
4.11 Population, Housing, and Employment

4.11.1 Introduction

This section discusses the proposed Project's potential impacts on population, housing, and employment in the context of a study area (comprised of the Westchester-Playa Del Rey Community Plan and LAX Plan areas), the City of Los Angeles, and the County of Los Angeles. The analysis assesses the proposed Project's population, housing, and employment impacts in relation to adopted growth forecasts, policies, and programs.

In addition to comparing the proposed Project's potential impacts on population, housing, and employment with adopted growth forecasts, policies, and programs, this section also addresses the potential displacement of population, housing, or employment that would result from the proposed Project as well as a discussion of jobs/housing balance.

4.11.2 Environmental Setting

4.11.2.1 Regulatory Framework

As the potential growth in population and housing resulting from implementation of the proposed Project would primarily impact local and regional areas, federal regulations are not relevant to the proposed Project. Therefore, the following regulatory framework discussion only includes regional and local regulations that are relevant to the proposed Project.

4.11.2.1.1 SCAG 2008 Regional Comprehensive Plan (RCP)

SCAG prepared the 2008 Regional Comprehensive Plan (RCP) in conjunction with its constituent members and other regional planning agencies. The RCP is a response to the SCAG Regional Council's directive in the 2002 Strategic Plan to develop a comprehensive, strategic plan for defining and solving Southern California's inter-related land use, transportation, water, air quality, and other regional challenges. The RCP serves as an advisory plan to local agencies in the Southern California region for preparing local plans and addressing local issues. It coordinates all of SCAG's roles in a variety of planning issues, demonstrates the need for greater action in managing growth, and recommends an Action Plan, which designates the key roles and responsibilities of public and private stakeholders.

4.11.2.1.2 SCAG 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)

SCAG's Regional Council adopted the 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS) on April 4, 2012. The primary goal of an RTP is to increase mobility for the region's residents and visitors. However, SCAG in recent years has placed a strong emphasis on sustainability and included the SCS in the latest RTP. The SCS outlines a plan for integrating the transportation network with a comprehensive land use system that responds to projected housing and transportation demands resulting from anticipated growth and demographic changes.

As part of the 2012-2035 RTP/SCS, SCAG prepared the Growth Forecast Report, which contains a set of baseline socioeconomic projections. This report includes projections of population, households, and employment. The socio-economic estimates and projections in the Regional Growth Forecast are used for federal and state mandated long-range planning efforts

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such as the Regional Transportation Plan (RTP), the Air Quality Management Plan (AQMP), the Regional Transportation Improvement Program (RTIP), and the Regional Housing Needs Assessment (RHNA). They also provide guidance to local governments in planning for jobs and housing.

Section 2, Transportation Investments, of the 2012-2035 RTP/SCS outlines a population and housing mitigation program that encourages project implementation agencies to provide relocation assistance, as required by law, for displaced residences and businesses and to design new transportation facilities that take into consideration existing communities. Section 2 also incorporates the Regional Housing Needs Assessment (RHNA) housing targets for the SCAG region and illustrates where new housing growth can be accommodated in the future.

Performance measures within the 2012-2035 RTP/SCS which are relevant to population, housing, and employment include: jobs-housing imbalance or job housing mismatch, gentrification and displacement, and accessibility to employment and services.

4.11.2.1.3 City of Los Angeles General Plan

California State law (Government Code Section 65300) requires each city to prepare and adopt a comprehensive, long-term plan for its future development, often called the general plan. The general plan must contain seven elements: land use, circulation, housing, conservation, open space, noise, and safety.

The City of Los Angeles General Plan Framework Element was first adopted in 1995 and establishes a citywide comprehensive long-range growth strategy that is implemented through amendments to the community plans, zoning ordinances, and other relevant plans and regulations maintained by the City of Los Angeles. The Framework Element encourages growth in higher-intensity commercial and mixed-use districts, centers and boulevards, and in proximity to transit. It supersedes the other citywide elements of the City of Los Angeles General Plan but does not supersede the more detailed community and specific plans. It does not promote population growth but establishes policies to best accommodate population growth if it should occur. The Framework Element is based on SCAG's Growth Forecast Report, which provides projections for population, housing, and employment.

The current City of Los Angeles General Plan Housing Element Update covers the period from 2006 to 2014. California State law (Government Code Section 65590-65589.9) requires the Housing Element to be updated every five years. The primary objective of the Housing Element is to "create for all residents a city of livable and sustainable neighborhoods with a range of housing types, sizes and costs in proximity to jobs, amenities and services." Goals and policies related to housing can be found in the Housing Element.

The Housing Element Policy 2.2.4 declares that the intent of the City of Los Angeles is to "promote and facilitate a jobs/housing balance at a citywide level." Policy 2.2.4 is composed of two programs: (1) Congestion Management Program Land Use Strategy and (2) Jobs/Housing Balance Incentives: Residential Exemptions in Transportation Specific Plans.

The Congestion Management Program Land Use Strategy seeks to achieve a jobs/housing balance and mitigate regional traffic congestion by linking transportation and land use decisions with their impacts on regional transportation and air quality. The Congestion Management Program Land Use Strategy also seeks to achieve a jobs/housing balance by assuring that Los Angeles receives land use mitigation credits for residential and mixed use development around transit centers and transit corridors. The Jobs/Housing Balance Incentives Program seeks to achieve a jobs/housing balance by providing exemptions from Traffic Impact Assessment fees

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for new residential projects in transportation specific plan areas that are jobs rich and housing poor.

4.11.2.1.4 Community Plans

The City of Los Angeles Land Use Element of the General Plan is divided into 35 Community Plan Areas (CPA). Community Plans are intended to provide an official guide for future development by proposing approximate land use designations. Two Community Plans are applicable to the Project site: the LAX Plan and Westchester-Playa Del Rey Community Plan.

The LAX Plan, which was adopted December 14, 2005, includes the Project site.¹ The LAX Plan Area consists of 3,900 acres and is comprised of four general areas: Airport Airside, Airport Landside, LAX Northside, and Open Space (the Los Angeles Airport/EI Segundo Dunes).² The purpose of the LAX Plan is to promote an arrangement of airport uses that encourages and contributes to the modernization of LAX in an orderly and flexible manner within the context of the City or Los Angeles and the region.³ The LAX Plan states that the Project site must include a variety of land uses at an appropriate scale and level of activity to provide a buffer between the Westchester community and LAX or serve as a relocation area for businesses displaced by the implementation of the LAX Master Plan. The primary allowable uses include: commercial development, office, light industrial, research and development, hotel and conference facilities, retail and restaurant uses, school and community facilities, open space, bicycle paths, and greenway buffers. Housing is not allowed within LAX Northside Areas.

The Westchester-Playa Del Rey Community Plan, which was adopted April 13, 2004, does not include, but is adjacent to the Project site. The Westchester-Playa Del Rey CPA consists of approximately 5,766 net acres. The purpose of the Westchester-Playa Del Rey Community Plan is to maintain the distinctive character of the Westchester-Playa Del Rey Community Plan Area. The Westchester-Playa Del Rey Community Plan establishes a reasonable expected population of 87,779 for the year 2025 and sets forth policies seeking to prevent population growth that occurs faster than projected and ensure that infrastructure improvements keep pace with population growth.⁴

4.11.2.1.5 LAX Master Plan

The LAX Master Plan establishes the conceptual strategic framework for future improvements at LAX. The LAX Master Plan was adopted in April 2004 and presents the key elements of the staff-preferred alternative for future LAX development, Alternative D, which also incorporates airport safety and security. LAWA consults the LAX Master Plan as it formulates and processes site-specific projects under the LAX Master Plan Program.

4.11.2.1.6 Specific Plans

The LAX Specific Plan, which was adopted September 29, 2004, establishes zoning and development regulations and standards consistent with the LAX Plan for LAX and LAX Northside. The LAX Specific Plan is the principal mechanism by which the goals, objectives, policies, and programs of the LAX Plan are implemented. It also establishes procedures for projects that are anticipated under the LAX Master Plan Program and incorporates the 1989

¹ City of Los Angeles, LAX Plan, 2004.

² *Ibid.*

³ *Ibid.*

⁴ City of Los Angeles, Westchester-Playa Del Rey Community Plan, 2004.

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Design Plan and Development Guidelines for LAX Northside. The LAX Specific Plan designates LAX Northside as an airport buffer zone for the Westchester community. Land previously used for residential purposes is to be redeveloped in a manner that is consistent with airport needs and neighborhood conditions.

The Coastal Transportation Corridor Specific Plan, which was adopted in 1985 and updated in 1993, consists of all or parts of the Westchester-Playa Del Rey, Palms-Mar Vista-Del Rey, and Venice CPAs, and LAX Plan area. The primary purpose of the Coastal Transportation Corridor Specific Plan is to mitigate transportation impacts that are necessitated by new commercial and industrial development and fund improvements to transportation infrastructure. Single-family dwelling projects are exempt from mitigation requirements.

