

## 4.14 POPULATION AND HOUSING

This section describes the existing population and housing characteristics in Menifée and evaluates the potential impacts of the Project site on population and housing growth. This section is based on sources of demographic information provided by various agencies, including the Southern California Association of Governments (SCAG), the Menifée General Plan's 6<sup>th</sup> Cycle Housing Element, and the United States Census Bureau.

### 4.14.1 Scoping Process

The City received ten comment letters during the public review period of the Notice of Preparation (NOP). For copies of the NOP comment letters, refer to **Appendix A-1** of this EIR. One comment letter included comments related to population and housing.

The letter from SCAG dated March 30, 2022, provides background information to determine Project consistency with the 2020–2045 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS or Connect SoCal) plan. The SCAG letter also provides SCAG adopted forecasts for population, households, and employment within Menifée and the SCAG region. Finally, the letter recommends utilization of the RTP/SCS Final Program Environmental Impact Report (Final PEIR), as appropriate, for guidance during the development of mitigation measures.

### 4.14.2 Methodology

City demographic data were used to describe the existing population and housing characteristics in the city. SCAG projections for these topics were identified for the existing conditions and Specific Plan build out. City goals and policies regarding population and housing were used to evaluate potential direct and indirect impacts that could result from development of the Project site.

### 4.14.3 Existing Environmental Setting

The Project site is within Menifée and consists of undeveloped land. Therefore, the Project site does not currently contain or support a population, nor does it generate employees.

#### 4.14.3.1 Population and Housing

**Southern California Association of Governments (SCAG).** SCAG, the regional planning agency for the six-county Southern California region that includes Los Angeles, Orange, Riverside, San Bernardino, Ventura, and Imperial Counties, is responsible for preparing a regional growth forecast in conjunction with its efforts to prepare an RTP/SCS for its regional planning area. SCAG's Connect SoCal, adopted in September 2020, is a Regional Transportation Plan/Sustainable Communities Strategy plan developed pursuant to Senate Bill 375 (SB 375) to assist in the State's reduction of greenhouse gas emissions by considering land use allocation in its regional transportation plan. Connect SoCal thus builds upon and expands land use and transportation strategies to increase mobility options and achieve more sustainable growth patterns. The SCAG RTP/SCS Growth Forecast is meant to provide a common foundation for regional and local planning, policymaking, and infrastructure provision within the SCAG region. The city is characterized by urban areas, including single-family and multifamily residential uses and concentrations of retail, office, and industrial uses surrounded by land that has traditionally been utilized for farming, cattle grazing, and equestrian

uses. The growth forecast for the city in the SCAG RTP/SCS Growth Forecast is provided below in **Table 4.14.A: 2020 SCAG Population and Housing Forecasts (2016–2045)**. These projections are used as a reference point for discussing population and housing growth throughout this section.

**Table 4.14.A: 2020 SCAG Population and Housing Forecasts (2016–2045)**

	2016	2045	2016–2045 Increase	% Change 2016–2045
<b>Total Population</b>				
City of Menifee	89,600	129,800	40,200	44.90%
<b>Total Households</b>				
City of Menifee	30,500	51,200	20,700	67.90%

Source: Southern California Association of Governments (SCAG). 2020. 2020–2045 RTP/SCS Final Demographics and Growth Forecast. [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_demographics-and-growth-forecast.pdf?1606001579](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579). Adopted September 3, 2020. Accessed July 27, 2022.  
RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy

**Population.** As shown in **Table 4.14.A**, the city’s population is estimated to grow by approximately 44.9 percent (approximately 1.55 percent per year) between 2016 and 2045.

**Households.**<sup>1</sup> As shown in **Table 4.14.A**, the city is anticipated to experience an approximately 67.9 percent (approximately 2.34 percent per year) increase in households between 2016 and 2045. By forecasting a greater percentage of household growth than population growth, the SCAG growth forecast projects a decrease in the average household size in the city in coming years.

#### 4.14.3.2 Employment

The employment growth forecast for the city in the SCAG RTP/SCS Growth Forecast is provided below in **Table 4.14.B: 2020 SCAG Employment Forecasts (2016–2045)**. These projections are used as a reference point for discussing employment growth as it relates to population and housing growth throughout this section.

