

3.10

POPULATION AND HOUSING

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2 **3.10.1 Introduction**

3 This chapter describes the existing environment for population and housing, and the
4 regulatory and policy setting associated with population and housing. It also
5 provides an analysis of the impact on population and housing from the proposed
6 Project. Because all impacts on population and housing from the construction and
7 operation of the proposed Project would be less than significant, no mitigation is
8 necessary.

9 **3.10.2 Environmental Setting**

10 The proposed Project resides within the City and County of Los Angeles, and for this
11 EIR, the environmental setting encompasses the Port of Los Angeles and the
12 community of Wilmington, which is located within two analysis areas that may be
13 impacted by new housing and population growth: the SCAG region and the South
14 Bay Cities Council of Governments. The study area is defined by census tract-level
15 boundaries because population, employment, and housing data is gathered at the
16 census-tract level. Census tracts used for this analysis include the proposed project
17 area and surrounding vicinity and are as follows: 2933.05, 2941.20, 2943.00,
18 2944.20, 2945.20, 2946.10, 2946.20, 2947.00, 2948.20, 2948.30, 2949.00, 2951.01,
19 2961.00, 2962.10, 2962.20, 2963.00, 2964.00, 2965.00, 2966.00, 2971.10, 2971.20,
20 5755.00, 5756.00, 6701.00, and 6707.01.

21 As discussed above, data from the 2000 census have been aggregated at the census
22 tract level in order to assess the general characteristics of the study area. Projected
23 population, employment, and housing forecasts generated by SCAG were also used
24 in the analysis. Comparisons of these characteristics have been made at the local
25 (including the tracts listed above), City, County and regional levels. For the purposes
26 of this discussion, the regional level includes the five-county SCAG region,
27 composed of the counties of Los Angeles, Riverside, Imperial, San Bernardino,
28 Ventura, and Orange.

3.10.2.1 Regional Characteristics

According to SCAG's 2007 State of the Region Progress Report, Los Angeles is the largest county in terms of population in the region, and was responsible for 35% of the regional population growth in 2006, accounting for the greatest absolute population increase in the southern California region. However, the County is expected to have the slowest annual growth rate through 2015, when compared to Riverside, Imperial, San Bernardino, Ventura, and Orange Counties. The 2000 census showed Los Angeles County as having 9.6 million people and 3.1 million households. The County's population is projected to increase to nearly 12 million and total households to reach 3.9 million in 2030.

In addition, housing prices in Los Angeles County have risen very rapidly and are projected to continue rising in the long run because demand exceeds supply. Meanwhile, in 1990, total employment in the County was approximately 4.2 million persons (Census 1990) and is projected to increase from a slightly lower 4.4 million in 2005 to over 5 million jobs in 2030. This represents an average annual increase of approximately 21,976 jobs or an approximately 0.5% annual growth rate during the forecast period, mirroring the average annual increase of 0.5% between 1990 and 2005.

