

5.10 POPULATION AND HOUSING

This section examines the potential socioeconomic implications of the proposed project, including changes in population, and housing supply. Employment generation and the relationship of the proposed project to regional housing and jobs policies of the Southern California Association of Governments (SCAG), and the Housing Element of the City of Chino are also discussed.

5.10.1 INTRODUCTION

The potential impacts of the proposed project have been evaluated in the context of the following conditions and characteristics in the area:

- Demographic characteristics including population and housing, and the relationship between growth associated with the project and overall projected growth;
- The number of jobs in the area and the types of jobs;
- Potential impacts on the supply of affordable housing located within the vicinity of the proposed project;
- Potential impacts on population growth in the vicinity of the proposed project;
- Potential impacts on the growth of employment in the vicinity of the proposed project; and
- Potential impacts on jobs/housing balance in the vicinity of the proposed project.

5.10.2 EXISTING CONDITIONS

The 5,435 acre plan area is located within the unincorporated area of San Bernardino County, and is surrounded by an urbanizing region comprised of the Cities of Chino, Chino Hills, Ontario, Norco, and Corona. The plan area is also located in close proximity to major transportation corridors, with the location of State Route 60 to the north, State Route 91 to the south, Interstate 15 to the east, and State Route 71 to the west. The proposed land uses within the plan area include a variety of residential, commercial, industrial, open space, and public facilities. The proposed project area is located within an area devoted primarily to agricultural uses, although a number of public related uses are located adjacent to and within the area. It is estimated that 32 percent of the area is comprised of dairy, agriculture, and fallow and pasture lands. Also included within the plan area is the California Institution for Women (CIW-Chino) and Prado Regional Park (see Section 5.1 – Land Use).

The plan area is within census tract 19. Census tract 19 is generally bounded by Riverside Drive on the north, the San Bernardino/Riverside county line on the south, Milliken Avenue on the east, and Euclid Avenue on the west. This tract includes a portion of the existing City limits of the City of Chino, the entire proposed plan area, and a portion of the unincorporated area of Riverside County. According to the 2000 Census, tract 19 had the following characteristics: Total population of 18,326, 4,820 dwelling units, 4,188 occupied units, and an average household size of 3.28 people per unit. Within census tract 19, 75% of the dwelling units are single family residences and the vacancy rate is 13 percent, which is the difference between the total number of units and the number of occupied units. Census tract 19 is currently characterized primarily by agriculture, dairy, and open space areas. This also characterizes the proposed plan area. The 2000 Census data for tract 19 does not reflect the demographic conditions occurring near the plan area since it is at the eastern edge of urban development represented by the City of Chino, and extends almost to the I-15 Freeway in Riverside County.

The plan area is located with the San Bernardino Dairy Preserve that has been isolated from nearby urban development due to its agricultural preserve status and County zoning.

Chino Region

The plan area is located east of the Cities of Chino and Chino Hills, south of Ontario, and west of Norco and Corona. This geographic region surrounding the plan area was identified as the Chino Market Area in an April 2000 market analysis completed by Market Profiles¹. The report indicated the market area had grown at a rate of 4.5 percent per year since 1990, which outpaced the growth rate of 2.8 and 1.7 percent in Riverside and San Bernardino Counties, respectively. In addition, the median income in the market area was \$48,382, which is 21 percent higher than the figures of \$39,716 and \$39,909 for Riverside and San Bernardino Counties, respectively. It also exceeded the statewide median income figure of \$44,766.

City of Chino

The City of Chino grew from a population of 40,165 in 1980, to 59,682 in 1990 (approximately 49 percent). The City experienced an additional 10 percent increase between 1990 and 1999. Table 5.10-1 summarizes demographic information for the entire City.

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¹ Market Analysis – Subarea 2, City of Chino, San Bernardino County, CA; Market Profiles (4/00).

**TABLE 5.10-1
2000 CENSUS CHARACTERISTICS**

Population Characteristics	City of Chino	Census Tract 19²
Population	67,600	18,326
Households	17,304	4,188
Number employed	26,981	7,883
Unemployment rate	4.3%	3.8%
Median household income	\$55,401	\$65,421
Percent of households living below poverty level	6.3%	3.3%
Source: 2000 U.S. Census.		

