Section 4.13

Population and Housing

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4.13.1 Introduction

This section of the Supplemental Environmental Impact Report (SREIR) addresses potential impacts of the proposed Grapevine Project (project) on population, housing, and growth inducement that could occur from potentially lower trip internal capture rates (ICRs) than evaluated in the Draft Environmental Impact Report (DEIR) and Final Environmental Impact Report (FEIR) (collectively, the "2016 EIR") for the project.

The DEIR and FEIR (2016) were circulated and publicly reviewed in 2016, and the FEIR (2016) was certified by Kern County on December 6, 2016. As discussed in Chapter 2, *Introduction*, the FEIR (2016) certification was subsequently rescinded by the Board of Supervisors at a hearing on March 12, 2019, and the County received an application to re-adopt the approvals for the proposed project on March 14, 2019. On April 12, 2019, the County published a Notice of Preparation (NOP) for an SREIR to evaluate potential traffic, air pollution, greenhouse gases (GHGs), noise, public health and growth inducing impacts that could occur from lower ICRs than were considered in the 2016 EIR.

The ICR represents the percentage of trips staying within a community compared to total trips generated by the uses in a community. Residential and mixed-use development, such as the proposed project, generate vehicle trips that begin and end within a project study area. These are called "internal" trips. Trips that end or begin outside the project study area are called "external" trips. If a project area uses generate an average daily total of 1,000 trips, for example, and 500 trips begin and end within the community, the average daily ICR would be 50 percent. Traffic trip volumes are highest during "peak" morning (AM) and evening (PM) periods. If a project generates 300 trips during the AM peak period, and 100 of these trips begin and end within the project, the AM peak hour ICR would be 33.3 percent. External trips are generally longer and result in higher vehicle miles travelled (VMT) than internal trips. A project's ICRs change as land uses and transportation patterns, which are affected by transit options and technologies, change over time. An ICR analysis generally reflects and considers ICRs and transportation patterns that exist at a specific a point in time of the project buildout process.

The original DEIR used projections for the ICRs as peak period traffic impacts generated from the Kern County Council of Governments (Kern COG) 2014 Regional Transportation Plan (RTP)/Sustainable Communities Strategy (SCS) Travel Demand Model (Kern COG model) (refer to Figure 4.13-1, Sustainable Communities Strategy Transit Priority and Strategic Employment Centers Map). The analysis considered the ICR rates for home to work trips ("Home-Based Work" trips) and home to school, shopping, recreational and other non-work related trips ("Home-Based Other/Non-Home-Based" trips). The Kern COG model projected that, for all trips combined, at buildout the project would have an AM peak period ICR of 72.2 percent and a PM peak period ICR of 71.4 percent.

During the DEIR comment period, the California Department of Transportation (Caltrans) requested that Fehr & Peers, the project's traffic consultants, conduct a review of Home-Based Work ICRs in certain other California locations. The review found that the average Home-Based

Work ICR for the California communities was 57.4 percent and based on this information Caltrans requested that the project analysis utilize a Home-Based Work ICR of 28.7 percent, 50 percent lower than the results of the review.

As a result, the DEIR traffic analysis was revised in the Final EIR to incorporate the 28.7 percent Home-Based Work trip ICR requested by Caltrans. When combined with the Kern COG model ICRs for non-work Home-Based Other/Non-Home-Based trips, the ICRs for all project trips considered in the FEIR (2016) were 59.8 percent in the AM peak period and 64.2 percent in the PM period. These results are lower than the 72.2 percent AM peak period and 71.4 percent PM peak period ICRs analyzed in the DEIR. The Final EIR revised the project's mitigation measures and considered the significance of all significant impacts that were determined to potentially occur using the lower AM and PM peak period ICRs.

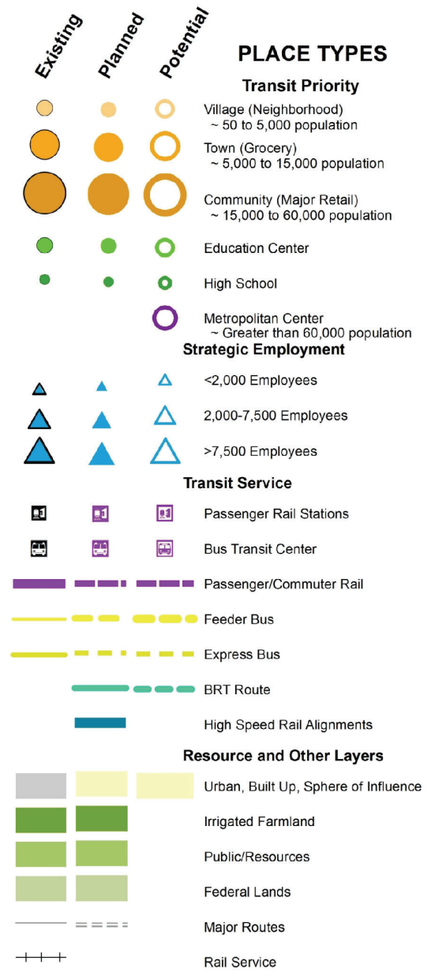
This section of the SREIR considers potential growth inducement impacts that could occur from five project buildout and other potential ICR scenarios, such as residential-only development, that would result in lower peak period ICRs and higher weekday VMT than considered in the original FEIR (2016) (the "Reduced ICR Scenarios"). The Five Reduced ICR Scenarios were identified from a set of 22 Screening Scenarios as discussed in detail in Section 4.16, *Transportation and Traffic*.

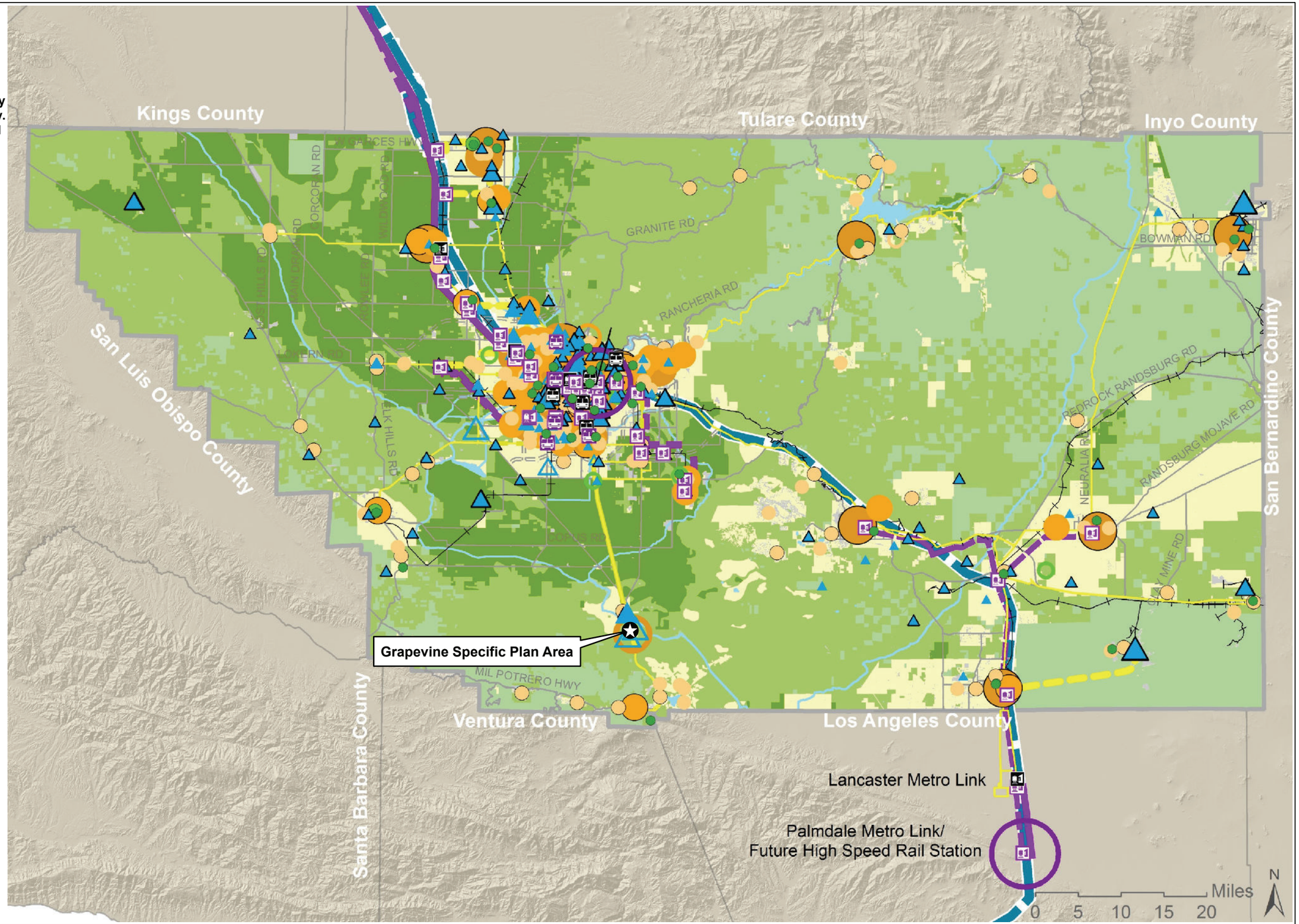
This section includes the following:

- Description of the project's environmental and regulatory settings for the analysis of potential growth inducement impacts. Section 4.13, *Population and Housing,* Section 1.5.4, *Growth Inducement*, and Section 5.5, *Growth Inducement* of the Grapevine DEIR, as well as the FEIR (2016), and associated population, housing and growth inducement appendices of the 2016 EIR are included as Volumes 5 to 15 of this SREIR.
- Comparison of the onsite and offsite growth inducement related to population and housing considered in the FEIR (2016) with potentially new and greater onsite and offsite growth inducement that could occur under one or more of the five Reduced ICR Scenarios, including:
    - Additional demand for offsite jobs related to lower Home-Based Work trip ICRs and a larger number of project residents working offsite;
    - Additional offsite household formation related to lower Home-Based Work trip ICRs and a larger number of offsite residents working onsite; and
    - Additional offsite employment related to lower non-work Home-Based Other/Non-Home-Based trip ICRs and a larger number of project residents accessing offsite retail, medical, recreational and other amenities.

The 22 Screening Scenarios and the Five Reduced ICR Scenarios identified from the 22 Screening Scenarios are also discussed in more detail in the *Supplemental Recirculated Transportation Impact Study Technical Report for the Grapevine Specific And Community Plan Project* dated May 31, 2019, prepared by Fehr & Peers (Fehr & Peers 2019) included as Appendix E.2 in Volume 4 of this SREIR.

DISCLAIMER:
These maps are for conceptual purposes only.
The RTP/SCS is updated every 4 years.
Local General Plans can be updated quarterly.
For more detailed information on the latest planning assumptions, please refer to the locally latest adopted General Plan for each community.
Local General Plan updates will be incorporated into the next 4-year RTP/SCS.





SOURCE: Kern County Council of Governments 2014, Regional Transportation Plan, Chapter 4, Sustainable Communities Strategy

GRAPEVINE PROJECT • SREIR

SPA No. 157, Map No. 500; GPA No. 9, Map No. 202; GPA No. 10, Map No 202; GPA No. 4, Map No. 218R; GPA No. 5, Map No. 218R; GPA No. 11, Map No. 219; GPA No. 12, Map No. 219; Special Plan No. 2, Map No. 202; Special Plan No. 3, Map No. 218R; Special Plan No. 3, Map No. 219; ZCC No. 18, Map No. 202; ZCC No. 3, Map No. 218R; ZCC No. 14, Map No. 219; Ag. Preserve No. 19 – Exclusion, Map No. 202

Sustainable Communities Strategy Transit Priority and Strategic Employment Centers Map

Figure 4.13-1

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4.13.2 Environmental Setting

The project is located approximately 25 miles south of Downtown Bakersfield on property owned by Tejon Ranchcorp. The 8,010-acre Grapevine Specific and Community Plan site is within the 15,644-acre Grapevine Planning Area identified in the Tejon Ranch Land Use and Conservation Agreement, which permanently preserves over 90 percent of Tejon Ranch as open space and limit development to designated areas near existing infrastructure, including Interstate 5 (I-5). The project site is immediately south of the Tejon Ranch Commerce Center (TRCC), which is an approved 1,450-acre master-planned industrial and commercial center strategically located adjacent to the east and west sides of I-5. TRCC is designed to accommodate 18.2 million square feet of buildable area for warehousing, assembly, manufacturing, and commercial use.

Regional and Local Population Trends

Kern County, located at the southern end of the Central Valley, is the third-largest county in California, encompassing 8,202 square miles. Regional and local population trends, including population trends summarized in the Kern COG 2014 RTP/SCS, are discussed in Section 4.13 of the 2016 EIR, included as Volume5 of this SREIR. In 2018 Kern COG adopted an update to the RTP/SCS (the "2018 RTP/SCS"). According to the 2018 RTP/SCS, over the past decade in Kern County "growth has concentrated in Metropolitan Bakersfield and the communities of Delano, Wasco, Ridgecrest, California City, Arvin, Shafter, Tehachapi, McFarland and the unincorporated communities around Tehachapi, Rosamond and Frazier Park. In addition, strategic growth occurred at Kern's southern gateway to Los Angeles County involving the Tejon Ranch Commerce Center and related development that supports transportation, logistics, commercial, tourism and other sustainable uses important to the region's economy." Table 3-5 in the 2018 RTP/SCS indicates that Kern County had a population of 895,112 in 2017, including a population of 311,015 in the County's unincorporated areas. The 2017 population within unincorporated Kern County represented a 17.7 percent increase compared with the 2000 population. Population growth is expected to continue in Kern County. The 2018 RTP/SCS projects that the County will have a population of 1,469,500 in 2042, including 402,850 in the County's unincorporated areas.

Regional and Local Housing Trends

Kern County has experienced significant housing growth since 2000. As discussed in Section 4.13 of the 2016 EIR, included as Volume 5 of this SREIR, housing stock (the existing supply of residential units) in the County increased 24.0 percent between 2000 and 2012 and 11.6 percent in the County's unincorporated areas. Table 3-3 in the 2018 RTP/SCS projects that the number of housing units in Kern County will increase from 293,000 in 2015 to 421,000 by 2035.

The census bureau defines a household as any group of people occupying a housing unit, which may include single persons living alone, families related through marriage or blood, or unrelated persons sharing living quarters. Persons living in retirement or convalescent homes, dormitories, or other group living situations are not considered households. Table 3-5 of the 2018 RTP/SCS projects that the number of households in Kern County will increase from 266,963 in 2017 to 443,700, a net increase of 176,373 households, by 2042. Household characteristics are important indicators of the type and size of housing needed in a community. The current Kern COG Regional Housing Data Report, dated October 2014, estimates that the average Kern County household consisted of 3.20 people in 2013. As discussed in Section 4.13 of the 2016 EIR, included as Volume

5 of this SREIR, the 2013 estimate of 3.20 persons per household is used in this section to estimate the project's population at buildout.

