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## IV. ENVIRONMENTAL IMPACT ANALYSIS

### M. POPULATION AND HOUSING

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#### ENVIRONMENTAL SETTING

##### Regulatory Framework

##### *Regional Plans*

##### *Southern California Association of Governments*

The Southern California Association of Governments (SCAG) functions as the Metropolitan Planning Organization for six counties: Los Angeles, Orange, San Bernardino, Riverside, Ventura, and Imperial. The SCAG region encompasses a population exceeding 18 million persons in an area of more than 38,000 square miles. As the federally-designated Metropolitan Planning Organization, SCAG is mandated to research and create plans for transportation, growth management, hazardous waste management, and air quality. As part of its comprehensive planning process for the southern California region, SCAG has divided its jurisdiction into 14 subregions. The Project site is located within the City of Hemet (the “City”), which is located within the Western Riverside Council of Governments (the “WRCOG”) subregion. Applicable SCAG publications are discussed below.

##### Southern California Compass Growth Vision Report

The Southern California Compass Growth Vision Report (the “Compass Growth Vision”) was published by SCAG in June 2004 and 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 report details the 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 Compass Growth Vision notes that population and household growth trends and existing housing conditions point to an unmet demand for a greater diversity of housing throughout the six-county region. For example, while existing multi-family units account for a significant proportion of the overall supply, at about 40 percent, multi-family buildings are being added to the total housing stock at a much lower proportion. As a result, the demand for such housing (e.g., from immigrant populations, young adults, and seniors) is outpacing multi-family production.

Four principles were established for the Compass Growth Vision that are intended to promote and maximize regional mobility, livability, prosperity, and sustainability. It is SCAG’s intention that decisions regarding growth, transportation, land use, and economic development should support and be guided by these principles. Specific policy and planning strategies are also provided as a way to achieve each of the principles, as summarized below. In addition, SCAG is in the process of implementing an associated Compass Growth Vision “2% Strategy,” which embodies the idea that small, incremental, and

strategic changes in small parts of the region can yield great benefits to the region as a whole as well as to the individual cities.

- *Principle 1. Improve mobility for all residents.* Strategies to support Principle 1 include: (1) encourage transportation investments and land use decisions that are mutually supportive; (2) locate new housing near existing jobs and new jobs near existing housing; (3) encourage transit-oriented development; and (4) promote a variety of travel choices.
- *Principle 2. Foster livability in all communities.* Strategies to support Principle 2 include: (a) promote infill development and redevelopment to revitalize existing communities; (b) promote developments that provide a mix of uses; (c) promote “people scaled,” pedestrian friendly communities; and (d) support the preservation of stable, single-family neighborhoods.
- *Principle 3. Enable prosperity for all people.* Strategies to support Principle 3 include: (a) provide a variety of housing types in each community to meet the housing needs of all income levels; (b) support educational opportunities that promote balanced growth; (c) ensure environmental justice regardless of race, ethnicity, or income class; (d) encourage civic engagement; and (e) support local and state fiscal policies that encourage balanced growth.
- *Principle 4. Promote sustainability for future generations.* Strategies to support Principle 4 include: (a) preserve rural, agricultural, recreational, and environmentally sensitive areas; (b) focus development in urban centers and existing cities; (c) develop strategies to accommodate growth that use resources efficiently, eliminate pollution, and significantly reduce waste; and (d) utilize “green” development techniques.

### Regional Comprehensive Plan

SCAG has also prepared and issued the 2008 Regional Comprehensive Plan (the “2008 RCP”) in response to SCAG’s Regional Council directive in the 2002 Strategic Plan to define solutions to interrelated housing, traffic, water, air quality, and other regional challenges.<sup>1</sup> The 2008 RCP is an advisory document that describes future conditions if current trends continue, defines a vision for a healthier region, and recommends an Action Plan with a target year of 2035. The 2008 RCP may be voluntarily used by local jurisdictions in developing local plans and addressing local issues of regional significance. The plan incorporates principles and goals of the Compass Growth Vision and includes nine chapters addressing land use and housing, transportation, air quality, energy, open space, water, solid waste, economy, and security and emergency preparedness. The action plans contained therein provide a series of recommended near-term policies that developers and key stakeholders should consider for

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<sup>1</sup> SCAG, 2008 Regional Comprehensive Plan, <http://www.scag.ca.gov/rcp/pdf/finalrcp/f2008RCP>

implementation, as well as potential policies for consideration by local jurisdictions and agencies when conducting project review.