3.10.2.2 Project Area Characteristics

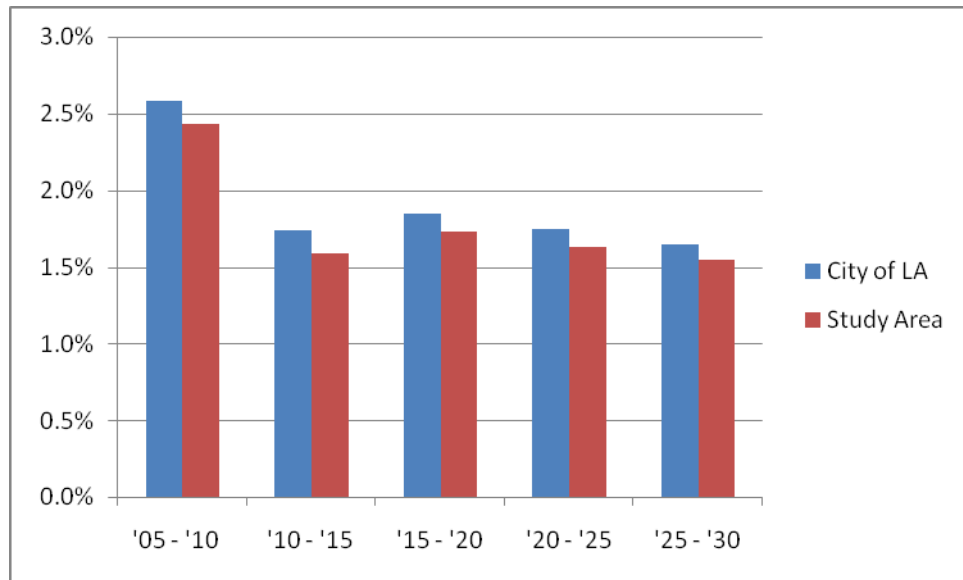
3.10.2.2.1 Population

The proposed Project is located in the Port of Los Angeles, adjacent to the Wilmington community of the City of Los Angeles. The population of the City totaled 3,694,820 persons in the 2000 census. Latinos represented the majority of the city's population, at 1,719,073 persons (46.5%). White non-Hispanics made up the next largest group, with 1,099,188 persons, or 29.7%. Blacks/African Americans made up 11.2%, Asians 10%, two or more races 5.2%, American Indian/Alaska Native 0.8%, some other race 25.7%, and Native Hawaiian/Pacific Islander 0.2%. Within Los Angeles County, population characteristics were very similar, with Latinos making up the majority (44.6%), followed by white non-Hispanics (31.1%). (Census 2000)

The City of Los Angeles experienced moderate growth from 1980 to 1990 (15%) and even less growth from 1990 to 2000 (6%). The City of Los Angeles General Plan, Housing Element (January 2002), attributes some of this slower growth to the population loss and recession resulting from the Northridge earthquake in January 1994. However, the Housing Element also states that the City's population is expected to increase 16% to 4,306,655 by 2010 (City 2008a). This estimate is higher than the 2010 estimate provided by SCAG. SCAG projects the population will reach 4,057,484 by 2010, a 10% increase over the 2000 population (SCAG 2008). The graph below shows the projected change in overall population, and Table 3.10-1 summarizes the characteristics of the existing regional population in 2000.

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Projected Population Change 2005–2030



Source: SCAG (2008)

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The population of the proposed project study area (which is composed of census tracts in and adjacent to the proposed project area) totaled approximately 96,481 in 1990 and is predominantly Hispanic or Latino, who represent 60% of the total population of the study area. This percentage is approximately 14 and 15% greater than in the City and County of Los Angeles, respectively. The breakdown in population for other races is as follows:

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- Non-Hispanic whites represent approximately 26.3% of the study area’s total population, which is approximately 3 and 4% less than in the City of Los Angeles and Los Angeles County, respectively.
- Asians made up 5% of the study area, which is approximately 5 and 7% lower than in the City and County of Los Angeles, respectively.
- Blacks/African Americans made up 5.8% of the study area, which is approximately 5 and 4% lower than in the City and County of Los Angeles, respectively.
- Persons claiming two or more races made up 1.9% of the study area, which is about 3% lower than in the City and County of Los Angeles, respectively.
- Persons claiming Native Hawaiian/Pacific Islander made up 0.5% of the study area population, which is slightly higher than in the City and County of Los Angeles.
- Persons claiming some other race made up only 0.2%, similar to the City and County of Los Angeles.