Table 5.10-2 presents a breakdown of employment characteristics for the City of Chino and project area.

**TABLE 5.10-2
2000 EMPLOYMENT COMPOSITION**

Job Categories	City of Chino	Census Tract 19
Managerial/Professional	7,702 (28.5%)	2,648 (33.6%)
Sales and Office Occupations	7,920 (29.4%)	2,556 (32.4%)
Service Occupations	3,649 (13.5%)	801 (10.2%)
Construction, Extraction & Maintenance	2,528 (9.4%)	593 (7.5%)
Production, Transportation & Material-Moving	4,952 (18.4%)	1,048 (13.3%)
Farming, Fishing & Forestry Occupations	230 (0.9%)	237 (3.0%)
Total	26,981	7,883
Source: 2000 U.S. Census		

Population Trends and Forecasts

The plan area and vicinity consist of a number of census tracts in San Bernardino County. Tracts 5, 6.01, and 6.02 are within the City of Chino northwest of the California Institution for Men, which comprises all of tract 7. The entire project area is within a portion of tract 19, which also includes portions of Riverside County.

According to the SCAG 2001 Regional Transportation Plan (RTP) it is projected that the City will increase its population by about 4,000, from 65,700 to 69,700 between 2000 and 2005. In the long-term SCAG projects that the City population will increase to 79,500 by the Year 2020. Included

within this projected increase is a recognition of the City's annexation of 1,810 acres to the west of the plan area and its anticipated annexation of the subject plan area. Table 5.10-3 includes population projections for the project area vicinity, City of Chino and San Bernardino County.

**TABLE 5.10-3
POPULATION, HOUSING AND JOB PROJECTIONS**

	Census Data	Projections	Projections	Percentage Change	
	2000	2010	2020	2000-2010	2010-2020
Population					
▪ Project area vicinity ¹	18,326	43,573 ²	83,801 ²	137.8%	92.3%
▪ City of Chino	67,600	72,069	79,473	6.6%	10.3%
▪ San Bernardino County	1,709,434	2,031,708	2,486,564	18.9%	22.4%
Households					
▪ Project area vicinity ¹	4,188	9,958 ²	19,151 ²	137.8%	92.3%
▪ City of Chino	17,304	19,324	21,389	11.7%	10.7%
▪ San Bernardino County	528,594	640,917	789,375	21.2%	23.2%
Employment					
▪ Project area vicinity ¹	7,883	16,720 ²	39,421 ²	112.1%	135.8%
▪ City of Chino	26,981	57,667	69,903	113.7%	21.2%
▪ San Bernardino County	735,589	852,025	1,007,013	15.8%	18.2%
Jobs/Household Ratio					
Project area vicinity ¹	1.88	1.68	2.06		
City of Chino	1.56	2.98	3.27		
San Bernardino County	1.39	1.33	1.28		
Source: SCAG 2001 Regional Transportation Plan (RTP); 2000 US Census; Projected Fiscal Impacts, Stanley R. Hoffman, 2001.					
¹ Census Tract 19.					
² Projections for 2010 and 2020 for Project area vicinity (Census Tract 19) utilize 2000 Census data as a base and incorporate actual growth rates experienced in Population, Households, and Employment between 1990 and 2000. Estimates developed by Stanley R. Hoffman for the proposed project have also been incorporated into Project area vicinity projections.					

Due to the agricultural preserve status of the project area and other development restrictions, such as the Prado Dam inundation area, the development potential of the plan area has been severely limited. However, as noted above the growth rate within the City of Chino was approximately 49 percent between 1980 and 1990 and slowed to about 10 percent between 1990 and 1999. This compares to a SCAG projected growth rate in the *1996 Regional Comprehensive Plan and Guide* between 1990 and 2000 of about 34 percent for San Bernardino County as a whole and about 20 percent for Southern California. The Southern California region includes the counties of San Bernardino, Riverside, Imperial, Orange, Los Angeles and Ventura.

Housing Trends and Forecasts

As noted previously, various governmental restrictions have prohibited development within the project area. Therefore, the population and households within the plan area have remained relatively constant. However, between 1990 and 1999, the number of housing units in the City of Chino expanded from 16,137 to 17,454 representing an eight (8) percent growth rate. Between 1980 and 1999 the number of housing units increased by over 50 percent from 11,372 to 17,454. This compares to a SCAG projected increase for the period between 1990 and 2000, as contained in the *1996 Regional Comprehensive Plan and Guide*,² of 27 percent for San Bernardino County and approximately 20 percent for the Southern California Region.

