

4.0 ENVIRONMENTAL IMPACT ANALYSIS

J. POPULATION, HOUSING, AND EMPLOYMENT

1. INTRODUCTION

This section analyzes the potential effects of the Project's contribution to population, housing, and employment growth within the County of Los Angeles and the County's South Bay Planning Area. Project effects on demographic characteristics are compared to adopted and advisory growth forecasts and relevant policies and programs regarding planning for future development. The information in this section is based primarily on the Southern California Association of Governments (SCAG) 2016-2040 Regional Transportation Plan/Sustainable Communities Strategy (2016 RTP/SCS) and any associated documents. Related information regarding the effects of the new development on the relationship between land uses and resulting land use patterns is further addressed in Section 4.H., *Land Use and Planning*. Potential growth-inducing impacts of the Project are further addressed in Section 6.0, *Other CEQA Considerations*.

2. ENVIRONMENTAL SETTING

a. Existing Conditions

(1) On-Site Conditions

The 72-acre Harbor-UCLA Campus is located in the unincorporated Los Angeles County community of West Carson. The Medical Center Campus is generally flat and developed with 1,279,284 square feet of floor area, including the Harbor-UCLA Medical Center and multiple medical and research tenants. Harbor-UCLA Medical Center is licensed for 453 inpatient beds and houses more than 70 primary and secondary care clinics and plays a critical role in meeting the healthcare needs of more than 700,000 residents of the greater South Bay region. There are currently approximately 340,000 patient visits to the Campus annually, including admittances and discharges, diagnostics and treatment, and patient exam visits. Total existing employment at the Medical Center Campus, including the Hospital and both major and minor tenants is approximately 5,464 employees. Existing building heights range from one to eight floors, with the Existing Hospital Tower in the northeast portion of the Medical Center Campus representing the tallest building at eight floors. See Figure 2-3, Existing Campus Buildings, in Chapter 2.0, *Project Description*, of this Draft EIR for an illustration of the layout of the existing buildings, parking areas, and internal streets at the Medical Center Campus.

(2) County of Los Angeles 2014 Population and Housing Estimates

The Medical Center Campus is located within unincorporated Los Angeles County, and Project impacts within the Unincorporated County and County-wide levels are considered in this analysis. Population and housing data is shown in **Table 4.J-1, *Population and Housing Summary (2014)***, which is based on information and data from SCAG's 2016 RTP/SCS and associated documents. As indicated in Table 4.J-1, the 2014 population for the South Bay Cities Subregion was 867,885 people residing in 304,945 household units. The 2014 population for the Unincorporated County population was 1,046,557 people residing in 293,427 household units. The 2014 population for the Los Angeles County was 10,041,797 people residing in 3,268,347 household units. The average household size is 2.8 persons for the South Bay Cities Subregion, 3.5 persons in the Unincorporated County areas, and 3.0 persons in the Los Angeles County.

Table 4.J-1

Population and Housing Summary (2014)

	Population	Housing Units	Average Household Size
South Bay Cities Subregion ^a	867,885	304,945	2.8
Unincorporated County of Los Angeles	1,046,557	293,427	3.5
Los Angeles County	10,041,797	3,268,347	3.0

^a For the purposes of this analysis and comparison, we will include analysis based on the South Bay Cities Council of Governments (SBCCOG), which is one of 15 subregions that serve as a conduit between SCAG and the cities and counties of the region. Input from the subregions help shape the SCAG policies and RTP/SCS even though the subregions are not represented specifically in the 2016 RTP/SCS. The data used for the South Bay Cities Subregion is interpolated from the 2012 and 2020 estimations in the 2016 RTP/SCS Draft Growth Forecast for South Bay Cities Council of Governments, available at http://hermosabeach.granicus.com/MetaViewer.php?view_id=6&clip_id=3027&meta_id=148821.

Source: Data for the Unincorporated County of Los Angeles and Los Angeles County are taken from the SCAG Profile of the Unincorporated Area of Los Angeles County (May 2015). Available at <http://www.scag.ca.gov/documents/unincarealosanagelescounty.pdf>.

(3) Projected Population, Housing and Employment Estimates

The SCAG 2016 RTP/SCS is based on growth projections for population, households, and employment prepared for regional, county, and local jurisdictional areas and transportation analysis zones (TAZs). The 2016 RTP/SCS reports demographic data for 2012, 2020, 2035, and 2040.¹ The 2016 RTP/SCS forecasts represent the likely growth scenario for the Southern California region in the future, taking into account recent and past trends, reasonable key technical assumptions, and local or regional growth policies. An estimate of the 2016 baseline population, growth projections for Project buildout in 2030, and the SCAG 2040 Horizon Year, are shown in **Table 4.J-2, Projected Population, Housing and Employment Estimates**, and discussed below.²

(a) Population

As indicated in Table 4.J-2, the South Bay Cities Subregion population is expected to increase by 48,893 people or 5.6 percent by the time of Project buildout in 2030. Population within the Unincorporated Los Angeles County communities is expected to grow by 120,030 people or 11.2 percent during that same period. The total population of the County, including both incorporated and Unincorporated Los Angeles County communities, is expected to increase by 834,240 people, or 8.2 percent also during that same period.

By 2040, the Horizon year of the SCAG projections, the population is expected to increase in the South Bay Cities Subregion by 81,489 people, or 9.3 percent. Population within the Unincorporated Los Angeles County communities is expected to grow by 200,050 people or 18.6% percent during that same period. The total

¹ SCAG provides City and County population, housing, and employment estimates for 2012, 2020, 2035 and 2040 in the 2016 RTP/SCS Demographics & Growth Forecast. Available at: http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf, accessed June 2016. Data specifically for the South Bay Cities Subregion is taken from http://hermosabeach.granicus.com/MetaViewer.php?view_id=6&clip_id=3027&meta_id=148821.