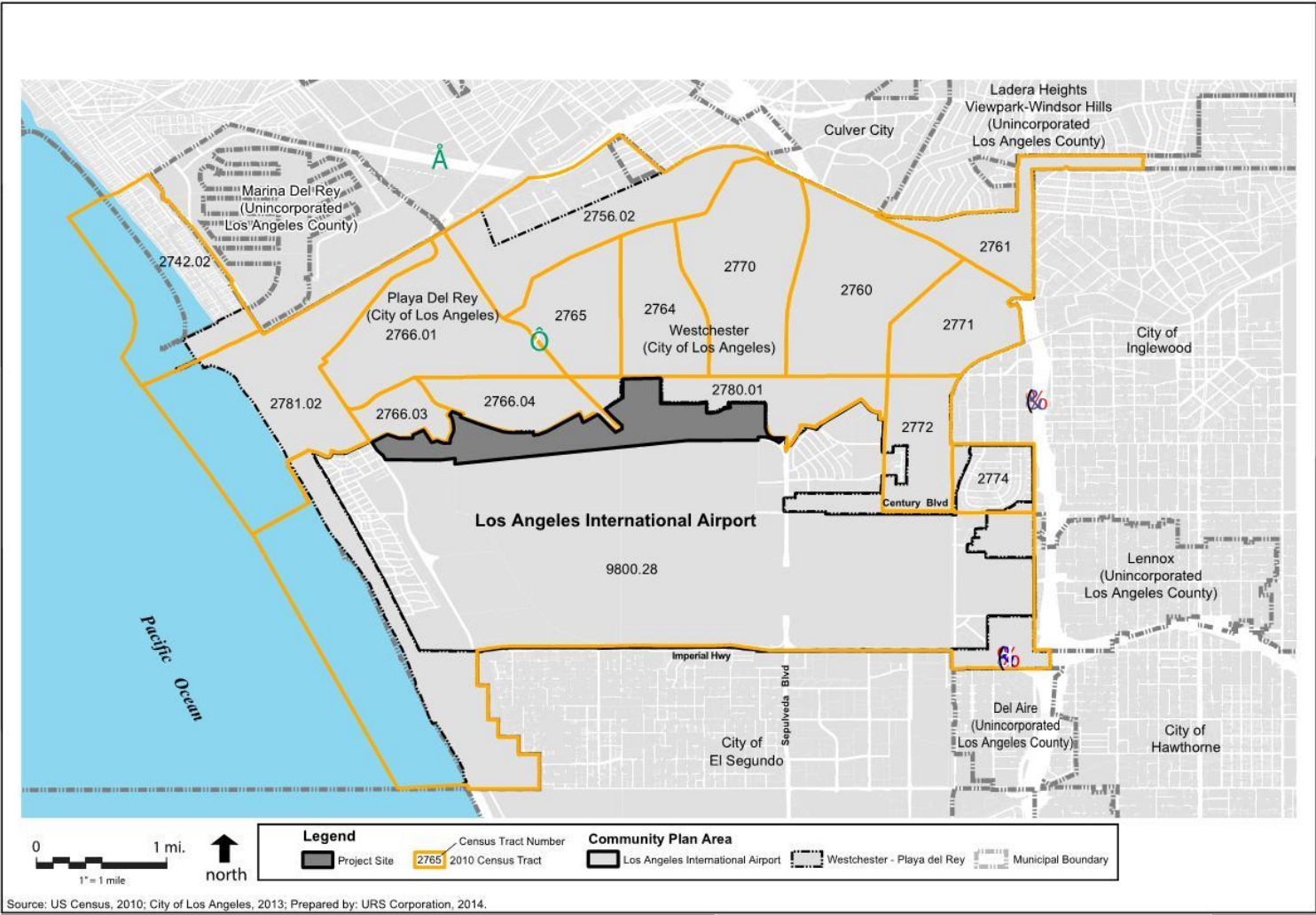
The Los Angeles International Airport/El Segundo Dunes Specific Plan, which was adopted in 1992, is located in the Westchester-Playa Del Rey CPA and contains approximately 302 acres. The Los Angeles International Airport/El Segundo Dunes Specific Plan does not include, but is adjacent to the Project site. The purpose of the Los Angeles International Airport/El Segundo Dunes Specific Plan is to restore and preserve the natural ecology and species of the Los Angeles International Airport/El Segundo Dunes. The Los Angeles International Airport/El Segundo Dunes Specific Plan also provides for active recreation in the form of a golf course and passive recreation in the form of walking and bicycling paths, a visitor center, and viewing areas. However, the Los Angeles International Airport/El Segundo Dunes Specific Plan does not provide for residential uses, as all uses must be open to the public.

4.11.2.2 Existing Conditions

This subsection is divided into discussions of population, housing, and employment. Within each of these discussions, the existing conditions for the Project site, study area (Westchester-Playa Del Rey CPA and LAX Plan Area), City of Los Angeles, and County of Los Angeles are described. The study area is defined as the census tracts that are entirely or partially located within the Westchester-Playa Del Rey Community Plan and LAX Plan areas. These census tracts are included in the study area because they represent the City of Los Angeles planning sub regions that contain the Project site.

The geographic context includes the Project site and study area (**Figure 4.11-1**). The population and housing characteristics are based on data from the 2010 U.S. Census. The employment characteristics are based on SCAG's 2008 RTP Growth Forecast, which provides data according to the Census tracts in 2000 instead of 2010. Although there have been changes to the Census tract numbering and boundaries from 2000 to 2010, the overall boundary of the study area has not changed. These data sets reflect the most recent data available for the population, housing, and employment characteristics analyzed herein. **Table 4.11-1** provides a summary of the population, housing, and employment characteristics for each geographical area.

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Source: US Census, 2010; City of Los Angeles, 2013; Prepared by: URS Corporation, 2014.

<p>Population, Housing, and Employment Study Area</p>	<p>Draft Environmental Impact Report LAX Northside Plan Update</p>	<p>FIGURE 4.11-1</p>
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Table 4.11-1

Total Estimated 2010 Population, Housing, and Employment

Geography	Total Population	Total Housing	Total Employment
Project Site	0	0	628
Study Area	61,982	29,396	94,674
City of Los Angeles	3,792,625	1,413,995	1,820,093
County of Los Angeles	9,889,056	3,449,273	4,552,385

Source: SCAG, 2008 for employment; US Census, 2010 for population and housing; URS, 2014 for Project Site employment.

4.11.3 Population

4.11.3.1 On-Site

There is no existing housing within the Project site and, therefore, there is no permanent resident population on-site. The Project site primarily consists of vacant, previously disturbed land. Existing uses include a child development center, animal quarantine facility, fire station, golf course, and airport support uses. None of these uses support a residential population.

4.11.3.2 Off-Site

The population of the study area was approximately 61,982 persons in 2010. The population of the City of Los Angeles was approximately 3.8 million persons in 2010. The population of the County of Los Angeles was approximately 9.9 million persons in 2010. The population of the study area was approximately 1.6 percent of the population of the City of Los Angeles and less than one (0.6) percent of the population of the County of Los Angeles in 2010. The population of the City of Los Angeles was approximately 38.3 percent of the population of the County of Los Angeles in 2010.

4.11.4 Housing

4.11.4.1 On-Site

There are no existing residential uses within the Project site and, therefore, no existing housing units or households are present.

4.11.4.2 Off-Site

In 2010, the number of housing units in the study area was approximately 29,396 while the number of housing units in the City of Los Angeles was approximately 1.4 million and the number of housing units in the County of Los Angeles was approximately 3.4 million. The number of housing units in the study area was approximately two percent of the number of housing units in the City of Los Angeles and less than one (0.8) percent of the number of housing units in the County of Los Angeles in 2010. The number of housing units in the City of

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Los Angeles was approximately 41.0 percent of the number of housing units in the County of Los Angeles in 2010.

4.11.5 Employment

4.11.5.1 On-Site

An existing animal quarantine facility, airport support uses, fire station, golf course, and child development center currently exist on the Project site. As shown in **Table 4.11-2**, the total number of jobs in the Project site is 628.

Table 4.11-2

Number of Jobs Per Existing Business or Institution in the Project Site

Area	Existing Business/Institution	Number of Employees
13	First Flight Child Development Center	21
1	Jet Pets Animal Quarantine Facility	11
12A East	City of Los Angeles Fire Station Number 5	37
12B	Westchester Golf Course	34
4, 9, 11, 12A West	Airport Support Facilities	525
Total		628

Source: Jet Pets, 2012; LAFD Fire Station 5, 2012; Westchester Golf Course, 2012; First Flight Child Development Center, 2012; LAWA, 2012.

4.11.5.2 Off-Site

In comparison, the study area had approximately 94,674 jobs while the City of Los Angeles had approximately 1.8 million jobs and the County of Los Angeles had approximately 4.6 million jobs in 2010. The number of jobs in the Project site was less than one percent (0.6) of the number of jobs in the study area, City of Los Angeles (0.03), and County of Los Angeles (0.01). The number of jobs in the study area was approximately 5.2 percent of the number of jobs in the City of Los Angeles and two percent of the number of jobs in the County of Los Angeles in 2010. The number of jobs in the City of Los Angeles was approximately 40.0 percent of the number of jobs in the County of Los Angeles.

4.11.6 Impact Analysis

4.11.6.1 Methodology

Relevant regional and local plans and the significance thresholds specified within the Los Angeles CEQA Thresholds Guide were used to conduct the impact analysis of the proposed Project's potential impacts on population, housing, and employment. Projected population, housing, and employment were measured against the existing conditions of the Project site and significance thresholds to determine the level of significance of each impact. Southern California Association of Governments (SCAG) projections are used to estimate the study area population,

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housing, and employment at proposed Project buildout in 2022. The analysis includes four levels of comparison: 1) the Project site; 2) study area; 3) City of Los Angeles; 4) and County of Los Angeles. The study area is defined as the Census tracts that are located in whole or part in the Westchester-Playa Del Rey Community Plan and LAX Plan areas.

The employment generated by the proposed Project is calculated by taking the total maximum square footage of building space permitted by the proposed Project and applying the appropriate employment density factor (employee per square foot of building space) for that particular type of land use. Employment densities for the Project site were taken from SCAG's Employment Density Study Summary Report.⁵ These numbers were adjusted where additional site-specific employment information was available. The proposed Project does not include residential housing and therefore does not include population.

