4.10 Population and Housing

This section of the EIR discusses the existing status of the population and housing conditions in the vicinity of the Project Site, and determines the Rail Spur Project's potential impacts on population and housing balance. Mitigation measures are identified for any significant impacts. The section also provides a discussion of the cumulative population and housing impacts.

4.10.1 Environmental Setting

The Project Site is located in southwest San Luis Obispo County, approximately 2.5 miles west of the community of Nipomo and 3.5 miles south of the community of Oceano. It is located within two miles of the village of Callendar-Garrett (to the north), the Blacklake residential area (to the northeast), and the Woodlands residential area (to the east), which are U.S. Census-designated places. Callender-Garrett is characterized by significant industrial uses south of State Route 1, adjacent to the Project Site. Blacklake and the Woodlands area, which encompasses Trilogy at Monarch Dunes, are rural resort-style communities featuring residential neighborhoods integrated among golf courses, trails, natural woodlands and open space areas (San Luis Obispo County 1999). The Project Site is almost entirely within the South County Coastal Planning Area, although the easternmost 0.1 mile (or approximately 600 feet) extends beyond the coastal zone boundary into the South County Inland Planning Area (refer to Figure 4.8-1, Combining Designations Map). The population and housing characteristics of these areas are discussed below.

4.10.1.1 Population

The average annual growth rate countywide from 1990 to 2005 was just over 1 percent. The unincorporated county grew by almost 2 percent per year over the same period (San Luis Obispo County 2009). In the previous decade, between 1980 and 1990, San Luis Obispo county's population grew by 40 percent, from 155,435 to 217,162 residents. Between 1990 and 2000, population growth slowed to 14 percent and between 2000 and 2005 grew by only 6 percent. Historic growth patterns in the unincorporated county and communities near the project site are shown in Table 4.10.1, below.

Table 4.10.1 Historic Population Growth in Project Vicinity

Area	1950	1960	1970	1980	1990	2000	2010
Nipomo	2,125	5,210	5,939	5,247	7,109	12,626	16,714
Oceano	--	2,430	3,642	4,478	6,169	7,228	7,286
Blacklake	--	--	--	--	--	--	1,014
Callender-Garrett	--	--	--	--	--	--	1,262
Woodlands	--	--	--	--	--	--	576
Total Unincorporated	21,853	36,065	39,026	65,420	90,117	103,980	118,118
Total County	51,417	81,044	105,690	155,435	217,162	246,681	269,637

Source: 2010 U.S. Census; Housing Element of the San Luis Obispo County General Plan, 2009

The growth rate of the inland portion of the South County Planning Area has been significant when compared to other planning areas and the county as a whole. Historically, the majority of the new residential construction has been in the Nipomo urban area, but the Nipomo Mesa has experienced a similar rate of new construction (San Luis Obispo County 1989). As shown in Table 4.10.1, above, the population of Nipomo grew by 24.5 percent between 2000 and 2010, compared to 0.8 percent in Oceano and 12 percent in the total unincorporated county.

Rural areas have experienced approximately 40 percent of the total growth in unincorporated areas of the county since 2000 (San Luis Obispo County 2013). Rural areas have been attractive for affordable living away from urban life, and for luxury country estates. However, the County's recent emphasis on strategic growth and resource management may focus future growth away from rural areas with limited resources and into more urbanized areas in the county.

The unincorporated areas in the county include 10 urban communities and 14 smaller villages. Growth is projected to occur within these urban areas because of their size, the extent of available public facilities and services, and local employment areas. Due to their size, location attraction or other factors, Nipomo and Los Osos are projected to absorb almost half of projected growth in unincorporated urban areas through 2030, with Nipomo projected to absorb approximately 30 percent of the total growth (San Luis Obispo 2013). However, existing water supply and wastewater disposal problems in these areas greatly limit their ability to accommodate their anticipated shares of projected growth.

Growth since 2010 has continued in the unincorporated County and Nipomo Mesa area at a rate above other areas of the County. Per the County's recently updated Housing Element (2014-2019), population in the unincorporated County is estimated to have grown from 121,330 in 2010 to 124,458 in 2015 (a 2.6 percent increase). The Nipomo area is estimated to have grown from 15,267 in 2010 to 15,725 in 2015 (a 3 percent increase). These increases compare to an estimated 1.9 percent increase in the total incorporated areas of the County (San Luis Obispo County 2014). Heavy residential development has also occurred in the Woodlands area east of the Project Site in recent years.

