



**SECTION 7.0
LONG-TERM IMPLICATIONS
OF THE PROPOSED PROJECT**

7.0 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

7.1 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES WHICH WOULD BE INVOLVED IN THE PROPOSED ACTIONS SHOULD THEY BE IMPLEMENTED

Approval of the San Fernando Parking Lots Project would cause irreversible environmental changes. Implementation of the San Fernando Parking Lots Project would result in the following changes:

- Permanent conversion of existing surface parking lots and a commercial retail use to residential, commercial, retail and restaurant, and parking land uses.
- Utilization of various new raw materials, such as lumber, sand, and gravel for construction. The energy consumed in development and maintenance of the project site may be considered a permanent investment.
- Incremental increases in vehicular activity in the surrounding circulation system, due to the nature of the mixed-use residential and commercial development, resulting in associated increases in air emissions and noise levels.

7.2 GROWTH INDUCING IMPACTS

In accordance with *CEQA Guidelines* Section 15126.2(d), the following discussion addresses ways in which the proposed project could foster employment, housing, or population growth, whether directly or indirectly in the surrounding environments. In addition, growth-inducing impacts of the proposed project are assessed in terms of whether the project removes obstacles to development, requires construction of expanded facilities that could serve other future development, or otherwise facilitates or encourages development of other activities that could significantly affect the environment. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.

Growth-inducing impacts fall into two general categories: direct and indirect. Direct growth-inducing impacts are generally associated with the provision of urban services to an undeveloped area. The provision of these services to a site and the subsequent development can serve to induce other landowners in the vicinity to convert their property to urban uses.

Indirect, or secondary growth-inducing impacts, consist of growth induced in the region by the additional demands for housing, goods, and services associated with the population increase caused by, or attracted to, a new project.

7.2.1 DIRECT GROWTH-INDUCING IMPACTS

Direct growth-inducing impacts are generally associated with the provision of urban services to an undeveloped area, which can serve to induce other landowners in the vicinity to convert their property to urban uses. Currently, the project sites are developed with public parking lots, with the exception of one site, which is developed with a public parking lot and an adjacent auto service use (Firestone Tires). The project sites are located within an urbanized area of San Fernando, which contains all necessary infrastructure for stormwater, circulation, water, sewer, gas, electricity, and telecommunications. Public services and utilities would be extended from existing facilities that are currently located adjacent to the sites without the need for establishment of new sources of service.

The proposed project would result in an increased demand of approximately 85,945 gallons per day of water. In addition, the proposed project would result in an increase of 70,161 gallons per day of wastewater. However, the proposed project would not exceed wastewater treatment requirements because the applicant would be required to obtain all permits and operate in compliance with all Regional Water Quality Control Board approvals. The project site would be served by the Donald C. Tillman Water Reclamation Plant located in Van Nuys (in the San Fernando Valley's Sepulveda Basin), which has adequate capacity to serve the proposed project. The proposed residential, commercial, retail and restaurant uses would connect to existing on- and off-site conveyance infrastructure.

It is anticipated that the proposed project would increase the demand for electricity and natural gas. The electrical loads of the proposed project are within the parameters of projected load growth, which Southern California Edison (SCE) is planning to meet in the area. Any new on-site electricity lines would be installed to serve proposed uses, at the expense of the project applicant. No other improvements related to electricity would be necessary. Additionally, all on-site natural gas distribution pipelines would be installed or relocated, as necessary, to serve proposed uses at the expense of the project applicant. No other improvements related to natural gas are necessary.

In summary, the proposed project would require the alteration of natural gas and electric lines at the project site. However, modification of these public utilities would not directly induce growth within the area. The area surrounding the project site is currently completely developed with urban uses. Thus, the project site and surrounding area are served by existing infrastructure, including roads, electricity and natural gas lines, water, sewer, and storm drains. Therefore, the proposed project would not result in direct growth-inducing impacts.

7.2.2 INDIRECT GROWTH-INDUCING IMPACTS

SCAG is the responsible agency for developing and adopting regional growth forecasts for Los Angeles County. SCAG's 2020 Regional Growth Forecasts is used as the basis of analysis for population, housing, and employment forecasts within the County. The Department of Finance and U.S. Census are also used in the discussion of population, housing, and employment characteristics for the County of Los Angeles and the City of San Fernando provided below.

REGIONAL CHARACTERISTICS

Los Angeles County

Los Angeles County encompasses approximately 4,082 square miles. It is bordered by the Pacific Ocean to the south, Orange County to the southeast, San Bernardino County to the east, Ventura County to the northwest, and Kern County to the north. Los Angeles County also includes the islands of San Clemente and Santa Catalina.

Population

The City of San Fernando is located in Los Angeles County, one of the six counties that comprise the Southern California Association of Governments (SCAG) region. According to SCAG, from 1990 through 2000, population in the six-county region (Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial Counties) grew from 14.6 million to 16.5 million persons, an increase of 1.28 percent annually.