Regional and Local Employment Trends

Regional and local employment trends are discussed in Section 4.13 of the 2016 EIR included as Volume 5 of this SREIR. The current California Employment Development Department summary of the region states that "Kern County has sometimes been referred to as 'The Golden Empire,' because of its rich history of gold, oil, and agricultural production. Located at the southern end of California's Central Valley, Kern County consistently ranks among the top five most-productive agricultural counties in the United States and is one of the nation's leading petroleum-producing counties. Because of its unique geographical positioning, Kern has also become the distribution center for some of the world's largest companies. The county is host to a major freeway system, providing access to California's central coast, Arizona, Nevada, and Utah." In May 2019 the EDD reported that total civilian employment in Kern County was 359,600 workers. Industrial farm and nonfarm employment, which excludes self-employed individuals, unpaid family workers, household domestic workers, and workers on strike, was 331,200. The County had a 7.2 percent unemployment rate (CA EDD 2019a). As discussed in the 2016 EIR, in August 2014, Kern County's unemployment rate was 9.5 percent.

Between 2016 and 2026, the EDD projects that nonfarm employment in the Bakersfield Metropolitan Statistical Area, which includes most of Kern County, will increase by about 17.3 percent. Industries in which employment is projected to grow by more than 25 percent over this period include: educational services (private), health care, and social assistance; transportation, warehousing, and utilities; professional, scientific, and technical services; professional and business services; real estate and rental and leasing; and administrative and support and waste management and remediation services (CA EDD 2019b).

Table 3-5 of the 2018 RTP/SCS projects that Kern County employment will increase from 325,300 in 2017 to 483,500, a net employment of 158,200 jobs, by 2042. The 2018 public draft program EIR (PEIR) for the 2018 RTP/SCS, which was certified by Kern COG in August 2018, states that Kern County has historically had a ratio of between "1.1 and 1.3 jobs per household" (Kern COG 2018, page 4.9-3). The 2018 RTP/SCS states that, by 2042, the ratio is projected to slightly decline to 1.06 jobs per households in the County (2018 RTP/SCS, page 3-6).

4.13.3 Regulatory Setting

State

California Housing Element Law

State law requires each city and county to adopt a general plan for future growth. 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. At the state level, the California Department of Housing and Community Development estimates the relative share of California's projected population growth that could occur in each county in the state based on Department of Finance population projections and historic growth trends. Where there is a regional council of governments, as in Kern County, the California Department of Housing and Community Development provides information regarding the regional housing need to the council. Locally,

Kern COG then assigns a share of the regional housing need to each of its cities and the county. The process of assigning shares provides cities and counties the opportunity to comment on the proposed allocations. The California Department of Housing and Community Development oversees the process to ensure that the council of governments distribute their share of the state's projected housing need.

Each city and county must update its general plan housing element on a regular basis. Among other things, including incorporating policies, the housing element must identify potential sites that could accommodate the city's share of the regional housing need. Before adopting an update to its housing element, the city or county must submit a draft to the California Department of Housing and Community Development for review. The department advises the local jurisdiction as to whether its housing element complies with the provisions of California housing element law (California Government Code Sections 65580–65589.8).

Regional Housing Need Allocation Process

Regional Housing Need Allocation (RHNA) is the state-mandated process to identify the total number of housing units (by affordability level) that each jurisdiction must accommodate in its housing element of the general plan. As part of this process, the California Department of Housing and Community Development identifies state-wide housing need and assigns the County a share in a manner that is consistent with the development pattern included in the SCS of the 2014 RTP/SCS that was adopted in June 2014. This process was recently revised with the approval of Senate Bill (SB) 375, in 2008, which amended the RHNA schedule and methodology requiring due dates for local governments to update their housing elements no later than 18 months from the date that Kern COG adopts the RTP, which occurred on June 19, 2014 (California Government Code Section 65584 et seq.). The current Kern County RHNA for January 1, 2013 through December 31, 2023, was adopted June 19, 2014 as Appendix H of the 2014 RTP/SCS.

Local

Kern County General Plan (KCGP)

The project is located within unincorporated Kern County and is subject to the goals and policies set forth in the Kern County General Plan (KCGP), which was last updated in 2009. The KCGP's purpose is to provide long-range guidance to County officials when making decisions affecting the growth and economic development of unincorporated Kern County. The KCGP includes a Land Use, Open Space, and Conservation Element, as well as a Housing Element (among other mandated and voluntary elements), which most closely deals with population growth and the provision of housing.

The policies, goals, and implementation measures in the KCGP for population and housing applicable to the project are provided below. The KCGP contains additional policies, goals, and implementation measures that are more general in nature and not specific to development such as the project. Therefore, they are not listed below, but, as stated in Chapter 2, *Introduction*, all policies, goals, and implementation measures in the KCGP are incorporated by reference.

Chapter 1. Land Use, Open Space, and Conservation Element

Section 1.6 Residential

Goals

- **Goal 1.** Guide the development of new residential uses within the County so as to ensure that the supply of land designated for residential use is extensive enough to meet anticipated demand.
- **Goal 2.** Ensure the provision of safe and amenable living environments and the promotion of efficient and economical use of land.
- **Goal 3.** Discourage scattered urban density development within Kern County that is not supported by adequate infrastructure.
- **Goal 4.** Promote higher-density residential development within the County of Kern in areas with adequate public services and infrastructure.
- **Goal 7.** Minimize land use conflicts between residential and resource, commercial, or industrial land uses.

Policies

- **Policy 2.** The County will encourage the creation of residential developments as provided for in the Cluster Combining District of the Zoning Ordinance as a means of preserving open space.
- **Policy 3.** The owners of individually residentially zoned lots of record will, in any event, retain the right to develop a housing unit structure regardless of the General Plan designation, provided County development ordinance criteria are met.
- **Policy 5.** Discourage premature urban encroachment into areas of intense agriculture areas.
- **Policy 9.** Development in areas without adequate infrastructure or development that places a burden on public services (i.e., fire, sheriff, parks, and libraries) shall be discouraged.

Implementation Measures

- **Implementation Measure A.** All General Plan Amendments, zone changes, conditional use permits, discretionary residential developments of five or more dwelling units, and variations from height limits established by zoning for properties which are located in the Airport Influence Areas or near a military airport shall be reviewed by the Planning Department for compatibility with the Kern County Airport Land Use Compatibility Plan.
- **Implementation Measure G.** Discretionary project applicants shall provide documentation of adequate public infrastructure and services which include, but are not limited to:

  1. Fire protection.
  2. Police protection.
  3. Sewage disposal.
  4. Water service including quality and quantity.
  5. Documentation that water conservation measures have been considered.

- **Implementation Measure I.** Discretionary projects located within a Moderate, High, or Extreme Fire Hazard Zone shall abide by building materials and construction requirements set forth by the Kern County Fire Department and Office of Emergency Services.

Section 1.10 General Provisions

Goals

- **Goal 1**. Ensure that the County can accommodate anticipated future growth and development while maintaining a safe and healthful environment and a prosperous economy by preserving viable natural resources, guiding development away from hazardous areas, and assuring the provision of adequate public services.

Policies

- **Policy 6.** The County shall ensure the fair treatment of people of all races, cultures, incomes and age groups with respect to the development, adoption, implementation and enforcement of land use and environmental programs.
- **Policy 7.** In administering land use and environmental programs, the County shall not deny any individual or group the enjoyment of the use of land due to race, sex, color, religion, ethnicity, national origin, ancestry, lawful occupation or age.
- **Policy 8.** The County shall ensure that new industrial uses and activities are sited to avoid or minimize significant hazards to human health and safety in a manner that avoids over concentrating such uses in proximity to schools and residents.

