4.13 POPULATION AND HOUSING

This section evaluates the population and housing impacts of the proposed Plan. The information presented was compiled primarily from SANDAG’s Series 13 Regional Growth Forecast.

4.13.1 EXISTING CONDITIONS

Existing population and housing in the San Diego region is largely concentrated in the western third of the region, which includes lands in the coastal zone. This area is characterized by beaches; bays; shoreline; coastal canyons; and the many rivers, streams, and other watercourses. Many incorporated cities, both large and small in size and population, are located along the coast and tend to have fairly high density relative to other portions of the region. Historically, development has centered along the coastal areas due to desirability of the location, access to infrastructure and transportation options, and access to employment and commercial centers, among other factors.

The cities and portions of the unincorporated County that are situated in more inland and eastern locations tend to have lower-density population and development characteristics and are typically located along major roadways and transportation corridors, including SR 78, SR 79, and SR 94.

GROWTH FORECASTING

SANDAG has prepared regional growth forecasts for the San Diego since the 1970s. The SANDAG forecasts are meant to help policy- and decision-makers prepare for the future and are not an expression for or against growth. The forecasts are developed through a collaborative effort with experts in demography, housing, the economy, and other disciplines, and the close cooperation of the local planning directors and their staffs.

The latest forecast, called the Series 13 Regional Growth Forecast, identifies regional growth in population, housing units, and jobs from 2012 to 2050. It serves as the foundation for the proposed Plan. In addition, local governments use the forecast for capital improvements and public facilities planning, and SDCWA uses it for water resources planning.

The growth forecast is completed in two iterative phases. First, SANDAG produces a forecast for the entire San Diego region, called the regionwide forecast. This regionwide forecast does not include any land use constraints, but simply projects growth based on existing demographic and economic trends such as fertility rates, mortality rates, domestic migration, international migration, and economic activity.

During the second phase, SANDAG allocates the regionwide forecast to jurisdictions and smaller geographic areas based on the region’s adopted general plans and community plans. The adopted plans and the following factors influence the probability of future growth in a given area of the region: existing development, constraints to development (e.g., floodplains, steep slopes, habitat preserves, historic districts), permitted development projects, existing job centers (along with travel time and commute choice information), and historical development patterns.
The Series 13 Forecast represents a continuing trend in the San Diego region to provide more housing and job opportunities in existing urbanized areas. Since 1999, more than three-quarters of the 19 jurisdictions have made, or are in the process of making, significant updates to their general plans. In 1999, SANDAG forecasted 21 percent of future housing growth would occur in the unincorporated areas of the County under the adopted local general plans at the time. Today, SANDAG expects 17 percent of growth to occur in the unincorporated areas and much of that is focused in existing villages such as Lakeside, Valley Center, Ramona, and Alpine. As a result of these updates, SANDAG has identified sufficient housing opportunities in the adopted general plans for the first time in nearly two decades.

The forecasted growth also reflects more sustainable general plans from the local jurisdictions. At the turn of the century, about 90 percent of vacant residential land in the cities was planned for single-family use. The Series 13 Forecast shows 84 percent of housing growth by 2050 being multifamily. Local and regional conservation programs also continue to protect more of San Diego’s sensitive lands. Currently, over 50 percent of the region is preserved as open space, parks, or habitat, and SANDAG forecasts that an additional 20,000 acres will be preserved by 2050.

EXISTING POPULATION, HOUSING UNITS, AND JOBS

The existing (2012) population of the San Diego region is 3,143,429 people. There are 1,165,818 existing housing units and 1,346,969 existing jobs. Table 4.13-1 provides a breakdown of existing regional population, housing units, and jobs for the 18 incorporated cities and unincorporated County. Existing population, housing unit, and employment densities for the region are shown in Figures 4.13-1 to 4.13-3.

