

## 4.10 Population and Housing

This section analyzes population, housing, and employment impacts associated with buildout of the Specific Plan. Topics addressed include local and regional assessments, expected population, housing, and employment growth, and the potential displacement resulting from implementation of the Specific Plan. The analysis presented in this section utilizes information from a variety of public agencies, including the City of Los Angeles Department of City Planning (LADCP), the United States Census Bureau (U.S. Census Bureau), and the Southern California Association of Governments (SCAG). Potential growth-inducing impacts of the project are further addressed in Section 6, *Other CEQA Considerations*.

### 4.10.1 Environmental Setting

#### a. Existing and Forecasted Population, Housing, and Employment

##### Regional, County, and Citywide Forecasts

SCAG develops and maintains regional and local area socio-economic forecasting and allocation models for Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura counties, as well as incorporated cities within those counties (SCAG 2020a). These estimates and projections are used for both federal and State long-range planning efforts. Additionally, these forecasts are used to help develop and analyze potential impacts stemming from both public and private sector projects.

SCAG uses three major growth indicators for the region: population, households, and employment. SCAG’s regional forecast maintains the balance between employment, population, and households due to their interrelationship, assuming that employment growth is a driving force of regional population and household growth. Population, household and employment estimates and forecasts are maintained at the jurisdictional and county level. The employment-population-household forecast framework has been the basis for developing the regional growth forecast for the SCAG region (SCAG 2020a).

##### *Population*

Table 4.10-1 provides the latest population data and forecasts through 2045 for the larger SCAG region, Los Angeles County, and the city of Los Angeles.

**Table 4.10-1 SCAG Population Growth Forecast**

Location	Population			
	2016 <sup>1</sup>	2020 <sup>2</sup>	2037 <sup>3</sup>	2045 <sup>1</sup>
SCAG Region	18,832,000	18,824,382	21,655,200	22,504,000
Los Angeles County	10,110,000	10,014,009	11,274,000	11,674,000
City of Los Angeles	3,933,800	3,898,747	4,540,266	4,771,300

<sup>1</sup> SCAG 2020a

<sup>2</sup> U.S. Census Bureau 2022a and 2023

<sup>3</sup> Based on linear interpolation from the 2016-2045 SCAG values (SCAG 2020a)

## **REGIONAL**

The SCAG region had a population of 18,824,382 in 2020, which is expected to grow by approximately 19.5 percent to 22,504,000 by the year 2045. By the anticipated project buildout year (2037), the regional population is forecast to be approximately 21,655,200, which is an increase of 15 percent from 2020 (U.S. Census Bureau 2023; SCAG 2020a)<sup>1</sup>.

## **LOS ANGELES COUNTY**

Los Angeles County is the most populous county within the SCAG region. According to the U.S. Census Bureau, the population of Los Angeles County was 10,014,009 in 2020 (U.S. Census Bureau 2023). Based on SCAG's population forecasts, Los Angeles County is anticipated to have 11,674,000 residents by the year 2045, a 16.6 percent increase from 2020 (SCAG 2020a). By the anticipated project buildout year (2037), the population of Los Angeles County would be approximately 11,274,000, or which is in an increase of 12 percent from 2020 (U.S. Census Bureau 2022a; SCAG 2020a)<sup>2</sup>.

## **CITY OF LOS ANGELES**

The city of Los Angeles has the highest population of all the cities in the SCAG region. In 2020, the population of the city of Los Angeles was 3,898,747 (U.S. Census Bureau 2023). SCAG projects the population of the city of Los Angeles is expected to increase by approximately 872,553 residents between 2020 and 2045, an increase of approximately 22.4 percent. By the anticipated project buildout year (2037), the population of the city of Los Angeles is forecast to be 4,540,266, or in an increase of 16.5 percent from 2020 (U.S. Census Bureau 2022a and 2023; SCAG 2020a)<sup>3</sup>.

## **PROJECT SITE**

The OSP Specific Plan Site is developed with 478 residential units, while the 327 Harbor Site is vacant and undeveloped. Based on the San Pedro Community Plan Area (CPA) household demographics of approximately 2.42 persons per residential unit, the OSP Specific Plan Site has approximately 1,157 residents (City of Los Angeles 2021a).

### *Households*

Table 4.10-2 provides the latest household data and forecasts through 2045 for the larger SCAG region, Los Angeles County, and the city of Los Angeles.

---

<sup>1</sup> The 2037 interpolated value is calculated using SCAG's 2035 (21,443,000 residents) and 2045 (22,504,000 residents) projected regional population values to find the average increase in population per year and applying that increase for the two years between 2035 and 2037:  $[(22,504,000 - 21,443,000) / 10] \times 2 + 21,443,000 = 21,655,200$  residents

<sup>2</sup> The 2037 interpolated value is calculated using SCAG's 2035 (11,174,000 residents) and 2045 (11,674,000 residents) projected Los Angeles County population values to find the average increase in population per year and applying that increase for the two years between 2035 and 2037:  $[(11,674,000 - 11,174,000) / 10] \times 2 + 11,174,000 = 11,274,000$  residents

<sup>3</sup> The 2037 interpolated value is calculated using SCAG's 2016 (3,933,800 residents) and 2045 (4,771,300 residents) projected city of Los Angeles population values to find the average increase in population per year and applying that increase for the 21 years between 2016 and 2037:  $[(4,771,300 - 3,933,800) / 29] \times 21 + 3,933,800 = 4,540,266$  residents

---

**Table 4.10-2 SCAG Household Growth Projections**

Location	Households			
	2016 <sup>1</sup>	2020 <sup>2</sup>	2037 <sup>3</sup>	2045 <sup>1</sup>
SCAG Region	6,012,000	6,333,000	7,262,200	7,633,000
Los Angeles County	3,319,000	3,472,000	3,931,800	4,119,000
City of Los Angeles	1,367,000	1,425,759 <sup>3</sup>	1,675,483	1,793,000

Note: At the time of this EIR/EIS, the household data from the 2020 U.S. Census were not available. Therefore, SCAG estimates for households are reported in this table.

<sup>1</sup> SCAG 2020a

<sup>2</sup> U.S. Census Bureau 2022a

<sup>3</sup> Based on linear interpolation from the 2016-2045 SCAG values (SCAG 2020a)

## REGIONAL

The SCAG region contained an estimated 6,333,000 households in 2020, which is expected to grow by approximately 20.5 percent to 7,633,000 by the year 2045. By the anticipated project buildout year (2037), the regional number of households is forecast to be 7,262,200, or in an increase of 14.7 percent from 2020 estimates (SCAG 2020a)<sup>4</sup>.

## LOS ANGELES COUNTY

Los Angeles County contained an estimated 3,472,000 households in 2020 (SCAG 2020a). Based on SCAG’s forecasts, Los Angeles County is anticipated to have 4,119,000 households by the year 2045, an 18.6 percent increase from 2020 (SCAG 2020a). By the anticipated project buildout year (2037), Los Angeles County is forecast to contain 3,931,800 households, or in an increase of 13.2 percent from 2020 (SCAG 2020a)<sup>5</sup>.

## CITY OF LOS ANGELES

In 2020, the city of Los Angeles contained an estimated 1,425,759 households (SCAG 2020a)<sup>6</sup>. The number of households in the city of Los Angeles is expected to increase by approximately 367,241 households between 2020 and 2045, an increase of approximately 25.8 percent. By the anticipated project buildout year (2037), the city of Los Angeles is forecast to contain 1,675,483 households, or in an increase of 17.5 percent from 2020 (SCAG 2020a)<sup>7</sup>.

