IV. Environmental Impact Analysis

I.1. Employment, Housing, and Population—Employment

1. Introduction

This section analyzes the project’s relationship to the Southern California Associations of Governments’ (SCAG) 2030 employment growth forecast for the City of Los Angeles Subregion and, for informational purposes, the Boyle Heights Area surrounding the project site.¹ The analysis also describes current and future trends and projections of the general economy and characteristics of employment in the project vicinity. The number and character of jobs supported by construction and operation of the project and the relationships between these jobs and applicable employment, growth and economic development policies as set forth in the Southern California Association of Governments’ (SCAG) Compass Growth Vision Report and the City of Los Angeles General Plan are also evaluated. The analysis presented below is based on the technical report entitled “An Assessment of the Employment, Housing and Population Impacts of the Boyle Heights Mixed Use Community Project,” prepared by HR&A Advisors, Inc., which is provided in Appendix J.1 of this Draft EIR.

2. Environmental Setting

a. Existing Conditions

(1) Regional and County Conditions

The six-county southern California region is one of the nation’s largest and most dynamic regional economies, and accounts for about half the jobs and population in the

¹ The City of Los Angeles Subregion includes the area of the City of Los Angeles, the City of San Fernando, and various adjacent unincorporated areas of Los Angeles County. For purposes of this analysis, the “Boyle Heights Area” is defined as the portion of the study area used in the traffic impact analysis that is located with the City of Los Angeles Subregion (see Section IV.K.1, Transportation and Circulation, of this Draft EIR). This area is approximately bounded on the west by Hill Street through the City of Los Angeles Central Business District and Compton Avenue south of Interstate 10; on the south by Gage Avenue; on the east by Interstate 710; and on the north by Interstate 10. The Boyle Heights Area is included for context, but has no official status as a planning area for SCAG, the City, or the County.
State. In 2008 (the project’s environmental baseline year), the region included approximately 18.5 million persons, 5.9 million households, and 7.2 million jobs. The four cornerstones that support the region’s economy, which is now much more diversified than in the past, are: (1) international trade, primarily through Los Angeles International Airport and the Ports of Los Angeles, Long Beach and Port Hueneme; (2) the nation’s largest entertainment and tourism sector; (3) the nation’s largest diversified manufacturing sector; and (4) growing professional services, biotechnology and design markets.2

During the early 1990s, a combination of defense industry restructuring and recession, coupled with natural disasters (e.g., the 1994 Northridge earthquake) and manmade problems (the 1992 civil disturbance in Los Angeles) resulted in a loss of over 500,000 jobs in the southern California region. By 2007, the County regained nearly all of the jobs lost during that period. Like the southern California region as a whole, this growth was accompanied by significant changes in the structure of the County economy. For example, since 1990 the Los Angeles County manufacturing sector lost 377,500 jobs. Private service-producing sectors added 252,300 jobs, primarily in the educational and health services, trade, transportation and utilities, leisure and hospitality, professional and business services, and information sectors. The government sector added 63,900 jobs.3

The national recession that officially began in December 2007, however, cost the State 542,100 jobs as of December 2008 and 1,392,000 jobs as of December 2009. In southern California, the job losses were 305,800 (i.e., 56 percent of the State total) by the end of 2008 and 751,100 (i.e., 54 percent of the State total) by the end of 2009.4

Over the past two years, problems related to the proliferation of subprime mortgages at the height of the housing price run-up, restrictions on credit availability, energy cost inflation, and labor unrest, among other factors, have combined to slow employment and economic growth in the region. For example, the annual average unemployment in Los Angeles County for 2007 was 5.0 percent, and 5.4 percent for the state as a whole.5 Nearly a year later, as a national recession took hold, the County’s unemployment rate shot up to 9.5 percent. By December 2009, even as many economists were predicting that the worst of the recession was nearly over, in a technical sense, the unemployment rate in Los Angeles County was up to 12.0 percent.6 Economic forecasters expect unemployment in

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3 Id.
6 Id., www.edd.ca.gov/about_edd/News_Releases.htm.
the State to remain at elevated levels throughout the several years, and growth in personal income to persist at rates below historical trends.\footnote{See generally, UCLA Anderson School, “The UCLA Anderson Forecast for the Nation and California, 2009 3rd Quarter–2011 4th Quarter,” September 2009. The latest forecast by the Legislative Analyst projects double-digit unemployment through 2012 and not returning to pre-recession levels until sometime after 2015. Annual growth in personal income is projected to be less than the 5.8 percent long-term trend through 2015. Legislative Analyst, “California’s Budget Outlook: The 2010–11 Budget,” November 18, 2009, www.lao.ca.gov/laoapp/main.aspx.}

Despite unusually difficult economic conditions in 2008 and 2009, future prospects for the southern California regional economy in general, and the economy of Los Angeles County in particular, are very positive, because of the strengths of its economic base, scale of population and markets, and proximity to South American and Asian markets. Following the end of the current recession, it is likely that annual employment growth in the region will once again slightly exceed the national average growth rate.\footnote{Center for the Continuing Study of the California Economy, California Economic Growth, op. cit., p. 8-2.}

\section*{(2) City of Los Angeles Subregion and Boyle Heights Area}

As noted above, the City of Los Angeles Subregion includes the area of the City of Los Angeles, the City of San Fernando, and various adjacent unincorporated areas of Los Angeles County. The Boyle Heights Area includes the community immediately surrounding the Project, and is generally bounded on the west by Hill Street through the City of Los Angeles Central Business District and Compton Avenue south of Interstate 10; on the south by Gage Avenue; on the east by Interstate 710; and on the north by Interstate 10. The Boyle Heights Area is depicted in Figure IV.I-1 on page IV.I-4.

There are no official counts of employment or unemployment within either the City of Los Angeles Subregion or the Boyle Heights Area; however, an estimate of the number of jobs can be derived from SCAG forecasts. As shown in Table IV.I-1 on page IV.I-5, an estimated 1,838,191 jobs are present in the City of Los Angeles Subregion, and, for information purposes only, 228,038 jobs are present within the Boyle Heights Area, based on SCAG’s 2008 regional growth forecast.

According to the U.S. Census for 2000 (the only available estimate of unemployment for these two geographic areas), the unemployment rate stood at 9.3 percent for the City of Los Angeles\footnote{In 2010, the City’s unemployment rate grew to 13.9 percent (Source: United States Department of Labor, Bureau of Labor Statistics, www.bls.gov/lau/lacilg10.htm, accessed September 22, 2011).} and 15.9 percent for the Boyle Heights Area. These figures are much higher today as a result of the national recession (i.e., the unemployment rate for the City of Los Angeles grew to 13.9 percent (Source: United States Department of Labor, Bureau of Labor Statistics, www.bls.gov/lau/lacilg10.htm, accessed September 22, 2011)).
Figure IV.I-1
Map of Boyle Heights Area for Employment, Population, and Housing Impact Analyses

Boyle Heights Mixed-Use Community Project

Source: HR&A Advisors, Inc., 2010.
Estimated 2008 Employment in City of Los Angeles Subregion and Boyle Heights Area

<table>
<thead>
<tr>
<th></th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>City of Los Angeles Subregion</td>
<td>1,838,191</td>
</tr>
<tr>
<td>Boyle Heights Area</td>
<td>228,038</td>
</tr>
</tbody>
</table>

* 2008 data based on straight-line interpolation between 2005 and 2010 values in the SCAG regional growth forecast adopted for the 2008 Regional Transportation Plan Update.


Angeles during December 2009 was 13.2 percent). The 2000 U.S. Census also provides information about the labor force characteristics of those employed. As shown in Table IV.I-2 on page IV.I-6, the data indicate that the Boyle Heights Area’s resident labor force has a much larger proportion of manufacturing and precision production, craft, and repair workers than the City of Los Angeles Subregion, a much smaller proportion of workers in the financial, insurance, and real estate sectors, and a much smaller proportion of executive, manager, and administrative occupations.

b. Regulatory Framework

There are a variety of growth forecasts, and employment and economic policies that have been adopted by the City and SCAG that are relevant to a determination of project consistency with adopted plans. These are described and summarized below.