The 2008 RCP replaced SCAG's 1996 Regional Comprehensive Plan and Guide (RCPG) for use in SCAG's Intergovernmental Review (IGR) process. SCAG's Community, Economic and Human Development Committee and the Regional Council took action to accept the 2008 RCP, which now serves as an advisory document for local governments in the SCAG region for their information and voluntary use in developing local plans and addressing local issues of regional significance. However, as indicated by SCAG, because of its advisory nature, the 2008 RCP is not used in SCAG's IGR process. Rather, SCAG reviews new projects based on consistency with the 2008 RTP and Compass Growth Vision.

### Regional Transportation Plan

Since 1976, SCAG has prepared and adopted Regional Transportation Plans (the "RTP") since 1976 and has considered the RTP primarily as an investment in the six-county (Imperial, Los Angeles, Orange, Riverside, San Bernardino, and Ventura) region's mobility. The RTP identifies infrastructure projects and improvements in order to reduce traffic and generally make it easier to get around. As the process has evolved and RTPs have been updated, SCAG has gradually broadened its viewpoint, particularly by elevating air quality considerations in the plan. This evolution has culminated in the most recently adopted 2012-2035 Regional Transportation Plan/Sustainable Communities Strategy (the "2012-2035 RTP/SCS"), which has mobility as an important component of a much larger picture that incorporates added emphasis on sustainability and integrated planning. The vision for the 2012-2035 RTP/SCS encompasses three principles as the key to our region's future: mobility, economy, and sustainability.

The 2012-2035 RTP/SCS is an investment in the region's future well-being through 2035 and contains projects, policies, and strategies that will achieve a range of positive outcomes when implemented. In one sense, the 2012-2035 RTP/SCS is an accounting of revenues and expenditures and identifies SCAG's available and reasonably foreseeable sources of funding and directs that funding to multimodal transportation projects that benefit the region's communities. The 2012-2035 RTP/SCS strategies and policies are designed to assure that, to the greatest extent possible, the money invested has the best chance of achieving shared objectives.

In a broader sense, the 2012-2035 RTP/SCS is a blueprint for improving the quality of life for the region's residents by making the best transportation and land use choices for the future and supporting those choices with wise investments. The 2012-2035 RTP/SCS will result in more and better travel choices as well as safe, secure, and efficient transportation systems that provide improved access to opportunities, such as jobs, education, and healthcare for the region's residents. Furthermore, the 2012-2035 RTP/SCS will create jobs, ensure the region's economic competitiveness through strategic investments in our goods movement system, and improve environmental and health outcomes for the region's 22 million residents by 2035.

### Regional Housing Needs Assessment

The Regional Housing Needs Assessment (the “RHNA”) is mandated by State Housing Law as part of the periodic process of updating local housing elements of the General Plan. The RHNA quantifies the need for housing within each jurisdiction during specified planning periods. The most recently completed RHNA planning period is January 1, 2006 to June 30, 2014. The 5th cycle RHNA Allocation Plan, which covers the planning period from October 2013 to October 2021 was adopted by the Regional Council on October 4, 2012. Fifth cycle housing element updates must be adopted by October 15, 2013.

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

### ***Local Plans and Regulations***

#### *City of Hemet General Plan*

The General Plan addresses community development goals and policies relative to the distribution of land use, both public and private, including housing. The General Plan integrates citywide elements and Specific Plans and gives policy direction for planning regulations and implementation programs.