## PROJECT SITE

The OSP Specific Plan Site has 478 existing households, and the 327 Harbor Site is undeveloped.

<sup>4</sup> The 2037 interpolated value is calculated using SCAG’s 2035 (7,170,000 households) and 2045 (7,633,000 households) projected regional household values to find the average increase in households per year and applying that increase for the two years between 2035 and 2037:  $([7,633,000 - 7,170,000] / 10) \times 2 + 7,170,000 = 7,262,600$  households

<sup>5</sup> The 2037 interpolated value is calculated using SCAG’s 2035 (3,885,000 households) and 2045 (4,119,000 households) projected Los Angeles County household values to find the average increase in households per year and applying that increase for the two years between 2035 and 2037:  $([4,119,000 - 3,885,000] / 10) \times 2 + 3,885,000 = 3,931,800$  households

<sup>6</sup> The 2037 interpolated value is calculated using SCAG’s 2016 (1,367,000 households) and 2045 (1,793,000 households) projected city of Los Angeles household values to find the average increase in households per year and applying that increase for the four years between 2016 and 2020:  $([1,793,000 - 1,367,000] / 29) \times 4 + 1,367,000 = 1,425,759$  households

<sup>7</sup> The 2037 interpolated value is calculated using SCAG’s 2016 (1,367,000 households) and 2045 (1,793,000 households) projected city of Los Angeles household values to find the average increase in number of households per year and applying that increase for the 21 years between 2016 and 2037:  $([1,793,000 - 1,367,000] / 29) \times 21 + 1,367,000 = 1,675,483$  households

*Jobs*

Table 4.10-3 provides the latest employment data and forecasts through 2045 for the larger SCAG region, Los Angeles County, and the city of Los Angeles.

**Table 4.10-3 SCAG Employment Growth Projections**

Location	Jobs			
	2016 <sup>1</sup>	2020 <sup>2</sup>	2037 <sup>4</sup>	2045 <sup>1</sup>
SCAG Region	8,389,000	7,026,896	9,662,600	10,049,000
Los Angeles County	4,743,000	3,914,718	5,214,000	5,382,000
City of Los Angeles	1,848,300	1,887,969 <sup>3</sup>	2,056,562	2,135,900

Note: At the time of this EIR/EIS, the jobs data for the city of Los Angeles from the 2020 U.S. Census were not available. Therefore, SCAG estimates for jobs are reported in this table.

<sup>1</sup> SCAG 2020a

<sup>2</sup> U.S. Census Bureau 2022a

<sup>3</sup> Based on linear interpolation from the 2016-2045 SCAG values (SCAG 2020a)

<sup>4</sup> Based on linear interpolation from the 2035-2045 SCAG values (SCAG 2020a)

**REGIONAL**

The SCAG region contained an estimated 8,695,000 jobs in 2020, which is expected to grow by approximately 15.6 percent to 10,049,000 by the year 2045. By the anticipated project buildout year (2037), the regional number of jobs is forecast to be 9,662,600, or in an increase of 11.1 percent from 2020 estimates (SCAG 2020a)<sup>8</sup>.

**LOS ANGELES COUNTY**

Los Angeles County contained an estimated 4,838,000 jobs in 2020, which is expected to grow by approximately 11.2 percent to 5,382,000 by the year 2045. By the anticipated project buildout year (2037), the number of jobs in Los Angeles County is forecast to be 5,214,000, or in an increase of 7.8 percent from 2020 estimates (SCAG 2020a)<sup>9</sup>.

**CITY OF LOS ANGELES**

In 2020, the city of Los Angeles contained an estimated 1,887,969 jobs (SCAG 2020a)<sup>10</sup>. Employment in the city of Los Angeles is expected to increase by approximately 247,931 between 2020 and 2045, an increase of approximately 13.1 percent. By the anticipated project buildout year (2037), the city of Los Angeles is forecast to contain 2,056,562 jobs, or in an increase of 8.9 percent from 2020 (SCAG 2020a)<sup>11</sup>.

<sup>8</sup> The 2037 interpolated value is calculated using SCAG’s 2035 (9,566,000 jobs) and 2045 (10,049,000 jobs) projected regional job values to find the average increase in jobs per year and applying that increase for the two years between 2035 and 2037:  $((10,049,000 - 9,566,000) / 10) \times 2 + 9,566,000 = 9,662,600$  jobs

<sup>9</sup> The 2037 interpolated value is calculated using SCAG’s 2035 (5,172,000 jobs) and 2045 (5,382,000 jobs) projected Los Angeles County job values to find the average increase in jobs per year and applying that increase for the two years between 2035 and 2037:  $((10,049,000 - 5,172,000) / 10) \times 2 + 5,172,000 = 5,214,000$  jobs

<sup>10</sup> The 2037 interpolated value is calculated using SCAG’s 2016 (1,848,300 jobs) and 2045 (2,135,900 jobs) projected City of Los Angeles job values to find the average increase in number of jobs per year and applying that increase for the four years between 2016 and 2020:  $((2,135,900 - 1,848,300) / 29) \times 4 + 1,848,300 = 1,887,969$  jobs

<sup>11</sup> The 2037 interpolated value is calculated using SCAG’s 2016 (1,848,300 jobs) and 2045 (2,135,900 jobs) projected City of Los Angeles job values to find the average increase in number of jobs per year and applying that increase for the 21 years between 2016 and 2037:  $((2,135,900 - 1,848,300) / 29) \times 21 + 1,848,300 = 2,056,562$  jobs

## **PROJECT SITE**

The OSP Specific Plan Site and 327 Harbor Site are not developed with commercial uses and there are no existing sources of employment or employees associated with the project site.

### 4.10.2 Regulatory Setting

#### **a. Federal Laws and Regulations**

##### **Comprehensive Housing Affordability Study**

The Comprehensive Housing Affordability Strategy (CHAS) has been developed by the United States Department of Housing and Urban Development (HUD) (HUD 2022). The primary purpose of the CHAS data is to demonstrate the number of households in need of housing assistance. This is estimated by the number of households that have certain housing problems and have income low enough to qualify for HUD's programs (primarily 30, 50, and 80 percent of median income). CHAS also considers the prevalence of housing problems among different types of households, such as the elderly, disabled, minorities, and different household types. The CHAS data provide counts of the numbers of households that fit these HUD-specified characteristics in HUD-specified geographic areas.

In addition to estimating low-income housing needs, the CHAS data contribute to a more comprehensive market analysis by documenting issues such as lead paint risks, affordability mismatch, and the interaction of affordability with variables such as age of homes, number of bedrooms, and type of building.

##### **Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970**

The Uniform Relocation Assistance and Real Property Acquisition Policies Act (Public Law 91-646/42 USC Ch. 61) provides important protections and assistance for people affected by federally funded projects. This law was enacted by Congress to ensure that people whose real property is acquired, rehabilitated, or demolished, or who move as a result of projects receiving federal funds, will be treated fairly and equitably and will receive assistance in moving from the property they occupy. The Code of Federal Regulations (CFR) requires implementation of a Relocation Plan, along with other requirements, for federally funded projects, such as the proposed project, that will require the relocation of residents (49 CFR Part 24).

#### **b. State Laws and Regulations**

##### **Housing Element Law**

Section 65583 of the California Government Code requires cities and counties to prepare a housing element, as one of the state-mandated elements of the General Plan, with specific direction on its content. Pursuant to Section 65584(a)(1) the California Department of Housing and Community Development is responsible for determining the regional housing needs assessment (segmented by income levels) for each region's planning body known as a "council of governments" (COG), SCAG being the COG serving the Southern California area. The California Department of Housing and Community Development prepares an initial housing needs assessment and then coordinates with each COG in order to arrive at the final regional housing needs assessment. To date, there have been four previous housing element update "cycles." California is now in its fifth "housing-element update

cycle.” SCAG’s Regional Housing Needs Assessment (RHNA) and the City’s General Plan Housing Element are discussed further below.

