

# **IV. Environmental Impact Analysis**

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## **I. Population and Housing**

### **1. Introduction**

This section analyzes the potential effects of the Project’s contribution to population and housing growth within the geographical boundaries of the City of Los Angeles (City), taking into account population and housing policies established in the North Hollywood–Valley Village Community Plan (Community Plan). Project effects on these demographic characteristics are compared to adopted growth forecasts and relevant policies and programs regarding planning for future development to determine whether the Project would be inconsistent with adopted growth forecasts in a way that could result in negative environmental effects associated with unplanned growth. To evaluate impacts related to population and housing associated with construction and operation of the Project, information from the Southern California Association of Governments’ (SCAG) population, housing, and employment growth forecasts for the City and SCAG Region and were used. Potential growth-inducing impacts of the Project are further addressed in Section VI, Other CEQA Considerations.

### **2. Environmental Setting**

#### **a. Regulatory Framework**

There are several plans, policies, and programs regarding Population and Housing at the state, regional, and local levels. Described below, these include:

- Housing Element Law: California Government Code Section 65583 and 65584(a)(1)
- The Sustainable Communities and Climate Protection Act of 2008 (Senate Bill 375, Steinberg)
- Housing Crisis Act of 2019—(Senate Bill 330, Skinner)
- Fair Employment and Housing Act
- The Unruh Civil Rights Act
- Southern California Association of Governments

- Regional Transportation Plan/Sustainable Communities Strategy
- Regional Housing Needs Assessment
- City of Los Angeles General Plan, including:
  - General Plan Framework
  - Housing Element
  - Community Plan
- Green New Deal
- Los Angeles Municipal Code
- Affordable Housing and Labor Standards Initiative (Proposition JJJ)
- Transit Oriented Communities Affordable Housing Incentive Program
- Affordable Housing Linkage Fee Ordinance
- Affordable Housing Trust Fund

### (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." SCAG's 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*  
(Senate Bill 375, Steinberg)

Senate Bill (SB) 375 focuses on aligning transportation, housing, and other land uses to achieve regional greenhouse gas (GHG) emission reduction targets established under the California Global Warming Solutions Act, also known as Assembly Bill (AB) 32. SB 375 requires Metropolitan Planning Organizations (MPO) to develop a Sustainable Communities Strategy (SCS) as part of the Regional Transportation Plan (RTP), with the purpose of identifying policies and strategies to reduce per capita passenger vehicle-generated GHG emissions. As set forth in SB 375, the SCS must: (1) identify the general location of land uses, residential densities, and building intensities within the region; (2) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period; (3) identify areas within the region sufficient to house an eight-year projection of the regional housing need; (4) identify a transportation network to service the regional transportation needs; (5) gather and consider the best practically available scientific information regarding resource areas and farmland in the region; (6) consider the state housing goals; (7) establish the land use development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, will reduce GHG emissions from automobiles and light-duty trucks to achieve GHG emission reduction targets set by the California Air Resources Board (CARB), if there is a feasible way to do so; and (8) comply with air quality requirements established under the Clean Air Act.

Existing law requires local governments to adopt a housing element as part of their general plan and update the housing element as frequently as needed and no less than every five years. Under SB 375, this time period has been lengthened to eight years and timed so that the housing element period begins no less than 18 months after adoption of the RTP, to encourage closer coordination between housing and transportation planning. SB 375 also changes the implementation schedule required in each housing element. Previous law required the housing element to contain a program that set forth a five-year schedule to implement the goals and objectives of the housing element. The new law instead requires this schedule of actions to occur during the eight-year housing element planning period, and requires that each action have a timetable for implementation. SB 375 also requires that the schedules for the RTP and RHNA processes be synchronized and requires the RHNA to allocate housing units within the region in a manner consistent with the development pattern adopted by the SCS.

As discussed further below, on September 3, 2020, SCAG adopted its *Connect SoCal: The 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy*

(2020–2045 RTP/SCS), which is an update to the previous 2016–2040 RTP/SCS.<sup>1</sup> Using growth forecasts and economic trends, the 2020–2045 RTP/SCS provides a vision for transportation throughout the region for the next 25 years that achieves the statewide reduction targets; and in so doing identifies the amount and location of growth expected to occur within the region.

*(c) Housing Crisis Act of 2019 (Senate Bill 330, Skinner)*

On October 9, 2019, Governor Gavin Newsom 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 unless these changes are offset elsewhere to achieve no net housing loss. 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*

The Fair Employment and Housing Act (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 (Civil 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.

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<sup>1</sup> SCAG, 2020–2045 RTP/SCS, adopted September 3, 2020.

## (2) Regional

### *(a) Southern California Association of Governments*

The City of Los Angeles is located within the jurisdiction of SCAG, a Joint Powers Agency established under California Government Code Section 6502 et seq. Pursuant to federal and State law, as discussed above, SCAG serves as a Council of Governments, a Regional Transportation Planning Agency, and the 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 15 subregions. The City of Los Angeles 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 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 actions 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.

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

Pursuant to Government Code Section 65080(b)(2)(B), SCAG must prepare a RTP/SCS which: (1) identifies the general location of uses, residential densities, and building intensities within the region; (2) identify areas within the region sufficient to house all the population of the region over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth; (3) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Government Code Section 65584; (4) identify a transportation network to service the transportation needs of the region; (5) gather and consider the best practically available scientific information regarding resource areas and farmland in the region; (6) consider the state housing goals specified in Sections 65580 and 65581; (7) set forth a forecasted development pattern for the region, which, when integrated with the transportation network,

and other transportation measures and policies, will reduce the GHG emissions from automobiles and light trucks to achieve the GHG reduction targets approved by the state board; and (8) allow the RTP to comply with air quality conformity requirements under the federal Clean Air Act.

On September 3, 2020, SCAG's Regional Council adopted the Connect SoCal 2020–2045 RTP/SCS. On October 30, 2020, CARB accepted SCAG's determination that the SCS would achieve GHG emission reduction targets. The 2020–2045 RTP/SCS meets federal and state requirements and is a long-range visioning plan that balances future mobility and housing needs with economic, environmental, and public health goals. The RTP/SCS contains baseline socioeconomic projections that serve as the basis for SCAG's transportation planning. It includes projections of population, households, and employment forecasted for the years 2020, 2030, 2035, and 2045 at the regional, county, and local jurisdictional levels, and Traffic Analysis Zones (TAZ) that provide small area data for transportation modeling.<sup>2</sup> However, TAZ-level projections are utilized by SCAG for regional modeling purposes and are not adopted as part of Connect SoCal nor included as part of the Forecasted Regional Development Pattern.<sup>3</sup>

### *(c) Regional Housing Needs Assessment*

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, and allocates these targets among the local jurisdictions that comprise SCAG. The RHNA addresses existing and future housing needs. The existing need for housing is determined using data from the most recent U.S. Census. The future need for housing is determined using data on forecasted household growth, historical growth patterns, job creation, household formation rates, and other factors. The need for new housing is distributed among income groups so that each community moves closer to the regional average income distribution. The most recent RHNA allocation, the "6th Cycle RHNA Allocation Plan," was adopted by SCAG's Regional Council on March 4, 2021.<sup>4</sup> The City of Los Angeles was assigned a RHNA of 456,643 units for the 2021 to 2029 planning period. This allocation identified housing needs for the planning period between October 2021 through October 2029. Accordingly, the City adopted its updated Housing Element on November 24, 2021.

