

3.13 - Population and Housing

This section addresses potential impacts to population and housing, resulting from the project. The purpose of this section is to evaluate current housing needs, growth projections, and project characteristics as a basis for evaluating potential impacts of the project, and to identify any measures necessary to mitigate potential impacts to population and housing. Information and analysis in this section is supported by an economic study: Gross Fiscal Impact and Economic Benefit Analysis (Kosmont 2015), hereafter, the Kosmont Study. Additionally, a previous study, the Economic Impact of the Gateway Distribution Center also provides substantial background data for the area (Economics 2014). The studies are included in Appendix J.

3.13.1 - Existing Conditions

The project site is currently undeveloped and unpopulated. A mobile-home park is located approximately 0.26 mile west of the site, off Calimesa Boulevard. The I-10 Freeway is located approximately 0.35 mile southwest of the project site. Land to the south consists of scattered vacant parcels and the Sunny Cal Egg Ranch, which is no longer in operation. The Sunny Cal Egg Ranch site has been approved as a planned community development that would comprise approximately 560 residential units at buildout. East of the project site is a mix of properties used for agriculture purposes and large-lot, rural single-family development.

Additional uses in the vicinity of the project site include a residential neighborhood east of the I-10 Freeway, directly south of Brookside Avenue, and north of the Oak Valley Golf Club. In addition, the PGA Golf Course and several developing residential neighborhoods, as well as the approved Oak Valley Specific Plan (approximately 4,000 residential units), are located across the I-10 Freeway, to the west.

A few residences are located north of the project site. The roadway providing primary access to the project site would also provide access to four existing single-family residences located approximately 290 to 700 feet north of the project site. The project does not propose development of any housing units.

Population

The population of unincorporated areas of Riverside County in 2014 was 363,590, based on Department of Finance (DOF) information. The DOF estimates that the population decreased approximately 19.5 percent from 2011 to 2014 (451,722 in 2011 to 363,590 in 2014). The population increased at a rate of approximately 1.8 percent from 2013 to 2014. Table 3.13-1 provides additional historical information for both the Unincorporated Areas and the County as a whole.

Table 3.13-1: Department of Finance Population Estimates 2011 to 2013

Unincorporated Areas of Riverside County	2011	2012	2013	2014
Population	451,722	357,699	358,827	363,590
Housing Units	159,658	133,550	133,395	134,466

Table 3.13-1 (cont.): Department of Finance Population Estimates 2011 to 2013

Unincorporated Areas of Riverside County	2011	2012	2013	2014
Average Household Size	3.27	3.15	3.16	3.18
Riverside County (All)	2011	2012	2013	2014
Population	2,205,731	2,234,193	2,255,059	2,279,967
Housing Units	804,913	807,970	812,234	817,008
Average Household Size	3.15	3.17	3.19	3.21

Source: Department of Finance, 2014.

SCAG predicts that the population of unincorporated Riverside County will grow from 43,500 in 2020 to 58,100 in 2035, which is an approximate 34 percent increase over a period of 15 years. Table 3.13-2 provides information for Unincorporated Areas of Riverside County and the region.

Table 3.13-2: SCAG Population, Housing, and Employment Forecasts

Adopted Unincorporated Riverside County Forecasts	Year 2020	Year 2035
Population	43,500	58,100
Households	15,400	20,900
Employment	5,100	6,900
Adopted SCAG Region Wide Forecasts	Year 2020	Year 2035
Population	19,663,000	22,091,000
Households	6,458,000	7,325,000
Employment	8,414,000	9,441,000

Source: SCAG NOP Comment Letter 2014; Appendix A.

Housing

According to Table 3.13-1, there are 134,466 household units within the unincorporated areas of Riverside County for year 2014, with an average of 3.18 persons per household. Approximately 70 percent of the housing in this region is single-family housing (DOF 2014).

In addition, according to Table 3.13-2, SCAG forecasts an increase of 5,500 households to occur within unincorporated Riverside County from 2020 to 2035 (15,400 to 20,900 households).

Employment

According to Table 3.13-2, SCAG forecasts an increase of 1,800 jobs to occur within unincorporated Riverside County from 2020 to 2035 (5,100 to 6,900 jobs).

