4.8 Population and Housing

4.8.1 Introduction

This section analyzes the Project's contribution to population, housing, and employment growth within the City of Los Angeles (City). Project effects on these demographic characteristics are compared to adopted and advisory growth forecasts and relevant policies and programs regarding planning for future development. Supporting documentation is provided in Appendix H, Population, Housing, and Employment Data, of this Draft Environmental Impact Report (EIR). Related information regarding the effects of the new development on the relationship between land uses and resulting land use patterns is further addressed in Section 4.6, Land Use and Planning. Potential growth-inducing impacts of the Project are further addressed in Chapter 6, Other CEQA Considerations.

4.8.2 Environmental Setting

Existing Conditions

On-Site Conditions

The Project Site is currently vacant and is periodically used for surface parking and storage by the nearby commercial industrial operations. The Project Site is bordered by two parcels containing wholesale commercial/light industrial uses, storage, and surface parking. The Project Site was used as a freight rail yard beginning in approximately 1905, during which time it contained freight storage houses, multiple rail lines, a wood yard, coal yard, oil storage, small businesses, and some dwellings. Prior to 1970, the Site was owned by the Union Pacific Railroad. In 1970, the Site was acquired by the Los Angeles County Metropolitan Transportation Authority (MTA) to support an expansion of MTA train service to Pasadena and was used for equipment and materials staging during construction of the rail lines. All on-site buildings were demolished in the late 1980s.

Population, Housing, and Employment Estimates

The Project Site is located within the Central City North Community Plan (Community Plan) Area of the City, and Project impacts at the Citywide levels are considered in this analysis. Current and future projected population, housing and employment estimates for these geographies are based on data included in the Southern California Association of Governments (SCAG) 2016–2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS), which is described in greater detail below.[1,2]

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1 Southern California Association of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy, April 7, 2016, http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS.pdf. Accessed June 14, 2017.

2 The SCAG estimates are used in this analysis as they incorporate population, households and employment statistics from a single data base with a common set of assumptions for calculating estimates. Further, SCAG estimates are components of and integral to the future projections used as the basis of the analysis below. The Los Angeles Department of City Planning has also prepared a 2015 Demographics Statistics Report that provides population and housing estimates up to October 1, 2015. According to this report, the Central City North Community Plan Area had a total population of 24,377 and 7,557 household units, while the City of Los Angeles had a total population of

The 2016 RTP/SCS prepares growth projections for populations, households, and employment for regional, county, and local jurisdictional areas and transportation analysis zones (TAZs).[3] The 2016 RTP/SCS reports the demographic data for years 2012, 2020, 2035, and 2040. The 2016 RTP/SCS forecasts represent the likely growth scenario for the Southern California region in the future, taking into account recent and past trends, reasonable key technical assumptions, and local or regional growth policies.[4] These baseline socioeconomic projections are the basis for SCAG's long-term transportation planning and the provision of services by other regional agencies. The 2016 baseline population and growth projections for 2020 and 2040 are shown in **Table 4.8-1**, *Projected Population, Housing, and Employment Estimates*, and discussed below.[5]

TABLE 4.8-1
2016 RTP/SCS PROJECTED POPULATION, HOUSING, AND EMPLOYMENT ESTIMATES

		2020 (Project Buildout Year)			2040 (SCAG Projection Horizon)		
	2016 Baseline	Projected	Total Growth	Percentage Increase as Compared to 2016	Projected	Total Growth	Percentage Increase as Compared to 2016
Population	3,931,227	4,016,977	85,750	2%	4,609,414	678,187	17%
Housing	1,383,467	1,441,402	57,935	4%	1,690,343	306,876	22%
Employment	1,797,971	1,899,539	101,568	6%	2,169,114	371,143	21%

SOURCE: Based on SCAG data prepared for the 2016–2040 RTP/SCS. The 2016 baseline estimate was determined by interpolating from data received from the City of Los Angeles. Compiled by ESA, 2017.

Population

As indicated in Table 4.8-1, the City population is expected to grow beyond its estimated 2016 population of 3,931,227 people by 85,750 people or two percent during that same period.

By 2040, SCAG's horizon year, the population is expected to increase in the City of Los Angeles with an expected growth of 678,187 people or 17 percent during that same period.

Housing

As indicated in Table 4.8-1, the number of households/occupied housing units in the City of Los Angeles is expected to grow beyond its existing estimated level of 1,383,467 units by 57,935 units or 4 percent during that same timeframe. By 2040, the number of households in the City of Los Angeles is expected to grow by 306,876 units or 22 percent during that same period.

3,966,378 and 1,444,454 household units. Based on these 2015 estimates, the average household size is 3.2 for the Central City North Community Plan area and 2.8 for Los Angeles, respectively.

3 Southern California Council of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy, Demographics & Growth Forecast Appendix, page 21, http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf. Accessed June 14, 2017.

4 Southern California Council of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy, Demographics & Growth Forecast Appendix, page 1.

5 The 2016 baseline estimates were determined by interpolating from data presented in the SCAG projections.

Employment

As shown in Table 4.8-1, the number of workers in the City is 1,797,971 workers and is expected to grow by 101,568 employees or six percent by the time of Project buildout in 2020.

By 2040, the number of workers in the City of Los Angeles is expected to grow by 371,143 workers or 21 percent during that same period.

Regulatory Framework

State of California

Senate Bill 375 (SB 375, Steinberg) (Chapter 728, Statutes of 2008)

Senate Bill (SB) 375 (Chapter 728, Statutes of 2008), which established mechanisms for the development of regional targets for reducing passenger vehicle greenhouse gas emissions, was adopted by the State on September 30, 2008. Under SB 375, the California Air Resources Board (CARB) is required, in consultation with the state's Metropolitan Planning Organizations, to set regional greenhouse gas (GHG) reduction targets for the passenger vehicle and light-duty truck sector for 2020 and 2035. In February 2011, CARB adopted the final GHG emissions reduction targets for SCAG, which is the Metropolitan Planning Organization for the region in which the city of Los Angeles is located.[6]

Under SB 375, the reduction target must be incorporated within that region's RTP in an SCS. Certain transportation planning and programming activities would then need to be consistent with the SCS. However, SB 375 expressly provides that the SCS does not regulate the use of land, and further provides that local land use plans and policies (e.g., general plan) are not required to be consistent with either the RTP or SCS. On April 7, 2016, SCAG adopted its 2016 RTP/SCS, which is an update to the previous 2012 RTP/SCS.[7] Using growth forecasts and economic trends, the RTP/SCS provides a vision for transportation throughout the region for the next 25 years. It considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address mobility needs. The 2016 RTP/SCS successfully achieves and exceeds the GHG emission-reduction targets set by CARB by demonstrating an 8 percent reduction by 2020, 18 percent reduction by 2035, and 21 percent reduction by 2040 compared to the 2005 level on a per capita basis.[8] Compliance with and implementation of 2016 RTP/SCS policies and strategies would have co-benefits of reducing per capita criteria air pollutant emissions associated with reduced per capita VMT.