² The 2016 baseline estimate was determined by interpolating from data presented in the SCAG projections.

Table 4.J-2

Projected Population, Housing and Employment Estimates

	2016 Baseline	Projected Buildout Year – 2030			SCAG 2040 Horizon Year		
		Projected	Total Growth	Percentage Increase	Projected	Total Growth	Percentage Increase
Population							
South Bay Cities Subregion	873,308	922,201	48,893	5.6%	954,797	81,489	9.3%
Unincorporated Los Angeles County	1,073,650	1,193,680	120,030	11.2%	1,273,700	200,050	18.6%
Total Los Angeles County	10,124,400	10,958,640	834,240	8.2%	11,514,800	1,390,400	13.7%
Housing							
South Bay Cities Subregion	308,206	327,311	19,105	6.2%	340,047	31,841	10.3%
Unincorporated Los Angeles County	312,700	360,520	47,820	15.3%	392,400	79,700	25.5%
Total Los Angeles County	3,375,650	3,718,220	342,570	10.1%	3,946,600	570,950	16.9%
Employment							
South Bay Cities Subregion	393,525	421,691	28,166	7.2%	440,469	46,944	11.9%
Unincorporated Los Angeles County	230,200	265,120	34,920	15.2%	288,400	58,200	25.3%
Total Los Angeles County	4,454,550	4,917,300	462,750	10.4%	5,225,800	771,250	17.3%

Source: Based on SCAG data prepared for the 2016 – 2040 RTP/SCS. Estimates for years presented in the table are based on interpolation of data presented in the RTP/SCS for 2012, 2020 and 2040. Compiled by PCR Services Corporation, 2016.

population of Los Angeles County is expected to increase by 1,390,400 people, or 13.7 percent also during that same period.

(b) Housing

As indicated in Table 4.J-2, the number of households/occupied housing units is expected to increase in the South Bay Cities Subregion by 19,105 units or 6.2 percent by the time of Project buildout in 2030. The number of households within the Unincorporated Los Angeles County communities is expected to grow by 47,820 units or 15.3 percent by the time of Project buildout in 2030. The total number of households in the County, including both incorporated and Unincorporated Los Angeles County communities, is expected to increase by 342,570 units, or 10.1 percent also during that same period.

By 2040, the number of households in the South Bay Cities Subregion is expected to increase by 31,841 units or 10.3 percent. The number of households within the Unincorporated Los Angeles County communities is expected to grow by 79,700 units or 25.5 percent during that same period. The total number of households in Los Angeles County is expected to increase by 570,950 units, or 16.9 percent also during that same period.

(c) Employment

As shown in Table 4.J-2, the number of workers in the South Bay Cities Subregion is expected to increase by 28,166 workers or 7.2 percent by the time of Project buildout in 2030. The number of workers within the Unincorporated Los Angeles County communities is expected to grow by 34,920 employees or 15.2 percent during that same period. The total number of workers in Los Angeles County is expected to increase by 462,750 people, or 10.4 percent also during that same period.

By 2040, the number of workers in the South Bay Cities Subregion is expected to increase by 46,944 workers or 11.9 percent. The number of workers within the Unincorporated Los Angeles County communities is expected to grow by 58,200 workers, an increase of 25.3 percent during that same period. The total number of workers in Los Angeles County is expected to increase by 771,250 people, or 17.3 percent also during that same period.

b. Regulatory Framework Summary

No federal or state regulations are applicable to population and housing impacts resulting from the Project. Below is a summary of the applicable regional and local regulatory requirements.

(1) Regional

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

(a) Regional Comprehensive Plan

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

(b) Regional Transportation Plan/Sustainable Communities Strategy

In April 2016, SCAG adopted the 2016 RTP/SCS. The 2016 RTP/SCS presents the transportation vision for the region through the year 2040 and provides a long-term investment framework for addressing the region's transportation and related challenges. As previously discussed, the RTP/SCS also contains baseline socioeconomic projections that are the basis for SCAG's transportation planning, and the provision of

services by other regional agencies. It includes projections of population, households, and employment at the regional, county, and local jurisdictional levels, and TAZs that provide small area data for transportation modeling.³ The Project area is also located within a SCAG-identified high-quality transit area (HQTA). A high-quality transit area is generally a walkable transit village or corridor, consistent with the adopted 2016 RTP/SCS, that has a minimum density of 20 dwelling units per acre and is within a ½-mile of a well-served transit stop with 15-minute or less service frequency.

The RTP/SCS identifies the amount of expected growth in the region and provides the expected distribution of that growth. The distribution reflects goals cited in the 2016 RTP/SCS. These goals seek to align the plan investments and policies with improving regional economic development and competitiveness; maximizing mobility and accessibility; ensuring travel safety and reliability for all people and goods in the region; preserving and ensuring a sustainable regional transportation system; maximizing productivity of the transportation system; protecting the environment and health of our residents by improving air quality and encouraging active transportation (non-motorized transportation, such as bicycling and walking); actively encouraging and creating incentives for energy efficiency, where possible; encouraging land use and growth patterns that facilitate transit and non-motorized transportation; and maximizing the security of the regional transportation system through improved system monitoring, rapid recovery planning, and coordination with other security agencies.