<table>
<thead>
<tr>
<th>Jurisdictions</th>
<th>2012 Population</th>
<th>2012 Housing Units</th>
<th>2012 Employment (Jobs)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>107,674</td>
<td>45,171</td>
<td>66,279</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>249,382</td>
<td>79,255</td>
<td>65,340</td>
</tr>
<tr>
<td>Coronado</td>
<td>23,187</td>
<td>9,596</td>
<td>12,377</td>
</tr>
<tr>
<td>Del Mar</td>
<td>4,194</td>
<td>2,637</td>
<td>4,521</td>
</tr>
<tr>
<td>El Cajon</td>
<td>100,562</td>
<td>35,934</td>
<td>38,393</td>
</tr>
<tr>
<td>Encinitas</td>
<td>60,346</td>
<td>25,586</td>
<td>26,165</td>
</tr>
<tr>
<td>Escondido</td>
<td>146,057</td>
<td>48,333</td>
<td>48,844</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>26,609</td>
<td>9,863</td>
<td>3,421</td>
</tr>
<tr>
<td>La Mesa</td>
<td>58,296</td>
<td>25,840</td>
<td>25,233</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>25,603</td>
<td>8,813</td>
<td>6,774</td>
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<tr>
<td>National City</td>
<td>58,967</td>
<td>16,720</td>
<td>22,270</td>
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<tr>
<td>Oceanside</td>
<td>169,319</td>
<td>65,469</td>
<td>41,980</td>
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<td>Poway</td>
<td>48,382</td>
<td>16,545</td>
<td>30,851</td>
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<td>San Diego (City)</td>
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<td>518,137</td>
<td>742,718</td>
</tr>
<tr>
<td>San Marcos</td>
<td>85,560</td>
<td>28,539</td>
<td>37,608</td>
</tr>
<tr>
<td>Santee</td>
<td>54,643</td>
<td>20,124</td>
<td>14,519</td>
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<td>Solana Beach</td>
<td>13,000</td>
<td>6,521</td>
<td>7,568</td>
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<tr>
<td>Vista</td>
<td>95,034</td>
<td>30,860</td>
<td>35,840</td>
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<tr>
<td>Unincorporated</td>
<td>495,299</td>
<td>171,875</td>
<td>116,268</td>
</tr>
<tr>
<td><strong>San Diego Region</strong></td>
<td><strong>3,143,429</strong></td>
<td><strong>1,165,818</strong></td>
<td><strong>1,346,969</strong></td>
</tr>
</tbody>
</table>

Source: SANDAG, Series 13 Regional Growth Forecast, 2014
Figure 4.13-1
Existing Population Density
April 2015

Population Density
1 dot = 100 people
Figure 4.13-2
Existing Housing Density
April 2015

1 dot = Housing Units
Figure 4.13-3
Existing Employment Density
April 2015

Employment Density
1 dot = jobs
The City of San Diego is the most populous in the region with an existing population of 1,321,315, which is 42 percent of the regional total. The unincorporated County (495,299, 16 percent) and Chula Vista (249,382, 8 percent) have the second and third largest populations in the region, respectively. Approximately 66 percent of regional population is in these three jurisdictions. The cities of Oceanside (169,319, 5 percent) and Escondido (146,057, 5 percent) are the next most populated jurisdictions.

Similar to existing population distribution, approximately 66 percent of existing housing units are in the City of San Diego (518,137; 44 percent), unincorporated County (171,875; 15 percent), and Chula Vista (79,255; 7 percent). After these three jurisdictions, the cities of Oceanside (65,469; 6 percent) and Escondido (48,333; 4 percent) account for the most housing units. With 742,718 jobs, the City of San Diego accounts for 55 percent of regional employment. Next are the unincorporated County (116,268; 9 percent), Carlsbad (66,279; 5 percent), and Chula Vista (65,340; 5 percent).

4.13.2 REGULATORY SETTING

FEDERAL LAWS, REGULATIONS, PLANS, AND POLICIES

Federal Uniform Act

The Uniform Act (42 USC Sections 4601 et seq.), is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displacement of 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. FHWA regulations implementing the Uniform Act are found at 49 CFR Part 24.

