

4.B POPULATION, HOUSING, AND EMPLOYMENT

4.B.1 INTRODUCTION

This section describes the existing and projected population, housing, and employment characteristics of the Downtown Inglewood and Fairview Heights planning areas, and examines the potential for the proposed Transit Oriented Development (TOD) Plan for Downtown Inglewood and Fairview Heights to (1) induce substantial unplanned population growth either directly or indirectly, or (2) displace existing housing or people.

Although evaluation of population, housing, and employment typically involves economic and social, rather than physical environmental issues, population, housing, and employment growth are often precursors to physical environmental impacts. Because growth in population, housing, and employment can be perceived as either positive or negative, depending on individual and collective values and viewpoints, the analysis set forth in this Section reports projected changes in population, housing, and employment relative to adopted regional projections.

DEFINITIONS

- **Affordable Housing** under state statutes, refers to housing that costs no more than 30 percent of gross household income. Housing costs include rent or mortgage payments, utilities, taxes, insurance, homeowner association fees, and other related costs.
- **California Department of Housing and Community Development (HCD)** is the state agency responsible for administering state sponsored housing programs and for reviewing city and county housing elements to determine compliance with state housing law.
- **Household** refers to an occupied dwelling unit, including all persons living in the dwelling unit, whether or not they are related. Both a single person living in an apartment and a family living in a house are considered households.
- **Housing Unit or Dwelling Unit** is a room or group of rooms designed to be occupied by one or more individuals living separately from others, containing private toilet and kitchen facilities, and having direct access to the outside or to a public hallway.
- **Jobs-Housing** ratio is a general measure of the “balance” between the number of jobs and number of housing units within a geographic area, without regard to economic constraints or individual preferences. The ratio expresses quantitatively the relationship between the number of people working and number of dwelling units housing the people living in a given area.
- **Regional Housing Needs Assessment (RHNA)** is a state-mandated process for determining how many housing units, including affordable units, each community must plan to accommodate to provide housing for all economic segments of the community. The Southern California Association of Governments (SCAG) is responsible for working with the State of California Department of Housing and Community Development to determine the amount of housing needed within the region. SCAG allocates regional total housing needs among city and county jurisdictions within the Southern California area. Allocations are based on factors that consider existing employment, employment growth, household growth, and the

availability of transit; need is determined for households in all income categories from very-low to above-moderate. Specific allocations are defined for very low, low, moderate, and above moderate income groups, which are defined as:

- **Very Low Income:** Household income less than 50% of the County median income.
 - **Low Income:** Household income between 51 and 80% of the County median income.
 - **Moderate Income:** Household income between 81 and 120% of the County median income.
 - **Above Moderate Income:** Household income greater than 120% of the County median income.
- **Southern California Association of Governments (SCAG)** is the regional planning agency for the six-county Southern California area. Among other responsibilities for transportation and environmental quality planning, SCAG is responsible for preparing the Regional Housing Needs Assessment, and responsible for preparation of the regional Sustainable Communities Strategy.

4.B.2 APPLICABLE PLANS, POLICIES, AND REGULATIONS

Implementation of the Downtown Inglewood and Fairview Heights TOD Plan is subject to a range of state, regional, and local plans, policies, and regulations, which are described below.

FEDERAL REGULATIONS

There are no federal regulations related to population and housing that apply to the proposed TOD Plan.

STATE PLANS, POLICIES, AND REGULATIONS

Senate Bill 375

Adopted into law in 2008, Senate Bill (SB) 375¹ links regional transportation and housing planning with state greenhouse reduction goals. The law requires the California Air Resources Board to establish, for each region of the state, greenhouse gas (GHG) reduction targets for the automobile and light truck sector, and requires the regional transportation plan for each region to include a Sustainable Communities Strategy (SCS) to achieve its GHG reduction target.