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<sup>2</sup> SCAG, 2020–2045 RTP/SCS, *Demographics & Growth Forecast Appendix*.

<sup>3</sup> SCAG, 2020–2045 RTP/SCS, *Demographics & Growth Forecast Appendix*, p. 27.

<sup>4</sup> Southern California Association of Governments, *Regional Housing Needs Assessment*, <https://scag.ca.gov/housing>, accessed April 27, 2021.

## (2) Local

### (a) *Los Angeles General Plan*

The City's General Plan was prepared pursuant to State law to guide future development and to identify the community'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 community, while at the same time integrating a range of State-mandated elements including Transportation, Noise, Safety, Housing, Open Space/Conservation, and Environmental Justice. The General Plan also includes the General Plan Framework Element (Framework Element), discussed below, and the Community Plan, which guides land use at the level of the community plan area.

#### (i) *General Plan Framework Element*

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.<sup>5</sup> The Framework Element's land use policies are implemented at the community level through the City's Community Plans and Specific Plans.

The Framework Element also includes population, housing, and employment projections to guide future Community Plan amendments. However, the Framework Element makes clear that its population forecasts are estimates for guiding amendments: "... it [Framework Element] is not dependent upon these population levels or distributions for its implementation. It does not mandate specific levels of growth for any specific area (neither minimums nor caps)."<sup>6</sup>

The Framework Element's 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 the supply of land zoned for residential development is constrained.<sup>7</sup> The Housing Chapter states that new residential development will require the recycling and/or intensification of

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<sup>5</sup> *City of Los Angeles, The Citywide General Plan Framework, An Element of the City of Los Angeles General Plan, 1995, <http://cityplanning.lacity.org/cwd/framwkw/contents.htm>, accessed March 4, 2021.*

<sup>6</sup> *City of Los Angeles, The Citywide General Plan Framework, p. 2-2.*

<sup>7</sup> *City of Los Angeles, The Citywide General Plan Framework, Housing Chapter, p. 4-1.*

existing developed properties.<sup>8</sup> 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, particularly by encouraging future housing development near transit corridors and stations.<sup>9</sup> The Housing Chapter includes goals, objectives and policies to guide future development.<sup>10</sup> In particular, Policy 4.1.1 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.”

(ii) *General Plan Housing Element*

The Housing Element of the General Plan is 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 City adopted its 2021–2029 Housing Element, known as *The Plan to House LA*, on November 24, 2021. The 2021–2029 Housing Element presents a vision where housing in the City is ample and affordable, where tenants and affordable housing are protected and preserved and where proactive efforts are made to reverse the legacies of discriminatory and racist policies.<sup>11</sup> Through the implementation of the policies and programs set forth in the 2021–2029 Housing Element, the City will pursue the production and preservation of housing for all residents and will strive to meet its RHNA goal of 456,643 new units by October 2029.<sup>12</sup> However, as noted on page 19 of the Housing Element’s Executive Summary, the lack of adequate resources for Affordable Housing will likely lead to production levels of low and moderate income units that fall short of the RHNA goals.<sup>13</sup> This is a reflection that total housing needs for lower and moderate income households greatly exceeds the ability to meet those needs with existing financial resources and incentive programs.<sup>14</sup> Nevertheless, the 2021–2029 Housing Element is

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<sup>8</sup> City of Los Angeles, *The Citywide General Plan Framework, Housing Chapter*, p. 4-1.

<sup>9</sup> City of Los Angeles, *The Citywide General Plan Framework, Housing Chapter*, p. 4-2.

<sup>10</sup> City of Los Angeles, *The Citywide General Plan Framework, Housing Chapter*, pp. 4-4 and 4-6.

<sup>11</sup> City of Los Angeles, *2021–2029 Housing Element, Executive Summary, November 2021*, p. 8.

<sup>12</sup> City of Los Angeles, *2021–2029 Housing Element, Executive Summary, November 2021*, p. 19.

<sup>13</sup> City of Los Angeles, *2021–2029 Housing Element, Executive Summary, November 2021*, p. 19.

projecting a significant increase in housing production across all income levels compared to prior cycles.<sup>15</sup>

*(iii) Community Plan*

The Land Use Element of the City's General Plan includes 35 community plans. Community plans are intended to provide an official guide for future development and propose approximate locations and dimensions for land use. The community plans establish standards and criteria for the development of housing, commercial uses, and industrial uses, as well as circulation and service systems. The community plans implement the City's Framework Element at the local level. The community plans consist of both text and an accompanying generalized land use map. The community plans' texts express goals, objectives, policies, and programs to address growth in the community. The community plans' maps depict the desired arrangement of land uses as well as street classifications and the locations and characteristics of public service facilities. Per State law, each community plan must be consistent with the other elements and components of the General Plan and, thus, incorporates information from these plans. The Community Plan includes residential, commercial, and industrial objectives and policies that establish a development concept for its neighborhoods and districts. The Department of City Planning (DCP) is currently updating the Community Plan. The multi-year update process began in July 2018.<sup>16</sup>

*(b) Orange Line Transit Neighborhood Plan<sup>17</sup>*

The Orange Line Transit Neighborhood Plan (TNP) is a long-range planning effort around three Metro G (Orange) Line stations in the Eastern San Fernando Valley, including the North Hollywood Station on the Project Site. The proposed Orange Line TNP aims to foster a mix of uses around the transit stations that will encourage transit use and improve mobility for everyone. Directing new housing and jobs to transit-served areas is an overarching principle of the City's General Plan, with the goal of providing residents and employees greater mobility choices and reducing automobile dependence and greenhouse gas emissions that contribute to poor air quality and climate change. As of February 2022, a draft of the Orange Line TNP has not been released.

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<sup>14</sup> City of Los Angeles, 2021–2029 Housing Element, Executive Summary, November 2021, pp. 19–20.

<sup>15</sup> City of Los Angeles, 2021–2029 Housing Element, Executive Summary, November 2021, p. 20.

<sup>16</sup> Los Angeles Department of City Planning, Southeast Valley Community Plan Update, <https://planning.lacity.org/plans-policies/community-plan-update/southeast-valley-community-plan-update>, accessed March 4, 2021.