**Table 4.14.B: 2020 SCAG Employment Forecasts (2016–2045)**

	2016	2045	2016–2045 Increase	% Change 2016–2045
<b>Total Employment</b>				
City of Menifee	13,800	29,200	15,400	111.6%

Source: Southern California Association of Governments (SCAG). 2020. 2020–2045 RTP/SCS Final Demographics and Growth Forecast. [https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial\\_demographics-and-growth-forecast.pdf?1606001579](https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579). Adopted September 3, 2020. Accessed July 27, 2022.  
RTP/SCS = Regional Transportation Plan/Sustainable Communities Strategy

<sup>1</sup> The Southern California Association of Governments forecasts “households” rather than housing units. As defined by the United States Census Bureau, “households” are equivalent to occupied housing units.

As shown in **Table 4.14.B**, according to the SCAG RTP/SCS Growth Forecast, the city’s employment is estimated to grow by approximately 111.6 percent (approximately 3.85 percent per year) between 2016 and 2045.

#### 4.14.3.3 Age Characteristics

A city’s age distribution often shapes its housing demand, because different age groups prefer different types of housing. According to the City of Menifee 6<sup>th</sup> Cycle Housing Element, the city’s population is aging. **Table 4.14.C: City of Menifee Age Characteristics (2015–2019)** provides the city’s population by age group using data from the 2016–2020 American Community Survey (ACS) 5-year estimate.

**Table 4.14.C: City of Menifee Age Characteristics (2015–2019)**

Age Group	City of Menifee	
	Persons	Percentage
Under 18 Years	22,990	24.70%
18 to 24 Years	6,880	7.40%
25 to 44 Years	24,374	26.20%
45 to 64 Years	22,262	23.90%
65 and Over	16,462	17.70%
<b>Total</b>	<b>92,960</b>	<b>100%</b>
<b>Median Age</b>	<b>38</b>	

Source: United States Census Bureau. 2016–2020 American Community Survey 2020 5-Year Estimate Table S0101, <https://data.census.gov/cedsci/table?g=1600000US0646842&tid=ACST5Y2020.S0101>. Accessed July 27, 2022

As shown in **Table 4.14.C**, 24.7 percent of the city residents are under the age of 18. The percentage of city residents between the ages of 18 and 24 years is 7.4 percent, and the ages of city residents between the ages of 25 and 44 is 26.2 percent. The percentage of city residents between the ages of 45 and 64 years is 23.9 percent, and the ages of city residents over the age of 65 is 17.7 percent. According to the ACS data, the city’s median age is 38.0 years.

#### 4.14.3.4 Jobs/Housing Balance

Pursuant to Government Code Section 65890.1, state land use patterns should be encouraged that balance the location of employment-generating uses with residential uses, so that employment-related commuting is minimized. The City’s 6<sup>th</sup> Cycle Housing Element analyzing economic characteristics of the community to identify current and projected housing needs in the city and achieve a healthy balance between jobs and housing. Additionally, the Housing Element emphasized the need for more local jobs for residents and access to employment opportunities near residential neighborhoods.

#### 4.14.4 Regulatory Setting

##### 4.14.4.1 Federal Regulations

There are no federal regulations regarding population and housing applicable to the Project site.

#### 4.14.4.2 State Regulations

**Senate Bill 330 (SB 330).** SB 330 includes restrictions on implementing new development policies, standards or conditions that may restrict housing developments, including any initiatives or referenda voted into law by the general populace. Under this law, among other things, cities and counties are restricted from implementing any new development policies, standards, or conditions that have any of the following effects:

- A change to the general plan land use designation, specific plan land use designation, or zoning that results in a less intensive use. Less intensive use means, for example: (i) reductions in height, density, or floor area ratio, (ii) new or increased open space or lot size requirements, (iii) new or increased setback requirements, minimum footage requirements, or maximum lot coverage limitations, and (iv) anything that would lessen the intensity of housing.
- A reduction of the intensity of land use within an existing general plan land use designation, specific plan land use designation, or zoning below what was allowed under the applicable land use designation and zoning ordinance in effect as of January 1, 2018.

**California Government Code §§ 65580 to 65589.** State law recognizes the vital role local governments play in the supply and affordability of housing. To that end, California Government Code requires that housing elements achieve legislative goals to:

- Identify adequate sites to facilitate and encourage the development, maintenance, and improvement of housing for households of all economic levels, including for persons with disabilities.
- Remove, as legally feasible and appropriate, governmental constraints to the production, maintenance, and improvement of housing for persons of all incomes, including those with disabilities.
- Assist in the development of adequate housing to meet the needs of low and moderate income households.
- Conserve and improve the condition of housing and neighborhoods, including existing affordable housing. Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.
- Preserve for lower income households the publicly assisted multifamily housing developments in each community.