The law assigns responsibility for developing the SCS for Southern California to SCAG. The SCS must identify the general location of uses, residential densities, and building intensities in the region and identify areas within the region that will house all of the region's population, including all economic segments of the population, taking into account migration into the region and population growth, over the next eight and 25 years. SB 375 requires regional Sustainable Communities Strategies to forecast

¹ SB 375 amended California Government Code Sections 65080, 654000, 65583, 65584.01, 65584.02, 65584.04, 65587, and 65588; added Government Code Sections 14522.1, 14522.2, and 65080.01; amended Public Resources Code (PRC) Section 21063; and added PRC Section 21159.28 and Chapter 4.2 (commencing with Section 21155) to Division 13 of the PRC relating to environmental quality.

development patterns that, when integrated with the region's transportation system, achieves statewide GHG reduction targets.

State of California Housing Element Requirements

California Housing Element Law (Government Code Section 65580, et seq.) requires cities and counties to include, as part of their general plans, a housing element to address housing conditions and needs in the community. The housing element law requires the California Department of Housing and Community Development, in consultation with each regional council of governments, to determine each region's existing and projected housing need. The regional council of governments in turn develops a regional housing allocation plan that distributes the need for new housing for all economic segments of the region to the cities and counties within the region. Allocations are based on factors that consider existing employment, employment growth, household growth, and the availability of transit; need is determined for households in all income categories from very-low to above-moderate (SCAG, 2012). Cities and counties are required to plan for their allocated number of housing units within the housing elements of their general plans. Housing elements are required to be updated every eight years, following timetables adopted by the state. Each agency's housing element must identify and analyze existing and projected housing needs and "make adequate provision for the existing and projected needs of all economic segments of the community," among other requirements.

REGIONAL PLANS, POLICIES, AND REGULATIONS

Southern California Association of Governments

SCAG is the federally-designated "Metropolitan Planning Organization" for the six-county Southern California region, which consists of Los Angeles, Ventura, Orange, San Bernardino, Riverside, and Imperial counties. SCAG is responsible for developing regional plans for transportation, growth management, and hazardous waste management, as well as for developing a regional growth forecast that is the foundation for these plans and for the regional air quality plan developed by the South Coast Air Quality Management District (SCAQMD). SCAG prepares several plans to address regional growth, including the Regional Comprehensive Plan and Guide, the Southern California Compass Growth Vision, the Regional Housing Needs Assessment, the Regional Transportation Plan (RTP), the Regional Transportation Implementation Plan (RTIP), and annual State of the Region reports to measure progress toward achieving regional planning goals and objectives.

Regional Comprehensive Plan and Guide

The Regional Comprehensive Plan and Guide, which was adopted by SCAG in 2008, serves as a framework for decision-making by local governments related to growth management, mobility, and environmental standards. The Regional Comprehensive Plan and Guide includes goals and best practices for local governments and developers that are related to economic prosperity, natural resource sustainability, and quality of life. The Regional Comprehensive Plan Best Practices for local agencies and developers that are relevant to the proposed TOD Plan include:

- LU-6.2 Developers and local governments should integrate green building measures into project design and zoning such as those identified in the U.S. Green Building Council's Leadership in Energy and Environmental Design, Energy Star Homes, Green Point Rated Homes, and the California Green Builder Program.
- OSC-8 Local governments should encourage patterns of urban development and land use, which reduce costs on infrastructure and make better use of existing facilities.
- OSC-10 Developers and local governments should promote infill development and redevelopment to revitalize existing communities.
- OSC-11 Developers should incorporate and local governments should include land use principles, such as green building, that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms.
- OSC-12 Developers and local governments should promote water-efficient land use and development.
- WA-11 Developers and local governments should encourage urban development and land uses to make greater use of existing and upgraded facilities prior to incurring new infrastructure costs.
- WA-12 Developers and local governments should reduce exterior uses of water in public areas, and should promote reduced use in private homes and businesses, by shifting to drought-tolerant native landscape plants (xeriscaping), using weather-based irrigation systems, educating other public agencies about water use, and installing related water pricing incentives.
- WA-23 Local governments should encourage Low Impact Development and natural spaces that reduce, treat, infiltrate and manage runoff flows caused by storms and impervious surfaces.
- WA- 27: Developers and local governments should maximize pervious surface area in existing urbanized areas to protect water quality, reduce flooding, allow for groundwater recharge, and preserve wildlife habitat. New impervious surfaces should be minimized to the greatest extent possible, including the use of in-lieu fees and off-site mitigation.
- EN-8. Developers should incorporate and local governments should include the following land use principles that use resources efficiently, eliminate pollution and significantly reduce waste into their projects, zoning codes and other implementation mechanisms: Mixed-use residential and commercial development that is connected with public transportation and utilizes existing infrastructure, land use, and planning strategies to increase biking and walking trips.
- EN-12. Developers and local governments should encourage that new buildings are able to incorporate solar panels in roofing and tap other renewable energy sources to offset new demand on conventional power sources.
- EN-10S: Local governments should employ land use planning measures, such as zoning, to improve jobs/housing balance and create communities where people live closer to work, bike, walk, and take transit as a substitute for personal auto travel.

Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

The SCAG Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) that was adopted by SCAG on April 7, 2016 is a long-range visioning plan that balances future mobility and housing needs with economic, environmental and public health goals by focusing new housing and employment near existing transit, so that the region can grow sustainably. The 2016 RTP/SCS Goals that are relevant to the proposed TOD Plan include:

1. Align the plan investments and policies with improving regional economic development and competitiveness.
2. Maximize mobility and accessibility for all people and goods in the region.
3. Ensure travel safety and reliability for all people and goods in the region.
4. Preserve and ensure a sustainable regional transportation system.
5. Maximize the productivity of our transportation system.
6. Protect the environment and health of our residents by improving air quality and encouraging active transportation (e.g., bicycling and walking).
7. Actively encourage and create incentives for energy efficiency, where possible.
8. Encourage land use and growth patterns that facilitate transit and active transportation.

The 2016 RTP/SCS Land Use Policies that are relevant to the proposed TOD Plan include:

- **Identify regional strategic areas for infill and investment:** Identify strategic opportunity areas for infill development of aging and underutilized areas and increased investment in order to accommodate future growth. This strategy makes efficient use of existing and planned infrastructure, revitalizes communities, and maintains or improves quality of life. Strategic areas are primarily identified as those with potential for transit-oriented development, existing and emerging centers, and small mixed-use areas.
- **Develop “Complete Communities”:** Create mixed-use districts or “complete communities” in strategic growth areas through a concentration of activities with housing, employment, and a mix of retail and services, located in close proximity to each other. Focusing a mix of land uses in strategic growth areas creates complete communities wherein most daily needs can be met within a short distance of home, providing residents with the opportunity to patronize their local area and run daily errands by walking or cycling rather than traveling by automobile.
- **Plan for additional housing and jobs near transit:** Pedestrian-friendly environments and more compact development patterns in close proximity to transit serve to support and improve transit use and ridership. Focusing housing and employment growth in transit-accessible locations through this transit-oriented development approach will serve to reduce auto use and support more multi-modal travel behavior.
- **Plan for changing demand in types of housing:** Shifts in the labor force, as the large cohort of aging “baby boomers” retires over the next 15 years and is replaced by new immigrants and “echo boomers,” will likely induce a demand shift in the housing market for additional development types such as multi-family and infill housing in central locations, appealing to the needs and lifestyles of these large populations.

- **Continue to protect stable, existing single-family areas:** Continue to protect stable existing single-family neighborhoods as future growth and a more diverse housing stock are accommodated in infill locations near transit stations, in nodes along corridors and in existing centers. Concurrently, focusing growth in central areas and maintaining less development in outlying areas preserves the housing option for large-lot single-family homes, while reducing the number of long trips and vehicle miles traveled to employment centers.

