
3.12 - Population, Housing, and SCAG Consistency

3.12.1 - Introduction

This section describes the existing setting for population and housing and potential effects from Project implementation on the site and its surrounding area. Section 15125 of the State CEQA Guidelines requires EIRs to include a description of the physical environmental conditions in the area of a project that exist at the time that the Notice of Preparation (NOP) is circulated. These environmental conditions normally constitute the baseline physical conditions relative to which the CEQA lead agency evaluates the change in conditions that would result from project implementation. The NOP for this Draft EIR was issued on February 27, 2009. Therefore, environmental conditions as of February 2009 represent the baseline for CEQA purposes. To evaluate the footprint impacts of the Proposed Action (e.g., effects on Population, Housing & SCAG Consistency), the conditions in 2009 are considered to be the baseline. Buildout of the Project is then added to existing conditions in order to determine whether Project implementation would substantially remove or impact the resources, thereby resulting in a significant impact on the environment. Data used to determine the baseline for Population, Housing & SCAG Consistency were derived from information contained in the City of Redlands General Plan, the Department of Finance's E-5 City/County Population and Housing Estimates document and Southern California Association of Governments (SCAG's) 2008 Regional Transportation Plan. Therefore, data used to derive baseline conditions is based on existing conditions at the time of NOP issuance (February 27, 2009 through March 31, 2009) and are appropriate to use within the following analysis.

3.12.2 - Environmental Setting

The Project site is currently undeveloped and unpopulated. The surrounding areas to the south and north are vacant land. Tennessee Street abuts the 210 Freeway and bounds the Project site to the west. Residential development is located to the east and southeast of the Project site along Karon Street. W. San Bernardino Avenue bounds the Project site to the north and the 210 Freeway is located approximately 0.25 mile to the west. Tennessee Street bounds the Project site to the west.

Population

The population of the City of Redlands in 2008 was 71,807 based on Department of Finance (DOF) estimates (Form E-4, 2008). DOF estimated that the population grew at a rate of approximately one percent in average annually from 2001 to 2008 (64,709 in 2001 to 71,807 in 2008). The population growth rate was approximately 0.8 percent for the most recent 1-year increment, 2007 to 2008 (DOF, 2008). Table 3.12-1 summarizes the population growth from year 2000 to 2008 for the City of Redlands.

Table 3.12-1: Department of Finance Population Estimates, 2000 to 2008

City of Redlands	2000	2007	2008
Population	63,591	71,237	71,807
Housing Units	24,790	26,527	26,719
Persons/Household	2.61	2.74	2.74
Source: DOF 2008.			

SCAG estimated the current population of the City of Redlands to be 72,115 (based on the average growth from 2005 to 2010 of the below SCAG forecast). Based on the SCAG forecast's numbers, the estimated population growth rate was approximately 5.4 percent from 2003 to 2008. SCAG forecasted that the population is expected to grow over 23 percent from 2003 to 2030 from 68,387 to 89,288 residents. Table 3.12-2 summarizes the SCAG population, housing, and employment forecast from year 2003 to 2030 for the City of Redlands.

Table 3.12-2: SCAG Population, Housing, and Employment Forecasts

City of Redlands	2003	2005	2010	2015	2020	2025	2030
Population	68,387	70,789	73,441	76,602	80,973	85,214	89,288
Housing	24,340	24,885	26,471	28,485	30,058	31,571	32,981
Employment	34,944	38,676	41,294	43,156	44,122	45,256	46,763
Source: SCAG, http://www.scag.ca.gov/forecast/downloads/excel/RTP07_CityLevel.xls							

Housing

According to DOF data, there are 26,719 household units within the City of Redlands, with an average of 2.71 persons per household. Approximately 68 percent of the housing in this region is single-family housing.

According to SCAG estimates, the City of Redlands had 24,885 housing units in 2005. The 2010 estimate is 26,471 housing units, an increase of 1,586 units (or approximately a 6 percent in total inventory). SCAG forecasts state that an increase of 8,096 units is expected to occur from 2005 to 2030 (24,885 to 32,981 dwelling units), a 32 percent increase.