In 2007, the population increased to approximately 18.5 million persons, an annual increase of 1.7 percent. From 1990 to 2000, all of the counties in the SCAG region experienced at least a 12 percent growth in population, with the exception of Los Angeles County, which grew by 7.4 percent. The population projection for the year 2010 for the SCAG region is an estimated 19.2 million persons, representing a population increase of approximately 16 percent (2.7 million persons) between 2000 and 2010. SCAG attributes the growth in population for the region to natural increases and net in-migration.

The County of Los Angeles' 2000 population was an estimated 9,519,338 persons, representing a 7.4 percent increase over the 1990 population of 8,863,164 persons. This accounts for the largest population of any county in the nation, with approximately 29 percent of California's residents living in the County. As of January 2007, the County's population was an estimated 10,331,939 persons, which represents an 8.5 percent increase in seven years. SCAG projects the County's population to reach 10,718,007 by 2010 and 11,501,884 by the year 2020.

Housing

According to 2000 U.S. Census data, the housing stock in Los Angeles County was an estimated 3,270,909 housing units. This represents an increase of approximately 3.4 percent over the estimated 3,163,343 housing units reported in the 1990 U.S. Census. As of January 2007, the County's housing stock was an estimated 3,382,356 housing units with a vacancy rate of 4.22 percent. The average number of persons per household in the County is 3.134 (May 2007). Based on forecasts provided by SCAG, the number of households in Los Angeles County is expected to grow to 3,404,016 by the year 2010 and 3,763,875 by the year 2020.

Employment

In 2000, the civilian labor force in the County of Los Angeles totaled approximately 4,307,762 persons. An estimated 8.2 percent of the County's civilian labor force (354,347 persons) was unemployed at the time of the Census. The majority of the County's labor force (approximately 34.3 percent) was employed in management, professional, and related occupations. The next highest concentration of the labor force (approximately 27.6 percent) was found in sales and office occupations.

City of San Fernando

Population

The City of San Fernando's 2000 population was an estimated 23,564 persons, representing a 4.4 percent increase over the 1990 population of 22,580 persons. As of January 1, 2007, the City's population was an estimated 25,145 persons. From 1990 to 2007, the City's population grew at an annual growth rate of less than one percent per year. From 2000 to 2007, the City's population grew at an annual growth rate of approximately one percent per year.

Population growth is expected to continue in San Fernando. SCAG estimates the population of San Fernando to reach 25,607 persons by 2010, 26,042 persons by 2015, and 26,471 persons by 2020. This represents a population growth of approximately 5.3 percent between 2007 and 2020 pursuant to SCAG estimates.

Housing

According to 2000 U.S. Census data, the total housing stock in the City of San Fernando was an estimated 5,932 housing units. This represents a 2.4 percent increase over the estimated 5,794 housing units reported in the 1990 U.S. Census. In January 2007, the State estimated the City's housing stock to consist of 6,022 housing units with a vacancy rate of 2.64 percent. From 2000 to 2007, the City's housing stock grew at an annual growth rate of 0.2 percent per year. The average number of persons per household in the City was 4.281 (January 2007).

According to SCAG projections, the number of housing units is expected to be 6,010 units by 2010, 6,199 units by 2015, and 6,393 units by 2020. However, SCAG's projections underestimate the increase in housing units that has occurred within the City. In January 2007, the number of housing units within the City is estimated to be greater than SCAG's projections for 2010 and represents approximately 177 fewer units than projected in 2015. No housing units currently exist on the project sites.

Employment

In 2000, the City of San Fernando's civilian labor force consisted of approximately 9,184 persons. At the time of the Census, an estimated 4.5 percent of the City's civilian labor force (731 persons) was unemployed. The highest percentage of the City's labor force (approximately 26.1 percent) was employed in production, transportation, and material moving occupations, followed closely by sales and office occupations (approximately 24.2 percent).

According to SCAG projections, employment in the City is anticipated to be 12,743 jobs by 2010, 13,391 jobs by 2015, and 14,021 jobs by 2020.

The project sites are currently developed with public parking lots, with the exception of one site, which is developed with an approximately 7,000-square-foot auto service use (Firestone Tires) and a public parking lot. The amount of employees currently generated by on-site uses is considered negligible, because of the relatively small size of the automotive service use.

EMPLOYMENT IMPACTS

Implementation of Development Scenario E would result in a net development of 64,348 square feet of commercial/retail uses. Using the SCAG employment generation factor of 2.36 employees per 1,000 square feet of retail/service uses, the proposed project would generate approximately 152 employees.¹ Because the number of employees currently generated by on-site uses is considered negligible, the analysis does not include a reduction for existing employees.