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Table 3.10-1. Existing County- and City-wide Population Characteristics—Race and Ethnicity (2000)

<i>Area</i>	<i>Total Population</i>	<i>White</i>	<i>%</i>	<i>Black or African American</i>	<i>%</i>	<i>American Indian/ Alaska Native</i>	<i>%</i>	<i>Asian</i>	<i>%</i>	<i>Native Hawaiian/ Pacific Islander</i>	<i>%</i>	<i>Some Other Race</i>	<i>%</i>	<i>Two or More Races</i>	<i>%</i>	<i>Hispanic or Latino</i>	<i>%</i>
Los Angeles County	9,519,338	2,959,614	31.1	930,957	9.8	76,988	0.8	1,137,500	11.9	27,053	0.3	19,935	0.2	469,781	4.9	4,242,213	44.6
City of Los Angeles	3,694,820	1,099,188	29.7	415,195	11.2	29,412	0.8	369,254	10.0	5,915	0.2	9,065	0.2	191,288	5.2	1,719,073	46.5
Study Area*	96,481	25,431	26.3	5,554	5.8	322	0.3	4,782	5.0	496	0.5	155	0.2	1,844	1.9	57,897	60.0
<p>*The study area consists of the twenty-five census tracts within and adjacent to the proposed project site, including: 2933.05, 2941.20, 2943.00, 2944.20, 2945.20, 2946.10, 2946.20, 2947.00, 2948.20, 2948.30, 2949.00, 2951.01, 2961.00, 2962.10, 2962.20, 2963.00, 2964.00, 2965.00, 2966.00, 2971.10, 2971.20, 5755.00, 5756.00, 6701.00, 6707.01</p> <p>Source: Census (2000)</p>																	

3.10.2.2.2 Households

A household is defined by the U.S. Census as a group of people who occupy a housing unit. A household differs from a dwelling unit because the number of dwelling units includes both occupied and vacant units. It is important to note that not all of the population lives in households. A portion lives in group quarters, such as board and care facilities; others are homeless.

Small households (1 to 2 persons per household [pph]) traditionally reside in units with 0 to 2 bedrooms; family households (3 to 4 pph) normally reside in units with 3 to 4 bedrooms. Large households (5 or more pph) reside in units with 4 or more bedrooms. However, the number of units in relation to the household size may also reflect preference and economics: many small households obtain larger units, and some large families live in small units for economic reasons. The 2000 census shows that the average household size in the study area is 3.25 pph, which is slightly higher than both the City and County of Los Angeles where the average household size was 2.83 and 2.98 pph, respectively (see Table 3.10-2).

Table 3.10-2. Existing County- and City-wide Housing Characteristics—Occupancy (2000)

<i>Area</i>	<i>Total Housing Units</i>	<i>Occupied</i>	<i>%</i>	<i>Vacant</i>	<i>%</i>	<i>Average Household Size</i>
Los Angeles County	3,270,909	3,133,774	95.8	137,135	4.2	2.98
Los Angeles City	1,337,706	1,275,412	95.3	62,294	4.7	2.83
Study Area¹	32,654	30,758	94.2	1,896	5.8	3.25

¹The study area consists of the twenty-five census tracts within and adjacent to the proposed project site, including: 2933.05, 2941.20, 2943.00, 2944.20, 2945.20, 2946.10, 2946.20, 2947.00, 2948.20, 2948.30, 2949.00, 2951.01, 2961.00, 2962.10, 2962.20, 2963.00, 2964.00, 2965.00, 2966.00, 2971.10, 2971.20, 5755.00, 5756.00, 6701.00, 6707.01.

Source: Census (2000)

As of January 2007, an estimated total of 1,321,224 households were located in the City of Los Angeles, as represented by occupied housing units on the California Department of Finance (DOF) City/County Population and Housing Estimates. As shown in Table 3.10-2, the total occupied housing of the City of Los Angeles in 2000 was 1,275,412. Thus, from 2000 to 2007, 45,812 households were added within the City, or approximately 3.6%.

3.10.2.2.3 Housing

The total number of housing units in the City of Los Angeles increased by approximately 6.5% from 1990 to 2007, as shown in Table 3.10-3. By 2010, the buildout year for the City of Los Angeles General Plan, the total number of housing units is anticipated to increase an additional 2.1% to 1,415,260 units.

