

3.12 POPULATION AND HOUSING

INTRODUCTION

This section of the environmental impact report (EIR) analyzes the potential population and housing impacts of the specific plan on the City of Moorpark. Sources of information used in this section include the City of Moorpark General Plan and the Housing Element contained therein, and MOORPARK 2020, An Examination of the City's Existing Conditions. Information was also obtained from the Southern California Association of Government (SCAG), the State of California Department of Finance (DOF) population and housing estimates, and US Census Bureau population and housing data.

3.12.1 EXISTING CONDITIONS

3.12.1.1 Demographic Forecasts

Population, housing, and employment numbers for cities and counties are provided by three standard sources: the US Census Bureau, the California DOF, and SCAG. Since these three organizations use different methods of data collection and calculation, they do not always arrive at the exact same results. For purposes of this section, the term “households” refers to occupied dwelling units, as defined in the US Census. Therefore, household counts do not include all inhabitable dwelling units existing within the City.

The US Census Bureau decennial census occurs every 10 years in the years ending in zero to count the population and housing units in the entire United States. While its primary purpose is to provide the population counts that determine how seats in the US House of Representatives are apportioned, the census data forms the basis for which most demographic projections are calculated. The most recent census for which data is available was collected in 2010. The 2010 national census data, which was compiled using answers to surveys sent to all households within the United States, are provided for the nation, all states, and all counties, as well as each individual city. Additionally, the US Census conducts the American Community Survey annually, to provide updated data estimates between its decennial census.

The State of California DOF publishes population and housing estimates, updated yearly, for the state's counties and cities. The DOF estimates population growth based on census data and growth calculations.

SCAG has adopted population, dwelling unit, household, and employment forecasts for the Ventura region. The Ventura region includes all the cities and unincorporated areas in Ventura County. These growth forecasts, which are based on US Census data, were developed by SCAG staff with input from the planning staffs of the County and each pertinent city and are used for regional planning efforts such as the Regional Transportation Plan (RTP). Growth forecasts are provided for the total region, each growth and

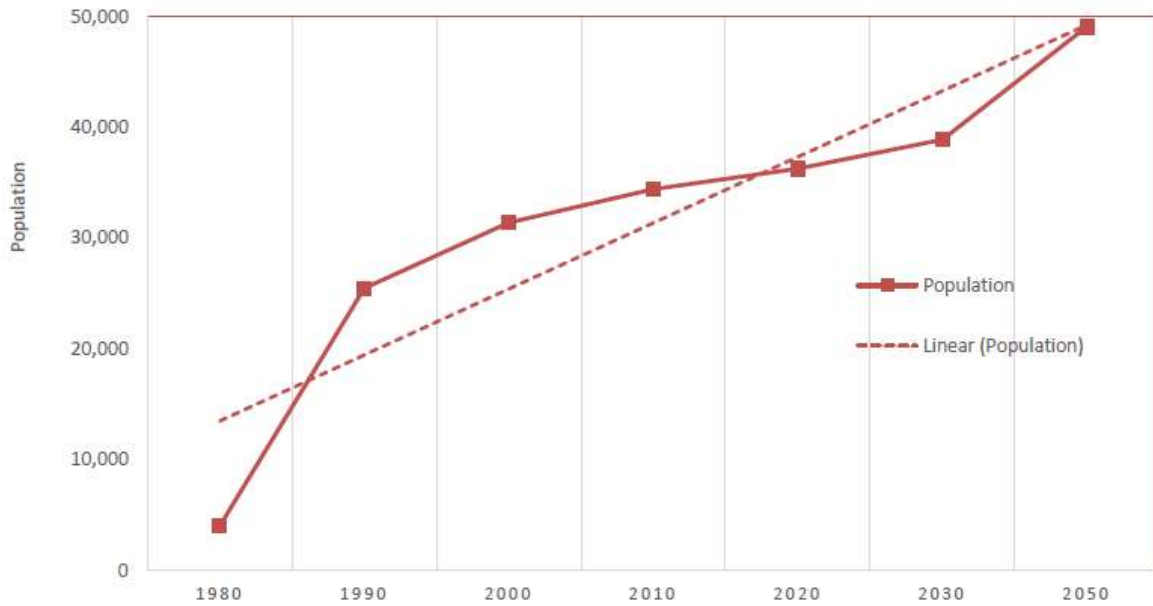
non-growth area within the County, and each city within the region. Growth areas within Ventura County are defined as geographic subareas where urban development has already taken place or is expected to take place, while nongrowth areas are defined as where urban development is not expected to occur.

