

4.11 POPULATION, EMPLOYMENT, AND HOUSING

4.11.1 INTRODUCTION

This section of the Draft Recirculated Environmental Impact Report (Recirculated Draft EIR) evaluates the potential effects of the Inglewood Transit Connector Project (proposed Project) on population, housing, and employment conditions. This section identifies and describes existing and projected levels of population, employment, and housing in the City of Inglewood (City) and analyzes the effects that would be caused by development of the proposed Project. The existing and projected population, employment data, and housing stock as well as a description of the methodology and framework guide the evaluation of the proposed Project's potential population, housing, and employment impact.

The Revised Initial Study (included in **Appendix A.2** of this Recirculated Draft EIR) prepared prior to the preparation of the December 2020 Draft EIR utilizes the California Environmental Quality Act (CEQA) Environmental Checklist to assess the Project's potential environmental impacts associated with population, employment, and housing. For one of these screening thresholds, the Revised Initial Study concluded the proposed Project would have a "Less than Significant Impact;" thus, no further analyses of this topic was required in an EIR. The following impact does not require any additional analysis in this Recirculated Draft EIR:

- Potential impacts related to displacement of housing which would necessitate the construction of replacement housing elsewhere. Development of the proposed Project would not require the removal of existing or proposed housing uses.

After circulation of the December 2020 Draft EIR for public review, the City revised the design of the proposed Project in response to consultation with key stakeholders in the community and comments received on the December 2020 Draft EIR. Specific changes to the proposed Project include raising the height of the ATS guideway along Market Street to preserve existing views of historic buildings, relocating the Prairie Avenue/Pincay Drive Station to the southwest corner of Prairie Avenue and Manchester Boulevard, redesign of the proposed MSF to allow this facility to be located on the proposed site with a new Vons store, and realignment of the guideway and stations on Prairie Avenue to the west side of Prairie Avenue. As it relates to employment impacts, these changes resulted in fewer jobs displaced due to the proposed Project compared to the December 2020 Draft EIR.

These changes to the design of the proposed Project do not create the potential for significant impacts related to the impacts above. The revised proposed Project would result in additional property acquisitions that would require demolition prior to construction of the proposed Project. Additionally, the revised proposed Project would include a Vons store replacement which would be developed prior to construction of the proposed Project. These changes would not alter the level of significance for the impact discussed above.

Impacts related to population, employment, and housing found to be less than significant are further discussed in **Section 6.3: Effects Found Not to Be Significant**.

Please see **Section 8.0** for a glossary of terms, definitions, and acronyms used in this Recirculated Draft EIR.

4.11.2 OVERVIEW OF POPULATION, EMPLOYMENT, AND HOUSING

The proposed Project is located within the Southern California Association of Governments (SCAG) region which includes six counties. With more than 19 million in population, 6 million in households, and 8 million jobs, the SCAG region is the nation’s largest metropolitan planning organization.¹ In line with national trends, annual population growth in the SCAG region has slowed and is anticipated to continue slowing from an annual growth rate of about 0.85 percent in 2020 to 0.45 percent by 2045. The decrease in annual population growth rate is driven by a combination of several factors: 1) women are having fewer children and are doing so at a later age, leading to a decline in fertility, 2) high housing costs, 3) an aging population, and 4) a decrease in net-migration.

The employment landscape in the region has followed a “boom and bust” cycle that is in line with the employment trends in Southern California. This trend is exemplified by the growth in housing development in the 2000s and the following bust starting in 2008 in the housing construction and service sectors. Despite this, the SCAG region has shown great resilience as the number of jobs in the region continues to grow overall. In 2019, there were approximately 8.7 million jobs in the region and every county in the region has experienced a net increase in jobs between the years 2000 and 2019.²

Housing in the SCAG region has traditionally followed the trend of lower-density development, which has occurred farther from employment-rich areas, increasing congestion, automobile dependency, leapfrog development and air pollution, and limiting the effectiveness of public transit. This trend has been shifting with a push-and-pull between new single-family development in traditionally suburban or formerly rural areas and multi-family residential developments in higher-density communities. A continued need for housing development is clear from the region’s population trend as an additional 930,000 people moved into Southern California from 2006 to 2016.

1 SCAG. *Connect SoCal, 2020-2045 RTP/SCS*. Chapter 2 SoCal Today. <https://www.connectsocial.org/Documents/Adopted/fConnectSoCal-02-Plan.pdf>. Accessed September 2, 2021.

2 SCAG. *Certified Final Connect SoCal PEIR*. https://www.connectsocial.org/Documents/PEIR/draft/dPEIR_ConnectSoCal_3_14_PopulationHousing.pdf. Accessed September 2, 2021.

4.11.3 METHODOLOGY

The following analysis is based on information on construction and operation of the proposed Project and information on City population, employment, and housing data and characteristics. Sources of information for population-, employment-, and housing-related estimates include the City General Plan and Housing Element,³ Southern California Association of Governments' (SCAG) 2019 Local Profiles (SCAG 2019 Local Profiles),⁴ SCAG's 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (SCAG 2020–2045 RTP/SCS),⁵ and SCAG's 6th Cycle Regional Housing Needs Allocation (6th Cycle RHNA).⁶

The information contained in this section is used as a basis for analysis of project and cumulative impacts. However, changes in population and housing, in and of themselves, are social and economic effects and under CEQA are not physical effects on the environment. CEQA provides that economic or social effects are not considered significant effects on the environment unless the social and/or economic effects are connected to physical environmental effects. A social or economic change related to a physical change may serve as a linkage between the proposed Project and a physical environmental effect or may be considered in determining whether the physical change is significant.⁷ The direction for treatment of economic and social effects is stated in CEQA Guidelines section 15131(a):

*Economic or social effects of a project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes. The intermediate economic or social changes need not be analyzed in any detail greater than necessary to trace the chain of cause and effect. The focus of the analysis shall be on physical changes.*⁸

4.11.4 REGULATORY FRAMEWORK

4.11.4.1 State Regulations and Directives

California Housing Element Requirement

California law requires cities and counties to include a housing element as one of the nine State-mandated elements of the General Plan.⁹ The housing element must address housing conditions and housing needs

3 City of Inglewood, *Housing Element 2013-2021*, <https://www.cityofinglewood.org/DocumentCenter/View/127/2013-2021-Housing-Element-Adopted-January-28-2014-PDF>. Accessed September 2, 2021.

4 SCAG. *2019 Local Profiles*. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed September 2, 2021.

5 SCAG. *Adopted Final Connect SoCal*. <https://connectsoocal.org/Pages/Connect-SoCal-Final-Plan.aspx>. Accessed September 2, 2021.

6 SCAG. *Regional Housing Needs Assessment & Housing*. <http://www.scag.ca.gov/programs/Pages/Housing.aspx>. Accessed September 2, 2021.

7 CEQA Guidelines section 15382.

8 CEQA Guidelines section 15131(a).

9 Government Code Section 65580, et seq.

in the community. Cities and counties are required to update their housing elements every 8 years following the implementation of SB 375.¹⁰ The housing element must identify and analyze existing and projected housing needs and “make adequate provision for the existing and projected needs of all economic segments of the community,” among other requirements. The City’s Housing Element was updated on January 28, 2014.¹¹

California Relocation Assistance

California Government Code Sections 7260-7277 establish a uniform policy for fair and equitable treatment of people or businesses displaced as a direct result of programs or projects undertaken by a public entity.¹² The primary purpose is to ensure that these persons shall not suffer disproportionate injuries as a result of programs and projects designed for the benefit of the public and to minimize the hardship of those displaced.