Implementation Measures

- **Implementation Measure A.** The Kern Council of Governments (COG) will monitor population growth and its subsequent development effects to identify the distribution of population increases and the capabilities of governmental and public agencies to provide new development with adequate services and facilities in a fiscally acceptable manner.

Section 1.10.8 Smart Growth

Policies

- **Policy 49.** Discretionary development projects should be encouraged to incorporate innovative or "smart growth" land use planning techniques as design features, as follows:
  a. Higher Density development, where compatible, to maximize the efficient use of land.
  b. Mixed use developments that promote reduced vehicle trips by having residential, commercial, and public uses proximate to each other.
  c. Variety of housing types, including those using energy efficient design, and densities to address Kern County's housing needs.
  d. Master planned communities that feature interconnected roads, transit stops, sidewalks, landscaping, and trails to encourage efficient vehicle and pedestrian movement.
  e. Compact development that conserves open space, agricultural land, floodprone areas, creeks, hillsides, ridge tops, wetlands, and other natural features.

f. Adequate infrastructure (i.e. roads, sewer, water, parks, etc.) is provided as a condition of development approval by the project proponent.

g. Aesthetically pleasing and unifying design features that promote a visually pleasing environment.

Section 1.10.9 Economic Development

Policies

- **Policy 50.** Employ land use policies that protect the county's businesses from physical degradation and ensure orderly growth, thereby sustaining opportunities for current and future generations to enjoy economic vitality.
- **Policy 56.** Provides for mixed land uses that offer a variety of employment opportunities and enhance the county's economic assets to allow the capture of regional growth.

Implementation Measures

- **Implementation Measure HH.** Develop Specific Plans for communities throughout the County which provide for a mix of land uses to promote employment opportunities and housing, while maintaining a good quality of life.

Kern County General Plan and Metropolitan Bakersfield General Plan, Housing Element 2015–2023, Adopted April 2016

The Kern County Housing Element covers the unincorporated portions of Kern County. The housing element is one of seven mandated elements of the local general plan (California Government Code Sections 65580–65589.8). California law requires adequate planning so that local governments meet the existing and projected housing needs of all economic segments of the community. The law acknowledges that for the private market to address housing needs and demand adequately, local governments must adopt land use plans and regulatory systems that provide opportunities for housing development that do not unduly constrain development. As a result, housing policy in the state rests largely upon the effective implementation of local general plans and, in particular, local housing elements. The most recent Housing Element was adopted by the Kern County Board of Supervisors on April 26, 2016.

Kern Council of Governments (COG)

A council of governments (COG) acts as an area-wide planning agency. COGs assist local governments with multi-jurisdictional issues such as air quality, transportation, water quality, energy, and housing. The Kern COG serves this purpose for Kern County. The Kern COG and its member agencies include the County of Kern and the 11 incorporated cities within Kern County. The primary function of the Kern COG is to address regional transportation issues, but it also functions as the State-designated Census Data Center Affiliate. The Kern COG facilitates comprehensive planning and intergovernmental coordination.

Under California law, every city and county must prepare and adopt a long-term comprehensive general plan with seven mandatory elements, one of which is the housing element. State law declares that the provision of adequate housing is an issue of statewide concern. The housing element is the only element of the general plan that is subject to approval or disapproval by the state. Prior to preparation of a housing element, each jurisdiction is allocated the number of

additional housing units necessary to meet state and local housing goals through the RHNA process. This allocation also considers the number of housing units needed for specific income classes.

California Government Code Section 65584 establishes and outlines responsibilities of the California Department of Housing and Community Development to determine existing and projected need for housing in specific income classes. It is Kern COG's responsibility to allocate the projected needs for unincorporated Kern County and each of the 11 incorporated cities.

To do this, Kern COG developed a RHNA for the period between 2015 and 2023. The plan addresses comprehensive housing needs for all income levels in the Kern region. Need is based on available census data, market demand for housing, employment opportunities, the availability of suitable sites, public facilities, commuting patterns, and population projections. Future housing needs refer to the projected amount of housing a community is required to plan for during a specified planning period. The RHNA supports communities in anticipating growth so that they can grow in a way that enhances quality of life; improves access to jobs, transportation, and housing; and avoids adversely affecting the environment. Each of the local governments has an opportunity to comment on the allocations proposed by the Kern COG.

The Kern COG is required to assign regional housing shares to the cities within its region on a similar five-year schedule. The shares of the regional need are allocated before the end of the cycle so that the cities and counties can amend their housing elements by the deadline. The Kern COG has determined the additional housing construction needed by 2023 is 67,675 units for the entire County, and 21,583 units for unincorporated areas of the County.

Kern Regional Blueprint and San Joaquin Valley Blueprint Programs

Beginning in 2005, community members and governmental entities in the Kern region collaborated to develop the Kern Regional Blueprint program. The Kern COG-sponsored program was intended to create a shared vision and provide guiding principles for the Kern region's growth through 2050 (Kern COG, 2008). The mutual vision for the Kern region resulting from the Blueprint program includes:

- Economic development opportunities that are linked to the education system and current and future industries
- Unique natural resources and open spaces that provide for multiple use.

Blueprint participants developed the following general guiding principles for growth:

- Conserve energy and natural resources, and develop alternatives
- Provide adequate and equitable services
- Enhance economic vitality
- Use and improve existing community assets and infrastructure
- Use compact, efficient development and/or mixed land uses where appropriate
- Provide a variety of transportation choices
- Conserve undeveloped land and spaces
- Increase civic and public engagement.

A similar San Joaquin Valley-Wide Blueprint Program was developed in 2009 for the seven Valley Councils of Government (San Joaquin, Stanislaus, Merced, Fresno, Tulare, Kings, and Kern) and the Madera County Transportation Commission. The San Joaquin Valley-Wide Blueprint Program used the individual blueprint efforts to establish San Joaquin Valley-Wide Values, Smart Growth Principles, a preferred growth scenario, and performance measures. A "tool box" of implementation programs was also developed for use by the program's stakeholders.

Senate Bill 375 Sustainable Communities Strategy

SB 375 (Chapter 728, Statutes of 2008) directs the California Air Resources Board (CARB) to set regional targets for the reduction of GHG emissions in coordination with Assembly Bill 32, California's Global Warming Solutions Act of 2006. SB 375 is designed to enhance existing regional planning efforts by coordinating regional transportation planning together with the RHNA in an effort to reduce GHG emissions from cars and light-duty trucks through the provision of incentivized land use strategies by willing local governments and development applicants. Under the SB 375 process, cities and counties maintain their existing authority over local planning and land use decisions.

Under SB 375, GHG reduction is addressed through the reduction of vehicle miles traveled by passenger vehicles and light-duty trucks through land use strategies and improved transportation opportunities implemented by local governments. This is done by (1) connecting regional planning to regional transportation planning, (2) coordinating regional housing needs, (3) providing incentives for local governments to implement regional plans through funding opportunities, and (4) providing incentives to developers whose proposals are consistent with regional plans in order to receive streamlined California Environmental Quality Act (CEQA) processing.

SB 375 is implemented through the development of an SCS, which undertakes a planning program that sets forth a forecasted development pattern and GHG reduction policies and programs designed to reduce air emissions from passenger vehicles and light-duty trucks to help meet GHG reduction targets. The first SCS adopted by the Kern COG is a chapter of the 2014 RTP, which was approved on June 19, 2014, by the Kern COG Board functioning as the Transportation Planning Policy Committee.