State of California housing element laws (California Government Code §§ 65580 to 65589) require that each city and county identify and analyze existing and projected housing needs within its jurisdiction and prepare goals, policies, and programs to further the development, improvement, and preservation of housing for all economic segments of the community, commensurate with local housing needs. The Housing Elements of each city or county are required to be updated every eight years.

#### 4.14.4.3 Regional Regulations

At the State level, the Housing and Community Development Department (HCD) estimates the relative share of California’s projected population growth that would occur in each county based on Department of Finance population projections and historical growth trends. These figures are compiled by HCD in a Regional Housing Needs Assessment (RHNA) for each region of California. Where there is a regional council of governments, the HCD provides the RHNA to the council. The council then assigns a share of the regional housing need to each of its cities and counties. The process of assigning shares gives cities and counties the opportunity to comment on the proposed allocations. The HCD oversees the process to ensure that the council of governments distributes its share of the State’s projected housing need.

SCAG is the regional council responsible for RHNA allocation to the Riverside County cities and unincorporated areas. There are four income categories, including very low, low, moderate, and above moderate. The Housing Element in each jurisdiction’s General Plan must demonstrate compliance with its RHNA at all income levels.

#### 4.14.4.4 Local Regulations

**City of Menifee Housing Element.** California planning and zoning law requires each city and county to adopt a general plan for future growth (California Government Code § 65300). This plan must include a housing element that identifies housing needs for all economic segments and provides opportunities for housing development to meet that need.

The City of Menifee’s 6<sup>th</sup> Cycle Housing Element was updated for the 2021–2029 period and adopted by the City Council on December 15, 2021. As mentioned above, the City’s General Plan Housing Element must demonstrate compliance with SCAG’s RHNA allocation. **Table 4.14.D: City of Menifee RHNA Allocation (2021-2029)** provides the RHNA allocation in the city for each income level.

**Table 4.14.D: City of Menifee RHNA Allocation (2021-2029)**

Income Category	Income Range <sup>1</sup>		RHNA Allocation (Housing Units)
	Minimum	Maximum	
Very Low (31% to 50% MFI)	--	\$37,650	1,756
Low (51% to 80% MFI)	\$37,651	\$60,240	1,049
Moderate (81% to 120% MFI)	\$61,241	\$90,360	1,104
Above Moderate (120% MFI)	\$90,361	> \$91,361	2,685
<b>Total</b>			<b>6,594</b>

Source: City of Menifee. City of Menifee General Plan 6th Cycle Housing Element. Adopted December 15, 2021. Pg. 361. <https://www.cityofmenifee.us/DocumentCenter/View/14789>. Accessed August 1, 2022.

<sup>1</sup> MFI = Median Family Income. Income ranges are based on the 2020 HUD Median Family Income (MFI) for Riverside County of \$75,300.

RHNA = Regional Housing Needs Assessment

To demonstrate compliance with Housing Element law, the City must identify potential housing sites that can accommodate SCAG’s 2021-2029 RHNA allocation. The Housing Element identified

candidate sites to meet the very low and low-income RHNA are primarily dispersed in the northeastern portion of the city.<sup>2</sup>

#### 4.14.5 Thresholds of Significance

The City has not established local California Environmental Quality Act (CEQA) significance thresholds as described in Section 15064.7 of the *State CEQA Guidelines*. Therefore, significance determinations utilized in this section are from Appendix G of the *State CEQA Guidelines*. According to Appendix G to the *State CEQA Guidelines*, the proposed Project would result in a significant impact to population and housing if the Project or any Project-related component would:

**Threshold 4.14-1:** Induce substantial unplanned 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).

**Threshold 4.14-2:** Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

#### 4.14.6 Impact Analysis

##### 4.14.6.1 Substantial Unplanned Population Growth

**Threshold 4.14-1:** Would the project induce substantial unplanned 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)?

##### On-Site Improvements.

**Construction.** The Project would develop a vacant approximately 590.3-acre site with residential, open space, public facility, business park, commercial business park, and commercial uses through implementation of a Specific Plan.