(c) Regional Housing Needs Assessment

SCAG prepares the RHNA as mandated by State law as part of the periodic updating of the Housing Elements of General Plans by local jurisdictions. The RHNA identifies the housing needs for very low income, low income, moderate income, and above moderate income groups. The most recent RHNA allocation, the “5th Cycle RHNA Allocation Plan”, was adopted by the Regional Council on October 4, 2012. This allocation identifies housing needs for the planning period between October 2013 and October 2021. Local jurisdictions are required by State law to update their General Plan Housing Elements based on the most recently adopted RHNA allocation.

(2) Local

(a) County of Los Angeles 2035 General Plan Update

California law requires that every city and county prepare and adopt a long-range comprehensive General Plan to guide future development and to identify the community’s environmental, social, and economic goals. The County of Los Angeles 2035 General Plan Update was approved and adopted by the Board October 6, 2015. The General Plan Update serves as a document to provide decision-makers with a policy framework to guide specific, incremental decisions, and establishes the long range vision for how and where Unincorporated Los Angeles County areas will achieve the Plan’s stated goals and objectives, which focus on fostering healthy, livable, and sustainable communities. The following five guiding principles work to emphasize the concept of sustainability throughout the General Plan:

³ SCAG provides City and County population, housing, and employment estimates for 2012, 2020, 2035 and 2040 in the 2016 RTP/SCS Demographics & Growth Forecast. Available at: http://scagrtpscs.net/Documents/2016/final/f2016RTPSCS_DemographicsGrowthForecast.pdf, accessed June 2016.

1. **Employ Smart Growth:** Shape new communities to align housing with jobs and services; and protect and conserve the County’s natural and cultural resources, including the character of rural communities.
2. **Ensure community services and infrastructure are sufficient to accommodate growth:** Coordinate an equitable sharing of public and private costs associated with providing appropriate community services and infrastructure to meet growth needs.
3. **Provide the foundation for a strong and diverse economy:** Protect areas that generate employment and promote programs that support a stable and well educated workforce. This will provide a foundation for a jobs-housing balance and a vital and competitive economy in the unincorporated areas.
4. **Promote excellence in environmental resource management:** Carefully manage the County’s natural resources, such as air, water, wildlife habitats, mineral resources, agricultural land, forests, and open space in an integrated way that is both feasible and sustainable.
5. **Provide healthy, livable and equitable communities:** Design communities that incorporate their cultural and historic surroundings, are not overburdened by nuisance and negative environmental factors, and provide reasonable access to food systems. These factors have a measureable effect on public well-being.

(i) General Plan Update Elements

The General Plan Update contains nine elements, including Land Use, Mobility, Air Quality, Conservation and Natural Resources, Parks and Recreation, Noise, Safety, Public Services and Facilities, and Economic Development. The General Plan Update is the foundational document for all community-based plans that serve the County’s unincorporated areas. The Medical Center Campus is located in the County’s South Bay Planning Area, one of 11 Planning Areas which make up the County, but is not located within an adopted County Specific Plan area.

The Medical Center Campus is designated for “P” (Public and Semi-Public) land use by the General Plan Update which permits a broad range of public and semi-public uses, including but not limited to hospitals, universities/colleges, offices, medical clinics, and medical research/laboratories, at a maximum FAR of 3:1.⁴ Also, the eastern two-thirds of the Medical Center Campus is designated as a Transit Overlay District (TOD) by the General Plan Update due to its proximity to the Metro Transit Station (Silver Line) (approximately 0.10 miles to the east), which has associated with it development and design standards and incentives to facilitate transit-oriented development.⁵

(ii) General Plan Update Economic Development Element

The Economic Development Element outlines the County’s economic development goals, and provides strategies that contribute to the economic well-being of Los Angeles County. The overall performance of the

⁴ *County of Los Angeles, County of Los Angeles General Plan Update (2035), Chapter 6: Land Use Element, Table 6.2, Land Use Designations. Adopted October 6, 2015.*

⁵ *Ibid, p.72.*

economy and economic development efforts strongly impact land use and development patterns. It also identifies target industries, or industry clusters, which have the most potential to contribute to a broad-based, stable, and expanding economy for Los Angeles County. Health sciences and biomedical research represent a growing industry that provides high-paying jobs. Los Angeles County cannot capitalize on this sector without addressing the lack of high-tech industrial or office space.

Policy ED 1.4 seeks to encourage the expansion and retention of targeted industries and other growth economic sectors, such as the entertainment industry, aerospace industry, agriculture, transportation and logistics, healthcare, biomedical/biotechnology, hospitality and tourism.

(b) General Plan Housing Element

The Housing Element of the General Plan was prepared pursuant to State law and adopted on April 30, 2014, prior to the General Plan Update. The Housing Element is one of the seven required elements of the Los Angeles County General Plan. The Housing Element serves as a policy guide to address the comprehensive housing needs of Unincorporated Los Angeles County areas. The primary focus of the Housing Element is to ensure decent, safe, sanitary, and affordable housing for current and future residents of the unincorporated areas, including those with special needs. The Housing Element does the following:

- Determines the existing and projected housing needs of the unincorporated areas.
- Establishes goals, policies, and implementation programs that guide decision-making on housing needs.
- Implements actions that encourage the private sector to build housing, and ensure that government policies do not serve as unnecessary constraints to housing production.⁶