4.11.4.2 Regional Regulations and Directives

Regional Housing Needs Assessment

The Regional Housing Needs Assessment (RHNA) is mandated as part of the periodic process of updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The current planning period, 2021 to 2029, is considered the 6th RHNA Planning Cycle. Local jurisdictions received the draft RHNA Allocations on September 4th, 2020.¹³ The City is planning to approve an updated Housing Element before March 2022 to account for the SCAG 6th Cycle RHNA projections as amended by the adoption of SB 375 in 2008.¹⁴ Jurisdictions have until October 15, 2021, to submit housing elements to the HCD. The City’s Housing Element 2021–2029 is currently pending submittal to HCD for approval.

Communities use the RHNA numbers in land use planning, prioritizing local allocation, and in deciding how to address identified existing and future housing needs resulting from population, employment, and housing growth. The RHNA does not encourage or promote growth, but rather is designed to enable communities to anticipate growth, so that collectively the region and sub-region can grow in ways that enhance quality of life, improve access to jobs, promotes transportation mobility, and addresses social equity and fair share housing needs.

10 California Legislative Information. Senate Bill No. 375. https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=200720080SB375. Accessed September 7th, 2021.
11 City of Inglewood. *General Plan*. <https://www.cityofinglewood.org/209/General-Plan>. Accessed September 7th, 2021.
12 California Government Code Section 7260-7277.
13 SCAG. *Regional Housing Needs Assessment (RHNA) & Housing*. <http://www.scag.ca.gov/programs/Pages/Housing.aspx>. Accessed September 7th, 2021.
14 California Government Code Section 65583 (c)(1)(A).

SCAG 2020-2045 Regional Transportation Plan/Sustainable Communities Strategy

SCAG's Regional Council adopted the 2020–2045 RTP/SCS¹⁵ on September 3rd, 2020. The 2020–2045 RTP/SCS was adopted as part of SCAG's planning obligations. The 2020–2045 RTP/SCS is a long-range visioning plan that serves as an important planning document for the region that balances future mobility and housing needs with economic, environmental, and public health goals. The plan charts a course for closely integrating land use and transportation so that the region can grow smartly and sustainably. The 2020–2045 RTP/SCS includes land use policies to guide the region's development, including planning for additional housing and jobs near transit, and planning for changing demand in types of housing. Analysis for housing needs in the region as a whole and in individual cities is also completed as part of the metropolitan planning organization's obligation under the State mandate. One goal of the 2020–2045 RTP/SCS is to encourage land use and growth patterns that facilitate transit and active transportation.

SCAG is working with Los Angeles County Metropolitan Transportation Authority (Metro) and the City to ensure inclusion of the ITC project in SCAG's Federal Transportation Improvement Program (FTIP), which would be subsequently included in the Federal Statewide Improvement Program (FSTIP).

4.11.4.3 Local Regulations and Directives

City General Plan

The City General Plan is a comprehensive policy document that sets forth goals, objectives, and policies for the future development of the City. The General Plan also designates the location of desired future land uses within the City. A summary of the General Plan Elements is provided under **Section 4.9: Land Use and Planning**. Goals, objectives, and policies of the City's General Plan Housing and Land Use Elements are applicable to this Population, Employment, and Housing section of the Recirculated Draft EIR and is outlined as follows:

Housing Element

The City General Plan Housing Element 2013–2021¹⁶ covering the 5th cycle of RHNA was adopted on January 28, 2014. The Housing Element presents a framework upon which the City can implement a comprehensive housing program to provide its residents with decent and affordable housing.

15 SCAG. *Adopted Final Connect SoCal*. <https://www.connectsocial.org/Pages/Connect-SoCal-Final-Plan.aspx>. Accessed September 2, 2021.

16 City of Inglewood. *Housing Element 2013-2021*. <https://www.cityofinglewood.org/DocumentCenter/View/127/2013-2021-Housing-Element-Adopted-January-28-2014-PDF>. Accessed September 2, 2021.

The program established policies to create and preserve quality residential neighborhoods along with establishing policies and programs to mitigate housing shortages.

The Housing Element established the following goals for housing which are applicable to the proposed Project:

- Goal 2:** Maintain the existing housing stock and neighborhoods by promoting the maintenance, rehabilitation, modernization, and energy efficient upgrades of existing housing as well as the beautification and security of residential neighborhoods.
- Goal 3:** Encourage the Production and Preservation of Housing for All Income Categories, particularly around high-quality transit, including workers in the City that provide goods and services.
- Goal 7:** Encourage Energy Efficiency and Greenhouse Gas Reductions.

Land Use Element

The City's Land Use Element¹⁷ was adopted in 1980 and subsequently amended in 1986, 2009, 2016, and 2020. Applicable Land Use goals for the Population, Employment, and Housing section are as follows:

General

- Goal:** Help promote sound economic development and increase employment opportunities for the City's residents by responding to changing economic conditions.
- Goal:** Develop a land use element that facilitates the efficient use of land for conservation, development, and redevelopment.
- Goal:** Promote Inglewood's image and identify as an independent community within the Los Angeles Metropolitan area.

Commercial

- Goal:** Create and maintain a healthy economic condition within the present business community and assist new business to located within the City.
- Goal:** Protect local businessmen and encourage the importance of maintaining a strong commercial district in the downtown.
- Goal:** Promote the development of commercial/recreational uses which would complement those which already are located in Inglewood.

17 City of Inglewood. *Land Use Element*. <https://www.cityofinglewood.org/DocumentCenter/View/132/Land-Use-Element-1980-Amended-1986-2009-2016-PDF>. Accessed September 7, 2021.

Downtown Transit Oriented District

- Goal 1:** Downtown is a place to live, work, shop, recreate, and be entertained.
- Goal 3:** Downtown provides a unique mix of accessibility options including light rail, pedestrians, bicycles, autos, buses, and advanced technology local transit.
- Goal 4:** Downtown is a major economic engine providing jobs, sales tax, and other revenues.
- Goal 5:** Downtown is a model for sustainable development.

Environmental Justice Element

The City's Environmental Justice Element¹⁸ was adopted on June 30, 2020. Applicable Environmental Justice goals for the Population, Employment, and Housing section are as follows:

- Goal:** The community's exposure to pollution in the environment is minimized through sound planning and public decision making.
- Goal:** Adequate and equitably distributed public facilities are available in the community.

4.11.5 EXISTING CONDITIONS

4.11.5.1 Existing Setting

Population

The City is located in Los Angeles County (County) and became an incorporated City on February 8th, 1908, with a population of 1,200.¹⁹ The City has continued to expand and develop to reach an estimated population of 113,559 in 2018.²⁰ The City's population has stabilized over recent years. According to SCAG's 2019 Local Profile's report the net increase in population from 2000 to 2018 was approximately 979 and the SCAG 2020–2045 RTP/SCS growth forecast estimates the City's population to increase to 137,100 by 2045. With over 19 million people in the region as of January 2019, the SCAG region is the nation's second-largest combined statistical area²¹ in the nation. The population growth trend within the larger SCAG region has averaged approximately 0.82 percent per year from 2000 to 2016, which is about

18 City of Inglewood. *Environmental Justice Element*. <https://www.cityofinglewood.org/DocumentCenter/View/14211/Environmental-Justice-Element#:~:text=The%20Inglewood%20General%20Plan%20Environmental,City%2C%20particularly%20for%20disadvantaged%20communities>. Accessed September 2, 2021.