Employment

According to SCAG estimates, employment was 38,676 within City of Redlands in the year 2005. SCAG forecasts predict that employment will reach 41,294 in the year 2010. By the year 2030, it is predicted that employment will increase to 46,763, a 13 percent (5,469 employees) increase from the year 2010.

Employment-Population Ratio

According to SCAG estimates, the employment-population ratio for the City of Redlands was approximately 0.55 (38,676 employment / 70,789 residents) in 2005. In 2010, it is estimated that the ratio will be equal to 0.56 (41,294 employment / 73,441 residents) for the same regions. SCAG estimates predict that the employment-population ratio will decrease to 0.52 (46,763 employment / 89,288 residents) by the year 2030.

Employment-Housing Ratio

According to SCAG figures, the employment-housing ratio for the City of Redlands was approximately 1.55 (38,676 employment / 24,885 housing) for the year 2005. By the year 2010, the ratio will be 1.55 (41,294 employment / 26,471 housing). SCAG predicts that the ratio will be 1.42 (46,763 employment / 32,981 housing) by the year 2030.

3.12.3 - Regulatory Framework

General Plan Housing Element

State law requires each city and county to update the housing element adopted in the general plan every five years. The housing element is subject to detailed statutory requirements and mandatory review by the State Department of Housing and Community Development. Housing element law requires local governments to adequately plan to meet their existing and projected housing needs including their share of the regional housing need.

Southern California Association of Governments (SCAG) Regional Comprehensive Plan and Guide

The SCAG Regional Comprehensive Plan and Guide (RCPG) includes several policies related to regional growth forecasts; standard of living; quality of life; social, political, and cultural equity; air quality; and conservation/open space. The SCAG RCPG presents the region's forecasts and policies for dealing with anticipated growth, including population, housing, and employment throughout Southern California, as well as focusing on maintaining jobs/housing balance. Growth projections contained in the RCPG are based on a compilation of county and local projections. RCPG forecasts are then used in the formulation of regional plans dealing with regional air quality, housing, transportation/circulation, and other infrastructure issues.

This concept is directed at minimizing commute distances, reducing new infrastructure needs and costs, minimizing traffic congestion, conserving energy, and improving air quality. Balanced development represents a mix of housing and employment opportunities expressed in the form of a ratio of jobs to housing available in a given area. A sub-region is theoretically considered in balance if it provides sufficient employment opportunities for population residing within a reasonable commute distance, generally considered as the same sub-region. SCAG (1989) defines the jobs/housing balance as follows:

- Jobs and housing are in balance when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there. The region as a whole is, by definition, balanced. Job-rich sub-regions have ratios greater than the regional average; housing-rich sub regions have ratios lower than the regional average.
- Ideally, job/housing balance would assure not only a numerical match of jobs and housing but also an economic match in type of jobs and housing.

The SCAG has recently adopted its “Compass Plan” to monitor and manage regional growth. This plan identifies a “2 percent Strategy” that attempts to concentrate just two percent of new growth near freeways and transit routes to help reduce regional congestion. This “Compass Growth Vision” incorporates four goals: 1) focus growth in existing and emerging centers and along major transportation corridors; 2) create significant areas of mixed-use development and walkable communities; 3) target growth around existing and planned transit stations; and 4) preserve existing open space and stable residential areas.

NOP Comment Letters

A Notice of Preparation (NOP) comment letter was provided by SCAG on September 11, 2007. SCAG determined that the Project is not regionally significant per SCAG Intergovernmental Review (IGR) Criteria and California Environmental Quality Act (CEQA) Guidelines (Section 15206).

3.12.4 - Thresholds of Significance

According to the California Environmental Quality Act (CEQA) Guidelines’ Appendix G Environmental Checklist, to determine whether a Project may have significant impacts on population and housing, the following questions are analyzed and evaluated. Would the Project:

- a) Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., 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?
- d) Conflict with regional growth policies established by the SCAG as they relate to population, housing, and employment in the Project area?