4.10.1.2 Housing

California's housing needs are regulated by the California Department of Housing and Development (HCD). The purpose of the HCD is to ensure that cities and counties have designated sufficient land to accommodate its assigned share of housing needs pursuant to the requirements of California Housing Element law (Government Code Section 65580 et seq.). California Housing Element law recognizes that the availability of decent and suitable housing is of vital statewide importance and requires counties and cities to proportionately contribute to the attainment of the state housing goal.

There are a significant number of residences within 1 mile of the Project Site, predominantly located to the north and northeast, in the villages of Callender-Garrett, the Woodlands, Blacklake, and substantially developed rural areas west of the community of Nipomo (refer to Figure 4.8-3, Surrounding Land Uses).

4.10.1.3 Housing Availability

A desirable rate of housing vacancy is generally between 4 and 6 percent for rental units and 1 and 3 percent for owner occupied units (San Luis Obispo County 2009). The residential areas in the project vicinity currently maintain a vacancy rate of approximately 10 percent, except in Woodlands, where approximately 35.6 percent of the new residential developments are still vacant (Census Bureau 2010). However, much of the county's vacant housing stock is made up of seasonal, recreational, or occasional use units (San Luis Obispo County 2009). Therefore, these units are not generally available for regular rental use and do not provide housing opportunities to residents. Table 4.10.2, below, shows information related to housing availability for the communities and villages surrounding the project area.

Table 4.10.2 2010 Housing Status in Project Vicinity

Housing Status Category	Nipomo	Oceano	Callender-Garrett	Woodlands	Blacklake
Total Units	5,759	3,117	481	421	629
Total Occupied Units	5,474	2,603	439	271	449
Owner-Occupied Units	3,898	1,355	289	256	384
Average Persons Per Owner-Occupied Unit	2.96	2.54	2.86	2.13	2.34
Renter-Occupied Units	1,576	1,248	150	15	65
Average Persons Per Renter-Occupied Unit	3.25	3.08	2.9	2.13	1.75
Vacant Units	285	514	42	150	180
Vacancy Rate	4.9%	16.5%	8.7%	35.6%	28.6%
Units for Rent	51	79	2	0	21
Units for Sale	66	52	7	50	11

Source: 2010 U.S. Census

4.10.1.4 Housing Stock Characteristics

In December 2002, the County conducted a housing condition survey of the county's 10 urban communities. Approximately 98 percent of the housing units were determined to be in sound condition (San Luis Obispo 2009). The survey looked at housing foundation, roofing, siding, windows, and doors. The survey was updated in 2008 for the communities of Los Osos, Nipomo, Oceano, San Miguel, and Templeton.

In 2002, Nipomo had 80 units considered "deteriorated" (approximately 1.7 percent) and five units classified as "dilapidated". "Deteriorated" units were in need of several non-structural or at least one structural repair. "Dilapidated" units required replacement of the foundation, roof structure, siding, and windows. In 2008, Nipomo had 27 deteriorated and seven dilapidated structures. Additional housing stock characteristics of areas in the project vicinity are shown in Table 4.10.3, below.

Table 4.10.3 Housing Stock Characteristics

Category	Nipomo	Oceano	Callender-Garrett	Woodlands	Blacklake
Year Built					
2000 or later	1,120 (24.5%)	283 (9.1%)	98 (21.3%)	239 (93%)	166 (26.4%)
1990 to 1999	993 (17.1%)	232 (7.4%)	21 (4.6%)	18 (7%)	305 (48.5%)
1980 to 1989	1,466 (25.3%)	777 (24.9%)	122 (26.5%)	0	129 (20.5%)
1970 to 1979	1,006 (17.3%)	727 (23.3%)	94 (20.4%)	0	29 (4.6%)
Prior to 1970	918 (15.8%)	1,096 (35.2%)	126 (27.3%)	0	0
Number of Bedrooms					
0 (i.e., studio apts)	20 (0.3%)	55 (1.8%)	27 (5.9%)	0	13 (2.1%)
1	174 (3%)	553 (17.8%)	115 (24.9%)	0	40 (6.4%)
2	1,171 (20.2%)	1,157 (37.1%)	44 (9.5%)	87(33.9%)	228 (36.2%)
3	3,077 (53%)	1,122 (36%)	179 (38.8%)	152 (59.1%)	282 (44.8%)
4	1,198 (20.6%)	190 (6.1%)	69 (15%)	18 (7%)	66 (10.5%)
5 or more	163 (2.8%)	38 (1.2%)	27 (5.9%)	0	0