#### General Plan Housing Element

California State Planning and Zoning Law require that every city and county prepare and adopt a long term comprehensive general plan for the development of the respective jurisdiction. The general plan is a policy document designed to guide the physical development of the jurisdiction in a manner consistent with its physical, social, economic, and environmental goals. The general plan provides a framework of policies and programs with which local decision makers may direct the growth of the community. Housing is the only general plan element that is subject to approval or disapproval by the state and the only element that must be updated on a specific timeline - usually every five years. The City adopted its most recent update to the housing element in January 2013 using 2010 Census information. The housing element policies are established to guide the development, redevelopment, and preservation of a balanced inventory of housing to meet the needs of present and future residents of the City. Specifically, the Housing Element of the City’s General Plan identifies its overall goal as ensuring that the City has an adequate supply of quality housing in a variety of types and prices to meet the needs of its resident and enhance its economic vitality.

The following are goals contained within the City’s General Plan Housing Element that are relevant to the Project:

- Goal 1:** The attainment of decent housing within a satisfying living environment for households of all socio-economic, age, and ethnic types in Hemet.
- Goal 3:** To assure the adequate provision of sites for housing.
- Goal 5:** Maintaining affordable housing costs.

## POPULATION, HOUSING, AND EMPLOYMENT PROJECTIONS

SCAG's growth projections for the County of Riverside (the "County"), the City, and Census Tract 43504.00 are summarized on Table IV.M-1.

**Table IV.M-1  
Population, Housing, and Employment Projections**

County of Riverside <sup>a</sup>			
Year	Population	Households	Employment
2008	2,128,000	679,000	664,000
2020	2,592,000	834,000	939,000
2035	3,324,000	1,092,000	1,143,000
Percent Change			
2008 to 2020	21.8%	22.8%	41.1%
2020 to 2035	28.2%	30.9%	21.7%
<b>27-year Growth Forecast</b>	<b>1,196,000 (56.2%)</b>	<b>413,000 (60.8%)</b>	<b>479,000 (71.1%)</b>
City of Hemet <sup>a</sup>			
Year	Population	Households	Employment
2008	76,400	29,900	26,200
2020	83,400	33,700	39,800
2035	110,300	45,900	52,500
Percent Change			
2008 to 2020	9.1%	12.7%	5.1%
2020 to 2035	32.2%	36.2%	31.9%
<b>27-year Growth Forecast</b>	<b>33,900 (44.3%)</b>	<b>16,000 (53.5%)</b>	<b>26,300 (100%+)</b>
Census Tract 43504 <sup>b</sup>			
Year	Population	Households	Employment
2008 <sup>c</sup>	5,608	2,558	2,999
2020	8,238	4,025	5,534
2035	12,112	5,831	8,755
Percent Change			
2008 to 2020	46.8%	57.3%	84.5%
2020 to 2035	47.0%	44.8%	58.2%
<b>27-year Growth Forecast</b>	<b>6,504 (115%+)</b>	<b>3,272 (127%+)</b>	<b>5,756 (191%+)</b>
<sup>a</sup> Source: SCAG Adopted 2012 RTP Growth Forecast.			
<sup>b</sup> Source: SCAG Adopted 2008 RTP Growth Forecast by Census Tract.			
<sup>c</sup> Population, housing, and employment numbers are not available for the year 2008. Year-2008 numbers were approximated based on SCAG numbers from the years 2003, 2005, and 2010.			
NA = Not Available.			

**County of Riverside**

Based on SCAG data, in 2008, the County had an estimated permanent population of approximately 2,128,000 persons, 679,000 households, and employment for 664,000 persons. By the year 2020, SCAG estimates that the County will have an estimated permanent population of approximately 2,592,000 persons (an increase of 21.8 percent from 2008), 834,000 households (an increase of 22.8 percent), and will provide employment for 939,000 persons (an increase of 2.40 percent). By 2035, SCAG estimates that the County will have an estimated permanent population of approximately 3,324,000 persons (an increase of 28.2 percent from 2020), 1,092,000 households (an increase of 30.9 percent), and will provide employment for 1,143,000 persons (an increase of 21.7 percent).