SCAG's 2016 RTP/SCS provides specific strategies for successful implementation. These strategies include:[9]

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6 California Air Resources Board, Sustainable Communities, https://www.arb.ca.gov/cc/sb375/sb375.htm. Accessed May 2017.

7 Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy, http://scagrtpscs.net/Pages/FINAL2016RTPSCS.aspx. Accessed June 14, 2017.

8 Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy page 8.

9 Southern California Association of Governments, 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy.

- Supporting projects that encourage diverse job opportunities for a variety of skills and education, recreation and cultures and a full-range of shopping, entertainment and services all within a relatively short distance;
- Encouraging employment development around current and planned transit stations and neighborhood commercial centers;
- Encouraging the implementation of a "Complete Streets" policy that meets the needs of all users of the streets, roads and highways including bicyclists, children, persons with disabilities, motorists, electric vehicles, movers of commercial goods, pedestrians, users of public transportation, and seniors; and
- Supporting alternative fueled vehicles.

In addition, the 2016 RTP/SCS includes new strategies to promote active transportation, supports local planning and projects that serve short trips, expand understanding and consideration of public health in the development of local plans and projects, and supports improvements in sidewalk quality, local bike networks, and neighborhood mobility areas. It also proposes increasing access to the California Coast Trail, light rail and bus stations, and promoting corridors that support biking and walking, such as through a regional greenway network and local bike networks. The 2016 RTP/SCS proposes to better align active transportation investments with land use and transportation strategies, increase competitiveness of local agencies for federal and state funding, and to expand the potential for all people to use active transportation. CARB has accepted the SCAG GHG quantification determination in the 2016 RTP/SCS.[10]

Senate Bill No. 743

On September 27, 2013, Governor Brown signed SB 743, which became effective on January 1, 2014.[11] The purpose of SB 743 is to streamline the review under the California Environmental Quality Act (CEQA) for several categories of development projects including the development of infill projects in transit priority areas. The provisions of SB 743 apply to projects located on a "… lot within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses….and it is located within one-half mile of a major transit stop."[12] Under SB 743, the focus of transportation analysis will shift from driver delay to reduction of greenhouse gas emissions, creation of multimodal networks and promotion of mixed-use developments. Although originally scheduled for full implementation in guidelines by January 1, 2016, an extension has allowed cities more time to establish an analysis methodology. The City is currently in the process of updating its travel demand model and transportation impact thresholds based on vehicle miles traveled (VMT).

10 California Air Resources Board, SCAG 2016 Sustainable Communities Strategy (SCS) ARB Acceptance of GHG Quantification Determination, June 2016, https://www.arb.ca.gov/cc/sb375/scag_executive_order_g_16_066.pdf. Accessed June 14, 2017.

11 State of California, Legislative Information, Senate Bill No. 743, http://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201320140SB743. Accessed June 14, 2017.

12 Per definitions included in Section 21099(a).

Regional

Southern California Association of Governments

The Project Site is located within the jurisdiction of SCAG, a Joint Powers Agency established under California Government Code Section 6502 et seq. Pursuant to federal and State law, SCAG serves as a Council of Governments, a Regional Transportation Planning Agency, and the Metropolitan Planning Organization (MPO) for Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial Counties. SCAG's mandated responsibilities include developing plans and policies with respect to the region's population growth, transportation programs, air quality, housing, and economic development. Specifically, SCAG is responsible for preparing the Regional Comprehensive Plan (RCP), RTP, sand Regional Housing Needs Assessment (RHNA), in coordination with other State and local agencies. These documents include population, employment, and housing projections for the region and its 13 subregions. The Project Site is located within the Los Angeles subregion.

SCAG is tasked with providing demographic projections for use by local agencies and public service and utility agencies in determining future service demands. Projections in the SCAG 2016 RTP/SCS serve as the bases for demographic estimates in this analysis of Project consistency with growth projections. The findings regarding growth in the region are consistent with the methodologies prescribed by SCAG and reflect SCAG goals and procedures.

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

In addition, SCAG establishes policies pertaining to regional growth and efficient development patterns to reduce development impacts on traffic congestion and related increases in air quality emissions. These policies are discussed in detail in Section 4.6, Land Use and Planning.

Regional Comprehensive Plan

As part of its planning obligations, SCAG prepares the RCP, most recently updated in 2008.[13] The RCP does not itself include population projections, but serves as a policy guide based upon which population projections are prepared in updates to the RTP/SCS. The 2008 RCP is an advisory document that may be voluntarily used by local jurisdictions when developing local plans and addressing local issues having regional significance. It addresses issues related to future growth and provides a means for assessing the potential impacts of individual development projects within a regional context. Local governments are asked to consider the RCP's recommendations in the preparation of General Plan updates, municipal code amendments, design guidelines, incentive programs and other actions.

[13] Southern California Association of Governments, Final 2008 Regional Comprehensive Plan: Helping Communities Achieve a Sustainable Future, http://scag.ca.gov/Documents/f2008RCP_Complete.pdf. Accessed June 14, 2017.

Regional Transportation Plan/Sustainable Communities Strategy

In April 2016, SCAG's Regional Council adopted the 2016 RTP/SCS.[14] As previously discussed, the 2016 RTP/SCS presents the transportation vision for the region through the year 2040 and provides a long-term investment framework for addressing the region's transportation and related challenges. Also as previously discussed, the RTP/SCS contains baseline socioeconomic projections that are the basis for SCAG's transportation planning, and the provision of services by other regional agencies. It includes projections of population, households, and employment forecasted for 2020, 2035, and 2040 at the regional, county, and local jurisdictional levels, and TAZs that provide small area data for transportation modeling.[15]

The RTP/SCS identifies the amount of expected growth in the region and provides the expected distribution of that growth. The distribution reflects goals cited in the 2016 RTP/SCS:[16]

- Aligning the plan investments and policies with improving regional economic development and competitiveness
- Maximizing mobility and accessibility
- Ensuring travel safety and reliability for all people and goods in the region
- Preserving and ensuring a sustainable regional transportation system
- Maximizing productivity of the transportation system
- Protecting the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking)
- Actively encouraging and creating incentives for energy efficiency, where possible
- Encouraging land use and growth patterns that facilitate transit and non-motorized transportation
- Maximizing the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies

The 2016 RTP/SCS recognizes the need to provide an integrated approach to protect, maximize the productivity of, and strategically expand the region's transportation system. An important component of this strategy is "Smart Land Use."[17] SCAG has been attempting to integrate land use and transportation by working with subregions and local communities to increase development densities near transit and improve the jobs/housing balance.[18] Smart land use strategies encourage

[14] Southern California Association of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy.