3.12.5 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the Project and provides mitigation measures where appropriate.

Population Growth

Impact PH-1	Induce substantial population growth in an area, either directly (e.g., by proposing new homes and businesses) or indirectly (e.g., through extension of roads or other infrastructure)? [CEQA Population / Housing Threshold 13(a)]
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Impact Analysis

The Project is commercial in nature, including uses such as retail, commercial, fast-food/restaurant and administrative/office on approximately 23.9 acres at the southeast corner of San Bernardino Avenue and Tennessee Street. The Project does not propose any new housing on- or off-site. The Redlands Crossing Walmart would be expected to create approximately 206 new job positions. This includes the creation of 85 new job positions at the new Walmart store and approximately 121 new job positions for Parcels 1 to 9. In addition, 230 of the existing jobs at the existing Walmart store would be moved to the new Walmart store, from the potential closure of the existing Walmart store. Consequently, the Project would provide an overall of 436 jobs at the Project site. Most of the new employment opportunities created by the Project would be entry-level. The predicted growth of the City of Redlands from 2008 to 2010 is 71,807 to 73,441 residents, which represents an increase in population by 1,634. Assuming as a worse case scenario that all employees will come from outside the City, the population influx from the Project represents approximately 26 percent of the City of Redlands predicted population growth. This increase in population induced by the Project is within the SCAG forecasted population for the City of Redlands from 2008 to 2010.

The increased population will need approximately 160 housing units, given the assumption that all the employees do not already live in houses and the average household rate is 2.71 persons per household in the City of Redlands. Many of the positions will be filled with residents of the region so that the induced housing burden will be less than significant. According to SCAG estimates, the City of Redlands had 24,885 housing units in 2005. The 2010 estimate is 26,471 housing units, an increase of 1,586 units (or approximately a 6 percent increase in total inventory). The increase in number of housing units from the Project (160 units) represents approximately 10 percent of the total projected housing units increase (1,586 units) for the City of Redlands in 2010. Thus, the additional housing units necessary are insignificant compared to the available housing market, and there is sufficient housing supply to house the increase in employees.

Level of Significance Before Mitigation

Less than significant.

Mitigation Measures

No mitigation required.

Level of Significance After Mitigation

Less than significant.

Housing Displacement / Replacement Housing

Impact PH-2	Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?
	[CEQA Population / Housing Threshold 13(b)]

Impact Analysis

The Project site does not have existing housing units; therefore, the proposed development would not result in the displacement of housing. Moreover, implementation of the Project does not contemplate any off-site development activity that may eliminate or adversely affect existing housing supplies (or require the development of replacement housing). Therefore, the Project would result in no impact on existing housing.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

No mitigation required.

Level of Significance After Mitigation

No impact.

Population Displacement / Replacement Housing

Impact PH-3	Displace substantial numbers of people necessitating the construction of replacement housing elsewhere?
	[CEQA Population / Housing Threshold 13(c)]

Impact Analysis

As discussed in Impact PH-2, implementation of the Project would not displace any existing houses or people. Therefore, the potential impact related to the displacement of an existing population or need to develop replacement housing is less than significant.

Level of Significance Before Mitigation

No impact.

Mitigation Measures

No mitigation required.

Level of Significance After Mitigation

No impact.

Consistency with SCAG Regional Growth Policies

Impact PH-4 **Conflict with regional growth policies established by the Southern California Association of Governments (SCAG) as they relate to population, housing, and employment in the Project area?**
[CEQA Threshold recommended by SCAG]

SCAG provided a comment letter on the Project. The IGR section, part of the Environmental Planning division of SCAG’s Planning and Policy, is responsible for performing consistency review of regionally significant local plans, projects, and programs with SCAG’s adopted regional plans. According to SCAG’s NOP comment letter (See Appendix A for comment letter), SCAG determined that the Project is not regionally significant per SCAG IGR Criteria and CEQA Guidelines (Section 15206). In addition, SCAG’s Regional Growth Principles are provided in comparison to the proposed Project.