3.13.2 - Regulatory Setting

Southern California Association of Governments

SCAG is the regional governing body for the majority of the Southern California region, including the counties of Orange, Los Angeles, San Bernardino, Riverside, and Imperial. Regional associations of governments were created by the State to guide land use decisions that overlap multiple local jurisdictions and to provide policy guidance in the region. SCAG is Southern California's forum for addressing regional issues concerning transportation, the economy, community development, and the environment. As a Metropolitan Planning Organization (MPO), SCAG's main responsibilities under State and federal law are completing the Regional Transportation Plan (RTP) and the Regional Housing Needs Assessment (RHNA). The RHNA is not applicable because the project does not propose development of housing. The RTP involves preparation of long-range transportation plans and development and adoption of transportation improvement programs that allocate State and federal funds for highway, transit, and other surface transportation projects. While SCAG does not have formal regulatory authority and therefore cannot directly implement land use decisions, SCAG guides land use planning for the Southern California region through intergovernmental coordination and consensus building. As a result, the San Geronio Crossing project must be evaluated for consistency with the regional policies contained within the SCAG Regional Comprehensive Plan and Guide. SCAG serves as the regional clearinghouse for projects requiring environmental documentation under State and federal law. In this role, SCAG reviews proposed development and infrastructure projects to analyze their impacts on regional planning programs.

SCAG 2008 Regional Comprehensive Plan

The 2008 SCAG Regional Comprehensive Plan (RCP) presents the region's forecasts and policies for dealing with anticipated growth including population, housing, and employment throughout Southern California. Growth projections contained in the RCP are based on a compilation of county and local projections. RCP forecasts are used as the basis for formulation of regional plans dealing with regional air quality, housing, transportation/circulation, and other infrastructure issues.

SCAG 2016–2040 Regional Transportation Plan and Sustainable Communities Strategy

The Regional Transportation Plan (RTP) is a long-range transportation plan that is developed and updated by SCAG every four years. The RTP provides a vision for transportation investments throughout the region. Using growth forecasts and economic trends that project out over a 20-year period, the RTP considers the role of transportation in the broader context of economic, environmental, and quality-of-life goals for the future, identifying regional transportation strategies to address our mobility needs.

SCAG Compass Blueprint Vision Growth Plan

The fundamental goal of Compass Blueprint Vision Growth Plan 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 the region's mobility, livability, and prosperity for future generations. Regional Growth principles provide a framework for local and regional decisions that include a specific set of strategies intended to achieve the goals that follow.

Principle 1: Improve Mobility

- Encourage transportation investments and land use decisions that are mutually supportive.
- Locate new housing near existing jobs and new jobs near existing housing.
- Encourage transit-oriented development.
- Promote a variety of travel choices.

Principle 2: Foster Livability

- Promote infill development and redevelopment to revitalize existing communities.
- Promote development that provides a mix of uses.
- Promote “people-scaled” walkable communities.
- Support the preservation of stable, single-family neighborhoods.

Principle 3: Enable Prosperity

- Provide a variety of housing types to support all income levels.
- Support education opportunities that promote balanced growth.
- Ensure environmental justice.
- Support fiscal policies that encourage balanced growth.

Principle 4: Promote Sustainability

- Preserve rural, agricultural, recreational, and environmentally sensitive areas.
- Focus development in urban centers and existing cities.
- Use resources efficiently, eliminate pollution, and reduce waste.
- Utilize “green” development strategies.

The Compass Blueprint Vision Growth Plan designates selected jurisdictions in key growth areas within the region to develop tools to implement the four principles. The Compass Blueprint Vision Growth Plan is based upon making incremental changes in 2 percent of the land area within the region to promote mobility, livability, prosperity, and sustainability. Compass Blueprint Plan opportunity areas have been established throughout the region.

3.13.3 - Thresholds of Significance

The County of Riverside utilizes Appendix G of the State CEQA Guidelines as its thresholds of significance for CEQA analysis. Further, the County provides a number of additional environmental considerations as part of the County’s Environmental Assessment Checklist.

Would the project:

- a) Create a demand for additional housing, particularly housing affordable to households earning 80% or less of the County’s median income?
- b) Affect a County Redevelopment Project Area?
- c) Cumulatively exceed official regional or local population projections?

According to the CEQA Guidelines Appendix G thresholds, to determine whether impacts to population and housing are significant environmental effects, the following questions are analyzed and evaluated. Would the project:

- a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

3.13.4 - Project Impact Analysis and Mitigation Measures

This section discusses potential impacts associated with the project and provides mitigation measures where necessary.

Population Growth

Impact POP-1: **The project would not induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).**

Impact Analysis

The project proposes the construction of two warehouse buildings, totaling approximately 1.8 million square feet of floor area. The project would generate approximately 518 full-time direct equivalent employees, 116 indirect employees, and 115 induced employees for a total of 748 permanent, full-time employees. Construction would also generate approximately 577 short-term employees (direct, indirect, and induced). Most of the new jobs would be filled by local residents, due to the current economic climate of the region. As previously discussed in Impact POP-2, the Pass Area had an 11.5 percent unemployment rate in 2013.