Although the County General Plan Housing Element contains a number of goals, policies and objectives related to housing development within unincorporated County areas, they are not directly relevant to the proposed Master Plan Project, as no new housing is being proposed as a part of the Project. However, the Housing Element establishes quantifiable objectives regarding the number of new housing units it anticipates being constructed, in order to accommodate its fair share of the regional housing need and fulfill its allocation under the RHNA. The Housing Element's objective for new housing in unincorporated County areas during the 2014 to 2021 planning is 30,145, units, of which 12,581 units would be for above moderate income units, 5,060 units would be for moderate-income families, 4,650 new units would be for low-income, 7,854 would be for very and extremely low-income families.⁷

3. ENVIRONMENTAL IMPACTS

a. Methodology

The analysis of Population, Housing and Employment impacts compares the Master Plan Project's contribution to population, housing, and employment growth to the South Bay Planning Area, unincorporated County and Countywide projections and policies regarding future development. The

⁶ *County of Los Angeles, Los Angeles County Housing Element, 2014-2021. Adopted April 30, 2014.*

⁷ *Ibid, at page 8.*

analysis evaluates whether the Project's employment creation are consistent with those projections and related policies.

b. Thresholds of Significance

The potential for populations and housing impacts is based on thresholds derived from the County's Initial Study Checklist questions, which are based in part on Appendix G of the State CEQA Guidelines. These questions are as follows:

XIV. Population and Housing. Would the project:

- a) 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)?
- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

The Initial Study determined that the Project would have less than significant impacts with respect to Checklist questions XIV.b) and c. Accordingly, these environmental topics are not evaluated in this EIR.

In consideration of the above factors, the Project would result in potentially significant impacts on population and housing if it would:

- PH-1** 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).

c. Project Characteristics or Design Features

(1) Project Characteristics

The Harbor-UCLA Medical Center Master Plan Project would include construction of a new Hospital tower (New Hospital Tower) to meet increasing state law seismic requirements for acute care facilities as mandated by SB 1953, renovation of the existing Hospital building (Existing Hospital Tower) to house non-acute care support uses, replacement of aging facilities, reconfigured vehicular and pedestrian access to and circulation within the Harbor-UCLA Campus, and implementation of a cohesive site design that enhances the experience of staff, patients, and visitors. Implementation of the Master Plan Project is expected to meet short-term needs of the Hospital, associated facilities, and other tenants of the Campus, as well as long-term needs beyond 2030. It is anticipated that implementation of the Project would occur in approximately eight phases, with construction commencing in 2017 and anticipated to be completed by 2030. Under the Master Plan Project, the number of Campus-wide employees would increase by 2,030 employees, from approximately 5,464 to approximately 7,494. With new employee positions at the Medical Center Campus, the Project would generate a new indirect residential population in the South Bay Cities Subregion.

(2) Project Design Features

No specific Project Design Features (PDFs) regarding population and housing impacts are proposed by the Project.

d. Project Impacts

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

Impact Statement PH-1: *Given the temporary nature of the construction activity, the mobility of construction workers, and availability of a labor pool to draw upon in the area, construction workers would not have a notable impact on the demand for housing, nor affect general housing occupancy and population patterns. Thus, construction activities would not cause growth (i.e. new housing or employment generators) or accelerate development that exceeds projected/planned levels for the year of the Project occupancy/buildout, as compared to growth otherwise occurring, and would not result in a significant adverse physical change in the environment. Operation of the Master Plan Project would create new employment opportunities. The Project's contributions to employment would be consistent with SCAG's short-term and long-term growth projections for the South Bay Cities Subregion, unincorporated Los Angeles County communities and all of Los Angeles County, and would help the County meet or exceed its economic development objectives per the General Plan Economic Development Element, and housing allocation established in the SCAG RHNA. Overall, construction-related and long-term operational impacts regarding the relationship of the Project to growth projections would be less than significant.*

(1) Project-Related Growth

(a) Construction

Construction of the Project would require the participation of construction employees that would be hired from a mobile regional construction work force that moves from project to project. Typically, construction workers pass through various development projects on an intermittent basis as their particular trades are required. Given the mobility and short durations of work at a particular site, and large construction labor pool that can be drawn upon in the region, construction employees would not be expected to relocate residences within this region or move from other regions as a result of their work on the Project.

The number of construction workers would vary on a day to day basis over the course of Project construction. The number of construction workers is estimated to range from approximately 212 workers per day during less intensive construction activity in the initial Project phases up to a maximum of approximately 1,650 construction workers on a given day during the peak construction period (i.e., during Phase 4, which would be expected to overlap with Phase 6 improvements). As the Project would draw on an existing labor pool, the construction impacts of the Project on the number of employees in the region would not be substantial. Further, given the temporary nature of the construction activity, the mobility of construction workers, and availability of a labor pool to draw upon in the area, construction workers would not be expected to have notable impact on the demand for housing, nor affect general housing occupancy and population patterns.

The addition of construction employment opportunities, which is expected to be up to 1,650 workers on a given day during maximum construction activity, would contribute to the economic well-being of the County and region by creating direct employment opportunities for the individuals hired and indirect contributions to the local and regional economy through expenditures of those employees, particularly at retail operations in the Project vicinity.

Overall, based on the above, impacts from construction activity would be considered less than significant.

(b) Operation

As described in the Environmental Setting section above (Subsection 2.a.(1)), the total existing employment at the Medical Center Campus, including the Hospital and both major and minor tenants, is approximately 5,464 employees. The Master Plan Project would create new biomedical research uses (LA BioMed and Bioscience Tech Park), outpatient medical uses, and hospital uses that would add approximately 2,030 new employees to the Medical Center Campus, representing an increase of 37 percent. There would also be an increase in existing site visits, from approximately 340,000 annual patient visits to approximately 410,000, for an increase of approximately 70,000 visits, representing an increase of approximately 20 percent. The Master Plan Project would not contribute new housing stock or add a new residential population to the Medical Center Campus.