4.11.6.2 Significance Thresholds

A significant impact would occur if the direct or indirect changes in the environment that may be caused by the proposed Project would potentially result in one or both of the following:

- The project would cause growth (i.e., new housing or employment generators) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project occupancy/buildout.
- Housing, population, or employment growth is not consistent with local and regional adopted policies.

4.11.6.3 LAX Master Plan Commitments and Project Design Features

4.11.6.3.1 LAX Master Plan EIS/EIR Commitments

As part of the LAX Master Plan, LAWA adopted commitments pertaining to population, housing and employment to avoid or reduce environmental impacts. Since the Project site is located within the LAX Master Plan boundaries, LAWA will also fulfill the commitments it has made in the LAX Master Plan for the proposed Project. Additionally, these commitments are incorporated into the proposed Project's LAX Specific Plan amendment. The following commitments are applicable to the proposed Project and were considered in the population, housing and employment analysis herein.

- **Land Use (LU)-1: Incorporation of City of Los Angeles Ordinance No. 159,526 [Q] Zoning Conditions for LAX Northside into the LAX Northside/Westchester Southside Project.** To the maximum extent feasible, all [Q] Conditions (Qualifications of Approval) from City of Los Angeles Ordinance No. 159,526 that address the Northside project area will be incorporated by LAWA into a new LAX Zone/LAX Specific Plan for the LAX Northside/Westchester Southside project. Accepting that certain conditions may be updated, revised, or determined infeasible as a result of changes to the LAX Northside project, the final conditions for the LAX Northside/Westchester Southside project will ensure that the level of environmental protection afforded by the full set of existing LAX Northside project [Q] conditions is maintained or increased.

⁵ Southern California Association of Governments, Employment Density Study Summary Report, 2001.

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4.11.6.3.2 LAX Master Plan Community Benefits Agreement

The LAX Master Plan Community Benefits Agreement stipulates the following:

V. First Source Hiring Program

- A. First Source Hiring Program for Airport Jobs. The First Source Hiring Program shall provide early access to targeted applicants for available Airport Jobs, and employers will receive prompt, cost-free referrals of qualified and trained applicants. Except where the City's Worker Retention Policy requires retention of particular workers, LAWA shall require participation in the First Source Hiring Program with regard to all Airport Jobs by any:
- New Airport Contractor, Airport Lessee, and/or Airport Licensee resulting from the approved LAX Master Plan Program;
 - Airport Contractor that enters into or receives a new, amended, or renewed Airport Contract, or receives a voluntary extension of an existing Airport Contract;
 - Airport Lessee that enters into or receives a new, amended, or renewed lease of any property owned by LAWA, or receives a voluntary extension of an existing lease; and
 - Airport Licensee that agrees, receives, or is subject to a new, amended, extended, or revised licensing or permitting agreement or set of requirements.

As of July 1, 2005, LAWA shall ensure that the First Source Hiring Program, attached as Exhibit C, is a material term of all Airport Contracts, lease agreements, and licensing or permitting agreements or sets of requirements that are new, extended, amended, renewed, or revised. Under these Airport Contracts, agreements, or requirements, employer participation in the First Source Hiring Program shall commence on the effective date of the Airport Contract, agreement, or requirement in question, or on July 1, 2005, whichever is later. LAWA shall actively monitor compliance with the First Source Hiring Program by all covered employers; shall enforce the liquidated damages provision of Exhibit C with regard to any instances of noncompliance; and shall take any other enforcement action under Airport Contracts, lease agreements, and licensing and permitting requirements necessary to prevent noncompliance.

4.11.6.3.3 Project Design Features

Adoption of the proposed Project would permit the development of a vibrant, sustainable center of employment, retail, restaurant, office, hotel, research and development, higher education, civic, airport support, recreation, and buffer uses that support the needs of surrounding communities LAWA. **Table 4.11-3** depicts the proposed Project development summary. As shown, the proposed Project would generate 7,111 jobs. The following Project Design Features (PDFs) apply:

- **PDF Population, Housing, and Employment (P)-1:** The proposed Project would involve the potential development of up to 2,320,000 square feet of new development.
- **PDF P-2:** The proposed Project does not include any residential uses, and therefore no proposed resident population.
- **PDF P-3:** Existing development on the Project site would remain.

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Table 4.11-3

Proposed Project Development Summary

Employment	Proposed Square Footage	Total Employees
Office, Research and Development	1,275,000	5,484 ^a
Mixed Use- Commercial	220,000	640
Community and Civic	215,000	824
Open Space and Recreation	10,000	38
Airport Support	600,000	125 ^b
Total	2,320,000	7,111

Notes:

^a Includes higher educational use student population and employees.

^b Reflects net new LAWA employees.

Source: LAWA, 2012; Otis College, 2012; URS, 2014.

4.11.6.4 Project Impacts

The analysis below evaluates potential impacts of the proposed Project to population, housing, and employment during construction and operation.

4.11.6.4.1 Cause or Accelerate Growth in an Undeveloped Area

Population

Construction

Construction of the proposed Project does not include any permanent or temporary structures that would be used as housing. Consequently, no direct population growth is anticipated. Therefore, no direct construction impacts related to causing or accelerating population growth in an undeveloped area would occur.

Construction of the proposed Project would generate a maximum of 527 construction jobs over a seven-year construction schedule.⁶ On most days there would be far fewer construction workers at the Project site, as construction workers are typically on the Project site on a temporary basis and during limited hours. As construction jobs are temporary in nature, and due to the employment patterns of construction workers in Southern California, and the operation of the market for construction labor, construction workers are not likely, to any notable degree, to relocate their households as a consequence of the construction job opportunities presented by the proposed Project. Furthermore, the study area is comprised of Westchester and Playa del Rey which are built-out, primarily single-family communities without a significant excess of housing stock. Therefore, indirect construction impacts related to causing or accelerating population growth in an undeveloped area would be less than significant.

⁶ Gibson Transportation, Transportation Study for the LAX Northside Plan Update, October 2013.

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Operation

LAX Northside Center District

The operation of the LAX Northside Center District would not result in direct population growth impacts because the proposed Project does not include any residential uses. **Table 4.11-4** summarizes the population growth that is projected to occur in the study area, City of Los Angeles, and County of Los Angeles at proposed Project buildout.

Table 4.11-4

Projected Population Growth-LAX Northside Center District

Geography	2010 Population	Buildout (2022) Population ^a	Percent Growth
LAX Northside Center District	0	0	N/A
Study Area	61,982	69,168	11.6%
City of Los Angeles	3,792,625	4,241,020	11.8%
County of Los Angeles	9,889,056	11,504,165	16.3%

Note:

^a The buildout of the proposed Project is 2022, so the projected population growth is based on an average of the 2020 and 2025 population estimate.

Source: SCAG, 2008

The study area and City of Los Angeles are projected to increase in population by approximately 12 percent, and the County of Los Angeles is projected to increase in population by approximately 16 percent at Project buildout in 2022. As the proposed development within the LAX Northside Center District would not include residential or group-quarters land uses, it would not directly cause or accelerate population growth in any of the geographies shown in **Table 4.11-4**. Therefore, no direct operational impacts related to causing or accelerating population growth in an undeveloped area would occur.

Although the LAX Northside Center District would not include any residential development, there exists the potential for indirect population growth due to the buildout employment generation (2,178 jobs) associated with the proposed Project. In effect, there exists the potential for contributing to population growth in neighboring communities as employees move near the proposed Project's job opportunities. Given the built-out character of the surrounding areas and communities, there does not exist the potential to cause or accelerate growth in undeveloped areas. The opportunity for relocation would be dependent on housing stock available, affordability, distance from existing residence to the Project site, and an average household size that varies with the communities surrounding the Project site. It is likely, that any worst-case scenario calculations would exceed the study area population growth forecasts as the areas of Westchester and Playa del Rey are built-out, primarily single-family communities without a significant excess of housing stock. Compared to both the City of Los Angeles and the County of Los Angeles, however, any indirect population growth would not exceed projected growth. For the evaluation of indirect growth impacts, the worst-case scenario assumes: 1) the total number of jobs is equal to the same number of non-related individuals, 2) all individuals have a family size equivalent to the average household size for the County of Los Angeles (2.98 persons per household), and 3) that all of the individuals and their families would relocate to the study area. In this scenario, the approximate indirect population growth associated with 2,178

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employees would be approximately 6,490 persons. This indirect increase would comprise 1.4 percent of the projected population growth in the City of Los Angeles, and 0.4 percent of the projected population growth in the County of Los Angeles. Consequently, even in the worst-case scenario, the indirect population growth associated with the proposed Project employment in the LAX Northside Center District would not exceed projected population growth in the larger geographies used for comparison. Therefore, indirect operational impacts related to causing or accelerating population growth in an undeveloped area would be less than significant. Growth inducing impacts related to the proposed Project are further discussed in Chapter 5, Other CEQA Considerations.

LAX Northside Campus District

The operation of the LAX Northside Campus District would not result in direct population growth impacts because the proposed Project does not include any residential uses. **Table 4.11-5** summarizes the population growth that is projected to occur in the study area, City of Los Angeles, and County of Los Angeles at proposed Project buildout.

Table 4.11-5

Projected Population Growth-LAX Northside Campus District

Geography	2010 Population	Buildout (2022) Population^a	Percent Growth
LAX Northside Campus District	0	0	N/A
Study Area	61,982	69,168	11.6%
City of Los Angeles	3,792,625	4,241,020	11.8%
County of Los Angeles	9,889,056	11,504,165	16.3%

Note:

^a The buildout of the proposed Project is 2022, so the projected population growth is based on an average of the 2020 and 2025 population estimate.