### **Senate Bill 375**

The Sustainable Communities and Climate Protection Act of 2008 (Sustainable Communities Act, SB 375, Chapter 728, Statutes of 2008) focuses on aligning transportation, housing, and other land uses to achieve regional GHG emission reduction targets established under the California Global Warming Solutions Act, also known as AB 32. SB 375 requires Metropolitan Planning Organizations to develop an SCS as part of the RTP, with the purpose of identifying policies and strategies to reduce per capita passenger vehicle-generated GHG emissions. As set forth in SB 375, the SCS must: (1) identify the general location of land uses, residential densities, and building intensities within the region; (2) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period; (3) identify areas within the region sufficient to house an eight-year projection of the regional housing need; (4) identify a transportation network to service the regional transportation needs; (5) gather and consider the best practically available scientific information regarding resource areas and farmland in the region; (6) consider the state housing goals; (7) establish the land use development pattern for the region that, when integrated with the transportation network and other transportation measures and policies, will reduce GHG emissions from automobiles and light-duty trucks to achieve GHG emission reduction targets set by California Air Resources Board (CARB), if there is a feasible way to do so; and (8) comply with air quality requirements established under the Clean Air Act.

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

As discussed further below, on September 3, 2020, SCAG adopted its Connect SoCal: The 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy (2020-2045 RTP/SCS), which is an update to the previous 2016-2040 RTP/SCS. Using growth forecasts and economic trends, the 2020-2045 RTP/SCS provides a vision for transportation throughout the region for the next 25 years that achieves the statewide reduction targets; and in so doing identifies the amount and location of growth expected to occur within the region (SCAG 2020b).

### **Housing Crisis Act of 2019**

On October 9, 2019, Governor Newsom signed into law the Housing Crisis Act of 2019 (SB 330). SB 330 seeks to speed up housing production in the next half decade by eliminating some of the most common entitlement impediments to the creation of new housing, including delays in the local permitting process and cities enacting new requirements after an application is complete and undergoing local review—both of which can exacerbate the cost and uncertainty that sponsors of

housing projects face. In addition to speeding up the timeline to obtain building permits, the bill prohibits local governments from reducing the number of homes that can be built through down-planning or down-zoning or the introduction of new discretionary design guidelines. The bill is in effect as of January 1, 2020 but is temporary in nature as the bill's provisions expire on January 1, 2025.

### **Fair Employment and Housing Act**

The Fair Employment and Housing Act of 1959 (Government Code Section 12900 et seq.) prohibits housing discrimination on the basis of race, color, religion, sexual orientation, marital status, national origin, ancestry, familial status, disability, or source of income.

### **The Unruh Civil Rights Act**

The Unruh Civil Rights Act of 1959 (Civ. Code Section 51) prohibits discrimination in "all business establishments of every kind whatsoever." The provision has been interpreted to include businesses and persons engaged in the sale or rental of housing accommodations.

### **California Relocation Assistance Act**

The California Relocation Assistance Act (Government Code Section 7260 et seq.) establishes uniform policies to provide for the fair and equitable treatment of people displaced from their homes or businesses as a direct result of state and/or local government projects or programs. This Act requires that comparable replacement housing be made available to displaced persons within a reasonable period of time prior to the displacement. Displaced persons or businesses are assured payment for their acquired property at fair market value. Relocation assistance in the form of advisory assistance and financial benefits are provided at the local level. This includes aid in finding a new home location, payments to help cover moving costs, and additional payments for certain other costs.

## **c. Regional and Local Laws Regulations**

### **Regional**

#### *Southern California Association of Governments*

The city of Los Angeles is located within the jurisdiction of SCAG, a Joint Powers Agency established under California Government Code Section 6502 et seq. Pursuant to federal and State law, as discussed above, SCAG serves as a Council of Governments, a Regional Transportation Planning Agency, and the 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 RTP/SCS and RHNA, in coordination with other State and local agencies. These documents include population, employment, and housing projections for the region and its 15 subregions. The city of Los Angeles is located within the Los Angeles Subregion.

SCAG is tasked with providing demographic projections for use by local agencies and public service and utility agencies in determining future service demands. Projections in the SCAG RTP/SCS serve as the basis for demographic estimates in the analysis provided below of project consistency with growth projections.

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

#### *2020-2045 Regional Transportation Plan/Sustainable Communities Strategy*

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

#### *Regional Housing Needs Assessment*

SCAG prepares the RHNA mandated by State law so that local jurisdictions can use this information during their periodic update of the General Plan Housing Element. The RHNA identifies the housing needs for very low income, low income, moderate income, and above moderate-income groups, and allocates these targets among the local jurisdictions that comprise SCAG. The RHNA addresses existing and future housing needs. The existing need for housing is determined using data from the most recent U.S. Census. The future need for housing is determined using data on forecasted household growth, historical growth patterns, job creation, household formation rates, and other factors. The need for new housing is distributed among income groups so that each community moves closer to the regional average income distribution. The most recent RHNA allocation, the “6th Cycle RHNA Allocation Plan,” was approved by the State Department of Housing and Community Development on March 22, 2021. The City of Los Angeles was assigned an RHNA of 456,643 units for the 2021 to 2029 planning period. This allocation identifies housing needs for the planning period between October 2021 through October 2029 (SCAG 2021). Local jurisdictions are required by State law to update their General Plan Housing Elements based on the most recently adopted RHNA allocation.

The City’s previous RHNA, for the years 2013 through 2021, identified a need for an additional 82,002 housing units, including 32,862 low and very low-income units (City of Los Angeles 2020). As of January 2023, the City has approved entitlements for 27,397 affordable units and 189,552 total units, indicating that the City was not able to meet the previous RHNA allocation for low-income housing units (City of Los Angeles 2023).

## **Local**

#### *City of Los Angeles General Plan*

The City General Plan was prepared pursuant to State law to guide future development and to identify the community’s environmental, social, and economic goals. The General Plan sets forth goals, objectives, and programs to provide a guideline for day-to-day land use policies and to meet the



existing and future needs and desires of the community, while at the same time integrating a range of State-mandated elements including Transportation, Noise, Safety, Housing, Open Space/Conservation, and Environmental Justice. The General Plan also includes the General Plan Framework Element (General Plan Framework), discussed below, and the Community Plan, which guides land use at the level of the CPA.

### *City of Los Angeles General Plan Framework*

The General Plan Framework (Framework Element) sets forth a Citywide comprehensive long-range growth strategy and defines Citywide policies regarding land use, housing, urban form, neighborhood design, open space and conservation, economic development, transportation, infrastructure, and public services (City of Los Angeles 1995). 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 also includes population, housing, and employment projections to guide future Community Plan amendments. However, the General Plan Framework makes clear that its population forecasts are estimates for guiding amendments: "... it [Framework Element] is not dependent upon these population levels or distributions for its implementation. It does not mandate specific levels of growth for any specific area (neither minimums nor caps)" (City of Los Angeles 1995a).

The General Plan Framework housing chapter states that housing production has not kept pace with the demand for housing. According to the General Plan Framework, the City has insufficient vacant properties to accommodate the projected population growth and the supply of land zoned for residential development is constrained. The Housing Chapter states that new residential development will require the recycling and/or intensification of existing developed properties. 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, particularly by encouraging future housing development near transit corridors and stations. The Housing Chapter includes goals, objectives and policies to guide future development. The following Housing Chapter policies and objectives are applicable to the proposed project:

- **Policy 4.1.1:** Provide 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:** Encourage 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.
- **Objective 4.3:** Reduce regulatory and procedural barriers to increase housing production and capacity in appropriate locations (City of Los Angeles 1995b).