19 City of Inglewood. *City History*. <https://www.cityofinglewood.org/512/City-History>. Accessed September 2, 2021.

20 SCAG. *2019 Local Profiles*. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed September 2, 2021.

21 Combined Statistical Area is a United States Office of Management and Budget (OMB) term for a combination of adjacent metropolitan and micropolitan statistical areas across the US. These areas consist of various combinations areas with economic ties measured by commuting patterns.

half of the 1.65 percent annual population growth rate of the region from 1970 to 2000. This decrease in population growth rate is expected to continue with 2016 to 2045 averaging 0.61 percent annual population growth rate.²² The City is one of 191 cities in the SCAG region and resides within one of the six counties within the metropolitan planning organization (MPO).²³

Table 4.11-1: Population Growth in the City summarizes the population trends for the City from 2000 to 2018, including growth forecast for 2040 and 2045. According to SCAG, forecasted population growth for the City would be approximately 20 percent between 2016 and 2045.

**Table 4.11-1
Population Growth in the City**

Year	2000	2006	2012	2016	2018	2045
Population Estimate	112,580	111,777	110,623	114,300*	113,559	137,100*

Source: SCAG. 2019 Local Profiles. https://scag.ca.gov/sites/main/files/file-attachments/inglewood_localprofile.pdf?1606011259. Accessed September 7, 2021.

* SCAG. 2020-2045 Connect SoCal Demographics and Growth Forecast. https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed September 7, 2021.

Housing

Similar to the population trend in the City, the number of households in the City stayed relatively stable throughout the 2000s, with a net increase of 213 units in the number of households from 2000 to 2018. The increase accounts for an approximately 0.6 percent net increase during the 2000 to 2018 time period. The household numbers reached 37,018 households in 2018.²⁴

The SCAG region that includes the proposed Project is expecting to add 1.6 million households between the years 2016 to 2045.

Table 4.11-2: Number of Households in the City summarizes the number of households trend from the year 2000 and includes forecast data from the 2020–2045 RTP/SCS for the number of projected households in 2045.²⁵ According to SCAG, forecasted housing growth for the City would be approximately 27 percent between 2016 and 2045.

22 SCAG. 2020-2045 Connect SoCal Demographics And Growth Forecast. https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed September 7, 2021.

23 SCAG. <http://www.scag.ca.gov/Pages/default.aspx>. Accessed September 7, 2021.

24 SCAG. 2019 Local Profiles. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed September 7, 2021.

25 SCAG. 2020-2045 Connect SoCal Demographics And Growth Forecast. https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed September 7, 2021.

**Table 4.11-2
Number of Households in the City**

Year	2000	2006	2012	2016	2018	2045
Number of Households	36,805	36,460	36,993	37,500*	37,018	47,700*

Source: SCAG. 2019 Local Profiles. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed September 7, 2021.

* SCAG. 2020-2045 Connect SoCal Demographics and Growth Forecast.

https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed September 7, 2021.

The RHNA is another source for predicting housing growth in a region. According to SCAG's 6th cycle RHNA numbers, the City must provide plans for a total of 7,439 units from the years 2021 to 2029. The total housing unit requirement includes 1,813 units for very-low income, 955 units for low income, 1,112 units for moderate income, and 3,559 units for above moderate income.²⁶

Employment

As of 2017, the City had an estimated 34,962.²⁷ This number includes wage and salary jobs and jobs held by business owners and self-employed persons and excludes unpaid volunteers, family workers, and private household workers.

Employment trend in the City can be found in **Table 4.11-3: Number of Jobs in the City**. According to SCAG, forecasted employment growth for the City would be approximately 36 percent between 2016 and 2045.

**Table 4.11-3
Number of Jobs in the City**

Year	2007	2010	2013	2016	2017	2045
Number of Jobs	34,598	32,241	32,152	33,800*	34,962	45,900*

Source: SCAG. 2019 Local Profiles. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed September 7, 2021.

*SCAG. 2020-2045 Connect SoCal Demographics and Growth Forecast.

https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed September 7, 2021.

The number of jobs available is further divided into the following sectors: manufacturing, construction, retail trade, and professional and management. **Table 4.11-4: 2017 Job Numbers by Sector in the City** presents the number of jobs available in each sector in the year 2017. According to SCAG 2020–2045

26 SCAG. *Regional Housing Needs Assessment & Housing*. <http://www.scag.ca.gov/programs/Pages/Housing.aspx>. Accessed September 7, 2021.

27 SCAG. 2019 Local Profiles. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed September 7, 2021.

RTP/SCS,²⁸ there were an estimated 411,000 jobs in the region in 2016 and the number of construction jobs is expected to increase to 536,000 in the region in 2045.

As presented by the SCAG 2019 Local Profiles’ Report, only 8 percent of the commuters in the City are also employed within the City limits.²⁹ The remaining 92 percent of the commuting workers travel to adjacent employment centers for work.

**Table 4.11-4
2017 Job Numbers by Sector in the City**

Sector	Manufacturing	Construction	Retail Trade	Professional and Management
Number of Jobs	1,476	810	3,249	3,209

Source: SCAG. 2019 Local Profiles. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed September 7, 2021.
 **SCAG. 2020-2045 Connect SoCal Demographics and Growth Forecast. https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed September 7, 2021.
 ***Employment numbers in these sectors are estimates for analysis purposes only and does not include all jobs available within the City.

Table 4.11-5: Employment Centers for Inglewood Residents provides a list of where the residents of Inglewood are employed. While construction would generate a temporary workforce, construction personnel are commonly supplied by the existing construction industry within the local area. Over 800 construction jobs currently exist within the City limits according to SCAG 2019 Local Profiles.³⁰ As noted, these jobs are typically temporary for any specific project and the various trades and professions migrate as needed between construction projects.

Based on data from California Employment Development Department, the City’s unemployment rate is higher than the County and the State of California. The unemployment rate in the City is 12.8 percent³¹ as of July 2021, as compared to the County at 10.2 percent³² and the State of California at 7.9 percent.³³

28 SCAG. Draft 2020-2045 Connect SoCal Demographics And Growth Forecast. https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed September 7, 2021.
 29 SCAG. 2019 Local Profiles. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed September 7, 2021.
 30 SCAG. 2019 Local Profiles. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed September 7, 2021.
 31 EDD. Labor Force and Unemployment Rate for Cities and Census Designated Places. Cities and Census Designated Places by Individual County. <https://www.labormarketinfo.edd.ca.gov/data/labor-force-and-unemployment-for-cities-and-census-areas.html>. Accessed September 7, 2021.
 32 EDD. Los Angeles County Profile. <https://www.labormarketinfo.edd.ca.gov/cgi/databrowsing/localAreaProfileQSResults.asp?selectedarea=Los+Angeles+County&selectedindex=19&menuChoice=localAreaPro&state=true&geogArea=0604000037&countyName=>. Accessed September 7, 2021.
 33 EDD. California Profile. <https://www.labormarketinfo.edd.ca.gov/cgi/databrowsing/localAreaProfileQSResults.asp?selectedarea=California&selectedindex=0&menuChoice=localAreaPro&state=true&geogArea=0601000000&countyName=>. Accessed September 7, 2021.

