

Additionally, any businesses displaced would be compensated in accordance with California Government Code Section 7260-7277, the California Relocation Assistance Program. Compensation and compliance with the California Relocation Assistance Program would further minimize the effect of business displacement on business owners and the local community. It is important to note economic and social effects of a project are not be treated as significant effects on the environment as stated previously per CEQA Guidelines Section 15131(a). Nonetheless, the changes in employment identified in this section are used to trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes, such as population growth.

As a result of this analysis, the proposed Project would not substantially induce population growth beyond the regionally projected value. Therefore, there is a less than significant impact on employment and population growth from the operation of the proposed Project.

58 SCAG. Draft 2020-2045 ConnectSoCal Demographics And Growth Forecast. https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed July 27, 2020.

58 SCAG. Draft 2020-2045 ConnectSoCal Demographics And Growth Forecast. https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed July 27, 2020.

Summary of Impacts

The proposed Project does not include any residential uses or housing developments. Therefore, construction of the proposed Project would not directly contribute to population increase or an increase or loss of housing stock.

Construction activities would generate a temporary workforce for the duration of the construction period. However, due to the temporary and variable nature of construction activities, construction would not create temporary or permanent population increase at the City. Additionally, construction workforce needs for the proposed Project could be met by the existing local work force and would not contribute to population increase through relocation. Therefore, construction employment would not result in any significant impacts in terms of population increase.

Employment generated by the operation of the proposed Project would be less than the current jobs displaced for uses that would be removed. However, the proposed Project would either directly or indirectly benefit 11,173 jobs. The number of jobs that would be supported by the proposed Project is within the growth projections provided by existing studies. Therefore, operational impacts on substantially inducing employment and population growth is less than significant.

Impacts from construction and operation on substantially inducing population and employment growth would be less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance after Mitigation

The proposed Project would have a less than significant impact on inducing substantial population or employment growth. Impacts would be less than significant.

4.11.8 CUMULATIVE IMPACTS

A cumulative impact analysis for population, employment, and housing evaluates whether impacts of a project and related projects, when taken as a whole, would have significant environmental impacts on population, employment, and housing resources. The geographic scope of this cumulative impact analysis is the City and the region. If the cumulative projects listed in **Section 4.0, Section 4.0.6: Cumulative Assumptions** would result in a significant impact, then the proposed Project contribution would need to be determined.

The proposed Project and potential future related development would not directly create population or employment growth in the City or region. The proposed Project does not include residential elements or housing development which would directly contribute to population growth.

Since the proposed Project would not significantly induce population, employment, or housing growth in the region, the proposed Project would not substantially contribute to cumulative population, employment, or housing growth in the area. The Project, combined with other reasonably probable future related developments would not result in a significant cumulative impact related to population, employment, and housing because the cumulative growth would not exceed the growth anticipated in City-wide and regional planning documents, including the 2020-2045 RTP/SCS.

4.11.9 CONSISTENCY WITH GENERAL PLAN

The City's General Plan contains goals within its Housing Element and Land Use Element that relates to the population, employment, and housing resources.

Housing Element

The Housing Element for the City⁵⁹ establishes policies to create and preserve quality residential neighborhoods along with establishing policies and programs to mitigate housing shortages. The following goals within the Housing Element directly relates to population, employment, and housing resources within the City:

- Goal 2:** Maintain the existing housing stock and neighborhoods by promoting the maintenance, rehabilitation, modernization, and energy efficient upgrades of existing housing as well as the beautification and security of residential neighborhoods.
- Goal 3:** Encourage the Production and Preservation of Housing for All Income Categories, particularly around high-quality transit, including workers in the City that provide goods and services.
- Goal 7:** Encourage Energy Efficiency and Greenhouse Gas Reductions.

Goals 2 and 3 relate directly to housing production, preservation, and upgrades. Since the proposed Project does not include any residential uses, housing development, or removal of existing housing stock, Goals 2 and 3 do not apply.