<sup>17</sup> Los Angeles Department of City Planning, Orange Line, <https://planning.lacity.org/plans-policies/community-plan-update/transit-neighborhood-plans/orange-line#the-plan>, accessed February 15, 2022.

*(c) Green New Deal*

In April 2019, Mayor Eric Garcetti released the Green New Deal (Sustainable City pLAn 2019), a program of actions designed to create sustainability-based performance targets through 2050 in order to advance economic, environmental, and equity objectives.<sup>18</sup> L.A.'s Green New Deal is a mayoral initiative rather than an adopted plan and is the first four-year update to the City's first Sustainable City pLAn that was released in 2015. It augments, expands, and elaborates in even more detail the City's vision for a sustainable future and it tackles the climate emergency with accelerated targets and new aggressive goals. The Housing & Development chapter of the Green New Deal includes the following targets for the number of new housing units to be provided within the City:

- 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.
- Create or preserve 50,000 income-restricted affordable housing units by 2035 and increase stability for renters.

*(d) 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 height limitations and other development standards which together regulate setbacks, building heights, floor area ratios (FAR), open space and parking for each parcel within the City, as applicable.

The Los Angeles Municipal Code (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 LAMC, while the New Zoning Code will be located in a new Chapter 1A of the LAMC.

*(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 certain new development projects, as well

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<sup>18</sup> City of Los Angeles, *LA's Green New Deal*, 2019.

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 Linkage Fee Ordinance*

The City Council adopted the Affordable Housing Linkage Fee (AHLF) Ordinance on December 13, 2017 and became effective on February 17, 2018, with a phased-in fee structure. The AHLF Ordinance places a fee on certain new market-rate residential and commercial developments to generate local funding for affordable housing. The fee amount is based on the fee schedule in effect at the time the building permit for a project is issued, and the market area within which it is located. Fees will be adjusted annually for inflation beginning July 1, 2019 using the Consumer Price Index. The market areas may be updated by City Council every five years beginning July 1, 2023.

#### *(g) 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 (AB 63) be allocated to the Fund.

## **b. Existing Conditions<sup>19</sup>**

### **(1) Population**

#### *(a) Regional Conditions*

As shown in Table IV.I-1 on page IV.I-13, based on SCAG's 2020–2045 RTP/SCS growth forecasts, the population estimate for the SCAG Region in 2020 is approximately 19,338,483 people.<sup>20</sup> By 2037 (the Project buildout year), the population for the SCAG Region is projected to be approximately 21,491,034 people, an increase of 2,152,552 people or 11.13 percent.<sup>21</sup>

#### *(b) City of Los Angeles*

As provided in Table IV.I-1, based on SCAG's 2020–2045 RTP/SCS growth forecast, the population estimate for the City of Los Angeles in 2020 is approximately 4,049,317 people.<sup>22</sup> By 2037, the population for the City of Los Angeles is projected to be approximately 4,540,266 people, an increase of approximately 490,948 people or 12.12 percent.<sup>23</sup>

#### *(c) Project Site*

As discussed in Section II, Project Description, of this Draft EIR, the 15.9-acre Project Site is improved with industrial/warehouse buildings, surface parking areas, the

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<sup>19</sup> On December 21, 2020, a fire destroyed the existing building on Block 7. Nevertheless, because it was present at the time the NOP was published on July 7, 2020, it is considered part of the existing conditions.

<sup>20</sup> The 2020 interpolated value is calculated using SCAG's 2016 and 2045 values to find the average population increase between years and then applying that annual increase to 2016:  $[(22,504,000 - 18,823,000) \div 29] \times 4 + 18,832,000 = 19,338,483$  persons

<sup>21</sup> The 2037 interpolated value is calculated using SCAG's 2016 and 2045 values to find the average population increase between years and then applying that annual increase to 2016:  $[(22,504,000 - 18,823,000) \div 29] \times 21 + 18,832,000 = 21,491,034$  persons.

<sup>22</sup> The 2020 interpolated value is calculated using SCAG's 2016 and 2045 values to find the average population increase between years and then applying that annual increase to 2016:  $[(4,771,300 - 3,933,800) \div 29] \times 4 + 3,933,800 = 4,049,317$  persons.

<sup>23</sup> The 2037 interpolated value is calculated using SCAG's 2016 and 2045 values to find the average population increase between years and then applying that annual increase to 2016:  $[(4,771,300 - 3,933,800) \div 29] \times 21 + 3,933,800 = 4,540,266$  persons ( $\approx 4.53$  million).

**Table IV.I-1  
SCAG 2020–2045 RTP/SCS Forecast**

<b>Year</b>	<b>Population</b>	<b>Housing</b>	<b>Employment</b>
<b>SCAG Region<sup>a</sup></b>			
2020	19,338,483	6,235,586	8,617,966
2037	21,491,034	7,185,828	9,591,069
<b>Percent Change</b>	<b>11.13%</b>	<b>15.24%</b>	<b>11.29%</b>
<b>City of Los Angeles<sup>a</sup></b>			
2020	4,049,317	1,425,759	1,887,969
2037	4,540,266	1,675,483	2,056,562
<b>Percent Change</b>	<b>12.12%</b>	<b>17.52%</b>	<b>8.93%</b>
<p><sup>a</sup> Population and housing forecasts for SCAG region and City of Los Angeles are calculated based on linear interpolation between 2016 and 2040 values. Source: SCAG 2020–2045 RTP/SCS, Demographics and Growth Forecast, Table 14; Eyestone Environmental, 2022.</p>			

historic Lankershim Depot Building, and Los Angeles County Metropolitan Transportation Authority (Metro) uses. There is no existing residential population on the Project Site.

*(d) Off-Site Metro Parking Areas*

As discussed in Section II, Project Description, of this Draft EIR, the Off-Site Metro Parking Areas are currently improved with surface parking and commercial buildings. There is no existing residential population on the Off-Site Metro Parking Areas.

## (2) Housing

*(a) Regional Conditions*

As summarized above in Table IV.I-1, based on SCAG's 2020–2045 RTP/SCS regional growth forecasts, approximately 6,235,586 households were projected for the SCAG Region in 2020.<sup>24</sup> By 2037, the number of households is expected to increase by 15.24 percent to approximately 7,185,828 households.<sup>25</sup>

<sup>24</sup> The 2020 interpolated value is calculated using SCAG's 2016 and 2045 values for the SCAG region to find the average housing increase between years and then applying that annual increase to 2016:  $[(7,633,000 - 6,012,000) \div 29] \times 4 + 6,012,000 = 6,235,586$  households.

<sup>25</sup> The 2037 interpolated value is calculated using SCAG's 2016 and 2045 values for the SCAG region to find the average housing increase between years and then applying that annual increase to 2037:  $[(7,633,000 - 6,012,000) \div 29] \times 4 + 6,012,000 = 7,185,828$  households.