[15] Southern California Association of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy, Demographics & Growth Forecast Appendix.

[16] Southern California Association of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy, page 9.

[17] Southern California Association of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy, Figure 5.1, System Management Pyramid, page 85.

[18] Southern California Association of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy, page 75.

walking, biking, and transit use, thereby reducing vehicular demand, saving travel time, reducing pollution, and ultimately improving health.[19]

A component of the SCAG strategy has been to focus new growth in High-Quality Transit Areas (HQTAs), Downtown Los Angeles being an integral component of this strategy.[20] HQTAs are defined as areas located within one-half mile of a fixed guideway transit stop or bus transit corridor.[21] While HQTAs account for only 3 percent of the total land area in SCAG's region, HQTAs are expected to accommodate 46 percent and 55 percent of future household and employment growth, respectively, between 2012 and 2040.[22]

Regional Housing Needs Assessment

SCAG prepares the RHNA mandated by State law as part of the periodic updating of the Housing Elements of General Plans by local jurisdictions. The RHNA identifies the housing needs for very low income, low income, moderate income, and above moderate income groups. The most recent RHNA allocation, the "5th Cycle RHNA Allocation Plan," was adopted by SCAG's Regional Council, an 86-member governing board representing six counties and 191 cities within the SCAG jurisdiction, on October 4, 2012.[23] This allocation identifies housing needs for the planning period between January 2014 and October 2021. Local jurisdictions are required by State law to update their General Plan Housing Elements based on the most recently adopted RHNA allocation.

Local

City of Los Angeles General Plan

The City of Los Angeles General Plan was prepared pursuant to State law to guide future development and to identify the 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, and Open Space/Conservation. The General Plan also includes the General Plan Framework Element, discussed below, and the Central City North Community Plan, which guides land use at the community level for the area surrounding the Project Site.

City of Los Angeles General Plan Framework

The City of Los Angeles General Plan Framework Element (General Plan Framework) establishes the conceptual basis for the City's General Plan.[24] The General Plan Framework sets forth a

[19] Southern California Association of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy, page 16.

[20] Southern California Association of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy, page 20.

[21] Southern California Association of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy, page 20.

[22] Southern California Association of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy, page 75.

[23] Southern California Association of Governments, Regional Council, http://www.scag.ca.gov/committees/Pages/CommitteeL2/Granicus.aspx?CID=1. Accessed June 14, 2017.

[24] City of Los Angeles, General Plan Framework Element, http://cityplanning.lacity.org/cwd/framwk/fwhome0.htm. Accessed June 14, 2017.

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. General Plan Framework land use policies are implemented at the community level through the City's Community Plans and Specific Plans.

The General Plan Framework Land Use Chapter designates Districts (i.e., Neighborhood Districts, Community Centers, Regional Centers, Downtown Centers, and Mixed-Use Boulevards) and provides policies applicable to each District that are intended to support the vitality of the City's residential neighborhoods and commercial districts. The Project Site is located within a Regional Center under the General Plan Framework, and, as such, is designated for high-density and as a focal point of regional commerce, identity, and activity.[25] The development of sites and mixed residential/commercial uses is encouraged in Regional Centers, in concert with supporting services, open space, and amenities.[26] The density of Regional Centers also supports the development of a comprehensive and interconnected network of public transit and services.[27]

The General Plan Framework housing chapter states that housing production has not kept pace with the demand for housing.[28] According to the General Plan Framework, Los Angeles has insufficient vacant properties to accommodate the projected population growth and the supply of land zoned for residential development is constrained.[29] The Housing Chapter states that new residential development will require the recycling and/or intensification of existing developed properties.[30] The General Plan Framework 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.[31] 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."[32]

The Economic Development Chapter of the Framework Element includes a number of policies regarding the provision of commercial land development. Policy 7.2.2 states that commercial development entitlements should be concentrated in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors, so as to prevent

25 City of Los Angeles General Plan Framework Element, Long-Range Land Use Diagram, Metro Area, 2003, https://planning.lacity.org/Cwd/Framwk/chapters/03/F33CstMp.pdf. Accessed June 14, 2017.

26 City of Los Angeles, General Plan Framework, Chapter 3 Land Use, Regional Centers, http://cityplanning.lacity.org/cwd/framwk/chapters/03/03205.htm. Accessed June 14, 2017.

27 City of Los Angeles, General Plan Framework, Chapter 3 Land Use.

28 City of Los Angeles, General Plan Framework, Chapter 4 Housing, Summary of Housing Issues, http://cityplanning.lacity.org/cwd/framwk/chapters/04/04.htm. Accessed June 14, 2017.

29 City of Los Angeles, General Plan Framework, Chapter 4 Housing.

30 City of Los Angeles, General Plan Framework, Chapter 4 Housing.

31 City of Los Angeles, General Plan Framework, Chapter 4 Housing.

32 City of Los Angeles, General Plan Framework, Chapter 4 Housing.

commercial development from encroaching on existing residential neighborhoods.[33] Policy 7.2.3 encourages new commercial development in proximity to rail and bus transit corridors.[34]

General Plan Housing Element

The Housing Element of the General Plan, prepared pursuant to State law, provides planning guidance in meeting the housing needs identified in SCAG's RHNA. The Housing Element identifies Los Angeles'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 2013–2021 Housing Element, an update to the previous 2006–2014 Housing Element that is based on the updated 2012 RHNA, was adopted by the City Council on December 3, 2013.[35] Policies of note include Policy 1.1.3, which states the City should "[f]acilitate new construction and preservation of a range of housing types that address the particular needs of the city's households."[36] In addition, Policy 1.1.4 states that the City should "[e]xpand opportunities for residential development, particularly in designated Centers, Transit Oriented Districts and along Mixed-Use Boulevards."[37] The Housing Element carries forward the goals of the Framework Element Housing chapter to encourage infill development and increase density in higher-intensity commercial and mixed-use districts, centers and boulevards, and in proximity to transit.[38]

Further, Chapter 1, Housing Needs Assessment, identifies Los Angeles's share of the housing needs established in the RHNA. In particular, Table 1.29, City of Los Angeles Regional Housing Needs Assessment Allocation for the period of 2014–2021, indicates that Los Angeles's needs assessment allocation includes 82,002 housing units, of which 35,412 units, or 43.2 percent, would be for above moderate-income households.[39] The remaining 56.8 percent of the needed housing units consisting of 13,728 moderate-income units (16.8 percent), 12,435 low-income units (15.2 percent), 10,213 very low-income units (12.5 percent), and 10,213 extremely low-income units (12.5 percent). This current allocation represents one-fifth of the total need of 412,721 housing units identified for the six-county SCAG region. The 56.8 percent (approximately one-fifth of the total need) of needed housing units consisting of moderate-, low-, very low-, and extremely low-income units increased from the previous housing needs cycle and Los Angeles's proportion, which accounted for one-sixth of the regional need for the same types of units. This shift in the proportion of the regional needs allocated to Los Angeles represents compliance with the SCS, which encourages placing new development in areas with high proportions of HQTAs.[40]

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33 City of Los Angeles, General Plan Framework, Chapter 7 Economic Development, Goals, Objectives, and Policies, Policy 7.2.2, http://cityplanning.lacity.org/cwd/framwk/chapters/07/07.htm. Accessed June 14, 2017.