(1) City of Los Angeles

The City’s General Plan includes the General Plan Framework Element, nine other Citywide Elements (Air Quality, Conservation, Historic Preservation and Cultural Resources, Housing, Infrastructure Systems, Noise, Open Space, Public Facilities and Services, Safety and Transportation), and 35 Community Plans. Economic and employment issues for the Project Site area are addressed in the General Plan Framework Element and the Boyle Heights Community Plan. The Housing Element is discussed in Section IV.I.2, Housing, of this Draft EIR, whereas the other General Plan Elements are discussed in Section IV.G, Land Use, of this Draft EIR.

(a) The General Plan Framework Element

The General Plan Framework Element (“General Plan Framework” or “Framework Element”), adopted in December 1996 (re-adopted August 2001), is a strategy for long-term growth which sets a citywide context to guide the update of the City’s 35 Community
### Table IV.I-2
Characteristics of the Resident Labor Force in the Boyle Heights Area and City of Los Angeles Subregion, 2000

<table>
<thead>
<tr>
<th></th>
<th>Boyle Heights Area</th>
<th>City of LA Subregion</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Civilian Labor Force</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Persons 16+ in Civilian Labor</td>
<td>61,469</td>
<td>1,716,293</td>
</tr>
<tr>
<td>Force</td>
<td>51,717</td>
<td>1,557,021</td>
</tr>
<tr>
<td>Employed</td>
<td>9,752</td>
<td>159,272</td>
</tr>
<tr>
<td>Unemployment Rate</td>
<td>15.9%</td>
<td>9.3%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Occupational Category</strong></th>
<th># Jobs</th>
<th>% of Total</th>
<th># Jobs</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Professional and technical</td>
<td>4,813</td>
<td>9.3%</td>
<td>334,492</td>
<td>21.5%</td>
</tr>
<tr>
<td>Executives, managers, and administrators</td>
<td>2,267</td>
<td>4.4%</td>
<td>194,544</td>
<td>12.5%</td>
</tr>
<tr>
<td>Sales workers</td>
<td>4,915</td>
<td>9.5%</td>
<td>177,565</td>
<td>11.4%</td>
</tr>
<tr>
<td>Admin. Support &amp; clerical workers</td>
<td>6,868</td>
<td>13.3%</td>
<td>238,508</td>
<td>15.3%</td>
</tr>
<tr>
<td>Precision production, craft &amp; repair workers</td>
<td>17,265</td>
<td>33.4%</td>
<td>275,732</td>
<td>17.7%</td>
</tr>
<tr>
<td>Operators, assemblers, transp., &amp; material moving</td>
<td>2,233</td>
<td>4.3%</td>
<td>46,889</td>
<td>3.0%</td>
</tr>
<tr>
<td>Nonfarm laborers</td>
<td>3,195</td>
<td>6.2%</td>
<td>36,436</td>
<td>2.3%</td>
</tr>
<tr>
<td>Service workers</td>
<td>9,713</td>
<td>18.8%</td>
<td>249,823</td>
<td>16.0%</td>
</tr>
<tr>
<td>Farm workers, forestry, or fishing</td>
<td>448</td>
<td>0.9%</td>
<td>3,032</td>
<td>0.2%</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>51,717</td>
<td>100.0%</td>
<td>1,557,021</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Employment by Industry Sector</strong></th>
<th># Jobs</th>
<th>% of Total</th>
<th># Jobs</th>
<th>% of Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agriculture, forestry, fishing, and hunting</td>
<td>287</td>
<td>0.6%</td>
<td>2,714</td>
<td>0.2%</td>
</tr>
<tr>
<td>Mining</td>
<td>8</td>
<td>0.0%</td>
<td>545</td>
<td>0.0%</td>
</tr>
<tr>
<td>Utilities</td>
<td>116</td>
<td>0.2%</td>
<td>5,180</td>
<td>0.3%</td>
</tr>
<tr>
<td>Construction</td>
<td>3,530</td>
<td>6.8%</td>
<td>83,146</td>
<td>5.3%</td>
</tr>
<tr>
<td>Manufacturing</td>
<td>13,538</td>
<td>26.2%</td>
<td>207,773</td>
<td>13.3%</td>
</tr>
<tr>
<td>Wholesale trade</td>
<td>3,691</td>
<td>7.1%</td>
<td>62,185</td>
<td>4.0%</td>
</tr>
<tr>
<td>Retail trade</td>
<td>5,176</td>
<td>10.0%</td>
<td>160,946</td>
<td>10.3%</td>
</tr>
<tr>
<td>Transportation and warehousing</td>
<td>2,281</td>
<td>4.4%</td>
<td>57,001</td>
<td>3.7%</td>
</tr>
<tr>
<td>Information industry</td>
<td>1,046</td>
<td>2.0%</td>
<td>107,962</td>
<td>6.9%</td>
</tr>
<tr>
<td>Finance and insurance</td>
<td>1,071</td>
<td>2.1%</td>
<td>71,037</td>
<td>4.6%</td>
</tr>
<tr>
<td>Real estate, rental, and leasing</td>
<td>647</td>
<td>1.3%</td>
<td>37,982</td>
<td>2.4%</td>
</tr>
<tr>
<td>Professional, scientific and technical</td>
<td>1,167</td>
<td>2.3%</td>
<td>118,832</td>
<td>7.6%</td>
</tr>
<tr>
<td>Management of companies and enterprises</td>
<td>11</td>
<td>0.0%</td>
<td>548</td>
<td>0.0%</td>
</tr>
<tr>
<td>Admin. and support, waste management &amp; remediation</td>
<td>2,498</td>
<td>4.8%</td>
<td>80,374</td>
<td>5.2%</td>
</tr>
<tr>
<td>Educational services</td>
<td>2,853</td>
<td>5.5%</td>
<td>121,446</td>
<td>7.8%</td>
</tr>
<tr>
<td>Healthcare and social services</td>
<td>3,994</td>
<td>7.7%</td>
<td>148,211</td>
<td>9.5%</td>
</tr>
<tr>
<td>Arts, entertainment, and recreation</td>
<td>1,151</td>
<td>2.2%</td>
<td>48,555</td>
<td>3.1%</td>
</tr>
<tr>
<td>Accommodation and food services</td>
<td>3,905</td>
<td>7.6%</td>
<td>100,798</td>
<td>6.5%</td>
</tr>
<tr>
<td>Other services except public administration</td>
<td>3,641</td>
<td>7.0%</td>
<td>106,484</td>
<td>6.8%</td>
</tr>
<tr>
<td>Public administration</td>
<td>1,106</td>
<td>2.1%</td>
<td>35,302</td>
<td>2.3%</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td>51,717</td>
<td>100.0%</td>
<td>1,557,021</td>
<td>100.0%</td>
</tr>
</tbody>
</table>

*Based on the census tracts that define the boundaries of these two geographical areas.

**Source:** 2000 U.S. Census, HR&A Advisors, Inc., 2011.
Plans and citywide elements. The General Plan Framework Element focuses on providing strategies that encourage growth in a number of higher-intensity commercial and mixed-use districts, centers, and boulevards as well as industrial districts particularly in proximity to transportation corridors and transit stations. The Framework Element is intended to be flexible and recommends the creation of new land use categories for targeted growth areas in various areas of the City that will contain international centers, regional centers, community centers, neighborhood districts, and mixed-use boulevards based on the planning principles, goals, objectives and policies it discusses. However, the Framework Element provides that precise determinations regarding future growth and development will be made through the Community Planning process. As a result, the Framework Element encourages future growth and development within target areas, but does not require that future development and growth be limited to the identified target areas.

The Framework Element’s fundamental economic development goals are twofold: (1) to provide the physical locations and competitive financial environment necessary to attract various types of economic development to Los Angeles; and (2) to encourage the geographic distribution of job growth in a manner supportive of the City’s overall planning objectives. In order to encourage economic development in Los Angeles and effectively compete for limited opportunities in an increasingly competitive national economy, the Framework Element calls on the City to offer meaningful development incentives. Among the Framework Element’s policies relevant to the project are:

- Policy 7.2.2: Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.