Table 3.10-3. City of Los Angeles Housing Unit Growth Trends (1990–2010)

<i>Year</i>	<i>Units</i>	<i>Percent Change over Prior Period</i>
1990	1,299,963 ¹	--
2000	1,337,654 ²	2.9
2005	1,363,250 ²	1.9
2007	1,386,169 ²	1.7
2010	1,415,260 ³	2.1
¹ Census (1990) ² DOF (2008) ³ City (2008b)		

3.10.2.2.4 Employment

Table 3.10-4 shows SCAG estimates and predictions of the number of jobs in the City and County of Los Angeles as well as estimates and predictions for the study area from 2005 to 2030. Job growth in the proposed project area is expected to be lower than in the County of Los Angeles.

Table 3.10-4. Employment Projections (2005–2030)

	<i>2005</i>	<i>2010</i>	<i>2015</i>	<i>2020</i>	<i>2025</i>	<i>2030</i>	<i>Percent Change</i>
SCAG Region ¹	7,770,880	8,349,454	8,811,402	9,183,026	9,546,782	9,913,372	27.6
County of Los Angeles	4,397,025	4,552,398	4,675,875	4,754,731	4,847,436	4,946,420	12.5
City of Los Angeles	1,764,768	1,820,092	1,864,061	1,892,139	1,925,148	1,960,393	11.1
<i>Study Area</i> ²	46,259	47,303	48,140	48,673	49,302	49,977	8.0

3.10.3 Applicable Regulations and Planning Documents

3.10.3.1 State

California Planning and Zoning Law (Government Code Section 65000 et seq.) requires each city and county to adopt a general plan for the physical development of the land housing stock within its planning area. The general plan must contain land use, housing, circulation, open space, conservation, noise, and safety elements, as well as any other elements that the city or county may wish to adopt.

3.10.3.2 Regional and Local

3.10.3.2.1 Southern California Association of Governments

SCAG's Regional Comprehensive Plan and Guide (RCPG) and Regional Housing Needs Assessment (RHNA) are tools for coordinating regional planning and housing development strategies in southern California. State Housing Law mandates that local governments, through Councils of Governments, identify existing and future housing needs in a RHNA. In its 2007 Assessment, the RHNA indicated that the City of Los Angeles housing needs were 283,927 dwelling units (SCAG 2007). The RHNA provides recommendations and guidelines to identify housing needs within cities. It does not impose requirements as to housing development in cities.

3.10.3.2.2 City of Los Angeles General Plan Housing Element

The Housing Element sets forth a city's five-year strategy to preserve and enhance the community's character and expand housing opportunities for all economic segments; it also provides guidance for local government decision-making in all matters related to housing.

The City is required by state housing law to provide a detailed program to address the housing needs of its current and future residents. Specifically, the law requires the following:

- The housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, and quantified objectives and scheduled programs for the preservation, improvement, and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing, and mobile homes, and shall make adequate provision for the existing and projected needs of all economic segments of the community.

1 The Los Angeles Housing Element consists of the following major components:

- 2 ■ Needs Assessment—an analysis of the demographic, household, and housing
3 characteristics and trends
- 4 ■ Constraints to Residential Development—a review of potential and actual
5 market, governmental, environmental, and other constraints to meeting the
6 identified housing needs
- 7 ■ Issues, Goals, Objectives and Policies—a set of objectives and policies to address
8 the housing needs of the City
- 9 ■ Implementation Programs—a review of the strategies contained within the
10 Housing Element that will assist the City in meeting the housing needs and goals

11 **3.10.3.2.4 City of Los Angeles Housing and Urban** 12 **Development Consolidated Plan**

13 The purpose of the Los Angeles Housing and Urban Development (HUD)
14 Consolidated Plan is as follows:

- 15 ■ To provide the groundwork for a comprehensive, integrated approach to planning
- 16 ■ To implement the City’s housing, community development, and economic
17 development needs and priorities

18 **Consolidated Plan Grant Descriptions**

19 **Community Development Block Grant**

20 Consolidated Plan funds will be expended to meet the goals and objectives set forth
21 in the Consolidated Plan and primarily benefit low- and moderate-income persons.