Construction of the uses on the Project site would provide short-term construction jobs over three phases, with build out expected in 2040. Many of the construction jobs for each phase would be temporary and would be specific to the variety of construction activities. The workforce would include a variety of construction trade workers, such as grading workers, surveyors, cement finishers, ironworkers, welders, carpenters, electricians, painters, and laborers. Generally, construction workers are only at a job site for the timeframe in which their specific skills are needed to complete that phase of construction. Although the Specific Plan uses would increase the number of employees at the Project site during construction activities, it is expected that local and regional construction workers would be available to serve the construction needs of the site. According to 2018 ACS employment data of city residents by sector, construction workers accounted for the fourth largest industry sector in the city, consisting of nearly 10 percent of city employment in 2018.<sup>3</sup> Due to construction workers

<sup>2</sup> City of Menifee. City of Menifee 6th Cycle, 2021-2029 Housing Element. Page 3-70, <https://www.cityofmenifee.us/DocumentCenter/View/14789>. Accessed July 31, 2022.

<sup>3</sup> Ibid. Table 2-5.

representing nearly 10 percent of the city's workforce and the continued demand for construction labor in the city based on the projected increase in population and households that would require new residential construction (see **Table 4.14.A**), it can be reasonably determined that construction workers would be available to serve the construction needs of the site. Project-related construction workers would not be expected to relocate their places of residence as a consequence of working on the Project site; therefore, the Project would result in a **less than significant impact** associated with inducing substantial population growth or demand for housing through increased construction employment. No mitigation would be required.

**Operation.** Specific Plan uses on the Project site would result in direct population growth in the city through development of up to 1,718 units. Using a rate of 3.12 persons per single-family residential household and 2.48 persons per multi-family household, as determined by the California Government Code Section 66477 (a) and as stated in the City Municipal Code, American Community Survey 2015 2019 5-Year Estimates,<sup>4</sup> the proposed single-family and multi-family residential units has the potential to increase the population in Menifee by up to approximately 5,220 persons.<sup>5</sup> The Project proposes to amend SP 301 to remove the Project site from SP 301 and to create the new Specific Plan, which encompasses the Project site. As detailed in **Section 3.2**, SP 301 was approved for an overall development of 4,407 dwelling units, with 1,718 of those units within the boundary of the Project site. The Project proposes the development of up to 1,718 units; therefore, the Project would not reduce the number of residential units on the Project site in accordance with SB 330. Additionally, the Project would not induce unplanned population growth from additional residential uses on the Project site.

Commercial, business park, commercial business park, and public facility uses on the Project site would provide employment to 6,225 people at Specific Plan build out. As of June 2022, the city had a labor force of 42,700, and the county had a labor force of 1,146,300, with approximately 1,700 and 45,300 people unemployed, respectively.<sup>6</sup> The June 2022 unemployment rate was 4.0 percent for the city and 4.0 percent for the county.<sup>7</sup> These elevated unemployment figures reflect the economic slowdown associated with the widespread shelter-in-place orders in effect throughout much of 2020 and 2021 due to the ongoing COVID-19 pandemic. Although there is a

<sup>4</sup> United States Census Bureau. 2019. 2015-2019 5-Year Estimates. Table DP02. <https://data.census.gov/cedsci/table?q=persons%20per%20household&t=Family%20Size%20and%20Type%3AHousehold%20and%20Family&g=1600000US0646842&tid=ACSDP1Y2019.DP02&moe=false>. Accessed August 3, 2022.

<sup>5</sup> 87.2 percent of residential development is single-family; 12.8 percent of residential development is multi-family (per the MVSP).  
 $87.2\% * 1,718 = 1,498$  single-family units;  $12.8\% * 1,718 = 220$  multi-family units  
 $3.12 \text{ persons per unit} * 1,498 \text{ units} = 4,674 \text{ persons (single-family households)}$ ;  $2.48 \text{ persons per unit} * 220 \text{ units} = 546 \text{ persons (multi-family households)}$   
 $4,674 + 546 = 5,220 \text{ persons}$

<sup>6</sup> California Employment Development Department, Labor Market Information Division, Monthly Labor Force Data for Cities and Census Designated Places June 2022. <https://www.labormarketinfo.edd.ca.gov/data/unemployment-and-labor-force.html>. Accessed July 31, 2022.