- Policy 7.2.3: Encourage new commercial development in proximity to rail and bus transit corridors and stations.

- Policy 7.2.5: Promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population when planning new residential neighborhoods or major residential developments.

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11 Id., Chapter 7 (Economic Development).

12 Id.
- Policy 7.2.6: Concentrate office development in regional mixed-use centers, around transit stations, and within community centers.

- Policy 7.3.2: Retain existing neighborhood commercial activities within walking distance of residential areas.

- Policy 7.6.1: Encourage the inclusion of community-serving uses (post offices, senior community centers, daycare providers, personal services, etc.) at the community and regional centers, in transit stations, and along the mixed-use corridors.

- Policy 7.6.3: Facilitate the inclusion of shopping facilities in mixed-use developments that serve the needs of local residents and workers. If necessary, consider utilizing financing techniques such as land write-downs and density bonuses.

- Policy 7.8.1: Place the highest priority on attracting new development projects to Los Angeles which have the potential to generate a net fiscal surplus for the City.

- Policy 7.8.3: Encourage mixed-use development projects, which include revenue generating retail, to offset the fiscal costs associated with residential development.

- Policy 7.9.1: Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City’s fiscal structure.

- Policy 7.9.2: Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.

(b) Boyle Heights Community Plan

The project site is located within the Boyle Heights Community Plan (the “Community Plan”) area, located east of downtown Los Angeles. The Community Plan encompasses approximately 6 square miles and is generally bounded by the Los Angeles River on the west, the San Bernardino Freeway (I-10) on the north, Indiana Street on the east, and Washington Boulevard on the south.

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The Community Plan designates the project site for Low Medium II Residential (Multiple Family) use. Please refer to Section IV.G, Land Use, of this Draft EIR for additional information regarding the Community Plan and zoning designations applicable to the project site. The Community Plan is primarily concerned with land use and does not address employment or economic issues, except as they are relate to development on commercial and industrial land. Among the Community Plan’s commercial zoning objectives and policies that are relevant to employment and the economy in the context of the project are: 14

- Objective 1. To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.
- Objective 2. To provide a range of commercial facilities at various locations to accommodate the shopping needs of residents, including persons of restricted mobility, and to provide increased employment opportunities within the community.
- Objective 4. To improve the compatibility between commercial and residential uses.
- Objective 5. To improve the compatibility between existing commercial uses to develop complementary land-use patterns that enhance economic activity.
- Policy 1. That commercial facilities be located primarily on east-west traffic arteries to reinforce existing development and to minimize negative impact on residential neighborhoods.
- Policy 2. That community and neighborhood commercial centers be consolidated and deepened to stimulate existing businesses, create opportunities for new development and off-street parking, expand the variety of goods and services, and improve shopping convenience.
- Policy 5. That neighborhood markets and retail and service establishments oriented to the residents be retained throughout the Community, within walking distance of residents.
- Policy 8. That new commercial development be oriented so as to facilitate pedestrian access by locating parking to the rear of structures and provide entrances oriented toward east/west commercial streets to preserve the continuity of the streetscape and enhance the pedestrian environment.

14 Id., pp. III-3 to III-4.
(2) Southern California Association of Governments

SCAG is the federally-designated Metropolitan Planning Organization for six Southern California counties (Ventura, Orange, San Bernardino, Riverside, Imperial, and Los Angeles). It is responsible for developing plans for transportation, growth management and hazardous waste management, and a regional growth forecast that is a foundation for these plans and regional air quality plans developed by the South Coast Air Quality Management District (SCAQMD). SCAG prepares several plans to address regional growth, including the Regional Comprehensive Plan and Guide (RCPG), Regional Comprehensive Plan (RCP), the Southern California Compass Growth Vision, the Regional Housing Needs Assessment (RHNA), the Regional Transportation Plan (RTP), the Regional Transportation Improvement Program (RTIP), and annual State of the Region reports to measure progress toward achieving regional planning goals and objectives. Those SCAG plans that address employment issues are discussed below under separate subheadings.

(a) Regional Comprehensive Plan

The 2008 RCP defines a vision for the SCAG region that includes balancing resource conservation, economic vitality, and quality of life. It also provides a long-term planning framework that describes comprehensive responses to growth and infrastructure challenges and recommends an Action Plan targeted for the year 2035. The 2008 RCP does not mandate integrated resources planning; however, SCAG does request that local governments consider the recommendations set forth in the RCP in their General Plan updates, municipal code amendments, design guidelines, incentive programs, and other actions.

In September 2008, SCAG accepted the RCP as a reference document, but did not adopt its policies. SCAG continues to promote the use of the RCP as an advisory document to local agencies in the Southern California region for their information and voluntary use for preparing local plans and handling local issues of regional significance. These policies are not to be used as the basis for making determinations about conformity between individual development projects and SCAG plans and policies.15

(b) Southern California Compass Growth Vision Report

The Compass Growth Vision Report, published by SCAG in June 2004, presents a comprehensive growth vision for the six-county SCAG region, as well as the achievements of the process for developing the growth vision. The Compass Growth Vision details the

15 Personal communication with Bernard Lee, op. cit.
evolution of the draft vision from the study of emerging growth trends and systematic modeling of the effects of alternative growth pattern scenarios on transportation systems, land consumption, and other factors. The fundamental goal of the Compass Growth Vision is to make the SCAG region a better place to live, work and play for all residents regardless of race, ethnicity or income class. Thus, decisions regarding growth, transportation, land use, and economic development should be made to promote and sustain for future generations the region’s mobility, livability and prosperity. Its “Regional Growth Principles” provide a framework for local and regional decision making that improves the quality of life for all residents in the region. Each principle is followed by a specific set of strategies intended to achieve this goal. The Project's consistency with the principles and policies of the Compass Growth Vision is the basis upon which SCAG determines the extent to which the Project is consistent with SCAG’s plans. Of the Compass Growth Visioning principles and related policies identified by SCAG, the following are those that relate to employment:

- Locate new housing near existing jobs and new jobs near existing housing (SCAG Principle No. GV P1.2); and
- Provide developments which provide a mix of uses (SCAG Principle GV P2.2).

Additional Compass Growth principles that relate to the Project are discussed and evaluated in Section IV.G, Land Use of this Draft EIR.

(c) SCAG Regional Growth Forecast

As part of its responsibilities, SCAG prepares socioeconomic forecasts in five-year increments through the year 2030. The forecast is relied upon for preparation of the RTP, Air Quality Management Plan (AQMP), RTIP, and RHNA. Consistency with the growth forecast, at the Subregional level, is one criterion that SCAG uses in exercising its federal mandate to review “regionally significant” development projects for conformity with regional plans. The applicable forecast for use in this analysis is the one prepared for the 2008 RTP (“SCAG 2008 RTP Regional Growth Forecast”).

The employment growth forecast for the City of Los Angeles Subregion between 2005 and 2030 is shown in Table IV.I-3 on page IV.I-12. The forecast projects a total of 2,003,196 jobs within the City of Los Angeles Subregion in 2030, which results in 165,005 additional jobs (+9.1 percent) being added to the Subregion between 2008 and 2030.

Using a version of the SCAG regional growth forecast that is available at the census tract level, it is possible to identify the growth for the Boyle Heights Area that is included in the City of Los Angeles Subregion. Although it has no official policy status, the
Table IV.I-3
SCAG Employment Forecast for the City of Los Angeles Subregion 2005–2030

<table>
<thead>
<tr>
<th>Projection Year</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005(^a)</td>
<td>1,804,471</td>
</tr>
<tr>
<td>2008(^b)</td>
<td>1,838,191</td>
</tr>
<tr>
<td>2010(^a)</td>
<td>1,860,672</td>
</tr>
<tr>
<td>2020(^a)</td>
<td>1,933,860</td>
</tr>
<tr>
<td>2030(^a)</td>
<td>2,003,196</td>
</tr>
</tbody>
</table>

**Change 2005–2008**
- # Jobs: 33,720
- % Change: 1.87%

**Change 2008–2030**
- # Jobs: 165,005
- % Change: 9.14%

\(^a\) SCAG regional forecast adopted for the 2008 Regional Transportation Plan Update (available at http://www.scag.ca.gov/forecast/index.htm).
\(^b\) Based on a straight-line interpolation between 2005–2010 values in the SCAG regional growth forecast for the 2008 Regional Transportation Plan Update.


employment growth forecast for the Boyle Heights Area is shown in Table IV.I-4 on page IV.I-13 for informational purposes. This forecast shows an additional 13,248 jobs (+5.9 percent) being added to the Boyle Heights Area between 2008 and 2030.