3.12.1.2 Population

Moorpark is the sixth most populous incorporated city in Ventura County, with a population of 36,278 as of 2020 according to the California Department of Finance. As is the case with other new cities, Moorpark experienced significant growth following incorporation in 1983, increasing 500 percent as large specific plans replaced former agricultural lands. Following incorporation, the City was one of the fastest growing in the nation. Following the initial spurt in development typical for most newly incorporated communities, Moorpark's population growth has gradually slowed in subsequent decades.

Moorpark can expect continued population growth, albeit at a slower rate than in past decades. Future development on vacant lots, underperforming non-residential areas, adaptive re-use of properties, and the development of specific plans could add 1,800 units over the next few decades. As shown in **Figure 3.12-1, City of Moorpark Population Growth, 1980 to 2050**, if the current growth trend continues, the City could add another 10,700 to 12,700 residents from 2020 to 2050, reaching a total population of 48,000–50,200 and representing a 29–34 percent increase.¹

¹ MOORPARK 2020, *An Examination of the City's Existing Conditions*, Demographic Trends, Population Growth, page 4-67.



Source: Department of Finance, 1980-2020; SCA Growth Forecast, 2020-2045.

Figure 3.12-1
City of Moorpark Population Growth, 1980 to 2050

3.12.1.3 Housing

Moorpark's largest existing land use is residential, representing approximately 28 percent of the area within the City. At 2,072 acres, single-family residential uses (including mobile homes and rural residential) are the predominant form of housing and are distributed throughout the City. Multi-family residential units occupy 202 acres and are more diffuse in location compared to single-family uses, though they are primarily located near Downtown, Arroyo West Elementary School, and Moorpark College. In total, as of 2020, there are 11,415 housing units in Moorpark, 86 percent (9,859 units) are single-family (including rural residential), and 12 percent (1,412 units) are multi-family. Only 1 percent (144 units) of residences in Moorpark are mobile home units.² The Project proposes a more balanced mix of housing-types with approximately 57 percent of the total units as single-family and 43 percent as multi-family, increasing the overall City of Moorpark housing stock diversity and providing a wide range of housing types to meet the diverse needs of the community.

Housing stock in the City of Moorpark is relatively new with 79 percent of the units built since 1980. Almost 90 percent of the City's housing stock was built less than 50 years ago. Prior to 1950, fewer than 275 units were present. As a result, the overall condition of the housing stock is very good.³

3.12.1.4 Household Size

According to the California DOF estimates for 2021, households within the City of Moorpark have a household size ratio of 3.23.⁴ This ratio represents a slight decrease from the average household size of 3.28 for 2010.⁵ In order to be conservative, this EIR uses an average household size ratio of 3.3 persons per household.

3.12.1.5 SCAG Forecast

The SCAG Connect SoCal 2020-2045 RTP/SCS forecast provides estimates of population growth, housing units, and employment projected out to 2045. These forecasts aid local agencies in planning for future

² MOORPARK 2020, *An Examination of the City's Existing Conditions*, Community Development, Land Use – Residential, Page 4-1.

³ MOORPARK 2020, *An Examination of the City's Existing Conditions*, Community Development, Housing Age and Condition, Page 4-74.

⁴ California Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark. (<http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>) July 15, 2021.

⁵ California Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State, 2011-2021 with 2010 Census Benchmark. (<http://dof.ca.gov/Forecasting/Demographics/Estimates/E-5/>) July 15, 2021.

growth. **Table 3.12-1, City of Moorpark 2010-2045 Population Growth Projection**, summarizes SCAG’s population growth forecast for the City of Moorpark.

**Table 3.12-1
City of Moorpark
2010-2045 Population Growth Projection**

2010	2016	2045
34,421	36,700	42,200

Sources:

2010:US Census Bureau, 2010 Census Data

SCAG Connect SoCal 2020 RTP/SCS Demographics and Growth Forecast

https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579, accessed July 5, 2021.