Existing single family and multi-family residences within the plan area are ancillary to the dairy and agriculture operations. The 1990 Census data indicated only single family residences were located within tract 19, which encompasses an area extending beyond the plan area boundaries. By the year 2000, the percentage of single family residences had dropped to below 80% and multi-family residences comprised nearly 20%. The plan area and vicinity had higher median rent and median home value than San Bernardino County in 2000, and had a lower proportion of rentership units than the County as a whole. The 2000 median rent for census tract 19 was \$811. This is higher than the City of Chino (\$769) and the County-wide figure of \$648. As noted previously the project area vicinity is comprised mainly of single family residences with 33 percent rentership overall. Therefore, the proportion of existing rental units will be slightly greater than the City of Chino, which had 31 percent rental units, and lower than the County-wide rate with a 34.8 percent rentership rate. Housing units in the plan area vicinity had a median value of \$216,300 compared to a median value of \$173,600 in the City of Chino and \$131,500 for San Bernardino County as a whole. The value for census tract 5 just north and west of the California Institution for Men, an area that represents that portion of the City of Chino closest to the plan area, had a median value of \$177,800, which was slightly higher than the City as a whole.

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² Regional Comprehensive Plan and Guide, Southern California Association of Governments (SCAG); (3/96)

The Regional Housing Needs Assessment (RHNA) prepared by SCAG produces regional, subregional, and local targets for the amounts and types of housing needed over the period from 1998-2005. The City of Chino has identified future housing allocations consistent with the RHNA within its 2000-2005 Housing Element. The City's updated Housing Element was adopted by the Chino City Council on September 18, 2001, and certified in December 2001. The future housing allocations, as taken from the 2000-2005 Housing Element, are as follows:

Income Level	Number of Units
Very Low Income	375
Low Income	292
Moderate Income	418
Upper Income	1,050

Employment Trends and Forecasts

Between 1994 and 2000, employment in the Riverside and San Bernardino County area expanded each year, as shown in Table 5.10-4. In 1999 the rate reached 5.7 percent. The annual increase in San Bernardino County is estimated at 4.1%, and at 2.0% for the entire Southern California region.

**TABLE 5.10-4
RIVERSIDE/SAN BERNARDINO COUNTY EMPLOYMENT RATE**

Year	Percentage Rate Increase
1994	2.2
1995	3.7
1996	2.9
1997 to 1999	5.0 (average per year)

According to the 1998 SCAG RTP, employment in the City of Chino is estimated to increase by approximately 5.8% annually through the year 2010 when employment is projected to reach 66,100. Based on 2000 Census data and SCAG 2001 RTP growth forecast projections, employment in the City of Chino is expected to more than double to reach 57,700 in 2010. SCAG projects that employment in San Bernardino County is projected to increase by 1.8% and in Southern California by 1.9% annually over to approximately 852,000 by the 2000-2010 period.

Jobs and Housing Balance

The balance of jobs and housing in an area, both in terms of the total number of jobs and housing units as well as the type of jobs versus the price of housing, has implications on mobility, air quality

and the distribution of tax revenues. A major focus of SCAGs regional planning efforts has been to improve this balance. SCAG defines the jobs/housing balance as follows:

“Jobs and housing are in balance when an area has enough employment opportunities for most of the people who live there and enough housing opportunities for most of the people who work there. The region as a whole is, by definition, balanced...Job-rich subregions have ratios greater than the regional average; housing-rich subregions have ratios lower than the regional average.”

“Ideally, job/housing balance would...assure not only a numerical match of jobs and housing but also an economic match in type of jobs and housing.” (SCAG 1989)

In 2000, the ratio of jobs to households in the project area vicinity, which includes the proposed plan area boundaries, was 1.88, compared to a ratio of 1.39 in San Bernardino County and 1.56 in the City of Chino, as shown in Table 5.10-3. In 2010, the plan area vicinity is projected to have a jobs/housing ratio of 1.68, which represents a combination of the 2000 population and projected employment for census tract 19, with the addition of the initial development phases of the proposed project. It is recognized that this combined growth may vary depending upon the location of future development and whether it replaces existing residents and/or employees.