22 The Community Development Block Grant (CDBG) is the most flexible of the four
23 Consolidated Plan grants, and may be used for a variety of purposes, including:
24 affordable housing development and rehabilitation; renovation or construction of
25 neighborhood facilities; economic development; provision of funding to Community-
26 Based Development Organizations (CBDOs) for activities related to employment or
27 economic revitalization; public services; public infrastructure improvements; parks;
28 modification of structures for ADA (Americans With Disabilities Act) compliance;
29 establishment of youth and family community centers; crime prevention and
30 awareness programs; programs and facilities for the homeless and those persons with
31 special needs, such as seniors and the disabled; and acquisition of land and
32 improvements for a specific project. All CDBG-funded projects must meet one of
33 three HUD-defined National Objectives.

1 Primary Objectives for the CDBG program, as defined by HUD, include:

- 2 ■ affordable housing for low-income, at-risk homeless, and homeless persons;
- 3 ■ increased availability of permanent housing; and mortgage financing at
- 4 reasonable rates;
- 5 ■ a suitable living environment through improvement of safety of our
- 6 neighborhoods, and increased access to quality facilities and public services;
- 7 ■ expansion of economic opportunities through job creation, credit for
- 8 development activities accessible to low-income residents, and technical
- 9 assistance to businesses.

10 **3.10.3.3 Port of Los Angeles Plan (1982)**

11 The purpose of the Port of Los Angeles General Plan is to provide an official guide to
12 the continued development and operation of the Port of Los Angeles, and is designed
13 to be consistent with the Port of Los Angeles Master Plan. Overall, the Port of Los
14 Angeles General Plan is intended to guide the following:

- 15 ■ promote land and water uses;
- 16 ■ circulation and services which will encourage and contribute to the economic,
- 17 social and physical health, safety, welfare and convenience of the Port, within the
- 18 larger framework of the City;
- 19 ■ the development, betterment and change of the Port to meet existing and
- 20 anticipated needs and conditions;
- 21 ■ to contribute to a healthful and safe environment;
- 22 ■ to balance growth and stability reflecting economic potentialities and limitations;
- 23 ■ land and water developments and other trends;
- 24 ■ protect investment to the extent reasonable and feasible.

25 **3.10.3.4 Wilmington-Harbor City Community Plan**

26 The Wilmington-Harbor City Community Plan sets forth goals to maintain the
27 community's individuality by the following:

- 28 ■ Preserving and enhancing the positive characteristics of existing residential
- 29 neighborhoods while providing a variety of compatible new housing
- 30 opportunities.
- 31 ■ Improving the function, design, and economic vitality of the commercial
- 32 corridors and industrial areas.

- 1 ■ Maximizing the development opportunities around the future transit system while
2 minimizing any adverse impacts.
- 3 ■ Planning the remaining commercial and industrial development opportunity sites
4 for needed job producing uses that improve the economic and physical condition
5 of the Wilmington-Harbor City Community Plan Area.

6 The Wilmington-Harbor City CP also designates land for residential, commercial,
7 and industrial use to accommodate the projected future population needs of the
8 community.

9 **3.10.4 Impact Analysis**

10 This section describes the impact analysis relating to population and housing for the
11 proposed Project. It describes the methods used to determine the impacts of the
12 proposed Project and lists the thresholds used to conclude whether an impact would
13 be significant.

14 **3.10.4.1 Methodology**

15 The analysis of population, employment, and housing impacts compares existing
16 levels with projected levels and determines whether the growth is within local and/or
17 regional forecasts. In addition to the previous projections, the analysis determines
18 whether the anticipated growth under the proposed Project would be considered
19 substantial, given the existing and planned infrastructure improvements that could
20 serve population growth. Changes to population and housing would only be
21 considered significant if they would result in impacts on the physical environment.