As shown in **Table 3.11-1**, the City of Moorpark’s population is expected to increase from 34,421 in 2010 to 42,200 in 2045, an increase of 7,779 residents, or approximately 22.5 percent, over the planning period. These projections are similar to those found in the City’s *MOORPARK 2020, An Examination of the City’s Existing Conditions* report (refer to **Figure 3.12-1, City of Moorpark Population Growth, 1980 to 2050**). **Table 3.12-2, City of Moorpark Household Growth Projection**, summarizes the 2020-2045 RTP/SCS forecast for the number of households within the City of Moorpark.

**Table 3.12-2
City of Moorpark
2010–2045 Household Growth Projection**

2010	2016	2045
10,484	11,000	13,000

Sources:

2010:US Census Bureau, 2010 Census Data

SCAG Connect SoCal 2020 RTP/SCS Demographics and Growth Forecast

https://scag.ca.gov/sites/main/files/file-attachments/0903fconnectsocial_demographics-and-growth-forecast.pdf?1606001579, accessed July 5, 2021.

As shown in **Table 3.12-2**, the number of households in the City of Moorpark is expected to increase from 10,484 households in 2010 to 13,000 in 2045, an increase of 2,516 households, or approximately 24 percent, over the planning period.

3.12.1.6 Regional Housing Needs Assessment

The Regional Housing Needs Assessment (RHNA) is a requirement of State housing law and is a process that determines projected and existing housing need for all jurisdictions (city or unincorporated county) in California. The process to determine a RHNA allocation is conducted by a council of governments, such as SCAG, every eight (8) years. Every jurisdiction must plan for its RHNA allocation in its housing element of its General Plan by ensuring there is enough sites and zoning to accommodate their RHNA allocation. Many jurisdictions use the housing element as an opportunity to complement their economic development, open space, and sustainability goals with its housing goals. Once updated, housing elements are reviewed by the California Department of Housing and Community Development (HCD) and must be adopted by the jurisdiction.

The most recent RHNA allocation for the SCAG region, or the 5th cycle RHNA was adopted in October 2012 and covers the housing element planning period October 2013 to October 2021. The RHNA Allocation Plan projects the need for an additional 1,164 residential units within the City of Moorpark by 2021. Of these units, 289 are designated very low income, 198 low income, 216 moderate income, and 462 above moderate income. The City's General Plan and Housing Element updates (currently underway), along with the 6th cycle RHNA allocation will cover the planning period October 2021 through October 2029.

3.12.2 REGULATORY FRAMEWORK

3.12.2.1 Federal Regulations

Federal Uniform Act (URA) (1970)

The Federal Uniform Act (Uniform Relocation Assistance and Real Property Acquisition Policies Act; 42 U.S. Code [USC] 61), passed by Congress in 1970, is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects.

Department of Housing and Urban Development Act

The Department of Housing and Urban Development Act created the U.S. Department of Housing and Urban Development (HUD) as a Cabinet-level agency. HUD is responsible for national policy and programs that address housing needs in the U.S. HUD is responsible for enforcing fair housing laws. HUD plays a major role in supporting homeownership by underwriting homeownership for lower- and moderate-income families through its mortgage insurance programs.

Fixing America's Surface Transportation Act (FAST)

The Fixing America's Surface Transportation (FAST) Act (Pub. L. No. 114-94), enacted in 2015, builds on the changes to federal transportation planning law made by MAP-21. It was the first long-term surface transportation authorization enacted in a decade that provides long-term funding certainty for surface transportation. The FAST Act authorizes \$305 billion over fiscal years 2016 through 2020 for highway improvements, highway and motor vehicle safety, public transportation, motor carrier safety, hazardous materials safety, rail, and research, technology, and statistics programs. The FAST Act maintains the focus on safety, keeps intact the established structure of the various highway-related programs, continues efforts to streamline project delivery, and provides a dedicated source of federal dollars for freight projects.

Federal Planning Regulations, Title 23 CFR 450.322(e)

This federal regulation requires that in development of the regional transportation plan that the relevant Metropolitan Planning Organization (MPO) validate data utilized in preparing other existing modal plans (such as transit providers long range plans) for providing input to the regional transportation plan. In updating the plan, the MPO shall base the update on the latest available estimates and assumptions for population, land use, travel, employment, congestion, and economic activity. The MPO shall approve transportation plan contents and supporting analyses produced by a transportation plan update.