*(b) City of Los Angeles*

Based on SCAG's 2020–2045 RTP/SCS growth forecast, as provided in Table IV.I-1 on page IV.I-13, approximately 1,425,759 households were projected for the City of Los Angeles in 2020.<sup>26</sup> By 2037, the City is expected to add another 249,724 households (an increase of 17.52 percent) for a total of 1,675,483 households.<sup>27</sup>

*(c) Project Site*

As discussed above, the 15.9-acre Project Site is improved with industrial/warehouse buildings, surface parking areas, the historic Lankershim Depot Building, and Metro uses. There is no existing housing on the Project Site.

*(d) Off-Site Metro Parking Areas*

As discussed in Section II, Project Description, of this Draft EIR, the Off-Site Metro Parking Areas are currently improved with surface parking and an industrial/warehouse building. There is no existing housing on the Off-Site Metro Parking Areas.

**(3) Employment***(a) Regional Conditions*

As summarized above in Table IV.I-1, based on SCAG's 2020–2045 RTP/SCS regional growth forecasts, approximately 8,617,966 jobs were projected for the SCAG Region in 2020.<sup>28</sup> By 2037, the number of jobs is expected to increase by 11.29 percent to approximately 9,591,069 jobs.<sup>29</sup>

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<sup>26</sup> The 2020 interpolated value is calculated using SCAG's 2016 and 2045 values for the City of Los Angeles to find the average housing increase between years and then applying that annual increase to 2016:  $[(1,793,000 - 1,367,000) \div 29] \times 4 + 1,367,000 = 1,425,759$  households.

<sup>27</sup> The 2037 interpolated value is calculated using SCAG's 2016 and 2045 values for the City of Los Angeles to find the average housing increase between years and then applying that annual increase to 2016:  $[(1,793,000 - 1,367,000) \div 29] \times 21 + 1,367,000 = 1,675,483$  households.

<sup>28</sup> The 2020 interpolated value is calculated using SCAG's 2016 and 2045 values for the SCAG region to find the average employment increase between years and then applying that annual increase to 2016:  $[(10,049,000 - 8,389,000) \div 29] \times 4 + 8,389,000 = 8,617,966$  jobs.

<sup>29</sup> The 2037 interpolated value is calculated using SCAG's 2016 and 2045 values for the SCAG region to find the average employment increase between years and then applying that annual increase to 2037:  $[(10,049,000 - 8,389,000) \div 29] \times 4 + 8,389,000 = 9,591,069$  jobs.

*(b) City of Los Angeles*

Based on SCAG's 2020–2045 RTP/SCS growth forecast, as provided in Table IV.I-1 on page IV.I-13, approximately 1,887,969 jobs were projected for the City of Los Angeles in 2020.<sup>30</sup> By 2037, the City is expected to add another 168,593 households (an increase of 8.93 percent) for a total of 2,056,562 jobs.<sup>31</sup>

*(c) Project Site*

As discussed above, the 15.9-acre Project Site is improved with industrial/warehouse buildings, surface parking areas, the historic Lankershim Depot Building, and Metro uses. Based on employee generation rates published by the Los Angeles Department of Transportation (LADOT) and DCP, the existing 23,420 square feet of industrial/warehouse uses and 1,725 square feet of retail/restaurant uses are assumed to generate approximately 35 employees.<sup>32</sup>

*(d) Off-Site Metro Parking Areas*

The East Lot is a surface parking lot and does not generate employees. The West Lot is currently occupied by one industrial/warehouse building totaling 25,691 square feet. Based on employee generation rates published by LADOT and DCP, the existing 25,691 square feet of industrial/warehouse uses are assumed to generate approximately 26 employees.<sup>33</sup>

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<sup>30</sup> The 2020 interpolated value is calculated using SCAG's 2016 and 2045 values for the City of Los Angeles to find the average employment increase between years and then applying that annual increase to 2016:  $[(2,135,900 - 1,848,300) \div 29] \times 4 + 1,848,300 = 1,887,969$  jobs.

<sup>31</sup> The 2037 interpolated value is calculated using SCAG's 2016 and 2045 values for the City of Los Angeles to find the average employment increase between years and then applying that annual increase to 2016:  $[(2,135,900 - 1,848,300) \div 29] \times 21 + 1,848,300 = 2,056,562$  jobs.

<sup>32</sup> Los Angeles Department of Transportation and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation Version 1.3, May 2020, Table 1. Based on 1.0 employee/thousand square feet (ksf) for warehouse uses and 6.7 employees/ksf for fast food restaurant:  $(23.420 * 1.0) + (1.725 * 6.7) = \sim 35$  employees.

<sup>33</sup> Los Angeles Department of Transportation and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation Version 1.3, May 2020, Table 1. Based on 1.0 employee/ksf) for warehouse uses:  $25.691 * 1.0 = \sim 26$  employees.

### 3. Project Impacts

#### a. Thresholds of Significance

In accordance with the State CEQA Guidelines Appendix G, the Project would have a significant impact related to population or 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);***

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

For this analysis, the Appendix G Thresholds listed above 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 *L.A. CEQA Thresholds Guide* identifies the following criteria to evaluate population and housing growth on a case-by-case basis:

- 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.

As provided in the impact analysis below, the Project's potential impacts related to displacing substantial numbers of existing people or housing were fully evaluated in the Initial Study. As such, these factors and considerations from the City's *L.A. CEQA Thresholds Guide* are not applicable.

#### b. Methodology

As evaluated below, the Project's potential impacts related to population, housing, and employment growth are determined based on the proposed number of residential units

included in the Project, all of which are conservatively estimated to be occupied (i.e., “households”).

The population growth impacts of the Project are determined based on the estimated number of people who would occupy the proposed residential units included in the Project, as well as the indirect population associated with the Project. The Project’s population impacts are then compared to population projections from SCAG’s 2020–2045 RTP/SCS. Growth forecasts for the SCAG Region and the City of Los Angeles were derived based on linear interpolations of data from SCAG and DCP for the Project’s baseline year (2020) and the Project’s buildout year (2037).

The Project’s housing demand is similarly compared to SCAG’s household projections for the SCAG Region and the City of Los Angeles. The Project’s impacts are also evaluated against other applicable City and regional housing/household goals, objectives, and policies.