### 3. Environmental Impacts

#### a. Methodology

The focus of environmental analysis prepared under CEQA is a project’s potential to cause effects on the physical environment.\(^{16}\) Accordingly, the State CEQA Guidelines state that while economic or social information may be included in an EIR, or may be presented in whatever form(s) the lead agency desires, social and economic effects shall

\(^{16}\) “Environment” means the physical conditions which exist within the area which will be affected by a proposed project, including land, air, water, minerals, flora, fauna, noise, and objects of historic or aesthetic significance (Pub. Res. Code § 21060.5).
Table IV.I-4
Employment Forecast for the Boyle Heights Area 2005–2030

<table>
<thead>
<tr>
<th>Projection Year</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>2005(^a)</td>
<td>225,353</td>
</tr>
<tr>
<td>2008(^b)</td>
<td>228,038</td>
</tr>
<tr>
<td>2010(^a)</td>
<td>229,829</td>
</tr>
<tr>
<td>2020(^a)</td>
<td>235,705</td>
</tr>
<tr>
<td>2030(^a)</td>
<td>241,286</td>
</tr>
</tbody>
</table>

*Change 2005–2008*

<table>
<thead>
<tr>
<th># Jobs</th>
<th>2,685</th>
</tr>
</thead>
<tbody>
<tr>
<td>% Change</td>
<td>1.19%</td>
</tr>
</tbody>
</table>

*Change 2008–2030*

<table>
<thead>
<tr>
<th># Jobs</th>
<th>13,248</th>
</tr>
</thead>
<tbody>
<tr>
<td>% Change</td>
<td>5.88%</td>
</tr>
</tbody>
</table>

\(^a\) Based on sum of census tract values in the SCAG regional forecast adopted for the 2008 Regional Transportation Plan Update (available at http://www.scag.ca.gov/forecast/index.htm) for the census tracts that approximate the Boyle Heights Area.

\(^b\) Based on a straight-line interpolation between 2005–2010 values in the SCAG regional growth forecast for the 2008 Regional Transportation Plan Update for the census tracts that approximate the Boyle Heights Area.


Social and economic effects, including employment, are, however, relevant CEQA issues to the extent that a chain of cause and effect can be traced from a proposed project through anticipated social and economic changes resulting from the project to physical changes caused in turn by the economic and social changes. If a project’s physical impacts would cause social or economic effects, the magnitude of the social or economic

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17 CEQA Guidelines §§ 15131(a) and 15064(f); see also Pub. Resources Code §§ 21100 and 21151. “Significant effect on the environment” means a substantial, or potentially substantial adverse change in the environment (Pub. Res. Code § 21068).

18 See discussion following CEQA Guidelines § 15131.

19 CEQA Guidelines §§ 15131(a) and 15064(f).
effects may be relevant in determining whether a physical impact is “significant.”\textsuperscript{20} If the physical change causes adverse economic or social effects on people, those adverse effects may be used as the basis for determining that the physical change is significant.\textsuperscript{21}

The "economic impact" of a new development project refers to the incremental difference that its construction and operation makes in terms of people employed, employee compensation paid and total value of goods and services circulating in the economy (i.e., “total economic output”). These impacts are generally classified into three categories, as follows:

- **Direct Impacts.** These include, for example, all jobs, compensation and spending resulting directly from the investment in construction of the project. Direct impacts also include those net new jobs, compensation and spending that would occur on the project site once it is completed (e.g., project retail and office employment) and/or in the immediate vicinity of the project site (e.g., on-site and off-site household spending). These impacts represent the “first round” of impact on the County’s economy.

- **Indirect Impacts.** Indirect impacts are created by business purchases of goods and services that are used as inputs to the construction process and the ongoing operation of the completed project, as well as successive rounds of spending to produce these goods and services. This impact category includes, for example, jobs, compensation paid and total spending that result when construction contractors purchase materials, supplies and services, or when the Applicant or other business entities located in the completed project purchase goods and services to supply, repair and maintain operations. These impacts may occur anywhere in the County, including the City.

- **Induced Impacts.** Induced impacts are created when direct and indirect employees spend their earnings for a variety of household goods and services, including convenience goods (e.g., supermarkets), comparison shopping goods (e.g., car dealers, household appliances and furniture stores) and consumer services (e.g., banks). These impacts typically occur near to where direct and indirect employee households reside, and therefore may occur anywhere in the County, including the City.

This analysis provides an assessment of the direct, indirect and induced impacts of the project. The focus of the analysis is on jobs, for comparison with regional

\textsuperscript{20} Id., § 15131(b). For example, a project’s direct and indirect population can be used to estimate the amount of natural resources, energy resources, and public services that might be consumed as a result of the project, and whether the resulting scale of use is “significant.”

\textsuperscript{21} Id., § 15064(f).
growth forecasts, but other dimensions of economic impact, including worker compensation (i.e., salary and benefits) and total economic output are also noted. The Los Angeles County economy is used in the measurement of economic impacts because the County geography best captures all of the interactions between and among sectors of the local economy. The employment and other economic impacts of the project were estimated using the IMPLAN model of the Los Angeles County economy. The employment and other related characteristics of the project are also evaluated against the applicable policies adopted by the City and SCAG.

b. Significance Thresholds

Neither Appendix G of the CEQA Guidelines nor the City of Los Angeles CEQA Thresholds Guide addresses questions or thresholds applicable to employment. Nonetheless, due to the size of the proposed project and the public interest in potential employment impacts, the project would have a significant impact on employment if:

- It would cause growth (i.e., new employment), or accelerate development in an undeveloped area, that exceeds projected/planned levels for the year of project buildout and result in an adverse physical change in the environment; or

- It is not compatible with adopted local and regional employment growth policies, including jobs/housing balance, as set forth in the City’s General Plan and other adopted plans and policies, and SCAG’s adopted regional plans and policies.

Based on these factors, the project would have potentially significant impacts if it were to generate new growth that would exceed projected levels and could not be accommodated by existing and/or planned infrastructure.

c. Project Design Features

As part of the project, the Applicant would implement the Boyle Heights Job Collaborative (BHJC) which would provide access to career oriented employment focused on residents of the project site and surrounding areas in Boyle Heights. The BHJC would facilitate access to the construction jobs created by the redevelopment of the project site. The BHJC would include 30 percent local and 10 percent at risk hiring goals for all construction work associated with the project. Qualified participants would be placed in a database to be made eligible for referral to an employer associated with project construction. For additional details regarding the BHJC, see Appendix J.2 of this Draft EIR.
d. Analysis of Proposed Project Impacts

(1) Construction-Related Direct Employment and Other Economic Impacts

The project’s estimated construction cost is $2.2 billion ($1.4 billion in constant 2008 dollars). Using the IMPLAN model, the construction costs are estimated to produce approximately 6,441 part-time and full-time jobs directly associated with the construction of the project. This is the cumulative number of construction jobs over the entire buildout period. These direct jobs would support another 6,856 indirect and induced jobs in a wide range of industries throughout the City and County resulting from purchases of construction-related supplies, goods and services, and household expenditures by direct and indirect employees. These would be one-time jobs, relatively speaking, though they would persist over about a decade of project buildout.

The total economic impact of project construction, including employee earnings, profits and indirect business taxes, is estimated to be $3.6 billion ($2.4 billion in constant 2008 dollars), of which the direct construction investment of $2.2 billion ($1.4 billion in 2008 dollars) represents about 58 percent. As such, the project would provide a public benefit by providing new direct and indirect employment opportunities during the construction period, and impacts related to construction employment would be less than significant.