These unemployment rates were obtained in the midst of the COVID-19 pandemic, with widespread business closures throughout the City and the State of California. Therefore, the unemployment numbers are much higher than the unemployment numbers that would usually occur on a State and local level. For comparison purposes, the City had an unemployment rate of 5.1 percent in January 2020, before the COVID-19 pandemic. In the same period, the County and the State had an unemployment rate of 4.5 percent and 4.3 percent, respectively.³⁴

**Table 4.11-5
Employment Centers for Inglewood Residents**

Local Jurisdiction	Number of Commuters	Percent of Total Commuters
Los Angeles	17,022	42.2%
Inglewood	3,177	7.9%
Santa Monica	1,614	4.0%
Culver City	1,281	3.2%
Torrance	1,215	3.0%
El Segundo	972	2.4%
Long Beach	682	1.7%
Hawthorne	657	1.6%
Carson	602	1.5%
Beverly Hills	573	1.4%
All Other Destinations	12,533	31.1%

Source: SCAG. 2019 Local Profiles.
<https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed September 7, 2021.

4.11.5.2 Existing Project Area

Market Street Segment

The Market Street Segment begins at the current location of the retail commercial center on the northeast corner of Market Street and Regent Street, between the intersections of Florence Avenue/Locust Street and Market Street/Regent Street. The parcels containing this existing retail commercial center to be acquired as part of the Project are currently zoned Transit Oriented Development Mixed Use 1 (MU-1). This existing commercial center is surrounded by businesses to the north and south and residential homes to the east. The vacant lot west of the commercial center at the northeast corner of Regent Avenue and Market Street is planned for development of a multi-family residential complex. Other properties along

34 EDD. *Unemployment Rates (Labor Force)*.
<https://www.labormarketinfo.edd.ca.gov/cgi/dataanalysis/labForceReport.asp?menuchoice=LABFORCE>. Accessed August 24, 2020.

this segment, including 115, 139 and 158 North Market Street and are planned for redevelopment with uses consistent with the City's New Downtown Inglewood and Fairview Heights Transit Oriented Development Plan. Adaptive reuse of the Fox Theater building in accordance with this plan is also planned. The Market Street Segment continues south on Market Street where existing businesses line the roadway on both sides. The segment continues south on Market Street until its intersection with Manchester Boulevard, where it turns east. (refer to **Figure 3.0-3: Project Vicinity Map**).

Manchester Boulevard Segment

The Manchester Boulevard Segment begins at the intersection of Market Street and Manchester Boulevard and continues east along Manchester Boulevard. This segment includes private property at 150 S. Market Street, which contains an existing commercial building on the northeast corner of the intersection. Further east of 150 S. Market Street is the existing Vons commercial plaza south of Manchester Boulevard, between Hillcrest Boulevard and Spruce Avenue (refer to **Figure 3.0-3**). The majority of the uses along this segment are commercial uses, with some residential and religious uses toward the eastern end of the segment near Prairie Avenue. The segment turns south at the intersection of Manchester Boulevard and Prairie Avenue.

Prairie Avenue Segment

The Prairie Avenue Segment begins at the intersection of Manchester Boulevard and Prairie Avenue at an existing commercial parcel at the southeast corner of Manchester Boulevard and Prairie Avenue. Existing businesses, multi-family residential buildings, Kelso Elementary School, and hotels are adjacent to Prairie Avenue on the west side of the roadway. The Forum, SoFi Stadium, and HPSP developments are adjacent to Prairie Avenue on the east side of the roadway. The segment terminates at the intersection of Prairie Avenue and Hardy Street.

Existing Employment

The proposed Project includes the proposed acquisition of several private properties along the alignment to accommodate components of the proposed Project, as identified in **Table 3.0-5: Anticipated Project Acquisitions** in **Section 3.0: Project Description**. The existing uses on these properties include a variety of retail and general commercial uses.

These existing uses are currently operating and have existing employees. A list of the existing facilities and the number of employees currently being employed is provided in **Table 4.11-6: Estimated Existing Employment**.

**Table 4.11-6
Estimated Existing Employment**

Parcel No.	Property Address	Type of Employments	Est. SF in Area	Est. Number of Employees
4015-027-030	310 E. Florence Avenue	Restaurant	1,200 SF	3
4015-027-031	300 E. Florence Avenue	Restaurant	4,762 SF	11
4015-027-032	254 N. Market Street	Restaurant	4,608 SF	10
4015-027-033	250 N. Market Street	Auto Service	44,000 SF	98
4015-027-038	240 N. Market Street	Shopping Center	12,300 SF	28
4015-027-040	230 N. Market Street	Store	22,194 SF	50
4015-027-041	224 N. Market Street	Store	5,000 SF	11
4015-027-049	222 N. Market Street	Shopping Center	25,500 SF	57
4015-027-050	210 N. Market Street	Shopping Center	7,348 SF	16
4021-010-015	150 S. Market Street	Store	16,575 SF	37
4021-024-015	500 E. Manchester Boulevard	Supermarket	76,402 SF	171 ^a
4021-024-015	510 E. Manchester Boulevard	Gas Station	202 SF	1
4024-008-015	923 South Prairie Avenue	Retail	9,744 SF	22
4024-009-005	945 South Prairie Avenue	Office	8,357 SF	29
4024-009-008	1003 South Prairie Avenue	Office	5,522 SF	19
4024-009-015	1011 South Prairie Avenue	Office	1,098 SF	4
4024-009-028033	1035 South Prairie Avenue	Shopping Center	26,228 SF	59
4024-009-028033	1035 South Prairie Avenue	Restaurant	3,954 SF	9
Total Estimated Number of Employees				635

Calculation Factor for 2.2371 (commercial/retail/restaurant, etc.) and 3.4965 (office only) employees per 1,000 SF are found in: Inglewood Unified School District, 2018. https://www.lbschools.net/Asset/Files/Business_Services/Developer_Fees/2018/2018-Commercial-Fee-Justification-Study.pdf. Accessed September 7, 2021.

*Land areas and number of employees are rounded and estimates for analysis only.

^a It should be noted that a replacement Vons store would be developed prior to construction of the proposed Project. It is anticipated that the replacement Vons store would utilize the same number of employees as the existing Vons store.

As shown, the existing uses currently have an estimated number of 635 employees. It should be noted however, that a replacement Vons store would be developed prior to construction of the proposed Project. It is anticipated that the replacement Vons store would utilize the same number of employees as the existing Vons store. Therefore, the net total of existing employees would be 464.

4.11.5.3 Adjusted Baseline Conditions

This section assumes the Adjusted Baseline Environmental Setting as described in **Section 4.0: Environmental Impact Analysis, 4.0-5: Adjusted Baseline**. The residential, office, retail, and entertainment uses associated with the Hollywood Park Specific Plan (HPSP) Adjusted Baseline projects would result in changes to the City’s population, employment, and housing stock. **Table 4.11-7: Adjusted Baseline Projects Employment Characteristics**, details the land uses and associated residential and employment generation for the HPSP Adjusted Baseline projects.