**City of Hemet**

Based on SCAG data, in 2008, the City had an estimated permanent population of approximately 76,400 persons, 29,900 households, and employment for 26,200 persons. By the year 2020, SCAG estimates that the City will have an estimated permanent population of approximately 83,400 persons (an increase of 9.1 percent from 2008), 33,700 households (an increase of 12.7 percent), and will provide employment for 39,800 persons (an increase of 5.1 percent). By 2035, SCAG estimates that the City will have an estimated permanent population of approximately 110,300 persons (an increase of 32.2 percent from 2020), 45,900 households (an increase of 36.2 percent), and will provide employment for 52,500 persons (an increase of 31.9 percent).

**Census Tract 43504**

The Project site is located entirely within Census Tract 43504. Based on SCAG data and projections, in 2008, Census Tract 43504 had an estimated permanent population of approximately 5,608 persons, 2,558 households, and provided employment for 2,999 persons. SCAG estimates that by 2020, Census Tract 43504 will have a permanent population of approximately 8,238 persons (an increase of 46.8 percent from 2008), 4,025 households (an increase of 57.3 percent), and will provide employment for 5,534 persons (an increase of 84.5 percent). SCAG estimates that by 2035, Census Tract 43504 will have a permanent population of approximately 12,112 persons (an increase of 47.0 percent from 2020), 5,831 households (an increase of 44.8 percent), and will provide employment for 8,755 persons (an increase of 58.2 percent).

**Project Site**

The Project site is currently undeveloped and does not provide any housing or employment. No people currently live on the site.

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## ENVIRONMENTAL IMPACT ANALYSIS

### Threshold of Significance

In accordance with Appendix G of the CEQA Guidelines, a project could have a significant impact if the project would result in one or more of the following:

- 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; or
- c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

As discussed in Section IV.A (Impacts Found to be Less Than Significant), the Project would not result in any impacts related to issues “b” and “c.” Thus, no further analysis of these issues is required.

### Project Impacts

***Impact IV.M-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), and impacts related to this issue would be less than significant.***

### Construction

Development of the Project would result in temporary construction employment opportunities during the Project’s construction phase. However, for the following reasons, construction workers likely would not relocate their households as a consequence of temporary construction employment associated with the Project:

- There is no regular place of work. Construction workers regularly commute to job sites that change many times over the course of a year. The off-peak starting and ending times of the typical construction workday facilitate their sometimes lengthy, daily commutes;
- Many construction workers are highly specialized (e.g., crane operators, steelworkers, masons, etc.) and move from job site to job site as dictated by the demand for their skills; and
- The work requirements of most construction projects are highly specialized. Workers remain at a job site only for the time frame in which their specific skills are needed to complete a particular phase of the construction process.

As such, construction activity associated with the Project would not cause growth (i.e., new housing or employment generators). Therefore, housing and population impacts associated with the construction of the Project would be less than significant.

### **Operation**

The Project includes development of 954 residential dwelling units. According to 2010 Census Data, the City has an average of 2.59 persons per household.<sup>2</sup> Thus, the Project would result in an increase of approximately 2,470 residents at the Project site, and as shown on Table IV.M-2, the Project would generate approximately 2,300 jobs.

**Table IV.M-2**  
**Approximate Employee Generation**

Land Use	Size	Employee Rate <sup>1</sup>	Employees
Office	113,256 sf	0.00479/sf	542
School	82,500 sf <sup>2</sup>	0.00304/sf	251
Institutional	166,000 sf	0.00304/sf	505
Shopping Center	369,788 sf	0.00271/sf	1,002
<b>Total</b>			<b>2,300</b>
<sup>1</sup> LAUSD 2012 Developer Fee Justification Study, February 2012.			
<sup>2</sup> Assumes 110 sf per student.			