As part of a triennial process of updating the federally mandated RTP, SCAG is responsible for producing socioeconomic forecasts and developing, refining, and maintaining macro and small-scale forecasting models. These forecasts are developed in close consultation with a Technical Advisory Committee comprised of local government and other public agencies, Department of Finance (DOF), County Transportation Commissions and other major stakeholders. The forecasts are developed in five-year increments. The current SCAG projections are provided through the year 2040. The forecast is relied upon for preparation of the RTP, the AQMP, RTIP, and the Regional Housing Needs Assessment (RHNA). Consistency with the growth forecast, at the sub-regional level, is one criterion that SCAG uses in exercising its federal mandate to review “regionally significant” development projects for conformity with regional plans. As shown below in **Tables 4.B-1** and **4.B-2**, the County of Los Angeles had approximately 3,487,434 households in 2015. SCAG’s 2016 Forecast estimate an increase to 3,946,600 households in 2040. These household forecasts represent a growth of approximately 459,166 additional households (13.2 percent).

Regional Housing Needs Assessment

State law requires that jurisdictions provide their fair share of regional housing needs. The State of California Department of Housing and Community Development (HCD) is mandated to determine the statewide housing need. In cooperation with HCD, local governments and councils of governments (COGs) are charged with making a determination of the existing and projected housing need as a share of the statewide housing need of their city or region.

The RHNA is an assessment process performed periodically as part of housing element and general plan updates at the local level. The RHNA quantifies the housing need by income group² within each jurisdiction during specific planning periods. The RHNA identifies the existing and future housing need among income categories, for each city and county in the region. Each city and county must ensure that their current zoning regulations and inventory of land available for the development of housing allow for those units to be built. The RHNA does not stipulate that the units be built, only that the land be available and the appropriate zoning regulations are in place. The 5th cycle RHNA Allocation Plan, which covers the planning period from October 2013 to October 2021, was adopted by the SCAG Regional Council on October 4, 2012. The adopted 5th Cycle RHNA for Inglewood indicates the following housing needs for the 2013-2021 period.

² “Income groups” are defined based on household income in relation to the County’s median income, and include: very low income (<50% of County median income), (low income 50.1-80% % of County median income), (moderate income (80.1-120% % of County median income), and above moderate income (>120% of County median income).

- Very Low Income: 250 dwelling units
- Low Income: 150 dwelling units
- Moderate Income: 167 dwelling units
- Above Moderate Income: 446 dwelling units

LOCAL PLANS, POLICIES, AND REGULATIONS

Inglewood General Plan Housing Element

The current Inglewood General Plan Housing Element was adopted on January 28, 2014, and was certified as being in compliance with applicable requirements by the California Department of Housing and Community Development on May 20, 2014. The Housing Element sets forth goals, policies, and programs to address the City's existing and projected need for housing in the community in terms of affordability, availability, adequacy, and accessibility, pursuant to state law. The goals and supporting policies in the Housing Element that are relevant to the proposed TOD Plan include the following:

- Goal 1: Promote the construction of new housing and new housing opportunities.
- Policy 1.1: Provide adequate sites for all types of housing.
- Policy 1.3: Further streamline the permit approval process.
- Goal 3: Encourage the production and preservation of housing for all income categories, particularly around high quality transit, including workers in the City that provide goods and services.
- Policy 3.5: Encourage the construction of mixed income housing developments that provide housing for a variety of income levels such as extremely low-income up through and including market rate.
- Policy 3.6: Provide development incentives for the construction of affordable housing.
- Policy 3.7: Explore targeting new housing development opportunities in close proximity to high quality transit.
- Goal 7: Encourage Energy Efficiency and Greenhouse Gas Reductions.
- Policy 7.1: Facilitate residential energy efficient construction and upgrades.
- Policy 7.2: Encourage the use of alternative energy sources.
- Policy 7.3: Encourage the development or rehabilitation of housing that eases use of alternative modes of transportation.

4.B.3 ENVIRONMENTAL SETTING

REGIONAL AND LOCAL POPULATION AND HOUSING

According to 2015 California Department of Finance estimates, Los Angeles County, one of the largest counties in the nation, had a population of 10,136,559 in 2015, increasing by 317,954 people from 2010 (3.24 percent) and 617,229 (6.5 percent) in the 15 years between 2000 and 2015 (as shown in Table 4.B-1).

Housing in the County included approximately 3,487,434 dwelling units in 2015, which increased by 44,347 units (1.29 percent) in the five years between 2010 and 2015; and increased by 216,528 units (6.6 percent) in the 15 years between 2000 and 2015.