The 2014 SCS document includes a Map of Forecasted Development Patterns—Kern Region 2035, which conceptually depicts in a generalized manner future development patterns consistent with the city and County general plans. The SCS Transit Priority and Strategic Employment Place Types Map in the SCS conceptually identifies the Grapevine Specific and Community Plan area as both a "Planned Strategic Employment Area" and a "Planned Transit Priority Center." Transit Priority Areas are intended by the SCS to be activity nodes around which future transit, vanpooling services, and mixed-use development patterns can be planned in order to support forecasted development patterns. The adjacent TRCC is recognized as an existing Strategic Employment Area and Transit Priority Center. Kern COG growth modeling for the RTP/SCS provides for future employment trips that will support planned growth in the Grapevine area. Any transportation and land use concepts conceptually referenced in the SCS are subject to the local planning agency's approval of such development concepts as a part of their general plan.

Table 4-8, Proposed Greenhouse Gas Emissions and Vehicle Trips Reduction Strategies, of the 2014 RTP presents a range of transit, transportation demand management road projects, pricing, and land use strategies that Kern COG, transit agencies, local governments, and the San Joaquin

Valley Air Pollution Control District (SJVAPCD) can pursue in conformance with the SCS. Of particular importance is a land use strategy to be implemented by local governments to "rebalance housing closer to employment/shopping areas." This strategy is specifically acknowledged for use in outlying communities near jobs, which is consistent with the project proponent's objective of providing housing near the TRCC.

As part of the RHNA allocation process, Kern COG must identify areas within the region sufficient to house an 11-year projection of the regional housing need. Additionally, the RHNA must allocate housing units within the region consistent with the generalized forecasted development pattern included within the SCS. The SCS forecasted development pattern is based on city and county general plans. The goal of this coordination between the RHNA, SCS, and RTP processes is to provide enhanced housing and transportation choices, a higher quality of life, and promote a vibrant economy.

In August 2018, the Kern COG adopted an updated 2018 RTP/SCS. Consistent with the 2014 RTP/SCS, Figure 4-8, "Transit Priority & Strategic Employment Place Types" in the 2018 RTP/SCS designates the Grapevine project and adjacent locations, including TRCC, as a "Planned Transit Priority Area," a "Strategic Employment Center," and thus as an activity node around which future transit, vanpooling services, and mixed-use development patterns would be planned to support forecasted development patterns within the Kern COG planning region. Table 4-7 of the 2018 RTP/SCS, "Proposed Greenhouse Gas Emissions and Vehicle Trips Reductions Strategies," also carries forward from the land use strategy to be implemented by local governments to "rebalance housing closer to employment/shopping areas" and provide "more shopping opportunities and housing in outlying communities near jobs." As discussed in Section 4.16, *Transportation and Traffic*, the 2018 RTP/SCS more fully incorporates the proposed project and continues to recognize that the project incorporates a land use pattern and corresponding transportation network that encourages the location of housing near jobs and transportation facilities designed to reduce regional passenger vehicle travel and reduced vehicular air emissions. Adopted SCS updates are subject to review and approval by CARB. As of July 2019 the CARB website indicates that the status of the Kern COG 2018 SCS was "pending Carb approval."

4.13.4 Supplemental Recirculated EIR (SREIR) New and Updated Analysis

Methodology

The purpose of this section is to evaluate whether new or more significant potential growth inducement impacts could occur if project ICRs are lower than considered in the 2016 EIR. Potential new or greater growth inducement impacts were evaluated by comparing the onsite and offsite household and employment growth that could occur under one or more of the Reduced ICR Scenarios with growth that would occur using the FEIR (2016) 28.7% HBW ICRs. Lower Home-Based Work trip ICRs could result in a greater number of onsite residents working offsite, and a larger number of employees living offsite working in onsite jobs. This employment pattern could induce additional employment growth and household formation in offsite locations. Lower Non-Home-Based Work/Home Based Other trip ICRs could result in a greater number of onsite residents traveling offsite for non-work services, recreation, shopping and other amenities and inducing additional offsite employment. The significance of potential increases in offsite employment or household formation that could occur in the Five Reduced ICR Scenarios was

evaluated with reference to the projected employment and household growth in the 2018 RTP/SCS, which anticipates an increase of 158,200 jobs and 176,373 households in Kern County from 2017 to 2042. This projection period corresponds with the approximately two-decade buildout process anticipated for the project. In addition, the PEIR for the 2018 RTP/SCS states that "[t]he combined general plans within Kern County designate sufficient land to absorb growth at twice the rate forecasted [in the 2018 RTP/SCS] by 2042…" (Kern COG 2018, page 4.9-2). As a result, the 2018 RTP/SCS employment and household projections provide a conservative basis for analyzing the potential growth inducing impacts that could occur in the Five Reduced ICR Scenarios.

Thresholds of Significance

As discussed in the NOP, the County determined that that the thresholds of significance used in the 2016 EIR do not require modification to address the 2018 revisions to CEQA Appendix G. The Kern County CEQA Implementation Document and Kern County Environmental Checklist utilized in the 2016 EIR state that a project would have a significant impact on population and housing if it would:

- 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).
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

As discussed in the NOP and Initial Study for the 2016 EIR (see Volume 5 of this SREIR), one existing residential structure is located within the project boundaries. The project would not require the removal or displacement of this structures; therefore, no housing would be displaced and the project would not require construction of replacement housing elsewhere. No impacts would occur from the displacement of substantial numbers of existing housing of people necessitating the construction of replacement housing elsewhere, and these issues were not carried forward for additional analysis.

Project Impacts

Impact 4.13-1: Induce Substantial Population Growth in an Area, Either Directly or Indirectly

CEQA requires an analysis of whether a proposed project would directly or indirectly induce unplanned growth by, for example, extending roads or infrastructure that could be used for access or to provide services to locations that are not included as growth areas under applicable general plans or zoning codes. This section evaluates the extent to which local or regional growth under five Reduced ICR Scenarios could increase from the levels evaluated in the 2016 EIR and whether this growth would be inconsistent with planned and projected levels.

As discussed in more detail in Section 4.16, *Transportation* and *Traffic* of this SREIR, AM and PM peak period trips, average daily trips and average weekday VMT were evaluated for 22 screening scenarios. None were found to generate more AM or PM peak period or average daily trips than considered in the 2016 EIR or in the Updated 28.7% HBW ICR analysis that utilized updated trip generation rates. The following five Reduced ICR Scenarios were found to produce more average weekday VMT than considered in the 2016 EIR and Updated 28.7% HBW ICR Analysis:

Scenario A Proposed project development of 12,000 dwelling units and 5.1 million square feet of commercial/light industrial land uses with a 10-percentage point ICR reduction (Screening Scenario 1 and Scenario 1 in the 2019 Traffic Study, Volume 4, Appendix E.2).

Scenario B Proposed project development of 12,000 dwelling units and 5.1 million square feet of commercial/light industrial land uses with a 20-percentage point ICR reduction (Screening Scenario 2 and Scenario 2 in the 2019 Traffic Study, Volume 4, Appendix E.2).

Scenario C Proposed project development of 75 percent of 12,000 dwelling units and 5.1 million square feet of commercial/light industrial land uses (9,000 dwelling units and 3.825 million square feet of commercial/light industrial land uses) with a 20 percentage point ICR reduction (Screening Scenario 4 and Scenario 4 in the 2019 Traffic Study, Volume 4, Appendix E.2).