Source: 2010 U.S. Census

4.10.1.5 Housing Affordability

In 2000, 30.5 percent of owner households in the county (including incorporated cities) were considered to be overpaying for housing (more than 30 percent of total household income). Approximately 11.4 percent of households spent more than 50 percent of their income on housing. Overpayment by renters was worse, with approximately 46.2 percent of renter households paying more than 30 percent of their income on housing, and 25.2 percent paying more than 50 percent (San Luis Obispo County 2009).

Housing market value and affordability statistics from the 2010 Census are shown in Table 4.10.4, below.

Table 4.10.4 Housing Costs and Value

Category	Nipomo	Oceano	Callender-Garrett	Woodlands	Blacklake
Value of Owner-Occupied Units					
Less than $100,000	55 (1.3%)	318 (23.2%)	0	13 (6.9%)	16 (4.2%)
$100,000 to $200,000	388 (9.3%)	206 (15%)	15 (5.2%)	0	8 (2.1%)
$200,000 to $300,000	494 (11.8%)	242 (17.6%)	0	18 (9.6%)	30 (7.8%)
$300,000 to $500,000	3,134 (75%)	606 (44.2%)	200 (69.4%)	157 (83.5%)	46 (12%)
$500,000 or more	108 (2.6%)	0	73 (25.3%)	0	284 (74%)
Mortgage Status of Owner-Occupied Units					
With a mortgage	3,186 (76.2%)	805 (58.7%)	257 (89.2%)	114 (60.6%)	302 (78.6%)
Without a mortgage	993 (23.8%)	567 (41.3%)	31 (10.8%)	74 (39.4%)	82 (21.4%)
Owner-Occupied Monthly Housing Costs (with a mortgage)					
Less than $300	0	0	0	0	0
$300 to $500	36 (1.1%)	0	0	0	16 (5.3%)
$500 to $700	37 (1.2%)	0	0	0	0
$700 to $1,000	145 (4.6%)	104 (12.9%)	0	10 (8.8%)	28 (9.3%)
$1,000 to $1,500	404 (12.7%)	254 (31.6%)	29 (11.3%)	0	0

Table 4.10.4 Housing Costs and Value

Category	Nipomo	Oceano	Callender-Garrett	Woodlands	Blacklake
$1,500 to $2000	578 (18.1%)	242 (30.1%)	12 (4.7%)	0	32 (10.6%)
$2000 or more	1,986 (62.3%)	205 (25.5%)	216 (84%)	104 (91.2%)	226 (75%)
Owner-Occupied Monthly Housing Costs as a Percentage of Household Income					
Less than 20%	512 (16.5%)	190 (23.6%)	58 (22.6%)	23 (20.2%)	86 (28.5%)
Between 20 and 25%	316 (10.2%)	162 (20.1%)	40 (15.6%)	33 (28.9%)	8 (2.6%)
Between 25 and 30%	351 (11.3%)	28 (3.5%)	15 (5.8%)	22 (19.3%)	61 (20.2%)
Between 30 and 35%	318 (10.2%)	97 (12%)	0	0	66 (21.9%)
More than 35%	1,610 (51.8%)	328 (40.7%)	144 (56%)	36 (31.6%)	81 (26.8%)
Renter-Occupied Monthly Housing Costs					
Less than $300	0	11 (0.8%)	0	0	0
$300 to $500	14 (1.1%)	51 (3.9%)	0	0	0
$500 to $750	97 (7.6%)	172 (13.1%)	60 (50.8%)	0	0
$750 to $1,000	91 (7.1%)	566 (43%)	15 (12.7%)	0	0
$1,000 to $1,500	555 (43.5%)	331 (25.1%)	43 (36.4%)	0	18 (27.7%)
$1,500 or more	520 (40.7%)	186 (14.1%)	0	10 (100%)	47 (72.3%)
Renter-Occupied Monthly Housing Costs as a Percentage of Household Income					
Less than 15%	133 (10.9%)	24 (1.8%)	13 (11%)	0	0
Between 15 and 20%	21 (1.7%)	147 (11.2%)	75 (63.6%)	0	17 (26.2%)
Between 20 and 25%	103 (8.4%)	103 (7.8%)	0	0	0
Between 25 and 30%	147 (12.1%)	189 (14.4%)	14 (11.9%)	0	0
Between 30 and 35%	203 (16.7%)	25 (1.9%)	0	0	0
More than 35%	612 (50.2%)	829 (62.9%)	16 (13.6%)	10 (100%)	48 (73.8%)