With respect to employment, the focus of environmental analysis prepared under CEQA is a project’s potential to cause effects on the *physical* environment.<sup>34</sup> Accordingly, the CEQA Guidelines state that while economic or social information may be included in an EIR, or may be presented in whatever form(s) the lead agency desires, social and economic effects shall not be treated as significant effects on the environment.<sup>35</sup> The CEQA Guidelines are very clear in that there must be a physical change resulting from the project directly or indirectly for an impact to be considered significant.<sup>36</sup>

However, social and economic effects, including employment, are relevant CEQA issues to the extent that anticipated social and economic changes arising from a proposed project may result in physical changes.<sup>37</sup> Additionally, if a project’s physical impacts would cause social or economic effects, the magnitude of the social or economic effects may be relevant in determining whether a physical impact is “significant.”<sup>38</sup> If the physical change

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<sup>34</sup> “Environment” means the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, and objects of historic or aesthetic significance (Public Resources Code [PRC] Section 21060.5).

<sup>35</sup> CEQA Guidelines Sections 15131(a) and 15064(f); see also PRC Sections 21100 and 21151. “Significant effect on the environment” means a substantial, or potentially substantial adverse change in the environment (PRC Section 21068).

<sup>36</sup> See discussion following CEQA Guidelines Section 15131.

<sup>37</sup> CEQA Guidelines Sections 15131(a) and 15064(f).

<sup>38</sup> CEQA Guidelines Section 15131(b). For example, a project’s direct and indirect population can be used to estimate the amount of natural resources, energy resources, and public services that might be consumed as a result of the project, and whether the resulting scale of use is “significant.”

causes adverse economic or social effects on people, those adverse effects may be used as the basis for determining that the physical change is significant.<sup>39</sup>

In order to determine if the Project's employment growth would induce substantial unplanned population growth in the area, the Project's direct employment increases are compared to SCAG's employment growth projections for the SCAG region and the City. Future projections were derived based on linear interpolations of data from SCAG and DCP for the Project's baseline year (2020) and the Project's buildout year (2037).

### c. Project Design Features

No specific project design features are proposed with regard to population or housing.

### d. Analysis of Project Impacts

***Threshold (a): Would the Project 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)?***

#### (1) Impact Analysis

##### *(a) Construction*

Due to the employment patterns of construction workers in Southern California, and the operation of the market for construction labor, construction workers are not likely, to any notable degree, to relocate their households as a consequence of the construction job opportunities presented by the Project. The construction industry differs from most other industry sectors in several important ways that are relevant to potential impacts on population and housing:

- There is no regular place of work. Construction workers commute to job sites that change many times in the course of a year. These often lengthy daily commutes are made possible by the off-peak starting and ending times of the typical construction work day.
- Many construction workers are highly specialized (e.g., crane operators, steel workers, masons), and move from job site to job site as dictated by the demand for their skills.

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<sup>39</sup> CEQA Guidelines Section 15064(f).

- The work requirements of most construction projects are also highly specialized and workers are employed on a job site only as long as their skills are needed to complete a particular phase of the construction process.

It is reasonable to assume, therefore, based on these factors that Project-related construction workers would not relocate their households' places of residence as a direct consequence of working on the Project. **Thus, the Project would not induce substantial unplanned population growth in the area during construction. Therefore, construction-related impacts associated with population and housing would be less than significant.**

*(b) Operation*

*(i) Direct Population Impacts*

As discussed in Section II, Project Description, of this Draft EIR, the Project is an infill mixed-use development, consisting of 1,527 multi-family residential units (311 of which are affordable units), 105,125 square feet of commercial uses (including retail and restaurant spaces), and up to 580,374 square feet of office uses.<sup>40</sup>

Based on population generation rates published by LADOT and DCP, the Project's 1,527 residential units could generate a residential population of approximately 3,717 persons at full buildout.<sup>41</sup> As illustrated in Table IV.I-2 on page IV.I-20, based on SCAG's 2020–2045 RTP/SCS, the estimated population of 3,717 persons generated by the Project would represent approximately 0.17 percent of the projected growth in the SCAG region between 2020 and 2037 (i.e., the Project's baseline and buildout years),<sup>42</sup> and 0.76 percent of the projected growth in the City of Los Angeles during the same period.<sup>43</sup> As such, the 3,717 new residents generated by the Project would be within and, thus, consistent with SCAG growth forecasts, constituting a small percentage of projected City and regional growth. Moreover, the Project would result in new multi-family housing within a Transit

<sup>40</sup> As discussed in Section II, Project Description, of this Draft EIR, the Project includes a potential land use exchange of up to 75,000 square feet of retail/restaurant uses for up to 75,000 square feet of office space should future market conditions warrant.

<sup>41</sup> Los Angeles Department of Transportation and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation Version 1.3, May 2020, Table 1. They are in residents per residential unit, and include: Multi-Family Residential = 2.25 and Affordable Housing-Family = 3.14. Therefore,  $(1,216 * 2.25) + (311 * 3.14) = 3,713$ . However, because the VMT calculator itself uses 2.2533455879541 residents per multifamily unit, the resulting population is 3,717  $(1,216 * 2.2533455879541) + (311 * 3.14) = 3,717$ .

<sup>42</sup>  $3,717 \text{ Project residents} \div 2,152,552 \text{ Regional population growth between 2020 and 2037} \times 100 = 0.17 \text{ percent}$ .

<sup>43</sup>  $3,717 \text{ Project residents} \div 490,948 \text{ City population growth between 2020 and 2037} \times 100 = 0.76 \text{ percent}$ .

**Table IV.I-2  
Project Percentage Share of 2020–2037 Growth**

	<b>Net Project Impact</b>	<b>Percent of SCAG Regional Growth</b>	<b>Percent of City of Los Angeles Growth</b>
<b>Population</b>	3,717 persons <sup>a</sup>	0.17%	0.76%
<b>Housing</b>	1,527 units	0.18%	0.69%
<b>Employment</b>	2,821 jobs <sup>b,c</sup>	0.29%	1.67%

<sup>a</sup> Population generation factors by use type from the Los Angeles Department of Transportation and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation Version 1.3, May 2020, Table 1. They are in residents per residential unit, and include: Multi-Family Residential = 2.25 and Affordable Housing-Family = 3.14. Therefore,  $(1,216 * 2.25) + (311 * 3.14) = 3,713$ . However, because the VMT calculator itself uses 2.2533455879541 residents per multifamily unit, the resulting population is 3,717  $(1,216 * 2.2533455879541) + (311 * 3.14) = 3,717$ .

<sup>b</sup> As discussed in Section II, Project Description, of this Draft EIR, the Project includes a potential land use exchange of up to 75,000 square feet of retail/restaurant uses for up to 75,000 square feet of office space should future market conditions warrant. Under this scenario, the Project would generate a net increase of 2,731 employees.

<sup>c</sup> Employee generation factors by use type from the Los Angeles Department of Transportation and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation Version 1.3, May 2020, Table 1. They are in employees per 1,000 square feet, and include: General Retail = 2.0; General Office 4.0; Warehousing/Self-Storage = 0.33; and Fast Food Restaurant = 6.7.