In comparison, the City of Inglewood had a population of 112,333 in 2015, which accounts for 1.1 percent of the total County population, and has remained stable since 2000, as shown in Table 4.B-1. Likewise, the City's housing stock has remained stable since 2000.

**TABLE 4.B-1
LOS ANGELES COUNTY INGLEWOOD POPULATION AND HOUSING GROWTH TRENDS**

	1990	2000	2010	2015	% Change (1990 – 2000)	% Change (2000 – 2010)	% Change (2010 – 2015)
County of Los Angeles							
Population	8,863,052	9,519,330	9,818,605	10,136,559	7.40%	3.14%	3.24%
Housing	3,163,310	3,270,906	3,443,087	3,487,434	3.40%	5.26%	1.29%
City of Inglewood							
Population	109,602	112,580	109,673	112,333	2.71%	-2.65%	2.43%
Housing	38,713	38,648	38,429	38,643	-2.75%	-0.57%	0.55%

Source: California, Department of Finance, E-5 Population and Housing Estimates 2015, May 2015; and E-8 Population and Housing Estimates 1990 and 2000, August 2007.

Vacancy rates and affordability of the housing stock are also key elements in the balance between supply and demand in the housing market. High vacancy rates usually indicate low demand and/or high prices in the housing market or significant mismatches between the desired and available types of housing. Conversely, low vacancy rates usually indicate high demand and/or low prices in the housing market. Vacancy rates, which indicate a “market balance” (i.e., a reasonable level of vacancy to avoid local housing shortages, and appropriate price competition and consumer choice), generally range from 1 to 3 percent for single-family units and from 3 to 5 percent for multi-family units. The vacancy rate in 2015 for the County of Los Angeles was 5.8 percent in 2015. The City of Inglewood's vacancy rate was similar to the County's at 5.3 percent, which generally indicates that both areas have a balanced housing market.

Household sizes are also indicative of the balance between supply and demand in the housing market. High persons per household rates in areas with smaller residential units generally indicates high demand and/or high prices in the housing market. Small households (1 to 2 persons per household

typically reside in units with two bedrooms or less, and family households (3 to 4 persons per household) normally reside in units with three to four bedrooms. Large households (5 persons per household or more) typically reside in units with four bedrooms or more. In reality, the relationship between household size and the size of a dwelling unit may also be influenced by cultural and individual preferences. In 2015, both the County of Los Angeles and the City of Inglewood had an average of 3.03 persons per household, which is also generally indicative of a balanced housing market.

REGIONAL AND LOCAL EMPLOYMENT CONDITIONS

In 2015, there were 4,224,348 jobs in Los Angeles County, which is approximately 77,952 less than the 4,302,300 jobs that existed five years earlier in 2010, and 201,252 less than existed in 2000, when 4,425,600 jobs were located in the County (EDD, 2016). The 2014 American Community Survey estimates that 92.6 percent of residents within Los Angeles County work within the County, and that 82.9 percent of County residents take an automobile to work while 10.6 percent take public transportation, walk, or bicycle to work.

In comparison, the City of Inglewood includes approximately 24,367 jobs, which has remained steady, consistent with the population and housing trends described above (Hoffman, 2015). The majority (66.8 percent) of jobs in the City of Inglewood are blue collar (manual and service) jobs. Of these jobs, the medical and social assistance industry had the highest percentage of jobs (14.4 percent) followed by retail (13.4 percent), and transportation and warehousing (10.2 percent). Of the jobs within the City, 12.8 percent are considered white collar (professional and managerial). By comparison, 52.0 percent of jobs in Los Angeles County are blue collar, and 26.2 percent white collar (Hoffman, 2015).

The 2014 American Community Survey estimates that 83.6 percent of Inglewood residents take an automobile to work and 11.8 percent take public transportation, walk, or bicycle to work. The mean travel time for City residents to commute is 29 minutes, which is slightly less than the County's mean travel time of 29.6 minutes. In addition, 93.3 percent of workers that live in Inglewood are employed outside of the City, and 89.5 percent of the jobs within the City are held by people that reside outside of the City and commute in.