34 City of Los Angeles, General Plan Framework, Chapter 7 Economic Development, Goals, Policy 7.2.3.

35 City of Los Angeles Department of City Planning, Housing Element 2013-2021, December 3, 2013, https://planning.lacity.org/HousingInitiatives/HousingElement/Text/HousingElement_20140321_HR.pdf. Accessed June 14, 2017.

36 City of Los Angeles Department of City Planning, Housing Element 2013-2021, page 6-6.

37 City of Los Angeles Department of City Planning, Housing Element 2013-2021, page 6-6.

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

39 City of Los Angeles Department of City Planning, Housing Element 2013-2021, Table 1.29, page 1-79.

40 Southern California Association of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy, page 25.

The Housing Element also establishes quantifiable objectives regarding the number of new housing units it anticipates being constructed. The Housing Element's objective for new housing is 59,559 units, of which 46,500 units would be for above moderate-income units, 1,122 units would be for moderate-income families, 4,873 new units would be for low-income, 3,834 would be for very low-income, and 1,730 would be for extremely low income.[41]

Central City North Community Plan

The Land Use Element of the City's General Plan is comprised of 35 Community Plans. The City's Community Plans are intended to provide an official guide for future development and propose approximate locations and dimensions for land use.[42] The Community Plans establish standards and criteria for the development of housing, commercial uses, and industrial uses, as well as circulation and service systems.[43] The City's Community Plans implement the City's General Plan Framework Element at the local level. The City's Community Plans express the goals, objectives, policies, and programs to address the desired arrangement of land uses as well as street classifications and the locations and characteristics of public service facilities.

The Central City North Community Plan also includes residential and commercial objectives and policies that establish a development concept for its neighborhoods and districts. Key provisions regarding the preferred development in the Project vicinity include the following:[44]

Residential Objectives

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

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

Commercial Objectives

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

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

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

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

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

42 City of Los Angeles, General Plan Framework, Chapter 3 Land Use, Summary of Land Use Conditions and Characteristics.

43 City of Los Angeles, General Plan Framework, Chapter 3 Land Use.

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

The City is in the process of drafting updates to the Central City North Community Plan, as well as the Central City Community Plan. Drafts of these plan updates have not yet been circulated, but the City has circulated a Notice of Preparation for the combined Environmental Impact Report for the updated plans.[45] The present Central City North Community Plan was last updated in the year 2000 and bases its housing and population projections and assumptions on General Plan Framework Element projections developed in 1993, and is considered outdated by the City with respect to its housing and population assumptions. The NOP states that the primary objectives of the updated plans will be to:

- Ensure that Downtown can continue to grow in a sustainable, equitable, healthy, and inclusive manner.
- Reinforce the role of Downtown as the primary jobs center for the City, County, and the Southern California region.
- Expand and support a growing residential population.
- Celebrate and reinforce the character of each individual neighborhood.
- Promote a transit, bicycle, and pedestrian friendly environment.
- Refine and expand a system that links development with public benefits to deliver community amenities in the Downtown Plan Area.

Sustainable City pLAn

The City of Los Angeles released its first-ever sustainability plan, the Sustainable City pLAn, on April 8, 2015.[46] The pLAn provides a roadmap achieving sustainability through short-term (by 2017) results and setting long-term (by 2025 and 2035) goals for a cleaner environment and stronger economy. The pLAn sets forth a goal of transforming Los Angeles into an environmentally healthy, economically prosperous, and equitable City over the next 20 years.

Key visions for long-term aspirations by 2035 regarding the preferred development in the Project vicinity include the following:[47]

- Housing and Development: We address LA's housing shortage, ensure that most new units are accessible to high-quality transit, and close the gap between incomes and rents.
- Urban Ecosystem: We all have access to parks and open space, including a revitalized LA River Watershed.
- Livable Neighborhoods: We all live in safe, vibrant, well-connected, and healthy neighborhoods.

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45 City of Los Angeles Department of City Planning, Notice of Preparation of a Combined Draft Environmental Impact Report and Notice of Scoping Meeting for Updates to the Central City and Central City North Community Plans, and Amendments to the City of Los Angeles Municipal Code to Adopt a New Zoning Code for the Central City and Central City North Community Plan Areas (as Part of the Re:Code LA Project), February 6, 2017, https://planning.lacity.org/eir/nops/dtnCommPlan/nop.pdf. Accessed June 19, 2017.

46 City of Los Angeles, Sustainable City pLAn, April 2015, https://www.lamayor.org/sites/g/files/wph446/f/landing_pages/files/The%20pLAn.pdf. Accessed on October 14, 2016.

47 City of Los Angeles, Sustainable City pLAn, April 2015, page 9.

The Housing & Development chapter of the Sustainable City pLAn includes the following goals:[48]

- Start constructing 17,000 new units of housing within 1,500 feet of transit by 2017.
- Provide 100,000 new housing units by 2021, leading to 150,000 new housing units by 2025.
- Reduce the number of rent-burdened households by at least 15 percentage points by 2035.

4.8.3 Environmental Impacts

Methodology

The analysis of Population and Housing impacts evaluates whether the Project's housing, residential population, and employment creation are consistent with the future population, housing, and employment projections and related policies outlined above.

The Project's residential population was calculated based on the average household size within the Central City North Community Plan Area.[49] The number of employees was calculated using employee generation factors developed for a range of land uses by the Los Angeles Unified School District in its 2016 Developer Fee Justification Study.[50]

The projections of future population, housing, and employment are based on data prepared by SCAG for the 2016 RTP/SCS, which are based in part on the 2010 census data. The 2016 RTP/SCS reports demographic data for 2012, 2020, 2035, and 2040, and more in-depth data was requested and received (provided in Appendix H-2 of this Draft EIR) from the City for 2020, 2035, and 2040 projections for population, housing, and employment. The 2016 RTP/SCS forecasts represent the likely growth scenario for the Southern California region in the future, taking into account recent and past trends, reasonable key technical assumptions, and local or regional growth policies.[51]

Construction employment was estimated based on construction trip generation factors used in the SCAQMD California Emissions Estimator Model (CalEEMod) that is used for estimating air pollutant emissions. The values used in this analysis for construction employment are based on equipment types, the proposed building floor area, and the construction schedule provided by the Project Applicant are described in more detail in Section 4.2, Air Quality, of this Draft EIR. Detailed construction equipment lists, construction scheduling, and emissions calculations are provided in Appendix B of this Draft EIR.