### *City of Los Angeles General Plan Housing Element*

The General Plan Housing Element (Housing Element) is prepared pursuant to State law and provides planning guidance in meeting the housing needs identified in SCAG's RHNA. The Housing Element identifies the City's housing conditions and needs, establishes the goals, objectives, and policies that are the foundation of the City's housing and growth strategy, and provides the array of programs the City intends to implement to create sustainable, mixed-income neighborhoods. The City adopted its latest Housing Element in November 2021 for the planning years 2021-2029. The 2021-2029 Housing Element is an update to the previous 2013-2021 Housing Element and is based on the updated 2021

RHNA. Although the proposed project's horizon year of 2037 is beyond the planning horizon for the Housing Element, it is expected that future housing policy will contain similar goals and objectives to address growth beyond 2029.

The 2021-2029 Housing Element includes four Citywide Housing Priorities to address the housing shortage (particularly affordable housing), advance racial equity and access to opportunity, prevent displacement, and promote sustainability, resilience, and environmental justice through housing. Policies contained in the 2021-2029 Housing Element that are relevant to the proposed project include:

- **Policy 1.1.2:** Plan for appropriate land use designations and density to accommodate an ample supply of housing units by type, cost, and size within the city to meet housing needs, according to Citywide Housing Priorities and the City's General Plan.
- **Policy 1.1.4:** Plan for and provide sufficient services and amenities to support the existing and planned population.
- **Policy 1.1.5:** Strengthen efforts to achieve regional housing goals by collaborating, planning and advocating at regional, state and federal levels.
- **Policy 1.1.7:** Incentivize production of mixed income and 100% Affordable Housing projects by rezoning for more inclusive development at densities that enable their construction in every geography.
- **Policy 1.1.10:** Amplify and prioritize underrepresented voices and communities of color in the City's planning engagement processes to result in more equitable outcomes.
- **Policy 1.2.1:** Expand rental and for-sale housing for people of all income levels. Prioritize housing developments that result in a net gain of Affordable Housing and serves those with the greatest needs.
- **Policy 1.2.2:** Facilitate the construction of a range of different housing types that addresses the particular needs of the City's diverse households.
- **Policy 1.2.9:** Allow for zoning flexibility for Affordable Housing at the project review and planning levels when broader Citywide Priorities are being advanced.
- **Policy 1.2.10:** Prioritize the development of Affordable Housing on public land.
- **Policy 1.3.1:** Prioritize housing capacity, resources, policies and incentives to include Affordable Housing in residential development, particularly near transit, jobs, and in Higher Opportunity Areas.
- **Policy 2.3.2:** Rehabilitate and/or replace substandard housing with housing that is decent, safe, healthy and affordable.
- **Policy 3.1.3:** Develop and implement design standards that promote quality residential development.
- **Policy 3.1.7:** Promote complete neighborhoods by planning for housing that includes open space, and other amenities (City of Los Angeles 2021b).

The Housing Element guides housing policy in Los Angeles between 2021 and 2029. Although the proposed project's horizon year of 2037 is beyond the planning horizon for the Housing Element, it is expected that future housing policy will contain similar goals and objectives to address growth beyond 2029.

The project site is identified in Chapter 4, Adequate Sites for Housing, of the 2021-2029 Housing Element as a candidate site for increased lower income housing. The project site is identified as one of the pipeline developments on public land, and the 2021-2029 Housing Element assumes that 274 additional housing units would be constructed on the site by 2029 (City of Los Angeles 2021b).

### *San Pedro Community Plan*

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

The San Pedro Community Plan (Community Plan) was adopted in October 2017 and provides guidance for development to achieve the community's vision. The Community Plan addresses planning topics such as land use and housing, parks and open space, urban design, infrastructure, mobility, arts and culture, and history. The Community Plan's importance lies in its ability to shape positive community change, fostering sustainable land use patterns while balancing the unique character of the community with citywide policies and regional initiatives (City of Los Angeles 2017).

The San Pedro Community Plan identifies Rancho San Pedro as a distressed and underutilized residential development that could be an opportunity area to accommodate growth and implement improvements. The Community Plan includes Goal LU4 and Policies LU4.1 and LU 4.2 regarding Rancho San Pedro:

- **Goal LU4:** Revitalization of transitioning, distressed, and/or under-utilized residential developments.
  - **Policy LU4.1,** Improve Rancho San Pedro: When redevelopment of the Rancho San Pedro site is planned, including rehabilitation and modernization to conform with all applicable health and safety codes, such development should be:
    - designed to provide a mix of housing types for a range of incomes;
    - planned with an appropriate mix of rental and for-sale units;
    - compatible with Low Medium to Medium plan density designations on average
    - open and integrated into the community (not gated);
    - coordinated with Los Angeles Unified School District to provide needed school facilities;
    - coordinated with Los Angeles Police Department guidelines to include design features that reduce the incidence of criminal activity; and
    - developed with accessible public open and recreational space.

- **Policy LU4.2, Public private partnerships:** Support and encourage public/private partnerships and other efforts to revitalize Rancho San Pedro, including those available to the City of Los Angeles Housing Authority.

#### *L.A.'s Green New Deal*

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

- Ensure 57 percent of new housing units are built within 1,500 feet of transit by 2025; and 75 percent by 2035.
- Increase cumulative new housing unit construction to 150,000 by 2025; and 275,000 units by 2035.
- Create or preserve 50,000 income-restricted affordable housing units by 2035 and increase stability for renters (City of Los Angeles 2019).

#### *Los Angeles Municipal Code*

Zoning regulations provide for the types and densities of commercial, institutional, industrial, and residential uses permitted in each of the City's zones. Zoning in the city establishes the maximum allowable development in a zone. Zoning also includes height limitations and other development standards which together regulate setbacks, building heights, floor area ratios (FAR), open space and parking for each parcel within the city, as applicable.

The Los Angeles Municipal Code (LAMC) is currently undergoing a comprehensive update to all Zoning Code sections as part of the re:code LA effort. re:code LA, which started in 2013, will update the Zoning Code to make the Code more streamlined, visual, and easy to use. The existing Zoning Code will continue to be located in Chapter 1 of the LAMC, while the New Zoning Code will be located in a new Chapter 1A of the LAMC.

#### *Affordable Housing and Labor Standards Initiative (Proposition JJJ)*

Proposition JJJ, approved on November 8, 2016, is a measure to impose affordable housing and local labor hiring requirements on new development projects, as well as set a minimum wage for hired construction workers. The measure included a number of key provisions. All development projects that include 10 or more residential units and require changes to the General Plan or other zoning are required to make a percentage of the units affordable to low-income and working residents or pay a fee to fund affordable housing and enforce laws that protect renters. Developers are required to make as much as 20 percent of the units in a project affordable for low-income and working renters. That number can be as high as 40 percent for homes that are for sale.

Developers of any such residential projects are required to hire contractors who:

- Are licensed according to city and State law;
- Guarantee to offer at least 30 percent of work-hours to city residents, with 10 percent coming from those living within 5 miles of the project;
- Pay standard wages for the area; and
- Employ members of apprenticeship training programs and workers with real-world experience.

Moreover, projects planned around public transit within 0.5 mile of significant public transit stops are encouraged through an incentive program that applies only to projects that include affordable housing and require contractors to comply with the restrictions laid out in the bulleted list above.