3.12.2.2 State

1969 California Housing Element Law

The California Housing Element Law (California Government Code §65300) requires SCAG and other regional councils of government in California to determine the existing and projected regional housing needs for persons at all income levels. According to California Government Code §65300, each governing body of a local government in California is required to adopt a comprehensive, long-term general plan for the physical development of the city, city and county, or county. The California Housing Element Law, enacted in 1969, mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community as part of the housing element, one of the seven mandated elements of the local general plan. The California Housing Element Law is implemented by the California Department of Housing and Community Development (HCD), which is responsible for reviewing local governments' housing elements for compliance with state law and providing written comments to the local governments. Using the information provided by local governments in its Housing Element, the HCD determines the regional housing need for each county and allocates funding to meet this need to the council of governments for distribution to its jurisdictions. The HCD also oversees distribution of funding related to the regional housing need by the council of governments to the local governments to

ensure that funds are appropriately allocated. The requirements for the Housing Element are delineated in California Government Code Section 65580–65589.9.

SB 375 - The Sustainable Communities and Climate Protection Act of 2008

Senate Bill 375 (SB 375) focuses on aligning transportation, housing, and other land uses to achieve regional greenhouse gas (GHG) emission reduction targets established under the California Global Warming Solutions Act, also known as Assembly Bill No. 32 (AB 32). SB 375 requires California Metropolitan Planning Organizations to develop a Sustainable Communities Strategy (SCS) as part of the RTP, with the purposes of identifying policies and strategies to reduce per capita passenger vehicle-generated GHG emissions. In application, the SCS must identify the general location of land uses, residential densities, and building intensities within the region; identify areas within the region sufficient to house all the population of the region; identify areas within the region sufficient to house an eight-year projection of the regional housing need; identify a transportation network to service the regional transportation needs; gather and consider the best practically available scientific information regarding resources areas and farmland in the region; consider the state housing goals; set forth a forecasted development pattern for the region; and allow the regional transportation plan to comply with the federal Clean Air Act (CAA) of 1970 (42 USC. § 7401 *et seq.*) (Gov. Code, § 65080, subd. (b)(F)(2)(B)), of which, when integrated with the transportation network, and other transportation measures and policies will reduce the GHG from automobiles and light duty trucks to achieve, if there is a reasonable way to do so, the GHG emission reduction targets approved by the California Air Resources Board (ARB). If the SCS does not achieve the GHG emission targets set by ARB, an Alternative Planning Strategy (APS) must be developed to demonstrate how the targets could be achieved.

SB 375 also imposes a number of new requirements on the regional housing needs process. Prior to SB 375, the regional transportation plan and regional housing needs processes were not required to be coordinated. SB 375 now synchronizes the schedules of the regional housing needs allocation (RHNA) and regional transportation plan processes every eight years (the next RHNA update, the 6th cycle, will occur after the 2022 RTP). The RHNA, which is developed after the regional transportation plan, must also allocate housing units within the region consistent with the development pattern included in the SCS. Previously, the RHNA determination was based on population projections produced by the Department of Finance. SB 375 requires the determination to be based upon population projections by the Department of Finance and regional population forecasts used in preparing the regional transportation plan. If the total regional population forecasted and used in the regional transportation plan is within a range of 1.5 percent (previously 3 percent) of the regional population forecast completed by the Department of Finance for the same planning period, then the population forecast developed by the regional agency and used in the regional transportation plan shall be the basis for the determination. If the difference is greater than 1.5

percent, then the two agencies shall meet to discuss variances in methodology and seek agreement on a population projection for the region to use as the basis for the RHNA determination. If no agreement is reached, then the basis for the RHNA determination shall be the regional population projection created by the Department of Finance.

Existing law requires local governments to adopt a housing element as part of their general plan. Unlike the rest of the general plan, where updates sometimes occur at intervals of 20 years or longer, under previous law the housing element was required to be updated as frequently as needed and no less than every five years. Under SB 375, this period has been lengthened to eight years and timed so that the housing element period begins no less than 18 months after adoption of the regional transportation plan, to encourage closer coordination between the housing and transportation planning. SB 375 also changes the implementation schedule required in each housing element. Previous law required the housing element to contain a program which set forth a five-year schedule of to implement the goals and objectives of the housing element. The new law instead requires this schedule of actions to occur during the eight-year housing element planning period, and requires each action have a timetable for implementation.