STATE LAWS, REGULATIONS, PLANS, AND POLICIES

State Housing Element Law

State law requires that each city and county prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. (General plan requirements are described in Section 4.11 Land Use.) The housing element is a comprehensive assessment of current and forecasted housing needs for all economic segments of the community. Among other things, housing elements (Government Code Sections 65580 et seq.) must assess the jurisdiction’s existing and forecasted housing needed, including the jurisdiction’s fair share of regional housing needs identified in the Regional Housing Needs Assessment (RHNA). They also must identify adequate sites to meet the needs of households at all income levels.

The Sustainable Communities and Climate Protection Act of 2008 (SB 375)

The Sustainable Communities and Climate Protection Act of 2008 (SB 375, Chapter 728, Statutes of 2008) requires, in part, the preparation of an SCS as part of the RTP. Among other things, the SCS must identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the RTP taking into account net migration into the region, population growth, household formation, and employment growth (Government Code Section 65080). The proposed Plan includes the SCS for the San Diego region.
Under SB 375, preparation of the RHNA is coordinated with preparation of the SCS. The RHNA must allocate housing units consistent with the SCS development pattern (Government Code Section 65584.04(i)).

REGIONAL AND LOCAL LAWS, REGULATIONS, PLANS, AND POLICIES

Regional Housing Needs Assessment

SANDAG is required by state law (Government Code Section 65584[a]) to complete an RHNA, in consultation with the California Department of Housing and Community Development (HCD), in order to determine the region’s housing needs in four income categories—very low, low, moderate, and above moderate. The adopted RHNA for the San Diego region covers the 8-year period from January 1, 2013 through December 31, 2020.

The RHNA allocates housing needs in the four income categories for each of the cities and the County to use in their housing element. The cities and County are required to update their housing elements to include RHNA allocations every 8 years; updates can be required every four years if updated housing elements are not adopted by certain timelines.

Housing Elements of Local Jurisdictions

Each local jurisdiction in the San Diego region has developed and must periodically update a Housing Element as part of its general plan per requirements of the state Housing Element Law. As discussed above, the housing element is a comprehensive assessment of current and forecasted housing needs for all economic segments of the community. It sets forth local housing policies and programs to implement those policies.

Land Use Elements of Local Jurisdictions

Each local jurisdiction in the San Diego region has developed a Land Use Element as part of its general plan per requirements of State Planning and Zoning Law (Government Code Sections 65000 et seq.). The land use element designates the general location and intensity of housing, business, industry, open space, education, public buildings and grounds, waste disposal facilities, and other land uses.

Local Coastal Programs of Local Jurisdictions

Local jurisdictions within the Coastal Zone may prepare a Local Coastal Program (LCP) for approval by the Coastal Commission. LCPs implement the goals, policies, and requirements of the Coastal Act, including those pertaining to housing, within a local jurisdiction.

4.13.3 SIGNIFICANCE CRITERIA

Appendix G of the CEQA Guidelines (“Appendix G”) provides criteria for determining the significance of a project’s environmental impacts, in the form of Initial Study checklist questions. Unless otherwise noted, the significance criteria specifically developed for this EIR are based on the checklist questions that address the criteria in Appendix G. In some cases, SANDAG has combined checklist questions, edited their wording, or changed their location in the document in an effort to develop significance criteria that reflect the programmatic level of analysis in this EIR, the unique nature of the proposed Plan’s population and housing impacts, and the unique characteristics of the proposed Plan.
Checklist questions for population and housing are provided in Section IX of Appendix G. For purposes of this EIR, the Appendix G questions have been combined and modified. Specifically, the separate population and housing criteria (b) and (c) in CEQA Appendix G related to displacement of a substantial number of existing homes and displacement of a substantial number of people have been combined in this document (POP -2). For purposes of this EIR, implementation of the proposed Plan would have a significant population and housing impact if it would:

**POP-1** Induce substantial increases in population, either directly (for example, by proposing new homes or businesses), or indirectly (for example, through extension of roads or other infrastructure).

**POP-2** Displace substantial numbers of people or housing units, which would necessitate the construction of replacement housing elsewhere.