48 City of Los Angeles, Sustainable City pLAn, April 2015, page 48.

49 City of Los Angeles Department of City Planning Demographics Research Unit, 2015 Demographics Statistics Report, 2015, http://planning.lacity.org/PdisCaseInfo/Home/GetGeneralPlanningDocument/MTc40. Accessed June 14, 2017.

50 Los Angeles Unified School District, Level 1 – Developer Fee Justification Study for Los Angeles Unified School District, March 2017.

51 Southern California Association of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy, Resolution No. 16-578-2.

Thresholds of Significance

Appendix G of the State CEQA Guidelines and LA CEQA Thresholds Guide

Appendix G of the State CEQA Guidelines provides a set of screening questions that are intended to assist lead agencies when assessing a project's potential impacts with regard to population growth and displacement of housing or population. These questions are as follows:

- Would the project induce substantial population growth in an area, either directly (for example by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- Would the project displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? or
- Would the project displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

As discussed in the Initial Study, provided in Appendix A-2 of this Draft EIR, and in Chapter 6, Other CEQA Considerations, Subsection 6.6, Effects Found Not to Be Significant, the Project would have no impacts related to the displacement of existing housing or residential populations or the need for replacement housing. As such, no further analysis of these topics in this Draft EIR is necessary.

The LA CEQA Thresholds Guide states that the determination of the significance of impacts on population and housing growth should be made on a case-by-case basis, considering the following factors:

- 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.

The City has determined to use the CEQA Thresholds Guide for significance determination in this Draft EIR. Accordingly, the Project would have a significant impact on population, housing, and employment if it would:

PH-1: 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;

PH-2: Introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan; and

PH-3: Cause growth that would not occur without implementation of the Project.

Project Design Features and Project Characteristics

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

The Project would introduce a new residential population and generate new employment opportunities in the Project area at an urban infill site located adjacent to the Metro Gold Line Chinatown Station and near multiple existing bus transit stops.

The Project's estimated VMT accounts for trip distance reductions from characteristics including the Project Site's proximity to public transit. The VMT reductions were calculated using the methodology prescribed in the California Air Pollution Control Officer's Association (CAPCOA) guidance document, *Quantifying Greenhouse Gas Mitigation Measures*, which provides emission reduction calculation formulas for transportation characteristics and measures.[52] More detailed discussion of the CAPCOA features are found in Section 4.4, Greenhouse Gas Emissions, of this Draft EIR. The following land use characteristics of the Project would be consistent with those shown in the CAPCOA guidance document to reduce VMT to and from the Project Site, and provide evidence of its "smart growth" characteristics:

- **Increased Density:** Increased density, measured in terms of persons, jobs, or dwelling units per unit area, reduces emissions associated with transportation as it reduces the distance people travel for work or services and provides a foundation for the implementation of other strategies such as enhanced transit services. The Project would increase the Project Site density to approximately 157 dwelling units per acre and 29 jobs per acre.
- **Location Efficiency:** Location efficiency describes the location of a project relative to the type of urban landscape such as an urban area, compact infill, or suburban center. The Project Site represents an urban infill location within the Central City North Community Plan Area of the City of Los Angeles. The Project Site is served by numerous existing public transportation options located within a quarter-mile. The location efficiency of the Project Site would result in synergistic benefits that would reduce vehicle trips and VMT.
- **Increased Land Use Diversity and Mixed-Uses:** Locating different types of land uses near one another can decrease VMT since trips between land use types are shorter and could be accommodated by alternative modes of transportation, such as public transit, bicycles, and walking. The Project would co-locate complementary commercial, retail, and residential land uses in close to proximity to existing off-site commercial, retail, industrial, and residential uses. The Project would include on-site retail, restaurants, and residential land uses and would be located within a quarter-mile of off-site commercial, retail, industrial, and residential uses, as well as major transit facilities. The increases in land use diversity and mix of uses on the Project Site, as well as proximity to transit, would reduce vehicle trips and VMT by encouraging walking and other non-automotive forms of transportation, which would result in corresponding reductions in transportation-related emissions.
- **Increased Destination Accessibility:** The reduction in VMT from this characteristic applies to urban and suburban settings for residential, retail, office, industrial, and mixed-use projects. The Project is located in an urban infill location in the general Downtown Los Angeles area and is a mixed-use development, including residential and retail uses. The Project would be located in an area that offers access to multiple other nearby destinations, including restaurants,

[52] California Air Pollution Control Officers Association, Quantifying Greenhouse Gas Mitigation Measures, 2010, pages 155-206.

office, retail, and residential uses. The Project Site is also located near other job centers in the region and is close to the commercial center of Chinatown. The access to multiple destinations in close proximity to the Project Site would reduce vehicle trips and VMT.

- **Increased Transit Accessibility:** Locating a project with high-density near transit facilities encourages the use of transit by people traveling to or from a project site. The Project would be located within a quarter-mile of public transportation, including two Los Angeles Department of Transportation (LADOT) DASH bus lines providing local access: the Lincoln Heights-Chinatown line, with stops at N. Main Street/W. College Street and N. Spring Street/W. College Street, as well as multiple stops along Broadway, and the Downtown Route B line, with a stop adjacent to the Project Site at N. Spring Street/W. College Street. The Project Site is also served by LADOT's Commuter Express, providing bus service to the greater Los Angeles area. Route 409, with a stop on N. Broadway 0.1 mile west of the Project Site, and Route 419, with a stop along N. Hill Street 0.2 mile west of the Project Site, provide service to the San Fernando Valley. Metro bus line 76 has a stop on N. Main Street and provides service to the San Gabriel Valley. Additionally, the Metro Gold Line Chinatown Station is located immediately west of the Project Site across Spring Street, providing direct linkages to East Los Angeles and Pasadena, as well as other lines within the Metro Rail system. Union Station, located approximately 0.4 miles south of the Project Site, is a major hub for public transportation, including Amtrak, Metrolink, and bus lines providing national, regional, and local access. The Project would also provide access to on-site uses from existing pedestrian pathways and parking for bicycles on-site to encourage utilization of alternative modes of transportation.
- **Improve Design of Development:** Improved street network characteristics within a neighborhood enhances walkability and connectivity. Characteristics include street accessibility usually measured in terms of number of intersections (e.g., four-way intersections) per square mile. The Project is located in an urban infill location that is highly street-accessible; it is a mixed-use development, and its design includes street trees and many pedestrian-friendly features that differentiate pedestrian-oriented environments from auto-oriented environments.
- **Provide Pedestrian Network Improvements:** Providing pedestrian access that minimizes barriers and links a project site with existing or planned external streets encourages people to walk instead of drive. The Project is located in an urban infill location, is a mixed-use development and, as described above, its design contains not only pedestrian-friendly features, but also open space that serves as a pedestrian-only space; therefore, this characteristic applies to the Project.