Regional Housing Needs Assessment

As discussed above in the discussion of SB 375, State law requires preparation of a Regional Housing Needs Assessment (RHNA) allocation plan every eight years. The RHNA is a key tool for the Southern California Association of Governments (SCAG) and its member governments to plan for this growth. The RHNA quantifies the regional need for housing that is allocated to each jurisdiction for a certain planning period (the current forecast extends through 2029). Communities then plan, consider, and decide how they will address this need through the process of completing the Housing Elements of their General Plans. The RHNA does not necessarily encourage or promote growth, but rather allows communities to anticipate growth, so that they can grow in ways that enhance quality of life, improve access to jobs, transportation and housing, and not adversely impact the environment.

This region's RHNA allocation plan is developed every eight years by SCAG after preparation of the RTP, as mandated by state law, to coincide with the region's schedule for preparing Housing Elements. It consists of two measurements of housing need: (1) existing need and (2) future need for very-low income, low-income, moderate, and above-moderate income categories.

The existing need assessment is based on data from the most recent US Census to measure ways in which the housing market is not meeting the needs of current residents. These variables include the number of low-income households paying more than 30 percent of their income for housing, as well as severe overcrowding.

The future need for housing is determined primarily by the forecasted growth in households in a community, based on historical growth patterns, job creation, household formation rates, and other factors to estimate how many households will be added to each community over the projection period. The housing need for new households is then adjusted to account for an ideal level of vacancy needed to promote housing choice, maintain price competition, and encourage acceptable levels of housing upkeep and repair. The RHNA also accounts for units expected to be lost due to demolition, natural disaster, or conversion to non-housing uses. The sum of these factors household growth, vacancy need and replacement need form the “construction need” assigned to each community.

Finally, the RHNA considers how each jurisdiction might grow in ways that will decrease the concentration of low-income households in certain communities. The need for new housing is distributed among income groups so that each community moves closer to the regional average income distribution.

California Department of Housing and Community Development

State Housing Law (Government Code Section 65580) requires local government plans to address the existing and projected housing needs of all economic segments of the community through their housing elements. The housing element is one of seven state-mandated elements that every General Plan must contain, and it is required to be updated every eight years and determined legally adequate by the state. The purpose of the housing element is to identify the community’s housing needs, state the community’s goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs. In addition, the Housing Element defines the related policies and programs that the community will implement in order to achieve the stated goals and objectives. This would be accomplished through the allocation of regional housing needs consistent with the SCS.

Senate Bill No. 2

SB 2 (Chapter 633, Statutes of 2007) strengthens state housing element law (Government Code Section 65583) by ensuring that every jurisdiction identifies potential sites where new emergency shelters can be located without discretionary review by the local government. It also increases protections for providers seeking to open a new emergency shelter, transitional housing, or supportive housing development, by limiting the instances in which local governments can deny such developments.

California Relocation Assistance Act

The California Relocation Assistance Act (Government Code Section 7260 *et seq.*) establishes uniform policies to provide for the fair and equitable treatment of people displaced from their homes or businesses as a direct result of state and/or local government projects or programs. The California Relocation

Assistance Act requires that comparable replacement housing be made available to displaced persons within a reasonable period of time prior to the displacement. Displaced persons or businesses are assured payment for their acquired property at fair market value. Relocation assistance in the form of advisory assistance and financial benefits would be provided at the local level. This includes aid in finding a new home location, payments to help cover moving costs, and additional payments for certain other costs.

Zenovich–Moscone–Chacon Housing and Home Finance Act of 1975

In response to state population and household growth, and to ensure the availability of affordable housing for all income groups, the State Department of Housing and Community Development (HCD) is responsible for determining the regional housing need for all jurisdictions in California.

Senate Bill 535: California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund (GGRF)

SB 535 was signed into law by Governor Brown on September 30, 2012. This bill sets aside cap and trade revenues to mitigate climate change in disadvantaged communities. The California EPA is the responsible agency for identifying disadvantaged communities for potential investment. The California Department of Finance must allocate 25 percent of the available moneys in the GGRF to projects that benefit disadvantaged communities and a minimum of 10 percent to projects located within disadvantaged communities.