Source: SCAG 2020–2045 RTP/SCS; LADOT and DCP, City of Los Angeles VMT Calculator Documentation Version 1.3, May 2020; Eyestone Environmental, 2022.

Priority Area, which is encouraged by both the 2020–2045 RTP/SCS and the City's General Plan.<sup>44</sup>

While the Project has the potential to induce substantial population growth, the growth is accounted for in the SCAG 2020–2045 RTP/SCS as shown above, including for the SCAG region and the City of Los Angeles Subregion. Additionally, as discussed above, the growth associated with the Project would be distributed in a manner consistent with local planning efforts. Furthermore, as discussed in Section IV.M.1, Utilities and Service Systems—Water Supply; Section IV.M.2, Utilities and Service Systems—Wastewater; and Section IV.M.3, Utilities and Service Systems—Energy Infrastructure, of this Draft EIR, the population growth would not require significant upgrades to water, wastewater, or energy infrastructure. **As such, the Project would not directly induce substantial unplanned population growth, and therefore Project impacts related to population growth would be less than significant.**

<sup>44</sup> City of Los Angeles, ZIMAS, Parcel Profile Report for the Project Site.

*(ii) Direct Housing Impacts*

As stated in many adopted regional and local planning documents, including the City's Housing Element, the City remains in need of new dwelling units to serve both current and projected populations. While the Project would not eliminate the housing shortage in the City, it would incrementally advance the goal of generating more housing for the region in a developed, infill location. As shown in Table IV.I-2 on page IV.I-20, the 1,527 residential units included in the Project would represent approximately 0.16 percent of the projected housing growth in the SCAG Region between 2020 and 2037,<sup>45</sup> and 0.61 percent of the projected housing growth in the City of Los Angeles during the same period.<sup>46</sup> Accordingly, the Project would not cause housing growth in an undeveloped area or exceed projected/planned levels for the Project's buildout year that would result in an adverse physical change in the environment. All of the Project's housing would be developed in close proximity to the Metro North Hollywood Station and bus terminal for the Metro G (Orange) Line, both of which are located within the Project Site, which would further the City's goals to develop new housing near transit. **As such, while the Project would bring additional housing growth to the City, the addition of housing units would help meet the City's fair share of the regional housing need, and therefore would not directly cause substantial unplanned population growth. Therefore, Project impacts related to housing growth would be less than significant.**

*(iii) Indirect Population, Housing, and Employment Impacts*

In addition to providing 1,527 new residential units, the Project would include up to 105,125 square feet of commercial uses, including retail and restaurant spaces, along with up to 580,374 square feet of office uses.<sup>47</sup> Based on employee generation rates provided by LADOT and DCP, conservatively assuming 100 percent of the restaurant uses would be fast food (identified by the LADOT as a higher employee generation rate), the proposed commercial and office uses would result in approximately 2,882 employees.<sup>48,49</sup> When

<sup>45</sup>  $1,527 \text{ Project dwelling units} \div 950,241 \text{ Regional housing growth between 2020 and 2037} \times 100 = 0.16 \text{ percent.}$

<sup>46</sup>  $1,527 \text{ Project dwelling units} \div 249,724 \text{ City housing growth between 2020 and 2037} \times 100 = 0.61 \text{ percent.}$

<sup>47</sup> As discussed in Section II, Project Description, of this Draft EIR, the Project includes a potential land use exchange of up to 75,000 square feet of retail/restaurant uses for up to 75,000 square feet of office space should future market conditions warrant. Under this scenario, the Project would generate a net increase of 2,731 employees.

<sup>48</sup> Los Angeles Department of Transportation and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation Version 1.3, May 2020, Table 1. Based on 2.0 employees/ksf for general retail uses; 6.7 employees/ksf for fast food restaurant; and 4.0 employees/ksf for general office uses:  $(28.4 * 2.0) + (75.0 * 6.7) + (580.374 * 4.0) = \sim 2,882 \text{ employees.}$

<sup>49</sup> Includes the 1,725 square foot Lankershim Depot to remain.

accounting for the industrial/warehouse uses to be removed from the Project Site and Off-Site Metro Parking Areas, the Project would result in a net increase of 2,821 employees. As shown in Table IV.I-2 on page IV.I-20, the Project's net increase of 2,821 employees would represent approximately 0.29 percent of the projected employment growth in the SCAG Region between 2020 and 2037,<sup>50</sup> and 1.67 percent of the projected employment growth in the City of Los Angeles during the same period.<sup>51</sup>

These employment positions would include a range of permanent and part-time positions that may be filled, in part, by persons already residing in the vicinity of the workplace and who generally do not relocate their households due to such employment opportunities, and other persons who would commute to the Project Site from other communities in and outside of the City. As such, the Project would not indirectly induce substantial population growth associated with potential employment opportunities that may be generated by the Project.

With regard to housing, any indirect demand for housing associated with the proposed uses, including any generated by the increased transit capacity, would be fulfilled by a combination of the Project's new dwelling units, vacancies in the surrounding housing market, and from other new units in the vicinity of the Project Site. As such, the Project's indirect housing demand would not cause housing growth to exceed projected/planned levels for the Project's buildout year, and the Project's indirect impacts on housing would be less than significant.

With regard to infrastructure, all circulation improvements planned for the Project are intended to improve circulation flows and safety throughout the Project Site and vicinity. As noted above and analyzed in Section IV.M.1, Utilities and Service Systems—Water Supply; Section IV.M.2, Utilities and Service Systems—Wastewater; and Section IV.M.3, Utilities and Service Systems—Energy Infrastructure, utility and other infrastructure improvements planned for the Project are intended to connect the proposed uses to the existing main infrastructure system and would not require upgrades to the main system. **Therefore, the Project would not result in significant adverse impacts in terms of the introduction of unplanned infrastructure that was not previously evaluated in the General Plan.**

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<sup>50</sup>  $2,821 \text{ net new Project employees} \div 973,103 \text{ Regional employment growth between 2020 and 2037} \times 100 = 0.29 \text{ percent.}$

<sup>51</sup>  $2,821 \text{ net new Project employees} \div 168,593 \text{ City employment growth between 2020 and 2037} \times 100 = 1.67 \text{ percent.}$

## (2) Mitigation Measures

Project-level impacts related to inducing substantial unplanned population growth in the area would be less than significant. Therefore, no mitigation measures are required.

## (3) Level of Significance After Mitigation

Project-level impacts related to inducing substantial unplanned population growth in the area were determined to be less than significant without mitigation. Therefore, no mitigation measures were required, 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 Section VI, Other CEQA Considerations, of this Draft EIR, and evaluated in the Initial Study prepared for the Project, included in Appendix A of this Draft EIR, there are no existing housing units or a residential population on the Project Site, and the Project would not displace any existing people or housing necessitating the construction of replacement housing elsewhere. **Therefore, impacts with respect to Threshold (b) would not occur. No further analysis is required.**

## e. Cumulative Impacts

### (1) Impact Analysis

As identified in Section III, Environmental Setting, of this Draft EIR, 34 related projects in the surrounding area are assumed to be constructed and/or operational during the same time period as the Project.