The projected 2010 employment for the project area does not include the ultimate jobs/housing ratio projected upon buildout of the proposed plan. At projected buildout the total number of jobs and housing units or households is 13,376 and 9,779, respectively (it is assumed that each residence within the proposed project represents a household). This equates to a ratio of 1.37, which exceeds the projected Year 2010 and 2020 ratio of 1.33 and 1.28, respectively, for San Bernardino County as a whole. However, SCAG has adopted a significantly higher goal for the City of Chino of 3.35 and 4.13 for the year 2010 and 2020, respectively. Based upon plan area buildout, the ratio of jobs to housing in the plan area will be below the 4.13 ratio projected for Year 2020 in the City of Chino, but ultimately higher than the projected Year 2020 ratio of 1.28 in San Bernardino County. As such, the implementation of the proposed plan will provide additional employment opportunities for existing and future residents, but at a ratio below existing area levels.

Journey to Work

Data from the 1990 and 2000 Census provides place of work and travel time information outlining the general distribution of employed residents and jobs located in the project area vicinity. The distribution of workers is shown in Table 5.10-5.

**TABLE 5.10-5
PLACE OF WORK AND TRAVEL TIME**

Place to Work¹	City of Chino Residents	Census Tract 19 Residents
Within County of San Bernardino	11,987 (48.6%)	2,298 (54.0%)
Outside County of San Bernardino	12,703 (51.4%)	1,961 (46.0%)
Travel Time to Work²		
Less Than 30 Minutes	14,001 (54.4%)	3,822 (51.3%)
30 to 59 Minutes	7,504 (29.2%)	1,891 (25.4%)
60 Minutes or More	4,235 (16.4%)	1,734 (23.3%)
¹ 1990 Census data. Interpretation of the 2000 Census data regarding place of work not yet available. ² 2000 Census data.		

Existing Policies and Regulations

Local Housing and Economic Development Policy

The City of Chino Housing Element, adopted in September 1989 and most recently updated in 2001, includes a number of goals and policies. The most relevant goal to the proposed project is:

- Housing Production, G4-2: “Encourage the construction of a range of new housing appropriate to the needs of Chino residents and the neighborhood where it will be located.”

The City has identified a variety of policies and actions intended to implement the broad goals. The most applicable policy and action statements related to Goal G4-2 are listed below:

Policy

- Flexible Development Standards, P4-2.2: “Continue to use the specific plan process and planned development overly zone to permit flexible housing design where such projects result in attractive, affordable housing.”

Action

- Upper Income Housing, A4-2.1.3: “Encourage the production of upper-income housing for the executives of local businesses and industry.”
- Specific Plan/Planned Development, A4-2.2.1: “Permit the flexible development standards occurring in the specific plans and planned developments to encourage housing development which meet the needs of special users. Allow partial credit toward open

space requirements for including child care facilities or when the site design is accessible to the disabled. Permit shared kitchens, living rooms, and other such facilities set aside for single-parent families or the elderly.”

Regional Planning Policy

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

The concept of jobs/housing balance was originated in the 1989 SCAG Growth Management Plan (GMP). This concept is directed at minimizing commute distances, reducing new infrastructure needs and costs, minimizing traffic congestion, conserving energy and improving air quality. The primary objective has been to promote balanced development at the regional and sub-regional levels. Balanced development represents a mix of housing and employment opportunities expressed in the form of a ratio of jobs to housing available in a given area. A sub-region is theoretically considered to be in balance if it provides sufficient employment opportunities for population residing within a reasonable commute distance, generally considered as the same sub-region. Sub-regions with employment to housing ratios which reflect the SCAG regional average, are generally considered to be balanced. Areas whose ratios significantly exceed the regional average are considered to be job rich, while those with ratios significantly below the regional average are considered housing rich.

The *SCAG Regional Comprehensive Plan and Guide* contain a variety of goals and policies related to issues that affect the Southern California region. Outlined below are goals and policies applicable to the proposed project that are related to improving the regional standard of living and quality of life.