#### *Transit Oriented Communities Affordable Housing Incentive Program*

Pursuant to the voter-approved Measure JJJ, LAMC Section 12.22 A.31 was added to create the Transit Oriented Communities (TOC) Affordable Housing Incentive Program (TOC Program). The TOC Program provides incentives for developers to build affordable housing located within a 0.5-mile radius of major transit stops<sup>12</sup>. All development projects that include 10 or more residential units and involve a zone change, general plan amendment, or height district change would be subject to the new requirements.

#### *Affordable Housing Linkage Fee Ordinance*

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

#### *Affordable Housing Trust Fund*

The City created and administers the Affordable Housing Trust Fund (Fund), which is codified in the LAMC. The Fund establishes a special fund for the purposes of receiving and disbursing monies to address the affordable housing needs of the City. The Fund requires 25 percent of the received initial and continuing net revenue of the 2001 business tax and payroll expense tax amnesty program and the revenue program of the Revenue and Taxation Code Section 1955.1 (AB 63) be allocated to the Fund.

#### *Density Bonus Ordinance*

The purpose of the City's Density Bonus Ordinance, codified as LAMC Section 12.22 A.25, is to establish procedures for implementing State Density Bonus requirements, as set forth in California Government Code Sections 65915-65918, and to increase the production of affordable housing, consistent with City policies. Subject to the provisions of LAMC Section 12.22 A.25, housing development projects that include an affordable housing component and senior citizen housing development projects may be granted a density bonus, allowing for a density increase over the

---

<sup>12</sup> Major Transit Stop is a site containing a rail station or the intersection of two or more bus routes with a service interval of 15 minutes or less during the morning and afternoon peak commute periods. The stations or bus routes may be existing, under construction or included in the most recent SCAG RTP/SCS.

otherwise maximum allowable residential density under the applicable zoning ordinance and/or specific plan. The density bonus is determined based on the percentage and type of restricted affordable housing units provided and shall not exceed 35 percent. The amount of parking required for these projects may also be reduced. In addition, a housing development project that qualifies for a density bonus may be granted incentives set forth in the ordinance that allow for modification to a City development standard or requirement.

#### *Rent Stabilization Ordinance*

The City's Rent Stabilization Ordinance (RSO) was established in response to the shortage of affordable housing in Los Angeles and went into effect May 1, 1979. The RSO's purpose is to regulate rents so as to safeguard tenants from excessive rent increases, while at the same time providing landlords with just and reasonable returns from their rental units. The RSO addresses allowable rent increases, the registration of rental units, legal reasons for eviction, and the causes for eviction requiring relocation assistance payment to the tenant. Properties subject to the RSO are those that are within the city limits, contain two or more units, and have a Certificate of Occupancy prior to October 1, 1978, as well as replacement units under LAMC Section 151.28. A complaint can be filed by any tenant who believes that an owner, manager, or agent has committed a violation of the RSO. The Housing and Community Investment Department oversees and enforces the RSO. The RSO comprises Chapter XV of the LAMC.

In 2017, two ordinances amending the RSO went into effect. The "Ellis Amendments" (Ordinance No. 184873) amended the RSO requirements for demolition or permanent withdrawal of RSO units. The amendments provide clarification on the applicability of RSO to both vacant and occupied units, the unit withdrawal process, and relocation service requirements. In addition, the amendments require that property owners file annual status reports on withdrawn properties and allow landlords to qualify for an exemption on newly constructed units where RSO units are demolished by providing a certain amount of affordable housing. The second amendment (Ordinance No. 184822) addresses relocation assistance for unpermitted rental units and requires that eviction notices must list one of the permitted RSO eviction reasons.

#### *One San Pedro Relocation Plan*

As required by the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970, before any tenant relocation occurs, HACLA must approve the project's Relocation Plan, which is currently under development (49 CFR 24 Subpart C). The Relocation Plan incorporates the proposed phasing to minimize disturbance to current residents. The project would pursue a "build-first" approach to the greatest extent possible. When residents must be relocated, HACLA adheres to all of the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Pursuant to HUD regulations, current residents who are in good standing would have the option to return to the property after construction is complete. Residents would be offered a choice of housing including a new on-site unit or unit at the 327 Harbor Site, a tenant-based housing choice voucher, or a public housing unit at another HACLA community. Relocation opportunities would be offered within the school district, and residents would also have the choice to move to other areas of the city if desired. Residents would be provided relocation counseling, compensation for moving expenses, and provided with decent, safe and sanitary housing choices. For relocation activities, HACLA would take into consideration individual household preferences and needs to be close to public transportation, employment, schools, medical/public/social services and agencies, recreational services, parks,

community centers, and/or shopping and would attempt to accommodate households by moving them to an available unit on site or at the 327 Harbor Site. Upon completion of the initial replacement units on the OSP Specific Plan Site in Phase 1, residents temporarily moved during construction of Phase 1 would be given first priority to return to new units. If additional replacement units are available, those units would be given first priority to residents in the next construction stage footprint with levels of priority based on matching household sizes to units available and within those tiers of similar household sizes, providing first priority based on the length of tenancy of the household at Rancho San Pedro. The Relocation Plan would be considered and approved by HACLA's Board of Commissioners prior to any development at One San Pedro.

### 4.10.3 Impact Analysis

#### **a. Significance Thresholds and Methodology**

##### **Significance Thresholds**

Impacts related to population and housing would be potentially significant if they exceed the following significance criteria in accordance with Appendix G of the CEQA Guidelines:

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

For this analysis, the Appendix G thresholds listed above are relied upon. The analysis utilizes factors and considerations identified in the City's 2006 L.A. CEQA Thresholds Guide, as appropriate, to assist in answering the Appendix G threshold questions (City of Los Angeles 2006).

The L.A. CEQA Thresholds Guide identifies the following criteria to evaluate population and housing growth on a case-by-case basis:

- The degree to which the project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/build out, 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
- The extent to which growth would occur without implementation of the project (City of Los Angeles 2006)

In addition, the L.A. CEQA Thresholds Guide identifies the following criteria to evaluate displacement of residents and housing on a case-by-case basis:

- The total number of residential units to be demolished, converted to market rate, or removed through other means as a result of the proposed project, in terms of net loss of market-rate and affordable units
- The current and anticipated housing demand and supply of market rate and affordable housing units in the area

- The land use and demographic characteristics of the area and the appropriateness of housing in the area
- Whether the proposed project is consistent with adopted City and regional housing policies such as the Framework and Housing Elements, HUD Consolidated Plan and CHAS policies, and the adopted Redevelopment Plans, Rent Stabilization Ordinance, and the RTP/SCS (City of Los Angeles 2006)

## **Methodology**

The analysis of population and housing impacts compares the project's contribution to population, housing, and employment growth to citywide projections and policies regarding future development. The environmental impacts of the project were assessed based on whether the project would cause growth exceeding that which is projected or planned for the city of Los Angeles either directly through the provision of housing and employment or indirectly through the creation or expansion of infrastructure.