Scenario D Development of 14,000 dwelling units and schools and parks as required by applicable land use laws and regulations, with no complementary commercial/light industrial amenities or onsite employment-generating land uses (Screening Scenario 9 and Scenario 9 in the 2019 Traffic Study, Volume 4, Appendix E.2).

Scenario E Development of 12,000 dwelling units and schools and parks as required by applicable land use laws and regulations, with no complementary commercial/light industrial amenities or onsite employment-generating land uses (Screening Scenario 10 and Scenario 10 in the 2019 Traffic Study, Volume 4, Appendix E.2).

Table 4.13-1 summarizes the AM and PM peak period Home-Based Work and Home-Based Other/Non-Home-Based Work trip ICRs for the FEIR (2016) and Updated 28.7% HBW ICR Analysis, and the Five Reduced ICR Scenarios. As discussed in more detail in Section 4.16, *Transportation and Traffic* of this SREIR, to conservatively analyze the Five Reduced ICR Scenarios, the number of Home-Based Work trips was first reduced as much as possible for each scenario. Except for Scenario 1 in the AM peak period, no Home-Based Work trips would be internal and all (100 percent) work trips would be external to the project in the Five Reduced ICR Scenarios. The ICRs for Home-Based Other/Non-Home-Based Work trips would be lower than in the FEIR (2016) and Updated 28.7% HBW ICR Analysis except for the AM peak period in Scenario A, and significantly lower in Scenarios D and E, which assume no onsite employment-generating land uses or onsite amenities other than legally required parks and schools.

Table 4.13-1. AM and PM Peak Period ICRs for the FEIR (2016) , Updated 28.7% HBW ICR, and Five Reduced ICR Scenarios

	FEIR (2016) and Updated 28.7% HBW ICR	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E
AM Peak Period ICRs						
Total AM Peak Hour ICR	**59.80%**	**49.80%**	**39.80%**	**39.80%**	**21.30%**	**21.30%**
Home-based Work Trips	28.70%	7.70%	0.00%	0.00%	0.00%	0.00%
Home-Based Other/ Non-Home-Based Trips	88.30%	88.30%	76.20%	76.20%	40.80%	40.80%
PM Peak Period ICRs						
Total PM Peak Hour ICR	**64.20%**	**54.20%**	**44.20%**	**44.20%**	**6.50%**	**6.50%**
Home-based Work Trips	28.70%	0.00%	0.00%	0.00%	0.00%	0.00%
Home-Based Other/ Non-Home-Based Trips	78.00%	75.40%	61.50%	61.50%	9.00%	9.00%

Source: Fehr & Peers 2019

The analysis of potential construction-period growth inducement in the 2016 EIR is substantially the same for the Five Reduced ICR Scenarios. Due to the limited duration of project construction employment within each project development phase, the relatively low supply of housing in the south Kern County area, and the greater availability and reasonable proximity of homes in the Bakersfield metropolitan area, local area growth inducement impacts would be less than significant. The amount of project construction that would occur under the Five Reduced ICR Scenarios would be the same or lower than considered in the 2016 EIR. No new or greater significant construction-related growth inducing impacts would occur.

The analysis of onsite and surrounding area growth inducing impacts in the 2016 EIR is substantially the same for the Five Reduced ICR Scenarios. Based on an assumed 3.20 people per household, the 2016 EIR considered that the development of 12,000 to 14,000 dwelling units would result in 38,400 to 44,800 residents at project buildout. At buildout, the project would create about 8,720 new jobs onsite from community-serving and regional employment-generating commercial, industrial, office and other land uses. The 2014 RHNA for unincorporated portions of Kern County is 21,583 units between 2013 and 2023 and 67,675 units for the County as a whole. Assuming project development of 14,000 units, the largest amount that could occur under the proposed Grapevine Specific Plan, and a 19-year buildout period, the 2016 EIR estimated that 737 dwelling units per year, or 6,633 dwelling units could be built over the nine year period of the housing needs assessment planning period. This would amount to about 30 percent of the total housing needs for the nine-year planning period in unincorporated Kern County and approximately 9 percent of the RHNA for the County as a whole. The adjacent TRCC, which is a separately permitted and approved project, was estimated to generate 14,832 jobs at buildout.

The 2016 EIR concluded that the project would substantially increase the amount of population and housing on the project site and in surrounding areas and result in significant impacts. The amount of population and housing that could be generated onsite and in surrounding areas under each of the Five Reduced ICR Scenarios would be the same or lower than considered in the 2016 EIR. No new or greater growth inducing onsite or surrounding area impacts would occur.

As shown in Table 4.13-1, each of the Five Reduced ICR Scenarios would result in lower Home-Based Work ICRs than considered in the FEIR (2016). Lower Home-Based Work ICRs would increase the number of project residents working offsite and could induce a greater amount of employment growth in offsite areas than considered in the 2016 EIR.

Table 4.13-2 summarizes the potential offsite employment increase from onsite residents working offsite that could occur under each of the Five Reduced ICR Scenarios compared with the FEIR (2016). To provide a conservative assessment, the number of jobs for each onsite household is assumed to be 1.3, the highest ratio of jobs per household identified over historical and projected future time periods for Kern County in the 2018 RTP/SCS and 2018 RTP/SCS PEIR (see Section 4.13-2, *Environmental Setting,* above). For the purposes of the analysis, the number of onsite jobs was estimated to be the total project household employment demand multiplied by the highest Home-Based Work ICR for the FEIR (2016) and the lowest ICR in each of the Five Reduced ICR Scenarios. To reflect the Five Reduced ICR Scenario assumptions, the number of dwelling units at buildout for Scenario C was reduced to 9,000 units, 75 percent of the proposed project level, and increased to 14,000 units in Scenario D. The amount of additional offsite employment demand that could be induced under each of the Five Reduced ICR Scenarios was estimated by subtracting the total number of jobs that would be caused by residents working offsite under the FEIR (2016) from the total offsite employment for each Five Reduced ICR Scenario. The net change in offsite employment demand related to onsite residents working offsite was compared with the Kern County job growth (158,200 jobs) projected in the 2018 RTP/SCS for 2017-2042.

Table 4.13-2. Potential Offsite Employment Growth from Lower Home-Based Work ICRs

	FEIR (2016) and Updated 28.7% HBW ICR	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E
Total dwelling units/households	12,000	12,000	12,000	9,000	14,000	12,000
Project household employment demand (1.3 jobs per household)	15,600	15,600	15,600	11,700	18,200	15,600
Home-Based Work ICR (highest for FEIR (2016) /Updated 28.7% HBW ICR; lowest for Reduced ICR Scenarios)	28.70%	0.00%	0.00%	0.00%	0.00%	0.00%
Onsite Employment (ICR times employment demand)	4,477	-	-	-	-	-
Offsite Employment (total demand minus onsite employment)	11,123	15,600	15,600	11,700	18,200	15,600
Net offsite employment increase from FEIR (2016) level (offsite jobs in each scenario minus the FEIR (2016) level of offsite jobs)	-	4,477	4,477	577	7,077	4,477
Net offsite employment increase, percent of 2018 RTP/SCS projected employment growth (158,200)		**2.80%**	**2.80%**	**0.40%**	**4.50%**	**2.80%**

Sources: Fehr & Peers 2019; Kern COG 2018; Table 4.13-1.