(2) Operational Employment and Other Economic Impacts

(a) Direct Project Employment Impacts

As shown in Table IV.I-5 on page IV.I-17, using employment density factors for similar commercial office and community-serving uses and estimates of annual sales from the retail uses, and assuming the Maximum Office Scenario, it is estimated that the project would add 760 new on-site jobs once all proposed non-residential improvements have been constructed and are in full operation by the year 2030. Another 1,054 new direct jobs in the immediate vicinity of the project site would be created due to households spending for goods and services from the project’s net increase in dwelling units, as derived from the IMPLAN model. Table IV.I-5 summarizes the derivation of the project’s approximately 1,815 direct new jobs by general land use categories. Inasmuch as the project also includes 150,000 square feet of retail uses, the IMPLAN model analysis of the project’s household spending-related employment estimate includes an adjustment for the

---

22 The Maximum Office scenario is used to estimate the impacts because it is the scenario that could cause the most growth; i.e., new employment.
<table>
<thead>
<tr>
<th>Land Uses</th>
<th>Square Feet(^a)</th>
<th>Jobs/1,000 SF(^{b,c})</th>
<th>Project Jobs</th>
<th>% On-Site</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Retail</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Shopper Goods/GAFO</td>
<td>27,074</td>
<td>1.5402</td>
<td>42</td>
<td>5.5%</td>
</tr>
<tr>
<td>Building Materials/Hardware</td>
<td>6,296</td>
<td>0.7942</td>
<td>5</td>
<td>0.7%</td>
</tr>
<tr>
<td>Food Stores</td>
<td>31,296</td>
<td>1.8341</td>
<td>57</td>
<td>7.6%</td>
</tr>
<tr>
<td>Drug Stores</td>
<td>7,556</td>
<td>2.9163</td>
<td>22</td>
<td>2.9%</td>
</tr>
<tr>
<td>Eating and Drinking Facilities</td>
<td>15,741</td>
<td>6.2766</td>
<td>99</td>
<td>13.0%</td>
</tr>
<tr>
<td>Related Services/Personal/Biz</td>
<td>22,037</td>
<td>2.9163</td>
<td>64</td>
<td>8.5%</td>
</tr>
<tr>
<td>Day Care</td>
<td>15,000</td>
<td>4.2267</td>
<td>63</td>
<td>8.3%</td>
</tr>
<tr>
<td>Health Club</td>
<td>25,000</td>
<td>1.0320</td>
<td>26</td>
<td>3.4%</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>122,926</td>
<td>—</td>
<td>378</td>
<td>49.8%</td>
</tr>
<tr>
<td><strong>Office</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>General Office</td>
<td>125,000</td>
<td>2.1936</td>
<td>274</td>
<td>36.1%</td>
</tr>
<tr>
<td>Medical Office</td>
<td>25,000</td>
<td>2.3680</td>
<td>59</td>
<td>7.8%</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>150,000</td>
<td>—</td>
<td>333</td>
<td>43.9%</td>
</tr>
<tr>
<td><strong>Community-Serving</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Library</td>
<td>15,000</td>
<td>2.0067</td>
<td>30</td>
<td>4.0%</td>
</tr>
<tr>
<td>Banquet Hall</td>
<td>10,000</td>
<td>1.8300</td>
<td>18</td>
<td>2.4%</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>25,000</td>
<td></td>
<td>48</td>
<td>6.4%</td>
</tr>
<tr>
<td><strong>Subtotal On-Site Direct Jobs</strong></td>
<td></td>
<td></td>
<td>760</td>
<td>100.0%</td>
</tr>
<tr>
<td>Plus: Off-Site Direct Jobs from Net New Household Spending(^d)</td>
<td></td>
<td></td>
<td>1,054</td>
<td></td>
</tr>
<tr>
<td><strong>Total Project Direct Jobs</strong></td>
<td></td>
<td></td>
<td><strong>1,815</strong></td>
<td></td>
</tr>
<tr>
<td><strong>Existing Direct Jobs</strong></td>
<td></td>
<td></td>
<td>(174)</td>
<td></td>
</tr>
<tr>
<td><strong>Net Total Project Direct Jobs</strong></td>
<td></td>
<td></td>
<td><strong>1,641</strong></td>
<td></td>
</tr>
</tbody>
</table>

\(^a\) Per Fifteen Group Land & Development, LLC. The retail development scenario above is used to estimate the impacts of the project, but the ultimate mix of uses will be a function of market conditions at the time of project completion. Please refer to Section II, Project Description, of this Draft EIR for further discussion of permitted types and amounts of proposed land uses.

\(^b\) Retail: Based on HR&A analysis using IMPLAN input-output model for LA County based on estimated sales per square foot.

\(^c\) Office and Community Serving: Based on HR&A analysis using IMPLAN input-output model for Los Angeles County and employment density factors in Dolinka Group, Commercial/Industrial Development School Fee Justification Study, prepared for the Los Angeles Unified School District (LAUSD), February 25, 2008, Table 4, p. 114.

\(^d\) Per HR&A analysis using IMPLAN input-output model for Los Angeles County and average project household incomes imputed from preliminary unit pricing, per Fifteen Group Land & Development, LLC, and adjusted for the share of household spending at the project site’s retail uses.

estimated number of jobs associated with household spending within the on-site retail uses to avoid any double-counting.

(b) Indirect and Induced Project Employment Impacts

After analyzing the direct project employment impacts using the IMPLAN model, subtracting the economic impacts of the existing apartments (e.g., 174 direct jobs associated with household spending),\(^{23}\) and assuming the existing jobs created by household spending from the project site would otherwise continue in the absence of the project, it was determined that the project would have the following net, on-going impacts in the County economy:

- Annual operation of the project would directly support 1,641 net new direct jobs on-site and in the immediate project vicinity due to the combination of new non-residential uses and household spending from net new units under the MaximumOffice scenario.\(^{24}\) Operation of the project and new household spending would also support 876 indirect and induced jobs elsewhere in the City of Los Angeles and the County, for an overall total employment impact of 2,517 jobs.

- Total employee compensation from on-going operation of the project and new household spending are estimated to total about $141.3 million ($100.4 million in 2008 dollars) annually in Los Angeles County, with about 60 percent of this attributable to direct employees and 40 percent to indirect and induced employees.

- Total economic output associated with on-going operation of the project and new household spending, including employee compensation, is estimated to contribute about $545.3 million ($392.0 in 2008 dollars) annually to the Los Angeles County economy.\(^{25}\)

These results are summarized in Table IV.I-6 on page IV.I-19. Further details about the analysis of the project's annual operations impacts are presented in the Economic and Fiscal Impacts Report included in Appendix J.3 of this Draft EIR.

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\(^{23}\) This estimate is derived from the expenditure-employment relationships in the IMPLAN model, as discussed in the Economic and Fiscal Impacts Analysis included in Appendix J.1 to this Draft EIR.

\(^{24}\) Under the Maximum Retail scenario the overall net jobs estimate decreases to 2,501.