Among its growth management goals for an improved standard of living, the RCPG states:

- “Support local land use actions that minimize public and private development costs.” (pg. 3-2)

Some of the adopted SCAG growth policies related to the goal of improving the regional standard of living that are relevant to this project, include the following:

- “SCAG shall encourage local jurisdictions’ efforts to achieve a balance between the types of jobs they seek to attract and housing prices.” (pg. 3-23)

- “SCAG shall encourage patterns of urban development and land use which reduce costs on infrastructure construction and make better use of existing facilities.” (pg. 3-23)
- “SCAG shall encourage subregions to define an economic strategy to maintain the economic vitality of the subregion, including the development and use of marketing programs, and other economic incentives, which support attainment of subregional goals and policies.” (pg. 3-23)
- “SCAG shall support local jurisdiction’s efforts to minimize the cost of infrastructure and public service delivery, and efforts to seek new sources of funding for development and the provision of services.” (pg. 3-23)
- “SCAG shall support local jurisdictions’ actions to minimize red tape and expedite the permitting process to maintain economic vitality and competitiveness.” (pg. 3-24)

Among the growth management goals for maintaining the regional quality of life, the RCPG includes:

- “Support local land use actions and urban forms that preserve open space and natural resources.” (pg. 3-2)
- “Support local land use actions and urban forms that attain mobility and clean air goals.” (pg. 3-2)

Some of the adopted SCAG growth policies related to the goal of improving the quality of life that are relevant to this project, include the following:

- “SCAG shall support provisions and incentives created by local jurisdictions to attract housing growth in job rich subregions and job growth in housing rich subregions.” (pg. 3-24)
- “SCAG shall encourage existing or proposed local jurisdictions’ programs aimed at designing land uses which encourage the use of transit and thus reduce the need for roadway expansion, reduce the number of auto trips and vehicle miles traveled, and create opportunities for residents to walk and bike.” (pg. 3-24)
- “SCAG shall encourage local jurisdictions’ plans that maximize the use of existing urbanized areas accessible to transit through infill and redevelopment.” “Support local land use actions and urban forms that preserve open space and natural resources.” (pg. 3-2)
- “Support local land use actions and urban forms that attain mobility and clean air goals.” (pg. 3-24)
- “SCAG shall support local plans to increase density of future development located at strategic points along the regional commuter rail, transit systems, and activity centers.” (pg. 3-24)

- “SCAG shall support local jurisdictions’ strategies to establish mixed-use clusters and other transit-oriented developments around transit stations and along transit corridors.” (pg. 3-24)
- “SCAG shall encourage developments in and around activity centers, transportation corridors, underutilized infrastructure systems, and areas needing recycling and redevelopment.” (pg. 3-24)
- “SCAG shall support and encourage settlement patterns, which contain a range of urban densities.” (pg. 3-24)
- “SCAG shall encourage planned development in locations least likely to cause environmental impact.” (pg. 3-24)
- “SCAG shall support policies and actions that preserve open space areas identified in local, state, and federal plans.” (pg. 3-25)
- “Support the protection of vital resources such as wetlands, groundwater recharge areas, woodlands, production lands, and land containing unique and endangered plants and animals.” (pg. 3-25)
- “SCAG shall encourage the implementation of measures aimed at the preservation and protection of recorded and unrecorded cultural resources and archaeological sites.” (pg. 3-25)
- “SCAG shall discourage development, or encourage the use of special design requirements, in areas with steep slopes, high fire, flood, and seismic hazards.” (pg. 3-25)
- “SCAG shall encourage mitigation measures that reduce noise in certain locations, measures aimed at preservation of biological and ecological resources, measures that would reduce exposure to seismic hazards, minimize earthquake damage, and to develop emergency response and recovery plans.” (pg. 3-25)

The SCAG RCPG identifies regional housing goals to help provide a planning framework for cities, counties and subregions to fashion housing strategies that are responsive to regional market needs related to growth over the next two decades. The RCPG approach is intended to be flexible, broad in scope and a tool in relating housing concerns to a host of other issues identified in the RCPG. The SCAG RCPG includes the following four housing goals (pg. 6-9):

- “Decent and affordable housing choices for all people.”
- “Adequate supply and availability of housing.”
- “Housing stock maintenance and preservation.”
- “Promote a mix of housing opportunities regionwide.”

The SCAG RCGP also identifies relationships between urban forms and goals of social equity and lifestyle choice.