**Table 4.11-7
Adjusted Baseline Projects Employment Characteristics**

Land Use	Size	Generation Rate	Employee Population	Residential Population
Stadium ^a	70,240 seats	-	6,000 ^d	-
Performance ^b venue	6,000 seats	2.24 emp/1,000 SF	683	-
Retail ^c	518,077 SF	2.24 emp/1,000 SF	1,161	-
Office ^c	466,000 SF	3.49 emp/1,000 SF	1,626	-
Housing Units	314 units	2.99 person/unit	-	939
Total			9,470	939

Notes:

- a “Stadiums” are not common land uses, and the City and surrounding jurisdictions do not have an existing employment generation rates for this use. Therefore, the employment total for the stadium was based on that provided in the San Francisco 49ers Stadium, which had a similar seat count (68,500 seats). See City of Santa Clara, 2009. The 49ers Stadium Project EIR. p. 176.*
- b “Performance Venues” are not common land uses, and the City and surrounding jurisdictions do not have an existing employment generation rates for these uses. Consistent with the City’s Hollywood Park Redevelopment Draft Environmental Impact Report, and to be conservative, the “Performance” land use is assumed to use the “Retail Use” for the City generation rates. The square footage for this Performance Venue was based off of the proposed Project, which has approximately triple the seat count of the HPSP performance venue (18,000 seats or 915,000 sf). Thus, this analysis assumes square footage for Performance Venue is that of the proposed Project divided in by three, to become 305,000 sf.*
- c Based on employment generation factors from Inglewood Unified School District, 2018 Developer Fee Justification Study. Table 4. Assumes employee generation rate of 2.24 employee per square foot for Retail and Service uses, and 3.49 employee per square foot for Office uses.*
- d Anticipated Peak Stadium employment under HPSP is provided by Appendix K, Transportation Data. It is assumed that the vast majority of these jobs are event-related employment and were estimated for the purposes of transportation analysis. Although details are not available to the City, an assessment of full-time-equivalent employment at the Stadium would be materially less than the total of 6,000.*

Sources:

City of Santa Clara, 2009. 49ers Santa Clara Stadium Project EIR. Available: <http://santaclaraca.gov/home/showdocument?id=12770>.; City of Inglewood, 2008, Hollywood Park Redevelopment Draft Environmental Impact Report; and Inglewood Unified School District, 2018. Commercial/Industrial Development School Fee Justification Study Employment Impacts Per Sf. P. ES-1.

Overall, the HPSP Adjusted Baseline projects would generate an increase of approximately 9,470 jobs and 314 residential units. By using the City’s average household size of 2.99 persons per household,³⁵ the addition of 314 residential units would generate an estimated 939 people. Overall, as shown, under

35 U.S. Census, QuickFacts, Inglewood City, California, <https://www.census.gov/quickfacts/fact/table/inglewoodcitycalifornia/RHI125219>. Accessed September 7, 2021.

Adjusted Baseline conditions, the City has a residential population of 121,739³⁶ persons, employment of 44,270 jobs,³⁷ and a housing stock of 35,114 units.³⁸ As noted above, the City is currently coordinating with SCAG to update the RTP/SCS socio-economic data to reflect the growth anticipated in the City's New Downtown Inglewood and Fairview Heights Transit Oriented Development Plan and Hollywood Park Specific Plan Areas.

4.11.6 THRESHOLDS OF SIGNIFICANCE

Criteria outlined in the CEQA Guidelines were used to determine the level of significance of population, employment, and housing resource impacts. As discussed previously in *Section 4.11.1: Introduction*, two screening criteria related to population and housing of Appendix G of the CEQA Guidelines were eliminated from further analysis in this EIR. The Recirculated Initial Study concluded, however, that the Project could have a potentially significant impact related to population and housing if the Project would:

Threshold POP-1: Induce substantial unplanned population or employment 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).

4.11.7 IMPACT ANALYSIS FOR THE PROPOSED PROJECT

Impact POP-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)?

Construction

Population and Housing

According to SCAG's 2020–2045 RTP/SCS,³⁹ the City currently projects a population of 137,100 and 47,700 households in the year 2045. It is anticipated that the short-term construction labor needs for the proposed Project can be met by the existing construction labor force available in the greater Los Angeles

36 SCAG. 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction. https://scag.ca.gov/sites/main/files/file-attachments/2016_2040rtpscsc_finalgrowthforecastbyjurisdiction.pdf?1605576071. Adding 939 from an increase in population from HPSP to the 2020 population numbers.

37 SCAG. 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction. https://scag.ca.gov/sites/main/files/file-attachments/2016_2040rtpscsc_finalgrowthforecastbyjurisdiction.pdf?1605576071. Adding 9470 from an increase in population from HPSP to the 2020 jobs numbers.

38 SCAG. 2016-2040 RTP/SCS Final Growth Forecast by Jurisdiction. https://scag.ca.gov/sites/main/files/file-attachments/2016_2040rtpscsc_finalgrowthforecastbyjurisdiction.pdf?1605576071. Adding 314 from an increase in population from HPSP to the 2020 housing numbers.

39 SCAG. 2020-2045 Connect SoCal Demographics And Growth Forecast. https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed September 7, 2021.

and southern California areas. For this reason, the temporary increase in construction jobs associated with the Project is not expected to result in an increase in the population of the City. In addition, the proposed Project does not include any existing residential uses that would be replaced or removed. Since no residential or housing stocks would be constructed or demolished, construction the proposed Project would have no direct impact on population or housing stock.

Employment

The SCAG 2020–2045 RTP/SCS projects the City will have 45,900 jobs by 2045.⁴⁰ The proposed Project would generate a temporary workforce during the construction period between 2024 and 2027. Construction would take place over from 2024 through 2027, employing varying numbers of construction personnel as appropriate for each phase. Descriptions of the construction phases are in **Section 3.0**; aspects of construction relevant to employment are briefly summarized below:

- **Phase 1** of construction includes demolition of buildings and site improvements acquired to accommodate the proposed Project. Phase 1 construction would start in January 2024, including demolition of the existing retail commercial center at Market Street and Regent Street, the commercial buildings located at 500 Manchester Boulevard, the commercial building at 150 S. Market Street on the northeast corner of Manchester and Market Street, the retail commercial center at northwest corner of Prairie Avenue and Hardy Street, the commercial building at 401 S. Prairie Avenue, the commercial building at 945 S. Prairie Avenue, and the commercial building at 1003 S. Prairie.
- **Phase 2** would begin with construction of the elevated portion of the proposed Project (guideway and stations) along Prairie Avenue from Hardy Street to Manchester Boulevard, and work at the MSF site. Construction would occur from 2024 to 2025.
- **Phase 3** foundation work for the ATS guideway, foundation work for the Market Street/Florence Avenue Station, and construction for the support structure of the MSF building and would begin in 2024 and finish in 2025.
- **Phase 4** would occur from 2025 to 2026. Phase 4 primarily includes foundation work for the ATS guideway, guideway column caps along Market Street, and the MSF building deck and shell.
- **Phase 5** would include aerial work for the ATS guideway along Prairie Avenue from Hardy Street to Manchester Boulevard and Manchester Boulevard from Prairie Avenue to Market Street, guideway girder along Market Street, and MSF building interior construction. Construction would occur in 2025 through 2026.
- **Phase 6** include aerial work for the ATS guideway along Prairie Avenue from Hardy Street to Manchester Boulevard and Manchester Boulevard from Prairie Avenue to Market Street, completion of the Prairie Avenue/Manchester Boulevard Station, completion of the Prairie Avenue/Hardy Street

40 SCAG. 2020-2045 Connect SoCal Demographics And Growth Forecast. https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed September 7, 2021.