Homeowners and Private Property Protection Act

In 2008, California voters approved Proposition 99, the Homeowners and Private Property Protection Act, which amended the California Constitution so that local governments are prohibited from using eminent domain authority to acquire an owner-occupied residence for the purposes of conveying it to a private recipient, with limited exceptions. Proposition 99 applies only to owner-occupied residences but cities may still use eminent domain authority to convey multi-family and non-residential property to other private parties.

3.12.2.3 Local

The following goals and policies of the *City of Moorpark General Plan* are applicable to the proposed Hitch Ranch Specific Plan project.

2014-2021 Housing Element

Goal 2: Provide residential sites through land use, zoning and specific plan designations to provide a range of housing opportunities.

Policy 2.1 Identify adequate sites which will be made available and zoned at the appropriate densities, to facilitate goals set forth in the 2014-2021 RHNA.

Policy 2.2 Ensure residential sites have appropriate public services, facilities, circulation, and other needed infrastructure to support development.

Policy 2.3 Investigate rezoning or re-designation of commercial lots that are no longer economically viable uses to appropriate residential uses.

Goal 3: Expand and protect housing opportunities for lower income households and special needs groups.

Policy 3.4 Require, in aggregate, 10 percent of new units to be affordable to lower-income households. Establish priority for usage of in-lieu fee as follows: 1st priority — production of affordable housing; 2nd — subsidy of affordable housing; 3rd — housing rehabilitation; and 4th priority — housing assistance; and 5th — staffing costs.

Land Use Element

Policies in the City’s Land Use Element related to population and housing are provided in **Section 3.10, Land Use**. Refer to that section for a discussion of the project’s consistency with these policies.

3.12.3 THRESHOLDS OF SIGNIFICANCE

According to Appendix G of the *State CEQA Guidelines* (Environmental Checklist Form), a project could have a significant impact when it would:

- Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure).
- Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

3.12.4 ENVIRONMENTAL IMPACTS

Impact POP-1 Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through the extension of roads or other infrastructure)

Less than Significant

Based on the City's average household size of 3.3 persons, the 755 housing units generated by the Proposed Project would translate into a population increase of approximately 2,492 persons (755 units x 3.3 persons/unit = 2,491.5 persons), assuming none of the new residents lived in the City prior to construction of the Proposed Project for a conservative analysis. Overall, the total increase in population due to the Project would represent about 7.24 percent of the City's 2010 Census population of 34,421 and 5.93 percent of the City's projected 2045 population of 42,022.

SCAG is the regional planning agency for the City of Moorpark. SCAG projected population growth within the City between the year 2010 and 2045, which is estimated to grow by about 7,779 residents. Assuming the project's estimated increase in population of 2,492 persons, it would account for about 32.03 percent of the projected population growth in the City within this timeframe. In addition, the population increase would not exceed the 2045 population allocation forecast for the City of 42,022 persons as identified within the SCAG Forecast for 2045. Therefore, the project's population growth impacts would not exceed projections for the City, would not induce substantial unplanned growth; no mitigation is required and impacts would be less than significant.

Impact POP-2 Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere.

Less than Significant

Previously, there was one unoccupied residential structure on Project site, which burned in the October 2003 fire. The widening of Casey Road may affect the five existing houses on the north side of Casey Road, west of Walnut Canyon Road, in the City of Moorpark. Additionally, impacts to the vacant Aldersgate parcel to the north are addressed as well as the south side of Casey Road. Improvements in this area would be the shared responsibility of the Hitch Ranch and Aldersgate developments, based on methodology to be defined by future agreements with the City of Moorpark.

Impacts of the road widening are outlined as follows:

Ventura County Watershed Protection District drain: Permission would be required to construct a covered box extension and new access gates for the existing storm drain box on the north side of the street immediately west of 145 Casey Road.

Aldersgate Parcel: Right of way would be dedicated by the developer of this parcel prior to the widening of Casey Road. If the Aldersgate parcel is not developed prior to development of the Project site, cost recovery for roadway improvements incurred by the Project Applicant shall be allowed.