Source: 2010 U.S. Census

4.10.1.6 UPRR Mainline Routes

Trains would arrive from different oilfields and/or crude oil loading points depending on market availability. The exact location of the source of crude oil that would be delivered to the refinery is unknown and could change over time based upon market conditions and availability. Union Pacific Railroad (UPRR) would be responsible for delivering the trains to the SMR. Trains could enter California at four different locations (one at the north end of the state from Oregon, one at the northeast from Nevada, one at the southeast from Nevada, and one at the south from Arizona). Depending upon the route taken by the train they could arrive at the Phillips 66 site from the north or the south. In is unknown what route UPRR would use to deliver the trains to the SMR. Coming from the north the routes merge at the UPRR Roseville Rail Yard. From the south the routes merge at the Colton Rail Yard. Given that the route the trains would travel to get to these two UPRR yards is speculative, the EIR has evaluated the impacts of trains traveling from these two UPRR yards to the SMR.

The UPRR mainline routes extend through numerous additional urbanized areas, including the heavily populated areas surrounding San Francisco, Sacramento and Los Angeles. The urbanized cities and communities the mainline route passes through or adjacent to are listed below (refer to Figures 4.10-1 through 4.10-4):

From Project Site North to Roseville

- San Luis Obispo County: Oceano, Grover Beach, Pismo Beach, San Luis Obispo, Santa Margarita, Atascadero, Templeton, Paso Robles, and San Miguel.
- Monterey County: Bradley, San Ardo, San Lucas, King City, Soledad, Gonzalez, Chualar, Salinas, Castroville, Elkhorn, Royal Oaks, and Pajaro.
- Monterey County and San Benito County: Aromas.
- Santa Clara County: Gilroy, San Martin, Morgan Hill, Coyote, San Jose, and Milpitas.

- Alameda County: Fremont, Pleasanton, Livermore, Union City, Hayward, San Lorenzo, Castro Valley, San Leandro, Alameda, Oakland, Emeryville, Berkeley, and Albany.
- Contra Costa County: El Cerrito, Richmond, North Richmond, San Pablo, Bayview Mountain, Pinole, Hercules, Rodeo, Crockett, Port Costa, and Martinez.
- Solano County: Benicia, Suisun City, Fairfield, Vacaville, Elmira, and Dixon.
- Yolo County: Davis and West Sacramento.
- San Joaquin Valley: Tracy, Manteca, Lathrop, French Camp, Taft Mosswood, Stockton, Lakeview, Lodi, and Acampo.
- Sacramento County: Galt, Elk Grove, Florin, Sacramento, McClellan Park, Foothill Farms, North Highlands, Antelope, and Citrus Heights.
- Placer County: Roseville.

From Project Site South to Colton

- Santa Barbara County: Guadalupe, Casmalia, Vandenberg Air Force Base, Gaviota, Goleta, Santa Barbara, Montecito, Summerland, Toro Canyon, and Carpinteria.
- Ventura County: Ventura, Oxnard, Camarillo, Somis, Moorpark, and Simi Valley.
- Los Angeles County: Chatsworth, Van Nuys, Burbank, Glendale, Los Angeles, East Los Angeles, Alhambra, San Gabriel, Rosemead, Temple City, El Monte, Avocado Heights, West Puente Valley, City of Industry, La Puente, South San Jose Hills, Walnut, and Pamona.
- San Bernadino County: Montclair, Ontario, Fontana, Bloomington, Rialto, and Colton.