\(^{25}\) Under the Maximum Retail scenario, with somewhat fewer direct and total jobs, the estimated economic output decreases to $490.1 million.
### Table IV.I-6

Employment and Other Economic Impacts in Los Angeles County from Annual Occupancy of the Existing Wyvernwood Apartments and the Completed Project

<table>
<thead>
<tr>
<th>Impact Category</th>
<th>Direct Impact</th>
<th>Indirect Impact</th>
<th>Induced Impact</th>
<th>Total Impact$^a$</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Impacts from Spending by Households in Existing Occupied Apartments</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employment</td>
<td>173.8</td>
<td>47.3</td>
<td>47.5</td>
<td>268.6</td>
</tr>
<tr>
<td>Nominal Dollars</td>
<td>$9,357,094</td>
<td>$3,415,808</td>
<td>$2,744,732</td>
<td>$15,517,634</td>
</tr>
<tr>
<td>2008 Dollars</td>
<td>$6,821,411</td>
<td>$2,447,130</td>
<td>$1,984,153</td>
<td>$11,252,694</td>
</tr>
<tr>
<td>Nominal Dollars</td>
<td>$31,429,485</td>
<td>$11,845,936</td>
<td>$9,059,107</td>
<td>$52,334,528</td>
</tr>
<tr>
<td>2008 Dollars</td>
<td>$24,406,666</td>
<td>$8,485,581</td>
<td>$6,858,101</td>
<td>$39,750,348</td>
</tr>
<tr>
<td><strong>Impacts from Spending by Households in New Occupied Apartments and Condos</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employment</td>
<td>1,054.4</td>
<td>283.4</td>
<td>281.4</td>
<td>1,619.2</td>
</tr>
<tr>
<td>Nominal Dollars</td>
<td>$56,352,912</td>
<td>$20,361,479</td>
<td>$16,269,268</td>
<td>$92,983,659</td>
</tr>
<tr>
<td>2008 Dollars</td>
<td>$40,690,978</td>
<td>$14,594,576</td>
<td>$11,760,972</td>
<td>$67,046,528</td>
</tr>
<tr>
<td>Nominal Dollars</td>
<td>$185,489,216</td>
<td>$70,530,632</td>
<td>$53,697,422</td>
<td>$309,717,270</td>
</tr>
<tr>
<td>2008 Dollars</td>
<td>$143,749,551</td>
<td>$50,480,918</td>
<td>$40,651,057</td>
<td>$234,881,526</td>
</tr>
<tr>
<td><strong>Impacts from Operation of New Commercial and Civic Uses$^b,c$</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employment</td>
<td>760.4</td>
<td>210.0</td>
<td>195.9</td>
<td>1,166.4</td>
</tr>
<tr>
<td>Nominal Dollars</td>
<td>$38,692,043</td>
<td>$13,819,233</td>
<td>$11,326,999</td>
<td>$63,838,275</td>
</tr>
<tr>
<td>2008 Dollars</td>
<td>$26,785,790</td>
<td>$9,617,077</td>
<td>$8,188,235</td>
<td>$44,591,102</td>
</tr>
<tr>
<td>Nominal Dollars</td>
<td>$204,877,104</td>
<td>$45,634,254</td>
<td>$37,385,224</td>
<td>$287,896,599</td>
</tr>
<tr>
<td>2008 Dollars</td>
<td>$136,695,135</td>
<td>$31,858,423</td>
<td>$28,302,129</td>
<td>$196,855,694</td>
</tr>
<tr>
<td><strong>Subtotal Impacts from New Household Spending and Commercial and Civic Uses Operation</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employment</td>
<td>1,814.8</td>
<td>493.4</td>
<td>477.3</td>
<td>2,785.6</td>
</tr>
<tr>
<td>Nominal Dollars</td>
<td>$95,044,955</td>
<td>$34,180,712</td>
<td>$27,596,267</td>
<td>$156,821,934</td>
</tr>
<tr>
<td>2008 Dollars</td>
<td>$67,476,768</td>
<td>$24,211,653</td>
<td>$19,949,207</td>
<td>$111,637,630</td>
</tr>
<tr>
<td>Nominal Dollars</td>
<td>$390,366,320</td>
<td>$116,164,886</td>
<td>$91,082,646</td>
<td>$597,613,869</td>
</tr>
<tr>
<td>2008 Dollars</td>
<td>$280,444,686</td>
<td>$82,339,341</td>
<td>$68,953,186</td>
<td>$431,737,220</td>
</tr>
</tbody>
</table>
Table IV.I-6 (Continued)
Employment and Other Economic Impacts in Los Angeles County from Annual Occupancy of the Existing Wyvernwood Apartments and the Completed Project

<table>
<thead>
<tr>
<th>Impact Category</th>
<th>Direct Impact</th>
<th>Indirect Impact</th>
<th>Induced Impact</th>
<th>Total Impact^a</th>
</tr>
</thead>
<tbody>
<tr>
<td>Project Impacts: Net Increase Over Existing Uses</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Employment</td>
<td>1,641.0</td>
<td>446.1</td>
<td>429.8</td>
<td>2,517.0</td>
</tr>
<tr>
<td>Employee Compensation</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nominal Dollars</td>
<td>$85,687,861</td>
<td>$30,764,904</td>
<td>$24,851,535</td>
<td>$141,304,300</td>
</tr>
<tr>
<td>2008 Dollars</td>
<td>$60,655,357</td>
<td>$21,764,523</td>
<td>$17,965,054</td>
<td>$100,384,936</td>
</tr>
<tr>
<td>Total Economic Output</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Nominal Dollars</td>
<td>$358,936,835</td>
<td>$104,318,950</td>
<td>$82,023,539</td>
<td>$545,279,341</td>
</tr>
<tr>
<td>2008 Dollars</td>
<td>$256,038,020</td>
<td>$73,853,760</td>
<td>$62,095,085</td>
<td>$391,986,872</td>
</tr>
</tbody>
</table>

^a Totals may not sum precisely due to independent rounding.
^b Values presented assume Max Office scenario.
^c Under the Max Retail scenario, commercial and civic employment drops to 1,150.6 and total economic output decreases to $161.6 million in 2008 dollars and $232.7 million in nominal dollars.


(c) Project Employment Consistency With Adopted SCAG Employment Growth Forecasts

Table IV.I-7 on page IV.I-21 shows that total (i.e., direct, indirect, and induced) employment associated with annual operation of the completed project represents one-eighth of one percent (0.13 percent) of projected 2030 employment in the City of Los Angeles Subregion, and 1.5 percent of employment growth between 2008 and 2030. The project is therefore consistent with SCAG’s forecast for the City of Los Angeles Subregion.

For informational purposes, Table IV.I-7 also shows that the additional 2,517 total full-time and part-time jobs associated with the project’s new non-residential floor area and net new households represents 1.0 percent of projected employment in the Boyle Heights Area in 2030, and 19.0 percent of projected employment growth between 2008 and 2030.

Based on the above, the project would not cause growth (i.e., new employment) or accelerate development in an undeveloped area that exceeds projected/planned levels for the year of project buildout. Impacts would be less than significant and no mitigation measures would be required.
### Table IV.I-7

**Project Employment Compared With the SCAG Employment Forecast for the Boyle Heights Area and City of Los Angeles Subregion, 2008–2030**

<table>
<thead>
<tr>
<th>Projection Year</th>
<th>Jobs</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCAG City of LA Subregion 2030</td>
<td>2,003,196</td>
</tr>
<tr>
<td>SCAG City of LA Subregion 2008–2030</td>
<td>165,005</td>
</tr>
<tr>
<td>Boyle Heights Area, 2030</td>
<td>241,286</td>
</tr>
<tr>
<td>Boyle Heights Area Growth, 2008–2030</td>
<td>13,248</td>
</tr>
</tbody>
</table>

**Project Jobs**

<p>| | |</p>
<table>
<thead>
<tr>
<th></th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct Employment</td>
<td>1,641</td>
</tr>
<tr>
<td>Indirect Employment</td>
<td>446</td>
</tr>
<tr>
<td>Induced Employment</td>
<td>430</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,517</strong></td>
</tr>
</tbody>
</table>

**Project Impacts**

| Share of City of LA Subregion, 2030 | 0.13%      |
| Share of City of LA Subregion Growth, 2008–2030 | 1.53%      |
| Share of Boyle Heights Area, 2030 | 1.04%      |
| Share of Boyle Heights Area Growth, 2008–2030 | 19.00%     |

*Source: HR&A Advisors, Inc., 2011.*

### (3) Consistency with Adopted Plans and Policies

In addition to the assessment of project consistency with adopted City of Los Angeles Subregion employment growth forecasts, the following discussion provides a qualitative assessment of the degree to which the project is consistent with economic development and employment policies in the City General Plan and SCAG’s Regional Comprehensive Plan and Guide.