While most Inglewood residents in the labor force are employed in blue collar jobs (50.9 percent), which represent the majority of jobs within the City, only 6.7 percent of employed Inglewood residents work within the City. Of the blue collar jobs within the City, health care and social assistance (11.5 percent), retail (11.1 percent), and other services (10.2 percent) are the largest segments of employment. White collar jobs are only held by 7.1 percent of the resident labor force within Inglewood. By comparison, 26.1 percent of Los Angeles County residents have white collar jobs (Hoffman, 2015).

REGIONAL AND LOCAL POPULATION, HOUSING, EMPLOYMENT PROJECTIONS

SCAG produces socioeconomic projections for Southern California, which are used to develop planning documents, such as the RTP, AQMP, and Regional Housing Plan. As shown in **Table 4.B-2**, SCAG projects that the County of Los Angeles' population will increase by 11.51 percent and the number of households will increase by 12.96 percent between 2020 and 2040. The City of Inglewood's population is projected to increase at a slower rate. The City's population is anticipated to increase by

6.79 percent and the number of households by 7.18 percent. SCAG's 2016 Preliminary Employment Forecasts indicate a similar trend (Table 4.B-2). Countywide employment is anticipated to increase by 12.08 percent between 2020 and 2040; and the City of Inglewood's employment base is anticipated to increase by 7.47 within the same time period.

**TABLE 4.B-2
GROWTH PROJECTIONS FOR LOS ANGELES COUNTY AND INGLEWOOD**

	2020	2035	2040	% Change (2020– 2040)
County of Los Angeles				
Population	10,326,200	11,145,100	11,514,800	11.51%
Households	3,493,700	3,809,300	3,946,600	12.96%
Employment	4,662,500	5,062,100	5,225,800	12.08%
Employment to Households Ratio	1.33	1.33	1.32	--
City of Inglewood				
Population	120,800	126,500	129,000	6.79%
Households	40,400	42,400	43,300	7.18%
Employment	34,800	36,400	37,400	7.47%
Employment to Households Ratio	0.86	0.86	0.86	--

Source: SCAG 2016 Draft Growth Forecast by Jurisdiction.

POPULATION AND EMPLOYMENT WITHIN DOWNTOWN INGLEWOOD AND FAIRVIEW HEIGHTS

The location of development within the region is an important factor in the ability of people to access jobs and housing and to promote growth patterns that optimize use of the transportation system. Jobs-housing goals and ratios are advisory only. No ideal jobs-housing ratio has been adopted through state, region, or City policies.

As shown in Table 4.B-3, the Downtown Inglewood and Fairview Heights planning areas currently include a total of 14,954 residents and 5,782 residential units. In addition, the two planning areas have approximately 7,009 jobs, which translates to a jobs-to-housing ratio of 1.21, which is substantially higher than the City of Inglewood as a whole, where the jobs-to-housing ratio is an estimated 0.8 (Hoffman, 2015). While one does not expect that jobs and household are evenly distributed across all of the City, an overall improvement in the jobs-housing ratio would be considered a more sustainable urban development.

**TABLE 4.B-3
EXISTING POPULATION AND EMPLOYMENT WITHIN THE TOD PLAN**

	Population	Dwelling Units	Jobs	Jobs to Housing Ratio
Downtown Inglewood	9,855	4,314	6,576	1.52
Fairview Heights	5,099	1,468	433	0.29
TOTAL	14,954	5,782	7,009	1.21

Source: Hoffman 2015.

4.B.4 SIGNIFICANCE CRITERIA

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

- 4.B-1 Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure); or
- 4.B-2 Displace substantial numbers of housing units or people, necessitating the construction of replacement housing elsewhere.

4.B.5 PROJECT IMPACTS AND MITIGATION MEASURES

Threshold 4.B-1: Induce substantial population growth.