59 City of Inglewood. *Housing Element 2013-2021*. <https://www.cityofinglewood.org/DocumentCenter/View/127/2013-2021-Housing-Element-Adopted-January-28-2014-PDF>. Accessed July 22, 2020.

The proposed Project aligns with Goal 7 in improving local mass transit availability and providing transit to local neighborhoods, encouraging energy efficiency and greenhouse gas reduction by providing an alternative to travelling by automobiles. As such, the proposed Project is consistent with this goal.

Land Use Element

The Land Use Element for the City⁶⁰ also contains goals that apply to population, employment, and housing. The goals relating to population, employment and housing are listed below:

General

- Goal:** Help promote sound economic development and increase employment opportunities for the City's residents by responding to changing economic conditions.
- Goal:** Develop a land use element that facilitates the efficient use of land for conservation, development and redevelopment.
- Goal:** Promote Inglewood's image and identify as an independent community within the Los Angeles Metropolitan area.

Commercial

- Goal:** Create and maintain a healthy economic condition within the present business community and assist new business to located within the City.
- Goal:** Protect local businessmen and encourage the importance of maintaining a strong commercial district in the downtown.
- Goal:** Promote the development of commercial/recreational uses which would complement those which already are located in Inglewood.

Downtown Transit Oriented District

- Goal 1:** Downtown is a place to live, work, shop, recreate, and be entertained.
- Goal 3:** Downtown provides a unique mix of accessibility options including light rail, pedestrians, bicycles, autos, buses and advanced technology local transit.
- Goal 4:** Downtown is a major economic engine providing jobs, sales tax and other revenues.
- Goal 5:** Downtown is a model for sustainable development.

The proposed Project is consistent with the Land Use Element goals by enhancing connectivity for the new commercial and residential developments. The proposed Project would provide a mass transit connection within the City and the new LASED and HPSP, as well as connect them to the broader region and the Metro

60 City of Inglewood. *Land Use Element*. <https://www.cityofinglewood.org/DocumentCenter/View/132/Land-Use-Element-1980-Amended-1986-2009-2016-PDF>. Accessed July 22, 2020.

Crenshaw Line. The location of the proposed Project in the City’s downtown area along Market Street would assist in encouraging the importance of maintaining a strong commercial district in the downtown area.

The proposed Project would connect the Metro Crenshaw line with new commercial and entertainment developments in the City such as LASED, Sofi Stadium, and the Hollywood Park Specific Plan mixed-use development, promoting these entertainment and commercial developments to the region. The connection to entertainment, commercial, and residential developments would also assist in reducing future impacts associated with traffic, air quality, greenhouse gas, and noise from employees and patrons of these uses. Increasing existing mobility options would also remove vehicle traffic in downtown Inglewood, promoting sustainable development values.

Environmental Justice Element

The City’s Environmental Justice Element⁶¹ was adopted on June 30, 2020. Applicable Environmental Justice goals for the Population, Employment, and Housing section are as follows:

Goal: The community’s exposure to pollution in the environment is minimized through sound planning and public decision making.

Goal: Adequate and equitably distributed public facilities are available in the community.

The proposed Project is consistent with the Environmental Justice Element goals through the reduction in community exposure to air pollutants by reducing VMT and vehicle related air pollutant emissions and providing adequate and equitably distributed public facilities in the community. The proposed Project would provide public transportation services to the local community from Downtown Inglewood to south Inglewood and connect the communities from Inglewood to the larger Los Angeles area through the connection with Metro LAX/Crenshaw line.

61 City of Inglewood. *Environmental Justice Element*. <https://www.cityofinglewood.org/DocumentCenter/View/14211/Environmental-Justice-Element#:~:text=The%20Inglewood%20General%20Plan%20Environmental,City%2C%20particularly%20for%20disadvantaged%20communities>. Accessed October 2, 2020.