### 4.13.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

#### POP-1 INDUCE SUBSTANTIAL INCREASES IN POPULATION

**ANALYSIS METHODOLOGY**

This section analyzes whether substantial increases in population would be induced by the proposed Plan based on the Series 13 Regional Growth Forecast and proposed transportation network improvements and programs. Growth inducement is discussed further in Section 7.1. The secondary impacts of induced population growth are the physical changes to the environment already analyzed in the other resource area sections of this EIR (Sections 4.1 through 4.16); therefore, they are not addressed in this section.

**Population Growth**

From 2012 to 2050, regional population is forecasted to increase by 925,330 people from 3,143,429 to 4,068,759, an increase of 29 percent. Table 4.13-2 shows existing population in 2012 and forecasted population growth for 2020, 2035, and 2050 for the region and by jurisdiction.

The highest population growth rate increases are forecasted to occur in the south county cities of National City (44 percent) and Chula Vista (39 percent). Forecasted population growth rates in the City of San Diego (35 percent), the east county City of La Mesa (34 percent), north county cities of Vista (33 percent) and San Marcos (32 percent), and in the unincorporated County (31 percent) also will be higher than the regional average of 29 percent. Population growth rates are forecasted to be lower than the regional average in the coastal cities of Oceanside (12 percent), Carlsbad (16 percent), Encinitas (10 percent), Solana Beach (14 percent), Del Mar (13 percent), Coronado (4 percent), and Imperial Beach (19 percent); the north county inland cities of Poway (10 percent) and Escondido (19 percent); and the east county cities of El Cajon (15 percent), Lemon Grove (21 percent), and Santee (21 percent).

Numerically, the highest population growth increases from 2012 to 2050 are forecasted for the City of San Diego (456,621, 49 percent of the regional increase), the unincorporated County (152,129, 16 percent of the regional increase), and the City of Chula Vista (96,204, 10 percent of the regional increase). Approximately 75 percent of the population growth increase is forecasted for these three jurisdictions.
Table 4.13-2
Existing and Forecasted Population Growth by Jurisdiction

<table>
<thead>
<tr>
<th>Jurisdictions</th>
<th>2012</th>
<th>2020</th>
<th>2035</th>
<th>2050</th>
<th>Increase (2012-2050)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Population</td>
<td>Percent</td>
<td>Population</td>
<td>Percent</td>
<td>Population</td>
</tr>
<tr>
<td>Carlsbad</td>
<td>107,674</td>
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<td>118,450</td>
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<td>124,351</td>
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<td>287,173</td>
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<td>326,625</td>
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<td>23,634</td>
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<td>El Cajon</td>
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<td>65,264</td>
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<td>Escondido</td>
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<td>53,062</td>
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<td>109,095</td>
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<td>Santee</td>
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<td>543,545</td>
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<td>617,765</td>
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<td><strong>Region</strong></td>
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<td></td>
<td><strong>3,435,713</strong></td>
<td></td>
<td><strong>3,853,698</strong></td>
</tr>
</tbody>
</table>

Source: SANDAG, Series 13 Regional Growth Forecast, 2014a

Housing Units

From 2012 to 2050, the number of housing units in the region is forecasted to increase by 326,117, from 1,165,818 to 1,491,935, an increase of 28 percent. Table 4.13-3 shows existing housing units in 2012 and forecasted housing units for 2020, 2035, and 2050 for the region and by jurisdiction. This table does not include civilian (e.g., dormitories) or military (e.g., barracks) group quarters.

Similar to forecasted increases in population growth, the highest rates of housing unit increases would occur in the south county cities of National City (48 percent) and Chula Vista (37%). Forecasted housing unit increases in the City of San Diego (34 percent), north county cities of San Marcos (31 percent) and Vista (30 percent), the unincorporated County (30 percent), and the City of La Mesa (29 percent) in the east county, also will be higher than the regional average of 28 percent. The rates of housing units increases are forecasted to be lower than the regional average in the coastal cities of Oceanside (8 percent), Carlsbad (12 percent), Encinitas (8 percent), Solana Beach (9 percent), Del Mar (1 percent), Coronado (2 percent), and Imperial Beach (17 percent); the north county inland cities of Poway (8 percent) and Escondido (16 percent); and the east county cities of El Cajon (13 percent), Lemon Grove (19 percent), and Santee (19 percent).