The project's potential impacts related to population and housing growth are determined based on the proposed number of residential units included in the project's development scenarios, all of which are conservatively estimated to be occupied (i.e., "households"). The proposed project's residential population was calculated based on the San Pedro CPA household demographics of approximately 2.42 persons per residential unit (City of Los Angeles 2021a). In addition, the potential for population growth due to the generation of new jobs and employees on the site associated with the non-residential components of the project was assessed. The number of potential employees was estimated using the generation rates provided by the City of Los Angeles Vehicle Miles Traveled Calculator Documentation (Los Angeles Department of Transportation [LADOT] 2020). Consistent with the analysis provided in Section 4.13, *Transportation*, the rates of 2.0 employees/1,000 sf of general retail space, 4.0 employees/1,000 sf of supermarket, and 4.0 employees/1,000 sf of high-turnover sit-down restaurant were used to determine the potential number of new employees associated with the proposed project (LADOT 2020). The additional residents, housing units, and jobs generated by the proposed project were then compared to the SCAG 2020—2045 RTP/SCS growth forecasts. Growth forecasts for the SCAG region and the city of Los Angeles were derived based on linear interpolations of data from the 2020—2045 RTP/SCS for the project's buildout year (2037), as described in Section 4.10.1, *Environmental Setting*.

### **b. Project Design Features**

No specific project design features (PDFs) are proposed with regard to population, housing, or employment.



### c. Project Impacts and Mitigation Measures

**Threshold 1:** Would the project induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

**Impact PH-1** THE PROPOSED PROJECT WOULD RESULT IN A NET INCREASE OF 1,122 RESIDENTIAL UNITS, 45,000 SF OF COMMERCIAL USES, AND 85,000 SF OF NEIGHBORHOOD SERVING USES. THE PROJECT WOULD GENERATE APPROXIMATELY 2,715 NEW RESIDENTS AND 314 NEW JOBS ON THE PROJECT SITE. THIS POPULATION AND EMPLOYMENT GROWTH WOULD BE ACCOUNTED FOR IN THE EXISTING POPULATION, HOUSING, AND EMPLOYMENT FORECASTS FOR THE CITY OF LOS ANGELES AND WOULD NOT RESULT IN SUBSTANTIAL UNPLANNED POPULATION GROWTH. ADDITIONALLY, THE PROPOSED PROJECT WOULD NOT INDUCE SUBSTANTIAL INDIRECT POPULATION GROWTH BY INTRODUCING UNPLANNED INFRASTRUCTURE, ACCELERATING DEVELOPMENT IN AN UNDEVELOPED AREA, OR SIGNIFICANTLY INCREASING THE NUMBER OF EMPLOYEES IN THE CITY. THEREFORE, IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The OSP Specific Plan Site is currently developed with the Rancho San Pedro public housing complex. Existing development includes 478 public housing units and 8,000 square feet (sf) of amenities, services, and administration land uses including a management/leasing office, computer center and resident leadership office, social hall, maintenance building, community room, playground, sports field, grilling area, picnic tables, and a community garden. The 327 Harbor Site is vacant and undeveloped.

The proposed project would involve the phased demolition of existing structures on the OSP Specific Plan Site and the construction of up to 1,553 multi-family residential units, 85,000 sf of Neighborhood Serving Uses such as amenities and administrative offices, and 45,000 sf of local-serving commercial and retail uses. Construction on the OSP Specific Plan Site is conservatively assumed to start in 2024 and would occur over three phased Phases over a period spanning approximately 14 to 20 years. The 327 Harbor Site would be developed with 47 residential units to serve as replacement housing for current Rancho San Pedro residents that would be relocated during construction on the OSP Specific Plan Site. Construction on the 327 Harbor Site is conservatively assumed to take place between 2023 and 2025.

The proposed project includes two development scenarios (see Section 2, *Project Description*) that would involve phasing construction on the OSP Specific Plan Site in different ways. Under Scenario A, the densest development would be located in Phases 2 and 3, whereas under Scenario B, development would be densest in Phases 1 and 2. Under both Scenarios, the footprint of development would be identical, construction and grading activities would be the same, and the overall buildout of the project site would involve the same types and amounts of land uses. Therefore, this analysis applies to both Scenario A and Scenario B.

### Construction

During construction of the project, there would be no direct impacts to population growth; however, construction activities would create short-term employment opportunities in the construction field, which could indirectly increase the population and demand for housing in the vicinity of the project site. However, the employment patterns of construction workers in southern California are such that it is not likely that they would relocate their households as a consequence of the construction employment associated with the proposed project. The construction industry differs from most other employment sectors in several ways:

- There is no regular place of work. Construction workers regularly commute to job sites that change many times over the course of a year. Their sometimes-lengthy daily commutes are facilitated by the off-peak starting and ending times of the typical construction workday.
- Many construction workers are highly specialized (e.g., crane operators, steel workers, masons) and move from job site to job site as dictated by the demand for their skills.
- The work requirements of most construction projects are highly specialized. Workers remain at a job site only for the time frame in which their specific skills are needed to complete a particular stage of the construction process.

There were an estimated 297,145 construction workers in Los Angeles County in 2021, which is the latest available data (U.S. Census Bureau 2022b). Due to the large amount of construction workers within Los Angeles County it is expected that the skilled workers anticipated to construct the proposed project already reside within the region. Construction workers would generally not relocate their households permanently from other regions as a result of temporary construction employment. Therefore, construction activity associated with the proposed project would not indirectly cause population growth or accelerate the demand for housing.

## **Operation**

### *Housing and Residents*

The proposed project would include up to 1,600 residential units, a net increase of 1,122 units compared to the existing 478 units on the OSP Specific Plan Site. The 6th Cycle RHNA indicates that the City of Los Angeles needs to supply an additional 456,643 dwelling units, including 184,721 lower income housing units. As illustrated by the RHNA, there is substantial need for housing within the city, and in particular, need for affordable housing. The proposed project would help meet the City's RHNA allocation by providing 1,122 new housing units, including an additional 564 affordable rental units and 45 affordable ownership units on the site, and would not result in an exceedance of the planned housing supply and projected housing need within the city.

The city of Los Angeles is anticipated to add approximately 367,241 households and 872,553 residents between 2020 and 2045 (U.S. Census Bureau 2022a; SCAG 2020a). The proposed project would result in 1,122 new households on the project site, which would represent less than 1.0 percent of the anticipated growth in households in the city. Based on the 2020 estimate of 2.42 persons per household in the San Pedro CPA, the proposed project would provide housing for an estimated 3,872 residents (City of Los Angeles 2021a)<sup>13</sup>. The project would include replacement housing for the existing 478 housing units on the OSP Specific Plan Site; therefore, the proposed project would result in an estimated net increase of 2,715 residents on the project site<sup>14</sup>. The proposed project's contribution to population growth would account for approximately 0.3 percent of the population growth projected for the city of Los Angeles by 2045, assuming that all new residents of the project would relocate from outside the city. Therefore, the proposed project would not generate new households or residents in exceedance of the planned growth for the city. Furthermore, HACLA has a waitlist of 20,000 residents in need of affordable housing. The additional affordable housing units provided by the proposed project would aid HACLA in providing for this unmet need for affordable housing. Current city of Los Angeles residents are prioritized for receiving HACLA affordable housing units; therefore, it is likely that a majority of the new residents on the project would be existing Los

---

<sup>13</sup> 1,600 households x 2.42 persons per household = 3,872 persons

<sup>14</sup> 3,872 persons – 478 households (2.42 persons per household) = 2,715 persons

Angeles residents. Therefore, operation of the proposed project would not cause substantial unplanned population or housing growth.

### *Employment*

The proposed project would include up to 45,000 sf of commercial and retail uses, such as pharmacies, restaurants, grocery stores, and retail, as well as up to 85,000 sf of Neighborhood Serving Uses on the OSP Specific Plan Site. Neighborhood Serving Uses include uses such as a workforce development center, childcare center, Boys and Girls Club, Social Hall, senior center, and small-scale retail not exceeding 3,000 sf that would provide goods and services to future residents to meet typical needs, such as dry cleaners and small convenience stores. No commercial, retail, or Neighborhood Serving Uses would be developed on the 327 Harbor Site.