22 **3.10.4.2 Thresholds of Significance**

23 For this analysis, an impact pertaining to population and housing was considered
24 significant if it would result in any of the following environmental effects, which are
25 based on the screening criteria from the *L.A. CEQA Thresholds Guide* (City of Los
26 Angeles 2006). Would the proposed Project:

- 27 ■ **POP-1:** Induce substantial population growth in an area, either directly (for
28 example, by proposing new homes and businesses) or indirectly (for example,
29 through extension of roads or other infrastructure)?
- 30 ■ **POP-2:** Displace substantial numbers of existing housing, necessitating the
31 construction of replacement housing elsewhere?
- 32 ■ **POP-3:** Displace substantial numbers of existing people, necessitating the
33 construction of replacement housing elsewhere?

3.10.4.3 Impacts and Mitigation

3.10.4.3.1 Proposed Project

Impact POP-1. The proposed Project would not 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).

Direct Growth-Inducing Impacts

A project would directly induce growth if it would directly foster population growth or the construction of new housing in the surrounding environment (e.g., if it would remove an obstacle to growth by expanding existing infrastructure). The proposed Project would not include the development of new housing or population-generating uses or infrastructure that would directly encourage such uses. The residential area in the immediate vicinity of the proposed Project (Wilmington and San Pedro communities) is a well-established urban community within a region that is highly developed. Therefore, the proposed Project would not directly trigger new residential development in the proposed project area. As discussed below, the proposed Project would foster economic growth, but would not directly induce population growth or the construction of new housing in the Port's region of influence (Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties).

The proposed Project would lead to development of a currently underutilized area, improve traffic circulation, and increase industrial, commercial, and recreational use. Approximately 150,000 square feet of industrial development, 14,500 square feet for the Waterfront Red Car Museum, and 70,000 square feet of commercial, retail, and restaurant space is proposed for development by 2020.

As part of the proposed Project, circulation system improvements would be constructed in the vicinity of the proposed project site to maintain consistency with the street grid pattern along Avalon Boulevard south of Harry Bridges Boulevard (see Section 2.6, "Proposed Project Elements," for a description of each improvement). The proposed Project is located in an area that is currently developed and has been planned by the LAHD to undergo improvements with new development opportunities. As mentioned above, the surrounding area is a well-established urban community connected by an existing local and regional transportation network. Construction of the proposed Project's additional transportation infrastructure would not provide access to a previously inaccessible area, thereby triggering or causing a substantial new residential or other development. Therefore, these transportation improvements would not be growth-inducing.

As discussed in Section 3.12, "Utilities," implementation of the proposed Project would generate increased demand for water, wastewater conveyance capacity, natural gas, and power. The proposed Project would include an upgrade to a sewer line

1 currently near capacity as well as tie into an existing recycled water main line. No
2 new construction of major natural gas or electrical infrastructure would be required
3 as existing infrastructure and supplies are adequate to serve the proposed Project.
4 Although the site currently has tie-in access to water supply, natural gas, and
5 electrical infrastructure, additional distribution infrastructure would need to be
6 extended to the new facilities. The new distribution infrastructure would tie into the
7 existing utilities that serve the proposed Project site. These improvements are not
8 considered growth-inducing because they would neither accommodate nor require
9 any increase in the supply of water, natural gas, or electrical power to the area.

10 The proposed Project would also result in minimal increases in wastewater output.
11 As discussed in Section 3.12, "Utilities," and mentioned above, the existing sewer
12 trunk lines serving the area are at capacity, and would not accommodate the proposed
13 Project in their existing state. An upgrade of the existing sewer pipeline system
14 would be required. Wastewater flows generated from implementation of the
15 proposed Project would be conveyed to, and treated by, the Terminal Island
16 Treatment Plant (TITP). The treatment plant currently operates at 58% capacity, and
17 output from the proposed Project would use a small amount of this capacity;
18 therefore, no increased capacity of TITP would be required to serve the proposed
19 Project. Furthermore, an upgrade of the existing sewer trunk lines would not be
20 considered growth-inducing because only enough capacity would be added to
21 accommodate the proposed Project and nearby planned development, and would not
22 lead to further unplanned development.