Station, and completion of the MSF building, and the elevated passenger walkway to the Metro K Line Downtown Inglewood Station. Construction would occur in 2025 through 2026.

- **Phase 7** would include final site work and completion of the stations and would occur in 2026.
- **Phase 8** would occur for the guideway along the entire length of the alignment and primarily includes installation of the operating systems and testing and commissioning of the ATS trains. Phase 8 construction would occur in 2025 through 2027, with the primary construction activities occurring in 2026 and some installation of equipment starting towards the end of Phase 3 construction when sufficient aerial structure is available for the installation of the equipment.

The estimated construction workforce during each phase is provided in the **Table 4.11-8: Construction Workforce by Phase**.

**Table 4.11-8
Construction Workforce by Phase**

Phase	Time Period	Duration	Estimated Number of Employees
1	2024	7 months	100 - 140
2	2024 – 2025	5 months	100 - 140
3	2024 – 2025	6 months	165 - 190
4	2025 – 2026	8 months	210 - 240
5	2025 – 2026	10 months	210 - 240
6	2025 – 2026	6 months	165 - 190
7	2026	7 months	90 - 125
8	2025 - 2027	22 months	50 - 100
Total Number of Employees During Construction			1,090 - 1,365

Source: **Appendix F: ITC Construction Scenarios**.

* Note: Some Phase 8 activities could start as early as 2025 or when there is enough aerial structure available for the installation of equipment. However, majority of the construction activities for Phase 8 would happen between 2025 to 2026. For analysis purposes, 2025-2026 for construction duration is used.

While construction would generate a temporary workforce, construction personnel are commonly supplied by existing construction industry within the local area. Therefore, construction personnel for the proposed Project would likely be filled by existing construction employees within the City or the greater Los Angeles area. According to SCAG 2019 Local Profiles,⁴¹ over 800 construction jobs currently exist in the City. As noted, these jobs are typically temporary for any specific project and the various trades and professions migrate as needed between construction sites.

41 SCAG. 2019 Local Profiles. <https://www.scag.ca.gov/Documents/Inglewood.pdf>. Accessed September 7, 2021.

The existing construction workforce estimates in the City exceeds the number of construction personnel required for each phase of the proposed Project. Approximately 411,000 construction jobs exist in the SCAG region in 2016 and the number of construction jobs is expected to increase to 536,000 construction jobs in 2045.⁴²

The proposed Project would only require approximately 0.3 percent of the existing regional workforce for the entire duration of the construction period.

Since the construction industry does not generally have a regular place of business and construction workers are highly specialized, most construction workers would most likely commute to the job site from locations within the City and throughout the surrounding region. As such, construction personnel do not normally relocate to the location of the construction project.

Based on the existing construction workforce that resides in the City and the surrounding region, the impact on workforce to meet the needs of the proposed Project would not induce substantial population growth in the City or the region.

Impacts would be less than significant.

Operation

Population and Housing

As previously discussed, the proposed Project would not include any residential uses or housing development, and therefore, would have no direct impact on housing as a result. However, indirect impacts on population and housing can still occur through employment, discussed under a separate heading below, or through critical infrastructure improvements that encourage development around the improvements.

The proposed Project would expand transportation options and provide a reliable and low-cost transportation method for existing local communities. As discussed previously, the SCAG projects a growth rate of approximately 0.45 percent by 2045. The proposed Project would be crucial in reducing local roadway congestion and ensuring there is sufficient transportation capacity to accommodate future population growth. Similarly, SCAG projects the population in the region would increase from approximately 18,832,418 in 2016 to 22,507,188 in 2045, resulting in an increase of approximately 0.61 percent or approximately 115,290 population annually. As the entire ATS guideway and related facilities

42 SCAG. *2020-2045 Connect SoCal Demographics And Growth Forecast*. https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed September 7, 2021.

would be located in or adjacent to disadvantaged communities, the proposed Project would provide a reliable and low-cost option for traveling within the local area and to the greater Los Angeles region, connecting job centers such as downtown Los Angeles, The Forum, and the SoFi Stadium to existing disadvantaged communities and providing economic support for these communities.

The proposed Project may generate indirect population growth through an improvement in access to housing and employment opportunities in the greater Los Angeles region. However, reasonably foreseeable growth from an improvement in access and quality of life is anticipated to be within the growth projection under SCAG's 2019 Local Profiles and within the regional projection under SCAG's 2020–2045 RTP/SCS. Furthermore, since the existing roadway network currently provides access to all areas that would benefit from the alignment in the urban setting, the proposed Project is not expected to contribute development and population growth to any new undeveloped areas. Therefore, indirect impacts to population growth through an improvement to access and quality of life would be less than significant.

Employment

The proposed Project is anticipated to have a total direct employment of up to 150 full-time equivalent people. This would include workforce requirements for the operation and maintenance necessary for the proposed Project, including system engineers, operators, maintenance personnel, janitorial crews, security, and other jobs. These jobs would extend beyond construction and into oversight of long-term operations.

The proposed Project would also require the replacement of certain existing uses in order to accommodate various Project components. Existing sites to be replaced include the commercial/retail center at the southeast corner of Florence Avenue and Market Street that would be removed for the Market Street/Florence Avenue station, the office uses at the southwest corner of Prairie Avenue and Manchester Boulevard, the commercial/retail space at the northwest corner of Prairie Avenue and Hardy Street, the commercial uses at 500 and 510 Manchester Boulevard that would be removed for the proposed MSF, other than the commercial uses at 500 E. Manchester Boulevard that would be replaced when the new Vons store is built and opened, and the commercial building that would be removed to allow for the encroachment of the guideway at 150 S. Market Street. As discussed previously, the existing work force to be removed includes 464 employees, not including the existing Vons store which would be replaced prior to construction of the proposed Project.

The proposed Project would provide funding for the support and transition of jobs through the California Climate Investments (CCI) which facilitate GHG emission reductions and deliver a suite of economic, environmental, and public health co-benefits, including job co-benefits. The job co-benefits refer to California jobs supported, not created, by CCI. A job is defined as one full-time equivalent (FTE) employee

position over one year, equal to approximately 2,000 hours of work. Jobs supported by CCI include direct, indirect, and induced employment.^{43,44} The Job Co-benefit Modeling Tool was created by the California Air Resources Board using regional input-output models to characterize the relationships between all industries in an economy, with the foundational assumption that an initial change in economic activity prompts additional spending. For instance, increased demand for the outputs of one industry generates demand for intermediate inputs from supporting industries. Greater employment and earnings in the affected industries lead to higher household spending, resulting in additional demand for goods and services throughout the region.