Consistent with the analysis provided in Section 4.13, *Transportation*, it is assumed that a 15,000-sf grocery store would be developed, as well as 12,000 sf of restaurant and 103,000 sf of general retail/Neighborhood Serving Uses on the OSP Specific Plan Site. According to the City of Los Angeles Vehicle Miles Traveled Calculator Documentation, general retail uses in the city employ, on average, 2 employees per 1,000 sf, 4 employees/1,000 sf of supermarket, and 4 employees/1,000 sf of high-turnover sit-down restaurant (LADOT 2020). Based on this, the proposed project would be anticipated to generate 314 jobs on the OSP Specific Plan Site<sup>15</sup>.

In 2020, the city of Los Angeles contained an estimated 1,887,969 jobs (SCAG 2020a). Employment in the city of Los Angeles is expected to increase by approximately 247,931 between 2020 and 2045. The proposed project's contribution to job growth would be approximately 0.1 percent of the job growth projected for the city of Los Angeles by 2045. Therefore, operation of the proposed project would not cause population growth or accelerate the demand for housing due to employment opportunities generated on the OSP Specific Plan Site.

### *Indirect Growth*

Though the proposed project would increase residential units and commercial uses on the project site in comparison to the existing conditions, the proposed project would not result in an exceedance of anticipated population, housing, or job growth in Los Angeles and, thus, would not induce substantial unplanned population growth. Additionally, the proposed project would not induce substantial indirect population growth by introducing unplanned infrastructure, accelerating development in an undeveloped area, or significantly increasing the number of employees in the city. The project site is an infill site in an urban area served by existing roadways and infrastructure. The proposed uses are compatible with the land uses within the San Pedro CPA and the project would not involve the extension of roadways or major changes to infrastructure in the project area. The project would include minor upgrades to the electrical, water, and sewer systems serving the project site, such as new connections to existing water mains and sewer trunks within the adjacent roadways and new electrical transformers to serve the increased development density on the site (see Section 2, *Project Description*). However, these upgrades would not result in the extension of utilities into previously undeveloped areas, and would not be anticipated to generate indirect population growth. Therefore, the project would result in a less than significant impact related to indirect population growth.

---

<sup>15</sup> 15,000 sf (4 employees per 1,000 sf) + 12,000 sf (4 employees per 1,000 sf) + 103,000 sf (2 employees per 1,000 sf) = 314 employees

## **Mitigation Measures**

Impacts would be less than significant; therefore, mitigation measures are not required.

## **Significance After Mitigation**

Impacts would be less than significant without mitigation.

**Threshold 2:** Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

**Impact PH-2** THE PROPOSED PROJECT WOULD FACILITATE THE DEVELOPMENT OF 1,122 ADDITIONAL RESIDENTIAL UNITS ON THE PROJECT SITE. THE PROPOSED PROJECT WOULD NOT PERMANENTLY DISPLACE EXISTING RESIDENTS AND WOULD INCLUDE REPLACEMENT HOUSING ON THE PROJECT SITE FOR THE EXISTING 478 RESIDENTIAL UNITS. CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE WOULD NOT BE REQUIRED AND IMPACTS WOULD BE LESS THAN SIGNIFICANT.

The OSP Specific Plan Site is currently developed with 478 residential units. The 327 Harbor Site is vacant and undeveloped. The proposed project would involve the phased demolition of existing structures on the OSP Specific Plan Site and the construction of up to 1,553 multi-family residential units, 85,000 sf of Neighborhood Serving Uses such as amenities and administrative offices, and 45,000 sf of local-serving commercial and retail uses. Construction on the OSP Specific Plan Site is conservatively assumed to start in 2024 and would occur over three phased Phases over a period spanning approximately 14 to 20 years. The 327 Harbor Site would be developed with 47 residential units to serve as replacement housing for current Rancho San Pedro residents that would be relocated during construction on the OSP Specific Plan Site. Construction on the 327 Harbor Site is conservatively assumed to take place between 2023 and 2025.

The proposed project includes two development scenarios (see Section 2, *Project Description*) that would involve phasing construction on the OSP Specific Plan Site in different ways. Under Scenario A, the densest development would be located in Phases 2 and 3, whereas under Scenario B, development would be densest in Phases 1 and 2. Under both Scenarios, the footprint of development would be identical, construction and grading activities would be the same, and the overall buildout of the project site would involve the same types and amounts of land uses. Therefore, this analysis applies to both Scenario A and Scenario B.

Construction on the OSP Specific Plan Site would occur in 11 stages spreading over the three Phases, starting in Phase 1. As described in detail in Section 2, *Project Description*, construction activities in Phase 1 would take place between 2025 and 2030 and would include construction Stages 1 through 4. Construction Stage 1 would begin on the site of the existing Social Hall and Sports Field to minimize the number of residents requiring off-site relocation. During Stage 1 of construction, approximately 36 households may have to temporarily relocate to another public housing unit within HACLA's portfolio, if one is available, or off site to a non-public housing unit with a Tenant Section 8 voucher. Households would also have the option to permanently relocate to another HACLA public housing unit, if one is available, or off site with a Tenant Section 8 voucher. In addition, if construction Stage 2 is completed concurrently with Stage 1, an additional 36 households would be required to relocate, for a total of up to 72 households requiring relocation. Affordable housing units developed on the current Social Hall and Sports Field sites (construction Stages 1 and 2) in the initial years of project construction would provide replacement housing for existing Rancho San Pedro residents in construction Stages 2 through 4 and those from construction Stages 1 and 2 who chose to temporarily relocate, if residents choose to relocate to one of these units. In addition, 46 affordable housing units

and one manager's unit would be constructed on the 327 Harbor Site and would provide temporary replacement housing for current Rancho San Pedro residents. Households may also choose to permanently relocate to the 327 Harbor Site if a unit is available. In total, construction of Phase 1 would include the phased demolition of 156 affordable housing units and the construction of 350 or 420 affordable housing units, depending on whether Scenario A or Scenario B is selected for project buildout.

Construction of Phase 2 would include the phased demolition of 144 residential units between 2031 and 2035 and would include construction Stages 5 through 7. In Phase 2, 380 or 409 affordable housing units would be constructed, depending on whether Scenario A or Scenario B is selected for project buildout. Residents currently residing in Phase 2 would have the option to relocate to the new units constructed in Phase 1 or Phase 2 or another option in accordance with the Relocation Plan for the project. No temporary or permanent off-site relocation would be required for current residents in Phase 2.

Construction of Phase 3 would include the phased demolition of 178 units between 2034 and 2037 and would include construction Stages 8 through 11. In Phase 3, 311 or 212 affordable housing units would be developed, depending on the development scenario selected for project buildout. Similarly, current Rancho San Pedro residents residing in Phase 3 would have the option to relocate to one of the newly constructed units throughout the OSP Specific Plan Site or another option in accordance with the Relocation Plan for the project. No temporary or permanent off-site relocation would be required for current residents in Phase 3.

The proposed project would replace all of the existing 478 residential units on the OSP Specific Plan Site and facilitate the development of an additional 1,122 units across the project site. By using a phased construction and build-first approach, the existing residents would have the option to relocate to newly constructed replacement units within the project site or take advantage of the other relocation options provided to residents. Before any tenant relocation occurs, HACLA must approve the project's Relocation Plan, which is currently under development (49 CFR 24 Subpart C). The Relocation Plan will incorporate the proposed phasing to minimize disturbance to current residents. The project would pursue a "build-first" approach to the greatest extent possible. When residents must be relocated, HACLA adheres to all of the requirements of the Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970.