Project Impacts

Threshold PH-1: Would the Project 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?

Construction

Project construction would provide short-term employment for workers who are expected to be hired from a large mobile regional construction work force already living and working within the Los Angeles metropolitan region and that moves from project to project. Typically, construction workers pass through various development projects on an intermittent basis as the need for

particular specialized trades arises. The number of construction workers needed would vary on a day-to-day basis over the course of Project construction, ranging from an estimated 50 per day during the grading phase to an estimated 400 per day during later, more intensive construction phases.

Given the short duration of any particular construction activity and the mobility of construction workers, construction workers are not expected to relocate their households permanently from other regions in response to short-term Project-related construction employment opportunities. Consequently, Project construction would not contribute to population growth or generate demand for housing that would result in an adverse physical change in the environment, or necessitate the introduction of substantial new infrastructure not already in existence, in the Project area upon Project buildout. **Accordingly, Project construction would have less than significant direct and indirect impacts related to population growth and housing demand.**

Operation

Upon Project buildout, the Project Site would be developed with 770 for-rent dwelling units of varying configuration, a grocery market, ground-floor retail area, two restaurants, vehicle and bicycle parking, and open space/amenities area. The currently vacant College Station Project Site would be developed with new housing units that would add new residents to the Project Site and new retail and restaurant uses that would create new employment opportunities. The Project's estimated contributions to the residential population, employment opportunities, and its housing supply are summarized in **Table 4.8-2**, *Project Increases in Population, Housing, and Employment*. The projected Project-related increase in each of these categories is compared to growth projections in the SCAG 2016 RTP/SCS for the City in **Table 4.8-3**, *Project Population, Housing, and Employment Impacts*.

TABLE 4.8-2
PROJECT INCREASES IN POPULATION, HOUSING, AND EMPLOYMENT

Housing Units and Population

Total Housing Units	Average Household Size[a]	Total Population
770	3.2	2,464

Employees

Use	Amount	Employment Generation Factor (per sq.ft.)[b]	Number of Employees
Retail/Restaurant (sq. ft.)	51,390	0.00271	140
Total			140

[a] The average household size reflects the average household size for the Central City North Community Plan area, based on the 2015 Demographics Statistics Report provided by the City of Los Angeles Department of City Planning Demographics Research Unit. The 2015 Demographics Statistics Report is available at http://planning.lacity.org/PdisCaseInfo/Home/GetGeneralPlanningDocument/MTc40.
[b] The employee generation factor for retail and restaurant uses is taken from the Los Angeles Unified School District, 2016 Developer Fee Justification Study, March 2017. As a separate rate is not provided for restaurant uses, the retail factor (Neighborhood Shopping Centers) was used.

SOURCE: ESA, 2017.

Population

SCAG

Changing population conditions are more accurately accounted for in SCAG population projections, which are based on SCAG's monitoring of new development and are updated at four-year intervals to provide valid data for planning infrastructure and public service needs.

SCAG's 2016 RTP/SCS provides short-term and long-term population estimates for the City. As shown in Table 4.8-3, the Project would comprise approximately 2.9 percent of SCAG's estimated population increase of 85,750 people by 2020 citywide. The timing of Project-related population growth in Los Angeles is therefore well within the projections for this timespan.

TABLE 4.8-3
PROJECT POPULATION, HOUSING, AND EMPLOYMENT IMPACTS

	Project Increase[a]	SCAG Projected Growth[b]	Project Percentage of Growth
Population			
2016–2020 Buildout	2,464	85,750	2.9%
2016–2040 Projection Horizon	2,464	678,187	0.4%
Households			
2016–2020 Buildout	770	57,935	1.3%
2016–2040 Projection Horizon	770	306,876	0.3%
Employment			
2016–2020 Buildout	140	101,568	0.1%
2016–2040 Projection Horizon	140	371,143	0.03%

[a] From Table 4.8-2
[b] From Table 4.8-1

SOURCE: ESA, 2017. Based on SCAG 2016 RTP/SCS projections.

Project growth would support the attainment of the SCAG policies by providing increasing population density in an area already well served by the Metro Gold Line Chinatown Station, numerous regional Metro Bus lines, and local LADOT Dash lines, and in proximity to a broad array of retail and entertainment destinations that are accessible to pedestrians. The Project would be located within a HQTA that is targeted for future growth because of the multiple environmental benefits associated with providing high-density development along transit corridors.[53] The Project's mixed-use components and contributions to walkable communities would also contribute to the attainment of the SCAG policies. The Project would also meet the State's goals set forth in SB 743 because it is (1) located within a transit priority area less than one-half mile from the Metro Gold Line Chinatown Station, and (2) is an infill project within an established urban area. Therefore, the Project would support Smart Growth as a transit-oriented development (TOD) and

53 Southern California Association of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy, page 8.

a high-density infill development in proximity to public transit, which would all serve to reduce VMT.

The Downtown area is the hub of the City's public transit system and the primary high-density location in Los Angeles. The Project has access to the Metro Gold Line Chinatown Station, located immediately west of the Project Site, providing direct linkages to East Los Angeles and Pasadena, as well as other lines within the Metro Rail system. Union Station, located approximately 0.4 miles south of the Project Site, is a major hub for public transportation, including Amtrak, Metrolink, and bus lines providing national, regional, and local access. The Project Site is also served by a variety of transit options including two LADOT DASH bus lines providing local access: the Lincoln Heights-Chinatown line, with stops at N. Main Street/College Street and N. Spring Street/College Street as well as multiple stops along Broadway, and the Downtown Route B line, with a stop adjacent to the Project Site at N. Spring Street/College Street.

The Project's population growth contributes to an infill growth pattern that is encouraged locally in the Downtown Los Angeles Community, regionally, in SCAG policies, and Statewide, in SB 375, SB 743, and other legislation, for development that reduces reliance on individual automobiles, with related lessening of impacts on the environment. The City is also transitioning in the Central City North Community Plan Area from an industrial center to a more mixed-use community. Further, the City has in recent years participated in efforts to promote development patterns that will reduce VMT and provide reductions in energy consumption and air quality emissions, as well as convenience for commuters. These efforts are consistent with local jurisdiction responsibility for support of the SCAG RTP/SCS efforts to provide regional guidance in developing smart growth and State efforts to meet goals for the reduction of greenhouse gas emissions. The Project's development at the Project Site would support the attainment of the SCAG policies by providing increased population density and employment opportunities in a well-served HQTA. Therefore, the Project's design and location support SCAG's short-term and long-term growth projections for the City.