In 2009, the University of Utah's Metropolitan Research Center reviewed a wide set of literature and data on the job and economic impacts of transportation spending and reported five conclusions relevant to choosing transportation stimulus projects.⁴⁵ The key findings included investing in areas with high job needs improves employment faster than investing elsewhere. Putting or keeping public transportation in communities with high unemployment produces up to 2.5 times more jobs than putting public transportation in communities with low unemployment. CCI facilitate GHG emission reductions and deliver a suite of economic, environmental, and public health co-benefits, including job co-benefits.⁴⁶ A different mix of spending on materials, equipment, and labor is expected across various CCI project types and match funding arrangements. As such, some project types would support more jobs than others.

The proposed Project provided project inputs for assessment using the Job Co-benefit Modelling Tool under transit mode. The project input categories include the following:⁴⁷

- The type of region that best encompasses the geographic location for the proposed Project type;
- TIRCP Funds Requested (\$)/Total amount of TIRCP GGRF funds requested from this solicitation to implement the project;
- Total Project Cost (\$) or Total amount of funding required to implement the project;

43 California Air Resources Board. CCI Co-benefit Assessment Methodologies. Job Co-Benefit Assessment Methodology. <https://ww2.arb.ca.gov/resources/documents/cci-methodologies>. Accessed 09/7/2021.

44 The three types of jobs supported by CCI are the following- Directly supported jobs refer to labor to complete California Climate Investments projects, through direct employment or contracted work paid with GGRF dollars; Indirectly supported jobs exist in the supply chains supporting California Climate Investments projects. Funding a project generates demand for intermediate inputs of materials and equipment needed to complete the project, leading to expanded production and employment in the relevant upstream industries; Induced jobs are linked to the spending of income from directly and indirectly supported jobs. The personal consumption expenditures of workers in jobs directly and indirectly supported by California Climate Investments projects (i.e., increased household spending) stimulate demand for goods and services in the wider California economy.

45 Arthur C. Nelson et al., *The Best Stimulus for the Money: Briefing Papers on the Economics of Transportation Spending*, University of Utah's Metropolitan Research Center and Smart Growth America, April 2009. <https://smartgrowthamerica.org/wp-content/uploads/2016/08/thebeststimulus.pdf>.

46 California Climate Change Investments, *About Climate Change Investments*. <http://www.caclimateinvestments.ca.gov/about-cci> accessed September 7, 2021.

47 City of Inglewood. Inglewood Transit Connector TIRCP Grant Application. January 16, 2020.

- The first year of service or the first year the facility or rolling stock would be in use;
- The final year of service or the final year the facility or rolling stock's useful life;
- The increase in unlinked passenger trips directly associated with the proposed Project in the first year;
- The increase in unlinked passenger trips directly associated with the proposed Project in the final year;
- Discount factor applied to annual ridership to account for transit-dependent riders; and the
- Annual passenger miles over unlinked trips directly associated with the proposed Project.

Calculation based on project inputs generated approximately 11,516 full time equivalent jobs which would be benefitted through these funds and programs. The benefits would be provided through either directly supported jobs, indirectly supported jobs, or induced jobs. Estimated jobs supported by the CCI through the proposed Project are set forth in the **Table 4.11-9: Estimated Job Co-Benefits**.⁴⁸

**Table 4.11-9
Estimated Job Co-Benefits**

Category	Number of Jobs Co-Benefits
Total Full-Time Equivalent Jobs Supported by Project Budget	9,759
Total Full-Time Equivalent Jobs Supported by the Project GGRF* Funds	878
Full-Time Equivalent Jobs Directly Supported by the Project GGRF* Funds	413
Full-Time Equivalent Jobs Indirectly Supported by the Project GGRF* Funds	190
Full-Time Equivalent Induced Jobs Supported by the Project GGRF* Funds	276
Total Number of Jobs Supported	11,516

*Greenhouse Gas Reduction Funds

Source: City of Inglewood. *Transit and Intercity Rail Program Application for the Inglewood Transit Connector Project* January 2020.

The proposed Project would directly generate approximately 150 full-time jobs associated with the operation and maintenance of the ATS trains and would indirectly contribute to the creation of 11,516 additional jobs. As described above, the proposed Project may also displace up to 464 jobs associated with uses that would be removed on properties to be acquired as part of the Project if these uses do not relocate within the City. This would result in the Project directly and indirectly creating approximately net 11,052⁴⁹ FTE jobs. Furthermore, ongoing, and planned development along the proposed ATS alignment as described in **Section 4.0, 4.0-5: Adjusted Baseline**, including development in the HPSP area would also benefit from the implementation of the proposed Project. The growth in employment associated with the Adjusted Baseline growth would offset any net loss of jobs resulting from the proposed Project.

48 City of Inglewood. *Transit and Intercity Rail Program Application for the Inglewood Transit Connector Project*. January 2020.

49 11,516 minus 464 in numbers of jobs displaced.

As previously discussed, approximately 92 percent of the residents in the City currently commute to work outside of the City, with the remaining 8 percent of residents working within the City (**Table 4.11-5**). This pattern points to a regional spread in work locations for the City residents. Because of this, local fluctuations in job generation are unlikely to directly impact population growth within the City. Even though the proposed Project would either directly or indirectly support 11,052 jobs, the implementation of the proposed Project would only directly create 150 full-time equivalent jobs. Therefore, not all jobs supported by the proposed Project would translate into an increase in population growth for the local area or the region.

Additionally, according to SCAG 2020–2045 RTP/SCS, approximately 8,389,000 jobs were available in 2016 across industries in the region and the number of jobs available would increase to 10,050,000 by 2045, an increase of approximately 0.62 percent or approximately 52,700 annually in jobs.⁵⁰ The proposed Project would provide benefits to approximately 0.13 percent of the jobs in the region based on the 2016 jobs number or approximately 20 percent of new jobs added to the region annually. The jobs that would be supported by the proposed Project in the region is within the regional trends provided by the SCAG 2020–2045 RTP/SCS data and the jobs that would benefit from the proposed Project does not directly translate into population growth.

Based on SCAG’s growth estimates⁵¹ an adequate workforce exists and is projected to remain in existence, creating capacity to meet the employment needs of the proposed Project during operation. Further, with the current development of new employment opportunities in the City as well as the region, displacement of any existing workers would be absorbed.

Additionally, any businesses displaced would be compensated in accordance with California Government Code Section 7260-7277, the California Relocation Assistance Program. Compensation and compliance with the California Relocation Assistance Program would further minimize the effect of business displacement on business owners and the local community. As such, the estimate of up to 464 jobs that may be displaced from the proposed Project is a maximum estimate and would likely be less due to relocation of existing uses under the California Relocation Assistance program. It is important to note economic and social effects of a project are not treated as significant effects on the environment as stated previously per CEQA Guidelines Section 15131(a). Nonetheless, the changes in employment identified in this section are used to trace a chain of cause and effect from a proposed decision on a project through

51 SCAG. 2020-2045 Connect SoCal Demographics And Growth Forecast. https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed September 7, 2021.

51 SCAG. 2020-2045 Connect SoCal Demographics And Growth Forecast. https://www.connectsocial.org/Documents/Draft/dConnectSoCal_Demographics-And-Growth-Forecast.pdf. Accessed September 7, 2021.

anticipated economic or social changes resulting from the project to physical changes, such as population growth.