As shown on Table IV.I-3, the Project's residential population and residential dwelling units would represent less than 1.0 percent of the of the projected growth that is anticipated to occur in the County between 2008 and 2020, 2020 and 2035, and 2008 and 2035. The Project's employment would represent approximately 0.83 percent of the projected growth for the County between 2008 and 2020, approximately 1.12 percent between 2020 and 2035, and 0.48 percent between 2008 and 2035.

The Project's residential population, residential units, and employment would represent approximately 39.1 percent, 25.1 percent, and 16.9 percent (respectively) of the projected growth for the City between 2008 and 2020; 10.1 percent, 7.8 percent, and 18.1 percent (respectively) between 2020 and 2035; and 8.0 percent, 5.9 percent, and 8.7 percent (respectively) between 2008 and 2035. Although the Project's residential population would exceed the growth anticipated for Census Tract 43504 between 2008 and 2020, the Project's population, residential units, and employment would fall within the projected growth for the Census Tract for the years shown on Table IV.M-3. Additionally, as discussed in Section IV.K (Land Use and Planning), the Project would be substantially consistent with the applicable polices of the City's the Housing Element. Therefore, Project impacts related to population and housing would be less than significant.

<sup>2</sup> <http://www.zip-codes.com/city/ca-hemet-2010-census.asp>, hit on July 22, 2013.

**Table IV.M-3  
Change in Population, Housing, and Employment  
and Project Percentage of Change**

County of Riverside <sup>a</sup>						
Years	Population		Households		Employment	
	Change	Project %	Change	Project %	Change	Project %
2008 to 2020	464,000	0.59	155,000	0.61	275,000	0.83
2020 to 2035	732,000	0.37	258,000	0.36	204,000	1.12
<b>2008 to 2035</b>	<b>1,196,000</b>	<b>0.22</b>	<b>413,000</b>	<b>0.23</b>	<b>479,000</b>	<b>0.48</b>
City of Hemet <sup>a</sup>						
Years	Population		Households		Employment	
	Change	Project %	Change	Project %	Change	Project %
2008 to 2020	7,000	39.1	3,800	25.1	13,600	16.9
2020 to 2035	26,900	10.1	12,200	7.8	12,700	18.1
<b>2008 to 2035</b>	<b>33,900</b>	<b>8.0</b>	<b>16,000</b>	<b>5.9</b>	<b>26,300</b>	<b>8.7</b>
Census Tract 43504 <sup>a</sup>						
Years	Population		Households		Employment	
	Change	Project %	Change	Project %	Change	Project %
2008 to 2020	2,630	104.1	1,467	65.0	2,535	90.7
2020 to 2035	3,874	70.7	1,806	58.8	3,221	71.4
<b>2008 to 2035</b>	<b>6,504</b>	<b>42.1</b>	<b>3,273</b>	<b>29.1</b>	<b>5,756</b>	<b>39.9</b>
<sup>a</sup> Refer to Table IV.M-1.						
NA = Not Available						

## CUMULATIVE IMPACTS

The related projects listed on Table II-1 in Section II (Environmental Setting) that include residential land uses would create 6,520 dwelling units in the City. It is possible that some of the sites of these related projects already include residential land uses that would be removed with implementation of the related projects, and as such, the total net number of dwelling units that would be created would be fewer than 6,520. However, for a conservative analysis, it is assumed that all 6,520 dwelling units would be net new units. With the Project, the number of cumulative housing units would be 7,474 net units, generating approximately 19,357 cumulative residents. This cumulative residential population and dwelling units would represent approximately 57.1 percent and 46.7 percent (respectively) of the projected increase in population and housing units between the years 2008 and 2035. Thus, cumulative growth associated with the Project and the related projects would fall within the projected increase for population and housing growth for the City. Therefore, cumulative impacts related to population and housing would be less than significant.

## MITIGATION MEASURES

No significant impacts related to population and housing have been identified, and no mitigation measures are required.

## **LEVEL OF SIGNIFICANCE AFTER MITIGATION**

Impacts related to population and housing would be less than significant.