Since existing and planned residential development included in the County of Riverside General Plan would be capable of accommodating growth from the project, no cumulative impacts are expected with respect to potential population increases that may result from the employment generated by the project. Furthermore, the population growth from the project's employees would be below the 2020 and 2035 SCAG projections for unincorporated Riverside County of 43,500 and 58,100, respectively (SCAG 2014). Potential impacts would not be deemed cumulatively considerable, and therefore, would be less than significant.

As identified in the County of Riverside Transportation Land Management Agency (TLMA) website, the project is not located in a Redevelopment Area. Accordingly, the project would not impact any County Redevelopment project area. Additionally, planned operations from the site will not cause off-site impacts to any Redevelopment Areas.

Impacts related to population growth would therefore be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less than significant impact.

Housing Displacement/Replacement Housing

Impact POP-2: **The project would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.**

Impact Analysis

Existing housing near the project site consists of a few residences north and west of the project site. A mobile-home park is located approximately 0.26 mile west of the site, off Calimesa Boulevard. East of the project site is a mix of properties used for agriculture purposes and large-lot, rural single-family development.

The project would not result in the displacement of housing because no housing exists on the project site. Additionally, the project would not restrict access for local residents, as the project includes the construction of a public right-of-way (“A Street”) that would allow existing residents north of the site to access their homes. Thus, housing north of the site would not be impacted.

During the construction phase, the project is estimated to create approximately 577 jobs in Riverside County, including direct, indirect, and induced jobs (Kosmont 2015). The City of Calimesa would capture approximately 18 of these construction jobs. These jobs would be temporary in nature, and primarily filled by local residents; thus, the project construction phase would not create a demand for any additional housing.

The Fiscal and Economic Benefits Study estimated the potential range of direct, indirect, and induced (permanent) jobs that would be created by the operation of the project during operation (Kosmont 2015). Job estimates are based on project square footage, local comparable industry employee-per-square-foot assumptions, and fiscal analysis in the aforementioned 2015 Kosmont Report prepared for this project. As shown in Table 3.13-3, the project would create a substantial number of direct, permanent jobs, as well as additional indirect and induced jobs.

Table 3.13-3: Estimate of Direct, Indirect, and Induced Jobs (Permanent)

Jurisdiction	Direct	Indirect	Induced	Total
City of Calimesa	—	—	—	23
Countywide	518	116	115	748 ¹

Table 3.13-3 (cont.): Estimate of Direct, Indirect, and Induced Jobs (Permanent)

Jurisdiction	Direct	Indirect	Induced	Total
<i>County Total</i>	518	116	115	748
Note: ¹ Includes the estimated City of Calimesa Capture. Source: Kosmont 2015.				

The job creation estimates within Table 3.13-3 are based on employee-per-square-foot assumptions. Further detail relating to the employment estimates is located in the Fiscal Impact and Economic Benefit Analysis prepared for the project, included as Appendix J to this Recirculated Draft EIR (Kosmont 2015).

Thus, the creation of approximately 748 new jobs (including 507 permanent on-site, full-time-equivalent (FTE) jobs, and 241 off-site indirect and induced jobs) is not anticipated to have a significant impact regarding a demand for additional housing, particularly affordable housing. Furthermore, most of the new jobs would be filled by local residents, due to the current economic climate of the region. The jobs in question do not require unique or special skills that would need employees to relocate from other areas. According to the Economic Impact report, the Pass Area had an 11.5 percent unemployment rate in 2013, down from 17.6 percent in 2010 (Economics 2014). Additionally, the Pass Area’s jobs-to-housing ratio is approximately 0.598, which reflects the availability of local jobs for each occupied home in a community. The Pass Area is far below the 1.102 ratio for the Inland Empire or the 1.168 ratio for all of Southern California. The project would provide local jobs to the surrounding area and would help improve the existing jobs-to-housing ratio. Thus, any local housing needs would be met by existing housing stock (Economics 2014).

Therefore, it is anticipated that a large portion of the permanent jobs created would be filled by persons already living in the project area, and housing would be sufficient. Thus, a less than significant impact to housing demand is anticipated.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

Less than significant impact.

Displace People

Impact POP-3: **The project would not displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.**

Impact Analysis

As described above, there are no residences on-site, and access to adjacent homes would not be impacted by the project. Additionally, no one lives on the project site. Thus, development of the project would not displace anyone. Therefore, the project would have no impact.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

No mitigation measures are required.

Level of Significance After Mitigation

No impact.