The Project's contribution to employment opportunities is compared to growth projections in the SCAG 2016 RTP/SCS for the South Bay Cities Subregion, Unincorporated Los Angeles County communities and Los Angeles County in its entirety in **Table 4.J-3, Project Employment Impacts**. The Project would not develop any housing that would cause a direct increase in population.

(i) Proposed Master Plan Employment Impacts

Impacts of the Project on Projections from 2016 Baseline to 2030 Project Buildout Year

As indicated in Table 4.J-3, the Master Plan Project would create 2,030 new employment opportunities. Estimated employment in the South Bay Cities Subregion in 2016, as shown in Table 4.J-2, is 393,525 jobs; with incorporation of the Project, employment would increase to 395,555. The Project's percentage of the estimated growth suggested by SCAG for the 2016 to 2030 time period are shown in Table 4.J-3. As indicated, the Project would provide 5.2 percent of the employment growth reflected in the SCAG data for the South Bay Cities Subregion at Project buildout in 2030. The Project's contribution to employment growth in Unincorporated Los Angeles communities is 5.8 percent of estimated growth for this same period, while for Los Angeles County, the Project's contribution to growth represents a less than one percent increase in projected growth through the 2030 buildout period. Increases in employment are consistent with SCAG's growth projections for the period between 2016 and 2030, the Project buildout year, for the South Bay Cities Subregion, Unincorporated Los Angeles County communities and the County as a whole. Therefore, impacts regarding consistency with the projections would be less than significant.

Table 4.J-3

Project Employment Impacts

Employment	Project Increase	SCAG Projected Growth	Project Percentage of Growth
<u>2016 - 2030 Buildout</u>			
South Bay Cities Subregion	2,030	28,166	7.2%
Unincorporated Los Angeles County	2,030	34,920	5.8%
Total Los Angeles County	2,030	462,750	0.4%
<u>2016 - 2040 Projection Horizon</u>			
South Bay Cities Subregion	2,030	46,944	4.3%
Unincorporated Los Angeles County	2,030	58,200	3.5%
Total Los Angeles County	2,030	771,250	0.3%

Source: PCR Services Corporation, 2016. Projected Growth and Percentage of Growth are based on Table 4.J-2, which in turn is based on SCAG 2016 RTP/SCS projections.

Impacts at the 2016 RTP/SCS 2040 Horizon Year

Similarly to the Project's 2030 buildout year, the Project's contribution to employment in the 2040 SCAG planning horizon year is also consistent with growth projections. Table 4.J-3 shows the Project's impacts with projected growth between 2016 and 2040, the time horizon of the 2016 RTP/SCS. The Project would comprise a smaller increment of growth over that longer period, representing 4.3 percent of the added employees within the South Bay Cities Subregion, 3.5 percent of added employees in Unincorporated Los Angeles County communities, and less than one percent of added growth projected for all of Los Angeles County through the 2040 SCAG planning horizon. As discussed previously, this growth is expected, desirable and within the projected levels, for the County. Impacts regarding these estimates would be less than significant.

(ii) Jobs-to-Housing Ratio

SCAG uses the jobs-to-housing ration as a general tool for evaluating where people live and work and how efficiently they can travel between the two. A jobs-to-housing balance is achieved by increasing employment opportunities for people to live within close proximity to work. The ratio is expressed by the number of jobs divided by the number of housing units. The closer to 1.0 or slightly above is the range which expresses the desired balance.

The Project would add 2,030 permanent jobs, as well as many temporary construction jobs, which may result in a demand for housing in the surrounding area. **Table 4.J-4, Jobs-to-Housing Ratio**, compares the current number of jobs and available housing, while also looking at the anticipated impact of the increased jobs generated by the Master Plan Project on existing and forecasted housing stock. The increased employment from the Project, which is 2,030 jobs, is added onto the 2016 baseline of jobs and divided by the projected number of housing units for that time period to assess impacts on housing from Project-generated employment opportunities.

Table 4.J-4

Jobs –to-Housing Ratio

Employment	2016 Baseline	Projected Growth - 2030 Buildout	Projected Growth - 2040 Planning Horizon
<u>Based on SCAG Projections</u>			
South Bay Cities Subregion	1.28	1.29	1.30
Unincorporated Los Angeles County	0.74	0.74	0.74
Total Los Angeles County	1.32	1.32	1.32
<u>Including 2,030 Project-Generated Jobs</u>			
South Bay Cities Subregion	1.28	1.18	1.30
Unincorporated Los Angeles County	0.74	0.74	0.74
Total Los Angeles County	1.32	1.32	1.32

Source: PCR Services Corporation, 2016. Based on SCAG 2012 RTP/SCS projections.

As shown in Table 4.J-4, the current jobs-to-housing ratio in the South Bay Cities Subregion is 1.28, which means that there are more jobs than homes in the area. When the new jobs generated by the Master Plan Project are added on to the existing jobs, the jobs-to-housing ratio remains roughly the same. The increase in jobs caused by the Master Plan Project would not vary significantly from the projected growth in the 2030 buildout year or the 2040 SCAG Planning Horizon. The difference in percentage is very small, and therefore, the Project's increase in jobs as compared to housing is consistent with the forecasted growth in South Bay Cities Subregion, Unincorporated Los Angeles County communities, and the County as a whole. Added employment would be considered beneficial to the economy as new local jobs would contribute to reducing unemployment in the Los Angeles County area. Therefore, impacts regarding consistency with these projections would be less than significant.