Table IV.I-3 on page IV.I-24 shows estimates for population, housing, and employment generated by each related project. Further discussion of these estimates is provided in Table IV.I-4 on page IV.I-27 to contextualize the impact of the related projects within the City of Los Angeles Subregion and overall SCAG Region.

As shown in Table IV.I-4, the Project's residential uses would generate approximately 3,717 persons, and the related projects containing residential land uses would generate a population of approximately 4,852 persons. As discussed above, based on forecasts in the 2020–2045 RTP/SCS, the City of Los Angeles is projected to have a population of approximately 4,540,266 persons in 2037. As such, the cumulative population of 8,569 persons resulting from the Project and related projects would represent

**Table IV.I-3  
Population, Housing, and Employment Estimates**

<b>No.</b>	<b>Project Name</b>	<b>Description</b>	<b>Size</b>	<b>Population<sup>a</sup></b>	<b>Housing</b>	<b>Employees<sup>b</sup></b>
1	NoHo Lankershim Station 5401 Lankershim Blvd.	Apartments	127 du	286	127	—
		Retail	14,500 sf	—	—	29
		Office	1,918 sf	—	—	8
2	New NoHo Artwalk Project 11126 Chandler Blvd.	Apartments	73 du	165	73	—
		Retail	2,900 sf	—	—	6
3	The Weddington 11120 Chandler Blvd.	Apartments	324 du	729	324	—
4	Apartments 5508 Fulcher Ave.	Apartments	46 du	104	46	—
5	Apartments 5513 Case Ave.	Apartments	90 du	203	90	—
6	Apartments 11112 Burbank Blvd.	Apartments	12 du	27	12	—
7	Apartments 11433 Albers St.	Apartments	59 du	133	59	—
8	Mixed-Use 5553 N. Tujunga Ave.	Apartments	30 du	68	30	—
		Retail	4,970 sf	—	—	10
		Office	2,962 sf	—	—	12
9	Apartments 11410 W. Burbank Blvd.	Apartments	84 du	189	84	—
10	Mixed-Use 5444 N. Vineland Ave.	Self-Storage Space	96,444 sf	—	—	32
		Office	10,000 sf	—	—	40
11	Fitness Studio 5200 N. Lankershim Blvd.	Health/Fitness Club	2,690 sf	—	—	3
12	Condominium 11525 Chandler Blvd.	Condominiums	60 du	135	60	—
13	Apartments 5633 Farmdale Ave.	Apartments	26 du	59	26	—
14	Camellia Court Apartments 5610 Camellia Ave.	Apartments	62 du	140	62	—
15	Self Storage 5260 N. Vineland Ave.	Self Storage	81,300 sf	—	—	27
16	Apartments 5147 Bakman Ave.	Apartments	33 du	75	33	—
17	Apartments 5110 N. Bakman Ave.	Apartments	51 du	115	51	—
18	Apartments 11246 W. Otsego St.	Apartments	70 du	158	70	—
19	NoHo Millennium 5107 Lankershim Blvd.	Apartments	287 du	646	287	—
		Market	23,733 sf	—	—	95
		Office	1,267 sf	—	—	6

**Table IV.I-3 (Continued)**  
**Population, Housing, and Employment Estimates**

<b>No.</b>	<b>Project Name</b>	<b>Description</b>	<b>Size</b>	<b>Population<sup>a</sup></b>	<b>Housing</b>	<b>Employees<sup>b</sup></b>
20	Apartments 11106 Hartsook St.	Apartments	61 du	138	61	—
21	Apartments 11029–11035 Hartsook St.	Apartments	53 du	120	53	—
22	Apartments 5050 N. Bakman Ave.	Apartments	40 du	90	40	—
23	Mixed-Use 10821 Magnolia Blvd.	Retail	4,075 sf	—	—	9
		Apartments	40 du	90	40	—
24	School 11600 Magnolia Blvd.	Additional Students	78 stu	—	—	8 <sup>b</sup>
25	Apartments 5755 N. Tujunga Ave.	Apartments	33 du	75	33	—
26	Apartments 11155 W. Huston St.	Apartments	24 du	54	24	—
27	Wesley School 4832 Tujunga Ave.	Additional Students	91 stu	—	—	9 <sup>b</sup>
28	Apartments 11443 Riverside Drive	Apartments	29 du	66	29	—
29	Mixed-Use 11311 Camarillo St.	Apartments	60 du	135	60	—
		Retail	3,000 sf	—	—	9
30	Apartments 10804 W. Blix St.	Apartments	21 du	48	21	—
31	Mixed-Use 10850 Riverside Drive	Apartments	179 du	403	179	—
		Retail	5,694 sf	—	—	12
32	Cohen Apartments 10601 Riverside Drive	Apartments	82 du	185	82	—
		Retail	13,327 sf	—	—	27
33	Apartments 11036 Moorpark St.	Apartments	96 du	216	96	—
34	Gas Station 4377 Vineland Ave.	Expansion of Existing Facilities	1,818 sf	—	—	2 <sup>c</sup>
<b>Total for Related Projects</b>				<b>4,852</b>	<b>2,152</b>	<b>350</b>
<b>Total for Project (net)</b>				<b>3,717</b>	<b>1,527</b>	<b>2,821</b>
<b>Total for Related Project plus Project</b>				<b>8,532</b>	<b>3,679</b>	<b>3,171</b>

*du = dwelling units*

*sf = square feet*

*stu = students*

<sup>a</sup> *Population generation factors by use type from the Los Angeles Department of Transportation and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation Version 1.3, May 2020, Table 1. They are in residents per residential unit, and include: Multi-Family Residential = 2.25 and Affordable Housing-Family = 3.14.*