¹ The Natelson Company, Inc., *Employment Density Study Summary Report*, prepared for Southern California Association of Governments, October 31, 2001.

According to SCAG, in 2005, the City had an estimated 11,534 jobs. Project implementation would potentially generate 152 jobs, which is an approximately 1.3 percent increase over 2005 conditions. The potential employment growth associated with the proposed project would represent 12.6 percent of the growth anticipated between SCAG's 2005 employment estimate (11,534 jobs) and the 2010-projected employment of 12,743 jobs. Development of the proposed project would be consistent with the employment growth anticipated by the *San Fernando Corridors Specific Plan*. As indicated in the *San Fernando Corridors Specific Plan IS/MND*, implementation of the Corridors Specific Plan is anticipated to result in the addition of 1,269 jobs. The proposed project would represent approximately 12 percent of the employment growth anticipated by the Corridors Specific Plan.

As the potential employment growth associated with the proposed project would represent a nominal increase over existing conditions, and as it is considered consistent with SCAG's projected 2010 employment and growth anticipated by the Corridors Specific Plan, project implementation would not induce substantial employment growth in the City.

POPULATION AND HOUSING IMPACTS

Under either Development Scenario B or D, 272 residential units are proposed. These new residential units in the City would generate 1,164 new residents (based on an estimate of 4.281 persons per household).²

In addition, employment generated by the proposed project may result in indirect growth in the City's population since the potential exists that "future employees" (and their families) may choose to relocate to the City. Estimating the number of these future employees who would choose to relocate to the City would be highly speculative since many factors influence personal housing location decisions (i.e., family income levels and the cost and availability of suitable housing in the local area). Due to the uncertainty that exists with regard to the number of new employees that may choose to relocate to the City, a more conservative analysis of impacts associated with the City's permanent population is provided. For analysis purposes, it is assumed that 38 (25 percent) of the proposed project's new employees would choose to relocate to the City, creating a demand for 38 housing units, and a resultant population increase of approximately 163 persons.

Overall, development of the proposed project would result in a direct increase in the City's population of approximately 1,327 persons (1,164 persons from additional housing and 136 persons from potential employees relocating to the City).

² State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State, 2001-2007, with 2000 Benchmark*. Sacramento, California, May 2007.

A direct increase in the City's population of approximately 1,327 persons would result in a population of 25,472 persons, representing a 5.3 percent population increase over the City's 2007 population estimate of 25,145 persons. The potential population growth associated with the proposed project would represent almost three times more growth than anticipated between the City's 2007 population estimate (25,145 persons) and the 2010-projected population of 25,607 persons (SCAG). Additionally, the potential population increase would exceed SCAG's 2010 and 2020 population estimates for San Fernando (26,042 persons and 26,471 persons, respectively). It should be noted that the additional 1,327 persons are anticipated to be added over a five-year period with project buildout in the year 2013.

Although development of the proposed project would exceed SCAG's projected population growth for the City, it would be consistent with the growth anticipated by the *San Fernando Corridors Specific Plan*. As indicated in the *San Fernando Corridors Specific Plan IS/MND*, implementation of the Corridors Specific Plan is anticipated to result in the addition of 2,407 persons. The proposed San Fernando Downtown Parking Lots Project would represent approximately 55 percent of the population growth anticipated by the *Corridors Specific Plan*.

The purpose of the Corridors Specific Plan is to establish policies and strategies to transform Truman Street, San Fernando Road, and Maclay Avenue into attractive, livable, and economically vital districts. As noted in the *San Fernando Corridors Specific Plan Initial Study/MND*, development of the Corridors Specific Plan would be consistent with SCAG's policies, including the Growth Management Plan, which identifies the following local actions as an approach to address issues of mobility, air quality and sustainable economic development. These local actions include:

- Allowing for the combination of usually separated land uses within a single development;
- Increasing development density along transit corridors;
- Allowing for a mix of land uses along transit corridors; and
- Providing a match between the types of jobs available and the price of housing.

The City of San Fernando is predominately built out. The project proposes infill development on primarily public parking lots within the City's Downtown. Specifically, the project proposes development of five sites within the San Fernando Corridors Specific Plan area with mixed-use residential, service commercial, retail, restaurant, and parking uses, allowing for the combination of usually separated land uses within a single development. The sites are located adjacent to Truman Street and are in proximity to San Fernando Road and Maclay Avenue. Therefore, the proposed project would provide a mix of land uses along transit corridors within the City. Additionally, the mix of uses and affordability requirements of the proposed residential uses, would improve housing choices and opportunities consistent with the types of jobs available in the area.

As the growth associated with the proposed project was anticipated in the San Fernando Corridors Specific Plan and the project would be consistent with SCAG's Growth Management Plan, the San Fernando Downtown Parking Lots Project would not induce substantial population growth in the City.