(c) Consistency with Growth Projections in Regulatory Documents

(i) General Plan Update

The 2015 General Plan Update was developed to provide direction in land use development for a County population that was estimated to reach 4,827,000 people beyond the 2035 planning horizon. The Master Plan Project proposes to add 0.3 percent to employment growth through the planning horizon Countywide, which is generally consistent with growth projections for the County and General Plan guidelines for accommodating growth. The General Plan Update states five goals, including Principle 3, to "Provide the foundation for a strong and diverse economy: Protect areas that generate employment and promote programs that support a stable and well educated workforce. This will provide a foundation for a jobs-housing balance and a vital and competitive economy in the Unincorporated areas." The Master Plan Project's added contribution to employment growth is consistent with this goal, as the increase in high-quality hospital and biotechnology jobs improves the jobs-to-housing ratio for the South Bay Cities Subregion, unincorporated County Communities and the County as a whole.

(ii) General Plan Update Economic Development Element

As previously discussed, the Economic Development Element outlines the County's economic development goals, and provides strategies that contribute to the economic well-being of Los Angeles County. It also identified health sciences and biomedical research as a target industry with the most potential to contribute to a broad-based, stable, and expanding economy for Los Angeles County.

Policy ED 1.4 seeks to encourage the expansion and retention of targeted industries and other growth economic sectors, such as the entertainment industry, aerospace industry, agriculture, transportation and logistics, healthcare, biomedical/biotechnology, hospitality and tourism. The Master Plan Project would support the General Plan Update Policy ED 1.4 encouraging the expansion of this target industry, particularly within the South Bay Planning Area and the West Carson Employment Protection District, by adding 2,030 permanent, high-quality health care and biomedical jobs. As such, the Project is consistent with General Plan Economic Development Policy 1.4.

(iii) General Plan Housing Element

As previously discussed, the purpose of the General Plan Housing Element is to provide guidance for meeting the County's need for housing per the allocation defined in the RHNA. As noted above, the 2014 - 2021 Housing Element identifies a need for 30,145, new housing units in Unincorporated County communities, of which 12,581 units, i.e. 41.7 percent of all units, would be marketed at above moderate income levels. The remaining 58.3 percent of the needed housing units consist of 5,060 moderate-income units (16.8 percent), 4,650 low-income units (15.4 percent), and 7,584 very and extremely low-income units (25.1 percent). Although the Master Plan Project does not propose to construct any housing, the number of employees who may choose live in the transit-oriented Project area could increase as a result of Project implementation. As discussed above regarding existing housing stock, there are currently enough housing units in the South Bay Planning Area and in unincorporated County communities to accommodate this increase in employees, as the projected housing stock in these regions is anticipated to increase during both the Housing Element and SCAG planning horizons in response to the projected increase in population County-wide. As such, the Project is consistent with the General Plan Housing Element's projections regarding regional housing.

(iv) SCAG Policies

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

SCAG data is periodically updated to reflect changes in development activity and provisions of local jurisdictions (e.g. zoning changes). Through this updating, service agencies have advance information regarding changes in growth that must be addressed in planning for their provision of services. The 2016 RTP/SCS projections take into account the increase in growth rates that have recently occurred. Changes in the growth rates would be reflected in the new projections for service and utilities planning through the long-term time horizon. Also, SCAG establishes policies pertaining to regional growth and efficient development patterns to reduce development impacts on traffic congestion and related increases in air

quality emissions. These policies are discussed in detail in Section 4.H., *Land Use and Planning*, Section 4.L. *Transportation and Traffic*, and Section 4.B., *Air Quality*.

SCAG, like the County, is encouraging increased density in High Quality Transit Areas as a means of reducing vehicle miles traveled in furtherance of the 2016 RTP/SCS goals, as the reduction in vehicle miles travelled is called for to reduce energy consumption and impacts on the environment. Project implementation would support the attainment of the SCAG policies by providing increased employment opportunities in an extremely well-served High Quality Transit Area. The Project has access to the Carson Street Metro Silver Line Transit Station (0.10 mile away), as well as multiple bus and shuttle lines, including Metro and Torrance Transit lines. The Medical Center Campus is also readily accessible to the regional roadway system, with access provided by the Harbor Freeway (I-110), which is located approximately 1/8th of a mile to the east. As discussed in Section 4.H., growth attributed to the Project would support the attainment of SCAG policies by providing increasing employment opportunities in a High Quality Transit Area.

Based on the 2016 employment and household estimates presented in Tables 4.J-2 and 4.J-4, above, the 2016 jobs-to-housing ratio in the South Bay Cities Subregion is approximately 1.28. The projected 2030 estimate is 1.29. Both of these estimates reflect a healthy balance in employment and housing in the South Bay Cities Subregion, and SCAG projections indicate a trend toward the desired increased employment in the area. This will allow more opportunities for people to reside and work in near proximity, avoiding transit; support greater use of public transit and enhance the jobs-to-housing balance. Based on the information in Table 4.J-4, above, the Project's contribution of net new jobs would further bolster the jobs to housing ratio, thereby contributing to a desired increase in the jobs-to-housing ratio. As such, Project implementation would support and enhance the anticipated trends.