23 **Indirect Growth-Inducing Impacts**

24 A project would indirectly induce growth if it would foster economic or population-
25 expanding activities that would lead to further development that would tax existing
26 facilities and eventually require the construction of new facilities (e.g., an increase in
27 population as a result of development authorized by approval of a general plan).

28 The maximum annual direct employment effect during proposed project construction
29 activities would reach 1,186 jobs, and the maximum indirect employment effects
30 would reach 2,846 jobs (see Table 3.10-7). The proposed Project's employment
31 contribution would account for less than 0.1% of the total employment in the City
32 and County of Los Angeles. To assess a worst-case scenario of direct and indirect
33 effects of construction employment, a maximum of 2,846 jobs were added to
34 employment levels in the surrounding vicinity, which would represent a 4% increase
35 over existing employment levels (see Table 3.10-7).

1 **Table 3.10-5. Permanent Employment Generated by the Proposed Project**

<i>Land Use</i>	<i>Square Feet</i>	<i>Employment Density (Square Feet/Employee)¹</i>	<i>New Employment</i>
Commercial/Retail ²	84,500	500 ³	169
Industrial (Light)	150,000	900 ⁴	167
Total	234,500	--	336
¹ Derived from SCAG-sponsored Employment Density Study (Natelson 2001). ² Includes Waterfront Red Car Museum. ³ Median Employees per Acre for Commercial/Retail land uses (broad polygon selection) for five county region was 13.49, or 585 square feet per employee. Rounded to 500 square feet per employee to assume worst case scenario. ⁴ Median Employees per Acre for Light Industrial land uses (broad polygon selection) for five county region was 11.63, or 924 square feet per employee. Rounded to 900 square feet per employee to assume worst case scenario.			

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3 **Table 3.10-6. Construction Employment Resulting from the Proposed Project**

<i>Construction Jobs</i>	<i>Construction Spending</i>	<i>Employment Rate (Jobs/Construction Spending [Millions])</i>	<i>Employment Generated</i>
Direct	\$139,573,448	8.5	1,186
Indirect ¹		20.4	2,847
¹ Includes employment directly and indirectly generated as a result of construction of the proposed Project as well as a multiplier effect.			

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5 **Table 3.10-7. Increase in Employment Resulting from the Proposed Project**

<i>Area</i>	<i>Existing Employment (2005)</i>	<i>Permanent Increase (Operation) Percentage</i>	<i>Temporary Direct Increase (Construction) Percentage</i>	<i>Temporary Indirect Increase (Construction) Percentage</i>
SCAG Region ¹	7,770,880	<0.1	<0.1	<0.1
County of Los Angeles	4,397,025	<0.1	<0.1	<0.1
City of Los Angeles	1,764,768	<0.1	<0.1	0.1
Study Area	46,259	0.7	2.6	6.2
¹ SCAG Region includes Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura Counties. Source: SCAG (2008)				

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Given the highly integrated nature of the southern California economy and the prevalence of cross-county and inter-community commuting by workers between their places of work and places of residence, it is unlikely that a substantial number of workers would change their place of residence in response to the new Port-related employment opportunities. Such potential residential relocation for either permanent employment or temporary construction employment is especially unlikely given that about half the new jobs created as a result of construction of the proposed Project are secondary and, by their nature, distributed throughout the five-county region. Thus, in the absence of changes in place of residence by persons likely to fill the job opportunities, distributional effects to population and, thus, housing assets, are not likely to occur. Accordingly, negligible impacts to population, housing, and community services and infrastructure are anticipated. Because the proposed Project would not involve development of housing and would not result in substantial direct increases in employment in the regional workforce, the proposed Project would not have any significant effects on population growth that would tax existing facilities and require the construction of new facilities, the construction of which could have environmental effects.