Impact 4.B-1: Implementation of proposed Downtown Inglewood and Fairview Heights TOD Plan would generate population growth as the direct result of increased housing and employment within the Downtown Inglewood and Fairview Heights areas and indirectly by creating a need for housing for new employees. However, because the housing and employment growth that would result from the proposed TOD Plan is consistent with regional growth projections, and the TOD Plan provides a net increase in available housing, the resulting impact would be *less than significant*.

Methodology

CEQA Guidelines Section 15064(e) states that a social or economic change generally is not considered a significant effect on the environment unless the changes can be directly linked to a physical adverse change. CEQA Guidelines Appendix G nevertheless indicates that a project would have a significant effect if it would induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure). As a result, the analysis of impacts in relation to Threshold 4.B-1 focuses on population growth itself, rather than on the physical manifestations of population and employment growth, which are analyzed throughout this EIR.

The methodology used to determine population, housing and employment impacts began with data collection regarding existing population and housing trends, which was obtained from the State of California Department of Finance, SCAG, and the *Economic and Financial Background Study, Inglewood TOD Study*, prepared by Stanley R. Hoffman Associates, under separate cover.

Population impacts are based on an analysis of the number of residents anticipated at build out of the proposed TOD Plan. The scale of population at build out is then compared with official population growth forecasts for the project region. Population growth is considered in the context of local and

regional plans that include population projections. The project areas' population and growth that would result from TOD Plan implementation was examined in the context of existing and projected population for the County of Los Angeles and the City of Inglewood. If projected growth within the TOD planning areas would exceed SCAG growth projections, the resulting growth would be considered "substantial," and a significant impact would result.

Impact Assessment

New housing development implemented under the proposed TOD Plan would involve up to a net total increase of approximately 2,693 residential units (2,479 in Downtown Inglewood and 214 in Fairview Heights), and would result in population growth as it provides new homes in the area. As shown in in **Table 4.B-4**, build out of the proposed TOD Plan would result in a population increase of 6,415 persons (5,286 in Downtown Inglewood and 589 in Fairview Heights).

SCAG estimates that by 2040, the City of Inglewood would have a total population of 129,000, representing an increase of 16,667 residents over the City's estimated 2015 population of 112,333. Buildout of the proposed TOD Plan would represent 38.5 percent of the City's projected population increase. While the population generated by the proposed TOD Plan would represent a large portion of the estimated population and household growth, the City of Inglewood is largely built out, and future development will consist mostly of smaller infill, mixed use, redevelopment, and transit-oriented developments. Development that would occur under the proposed TOD Plan would help the City accommodate and balance the land use of anticipated growth as opposed to substantially increasing growth. Additionally, the residential development that would occur under the proposed project would help to meet housing demands from projected population growth in the City while maintaining a healthy vacancy rate. Given that Inglewood as a whole is a built out community, it is reasonable to anticipate that a large portion of the City's future growth would be concentrated within the Downtown area and adjacent to Metro stations being constructed in the City where intensification of existing development can be accommodated. Thus, implementation of the proposed TOD Plan would be within, and not exceed SCAG's population forecast.

In addition, the proposed TOD Plan is anticipated to generate approximately 5,640 jobs in the Downtown and Fairview Heights areas, which would occur incrementally over build out of the TOD Plan. Based on a review of proposed zoning requirements for the TOD planning areas, it is anticipated that most of the new jobs that would be created by the TOD Plan would be retail, commercial, or industrial related positions that do not require a specialized workforce. As described above, this type of workforce consists of the majority of employed residents in the City. Thus, it is anticipated that these jobs would be filled by people who would already be living within Inglewood and surrounding communities, and would not induce an unanticipated influx of new labor into the region.

In addition, a ratio of 1.86 jobs per household would be generated from build out of the TOD Plan. As described above, the City currently has a jobs to housing ration of 0.8; thus, build out of the TOD Plan would result in an improvement in the jobs-household ratio, which is a benefit and an objective of the proposed project. Therefore, job growth from build out of the proposed TOD Plan would be less than significant.