Source: SCAG, 2008

The study area and City of Los Angeles are projected to increase in population by approximately 12 percent, and the County of Los Angeles is projected to increase in population by approximately 16 percent by the time of proposed Project buildout in 2022. As the proposed development within the LAX Northside Campus District would not include residential or group-quarters land uses, it would not directly cause or accelerate population growth in any of the geographies shown in **Table 4.11-5**. Therefore, no direct operational impacts related to causing or accelerating population growth in an undeveloped area would occur.

Although the LAX Northside Campus District would not include any residential development, there exists the potential for indirect population growth due to the buildout employment generation (4,808 jobs) associated with the proposed Project. In effect, there exists the potential for contributing to population growth in neighboring communities as employees move near the proposed Project's job opportunities. Given the built-out character of the surrounding areas and communities, there does not exist the potential to cause or accelerate growth in undeveloped areas. The opportunity for relocation would be dependent on housing stock available, affordability, distance from existing residence to the Project site, and an average household size that varies with the communities surrounding the Project site. It is likely, that any worst-case scenario calculations would exceed the study area population growth forecasts as the areas of

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Westchester and Playa del Rey are built-out, primarily single-family communities without a significant excess of housing stock. Compared to both the City of Los Angeles and the County of Los Angeles, however, any indirect population growth would not exceed projected growth. For the evaluation of indirect growth impacts, the worst-case scenario assumes: 1) the total number of jobs is equal to the same number of non-related individuals; 2) all individuals have a family size equivalent to the average household size for the County of Los Angeles (2.98 persons per household); and 3) that all of the individuals and their families would relocate to the study area. In this scenario, the approximate indirect population growth associated with 4,808 employees would be approximately 14,325 persons. This indirect increase would comprise 3.2 percent of the projected population growth in the City of Los Angeles, and 0.9 percent of the projected population growth in the County of Los Angeles. Consequently, even in the worst-case scenario, the indirect population growth associated with the proposed Project employment in the LAX Northside Campus District would not exceed projected population growth in the larger geographies used for comparison. Therefore, indirect operational impacts related to causing or accelerating population growth in an undeveloped area would be less than significant. Growth inducing impacts related to the proposed Project are further discussed in Chapter 5, Other CEQA Considerations.

LAX Northside Airport Support District

The operation of the LAX Northside Airport Support District would not result in direct population growth impacts because the proposed Project does not include any residential uses. **Table 4.11-6** summarizes the population growth that is projected to occur in the study area, City of Los Angeles, and County of Los Angeles at proposed Project buildout.

Table 4.11-6

Projected Population Growth-LAX Northside Airport Support District

Geography	2010 Population	Buildout (2022) Population^a	Percent Growth
LAX Northside Airport Support District	0	0	N/A
Study Area	61,982	69,168	11.6%
City of Los Angeles	3,792,625	4,241,020	11.8%
County of Los Angeles	9,889,056	11,504,165	16.3%

Note:

^a The buildout of the proposed Project is 2022, so the projected population growth is based on an average of the 2020 and 2025 population estimate.

Source: SCAG, 2008

The study area and City of Los Angeles are projected to increase in population by approximately 12 percent, and the County of Los Angeles is projected to increase in population by approximately 16 percent by the time of proposed Project buildout in 2022. As the proposed development within the LAX Northside Airport Support District would not include residential or group-quarters land uses, it would not directly cause or accelerate population growth in any of the geographies shown in **Table 4.11-6**. Therefore, no direct operational impacts related to causing or accelerating population growth in an undeveloped area would occur.

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Although the LAX Northside Airport Support District would not include any residential development, there exists the potential for indirect population growth due to the buildout employment generation (125 jobs) associated with the proposed Project. In effect, there exists the potential for contributing to population growth in neighboring communities as employees move near the proposed Project's job opportunities. Given the built-out character of the surrounding areas and communities, there does not exist the potential to cause or accelerate growth in undeveloped areas. The opportunity for relocation would be dependent on housing stock available, affordability, distance from existing residence to the Project site, and an average household size that varies with the communities surrounding the Project site. It is likely, that any worst-case scenario calculations would exceed the study area population growth forecasts as the areas of Westchester and Playa del Rey are built-out, primarily single-family communities without a significant excess of housing stock. Compared to both the City of Los Angeles and the County of Los Angeles, however, any indirect population growth would not exceed projected growth. For the evaluation of indirect growth impacts, the worst-case scenario assumes: 1) the total number of jobs is equal to the same number of non-related individuals, 2) all individuals have a family size equivalent to the average household size for the County of Los Angeles (2.98 persons per household), and 3) that all of the individuals and their families would relocate to the study area. In this scenario, the approximate indirect population growth associated with 125 employees would be approximately 370 persons. This indirect increase would comprise less than 0.1 percent of either projected population growths in the City of Los Angeles and in the County of Los Angeles. Consequently, even in the worst-case scenario, the indirect population growth associated with the proposed Project employment in the LAX Northside Airport Support District would not exceed projected population growth in the larger geographies used for comparison. Therefore, indirect operational impacts related to causing or accelerating population growth in an undeveloped area would be less than significant. Growth inducing impacts related to the proposed Project are further discussed in Chapter 5, Other CEQA Considerations.

Housing

Construction

Construction of the proposed Project does not include any permanent or temporary structures that would be used as housing. Consequently, no direct housing growth is anticipated. Therefore, no direct construction impacts related to causing or accelerating housing growth in an undeveloped area would occur.

Construction of the proposed Project would generate a maximum of 527 construction jobs over a seven-year construction schedule.⁷ On most days there would be far fewer construction workers at the Project site, as construction workers are typically on the Project site on a temporary basis and during limited hours. As construction jobs are temporary in nature, and due to the employment patterns of construction workers in Southern California, and the operation of the market for construction labor, construction workers are not likely, to any notable degree, to relocate their households as a consequence of the construction job opportunities presented by the proposed Project. Furthermore, the study area is comprised of Westchester and Playa del Rey which are built out, primarily single-family communities without a significant excess of housing stock. Therefore, indirect construction impacts related to causing or accelerating housing growth in an undeveloped area would be less than significant.

⁷ Gibson Transportation, Transportation Study for the LAX Northside Plan Update, October 2013.

4.11 Population, Housing, and Employment

Operation

LAX Northside Center District

The operation of the LAX Northside Center District would not result in direct housing growth impacts because the proposed Project does not include any residential uses. **Table 4.11-7** summarizes the housing growth that is projected to occur in the study area, City of Los Angeles, and County of Los Angeles at the proposed Project buildout.

The study area and City of Los Angeles are projected to increase in housing by 5.4 percent and 6.7 percent respectively, and the County of Los Angeles is projected to increase in housing by 8.1 percent by the time of proposed Project buildout in 2022. As the proposed development within the LAX Northside Center District would not include residential or group-quarters land uses, it would not directly cause or accelerate housing growth in any of the geographies shown in **Table 4.11-7**. Therefore, no direct operational impacts related to causing or accelerating housing growth in an undeveloped area would occur.

Table 4.11-7

Projected Housing Growth-LAX Northside Center District

Geography	2010 Housing	Buildout Housing (2022) ^a	Net Change	Percent Growth
LAX Northside Center District	0	0	0	N/A
Study Area	29,396	30,972	1,576	5.4%
City of Los Angeles	1,413,995	1,509,266	95,271	6.7%
County of Los Angeles	3,449,273	3,727,687	278,414	8.1%

Note:

^a The buildout of the proposed Project is 2022, so the projected housing growth is based on an average of the 2020 and 2025 population estimate.

Source: SCAG, 2008.

Although the LAX Northside Center District would not include any residential development, there exists the potential for indirect housing growth due to the buildout employment generation (2,178 jobs) associated with the proposed Project. In effect, there exists the potential for contributing to population growth in neighboring communities as employees move near the proposed Project's job opportunities. Given the built-out character of the surrounding areas and communities, the potential to cause or accelerate growth in undeveloped areas does not exist. The opportunity for relocation would be dependent on housing stock available, affordability, distance from existing residence to the Project site, and an average household size that varies with the communities surrounding the Project site. It is likely, that any worst-case scenario calculations would exceed the study area housing growth forecasts as the areas of Westchester and Playa del Rey are built-out, primarily single-family communities without a significant excess of housing stock. Compared to both the City of Los Angeles and the County of Los Angeles, however, any indirect housing growth would not exceed projected growth. For the evaluation of indirect growth impacts, the worst-case scenario assumes: 1) the total number of jobs is equal to the same number of non-related individuals, 2) all individuals have a family size equivalent to the average household size for the County of Los Angeles (2.98 persons per household), and 3) that all of the individuals and their families would relocate to the study area. In this scenario, the

4.11 Population, Housing, and Employment

approximate indirect housing growth associated with 2,178 employees would be 2,178 housing units. This indirect increase would comprise approximately two percent of the projected housing growth in the City of Los Angeles, and approximately one percent of the projected housing growth in the County of Los Angeles. Consequently, even in the worst-case scenario, the indirect housing growth associated with the proposed Project employment in the LAX Northside Center District would not exceed projected housing growth in the larger geographies used for comparison. Therefore, indirect operational impacts related to causing or accelerating housing growth in an undeveloped area would be less than significant. Growth inducing impacts related to the proposed Project are further discussed in Chapter 5, Other CEQA Considerations.

LAX Northside Campus District

The operation of the LAX Northside Campus District would not result in direct housing growth impacts because the proposed Project does not include any residential uses. **Table 4.11-8** summarizes the housing growth that is projected to occur in the study area, City of Los Angeles, and County of Los Angeles at the proposed Project buildout.