**(a) City of Los Angeles**

**(i) City of Los Angeles General Plan Framework Element**

The Framework Element sets forth a series of goals, objectives, and policies that focus on providing a comprehensive long-range view of the City as a whole. The Project would advance the goals, objectives, and policies of the Framework Element in the following ways: (i) concentrating growth in one of the City's urbanized areas, which also features access to Metro Gold Line stations; (ii) supporting the creation of new jobs; (iii) including a mix of retail, office and residential uses, all in the same development (i.e., mixed-use) to help serve the shopping needs of and provide employment opportunities to
residents of the planned residential development; and (iv) yielding a net fiscal surplus for the City. Thus, the project is consistent with the applicable policies in the City’s General Plan Framework Element. More specifically, the project’s relationship to the Framework Element’s economic development policies is shown in Table IV.I-8 on page IV.I-23.

(ii) Boyle Heights Community Plan

The project’s retail and commercial uses create a variety of employment opportunities for City residents as well as accommodating the shopping needs of the project population and nearby residents. The project is therefore consistent with the applicable commercial land use goals, policies and objectives in the Community Plan, as shown more specifically in Table IV.I-9 on page IV.I-25.

(b) SCAG Compass Growth Vision Report

The Project would be consistent with the relevant employment-related policies of the Growth Vision Report set forth above. Specifically, the project would place jobs and housing in an area that is easily accessible by public transit and proximate to the downtown Los Angeles employment hub. The project’s mix of uses and proposed density are consistent with the land use and growth patterns envisioned in SCAG’s Compass Growth Vision, as discussed in Section IV.G, Land Use, of this Draft EIR. Thus, the project would be consistent with Principles P1.2 and P2.2 of the Growth Vision Report.

(c) Conclusions Regarding Project Consistency with Adopted Plans and Policies

In sum, the project would be consistent with applicable SCAG and City employment growth plans and policies. The project would (1) concentrate growth in an urbanized center, proximate to a Metro Gold Line station as well as numerous regional and local bus lines; (2) support the creation of new jobs (construction-related and permanent; direct, indirect, and induced); and (3) support the growth of the retail and office sectors.

The project would result not only in a substantial number of new jobs and new economic activity, but it would also help to anchor the Boyle Heights community. The project’s variety of jobs would provide important employment opportunities for part-time and entry level workers, whose numbers are increasing and who are not likely to find sufficient employment in the region’s new high technology sectors. Depending on the specific tenant mix at the time the Project’s commercial space is leased, these new employment opportunities are expected to require a range of occupational skills in the retail, restaurant, retail services (e.g., health club), child care, general office, and medical office sectors of the community. In addition, the project would constitute a new source of revenue for the City
<table>
<thead>
<tr>
<th>Policy #</th>
<th>Policy</th>
<th>Project Consistency</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.2.2</td>
<td>Concentrate commercial development entitlements in areas best able to support them, including community and regional centers, transit stations, and mixed-use corridors. This concentration prevents commercial development from encroaching on existing residential neighborhoods.</td>
<td><strong>Consistent.</strong> The project would develop 325,000 square feet of community serving retail and office space in close proximity to the Metro Gold Line as well as Olympic Boulevard and Soto Street, two major transit corridors. Thus, the project would be consistent with this policy.</td>
</tr>
<tr>
<td>7.2.3</td>
<td>Encourage new commercial development in proximity to rail and bus transit corridors and stations.</td>
<td><strong>Consistent.</strong> See response to Policy 7.2.2, above.</td>
</tr>
<tr>
<td>7.2.5</td>
<td>Promote and encourage the development of retail facilities appropriate to serve the shopping needs of the local population when planning new residential neighborhoods or major residential developments.</td>
<td><strong>Consistent.</strong> The Specific Plan would permit development of neighborhood-serving retail, civic and commercial uses such as a grocery store, general retail, a gym, restaurants, general office, medical office, a library, and a banquet hall, all of which will serve the local population as well as the Boyle Heights Area. As discussed in Section IV.G, Land Use, of this Draft EIR, the Urban Decay Analysis prepared for the project concluded that the amount of retail floor area in the proposed project can be supported entirely by growth in demand from net new project households. Thus, the project would be consistent with this policy.</td>
</tr>
<tr>
<td>7.2.6</td>
<td>Concentrate office development in regional mixed-use centers, around transit stations, and within community centers.</td>
<td><strong>Consistent.</strong> The office component of the project would be located within close proximity to a Gold Line transit station. Thus, the project would be consistent with this policy.</td>
</tr>
<tr>
<td>7.3.2</td>
<td>Retain existing neighborhood commercial activities within walking distance of residential areas.</td>
<td><strong>Consistent.</strong> The project's retail uses would be integrated into a mixed-use development that includes housing and would also be adjacent to existing residential neighborhoods. The project's retail uses are new to the neighborhood and thus would not affect any existing retail uses. Thus, the project would be consistent with this policy.</td>
</tr>
<tr>
<td>7.6.1</td>
<td>Encourage the inclusion of community-serving uses (post offices, senior community centers, daycare providers, personal services, etc.) at the community and regional centers, in transit stations, and along the mixed-use corridors.</td>
<td><strong>Consistent.</strong> The Specific Plan would permit development of a variety of community-serving uses that would serve the local community, such as a grocery store, general retail, a gym, restaurants, a library, and a banquet hall. Thus, the project would be consistent with this policy.</td>
</tr>
<tr>
<td>7.6.3</td>
<td>Facilitate the inclusion of shopping facilities in mixed-use developments that serve the needs of local residents and workers. If necessary, consider utilizing financing techniques such as land write-downs and density bonuses.</td>
<td><strong>Consistent.</strong> The project's retail uses will be incorporated as a mixed-use development and will serve the needs of the local residents and the Boyle Heights Area. Thus, the project would be consistent with this policy.</td>
</tr>
<tr>
<td>7.8.1</td>
<td>Place the highest priority on attracting new development projects to Los Angeles which have the potential to generate a net fiscal surplus for the City.</td>
<td><strong>Consistent.</strong> As analyzed above, the project would provide a significant net positive contribution to the City's fiscal health. Thus, the project would be consistent with this policy.</td>
</tr>
</tbody>
</table>
Table IV.I-8 (Continued)
Project Compared to Applicable General Plan Framework Policies

<table>
<thead>
<tr>
<th>Policy #</th>
<th>Policy</th>
<th>Project Consistency</th>
</tr>
</thead>
<tbody>
<tr>
<td>7.8.3</td>
<td>Encourage mixed-use development projects, which include revenue generating retail, to offset the fiscal costs associated with residential development.</td>
<td>Consistent. The project would provide for the development of a mix of retail and commercial uses that would be fiscally net positive. Thus, the project would be consistent with this policy.</td>
</tr>
<tr>
<td>7.9.1</td>
<td>Promote the provision of affordable housing through means which require minimal subsidy levels and which, therefore, are less detrimental to the City’s fiscal structure.</td>
<td>Consistent. The Project would include 660 units of affordable housing with no City subsidies. Thus, the project would be consistent with this policy.</td>
</tr>
<tr>
<td>7.9.2</td>
<td>Concentrate future residential development along mixed-use corridors, transit corridors and other development nodes identified in the General Plan Framework Element, to optimize the impact of City capital expenditures on infrastructure improvements.</td>
<td>Consistent. The Project will be located along a transit corridor and in close proximity to a Gold Line station. Thus, the project would be consistent with this policy.</td>
</tr>
</tbody>
</table>


and County of Los Angeles, both of which face on-going challenges in balancing revenues and the costs of the public’s demand for services. Further, because the project combines new housing with new jobs, it would not have an adverse impact on the ratio of jobs to households (i.e., “jobs-housing balance”) in SCAG’s City of Los Angeles Subregion (see also Section IV.I.2, Housing, of this Draft EIR). Because the project would also have a significantly net positive fiscal impact on the City, the project would have a beneficial impact with respect to employment.