4.10.2 Regulatory Setting

4.10.2.1 State Regulations and Policy

California Housing Element Law

California's Housing Element Law (Government Code Sections 65580 through 65589.8) recognized that early attainment of decent housing and a suitable living environment for every Californian, including farmworkers, was a "priority of the highest order".

Figure 4.10-1 UPRR Mainline Route Populations (Sheet 1 of 4)

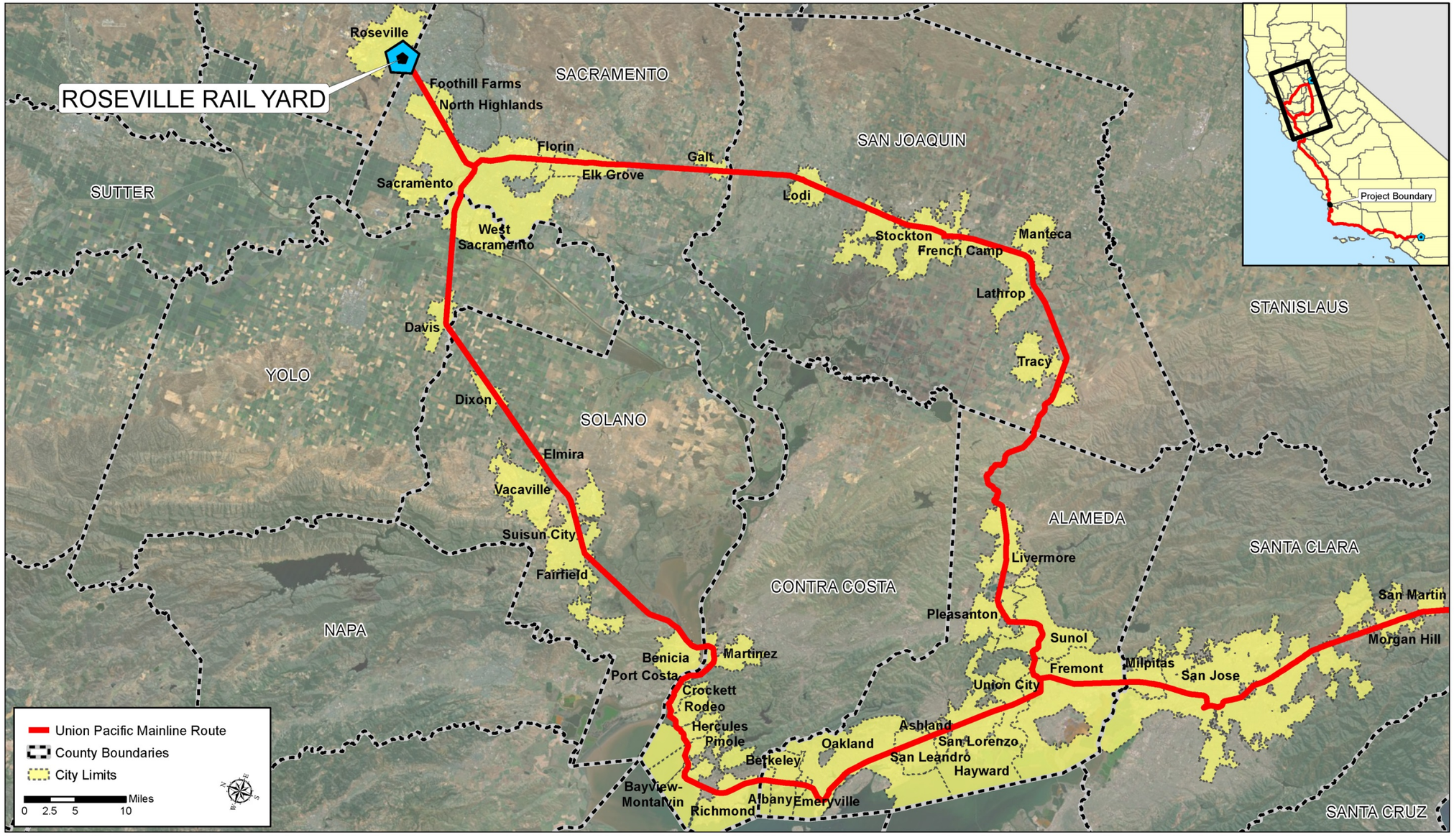

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Figure 4.10-2 UPRR Mainline Route Populations (Sheet 2 of 4)