- “Support development of urban forms that avoid economic and social polarization.” (pg. 3-2)
- “Support development of urban forms that accommodate a variety of lifestyles.” (pg. 3-2)

5.10.3 THRESHOLDS OF SIGNIFICANCE

A proposed project would normally have a significant population and housing impact on the environment related to socio-economics if it would:

- Induce substantial population growth in an area, either directly or indirectly;
- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere; or
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

CEQA Guidelines (Section 15131) states the following:

- “Economic or social effects of the project shall not be treated as significant effects on the environment. An EIR may trace a chain of cause and effect from a proposed decision on a project through anticipated economic or social changes resulting from the project to physical changes caused in turn by the economic or social changes.”

In addition SCAG views significant impacts as those, which would:

- “Result in population, housing and employment growth inconsistent with the regional level of growth projected under the Southern California Association of Government’s Regional Comprehensive Plan.” (SCAG, 1993).

5.10.4 PROJECT IMPACTS

Less than Significant Impacts

Proposed Project Goals and Design

The proposed plan design includes regional and neighborhood elements that utilize and build upon existing land use and circulation elements, and that provide the community with an identity and focal point conducive to a vibrant urban setting. The salient features within the project plan that relate to

this vision are the major business areas around the Chino Airport, Euclid Avenue, and a Community Core. The first two elements are intended to maximize the potential of Euclid Avenue as a future transportation corridor, and take advantage of the area's proximity to the Chino Airport. The Community Core area is proposed as a major central activity area, providing a variety of commercial, retail, office, entertainment, public, and residential uses in close proximity to each other. Envisioned within the proposed plan is a potential transit system that would loop the Community Core area and provide a link to regional circulation. The proposed plans have been designed to have local transit integrated at a future date.

Higher density residential uses are proposed in close proximity to business and commercial areas at densities that are intended to reduce reliance upon the automobile for local trips, support local transit, and provide adequate patronage to stimulate business growth.

A large portion of the plan area will be utilized for open space-related uses that respect the boundaries of the existing Prado Dam inundation area, Prado Regional Park, and agricultural areas.

Employment Generation

The proposed project would generate a substantial number of new jobs. Table 5.10-6 provides estimates of jobs of various types, based on the estimated distribution of space, and standard ratios of square feet per employee. Total employment generation from the planned mix of non-residential commercial, industrial and recreation activities is estimated to be 13,376 jobs. These jobs could include both skilled and unskilled commercial retail jobs; manufacturing and assembly positions; warehouse positions and commercial office jobs.

The proposed project job generation is substantially more than that allowed under existing zoning. The geographic area previously identified as the plan area vicinity, which encompasses census tract 19, had a 2000 employment total of 7,883. The proposed project boundaries represents a portion of census tract 19 and, therefore, a portion of this employment total. However, the plan area boundaries are currently zoned and general planned for agricultural uses. As such, the employment within this area is not expected to vary to any significant degree without a change in the allowed land use. Upon buildout of the proposed plan, it is estimated 13,376 new jobs will be created. This represents a significant increase beyond that currently existing or projected under existing zoning and general plan land use.

The change to the plan area's job growth is not inconsistent with the SCAG Regional Forecasts. The impacts of project-related job generation are considered beneficial to the local economy. No adverse effect is apparent with respect to previously identified CEQA thresholds, when project related job growth is compared to regional job growth forecasts.

**TABLE 5.10-6
EMPLOYMENT GENERATION**

Employment Type	Proposed Project Employment
Neighborhood Employment	186
Regional Commercial	1,312
Airport Related Business Park	2,296
Airport Related Industrial	1,894
Airport Related Hotel	201
Light Industrial	2,771
Commercial (Airport and Mixed Use)	1,231
Office (Regional, Airport and Mixed Use)	3,484
Total	13,376
Source: Projected Fiscal Impacts, Stanley R. Hoffman, 2001	

Housing Development

Implementation of the proposed plan would result in a substantial increase in housing within the plan area. At present the plan area is regulated by the County of San Bernardino under the County General Plan and Zoning. The project area is located within a portion of the San Bernardino County Dairy Preserve. The project area is designated Agriculture-Agriculture Preserve (AG-AP) on the San Bernardino County General Plan reflecting its dairy related uses. The County AG Zone permits a minimum lot size of 10 acres.