Table 4.13-2 shows that lower Home-Based Work ICRs in the Five Reduced ICR Scenarios could result in additional offsite employment for onsite residents ranging from 577 jobs (Scenario C) to 7,077 jobs (Scenario D) relative to the offsite employment associated with the FEIR (2016). This increased employment growth would occur over the buildout of the project and would amount to approximately 0.4 percent (Scenario C) to 4.5 percent (Scenario D) of the total Kern County employment growth projected in the 2018 RTP/SCS from 2017 to 2042. As discussed above, the PEIR for the 2018 RTP/SCS states that current Kern County land use plans would allow for approximately twice the amount of the projected growth in the 2018 RTP/SCS. The potential additional offsite employment demand generated by project residents in the Five Reduced ICR Scenarios represents a relatively small percentage of total projected and planned employment growth in the region over the project buildout period. No new significant growth-inducing impacts from project residents working offsite would occur.

At buildout, the proposed project would generate approximately 8,720 onsite jobs. As shown in Table 4.13-1, each of the Reduced ICR Scenarios has lower Home-Based Work ICRs than considered in the FEIR (2016). Lower Home-Based Work ICRs could increase the number of offsite residents working onsite and induce a greater amount of household formation in offsite areas than considered in the 2016 EIR.

Table 4.13-3 summarizes the potential net offsite household increase that could occur from offsite residents working onsite under each of the Five Reduced ICR Scenarios compared with the FEIR (2016). To provide a conservative assessment, the number of jobs for each offsite household is assumed to be 1.06, the lowest ratio of jobs per household identified over historical and projected future periods for Kern County in the 2018 RTP/SCS and PEIR (see Section 4.13-2, *Environmental Setting,* above). A lower jobs to household ratio results in a greater amount of potential household formation. For the purposes of the analysis, the number of onsite households related to project employment demand was estimated by multiplying total onsite project buildout employment by the highest Home-Based Work ICR for the FEIR (2016) and the lowest ICR in each of the Five Reduced ICR Scenarios. To reflect the Reduced ICR Scenario assumptions, the number of onsite jobs at buildout for Scenario C was reduced to 6,540, 75 percent of the proposed project level. Although Scenarios D and E assume no onsite employment-generating employment, the analysis conservatively assumes that 15 percent of proposed project buildout employment, or 1,308 jobs, would occur onsite in these scenarios. The amount of net additional offsite households that could be induced under each of the Five Reduced ICR Scenarios was estimated by subtracting the total offsite household growth that could occur under the FEIR (2016) from the total offsite household growth for each Reduced ICR Scenario. The net change in offsite household growth was compared with the increase in total Kern County households (176,373 households) projected in the 2018 RTP/SCS for 2017-2042.

Table 4.13-3. Potential Offsite Household Growth from Lower Home-Based Work ICRs						
	FEIR (2016) and Updated 28.7% HBW ICR	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E
Total onsite employment	8,720	8,720	8,720	6,540	1,308	1,308
Household formation (1.06 onsite jobs per household)	8,226	8,226	8,226	6,170	1,234	1,234
Home-Based Work ICRs (highest for FEIR (2016)/Updated 28.7% HBW ICR; lowest for Reduced ICR Scenarios)	28.70%	0.00%	0.00%	0.00%	0.00%	0.00%
Onsite Household Formation (ICR times total household formation from project employment)	2,361	-	-	-	-	-
Offsite Household Formation (total households minus onsite households)	5,865	8,226	8,226	6,170	1,234	1,234
Net offsite household change from FEIR (2016) level (offsite households in each scenario minus the FEIR (2016) level of offsite households)	-	2,361	2,361	304	-4,631	-4,631
Potential offsite household change, percent of 2018 RTP/SCS projected household growth (176,373)		**1.30%**	**1.30%**	**0.20%**	**-2.60%**	**-2.60%**

Sources: Fehr & Peers 2019; 2018 RTP/SCS (Kern COG 2018); Grapevine FEIR (2016) Appendix DD; Table 4.13-1.

Table 4.13-3 shows that additional offsite household formation ranging from 304 households (Scenario C) to 2,356 households (Scenarios A and B) above the FEIR (2016) levels could occur in the Reduce ICR Scenarios. Offsite household growth in Scenarios D and E would be lower than could occur under the FEIR (2016) because the total number of onsite jobs, and the resulting household formation, would be substantially lower than for the proposed project. Net new offsite household formation over the approximately two-decade buildout of the project would account for 0.2 percent (Scenario C), 1.3 percent (Scenarios A and B) and -2.6 percent (Scenarios D and E) of the Kern County household growth projected in the 2018 RTP/SCS from 2017 to 2042. As discussed above, the PEIR for the 2018 RTP/SCS states that current Kern County land use plans would allow for approximately twice the amount of the projected growth in the 2018 RTP/SCS. The potential additional offsite household formation generated by project employment in the Five Reduced ICR Scenarios represents a relatively small percentage of total projected and planned employment growth in the region over the project buildout period. No new significant growth-inducing impacts from offsite residents working onsite would occur.

As shown in Table 4.13-1, each of the Five Reduced ICR Scenarios has lower Non-Home-Based Work/Home-Based Other ICRs than considered in the FEIR (2016). Lower Non-Home-Based Work/Home-Based Other ICRs could increase the number of onsite residents using offsite

shopping, medical, professional and other amenities and services. Increased offsite retail, services and other non-work amenity demand generated by project residents could result in more offsite employment growth than considered in the 2016 EIR.

Table 4.13-4 summarizes the potential net offsite employment increase that could occur under each of the Five Reduced ICR Scenarios from project residents accessing non-work related services and amenities offsite compared with the FEIR (2016). For the purposes of the analysis, all of the total buildout onsite employment that would be generated by the Village Center Commercial, Medical Office, and Village Center Office land use categories (2,750 jobs, rounded to 3,000 jobs), is assumed to meet onsite residential non-work service and amenity demand (see FEIR (2016) Appendix DD, Table 2-1). To reflect the Five Reduced ICR Scenario assumptions, the number of onsite jobs at buildout for Scenario C was reduced to 2,250, 75 percent of the proposed project level. Although Scenarios D and E assume no onsite employment-generating employment, the analysis assumes that 3,000 jobs would be required to meet non-work service and amenity needs for 12,000 dwelling units in Scenario E and 3,500 jobs would be required to meet non-work service and amenity needs for 14,000 dwelling units in Scenario D. The number of onsite community-serving jobs was estimated by multiplying the total number of jobs by the ratio of the lowest ICR in each of the Five Reduced ICR Scenarios to the highest Non-Home-Based Work/Home-Based Other ICR for the FEIR (2016). In Scenario A, for example, the ratio of the lowest Home-Based Other/ Non-Home-Based Trip ICR to the highest FEIR (2016) ICR is 85.4 percent (75.4 percent divided by 88.3 percent). Consequently, 85.4 percent of total community-serving employment, or 2,562 jobs, would occur onsite and 438 community-serving jobs occur offsite. In Scenario E, the ratio of the lowest Home-Based Other/ Non-Home-Based Trip ICR to the highest FEIR (2016) ICR is 10.2 percent (9 percent divided by 88.3 percent). Consequently, 10.2% of the total community-serving employment, or 306 jobs, would occur onsite and 2,694 community-serving jobs occur offsite. The net increase in offsite employment demand for community-serving purposes was compared with the increase in total Kern County job growth (158,200 jobs) during 2017-2042 projected in the 2018 RTP/SCS.