Table 4.11-8

Projected Housing Growth- LAX Northside Campus District

Geography	2010 Housing	Buildout Housing (2022)^a	Net Change	Percent Growth
LAX Northside Campus District	0	0	0	N/A
Study Area	29,396	30,972	1,576	5.4%
City of Los Angeles	1,413,995	1,509,266	95,271	6.7%
County of Los Angeles	3,449,273	3,727,687	278,414	8.1%

Note:

^a The buildout of the proposed Project is 2022, so the projected housing growth is based on an average of the 2020 and 2025 population estimate.

Source: SCAG, 2008.

The study area and City of Los Angeles are projected to increase in housing by 5.4 percent and 6.7 percent respectively, and the County of Los Angeles is projected to increase in housing by 8.1 percent by the time of proposed Project buildout in 2022. As the proposed development within the LAX Northside Center District would not include residential or group-quarters land uses, it would not directly cause or accelerate housing growth in any of the geographies shown in **Table 4.11-8**. Therefore, no direct operational impacts related to causing or accelerating housing growth in an undeveloped area would occur.

Although the LAX Northside Campus District would not include any residential development, there exists the potential for indirect housing growth due to the buildout employment generation (4,808 jobs) associated with the proposed Project. In effect, there exists the potential for contributing to population growth in neighboring communities as employees move near the proposed Project's job opportunities. Given the built-out character of the surrounding areas and communities, the potential to cause or accelerate growth in undeveloped areas does not exist. The opportunity for relocation would be dependent on housing stock available, affordability, distance from existing residence to the Project site, and an average household size that varies with the communities surrounding the Project site. It is likely, that any worst-case scenario

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calculations would exceed the study area housing growth forecasts as the areas of Westchester and Playa del Rey are built-out, primarily single-family communities without a significant excess of housing stock. Compared to both the City of Los Angeles and the County of Los Angeles, however, any indirect housing growth would not exceed projected growth. For the evaluation of indirect growth impacts, the worst-case scenario assumes: 1) the total number of jobs is equal to the same number of non-related individuals; 2) all individuals have a family size equivalent to the average household size for the County of Los Angeles (2.98 persons per household); and 3) that all of the individuals and their families would relocate to the study area. In this scenario, the approximate indirect housing growth associated with 4,808 employees would be 4,808 housing units. This indirect increase would comprise approximately 5 percent of the projected housing growth in the City of Los Angeles, and approximately 2 percent of the projected housing growth in the County of Los Angeles. Consequently, even in the worst-case scenario, the indirect housing growth associated with the proposed Project employment in the LAX Northside Campus District would not exceed projected housing growth in the larger geographies used for comparison. Therefore, indirect operational impacts related to causing or accelerating housing growth in an undeveloped area would be less than significant. Growth inducing impacts related to the proposed Project are further discussed in Chapter 5, Other CEQA Considerations.

LAX Northside Airport Support District

The operation of the LAX Northside Airport Support District would not result in direct housing growth impacts because the proposed Project does not include any residential uses. **Table 4.11-9** summarizes the housing growth that is projected to occur in the study area, City of Los Angeles, and County of Los Angeles at the proposed Project buildout.

The study area and City of Los Angeles are projected to increase in housing by 5.4 percent and 6.7 percent respectively, and the County of Los Angeles is projected to increase in housing by 8.1 percent by the time of proposed Project buildout in 2022. As the proposed development within the LAX Northside Airport Support District would not include residential or group-quarters land uses, it would not directly cause or accelerate housing growth in any of the geographies shown in **Table 4.11-9**. Therefore, no direct operational impacts related to causing or accelerating housing growth in an undeveloped area would occur.

Table 4.11-9

Projected Housing Growth-LAX Airport Support District

Geography	2010 Housing	Buildout Housing (2022)^a	Net Change	Percent Growth
LAX Northside Airport Support District	0	0	0	N/A
Study Area	29,396	30,972	1,576	5.4%
City of Los Angeles	1,413,995	1,509,266	95,271	6.7%
County of Los Angeles	3,449,273	3,727,687	278,414	8.1%

Note:

^a The buildout of the proposed Project is 2022, so the projected housing growth is based on an average of the 2020 and 2025 population estimate.

Source: SCAG, 2008.

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Although the LAX Northside Airport Support District would not include any residential development, there exists the potential for indirect housing growth due to the buildout employment generation (125 jobs) associated with the proposed Project. In effect, there exists the potential for contributing to population growth in neighboring communities as employees move near the proposed Project's job opportunities. Given the built-out character of the surrounding areas and communities, the potential to cause or accelerate growth in undeveloped areas does not exist. The opportunity for relocation would be dependent on housing stock available, affordability, distance from existing residence to the Project site, and an average household size that varies with the communities surrounding the Project site. It is likely, that any worst-case scenario calculations would exceed the study area housing growth forecasts as the areas of Westchester and Playa del Rey are built-out, primarily single-family communities without a significant excess of housing stock. Compared to both the City of Los Angeles and the County of Los Angeles, however, any indirect housing growth would not exceed projected growth. For the evaluation of indirect growth impacts, the worst-case scenario assumes: 1) the total number of jobs is equal to the same number of non-related individuals; 2) all individuals have a family size equivalent to the average household size for the County of Los Angeles (2.98 persons per household); and 3) that all of the individuals and their families would relocate to the study area. In this scenario, the approximate indirect housing growth associated with 125 employees would be 125 housing units. This indirect increase would comprise approximately 0.1 percent of the projected housing growth in the City of Los Angeles, and less than 0.1 percent of the projected housing growth in the County of Los Angeles. Consequently, even in the worst-case scenario, the indirect housing growth associated with the proposed Project employment in the LAX Northside Airport Support District would not exceed projected housing growth in the larger geographies used for comparison. Therefore, indirect operational impacts related to causing or accelerating housing growth in an undeveloped area would be less than significant. Growth inducing impacts related to the proposed Project are further discussed in Chapter 5, Other CEQA Considerations.

Employment

Construction

Construction of the proposed Project would generate a maximum of 527 construction jobs over a seven-year construction schedule.⁸ On most days there would be far fewer construction workers at the Project site, as construction workers are typically on the Project site on a temporary basis and during limited hours. Construction employment would be temporary and would not contribute to permanent increases of employment in the Project site vicinity, as construction staff will not be employed on-site once the construction is completed.

In addition, construction of the proposed Project would not displace existing businesses or jobs. All existing businesses and permanent development with permanent employees in Area 1 (Jet Pets Animal Quarantine Facility), Area 9 (Radar Facility), Area 12A East (LAFD Fire Station Number 5), Area 12B (Westchester Golf Course), and Area 13 (First Flight Child Development Center) are not part of the proposed Project's scope. Moreover, construction activities would occur within the Project site and would not involve demolition or displacement of any existing businesses in the Project site vicinity. Haul routes, delivery routes, and construction-related trips would occur via established roadways and would similarly not involve demolition or displacement of any existing businesses.

⁸ Gibson Transportation, Transportation Study for the LAX Northside Plan Update, October 2013.

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Therefore, direct and indirect construction impacts related to causing or accelerating employment growth in an undeveloped area would be less than significant.

Operation

LAX Northside Center District

The operation of the LAX Northside Center District is forecast to result in a total employment increase of 2,178. The majority of employees would be associated with the proposed Project's office, research, and development uses, which includes an adult student population related to potential higher educational use. Community and civic uses would account for the next largest number of employees at 670 employees, followed by 640 mixed-use and commercial employees. The projected employment growth for all geographies is shown in **Table 4.11-10**.

The employment generated by the LAX Northside Center District would represent 2.1 percent of the SCAG employment forecast for the study area, 0.1 percent of the SCAG employment forecast for the City of Los Angeles, and 0.005 percent of the SCAG employment forecast for the County of Los Angeles. The employment generated by the LAX Northside Center District would represent 38 percent of projected employment growth in the study area, two percent of the projected employment growth in the City of Los Angeles, and 0.9 percent of the projected employment growth in the County of Los Angeles between 2010 and 2022. Thus, the proposed Project is consistent with SCAG's forecasts for the study area, City of Los Angeles, and County of Los Angeles. Therefore, operational impacts related to causing or accelerating employment growth in an undeveloped area would be less than significant.

Table 4.11-10

Projected Employment Growth – LAX Northside Center District

Geography	2010 Employment	Employment at Buildout (2022)^a	Net Employment Increase at Buildout (2022)^a	Net District Increase Percent of Net Geography Increase
LAX Northside Center District	92	2,270	2,178	100%
Study Area	94,674	100,374	5,700	38%
City of Los Angeles	1,820,093	1,908,645	88,552	2%
County of Los Angeles	4,552,385	4,801,090	248,705	1%

Note:

^a The buildout of the proposed Project is 2022, so the projected employment growth is based on an average of the 2020 and 2025 population estimate for the study area, City of Los Angeles, and County of Los Angeles.

Source: SCAG, 2008.

The proposed Project would introduce new employment opportunities for the residential communities of Westchester and Playa del Rey, as well as for the larger City of Los Angeles and County of Los Angeles areas. The 2010 jobs/housing balance is 3.22 for the study area, 1.28 for the City of Los Angeles, and 1.31 for the County of Los Angeles. The estimated 2022 jobs/housing balance is 3.24 for the study area, 1.26 for the City of Los Angeles, and 1.28 for the County of Los Angeles. The proposed Project would contribute to a positive jobs/housing

4.11 Population, Housing, and Employment

balance in the study area and would partially offset the projected decline in jobs/housing balance in the City of Los Angeles and County of Los Angeles.