**TABLE 4.B-4
ANTICIPATED POPULATION AND HOUSING AT BUILD OUT**

	Existing	Demolition/ Displacement	New Development	Total	Net Increase/ Decrease
Downtown Inglewood					
Dwelling Units	4,314	36	2,515	6,793	+ 2,479
Population	9,855	85	5,911	15,681	+ 5,826
Jobs	6,576	1,070	5,937	11,443	+ 4,837
Fairview Heights					
Dwelling Units	1,468	4	218	1,682	+ 214
Population	5,099	14	603	5,688	+ 589
Jobs	433	90	863	1,206	+ 773
TOTAL					
Dwelling Units	5,782	40	2,733	8,475	+ 2,693
Population	14,954	99	6,514	21,369	+ 6,415
Jobs	7,009	1,160	6,800	12,649	+ 5,640

Source: The Arroyo Group, 2016.

Construction of projects that would occur within the TOD Plan area would include a need for construction labor. Due to the employment patterns of construction workers in Southern California, and the market for construction labor, construction workers are not likely, to relocate their households as a consequence of the 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 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 specialized (e.g., crane operators, steel workers, masons), and move from job site to job site as dictated by the demand for their skills.
- The work requirements of most construction projects are also 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 that project-related construction workers would be drawn from the existing labor force in the surrounding area, and, because a typical construction worker would be employed at several different construction sites during any given year, would not relocate their households' places of residence as a consequence of working at a particular construction site within Downtown Inglewood or Fairview Heights.

As noted above, while the population generated by the proposed TOD Plan would represent a large portion of the estimated population and household growth, the City of Inglewood is largely built out,

and future development will consist mostly of smaller infill, mixed use, redevelopment, and transit-oriented developments. Furthermore, build out of the proposed TOD Plan would not exceed the estimated projections on which the City has based plans related to provision of public services, utilities, and other amenities to maintain the current quality of life it provides its residents. As such, the project would not induce substantial population growth in the project area, and the project would result in less than significant impacts related to population and housing growth.

Significance Conclusion for Impact 4.B-1

Impacts related to the inducement of substantial growth, either directly or indirectly, would be less than significant, and no mitigation measures are therefore required.

Threshold 4.B-2: Displace housing or people, necessitating the construction of replacement housing elsewhere.

Impact 4.B-2: Implementation of the proposed Downtown Inglewood and Fairview Heights TOD Plan would result in displacement of existing housing and people that would necessitate the construction of housing. However, because the proposed TOD Plan provides replacement housing, resulting in a net increase in available housing, a *less than significant impact* would result.

Methodology

Housing displacement impacts are based on an analysis of the number and location of dwelling units that are anticipated to be demolished and developed as part of the proposed TOD Plan. As described above, social or economic changes are generally not considered a significant effect on the environment unless such changes can be directly linked to a physical adverse effect. Therefore, impacts related to housing displacement are considered potentially significant if the displacement results in the need for construction of replacement housing that could have the potential to create a significant physical change to the environment.

Impact Assessment

As described above, vacancy rates and affordability of the housing stock are also key elements in the balance between supply and demand in the housing market, and a balanced market typically has vacancy rates that range from 1 to 3 percent for single-family units and from 3 to 5 percent for multi-family units. The vacancy rate in 2015 for the City was 5.3 percent (approximately 2,048 units), which indicates a balanced market.

Implementation of the proposed project would result in demolition of 40 dwelling units and displacement of 99 residents through 2040. This is approximately 2 percent of the existing vacancy rate. Thus, units are available in the existing housing market for residents of the units to be demolished. Additionally, implementation of the proposed TOD Plan would result in development of 2,693 new residential units. Therefore, adequate residential units would be available to fill the needs of

residents that would be displaced by future projects within the Downtown Inglewood and Fairview Heights areas. In addition, the demolition of existing housing and displacement of residents would not result in the need for construction of replacement housing above the amount of housing to be provided under the proposed TOD Plan. As a result, impacts related to the displacement of housing or people, necessitating the construction of replacement housing elsewhere would be less than significant.

Significance Conclusion for Impact 4.B-2

Impacts related to the substantial displacement of housing or people, necessitating the construction of replacement housing elsewhere would be less than significant, and no mitigation measures would be required.

4.B.6 REFERENCES – POPULATION AND HOUSING

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