(v) Conclusions Regarding Consistency with Growth Projections in Regulatory Documents

The Project's growth projections are within the growth anticipated in the South Bay Cities Subregion, unincorporated County Communities and the County as a whole, with regard to projections for the longer term in the SCAG data. SCAG projections have been used in the analyses of impacts consistent with the 2016 RTP/SCS. The growth pattern is encouraged in the County and in SCAG policies for increasing employment opportunities in a High Quality Transit Area, improving the trend for reaching a higher jobs-to-housing balance, and promoting development that reduces reliance on individual automobiles, with related lessening of impacts on the environment. Therefore, the Project is consistent with the growth projections contained in the applicable regulatory documents.

(2) Introduction of Unplanned Infrastructure

The Project would link with and tie-into an existing infrastructure system. New infrastructure that would be required, e.g., service connections to local water and sewer systems or electrical transformation facilities, would be sized to serve the Project's needs. No new roadways would be created as a Project component. As discussed in Section 4.M.1, *Water Supply*, and 4.M.2, *Wastewater*, of this Draft EIR, adequate water and wastewater infrastructure would be available to serve the Project, with limited improvements to provide new service connections as necessary. The Project would not open a new area currently not served by infrastructure nor add new facilities that would encourage growth, not otherwise planned in the Project vicinity. Impacts regarding growth associated with the provision of new infrastructure would be less than significant.

e. Cumulative Impacts

(1) Cumulative Growth and SCAG Projections

The cumulative impact analysis addresses the impacts of known and anticipated development in the Project vicinity in combination with the proposed Project, with respect to the anticipated amount and distribution of population, housing and employment. The 26 related projects are listed in Table 3-1 of Chapter 3.0, *General Description of Environmental Setting* of this Draft EIR. Out of 26 related projects, eleven (11) are located in the city of Carson, three (3) are located in the city of Los Angeles, eight (8) are located in the city of Torrance and the remaining four (4) are located in unincorporated Los Angeles County areas. The Project along with the related projects would contribute to the population, housing and employment impacts in the South Bay Cities Subregion. As such, all 26 related projects are considered in this analysis without regard to the jurisdictional boundaries.

The calculation of the cumulative number of housing units, population, and employees is provided in Appendix I of this Draft EIR. A summary of the growth associated with the related projects and the total cumulative growth in combination with the proposed Project is shown in **Table 4.I-5, R Development Summary**. As indicated therein, the Project plus related projects would create a total of 7,762 new residents and generate 2,772 new housing units and 7,794 new employees, of which 2,030 would be from the proposed Master Plan Project. There would be no housing developed as a part of the Project that would result in a direct increase in residential population; however, there would be an indirect increase in population to the area.

Table 4.J-5

Cumulative Development Summary

Development	Population ^b	Housing Units ^b	Employment ^c
South Bay Cities Subregion			
Related Projects ^a	7,762	2,772	5,764
Proposed Project - Total at Buildout	0	0	2,030
Total Cumulative Growth	7,762	2,772	7,794

^a A list of the Related Projects is Provided in Table 3-1 of Chapter 3.0 of this Draft EIR..

^b The tabulation of cumulative project housing units and calculation of associated population is presented in Table 1 of Appendix I of this Draft EIR.

^c The tabulation of employment generation for the related projects is presented in Table 2 of Appendix I of this Draft EIR.

Source: PCR Services Corporation, 2016.

(a) Analysis of Cumulative Growth

Table 4.I-6, Cumulative Population, Housing and Employment Impacts, compares projected cumulative growth inclusive of the Project to 2040 horizon year projections in the 2016 RTP/SCS. The related projects include a broad array of housing, retail, entertainment, office and studio uses. As noted above and reflected in Table 4.J-6, cumulative development would create 2,772 residential units with housing for a population of 7,762. As indicated in Table 4.J-6, this would comprise approximately 9.5 percent of the population growth estimated in the SCAG projections for the South Bay Cities Subregion by the 2040 horizon year, 3.4 percent of

Table 4.I-6

Cumulative Population, Housing and Employment Impacts

	Cumulative Increase ^a	SCAG Projected Growth	Cumulative Percentage of Growth
Population			
<u>2016 - 2040 Projection Horizon</u>			
South Bay Cities Subregion	7,762	81,489	9.5%
Unincorporated County	7,762	200,050	3.4%
Los Angeles County Total	7,762	1,390,400	0.6%
Households			
<u>2016 - 2040 Projection Horizon</u>			
South Bay Cities Subregion	2,772	31,841	8.7%
Unincorporated County	2,772	79,700	3.5%
Los Angeles County Total	2,772	570,950	0.5%
Employment			
<u>2016 - 2040 Projection Horizon</u>			
South Bay Cities Subregion	7,794	46,944	16.6%
Unincorporated County	7,794	58,200	13.4%
Los Angeles County Total	7,794	771,250	1.0%

^a The cumulative increase is calculated by comparing the total growth from related projects, including the proposed Project's increase in employment, to growth projected by SCAG through the 2040 planning horizon.

Source: PCR Services based on the SCAG 2016 RTP/SCS projections. PCR Services Corporation, 2016

population growth in unincorporated County communities, and 0.6 percent of growth for Los Angeles County in its entirety. The new units developed by related projects would represent approximately 8.7 percent of the new households expected in the South Bay Cities Subregion, 3.5 percent in the Unincorporated County Communities, and 0.5 percent of expected households Countywide. The number of new employees, including from the proposed Master Plan Project would represent approximately 16.6 percent of the projected new employees in the South Bay Cities Subregion, 13.4 percent of employees in Unincorporated Communities, and 1.0 percent of employees Countywide.