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Figure 4.10-3 UPRR Mainline Route Populations (Sheet 3 of 4)

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Figure 4.10-4 UPRR Mainline Route Populations (Sheet 4 of 4)

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The law was enacted to ensure that counties and cities recognize their proportionate responsibilities in contributing to the attainment of state housing goals, to establish the requirement that all counties and cities adopt housing elements to help meet state goals, to recognize that each locality is best capable of determining what efforts it is required to take to contribute to attainment of state housing needs, and to encourage and facilitate cooperation between local governments to address regional housing needs.

4.10.2.2 Local Regulations and Policy

San Luis Obispo County General Plan

The San Luis Obispo County General Plan serves as the County's "constitution" for land use and development. The plan analyzes issues of importance to the community, sets forth policies for conservation and development, and outlines specific programs for implementing these policies. By virtue of state statutes and case law, all zoning, subdivision approvals, and public works projects must be consistent with the General Plan. Adopting and maintaining a General Plan allows local governments to analyze local and regional conditions and needs in order to respond effectively to the problems and opportunities facing the community. The Plan also defines the County's environmental, social and economic goals, creates a record of the County's policies and standards for the maintenance and improvement of existing development and the location and characteristics of future development, and provides citizens with information about their community and with opportunities to participate in setting goals and determining standards for community development.

San Luis Obispo County Housing Element

Each local government in California is required to adopt a comprehensive, long-term General Plan for the physical development of the city or county. The Housing Element is one of seven required elements of the General Plan, and is the only one subject to substantial oversight and regulatory approval 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, and define the policies and programs that the community will implement to achieve the stated goals and objectives.

4.10.3 Significance Criteria

The significance of potential population and housing impacts is based on thresholds identified within the County of San Luis Obispo Initial Study Checklist, which was developed in accordance with Appendix G of the CEQA *Guidelines*. The County Checklist provides the following thresholds for determining impact significance with respect to population and housing. Impacts would be considered significant if the Rail Spur Project would:

- Induce substantial population growth in an area either directly (e.g., construct new homes or businesses) or indirectly (e.g., extension of major infrastructure);
- Displace existing housing or people, requiring the construction of replacement housing elsewhere; or

- Create the need for substantial new housing in the area.

4.10.4 Project Impacts and Mitigation Measures

The following sections discuss the Rail Spur Project's potential to result in adverse environmental effects to population and housing based on the thresholds identified above.

Impact #	Impact Description	Phase	Impact Classification
P/H.1	The Project would induce substantial population growth in the area.	Construction and Operations	Class III

The project proposes installation of a rail spur extension and related infrastructure to allow the refinery to access a wider range of competitively priced crude oil via the Union Pacific rail line. It does not propose any use that would directly or indirectly induce population growth, such as the development of new housing units or recreational, commercial or retail uses that may stimulate population growth in the area. The project would not remove any existing obstacles to growth, such as water availability in the Nipomo Mesa area, and does not propose any expansions to existing infrastructure other than those necessary to serve the proposed unloading facility and related project components. The proposed transport of crude would not induce population growth in any area along the UPRR mainline route since the train would just pass though the areas to and from the SMR. Potential impacts would be less than significant.

For a discussion of potential impacts related to project employee demands and housing needs, refer to impact P/H.3 below.

Mitigation Measures

No mitigation measures would be necessary because the potential impact would be less than significant.

Residual Impacts

Residual impacts associated with inducement of substantial population growth would be *less than significant (Class III).*

Impact #	Impact Description	Phase	Impact Classification
P/H.2	The project would increase the transfer of hazardous substances through residential areas, potentially resulting in the indirect displacement of people.	Construction and Operations	Class III

The Project Site consists of an existing oil refining facility and undeveloped adjacent areas currently used for grazing. No residential uses or structures are located on the Project Site and development of the Rail Spur Project would not directly displace any existing housing or people or require the development of replacement housing elsewhere.