Numerically, the highest housing unit increases from 2012 to 2050 are forecasted for the City of San Diego (177,566; 54 percent of the regional increase), the unincorporated County (51,123; 16 percent of the regional increase), and City of Chula Vista (29,018; 9 percent of the regional increase). Approximately 79 percent of the housing unit increase is forecasted for these three jurisdictions.
### Table 4.13-3
Existing and Forecasted Housing Units by Jurisdiction

<table>
<thead>
<tr>
<th>Jurisdictions</th>
<th>2012</th>
<th>2020</th>
<th>2035</th>
<th>2050</th>
<th>Increase (2012-2050)</th>
</tr>
</thead>
<tbody>
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<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Housing Units</td>
</tr>
<tr>
<td>Carlsbad</td>
<td>45,171</td>
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<td>5,334</td>
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<td>89,176</td>
<td>101,188</td>
<td>108,273</td>
<td>29,018</td>
</tr>
<tr>
<td>Coronado</td>
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<td>9,668</td>
<td>9,697</td>
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<td>205</td>
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<td>26,765</td>
<td>27,686</td>
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<td>55,567</td>
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<td>San Marcos</td>
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<td>1,491,935</td>
<td>326,117</td>
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</table>

Source: SANDAG, Series 13 Regional Growth Forecast, 2014a

### Jobs

From 2012 to 2050, the number of jobs in the region is forecasted to increase by 460,492, from 1,346,969 to 1,807,461, an increase of 34 percent. Table 4.13-4 shows existing jobs in 2012 and forecasted jobs for 2020, 2035, and 2050 for the region and by jurisdiction.

The highest rates of job increases would occur in the south county cities of Chula Vista (75 percent) and National City (56 percent), and in San Marcos (71 percent) in inland north county. Forecasted job increases in the east county city of La Mesa (45 percent), north county City of Vista (36 percent), unincorporated County (41 percent), and coastal Imperial Beach (35 percent), also will be higher than the regional average of 34 percent. The rates of jobs increases are forecasted to be lower than the regional average in the City of San Diego (31 percent); the coastal cities of Oceanside (29 percent), Carlsbad (29 percent), Encinitas (13 percent), Solana Beach (16 percent), Del Mar (5 percent), and Coronado (1 percent); the north county inland cities of Poway (20 percent) and Escondido (21 percent); and the east county cities of El Cajon (30 percent), Lemon Grove (28 percent), and Santee (28 percent).

Numerically, the largest job increases from 2012 to 2050 are forecasted for the City of San Diego (228,541; 50 percent of the regional increase), the City of Chula Vista (49,210; 11 percent of the regional increase), and the unincorporated County (47,665; 10 percent of the regional increase). Approximately 71 percent of the jobs increase is forecasted for these three jurisdictions.
Table 4.13-4
Existing and Forecasted Jobs Growth by Jurisdiction