261 Casey Road: Widening would require acquisition of right of way that would reduce the front yard setback to approximately 13 to 24 feet. A decorative front yard wall with vine planter pockets and front gate would be required behind the right of way line. The design of the wall and landscape shall be consistent for all homes along this north frontage of Casey Road. Vehicular driveway access could be maintained on Casey Road or be provided from the existing access road on the Aldersgate parcel along the eastern boundary of 261 Casey Road. This existing access road will remain unless replaced by a relocated access point from within the Aldersgate development project.

273 Casey Road: Widening would require acquisition of right of way that would reduce the front yard setback to approximately 22 feet. A decorative partial retaining and front yard wall with vine planter pockets and front gate with steps on the private property would be required behind the right of way line. The design of the wall and landscape shall be consistent for all homes along this north frontage of Casey Road. Vehicular driveway access will be maintained from Casey Road as this parcel is land-locked by existing homes.

321 – 323 Casey Road: Widening would require acquisition of right of way that would reduce the front yard setback to approximately 18 to 21 feet. A decorative partial retaining and front yard wall with vine planter pockets and front gate with steps on the private property would be required behind the right of way line. The design of the wall and landscape shall be consistent for all homes along this north frontage of Casey Road. This irregular-shaped parcel currently has access to, and makes use of, the existing access road on the Aldersgate parcel along the eastern boundary of 261 Casey Road. Therefore, all future vehicle access will be from this location and not directly from Casey Road. As stated at the 261 Casey Road description, this existing access road will remain unless replaced by a relocated access point from within the Aldersgate development project.

325 Casey Road: Widening would require acquisition of right of way re-grading the slope at the Casey Road frontage and demolition of the existing detached garage. A new driveway is proposed to be located on the Hitch Ranch property and land deeded to 325 Casey Road for that purpose. Additionally, a replacement garage is to be constructed at this address with the property owner's permission. A decorative

partial retaining and front yard wall with vine planter pockets and front gate with steps on the private property would be required behind the right of way line. The design of the wall and landscape shall be consistent for all homes along this north frontage of Casey Road.

Moorpark School District Property: The proposed road improvements would not impact school fences or driveway locations. Street grade tie-ins at school driveways would be adjusted per City of Moorpark Public Works standards.

Boys & Girls Club: The proposed road improvements would not impact buildings or driveway locations. Street grade tie-ins at driveways would be adjusted per City of Moorpark Public Works standards. The proposed Essex apartment development design should incorporate the proposed improvements in their final design plans for Casey Road.

Therefore, since the Project site is currently vacant, and the widening of Casey Road would not displace any of the affected housing units which would require replacement housing elsewhere; no mitigation is required, and impacts would be less than significant.

3.12.5 CUMULATIVE IMPACTS

The total number of residential units that would result from the buildout of the City's General Plan considered in this analysis has been listed and described in **Section 3.0** of this EIR. General Plan buildout projects, including the Hitch Ranch Specific Plan (proposed in the General Plan Land Use Element (1992) as 415 units, and in the Housing Element (2014) as 755 units), would combine to allow the construction of up to 12,822 housing units. The updated Housing Element allowed for the additional 340 housing units allowed in the Specific Plan due to provision of public benefits, and to allow for the City to meet its affordable housing requirements; these units were included as part of the 5th cycle RHNA. The Project will dedicate land to the City that is zoned RPD-20U-N-D for the potential provision of additional affordable housing under separate approvals by the City at a future date. Based on the City's current average household size of 3.3 persons, the City's population would increase by 42,313 persons. This additional population would result in the City's total population slightly exceeding the SCAG 2045 projection of 42,200 persons. It should be noted that the development of residential projects is contingent on several factors, including market demand, project approval, and developer financing, and the actual number of residential units that may be developed by cumulative projects, and the resultant population increase, is speculative. In addition, the impacts due to population increases are usually associated with other environmental issue areas such as public services and utilities, transportation, etc. In cases where increases in population are directly related to environmental impacts within this EIR, impacts are either less than significant or have been mitigated to less than significant levels.

3.12.6 MITIGATION PROGRAMS

3.12.6.1 Mitigation Measures

No mitigation is required.

3.12.7 LEVEL OF SIGNIFICANCE AFTER MITIGATION

Project-specific and cumulative residual impacts would be less than significant.