LAX Northside Campus District

The operation of the LAX Northside Campus District is forecast to result in a total employment increase of 4,808. The majority of employees would be associated with the proposed Project's office, research, and development uses. Community and civic uses would account for the next largest number of employees at 153 employees, followed by 38 open space and recreation employees. The projected employment growth for all geographies is shown in **Table 4.11-11**.

The employment generated by the proposed Project would represent 4.8 percent of the SCAG employment forecast for the study area, 0.25 percent of the SCAG employment forecast for the City of Los Angeles, and 0.1 percent of the SCAG employment forecast for the County of Los Angeles. The employment generated by the LAX Northside Campus District would represent 84 percent of projected employment growth in the study area, 5.4 percent of the projected employment growth in the City of Los Angeles, and 1.9 percent of the projected employment growth in the County of Los Angeles between 2010 and 2022. Thus, the proposed Project is consistent with SCAG's forecasts for the study area, City of Los Angeles, and County of Los Angeles. Therefore, operational impacts related to causing or accelerating employment growth in an undeveloped area would be less than significant.

Table 4.11-11

Projected Employment Growth – LAX Northside Campus District

Geography	2010 Employment	Employment at Buildout (2022) ^a	Net Employment Increase at Buildout (2022) ^a	Net District Increase Percent of Net Geography Increase
LAX Northside Campus District	11	4,819	4,808	100%
Study Area	94,674	100,374	5,700	84%
City of Los Angeles	1,820,093	1,908,645	88,552	5%
County of Los Angeles	4,552,385	4,801,090	248,705	2%

Note:

^a The buildout of the proposed Project is 2022, so the projected employment growth is based on an average of the 2020 and 2025 population estimate for the study area, City of Los Angeles, and County of Los Angeles.

Source: SCAG, 2008.

The proposed Project would introduce new employment opportunities for the residential communities of Westchester and Playa del Rey, as well as for the larger City of Los Angeles and County of Los Angeles areas. The 2010 jobs/housing balance is 3.22 for the study area, 1.28 for the City of Los Angeles, and 1.31 for the County of Los Angeles. The estimated 2022 jobs/housing balance is 3.24 for the study area, 1.26 for the City of Los Angeles, and 1.28 for the County of Los Angeles. The proposed Project would contribute to a positive jobs/housing balance in the study area and would partially offset the projected decline in jobs/housing balance in the City of Los Angeles and County of Los Angeles.

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LAX Northside Airport Support District

The operation of the LAX Northside Airport Support District is forecast to result in a total employment increase of 125. All of these employees would work at airport support jobs. The projected employment growth for all geographies is shown in **Table 4.11-12**.

The employment generated by the LAX Northside Airport Support District would represent 0.1 percent of the SCAG employment forecast for the study area, 0.0 percent of the SCAG employment forecast for the City of Los Angeles, and 0.0001 percent of the SCAG employment forecast for the County of Los Angeles. The employment generated by the LAX Northside Airport Support District would represent two percent of projected employment growth in the study area, 0.001 percent of the projected employment growth in the City of Los Angeles, and 0.00005 percent of the projected employment growth in the County of Los Angeles between 2010 and 2022. Thus, the proposed Project is consistent with SCAG's forecasts for the study area, City of Los Angeles, and County of Los Angeles. Therefore, operational impacts related to causing or accelerating employment growth in an undeveloped area would be less than significant.

Table 4.11-12

Projected Employment Growth – LAX Airport Support District

Geography	2010 Employment	Employment at Buildout (2022) ^a	Net Employment Increase at Buildout (2022) ^a	Net District Increase Percent of Net Geography Increase
LAX Northside Airport Support District	525	650	125	100%
Study Area	94,674	100,374	5,700	2%
City of Los Angeles	1,820,093	1,908,645	88,552	0.14%
County of Los Angeles	4,552,385	4,801,090	248,705	0.05%

Note:

^a The buildout of the proposed Project is 2022, so the projected employment growth is based on an average of the 2020 and 2025 population estimate for the study area, City of Los Angeles, and County of Los Angeles.

Source: SCAG, 2008.

The proposed Project would introduce new employment opportunities for the residential communities of Westchester and Playa del Rey, as well as for the larger City of Los Angeles and County of Los Angeles areas. The 2010 jobs/housing balance is 3.22 for the study area, 1.28 for the City of Los Angeles, and 1.31 for the County of Los Angeles. The estimated 2022 jobs/housing balance is 3.24 for the study area, 1.26 for the City of Los Angeles, and 1.28 for the County of Los Angeles. The proposed Project would contribute to a positive jobs/housing balance in the study area and would partially offset the projected decline in jobs/housing balance in the City of Los Angeles and County of Los Angeles.

4.11 Population, Housing, and Employment

4.11.6.4.2 Consistency with Growth Policies

In addition to the above quantitative analysis of proposed Project consistency with adopted local and regional population, housing, and employment growth forecasts, this section provides a qualitative assessment of the degree to which the proposed Project is consistent with population, housing, and employment goals and policies in applicable plans. Impacts related to this topic are only analyzed for the operational phase.

LAX Northside Center District

As analyzed in **Table 4.11-13**, the LAX Northside Center District would be consistent with the goals, policies, and objectives of the SCAG 2008 RCP, City of Los Angeles General Plan, and the LAX Plan pertaining to population, housing, and employment growth. The proposed Project focuses on employment-generating uses in the emerging Project site; includes a mix of uses and pedestrian-friendly development; and would revitalize the mostly vacant, previously disturbed Project site. Furthermore, the proposed Project would introduce new employment opportunities for the residential communities of Westchester and Playa del Rey, as well as for the larger City of Los Angeles and County of Los Angeles areas. At the local level, the proposed Project is consistent with the LAX Plan and LAX Specific Plan, which support the redevelopment of land previously used for residential uses to uses that are consistent with LAX needs and community conditions. The proposed Project would provide employment opportunities for LAX employees and would redevelop the Project site with uses that are compatible with LAX. Although the operational impacts of the proposed Project will cause employment growth, the proposed Project would not create impacts that are inconsistent with applicable adopted plans for the year of the proposed Project buildout. Therefore, operational impacts related to consistency with growth policies would be less than significant.

Table 4.11-13

Consistency with Growth Policies- LAX Northside Center District

Goal, Policy or Objective	Consistency Analysis
SCAG 2008 Regional Comprehensive Plan (RCP)	
Focus growth in existing and emerging centers and along major transportation corridors.	Consistent: The LAX Northside Center District proposes new development adjacent to Westchester Parkway and La Tijera Boulevard and provides adequate setbacks and buffer areas from existing residences. New Mixed Use Commercial uses are designed to enhance the character of the Westchester Business District.

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Table 4.11-13

Consistency with Growth Policies- LAX Northside Center District

Goal, Policy or Objective	Consistency Analysis
Create significant areas of mixed-use development and walkable, “people-scaled” communities.	Consistent: The proposed Project would permit up to 1,075,000 net square feet of new development in the LAX Northside Center District, with the majority of this development consisting of commercial and community and civic uses in in Areas 2 and 3 and a small amount of new commercial development, up to 10,000 square feet, permitted in Area 1. Building stepbacks and setbacks along Westchester Parkway and La Tijera Boulevard are planned to create a pedestrian environment that works with the proposed paseo and consolidates pedestrian activity along primary building frontages.
Target growth in housing, employment, and commercial development within walking distance of existing and planned transit stations.	Consistent: The proposed Project would permit up to 1,075,000 net square feet of new development in the LAX Northside Center District, with the majority of this development consisting of commercial and community and civic uses in Areas 2 and 3 and a small amount of new commercial development, up to 10,000 square feet, permitted in Area 1.
Inject new life into under-used areas by creating vibrant new business districts, redeveloping old buildings, and building new businesses and housing on vacant lots.	Consistent: The proposed Project would permit up to 1,075,000 net square feet of new development in the LAX Northside Center District, with the majority of this development consisting of commercial and community and civic uses in in Areas 2 and 3 and a small amount of new commercial development, up to 10,000 square feet, permitted in Area 1.
Preserve existing, stable, single-family neighborhoods.	Consistent: The LAX Northside Center District would not displace existing residences and is designed with buffer areas and setbacks to protect single-family neighborhoods.
SCAG 2012 -2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)	
Section 2: outlines a population and housing mitigation program that encourages project implementation agencies to provide relocation assistance, as required by law, for residences and businesses displaced and design new transportation facilities that take into consideration existing communities. Section 2 also incorporates the Regional Housing Needs Assessment (RHNA) targets for the SCAG region and illustrates where new housing growth can be accommodated in the future	Consistent: The LAX Northside Center District does not contribute to direct population growth in excess of RHNA targets.