(4) Other Growth Inducement Issues

While the project’s addition of new employment is consistent with various regional and local policies, it will not, in and of itself, foster new growth in the area by removing impediments to growth. As described in the Section IV.G, Land Use, of the Draft EIR, the area surrounding the project site is already developed with single-family and multi-family homes, and commercial and industrial uses. All roadway improvements planned for the project are tailored to enhance pedestrian safety or improve circulation flows throughout the area consistent with the project impacts and objectives. Utility and other infrastructure upgrades are intended primarily to meet project-related demand. The project employees’ and households’ demand for commercial goods and services will be met by new retail, service and other resources included as part of the project or already located within proximity of the project site. New development specifically to meet the project’s scale of household or commercial demand would not be needed. On the contrary, the project’s new
Table IV.I-9
Project Compared to Applicable Boyle Heights Community Plan Policies

<table>
<thead>
<tr>
<th>No.</th>
<th>Objective/Policy</th>
<th>Project Consistency</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td><strong>Objectives</strong></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>To conserve and strengthen viable commercial development in the community and to provide additional opportunities for new commercial development and services.</td>
<td><strong>Consistent.</strong> The project would provide new opportunities for commercial, office, retail and community-serving uses, and is therefore consistent with this objective.</td>
</tr>
<tr>
<td>2</td>
<td>To provide a range of commercial facilities at various locations to accommodate the shopping needs of residents, including persons of restricted mobility, and to provide increased employment opportunities within the community.</td>
<td><strong>Consistent.</strong> The project would provide new opportunities for commercial office and medical office uses and retail uses that would accommodate the shopping needs of project and community residents, as well as job opportunities. The project is therefore consistent with this objective.</td>
</tr>
<tr>
<td>4</td>
<td>To improve the compatibility between commercial and residential uses.</td>
<td><strong>Consistent.</strong> The project provides a compatible mix of residential and non-residential uses in an integrated project design, and is therefore consistent with this objective.</td>
</tr>
<tr>
<td>5</td>
<td>To improve the compatibility between existing commercial uses to develop complementary land-use patterns that enhance economic activity.</td>
<td><strong>Consistent.</strong> See response to Objective 4.</td>
</tr>
<tr>
<td></td>
<td><strong>Policies</strong></td>
<td></td>
</tr>
<tr>
<td>1</td>
<td>That commercial facilities be located primarily on east-west traffic arteries to reinforce existing development and to minimize negative impact on residential neighborhoods.</td>
<td><strong>Consistent.</strong> The project’s new commercial uses would be located primarily along the east-west corridor of Olympic Boulevard. Therefore the project would be consistent with this policy.</td>
</tr>
<tr>
<td>2</td>
<td>That community and neighborhood commercial centers be consolidated and deepened to stimulate existing businesses, create opportunities for new development and off-street parking, expand the variety of goods and services, and improve shopping convenience.</td>
<td><strong>Consistent.</strong> The project would contribute to economic growth within the local community and Boyle Heights Area by providing a consolidated mixed-use development with off-street parking which would improve the shopping options for the neighborhood. Therefore the project would be consistent with this policy.</td>
</tr>
<tr>
<td>5</td>
<td>That neighborhood markets and retail and service establishments oriented to the residents be retained throughout the Community, within walking distance of residents.</td>
<td><strong>Consistent.</strong> The project’s new commercial uses would be oriented for use by the new residential units as well as the local community, all within walking distance. Therefore, the project would be consistent with this policy.</td>
</tr>
<tr>
<td>8</td>
<td>That new commercial development be oriented so as to facilitate pedestrian access by locating parking to the rear of structures and provide entrances oriented toward east/west commercial streets to preserve the continuity of the streetscape and enhance the pedestrian environment.</td>
<td><strong>Consistent.</strong> The project’s parking would be located below grade and in parking structures, with some buildings located along commercial streets to preserve continuity of the streetscape and enhance the pedestrian environment. Therefore, the project would be consistent with this policy.</td>
</tr>
</tbody>
</table>

non-residential and residential uses will help support the viability of existing businesses in the project vicinity.

4. Cumulative Impacts

As noted above, annual operation of the completed project would generate incremental direct employment on and in the vicinity of the project site, as well as indirect and induced employment elsewhere in the City and County. The sum of direct, indirect and induced project employment is projected to total 2,517 full-time and part-time jobs across a wide range of industry sectors. Although these jobs would be spread over the entire County, even if they were concentrated in just the City of Los Angeles Subregion, the project’s total employment impact would still fall within SCAG’s employment growth forecast for the City of Los Angeles Subregion in 2030 (i.e., 2,003,196 jobs), and forecasted employment growth over the period 2008–2030 (165,005).

Table IV.I-10 on page IV.I-27 compares the cumulative employment impact of: (1) direct project employment as discussed above; (2) indirect and induced project employment; and (3) all other forecasted employment growth for the City of Los Angeles Subregion between 2008 and 2030. Employment growth from the related projects presented in Section III, Environmental Setting, of this Draft EIR is calculated based on the jobs associated with the related projects in the Boyle Heights Area. Table IV.I-10 shows that: (1) the project’s total employment impact (i.e., direct + indirect + induced) accounts for 0.13 percent of 2030 employment in the Subregion; (2) the project’s total employment impact accounts for 1.53 percent of the 2008–2030 employment growth forecast in the City of Los Angeles Subregion; (3) cumulative employment (i.e., total project employment plus related projects employment) represents approximately 0.41 percent of 2030 employment in the City of Los Angeles Subregion; and (4) the cumulative employment impact accounts for 5.0 percent of the 2008–2030 employment growth forecast in the Subregion.

Therefore, the project’s incremental employment effect is not “cumulatively considerable” within the meaning of CEQA,\(^\text{26}\) and hence its cumulative employment impact is less than significant.

\(^{26}\) State CEQA Guidelines, op. cit., § 15064(h)(1).
Table IV.I-10
Total Project Employment Plus Related Project Employment Compared With the Adopted SCAG Employment Growth Forecast for the City of Los Angeles Subregion

<table>
<thead>
<tr>
<th>SCAG City of LA Subregion Employment, 2030&lt;sup&gt;a&lt;/sup&gt;</th>
<th>2,003,196</th>
</tr>
</thead>
<tbody>
<tr>
<td>SCAG City of LA Subregion Employment Growth, 2008–2030&lt;sup&gt;a&lt;/sup&gt;</td>
<td>165,005</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Total Project Employment&lt;sup&gt;b&lt;/sup&gt;</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Direct Employment</td>
<td>1,641</td>
</tr>
<tr>
<td>Indirect Employment</td>
<td>446</td>
</tr>
<tr>
<td>Induced Employment</td>
<td>430</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>2,517</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Related Projects Employment&lt;sup&gt;c&lt;/sup&gt;</th>
<th>5,739</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cumulative Employment (Project + Related Projects)</td>
<td>8,256</td>
</tr>
<tr>
<td>Total Project Employment Share of Subregion, 2030</td>
<td>0.13%</td>
</tr>
<tr>
<td>Total Project Employment Share of Subregion Growth, 2008–2030</td>
<td>1.53%</td>
</tr>
<tr>
<td>Cumulative Employment Share of Subregion, 2030</td>
<td>0.41%</td>
</tr>
<tr>
<td>Cumulative Employment Share of Subregion Growth, 2008–2030</td>
<td>5.00%</td>
</tr>
</tbody>
</table>

<sup>a</sup> From Table IV.I-3 on page IV.I-12.
<sup>b</sup> From Table IV.I-5 on page IV.I-17 and Table IV.I-6 on page IV.I-19.
<sup>c</sup> Refer to Appendix C in the Employment, Housing, and Population Report included in Appendix J.1 to this Draft EIR.


5. Project Design Features and Mitigation Measures

a. Project Design Features

Project Design Feature I.1-1: The proposed project shall implement the Boyle Heights Job Collaborative which shall provide qualified participants, focused on current tenants and residents of the project area, with access to career oriented employment.

b. Mitigation Measures

Project-level and cumulative impacts associated with employment would be less than significant. As such, no mitigation measures are required.
6. Level of Significance After Mitigation

Neither the project, nor the project in combination with cumulative development would exceed SCAG’s adopted employment forecast for the City of Los Angeles Subregion. Furthermore, the project would be consistent with adopted economic and employment policies of SCAG’s Compass Growth Vision Report, as well as the City of Los Angeles General Plan Framework Element and the Boyle Heights Community Plan. Therefore, project-level impacts with respect to employment would be less than significant. In addition, cumulative impacts with respect to employment would also be less than significant.