**Table IV.I-3 (Continued)**  
**Population, Housing, and Employment Estimates**

No.	Project Name	Description	Size	Population <sup>a</sup>	Housing	Employees <sup>b</sup>
<p><sup>b</sup> Employee generation factors by use type from the Los Angeles Department of Transportation and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation Version 1.3, May 2020, Table 1. They are in employees per 1,000 square feet, and include: General Retail = 2.0; Supermarket: 4.0; General Office 4.0; Health Club = 1.0; Warehousing/Self-Storage = 0.33; Private School (K-12) = 0.15; and Auto Repair = 1.0.</p> <p><sup>c</sup> The VMT Calculator Documentation Version 1.3 does not include an employee generation rate for gas stations. The Auto Repair rate of 1.0/1,000 square feet was used.</p> <p>Source: Eyestone Environmental, 2022 based on data provided by Gibson Transportation Consulting, Inc, 2020, the City of Los Angeles Department of Transportation, and the City of Los Angeles Department of City Planning.</p>						

approximately 0.20 percent of the City's projected population in 2037.<sup>52</sup> Also, the cumulative population of 8,569 persons would represent approximately 1.75 percent of the City's population growth between 2020 and 2037.<sup>53</sup> Moreover, the Project and many of the related Projects would result in new multi-family housing within a Transit Priority Area, which is encouraged by both the 2020–2045 RTP/SCS and the City's General Plan. **Therefore, the population generated by the Project and related projects would be within and, thus, consistent with SCAG growth forecasts, and would not result in significant cumulative impacts. The Project's contribution to the estimated population growth in the City of Los Angeles would not be cumulatively considerable, and cumulative impacts on population would be less than significant.**

As also shown in Table IV.I-3 on page IV.I-24, the 1,527 households proposed by the Project and the 2,152 households generated by the related projects would result in a total of 3,679 households. Based on forecasts in the 2020–2045 RTP/SCS, the City of Los Angeles is projected to provide 1,675,483 households in 2037. As such, the 3,679 households resulting from the Project and related projects would account for approximately 0.22 percent of the City's projected development of households in 2037.<sup>54</sup> Also, the 3,679 households would represent approximately 1.47 percent of the City's projected development of households between 2020 and 2037.<sup>55</sup> Further, all of the

<sup>52</sup>  $(3,717 \text{ Project residents} + 4,852 \text{ related projects residents}) \div 4,540,266 \text{ City of Los Angeles 2037 population count}) \times 100 = 0.20 \text{ percent.}$

<sup>53</sup>  $(3,717 \text{ Project residents} + 4,852 \text{ related projects residents}) \div 490,948 \text{ City of Los Angeles 2020 to 2037 population growth}) \times 100 = 1.75 \text{ percent.}$

<sup>54</sup>  $(1,527 \text{ Project housing units} + 5,052 \text{ related projects housing units}) \div 1,651,214 \text{ City of Los Angeles 2037 housing count}) \times 100 = 0.40 \text{ percent.}$

<sup>55</sup>  $(1,527 \text{ Project housing units} + 5,052 \text{ related projects housing units}) \div 221,486 \text{ City of Los Angeles 2020 to 2037 housing growth}) \times 100 = 2.97 \text{ percent.}$

**Table IV.I-4  
Cumulative Population and Housing Impacts**

	<b>Population (people)</b>	<b>Housing (units)</b>	<b>Employment (Jobs)</b>
Proposed Project Impact	3,717 <sup>a</sup>	1,527	2,882 <sup>b</sup>
Existing to be Removed	—	—	(61) <sup>b</sup>
<i>Total Net Project Impact (Proposed – Existing)</i>	3,717	1,527	2,821
<i>Total Related Projects Impact</i>	4,852 <sup>a</sup>	2,152	350 <sup>b</sup>
<b>Cumulative (Project + Related Projects) Impact</b>	<b>8,569</b>	<b>3,679</b>	<b>3,171</b>
SCAG Region Impact, 2037	21,491,552	7,185,828	9,591,069
SCAG Region Growth, 2020–2037	2,152,552	950,241	973,103
City of Los Angeles Impact, 2037	4,540,266	1,675,483	2,056,562
City of Los Angeles Growth, 2020–2037	490,948	249,724	168,593
<b>Cumulative (Project + Related Projects) Share of Impact in the SCAG Region, 2037</b>	<b>0.04%</b>	<b>0.05%</b>	<b>0.03%</b>
<b>Cumulative (Project + Related Projects) Share of Impact in the City of Los Angeles, 2037</b>	<b>0.20%</b>	<b>0.22%</b>	<b>0.15%</b>
<p><sup>a</sup> Population generation factors by use type from the Los Angeles Department of Transportation and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation Version 1.3, May 2020, Table 1. They are in residents per residential unit, and include: Multi-Family Residential = 2.25 and Affordable Housing-Family = 3.14.</p> <p><sup>b</sup> Employee generation factors by use type from the Los Angeles Department of Transportation and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation Version 1.3, May 2020, Table. They are in employees per 1,000 square feet, and include: General Retail = 2.0; Supermarket: 4.0; General Office 4.0; Health Club = 1.0; Warehousing/Self-Storage = 0.33; Private School (K-12) = 0.15; and Auto Repair = 1.0.</p> <p>Source: SCAG 2020–2045 RTP/SCS; Eyestone Environmental, 2022.</p>			

Project's housing and many of the related projects would be developed in close proximity to the Metro North Hollywood Station and bus terminal for the Metro G (Orange) Line, both of which are located within the Project Site, which would further the City's and the region's goals to develop new housing near transit. **Therefore, the households generated by the Project and the related projects would be within and, thus, consistent with SCAG growth forecasts and would not result in significant cumulative impacts. The Project's contribution to the estimated housing growth in the City of Los Angeles would not be cumulatively considerable, and cumulative impacts on housing would be less than significant.**

Lastly, as shown in Table IV.I-3 on page IV.I-24, the 2,811 net new employees to be generated by the Project, and the 341 employees to be generated by the related projects, would together generate an estimated 3,152 cumulative employees. Based on forecasts in the 2020–2045 RTP/SCS, the City of Los Angeles is projected to generate an estimated 168,593 increase in employees between 2020 and 2037 and have a total of 2,056,562 employees by 2037. As such, the 3,162 employees to be generated by the Project and the related projects would together represent only approximately 1.88 percent of the City’s projected increase in employees between 2020 and 2037<sup>56</sup> and only approximately 0.15 percent of the City’s total employees in 2037.<sup>57</sup> **Therefore, the employees generated by the Project together with the related projects would be within and, thus, consistent with SCAG growth forecasts and would not result in significant cumulative impacts. The Project’s contribution to the estimated employment growth in the City of Los Angeles would not be cumulatively considerable, and cumulative impacts on employment would be less than significant.**

## (2) Mitigation Measures

Cumulative impacts related to population and housing would be less than significant. Therefore, no mitigation measures are required.

## (3) Level of Significance After Mitigation

Cumulative impacts related to population and housing were determined to be less than significant without mitigation. Therefore, no mitigation measures were required, and the impact level remains less than significant.

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<sup>56</sup>  $(2,811 \text{ Project employees} + 341 \text{ related projects employees}) \div 168,593 \text{ City of Los Angeles 2020 to 2037 employment growth}) \times 100 = 1.88 \text{ percent.}$

<sup>57</sup>  $(2,811 \text{ Project employees} + 341 \text{ related projects employees}) \div 2,056,562 \text{ City of Los Angeles 2037 employment count}) \times 100 = 0.15 \text{ percent.}$