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Table 4.11-13

Consistency with Growth Policies- LAX Northside Center District

Goal, Policy or Objective	Consistency Analysis
City of Los Angeles General Plan	
<p>Policy 2.2.4: declares the City of Los Angeles's intent to "promote and facilitate a jobs/housing balance at a citywide level." Policy 2.2.4 is composed of two programs: (1) Congestion Management Program Land Use Strategy and (2) Jobs/Housing Balance Incentives: Residential Exemptions in Transportation Specific Plans.</p>	<p>Consistent: The LAX Northside Center District promotes a jobs-housing balance by introducing new jobs in the housing-rich Westchester and Playa del Rey communities.</p>
Community Plans	
<p>LAX Plan: Project site must include a variety of land uses at an appropriate scale and level of activity to provide a buffer between the Westchester community and LAX or serve as a relocation area for businesses displaced by the implementation of the LAX Master Plan. The primary allowable uses include: commercial development, office, light industrial, research and development, hotel and conference facilities, retail and restaurant uses, school and community facilities, open space, bicycle paths, and greenway buffers. Housing is not allowed within LAX Northside Areas.</p>	<p>Consistent: The LAX Northside Center District proposes new development adjacent to Westchester Parkway and La Tijera Boulevard and provides adequate setbacks and buffer areas from existing residences. New Mixed Use Commercial uses are designed to enhance the character of the Westchester Business District. The proposed Project would permit up to 1,075,000 net square feet of new development in the LAX Northside Center District, with the majority of this development consisting of commercial and community and civic uses in in Areas 2 and 3 and a small amount of new commercial development, up to 10,000 square feet, permitted in Area 1. The LAX Northside Center District does not include housing.</p>
<p>Westchester Playa Del Rey Community Plan: maintain the Westchester-Playa del Rey Community's distinctive character. It establishes a reasonable expected population of 87,779 for the year 2025 and sets forth policies seeking to prevent population growth that occurs faster than projected and ensure that infrastructure improvements keep pace with population growth.</p>	<p>Consistent: The construction impacts of the proposed Project will not cause growth (i.e., new housing or employment generators) or create impacts that are inconsistent with applicable adopted plans for the year of proposed Project buildout. The operation of the proposed Project would not result in direct population growth impacts because the proposed Project does not include any residential uses.</p>
LAX Master Plan	
<p>Goal 5: states that LAWA will maximize compatibility between LAX and the demand for housing, employment, and service and protect surrounding neighborhoods through enhanced urban design.</p>	<p>Consistent: The proposed Project would permit up to 1,075,000 net square feet of new development in the LAX Northside Center District, with the majority of this development consisting of commercial and community and civic uses in in Areas 2 and 3 and a small amount of new commercial development, up to 10,000 square feet, permitted in Area 1. Setbacks and buffer areas ensure that the design of the proposed Project is compatible with surrounding neighborhoods.</p>

4.11 Population, Housing, and Employment

Table 4.11-13

Consistency with Growth Policies- LAX Northside Center District

Goal, Policy or Objective	Consistency Analysis
Specific Plans	
<p>The Los Angeles International Airport/EI Segundo Dunes Specific Plan: provides for active recreation in the form of a golf course and passive recreation in the form of walking and bicycling paths, a visitor center, and viewing areas. However, the Los Angeles International Airport/EI Segundo Dunes Specific Plan does not provide for residential uses, as all uses must be open to the public.</p>	<p>Consistent: The proposed Project does not include any changes to existing uses in Area 12B. The existing Westchester Golf Course, First Flight Child Development Center, and Los Angeles Fire Department Station Number 5 would remain at their current locations and configurations. Existing sound walls will also be maintained at their current locations. The proposed Project does not include residential land uses that would be incompatible with the adjacent Airport.</p>

Source: URS Corporation, 2014.

LAX Northside Campus District

As analyzed in **Table 4.11-14**, the LAX Northside Campus District would be consistent with the goals, policies, and objectives of the SCAG 2008 RCP, City of Los Angeles General Plan, and the LAX Plan pertaining to population, housing, and employment growth. The proposed Project focuses employment-generating uses in the emerging Project site; includes a mix of uses and pedestrian-friendly development; and would revitalize the mostly vacant, previously disturbed Project site. Furthermore, the proposed Project would introduce new employment opportunities for the residential communities of Westchester and Playa del Rey, as well as for the larger City of Los Angeles and County of Los Angeles areas. At the local level, the proposed Project is consistent with the LAX Plan and LAX Specific Plan, which support the redevelopment of land previously used for residential uses to uses that are consistent with LAX needs and community conditions. The proposed Project would provide employment opportunities for LAX employees and would redevelop the Project site with uses that are compatible with LAX. Although the operational impacts of the proposed Project will cause employment growth, the proposed Project would not create impacts that are inconsistent with applicable adopted plans for the year of the proposed Project buildout. Therefore, operational impacts related to consistency with growth policies would be less than significant.

4.11 Population, Housing, and Employment

Table 4.11-14

Consistency with Growth Policies- LAX Northside Campus District

Goal, Policy or Objective	Consistency Analysis
SCAG 2008 Regional Comprehensive Plan (RCP)	
Focus growth in existing and emerging centers and along major transportation corridors.	Consistent: Proposed uses for the LAX Northside Campus District Areas include a low intensity, low-rise, creative campus flanked by open space to the west and buffer space to the north, and low-rise, landscaped, creative campus uses located within Areas 2 and 3. Proposed uses in Area 1 include recreational open space or commercial development.
Create significant areas of mixed-use development and walkable, “people-scaled” communities.	Consistent: Open space and recreation uses, in conjunction with offices, business parks, and research and development uses would be permitted in Area 1. The westernmost portion of Area 2 would be designated as recreational open space intended for additional community playing fields and associated parking, to be developed in conjunction with other commercial uses in Areas 2 and 3.
Target growth in housing, employment, and commercial development within walking distance of existing and planned transit stations.	Consistent: The proposed Project would encourage multiple modes of transportation by allowing a light-rail station, enhancing pedestrian connections, and including bicycle facilities.
Inject new life into under-used areas by creating vibrant new business districts, redeveloping old buildings, and building new businesses and housing on vacant lots.	Consistent: Proposed uses for the LAX Northside Campus District Areas include a low intensity, low-rise, creative campus flanked by open space to the west and buffer space to the north, and low-rise, landscaped, creative campus uses located within Areas 2 and 3. Proposed uses in Area 1 include recreational open space or commercial development.
Preserve existing, stable, single-family neighborhoods.	Consistent: The LAX Northside Campus District would not displace existing residences and is designed with buffer areas and setbacks to protect single-family neighborhoods.

4.11 Population, Housing, and Employment

Table 4.11-14

Consistency with Growth Policies- LAX Northside Campus District

Goal, Policy or Objective	Consistency Analysis
SCAG 2012 -2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)	
<p>Section 2: outlines a population and housing mitigation program that encourages project implementation agencies to provide relocation assistance, as required by law, for residences and businesses displaced and design new transportation facilities that take into consideration existing communities. Section 2 also incorporates the Regional Housing Needs Assessment (RHNA) targets for the SCAG region and illustrates where new housing growth can be accommodated in the future</p>	<p>Consistent: The LAX Northside Campus District does not contribute to direct population growth in excess of RHNA targets.</p>
City of Los Angeles General Plan	
<p>Policy 2.2.4: declares the City of Los Angeles's intent to "promote and facilitate a jobs/housing balance at a citywide level." Policy 2.2.4 is composed of two programs: (1) Congestion Management Program Land Use Strategy and (2) Jobs/Housing Balance Incentives: Residential Exemptions in Transportation Specific Plans.</p>	<p>Consistent: The LAX Northside Campus District promotes a jobs-housing balance by introducing new jobs in the housing-rich Westchester and Playa del Rey communities.</p>
Community Plans	
<p>LAX Plan: Project site must include a variety of land uses at an appropriate scale and level of activity to provide a buffer between the Westchester community and LAX or serve as a relocation area for businesses displaced by the implementation of the LAX Master Plan. The primary allowable uses include: commercial development, office, light industrial, research and development, hotel and conference facilities, retail and restaurant uses, school and community facilities, open space, bicycle paths, and greenway buffers. Housing is not allowed within LAX Northside Areas.</p>	<p>Consistent: Proposed uses for the LAX Northside Campus District Areas include a low intensity, low-rise, creative campus flanked by open space to the west and buffer space to the north, and low-rise, landscaped, creative campus uses located within Areas 2 and 3. Proposed uses in Area 1 include recreational open space or commercial development. Housing is not permitted in the LAX Northside Campus District</p>

4.11 Population, Housing, and Employment

Table 4.11-14

Consistency with Growth Policies- LAX Northside Campus District

Goal, Policy or Objective	Consistency Analysis
Westchester Playa Del Rey Community Plan: maintain the Westchester-Playa del Rey Community's distinctive character. It establishes a reasonable expected population of 87,779 for the year 2025 and sets forth policies seeking to prevent population growth that occurs faster than projected and ensure that infrastructure improvements keep pace with population growth	Consistent: The construction impacts of the proposed Project will not cause growth (i.e., new housing or employment generators) or create impacts that are inconsistent with applicable adopted plans for the year of proposed Project buildout. The operation of the proposed Project would not result in direct population growth impacts because the proposed Project does not include any residential uses
LAX Master Plan	
Goal 5: states that LAWA will maximize compatibility between LAX and the demand for housing, employment, and service and protect surrounding neighborhoods through enhanced urban design.	Consistent: Proposed uses for the LAX Northside Campus District Areas include a low intensity, low-rise, creative campus flanked by open space to the west and buffer space to the north, and low-rise, landscaped, creative campus uses located within Areas 2 and 3. Proposed uses in Area 1 include recreational open space or commercial development. Setbacks and buffer areas ensure that the design of the proposed Project is compatible with surrounding neighborhoods.
Specific Plans	
The Los Angeles International Airport/El Segundo Dunes Specific Plan: provides for active recreation in the form of a golf course and passive recreation in the form of walking and bicycling paths, a visitor center, and viewing areas. However, the Los Angeles International Airport/El Segundo Dunes Specific Plan does not provide for residential uses, as all uses must be open to the public.	Consistent: The proposed Project includes the provision of new open space and recreation areas within the LAX Northside Campus District and the proposed Paseo that will span the entire length of the Project site. The proposed Project would not change the existing use or configuration of the Jet Pets Animal Quarantine Facility. The proposed Project does not include residential land uses that would be incompatible with the adjacent Airport.

Source: URS Corporation, 2014.