As a result of this analysis, the proposed Project would not substantially induce population growth beyond the regionally projected value. Therefore, there is a less than significant impact on employment and population growth from the operation of the proposed Project.

Summary of Impacts

The proposed Project does not include any constructing or removing any residential uses or housing developments. Therefore, construction of the proposed Project would not directly contribute to population increase or an increase or loss of housing stock.

Construction activities would generate a temporary workforce for the duration of the construction period. However, due to the temporary and variable nature of construction activities, construction would not create temporary or permanent population increase at the City. Additionally, construction workforce needs for the proposed Project could be met by the existing local work force and would not contribute to population increase through relocation. Therefore, construction employment would not result in any significant impacts in terms of population increase.

Employment generated by the operation of the proposed Project would be less than the current jobs displaced for uses that would be removed. However, the proposed Project would either directly or indirectly benefit 11,052 jobs. The number of jobs that would be supported by the proposed Project is within the growth projections provided by existing studies. Therefore, operational impacts on substantially inducing employment and population growth is less than significant.

Impacts from construction and operation on substantially inducing population and employment growth would be less than significant.

Mitigation Measures

No mitigation is required.

Level of Significance after Mitigation

The proposed Project would have a less than significant impact on inducing substantial population or employment growth. Impacts would be less than significant.

4.11.8 CUMULATIVE IMPACTS

Cumulative impact analysis for population, employment, and housing considers whether the impacts of a project and related projects, when taken as a whole, would induce substantial unplanned population growth. The geographic scope of this cumulative impact analysis is the City and the region. If the

cumulative projects listed in **Section 4.0, 4.0.6: Cumulative Assumptions** would result in a significant impact, then the proposed Project's contribution would need to be determined. The proposed Project would not directly create population or employment growth in the City or region. The proposed Project does not include residential elements or housing development which would directly contribute to population growth. Moreover, related projects and the additional growth considered as part of the Adjusted Baseline is consistent with the City's approved land use plans and approved projects. As discussed above, the City is currently coordinating with SCAG to update the RTP/SCS socio-economic data to reflect the growth anticipated in the City's New Downtown Inglewood and Fairview Heights Transit Oriented Development Plan and Hollywood Park Specific Plan Areas.

Since the proposed Project would not significantly induce population, employment, or housing growth in the region, the proposed Project would not substantially contribute to cumulative population, employment, or housing growth in the area. The proposed Project, combined with other reasonably probable future related development would not result in a significant cumulative impact related to population, employment, and housing because the cumulative growth would not exceed the growth anticipated in City-wide and regional planning documents, including the 2020–2045 RTP/SCS.

4.11.9 CONSISTENCY WITH CITY OF INGLEWOOD GENERAL PLAN

The City's General Plan contains goals within its Housing Element and Land Use Element that relates to the population, employment, and housing resources.

Housing Element

The Housing Element for the City⁵² establishes policies to create and preserve quality residential neighborhoods along with establishing policies and programs to mitigate housing shortages. The following goals within the Housing Element directly relates to population, employment, and housing resources within the City:

- Goal 2:** Maintain the existing housing stock and neighborhoods by promoting the maintenance, rehabilitation, modernization, and energy efficient upgrades of existing housing as well as the beautification and security of residential neighborhoods.
- Goal 3:** Encourage the Production and Preservation of Housing for All Income Categories, particularly around high-quality transit, including workers in the City that provide goods and services.
- Goal 7:** Encourage Energy Efficiency and Greenhouse Gas Reductions.

52 City of Inglewood. *Housing Element 2013-2021*. <https://www.cityofinglewood.org/DocumentCenter/View/127/2013-2021-Housing-Element-Adopted-January-28-2014-PDF>. Accessed September 7, 2021.

Goals 2 and 3 relate directly to housing production, preservation, and upgrades. Since the proposed Project does not include any residential uses, housing development, or removal of existing housing stock, Goals 2 and 3 do not apply.

The proposed Project aligns with Goal 7 in improving local mass transit availability and providing transit to local neighborhoods, encouraging energy efficiency and greenhouse gas reduction by providing an alternative to travelling by automobiles. As such, the proposed Project is consistent with this goal.

Land Use Element

The Land Use Element for the City⁵³ also contains goals that apply to population, employment, and housing. The goals relating to population, employment and housing are listed below:

General

- Goal:** Help promote sound economic development and increase employment opportunities for the City's residents by responding to changing economic conditions.
- Goal:** Develop a land use element that facilitates the efficient use of land for conservation, development, and redevelopment.
- Goal:** Promote Inglewood's image and identify as an independent community within the Los Angeles Metropolitan area.

Commercial

- Goal:** Create and maintain a healthy economic condition within the present business community and assist new business to located within the City.
- Goal:** Protect local businessmen and encourage the importance of maintaining a strong commercial district in the downtown.
- Goal:** Promote the development of commercial/recreational uses which would complement those which already are located in Inglewood.

Downtown Transit Oriented District

- Goal 1:** Downtown is a place to live, work, shop, recreate, and be entertained.
- Goal 3:** Downtown provides a unique mix of accessibility options including light rail, pedestrians, bicycles, autos, buses, and advanced technology local transit.

53 City of Inglewood. *Land Use Element*. <https://www.cityofinglewood.org/DocumentCenter/View/132/Land-Use-Element-1980-Amended-1986-2009-2016-PDF>. Accessed September 7, 2021.

Goal 4: Downtown is a major economic engine providing jobs, sales tax, and other revenues.

Goal 5: Downtown is a model for sustainable development.

The proposed Project is consistent with the Land Use Element goals by enhancing connectivity for the new commercial and residential developments. The proposed Project would provide a mass transit connection within the City and the new LASED and HPSP, as well as connect them to the broader region and the Metro K Line. The location of the proposed Project in the City's downtown area along Market Street would assist in encouraging the importance of maintaining a strong commercial district in the downtown area.

The proposed Project would connect the Metro K line with new commercial and entertainment developments in the City such as LASED, Sofi Stadium, and the Hollywood Park Specific Plan mixed-use development, promoting these entertainment and commercial developments to the region. The connection to entertainment, commercial, and residential developments would also assist in reducing future impacts associated with traffic, air quality, greenhouse gas, and noise from employees and patrons of these uses. Increasing existing mobility options would also remove vehicle traffic in downtown Inglewood, promoting sustainable development values.

Environmental Justice Element

The City's Environmental Justice Element⁵⁴ was adopted on June 30, 2020. Applicable Environmental Justice goals for the Population, Employment, and Housing section are as follows:

Goal: The community's exposure to pollution in the environment is minimized through sound planning and public decision making.

Goal: Adequate and equitably distributed public facilities are available in the community.

The proposed Project is consistent with the Environmental Justice Element goals through the reduction in community exposure to air pollutants by reducing VMT and vehicle related air pollutant emissions and providing adequate and equitably distributed public facilities in the community. The proposed Project would provide public transportation services to the local community from Downtown Inglewood to south Inglewood and connect the communities from Inglewood to the larger Los Angeles area through the connection with Metro K line.

54 City of Inglewood. *Environmental Justice Element*. <https://www.cityofinglewood.org/DocumentCenter/View/14211/Environmental-Justice-Element#:~:text=The%20Inglewood%20General%20Plan%20Environmental,City%2C%20particularly%20for%20disadvantaged%20communities>. Accessed September 7, 2021.