For all of these reasons, the Project's contribution to population growth would be consistent with SCAG population projections for the City at the Project's projected buildout date, is consistent with the SCAG population projects for the City for the relevant period of 2016 to 2040, and constitutes development consistent with laws and policies supporting the construction of increased population density in HQTAs. As a result, the Project does not cause growth or accelerate undeveloped area at Project buildout/occupancy such that it would cause an adverse change in the physical environment, and instead would result in a beneficial impact in light of the benefits of adding density in an area designated for this because of its proximity to transit. **Therefore, the Project's contribution to the City's long-term population growth would be less than significant.**

Threshold PH-1: Would the Project 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?

Central City North Community Plan

The Central City North Community Plan's population projections are based in the General Plan Framework developed in 1993, and the Central City North Community Plan was last updated in 2000. The Central City North Community Plan itself cautions that its housing and population projections are only estimates derived from then-current data and disaggregated to the community level, and that population, housing, and jobs could grow more quickly or slowly depending on economic trends. The Project's residential population would not be located in a residentially zoned portion of the Central City North Community Plan Area, and would contribute to the exceedance of 1993 Framework Element's projected 2010 population within the residentially zoned Central City North Community Plan neighborhoods. However, the Project would achieve better-than-expected progress toward attainment of City and regional goals and policies to encourage TOD and revitalize the greater Downtown area, which is currently transitioning from predominantly office, commercial, and industrial uses to a mixed-use residential and employment center. Moreover, the Project's design and location are consistent with the Framework Element Housing Chapter's goals and policies that population growth and residential development occur in infill areas where existing development can be intensified.[54]

The Project Site is located in a transit priority area, across the street from the Metro Gold Line Chinatown Station and in close proximity to local and regional bus lines. This is consistent with SB 743, which encourages the concentration of population and housing growth near existing infrastructure and transit to reduce VMT, increase transit ridership, and contribute to other local and regional benefits. The Project's location and design would also support Central City North Community Plan policies pertaining to the siting of new housing in locations that reduce vehicular trips, are accessible to services and facilities, and contribute to the economic base of the Central City North Community Plan Area.

Additionally, the Central City North and Central City Community Plans are presently being updated. Though draft versions of the updated plans have not yet been circulated, the NOP states the plans have an express goal to 'Expand and support a growing residential population." Other stated key plan goals would be promoted by the Project, including providing jobs, promoting bicycle, transit, and pedestrian travel, and creating greater neighborhood connectivity through activation of an underutilized site.[55]

Housing

SCAG

The Project's proposed creation of 770 housing units would comprise 1.3 percent of the 57,935-unit citywide estimated increase by 2020. As stated above regarding Population, the Project would achieve better-than-expected attainment of City and regional goals and policies to encourage TOD and revitalize the greater Downtown area, which is currently transitioning from predominantly office, commercial, and industrial uses to a mixed-use residential and employment center. Located in proximity to the Metro Gold Line Chinatown Station and multiple existing bus transit stops, the

54 City of Los Angeles, General Plan Framework, Chapter 4 Housing, Summary of Housing Issues.

55 City of Los Angeles Department of City Planning, Central City North and Central City Community Plans Update NOP.

Project would help the City meet the increasing demand for housing in a HQTA, and would contribute to the City's ability to meet its housing obligation under SCAG's RHNA.

General Plan Housing Element

As previously discussed, the purpose of the General Plan Housing Element is to provide guidance for meeting the City's need for housing per the allocation defined in the RHNA. The 2013-2021 Housing Element cites SCAG's identified need for 82,002 new housing units citywide for the period of 2014–2021, of which 35,412 units would be for above-moderate-income households; and it establishes quantifiable objectives it expects to see met for the provision of 59,559 units, of which 46,500 units would be for above moderate income households. The Project's 770 proposed residential units would contribute to meeting this assigned housing allocation. Further, the Project would support Housing Element policies by providing residential development in an area that is a designated regional center and a TOD located on a mixed-use boulevard. The Project would also provide residential development by intensifying development at an infill site, as stated by goals and policies in the Framework Element Housing Chapter.[56]

Employment

Improving the jobs/housing balance is one tool for reducing impacts on the environment by reducing VMT. The ratio of jobs to housing is one indicator of proximity between employment and residential locations for population in the region. The jobs/housing ratio for the entire SCAG region is approximately 1.35.[57] That is, there are approximately 1.35 jobs for each household unit. Large variations from this ratio in local communities indicate whether the communities are housing-rich (i.e., bedroom communities) or employment-rich. Such communities require longer commuting distances between home and work. Communities whose ratios are closer to 1.35 have more of a balance between residents and employees within their boundaries.

Project employees would represent 0.1 percent of projected new employees citywide. Based on the information in Table 4.8-3, the Project's ratio of net new jobs to housing units would be 0.18. Thus, while providing additional employment opportunities, the Project would contribute a relative increase in households, thus supporting the anticipated population trends and SCAG efforts to improve the jobs/housing balance of local communities in the region. In addition, the Project's development would support the attainment of the SCAG policies by providing increased population density and employment opportunities in a well-served HQTA. As discussed above, the Downtown area is the hub of Los Angeles's public transit system and the primary high-density location in Los Angeles. The Project has access to the Metro Gold Line Chinatown Station, located immediately west of the Project Site, providing direct linkages to East Los Angeles and Pasadena, as well as other lines within the Metro Rail system. Union Station, located approximately 0.4 miles south of the Project Site, is a major hub for public transportation, including Amtrak, Metrolink, and bus lines providing national, regional, and local access. The Project Site is also served by a variety of transit options including two Los Angeles Department of Transportation (LADOT) DASH bus lines

56 City of Los Angeles, General Plan Framework, Chapter 4 Housing, Summary of Housing Issues.

57 Southern California Association of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy, Demographics & Growth Forecast Appendix, Based on 2015 employment of 8,006,000 as presented in Table 8, Regional Population and Employment by County, page 18; and 5,947,000 households as presented in Table 4, Characteristics of Regional Households, page 8.

providing local access: the Lincoln Heights-Chinatown line, with stops at N. Main Street/College Street and N. Spring Street/College Street as well as multiple stops along Broadway, and the Downtown Route B line, with a stop adjacent to the Project Site at N. Spring Street/College Street.

Threshold PH-2: Would the Project normally result in a significant impact if it would introduce unplanned infrastructure that was not previously evaluated in the adopted Community Plan or General Plan?