Table 3.12-3: Project Consistency with SCAG Regional Growth Principles

No.	Description	Consistency with Project
Principle 1: Improve mobility for all residents		
GV P1.1	Encourage transportation investments and land use decisions that are mutually supportive.	Consistent: Local Bus Service: Omnitrans provides bus service in the Project area. Omnitrans Route 15 runs on Lugonia Avenue, within ¼ mile south of the project. Route 15 provides access to/from downtown Redlands and Fontana. There are buses every 30 minutes Monday through Friday (5 am to 10 pm), every 30 minutes on Saturday (6:30 am to 8 pm), and every hour on Sunday (6:30 am and 7:30 pm). Proximity to public transportation may encourage customers and employees to use it instead of personal vehicles.
GV P1.2	Locate new housing near existing jobs and new jobs near existing housing.	Not Applicable: The Project proposes development of retail/commercial uses at the Project site. Therefore, the Project will not develop new housing as part of the Project.
GV P1.3	Encourage transit-oriented development.	Not Applicable: The Project proposes development of retail/commercial uses at the Project site. Therefore, the Project will not develop transit-oriented development as part of the Project.
GV P1.4	Promote a variety of travel choices.	Consistent: As previously mentioned, Omnitrans provides bus service in the Project area. Omnitrans Route 15 runs on Lugonia Avenue, within ¼ mile south of the Project. Route 15 provides access to/from downtown Redlands and Fontana. There are buses every 30 minutes Monday through Friday (5 am to 10 pm), every 30 minutes on Saturday (6:30 am to 8 pm), and every hour on Sunday (6:30 am and 7:30 pm). Proximity to public transportation may encourage customers and employees to use it instead of personal vehicles.

Table 3.12-3 (cont.): Project Consistency with SCAG Regional Growth Principles

No.	Description	Consistency with Project
Principle 1 (cont.): Improve mobility for all residents		
GV P1.4 (cont.)		In addition, The proposed development in virtue of its nature (commercial and retail use) will reduce the dependences on automobiles for employment and service-related trips by encouraging pedestrian activity within the proposed development. The Project is also located within walking distance of the existing residential neighborhood development to the east and a planned mixed-use development to the north further reducing vehicular trips.
Principle 2: Foster livability in all communities		
GV P2.1	Promote infill development and redevelopment to revitalize existing communities.	Not Applicable: The Project proposes development of retail/commercial uses located within a vacant site. Therefore, the Project will not develop infill development as part of the Project.
GV P2.2	Promote developments that provide a mix of uses.	Consistent: The Redlands Crossing Center consists of approximately 275,500 square feet of commercial retail uses. The variety of uses promotes developments of restaurants, fast food w/drive-thru, and retail uses at the site, ultimately providing a mix of uses at the site.
GV P2.3	Promote “people scaled,” pedestrian-friendly (walkable) communities.	Consistent: The presence of restaurants on the Project site would provide opportunities for employees and customers to stay onsite for meals instead of traveling to off-site locations. In addition, The proposed development in virtue of its nature (commercial and retail use) will reduce the dependences on automobiles for employment and service-related trips by encouraging pedestrian activity within the proposed development. The Project is also located within walking distance of the existing residential neighborhood development to the east and a planned mixed-use development to the north further reducing vehicular trips.
GV P2.4	Support the preservation of stable, single-family neighborhoods.	Consistent: The Redlands Crossing Center consists of approximately 275,500 square feet of commercial retail uses. The variety of uses proposed at the site include restaurants, fast food w/drive-thru, and retail uses, which will ultimately support the preservation of stable, single-family neighborhoods.
Principle 3: Enable prosperity for all people		
GV P3.1	Provide, in each community, a variety of housing types in each community to meet the housing needs of all income levels.	Not Applicable: The Project proposes development of retail/commercial uses at the Project site. Therefore, the Project will not develop housing as part of the Project.