<sup>7</sup> Ibid.

great deal of uncertainty regarding the pandemic's effect on the economy, it has resulted in reduced business activity and related higher unemployment in the area. This suggests an ample available local and regional labor pool to serve the long-term employment opportunities offered by the Project site and makes it unlikely that the Project's labor demand would need to draw substantial number of employees from outside the region to meet the need for employees resulting from development of the Project site. The Project would provide jobs close to home for current and future city residents, and thus the Project would serve to improve the housing-jobs balance in the northeastern portion of the city.

The Project would extend infrastructure into previously undeveloped areas; however, infrastructure improvements would only serve the Project site. Therefore, it is not anticipated that the associated Project site infrastructure improvements would spur development in undeveloped areas that would be available for any other future development. The existing regional infrastructure and the established roadway network would be utilized by employees accessing the Project site and would not indirectly or directly induce population or growth.

Operation of the Project would not induce substantial unplanned population growth and any impacts related to population growth would be **less than significant**. No mitigation is required.

**Level of Significance Prior to Mitigation:** Less Than Significant Impact.

**Regulatory Compliance Measures and Mitigation Measures:** No Regulatory Compliance Measures or Mitigation Measures are required.

**Level of Significance After Mitigation:** Less Than Significant Impact.

**Off-Site Improvements.** Implementation of the Project would result in physical disturbance to up to 59.0 acres for the installation of off-site improvements including roadway improvements to existing roadways (e.g. Menifee Road, SR-74, and Briggs Road), utility connections (e.g. water, sewer, stormwater, electricity, internet, and natural gas), landscaping, and construction of a non-vehicular bridge to connect the Specific Plan site to the Heritage Lake community to the south.

**Construction.** . Construction of these improvements would provide short-term construction jobs over three phases. However, off-site improvement-related construction workers would not be expected to relocate their places of residence as a consequence of working on the Project site. Therefore, construction of off-site improvements would result in a **less than significant impact** associated with inducing substantial population growth or demand for housing through increased construction employment. No mitigation would be required.

**Operation.** Off-site improvements include widening public roadways in conformance with the City's General Plan Circulation Element. Therefore, roadway improvements within SR-74, Menifee, and Briggs Roads are consistent with the City's planned roadway network and would not result in indirect unplanned growth within the city. Therefore, off-site improvements would result in a **less than significant impact** associated with inducing substantial population growth or demand for housing through the extension of roadways. No mitigation would be required.



**Off-Site Roadway Improvements.** Implementation of the Project would also result in off-site roadway improvements to address traffic impacts in conflict with the General Plan Circulation Element policies that strive to maintain desired LOS. These roadway improvements, which include widening and additional turn lanes as required, include Matthews Road/Case Road (between McLaughlin Road and Ethanac Road), McLaughlin Road (between Matthews Road/Case Road and Menifee Road), and McCall Boulevard (between Encanto Drive and Menifee Road). These roadway improvements were identified in the General Plan Circulation Element and included in the Final General Plan Environmental Impact Report (EIR) certified by the City on December 18, 2013 (Certified 2013 EIR).

**Construction.** Construction of these off-site roadway improvements would provide short-term construction jobs over three phases. However, off-site improvement-related construction workers would not be expected to relocate their places of residence as a consequence of working on the roadway improvements. Therefore, construction of off-site improvements would result in a **less than significant impact** associated with inducing substantial population growth or demand for housing through increased construction employment. No mitigation would be required.

**Operation.** Off-site improvements include widening public roadways in conformance with the City's General Plan Circulation Element. Therefore, roadway improvements along Matthews Road (Case Road), McCall Boulevard, and McLaughlin Road are consistent with the City's planned roadway network and would not result in indirect unplanned growth within the city. Therefore, off-site improvements would result in a **less than significant impact** associated with inducing substantial population growth or demand for housing through the extension of roadways. No mitigation would be required.

**Significance Determination Prior to Mitigation:** Less Than Significant Impact.

**Regulatory Compliance Measures and Mitigation Measures:** No Regulatory Compliance or Mitigation Measures are required.

**Significance Determination After Mitigation:** Less Than Significant Impact.

#### 4.14.6.2 Displace Substantial Numbers of Existing People

**Threshold 4.14-2: Would the project displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?**

In its existing condition, the Project site is undeveloped land that consists of agricultural land. The Project would not displace any existing housing or populations at the Project site. Therefore, there would be **no impact** related to the displacement of substantial numbers of existing people or housing. No mitigation is required.

**Level of Significance Prior to Mitigation:** No impact.

**Regulatory Compliance Measures and Mitigation Measures:** No Regulatory Compliance Measures or Mitigation Measures are required.