The impact of the proposed project in terms of potential housing development will change the existing agriculture and dairy area into an urban setting with 10,238,744 square feet of commercial, office, and industrial uses and 9,780 dwelling units. All aspects of the project will result in a substantial change from the existing land uses.

Development of the proposed plan would generate approximately 13,376 jobs, replacing many of those existing under current dairy use and agricultural zoning. This would increase demand for housing in the project area vicinity. Because of the nature of the new jobs, including higher-paying manufacturing and wholesale trade jobs, the average household income associated with the project is estimated to be higher than the current estimated household income for San Bernardino County.

Based upon a household size of 3.1 persons (the average for San Bernardino County), and on the year 2000 income limits from the California Department of Housing and Community Development, the median family income is estimated at \$43,125. While it is difficult to estimate the number of

households in the plan area requiring housing assistance, it is probable that this number will be greater than currently exists due to the limited number of existing residences. The composition of the proposed plan will generally reflect the City's existing urban composition, thereby maintaining the need to provide low and moderate housing identified in the RHNA.

With annexation to the City of Chino, future development in the plan area will be guided by the City's General Plan and updated Housing Element. The proposed project will include a variety of housing types and densities as noted in Table 5.10-7. Future demand for affordable housing associated with the project will be examined in the context of the City's Housing Element update. The establishment of employment opportunities around the airport and major circulation routes will take advantage of existing opportunities and facilities and allow the placement of employment centers in close proximity to higher density housing.

**TABLE 5.10-7
PROPOSED RESIDENTIAL LAND USES**

Housing Type	Density	Housing Unit Total
Estate	2.0 units per acre	237
Low Density	5.5 units per acre	1,659
Medium Density	10.0 units per acre	5,076
High Density	16.0 units per acre	2,021
Mixed Use	16.0 units per acre	787
Total Units		9,779

The change to the housing growth in the vicinity is not inconsistent with the SCAG regional forecasts. The impacts of increased housing development are considered less than significant with respect to CEQA threshold criteria when compared to the overall job growth balance in the vicinity of the plan area.

Jobs/Housing Balance

The proposed plan buildout would effect the jobs/housing balance ratios, when compared to the projected number of housing units and employment totals for the year 2010. The proposed project will result in modifications to the existing Chino General Plan and Zoning and an increase of 2,349 jobs and an increase of 3,334 households by 2010 (if each proposed dwelling unit is assumed to equate to one household unit). Since the proposed development activity will occur within the City of Chino, these changes will represent approximately 8 percent of the projected employment growth and an increase equal to 165 percent of the households projected for the City by 2010.

“The jobs/housing ratio will be substantially less for the project area than that projected for the City of Chino. However, the projected ratio of jobs to households for the project area will exceed that projected for the County as a whole (estimated at 1.28 for 2020 using SCAG’s 2001 RTP growth forecast projections). Most of the projected jobs would be created during the later phases of the proposed project, as the jobs/housing ratio would increase from .70 in 2010 to 1.36 by 2020 (derived from information presented in *Projected Fiscal Impacts*, Stanley R. Hoffman, 2001). Sub-regions with employment to housing ratios which reflect the SCAG regional average are generally considered to be balanced.”

The proposed project area jobs/housing ratio in 2020 is projected to be 2.06, compared with a projected County ratio of 1.28, thus furthering subregional and regional jobs/housing balance objectives. The proximity of housing to employment areas and retail centers is considered a positive effect upon the local economy and, in general, upon the physical environment because it may contribute to reduced regional work trip commutes, with corollary air pollution and energy consumption reduction benefits. According to the 2000 Census approximately 46 percent of the employed citizens of Chino commuted 30 minutes or more to work. Approximately 16 percent of that total commuted more than 60 minutes.

Significant Impacts

There are no significant adverse impacts related to population, housing, or employment growth from the proposed project.

5.10.5 CUMULATIVE IMPACTS

As demonstrated in the preceding analysis, the proposed project will have no significant adverse impacts to population, housing or employment. Similarly, the project’s incremental contributions to cumulative population, housing, and employment impacts within the SCAG region are seen as less than significant. The proposed project will have a beneficial impact on the regional jobs/housing balance.

5.10.6 MITIGATION MEASURES

No mitigation measures are necessary.

5.10.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

No significant adverse population and housing impacts will occur.