The proposed Project would indirectly increase earnings to firms and households throughout the region as proposed project expenditures would be spent throughout the region. The short-term indirect effects from construction would incrementally increase activity in nearby retail establishments as a result of construction workers patronizing local establishments. However, the long-term effects in the immediate area from the proposed Project would be small relative to the size of the regional economy. Overall, the proposed Project would not generate significant indirect growth-inducing impacts.

Per the *LA CEQA Thresholds Guide*, “The potential to induce substantial growth may be indicated by the introduction of a project in an undeveloped area or the extension of major infrastructure. Major infrastructure systems include: major roads, highways, or bridges; major utility or service lines; major drainage improvements; or grading which would make accessible a previously inaccessible area” (City 2006). The proposed Project does not develop a previously undeveloped area, does not propose to increase the housing stock, and it does not propose to introduce new major infrastructure systems or perform major upgrades to the existing infrastructure. Development resulting from the proposed Project would stimulate a certain amount of economic growth in the immediate area through both direct and indirect construction and operational effects. As discussed above, the effects of this activity on employment levels in the City and County of Los Angeles, as well as in the region as a whole, would not be significant. As a result, the proposed Project would not stimulate significant population growth, remove obstacles to population growth, or necessitate the construction of new community facilities that would lead to additional growth in the surrounding area.

1 **Impact Determination**

2 As discussed above, direct and indirect growth-inducing impacts would be less than
3 significant.

4 Mitigation Measures

5 No mitigation is required.

6 Residual Impacts

7 Impacts would be less than significant.

8 **Impact POP-2. The proposed Project would not displace**
9 **substantial numbers of existing housing, necessitating the**
10 **construction of replacement housing elsewhere.**

11 The proposed Project would not displace existing housing.

12 **Impact Determination**

13 No impact from the displacement housing would occur.

14 Mitigation Measures

15 No mitigation is required.

16 Residual Impacts

17 No impact would occur.

18 **Impact POP-3. The proposed Project would not displace**
19 **substantial numbers of existing people, necessitating the**
20 **construction of replacement housing elsewhere.**

21 The proposed project site supports underused industrial and commercial land uses.
22 The proposed Project would create jobs and improve the conditions at the waterfront
23 and along the Avalon Corridor by developing infrastructure to support up to 150,000
24 square feet of new industrial space, up to 70,000 square feet of retail and
25 restaurant/visitor-serving retail, and an approximately 10-acre park. The proposed
26 Project would not displace a substantial number of existing people, which would
27 require the construction of replacement housing elsewhere.

1 **Impact Determination**

2 The proposed Project would not displace a substantial number of existing people,
 3 which would require the construction of replacement housing elsewhere. No impact
 4 would occur from the displacement of existing people.

5 Mitigation Measures

6 No mitigation is required.

7 Residual Impacts

8 No impact would occur.

9 **3.10.4.3.2 Summary of Impact Determinations**

10 Table 3.10-8 summarizes the impact determinations of the proposed Project related to
 11 population and housing, as described in the detailed discussion in Section 3.10.4.3.1.

12 **Table 3.10-8.** Summary Matrix of Potential Impacts and Mitigation Measures for Population and Housing
 13 Associated with the Proposed Project

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
3.10 Population and Housing			
POP-1. The proposed Project would not 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).	Less than significant	No mitigation is required	Less than significant
POP-2. The proposed Project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.	No impact would occur	No mitigation is required	No impact would occur

<i>Environmental Impacts</i>	<i>Impact Determination</i>	<i>Mitigation Measures</i>	<i>Impacts after Mitigation</i>
POP-3. The proposed Project would not displace substantial numbers of existing people, necessitating the construction of replacement housing elsewhere.	No impact would occur	No mitigation is required	No impact would occur

1

2 **3.10.4.4 Mitigation Monitoring**

3 No mitigation from impacts on population and housing is required for the proposed
4 Project.

5 **3.10.5 Significant Unavoidable Impacts**

6 No significant unavoidable impacts on Population and Housing would occur during
7 construction or operation of the proposed Project.

8