Table 4.13-4. Potential Offsite Employment Growth from Lower Non-Home-Based Work/Home-Based Other ICRs

	FEIR (2016) and Updated 28.7% HBW ICR	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E
Onsite Community-serving employment	3,000	3,000	3,000	2,250	3,500	3,000
Non-Home-Based Work/Home-Based Other ICR (highest for FEIR (2016)/Updated 28.7% HBW ICR; lowest for Reduced ICR Scenarios)	88.30%	75.40%	61.50%	61.50%	9.00%	9.00%
Lowest Reduced ICR Scenario ICR/FEIR (2016) ICR	100.00%	85.40%	69.60%	69.60%	10.20%	10.20%
Community-serving onsite employment	3,000	2,562	2,089	1,567	357	306
Community-serving offsite employment	-	438	911	683	3,143	2,694

Table 4.13-4. Potential Offsite Employment Growth from Lower Non-Home-Based Work/Home-Based Other ICRs						
	FEIR (2016) and Updated 28.7% HBW ICR	Scenario A	Scenario B	Scenario C	Scenario D	Scenario E
Offsite employment increase, percent of 2018 RTP/SCS projected employment growth (158,200)		0.30%	0.60%	0.40%	2.00%	1.70%
Sources: Fehr & Peers 2019; 2018 RTP/SCS (Kern COG 2018); Grapevine FEIR (2016) Appendix DD; Table 4.13-1.						

Table 4.13-4 shows that the lower Non-Home-Based Work/Home-Based ICRs in the Five Reduced ICR Scenarios could result in additional offsite employment for non-work purposes ranging from 438 jobs (Scenario A) to 3,143 jobs (Scenario D) above the level that would occur under the FEIR (2016). The additional offsite job growth that could be induced from project residents working offsite in the Five Reduced ICR Scenarios would comprise 0.3 percent (Scenario A) to 2 percent (Scenario D) of the total Kern County employment growth projected in the 2018 RTP/SCS from 2017 to 2042. As discussed above, the PEIR for the 2018 RTP/SCS states that current Kern County land use plans would allow for approximately twice the amount of the projected growth in the 2018 RTP/SCS. The potential additional offsite employment generated by project demand for offsite non-work services and amenities in the Five Reduced ICR Scenarios represents a relatively small percentage of total projected and planned employment growth in the region over the project buildout period. No new significant growth-inducing impacts from demand for offsite services and amenities would occur.

Conclusion

There are no feasible mitigation measures to avoid population growth at the project site while achieving any of the project objectives of developing a sustainable new mixed-use community near employment and retail centers of the TRCC.

Impact 4.13-1 considers population, housing and growth inducement impacts that could occur from unplanned growth related to the project. While onsite and population growth in the vicinity of the project would result from the prosed project and in all of the Five Reduced ICR Scenarios, the growth would facilitate the provision of needed housing for the TRCC while also providing community amenities, services, and transportation options designed to address the transportation, land use, air quality, and other effects of additional growth in an environmentally superior manner. The project's strategic location adjacent to the existing TRCC and the I-5/Grapevine Road interchange, which has an existing adopted KCGP land use designation 4.3 (Specific Plan Required) and provides a logical basis for accommodating new population growth utilizing sustainable design features.

It is also important to note that the strategic objective of providing needed housing for an existing and expanding employment center is consistent with the forecasted development pattern and land use strategy presented in both the 2014 RTP/SCS and as shown in Figure 4-8, "Transit Priority & Strategic Employment Place Types" and discussed in Table 4-7, "Proposed Greenhouse Gas Emissions and Vehicle Trips Reductions Strategies" of the 2018 RTP/SCS.

As discussed above, no new significant growth inducing impacts would occur under the Five Reduced ICR Scenarios from project construction compared with the impacts analyzed in the 2016 EIR. Although a greater amount of offsite regional employment or household growth could occur in one or more Reduced ICR Scenarios, the magnitude of these increases would be less than significant relative to the projected and planned household and employment growth for Kern County.

Mitigation Measures

There are no feasible mitigation measures to avoid population growth at the project site while achieving any of the project objectives of developing a sustainable new mixed-use community near employment and retail centers of the TRCC.

Level of Significance after Mitigation

The net increase in population, housing and employment on the project site in the Five Reduced ICR Scenarios would be about the same or lower than evaluated in the 2016 EIR. No new significant growth inducing impacts would occur. Onsite and adjacent area impacts would remain significant and unavoidable.

Cumulative Setting Impacts and Mitigation Measures

Cumulative Setting

Cumulative impacts are two or more individual impacts that, when considered together, are considerable or that compound or increase other environmental impacts. The geographic scope for cumulative impacts to population and housing includes past, present, and reasonably foreseeable projects located within six miles of the project site. The cumulative study area is defined in Section 3.6, *Cumulative Projects*, and is defined by the following boundaries:

- Northern Boundary: The Valley Floor south of the intersection of I-5 and State Route 166
- Southern Boundary: Extending south to include all of the Tejon Mountain Village development
- Eastern Boundary: The Tehachapi foothills to the east; and
- Western Boundary: the eastern boundary of the Wildlands Conservancy's Wind Wolves Preserve.

The cumulative project list is provided in Table 3.11, *Cumulative Project List*, in Section 3.6, *Cumulative Projects*. The population and housing cumulative impacts analysis considered whether the project, in combination with the approved or proposed projects identified in Section 3.6, *Cumulative Projects*, would cause excess population or housing growth in relation to Kern County's projected population and housing growth in the in the approved KCGP and the Kern COG RTP/SCS.

Impact 4.13-2: Contribute to Cumulative Population and Housing Impacts

Impact 4.13-2 considers cumulative population, housing and growth inducement impacts that could occur from unplanned growth related to the project. The cumulative region considered in the analysis is discussed under Impact 4.13-2 in the 2016 EIR included as Volume 5 this SREIR. Cumulative growth inducement impacts are evaluated in relation to the existing KCGP and the RTP/SCS which collectively provide the framework for evaluating the significance of planned population and housing growth in the project vicinity and County (for an analysis of consistency with the KCGP, see Section 4.10, *Land Use and Planning* in the 2016 EIR included as Volume 5 of this SREIR). As discussed above, the 2018 RTP/SCS identifies the Grapevine area and the adjacent TRCC as a "Planned Transit Priority Area" and a "Strategic Employment Center," the same designations in the 2014 RTP/SCS. The purpose of these designations is to define activity nodes around which future transit, vanpooling services, and mixed-use development patterns can be planned in order to be supportive of forecasted development patterns and accommodate future population and economic growth consistent with meeting the GHG reduction targets established for the region under SB 375. Kern COG growth modeling for the RTP/SCS provides for future housing and employment trips that will support planned growth in the Grapevine area. The 2018 Kern COG growth model more fully incorporates the proposed project than the 2014 Kern COG model (Fehr & Peers 2019).

Although the project is located in an area designated for future urbanized development in the RTP/SCS, the net increase in population on the project site would remain significant and unavoidable in relation to existing site conditions and in relation to the existing KCGP. The project, in combination population growth associated with other potential development in the region, would also contribute towards a significant cumulative population impact within and in the vicinity of the Grapevine Specific and Community Plan area. Onsite growth and growth in the vicinity of the project area would be approximately the same or lower than projected for the proposed project in the Five Reduced ICR Scenarios, but would remain significant relative to existing onsite and adjacent area conditions. Offsite regional employment or household growth could be greater in one or more of the Reduced ICR Scenarios than considered in the 2016 EIR, but would constitute a small percentage of the cumulative regional growth projected in the 2018 RTP/SCS and anticipated in applicable Kern County land use plans. No new cumulative impacts would occur.

Mitigation Measures

There are no feasible mitigation measures to avoid population growth within and in the vicinity of the Grapevine Specific and Community Plan area while achieving any of the project objectives of developing a sustainable new mixed-use community near employment and retail centers of the TRCC or the regional growth and development objectives in the RTP/SCS.

Level of Significance after Mitigation

Cumulative impacts related to onsite project development and growth in adjacent areas would remain significant and unavoidable.