**Level of Significance After Mitigation:** No Impact.

**Off-Site Improvements.** Implementation of the Project would result in physical disturbance to up to 59.0 acres for the installation of off-site improvements including roadway improvements to existing roadways (e.g. Menifee Road, SR-74, and Briggs Road), utility connections (e.g. water, sewer, stormwater, electricity, internet, and natural gas), landscaping, and construction of a non-vehicular bridge to connect the Specific Plan site to the Heritage Lake community to the south.

**Construction.** . The widening of existing roadways (e.g. SR-74, Menifee Road, and Briggs Road) would be in conformance with the City's General Plan Circulation Element. Off-site improvement areas are partially developed with paved roads and undeveloped right-of-way dedication. Construction of off-site improvements would not displace any existing housing or populations. Therefore, there would be **no impact** related to the displacement of substantial numbers of existing people or housing. No mitigation is required.

**Operation.** Off-site improvements include widening public roadways in conformance with the City's General Plan Circulation Element. Therefore, roadway improvements within SR-74, Menifee, and Briggs Road are consistent with the City's planned roadway network and would not result displace any existing housing or populations within off-site improvement areas. **No impact** would occur, and no mitigation is required.

**Off-Site Roadway Improvements.** Implementation of the Project would also result in off-site roadway improvements to address traffic impacts in conflict with the General Plan Circulation Element policies that strive to maintain desired LOS. These roadway improvements, which include widening and additional turn lanes as required, include Matthews Road/Case Road (between McLaughlin Road and Ethanac Road), McLaughlin Road (between Matthews Road/Case Road and Menifee Road), and McCall Boulevard (between Encanto Drive and Menifee Road). These roadway improvements were identified in the General Plan Circulation Element and included in the Certified 2013 EIR.

**Construction.** . The widening of existing roadways (e.g., Matthews Road [Case Road], McCall Boulevard, and McLaughlin Road) would be consistent with the City's General Plan Circulation Element. Off-site improvement areas are partially developed with paved roads and undeveloped right-of-way dedication. Construction of off-site roadway improvements would not displace any existing housing or populations. Therefore, there would be **no impact** related to the displacement of substantial numbers of existing people or housing. No mitigation is required.

**Operation.** Off-site improvements include widening public roadways consistent with the City's General Plan Circulation Element. Therefore, roadway improvements along Matthews Road (Case Road), McCall Boulevard, and McLaughlin Road are consistent with the City's planned roadway network and would not displace any existing housing or populations within off-site roadway improvement areas beyond what would occur under build out of the General Plan and was analyzed in the Certified 2013 EIR. As such, **less than significant impacts** would occur, and no mitigation is required.

**Significance Determination Prior to Mitigation:** Less Than Significant Impact.

**Regulatory Compliance Measures and Mitigation Measures:** No Regulatory Compliance or Mitigation Measures are required.

**Significance Determination After Mitigation:** Less Than Significant Impact.

#### 4.14.7 Cumulative Impacts

Cumulative impacts are the incremental effects of an individual project when viewed in connection with the effects of past, current, and probable future projects within the cumulative impact area for population and housing. The cumulative area for the discussion of population and housing impacts is the city, and also is analyzed under the larger context of the SCAG region as a whole. The Project includes an amendment to SP 301 to remove the Project site from the existing SP 301, and proposes a new Specific Plan for the Project site. The Project would change the existing land use designation from “Menifee Valley Ranch SP” (SP 301), which allows parks, open space, and residential uses, to “Menifee Valley SP” to allow the development of the Project’s proposed land use designations, which include the approved uses of SP 301 and would also provide for commercial, business park, and public facility uses. As discussed above, the Project would not induce unplanned population growth from residential uses on the Project site. Additionally, the Project would allow for job-generating uses to strengthen the City’s economic base and improve the job/housing balance in the City. Therefore, the Project would be consistent with the goals and policies of the City’s General Plan 6<sup>th</sup> Cycle Housing Element to create more local jobs for City residents and SCAG’s regional goals related to the jobs/housing balance.

Similar to the Project, related development projects would be subject to environmental review and would be required to demonstrate consistency with SCAG goals and the City’s General Plan goals and policies related to population and housing. As such, Project impacts on population and housing, including impacts from cumulative development, would be ***less than significant***, and no cumulatively considerable impacts would occur. No mitigation is required.

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