Pursuant to HUD regulations, current residents who are in good standing would have the option to return to the property after construction is complete. Depending on the timing of construction phasing, either 36 or 72 households residing in construction Stage 1 and Stage 2 would be required to move off the OSP Specific Plan Site, of which 46 may be accommodated on the 327 Harbor Site. Therefore, at most, 26 households would have the option to temporarily or permanently relocate, and would be given the option to return upon construction of replacement units in Phase 1. The residents in the existing buildings within the footprint of Phases 2 and 3 and who wish to stay within the community would be moved and assisted into the Phase 1 or Phase 2 units upon completion, and would not be required to move off site. Residents would be offered a choice of housing including a new on-site unit, a tenant-based housing choice voucher, or a public housing unit at another HACLA community. Relocation opportunities would be offered within the school district, and residents would also have the choice to move to other areas of the city if desired. Residents would be provided relocation counseling, compensation for moving expenses, and provided with decent, safe and sanitary housing choices. Additionally, the Relocation Plan would be considered by HACLA's Board of Commissioners, prior to any development at the OSP Specific Plan Site. For relocation activities, HACLA would take into consideration individual household preferences and needs to be close to

public transportation, employment, schools, medical/public/social services and agencies, recreational services, parks, community centers, and/or shopping and would attempt to accommodate households by moving them to an available unit on site. For households that prefer to accept a HACLA-issued Tenant Section 8 Voucher and permanently relocate from the OSP Specific Plan Site, full relocation assistance for permanent replacement housing would be available.

Although temporary relocation of up to 26 households may occur during the construction of this project, such relocation would not necessitate the construction of new housing beyond what is already included in the proposed project. The proposed project includes a build-first approach and would be able to accommodate all existing Rancho San Pedro residents on the project site upon project completion. Although residents would be required to move out of their existing units during the course of construction, all current residents in good standing would have the option to move into a new unit at either the 327 Harbor Site or a newly constructed unit on the OSP Specific Plan Site, and no permanent off-site relocation would be required unless a resident selects that as their preferred option. Therefore, the proposed project would not displace substantial numbers of existing housing or persons, requiring construction of housing off site, and impacts would be less than significant.

### **Mitigation Measures**

Impacts would be less than significant; therefore, mitigation measures are not required.

### **Significance After Mitigation**

Impacts would be less than significant without mitigation.

## 4.10.4 Cumulative Impacts

### **Substantial Unplanned Population Growth**

The 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 based on citywide projections. As identified in Section 3.4, *Cumulative Development*, 12 cumulative projects in the surrounding area are assumed to be constructed and/or operational during the same period as the proposed project. Table 4.10-4 provides the estimated housing, population, and employment growth associated with the cumulative projects, along with that generated by the proposed project.

**Table 4.10-4 Cumulative Population, Housing, and Employment**

<b>Project No.</b>	<b>Project Location<sup>1</sup></b>	<b>Land Use<sup>1</sup></b>	<b>Size<sup>1</sup></b>	<b>Housing (du)<sup>1</sup></b>	<b>Population<sup>2</sup></b>	<b>Employment<sup>3</sup></b>
1	921 South Beacon Street	Apartments	100 du	100	242	--
		Commercial	14,717 sf	--	--	594
2	544 South Pacific Avenue	Hotel	80 rooms	--	--	40
3	444 West 5th Street	Apartments	106 du	106	257	--
		Retail	2,000 sf	--	--	4
4	511 South Harbor Boulevard	Apartments	137 du	137	332	--
		Retail	394 sf	--	--	1
		Restaurant	2,129 sf	--	--	9
5	111 North Harbor Boulevard	Apartments	120 du	120	290	--
		Retail	4,166 sf	--	--	8
6	505 South Centre Street	Apartments	300 du	300	726	--
		Retail	13,038 sf	--	--	26
		Restaurant	12,441 sf	--	--	50
7	222 West 6th Street	Office space (removed)	262,679 sf	--	--	(1,051)
		Apartments	228 du	228	552	--
		Retail	15,000 sf	--	--	30
8	420 West 9th Street	Apartments	56 du	56	136	--
9	457 West 7th Street	Restaurant	3,812 sf	--	--	15
10	625 South Beacon Street	Mixed Use	281 du	281	680	--
		Restaurant	2,316 sf	--	--	9
11	319-345 Beacon Street and 117 O'Farrell Street	Apartments	89 du	89	215	--
12	456-462 West 9th Street and 457-473 West 8th Street	Apartments	91 du	91	220	--
<b>Cumulative Projects Total</b>				<b>1,508</b>	<b>3,649</b>	<b>(800)</b>
Net Proposed Project				1,122	2,715	314
<b>Cumulative Project Plus Proposed Project Total</b>				<b>2,630</b>	<b>6,364</b>	<b>(486)</b>

sf = square feet; du = dwelling units; ( ) = negative value

<sup>1</sup> Cumulative project details were sourced from the Memorandum of Understanding (MOU) prepared for the project by Fehr & Peers in June 2022 (see Appendix I of this EIR/EIS), as described in Section 3.4, *Cumulative Development*.

<sup>2</sup> Based on a household rate of 2.42 persons per household in the San Pedro CPA (City of Los Angeles 2021a).

<sup>3</sup> Based on employee generation rates from the LADOT and Los Angeles Department of City Planning, City of Los Angeles VMT Calculator Documentation Table 1, including: General Retail = 2/1,000 sf; Restaurant (high-turnover sit-down and quality restaurants) = 4/1,000 sf; Hotel = 0.5/room; General Office = 4/1,000 sf (LADOT 2020).

<sup>4</sup> Details regarding the type of commercial use for this cumulative project are not available. Therefore, commercial uses were conservatively modeled using the restaurant employee generation rate, which is higher than general retail.

The proposed project, along with the cumulative projects, would result in 2,630 new housing units, 6,364 new residents, and 486 fewer employees than under current conditions. As indicated in Table 4.10-1, Los Angeles is expected to grow substantially in population, housing, and employment between 2020 and 2045. The city's population is expected to grow from 3,898,747 to 4,771,300 (872,553 residents; a 22 percent increase). The cumulative projects would represent less than 1.0 percent of the anticipated population growth within the city. The number of households in Los Angeles is expected to increase from 1,425,759 to 1,793,000 (367,241 households; a 26 percent increase), and the cumulative projects would represent less than 1.0 percent of this increase. Finally, the number of jobs in Los Angeles is expected to grow from 1,887,969 to 2,135,900 (247,931 jobs; a 13 percent increase), and the cumulative projects would not contribute to this increase (SCAG 2020a; U.S. Census Bureau 2022b). Therefore, cumulative impacts related to unplanned growth in households, residents, and employees would be less than significant.

### **Displacement of People or Housing**

The 12 cumulative projects listed in Table 3-1 and Table 4.10-4 would be constructed on commercial infill sites, and no existing residences would be demolished or displaced. As discussed under Impact PH-2, the proposed project would replace 478 existing housing units and facilitate the development of up to 1,122 additional housing units, including a mix of market rate, affordable, senior housing, and homeownership units. Although temporary displacement of some individuals would occur due to the proposed project, such displacement would be relatively minor due to the construction of replacement housing at the 327 Harbor Site and staged construction approach spread over the course of the 14-year construction timeframe. Temporary displacement of housing and residents at Rancho San Pedro would be offset by increased housing availability on the project site. No other large-scale housing redevelopment projects are planned in the proposed project vicinity, and the temporary displacement caused by the proposed project would not be anticipated to combine to create substantial displacement of housing or residents within the area. Therefore, cumulative impacts related to displacement of housing or people would be less than significant.