The Project would link with and tie into existing infrastructure in the Project area. New infrastructure that would be required, such as service connections to local water and sewer network and electricity and natural gas utilities, would be sized to serve only the Project's needs. The existing Llewellyn Street, which presently terminates northeast of the Project Site, would be extended to N. Spring Street to introduce a new intersection and traffic signal immediately northwest of the Project. The design and construction of this extension would meet applicable City standards. The improvement would be subject to approval of final design requirements and recommendations from LADOT; therefore, impacts associated with the extension would be less than significant. The Project would not open any new areas not already served by infrastructure. **Impacts associated with the provision of new infrastructure would be less than significant.**

Threshold PH-3: Would the Project normally result in a significant impact if it would cause growth that would not occur without implementation of the Project?

As discussed in the Regulatory Framework subsection, SCAG's current strategy, as articulated in the most recent RTP/SCS, is to focus new growth in HQTAs (i.e., within one-half mile of a fixed guideway transit stop or bus transit corridor).[58] HQTAs are expected to accommodate 46 percent and 55 percent of future household and employment growth, respectively, between 2012 and 2040.[59]

As discussed in the impact analysis for Threshold PH-1, the Project would concentrate housing density within a HQTA that is already targeted for future growth because of its proximity to transit corridors and the resulting associated environmental benefits, such as reduced VMT, that that would be created.[60] The Project's mixed of uses and contributions to walkable communities would contribute to the attainment of other SCAG policies, as well as meeting SB 743 goals related to the desirability of siting development within transit priority areas (the Project Site is across the street from the Metro Gold Line Chinatown Station) and developing infill projects within established urban areas. Moreover, the land use characteristics of the Project, as listed in the Project

58 Southern California Association of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy, page 20.

59 Southern California Association of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy, page 75.

60 Southern California Association of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy, page 8.

Characteristics and Project Design Features subsection, provide evidence of its "Smart Growth" characteristics.

The Project would therefore develop a site targeted for high-density development in the near future, and the Project's proposed density, timing, and location are consistent with growth that would otherwise occur on the Project Site or in the area. **Impacts related to the growth that would not occur without implementation of the Project would be less than significant.**

Cumulative Impacts

Cumulative impact analysis addresses the impacts of known and anticipated development in the Project area in combination with the proposed Project, with respect to the anticipated amount, timing, and distribution of population, housing, and employment growth. The 58 related projects are listed in Table 3-1 of Chapter 3 of this Draft EIR. Of these related projects, 23 are located within the Central City North Community Plan Area, 29 are located within the Central City Community Plan Area, and 6 are located within the Westlake Community Plan Area.

Similar to the Project, construction of the related projects would create short-term employment opportunities which could indirectly increase the population in the Project vicinity. The construction workers would remain on-site only for a temporary timeframe, and the construction jobs would be filled from the local and/or regional labor force. As construction workers would not relocate their households permanently from other regions for a temporary construction assignment. Therefore, cumulative impacts from construction would be less than significant.

The calculation of the cumulative number of housing units, population, and employees attributable to the related projects is provided in Appendix H-1, Population and Housing Projection Documentation, of this Draft EIR. A summary of cumulative growth is shown in **Table 4.8-4**, *Total Cumulative Development*. Projections focus on the SCAG RTP/SCS 2040 horizon as opposed to the Project's 2020 buildout date. This is the appropriate timeframe for evaluating cumulative impacts related to population, housing, and employment growth, since the related projects represent a long-term development scenario for the City. SCAG projections incorporate regional policies and are based on long-term demographic trends that average out short-term variations.[61]

TABLE 4.8-4
TOTAL CUMULATIVE DEVELOPMENT

Development	Housing Units[b]	Population[b]	Employment[c]
Related Projects[a]	12,358	26,147	9,836
Proposed Project - Total Buildout	770	2,464	140
Total Cumulative Growth	**13,128**	**28,611**	**9,976**

[a] A list of the related projects is provided in Table 3-1 of Chapter 3 of this Draft EIR.
[b] The tabulation of related project housing units and calculation of associated population is presented in Appendix H-1 of this Draft EIR.
[c] The tabulation of employment generation for the related projects is presented in Appendix H-1 of this Draft EIR.

SOURCE: ESA, 2017.

61 Southern California Association of Governments, 2016 Regional Transportation Plan/Sustainable Communities Strategy, page 13.

Table 4.8-5, *Cumulative Population, Housing, and Employment Impacts from 2016 to 2040,* compares projected cumulative growth, inclusive of the Project, to 2016 RTP/SCS 2040 horizon year projections. The related projects reflect a broad mix of development including residential, office and retail uses, as well as miscellaneous uses including an art gallery, observation deck, and museum.

TABLE 4.8-5
CUMULATIVE POPULATION, HOUSING, AND EMPLOYMENT IMPACTS FROM 2016 TO 2040

	Cumulative Increase Including Proposed Project[a]	SCAG Projected Growth[b]	Cumulative Percentage of Growth
Population	28,611	678,187	4.2%
Households	13,128	306,876	4.3%
Employment	9,976	371,143	2.7%

[a] From Table 4.8-4
[b] From Table 4.8-1

SOURCE: ESA, 2017. Based on the SCAG 2016 RTP/SCS projections.

Population

As indicated in Table 4.8-5, the total population growth for all of the related projects would be approximately 28,611, which is 4.2 percent of citywide projected population growth.

Housing

The related projects would result in the construction of approximately 13,128 dwelling units within the City, which is approximately 4.3 percent of citywide projected household growth. This increase reflects the ongoing transition in and around Downtown from a predominantly commercial and industrial center to a mixed-use residential and commercial center. This increase in housing suggests that cumulative development in the City will provide opportunities for residents to locate within the HQTA, thus reducing demand for development in lower-density areas of Los Angeles and achieving greater efficiency in the provision and use of services and infrastructure.

Employment

The number of employment opportunities associated with the related projects would represent 2.7 percent of the projected new jobs citywide.

These new jobs would increase the number of transit-adjacent workplaces, which would support City and regional policies intended to reduce VMT. These would also represent new jobs that might otherwise locate in lower-density areas that do not provide these advantages.

Conclusion

As noted above, the projected population, household, and employment growth would be within the 2040 SCAG projections identified in the 2016 RTP/SCS for Los Angeles. The increase in the number and variety of housing units in the City would provide housing in proximity to public

transit. In turn, this would reduce environmental impacts by contributing to sustainable development patterns, consistent with regional and City policies.

For these reasons, the Project would have a less than significant cumulative impact on population growth, housing, and employment.

4.8.4 Mitigation Measures

Project-level and cumulative impacts with respect to population and housing would be less than significant. No mitigation measures are required.

4.8.5 Level of Significance After Mitigation

Project-level and cumulative impacts with respect to population and housing would be less than significant.