The population, housing and employment growth estimates for the related projects plus the proposed Project are within the estimated growth rates for the South Region Cities Subregion, the Unincorporated Los Angeles County communities, and the County as a whole. It should be noted that the estimate of cumulative development is conservative, as it does not fully account for existing development that would be replaced, as opposed to net new development, and it is likely that some of the related projects may never be developed. At the same time, other related projects would be proposed in later years in the Project vicinity and other development is occurring elsewhere. The two factors would off-set to a certain degree. However, as the cumulative household estimate is less than one half of the anticipated growth and given that SCAG updates are currently underway and repeated at four year intervals, SCAG will be able to sufficiently monitor growth for future planning purposes. SCAG performs a regular monitoring of factors affecting growth in the region, including monitoring of EIRs, provides self-correcting mechanisms for longer term projections suitable for use by service agencies for their long-term planning.

To the extent that employment might exceed current projections, it is expected that the new employees would come mostly from an existing employment pool and would not require movement of population or additional housing units. The County is still suffering from and seeking to recover job losses that occurred during the 2000s. The Los Angeles County seasonally adjusted unemployment rate was 5.8 percent in December 2015, which is approximately the same percent as the state rate of 5.8.⁸

The increased amount of employment would highlight the Project Site's designations as a Transit Overlay District and the West Carson Employment Protection District, a regional center, and Regional Center Commercial Area. New employment would support County policies that encourage employment growth in such areas. It would also support numerous County and SCAG policies that encourage denser employment in proximity of public transit systems such as those in the Project vicinity, most notably the Metro Silver Line. Such development reduces environmental impacts associated with transportation, air quality, noise and the consumption of natural resources. (For further discussion, refer to Section 4.H., *Land Use and Planning*). The added employment within the South Bay Cities Subregion would absorb new jobs that might otherwise locate in lower density areas that do not provide these advantages.

As noted above, the projected growth associated with the cumulative housing and population would be within the 2040 SCAG projections identified in the 2016 RTP/SCS and would not be cumulatively significant. With regard to employment, given the SCAG mechanisms for updating projections on a timely basis, the ability to accommodate an existing labor pool in the near term, and the potential of the added employment in proximity to public transportation to provide reductions in environmental impacts by contributing to sustainable development patterns, the additional employee growth would not be considered a significant impact. Even if the added employment were significant, which it is not, the Project's contribution would not be cumulatively considerable.

Furthermore, as discussed in Section 4.H., *Land Use and Planning*, the Project would be located within the area identified in as a Transit Overlay District and a High Quality Transit Area. As such, the Project has been anticipated and identified for new housing and employment growth. As discussed in the Initial Study for the Project, located in Appendix A-1 of this Draft EIR, the Medical Center Campus is located in an urbanized area that is served by current infrastructure (e.g., roads and utilities), and community service facilities. The Project's only off-site infrastructure improvements would consist of tie-ins to the existing utility main-lines already serving the Project area, as well as other limited improvements in surrounding areas as necessary to address system reliability and function. The Project would not require the construction of off-site infrastructure that would provide additional infrastructure capacity for other future development beyond the demand of the Master Plan Project itself.

(2) Cumulative Growth Projections and Consistency with Regulatory Documents

(a) Regional/SCAG Policies

As noted previously, the SCAG 2016 RTP/SCS projections have served as the basis for the demographic estimates in this analysis of Project and related projects regarding consistency with growth projections. The

⁸ *State of California, Employment Development Department, Labor Market Division, December 2015 California Employment Highlights.*

findings regarding growth in the region are consistent with the methodologies proscribed by SCAG and reflect SCAG goals and procedures.

SCAG data is periodically updated to reflect changes in development activity and provisions of local jurisdictions, e.g. zoning changes. Through this updating, service agencies have advance information regarding changes in growth that must be addressed in planning for their provision of services.

As was the case with the proposed Project, the related projects generally support the development of the South Bay Cities Subregion with a mix of residential, commercial, and target industries, such as biomedical/biotechnology. Development through the vicinity is generally well-served by same transportation infrastructure as the proposed Project, Metro Silver Line, numerous regional Metro Bus lines, and local Torrance Transit lines. All of this development is occurring within an identified SCAG High Quality Transit Area, and such development channeling growth in a manner that reduces vehicle miles traveled supporting regional sustainability development. Therefore, the cumulative development is supportive of recommended growth patterns.

(3) Introduction of Unplanned Infrastructure

Of the related projects, none are new unplanned infrastructure projects that would open new areas for development or increase the capacity of the South Bay Cities Subregion. The South Bay Cities Subregion contains a mature system of service, utility and infrastructure facilities. The cumulative development represents mixed-use infill projects that would generally utilize available capacity and add project-related infrastructure where necessary for local infrastructure connections for the individual projects. This is the case with the proposed Project, which would not create new unplanned infrastructure, but rather would improve, as necessary, existing facilities already serving the Medical Center Campus. Therefore, cumulative development would not introduce unplanned infrastructure or accelerate development in an undeveloped area and cumulative impacts regarding such unplanned development would be less than significant.

4. MITIGATION MEASURES

Project impacts regarding population, housing and employment would be less than significant and no mitigation measures are required. The proposed Project includes Project Design Features and mitigation measures to reduce its impacts on transportation infrastructure and public services that are associated with growth impacts. These Project Design Features and mitigation measures are discussed in the analyses of cumulative impacts for the environmental topics evaluated in Chapter 4.0, Environmental Impact Analysis, of this Draft EIR.

5. LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project impacts regarding population, housing and employment are less than significant. As such, no mitigation measures are required.