All crude oil is currently brought to the Project Site by pipeline, whereas the Rail Spur Project would enable crude delivery of up to five trains per week, or approximately 250 annual deliveries, via the proposed rail spur extension. The ability to transfer crude oil by rail would increase exposure to potentially hazardous substances in residential areas adjacent to the UPRR mainline routes.

However, development of the project is not expected to result in the displacement of people located along the proposed UPRR mainline routes. The transfer of crude oil by rail to the refinery does not significantly differ from existing uses of the rail line, including the refinery's existing use of the rail to deliver solid petroleum coke products from the Project Site. The U.S. Department of Transportation Federal Railroad Administration administers a comprehensive set of safety standards for rail operations in the U.S., particularly those involving the transport of hazardous materials, to minimize the potential for dangerous incidents.

Therefore, development of the project is not expected to cause significant displacement of people along the proposed UPRR mainline routes. Potential impacts would be less than significant.

For additional information related to potential impacts associated with hazards or the transport of hazardous materials, refer to Section 4.7.

Mitigation Measures

No mitigation measures would be necessary because the potential impact would be less than significant.

Residual Impacts

Residual impacts associated with the potential indirect displacement of people would be *less than significant (Class III).*

Impact #	Impact Description	Phase	Impact Classification
P/H.3	The project would generate temporary and permanent employment needs, which could result in the need for new housing in the project vicinity.	Construction and Operations	Class III

Construction of the project would require up to 200 workers during the peak of construction activities, while less intensive construction activities would require as few as eight employees. Construction workers are expected to consist of Phillips 66 construction contractors. After construction, the number of additional permanent employees required to operate the proposed rail spur and offloading facility would vary based on the frequency and timing of train deliveries, but is expected to be no more than 12 at any given time.

At this time, the residential location of potential future employees is unknown. However, Phillips 66 expects that a large majority (up to 90%) of the workers would come from the local work force and would not generate the need for any new housing in the area. Construction activities would be short-term, with total construction estimated to occur over a nine to 10 month

period and peak activities (necessitating up to 200 workers) limited to four to six months in time. Certain construction activities may require the utilization of some non-local workers with specialized skills. Nipomo, Arroyo Grande, and the surrounding areas have a variety of hotels and motels that would be adequate to serve short-term housing needs of any non-local construction contractors.

Permanent employment demands that would result from the project are expected to be filled almost entirely from the local workforce. However, in the event non-local workers move to the area to fill the project's operational needs, 2010 Census data indicates that there is sufficient existing housing stock available in the project area to accommodate the potential increase and no new housing would be necessary (refer to Table 4.10.2, above).

Based on the short construction schedule, anticipated utilization of the local work force and limited increase in permanent employment positions, potential impacts would be less than significant.

Mitigation Measures

No mitigation measures would be necessary because the potential impact would be less than significant.

Residual Impacts

Residual impacts associated with a potential increase in demand for housing would be *less than significant (Class III).*

4.10.5 Cumulative Analysis

Implementation of the Rail Spur Project would result in a less than significant increase in population and housing demand in the area. While independently insignificant, other development proposals in the vicinity of the SMR would likely induce population growth and generate additional demand for housing (i.e., development of an assisted living/memory support facility and the Nipomo Community Health Center). However, several residential development projects are also currently proposed or have been approved and yet to be built-out and growth would be within anticipated levels for the South County area and no significant imbalance between jobs and housing is expected to occur as a result of cumulative development in the area of the SMR. Therefore, cumulative impacts to population and housing resources would be less than significant, and Rail Spur Project's contribution to cumulative impacts to population and housing would be less than significant.

The Increased Throughput Project at the SMR would not result in the addition of any new jobs at the refinery, so it would not contribute to cumulative population and housing impacts. The northern Santa Barbara County Oil Development would likely add some additional oil related jobs, but these would likely draw from the local labor pool in the area of the City of Santa Maria, which would not contribute to cumulative population and housing impacts.

Movement of the cumulative crude oil trains in the along the routes would not result in an increase in population and therefore would not contribute to cumulative population and housing impacts.

4.10.6 Mitigation Monitoring Plan

All potential impacts to population and housing that could result from the Rail Spur Project would be less than significant. No mitigation would be necessary and no mitigation monitoring plan would be required for this issue area.

4.10.7 References

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