Table 3.12-3 (cont.): Project Consistency with SCAG Regional Growth Principles

No.	Description	Consistency with Project
Principle 3 (cont.): Enable prosperity for all people		
GV P3.2	Support educational opportunities that promote balanced growth.	Consistent: The Redlands Crossing Center will implement as design features Energy Efficiency Electricity, Natural Gas, Water Conservation, Waste Reduction, Reduction in Travel Lengths, and Alternative Transportation, which will help to support educational opportunities and promote balanced growth.
GV P3.3	Ensure environmental justice regardless of race, ethnicity or income class.	Consistent: The Redlands Crossing Center will implement as design features Energy Efficiency Electricity, Natural Gas, Water Conservation, Waste Reduction, Reduction in Travel Lengths, and Alternative Transportation, which will help environmental justice regardless of race, ethnicity or income class.
GV P3.4	Support local and state fiscal policies that encourage balanced growth.	Consistent: The Project site is designated Commercial (C) per the City of Redlands General Plan Land Use Map (November 2010). This commercial designation allows for a variety of commercial activities ranging shopping center to business parks. The Project site is also within the boundaries of the East Valley Corridor Specific Plan, Cities Pavilion Concept Plan. According to the City of Redlands Zoning Map (November 2010), the Project site is zoned as East Valley Corridor Specific Plan and Concept Plan No.4 (CP4). Allowable uses within CP4 Zoning include General Commercial District (GC) and Administrative Professional (AP). Development of the Project will be consistent with designated uses at the Project site. Consequently, the Project will support local and state fiscal policies that encourage balanced growth.
GV P3.5	Encourage civic engagement.	Not Applicable: The Project proposes does not proposed to develop civic uses at the site.
Principle 4: Promote sustainability for future generations		
GV P4.1	Preserve rural, agricultural, recreational and environmentally sensitive areas.	Not Applicable: The Project site is designated Commercial (C) per the City of Redlands General Plan Land Use Map (November 2010). This commercial designation allows for a variety of commercial activities ranging shopping center to business parks. The Project site is also within the boundaries of the East Valley Corridor Specific Plan, Cities Pavilion Concept Plan. According to the City of Redlands Zoning Map (November 2010), the Project site is zoned as East Valley Corridor Specific Plan and Concept Plan No.4 (CP4). Allowable uses within CP4 Zoning include General Commercial District (GC) and Administrative Professional (AP). Development of the Project will be consistent with designated uses at the Project site and is not located within agricultural, recreational and environmentally sensitive areas.
GV P4.2	Focus development in urban centers and existing cities.	Consistent: The Project site is located at the southeast intersection of the Tennessee Street and San Bernardino Avenue, within the existing City of Redlands and an urban area.

Table 3.12-3 (cont.): Project Consistency with SCAG Regional Growth Principles

No.	Description	Consistency with Project
Principle 4 (cont.): Promote sustainability for future generations		
GV P4.3	Develop strategies to accommodate growth that uses resources efficiently, eliminate pollution and significantly reduce waste.	Consistent: The Redlands Crossing Center will implement as design features Energy Efficiency Electricity, Natural Gas, Water Conservation, Waste Reduction, Reduction in Travel Lengths, and Alternative Transportation, which will help to support educational opportunities and promote balanced growth.
GV P4.4	Utilize “green” development techniques.	Consistent: The Redlands Crossing Center will implement as design features Energy Efficiency Electricity, Natural Gas, Water Conservation, Waste Reduction, Reduction in Travel Lengths, and Alternative Transportation, which will help to support educational opportunities and promote balanced growth.

Therefore, implementation of the Project will is consistent with SCAG’s Regional Growth Principles and will have a less than significant impact in regards to conflict with regional growth policies established by SCAG as they relate to population, housing, and employment in the Project area.

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.