LAX Northside Airport Support District

As analyzed in **Table 4.11-15**, the LAX Northside Center District would be consistent with the goals, policies, and objectives of the SCAG 2008 RCP, City of Los Angeles General Plan, and the LAX Plan pertaining to population, housing, and employment growth. The proposed Project focuses employment-generating uses in the emerging Project site; includes a mix of uses and pedestrian-friendly development; and would revitalize the mostly vacant, previously disturbed Project site. Furthermore, the proposed Project would introduce new employment opportunities for the residential communities of Westchester and Playa del Rey, as well as for the larger City of Los Angeles and County of Los Angeles areas. At the local level, the proposed Project is consistent with the LAX Plan and LAX Specific Plan, which support the redevelopment of land

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previously used for residential uses to uses that are consistent with LAX needs and community conditions. The proposed Project would provide employment opportunities for LAX employees and would redevelop the Project site with uses that are compatible with LAX. Although the operational impacts of the proposed Project will cause employment growth, the proposed Project would not create impacts that are inconsistent with applicable adopted plans for the year of the proposed Project buildout. Therefore, operational impacts related to consistency with growth policies would be less than significant.

Table 4.11-15

Consistency with Growth Policies- LAX Northside Airport Support District

Goal, Policy or Objective	Consistency Analysis
SCAG 2008 Regional Comprehensive Plan (RCP)	
Focus growth in existing and emerging centers and along major transportation corridors.	Consistent: The proposed Project would designate Areas 4 through 10 for airport support uses, which would include maintenance and repair shops, radars, surveillance facilities, utilities, indoor storage and warehouse uses, temporary construction materials staging, parking, and airport recycling yards.
Create significant areas of mixed-use development and walkable, "people-scaled" communities.	N/A Due to its adjacency to the North Airfield the LAX Northside Center District is restricted and does not allow public access.
Target growth in housing, employment, and commercial development within walking distance of existing and planned transit stations.	Consistent: The LAX Northside Airport Support District targets employment growth within the existing airport property boundary. Metro and LAX are planning enhanced transit connections to the airport.
Inject new life into under-used areas by creating vibrant new business districts, redeveloping old buildings, and building new businesses and housing on vacant lots.	N/A Due to its adjacency to the North Airfield the LAX Northside Center District is restricted and does not allow public access for a business district.
Preserve existing, stable, single-family neighborhoods.	Consistent: The LAX Northside Airport Support District maintains airport support uses adjacent to LAX while not expanding them into existing stable single-family neighborhoods.
SCAG 2012 -2035 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS)	
Section 2: outlines a population and housing mitigation program that encourages project implementation agencies to provide relocation assistance, as required by law, for residences and businesses displaced and design new transportation facilities that take into consideration existing communities. Section 2 also incorporates the Regional Housing Needs Assessment (RHNA) targets for the SCAG region and illustrates where new housing growth can be accommodated in the future	Consistent: The LAX Northside Airport Support District does not contribute to direct population growth in excess of RHNA targets.

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Table 4.11-15

Consistency with Growth Policies- LAX Northside Airport Support District

Goal, Policy or Objective	Consistency Analysis
City of Los Angeles general Plan	
<p>Policy 2.2.4: declares the City of Los Angeles's intent to "promote and facilitate a jobs/housing balance at a citywide level." Policy 2.2.4 is composed of two programs: (1) Congestion Management Program Land Use Strategy and (2) Jobs/Housing Balance Incentives: Residential Exemptions in Transportation Specific Plans.</p>	<p>Consistent: The LAX Northside Airport Support District promotes a jobs-housing balance by introducing new jobs in the housing-rich Westchester and Playa del Rey communities.</p>
Community Plans	
<p>LAX Plan: Project site must include a variety of land uses at an appropriate scale and level of activity to provide a buffer between the Westchester community and LAX or serve as a relocation area for businesses displaced by the implementation of the LAX Master Plan. The primary allowable uses include: commercial development, office, light industrial, research and development, hotel and conference facilities, retail and restaurant uses, school and community facilities, open space, bicycle paths, and greenway buffers. Housing is not allowed within LAX Northside Areas.</p>	<p>Consistent: The proposed Project would designate Areas 4 through 10 for airport support uses, which would include maintenance and repair shops, radars, surveillance facilities, utilities, indoor storage and warehouse uses, temporary construction materials staging, parking, and airport recycling yards.</p>
<p>Westchester Playa Del Rey Community Plan: maintain the Westchester-Playa del Rey Community's distinctive character. It establishes a reasonable expected population of 87,779 for the year 2025 and sets forth policies seeking to prevent population growth that occurs faster than projected and ensure that infrastructure improvements keep pace with population growth</p>	<p>Consistent: The construction impacts of the proposed Project will not cause growth (i.e., new housing or employment generators) or create impacts that are inconsistent with applicable adopted plans for the year of proposed Project buildout. The operation of the proposed Project would not result in direct population growth impacts because the proposed Project does not include any residential uses.</p>
LAX Master Plan	

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Table 4.11-15

Consistency with Growth Policies- LAX Northside Airport Support District

Goal, Policy or Objective	Consistency Analysis
<p>Goal 5: states that LAWA will maximize compatibility between LAX and the demand for housing, employment, and service and protect surrounding neighborhoods through enhanced urban design.</p>	<p>Consistent: Airport support uses are located directly adjacent to compatible uses at LAX to the south of the Project site and are separated from the remainder of the Project site and residences to the north by Westchester Parkway. The proposed Project would designate Areas 4 through 10 for airport support uses, which would include maintenance and repair shops, radars, surveillance facilities, utilities, indoor storage and warehouse uses, temporary construction materials staging, parking, and airport recycling yards.</p>
<p>Specific Plans</p>	
<p>The Los Angeles International Airport/El Segundo Dunes Specific Plan: provides for active recreation in the form of a golf course and passive recreation in the form of walking and bicycling paths, a visitor center, and viewing areas. However, the Los Angeles International Airport/El Segundo Dunes Specific Plan does not provide for residential uses, as all uses must be open to the public.</p>	<p>Consistent: The proposed Project does not include residential land uses that would be incompatible with the adjacent Airport.</p>
<p>Source: URS Corporation, 2014.</p>	

4.11.6.4.3 Transfer Program

The proposed Project would include flexibility to allow for transfers of floor area for within Districts on a per square foot basis. While transfers of floor area across Districts would be permitted, the maximum proposed Project total of 2,320,000 square feet may not be exceeded. Floor area transfers would not result in new impacts with regard to school services. Floor area transfers would not substantially change the populations of employees and students that were analyzed for the proposed Project. Additionally, transfers may only occur between uses permitted within the proposed Project, and in no event would residential uses that could contribute to direct population or housing growth be allowed. Therefore, as populations would be unchanged as a result of floor area transfers, floor area transfers would not alter the conclusions with regard to population, housing, or employment. Should floor area be transferred across the Districts, the resulting impacts would be similar to those evaluated herein.

4.11.7 Cumulative Impacts

The geographic context for cumulative impacts analysis is the City of Los Angeles. As discussed above, the proposed Project would generate direct employment on the Project site. No direct population or housing would be generated as a result of the proposed Project and therefore no cumulative population or housing impacts would occur. The sum of direct employment generated by the proposed Project at buildout is 7,111 net new employees. SCAG

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employment projections are used as a proxy for “related projects” because the employment impacts of individual developments that may actually occur between 2010 and 2022 cannot be reasonably foreseen over the period of Project buildout. As shown in **Table 4.11-16**, the proposed Project’s total employment represents 0.37 percent of the projected total employment in the City of Los Angeles. The proposed Project’s total employment impact falls within the projected employment for the City of Los Angeles. It is also within the forecasted employment growth over the 2010-2022 period for the City of Los Angeles (88,552). The proposed Project’s total employment accounts for eight percent of the 2010-2022 employment growth forecast in the Subregion and cumulative employment represents five percent of the 2022 employment in the Subregion.

Therefore, the proposed Projects incremental employment effect is not cumulatively considerable and cumulative impacts to population, housing, and employment are less than significant.

Table 4.11-16

Projected Employment Growth – Project Site

	Employment
SCAG City of Los Angeles Subregion Employment, 2010	1,820,093
SCAG City of Los Angeles Subregion Employment, 2022 ^a	1,908,645
SCAG City of Los Angeles Subregion Employment Growth, 2010-2022	88,552
Total Proposed Project Employment	7,111
“Related Projects Employment”	88,552
Cumulative Employment (Project + “Related Projects” Employment)	95,663
Total Project Employment Share of Subregional Employment, 2022	0.37%
Total Project Employment Share of Subregional Employment Growth, 2010-2022	8%
Cumulative Employment Share of Subregional Employment, 2022	5%

Note:

^a The buildout of the proposed Project is 2022, so the projected employment growth is based on an average of the 2020 and 2025 population estimate for the study area, City of Los Angeles, and County of Los Angeles.

Source: SCAG, 2008.

4.11.8 Mitigation Measures

The proposed Project has no direct effects on population and housing and, therefore, no mitigation measures are required. The employment generation anticipated under the proposed Project does not exceed the projected growth for the analysis geographies, and as such, the employment growth impacts of the proposed Project would be less than significant.

The proposed Project is consistent with applicable goals and policies related to population, housing, and employment. The proposed Project will be developed in compliance with all statutory requirements to preclude significant impacts on population, housing, and employment.

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In addition, implementation of LAX Master Plan Commitments would ensure that impacts relative to population, housing, and employment would be less than significant. Therefore, no mitigation measures specific to the proposed Project are required.

4.11.9 Level of Significance After Mitigation

The potential for construction impacts to population, housing, and employment is less than significant without mitigation. During operations, the proposed Project would have less than significant impacts to population, housing, and employment. No project-specific mitigation measures related to population, housing, and employment would be required, and impacts would remain less than significant.