<table>
<thead>
<tr>
<th>Jurisdictions</th>
<th>2012</th>
<th>2020</th>
<th>2035</th>
<th>2050</th>
<th>Increase (2012-2050)</th>
<th>Jobs</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>66,279</td>
<td>77,422</td>
<td>84,589</td>
<td>85,757</td>
<td>19,478</td>
<td>29%</td>
<td></td>
</tr>
<tr>
<td>Chula Vista</td>
<td>65,340</td>
<td>82,953</td>
<td>99,599</td>
<td>114,550</td>
<td>49,210</td>
<td>75%</td>
<td></td>
</tr>
<tr>
<td>Coronado</td>
<td>12,377</td>
<td>12,377</td>
<td>12,515</td>
<td>12,536</td>
<td>159</td>
<td>1%</td>
<td></td>
</tr>
<tr>
<td>Del Mar</td>
<td>4,521</td>
<td>4,542</td>
<td>4,704</td>
<td>4,726</td>
<td>205</td>
<td>5%</td>
<td></td>
</tr>
<tr>
<td>El Cajon</td>
<td>38,393</td>
<td>41,410</td>
<td>45,201</td>
<td>49,825</td>
<td>11,432</td>
<td>30%</td>
<td></td>
</tr>
<tr>
<td>Encinitas</td>
<td>26,165</td>
<td>27,275</td>
<td>28,467</td>
<td>29,551</td>
<td>3,386</td>
<td>13%</td>
<td></td>
</tr>
<tr>
<td>Escondido</td>
<td>48,844</td>
<td>53,498</td>
<td>57,732</td>
<td>59,081</td>
<td>10,237</td>
<td>21%</td>
<td></td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>3,421</td>
<td>4,311</td>
<td>4,595</td>
<td>4,613</td>
<td>1,192</td>
<td>35%</td>
<td></td>
</tr>
<tr>
<td>La Mesa</td>
<td>25,233</td>
<td>28,673</td>
<td>33,309</td>
<td>36,552</td>
<td>11,319</td>
<td>45%</td>
<td></td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>6,774</td>
<td>7,320</td>
<td>8,033</td>
<td>8,656</td>
<td>1,882</td>
<td>28%</td>
<td></td>
</tr>
<tr>
<td>National City</td>
<td>22,270</td>
<td>25,184</td>
<td>27,714</td>
<td>34,736</td>
<td>12,466</td>
<td>56%</td>
<td></td>
</tr>
<tr>
<td>Oceanside</td>
<td>41,980</td>
<td>48,205</td>
<td>53,283</td>
<td>53,998</td>
<td>12,018</td>
<td>29%</td>
<td></td>
</tr>
<tr>
<td>Poway</td>
<td>30,851</td>
<td>34,010</td>
<td>35,708</td>
<td>37,173</td>
<td>6,322</td>
<td>20%</td>
<td></td>
</tr>
<tr>
<td>San Diego</td>
<td>742,718</td>
<td>830,107</td>
<td>896,404</td>
<td>971,259</td>
<td>228,541</td>
<td>31%</td>
<td></td>
</tr>
<tr>
<td>San Marcos</td>
<td>37,608</td>
<td>45,783</td>
<td>54,902</td>
<td>64,328</td>
<td>26,720</td>
<td>71%</td>
<td></td>
</tr>
<tr>
<td>Santee</td>
<td>14,519</td>
<td>16,499</td>
<td>18,323</td>
<td>18,570</td>
<td>4,051</td>
<td>28%</td>
<td></td>
</tr>
<tr>
<td>Solana Beach</td>
<td>7,568</td>
<td>8,156</td>
<td>8,533</td>
<td>8,803</td>
<td>1,235</td>
<td>16%</td>
<td></td>
</tr>
<tr>
<td>Vista</td>
<td>35,840</td>
<td>40,965</td>
<td>48,065</td>
<td>48,814</td>
<td>12,974</td>
<td>36%</td>
<td></td>
</tr>
<tr>
<td>Unincorporated</td>
<td>116,268</td>
<td>131,490</td>
<td>144,318</td>
<td>163,933</td>
<td>47,665</td>
<td>41%</td>
<td></td>
</tr>
<tr>
<td><strong>Region</strong></td>
<td>1,346,969</td>
<td>1,520,180</td>
<td>1,665,994</td>
<td>1,807,461</td>
<td>460,492</td>
<td>34%</td>
<td></td>
</tr>
</tbody>
</table>

Source: SANDAG, Series 13 Regional Growth Forecast, 2014a

IMPACT ANALYSIS

2020

Regional Growth and Land Use Change

From 2012 to 2020, regional population is forecasted to increase by 292,284 people (9 percent), housing by 83,866 housing units (7 percent), and employment by 173,211 jobs (13 percent). Regional population, housing, and employment densities for 2020 are shown in Figures 4.13-4 through 4.13-6.

Approximately 75 percent of the forecasted regional population increase by 2020 is in the City of San Diego (45 percent), County of San Diego (17 percent), and City of Chula Vista (13 percent). Similarly, these three jurisdictions accommodate approximately 77 percent of new housing units and 69 percent of new jobs, respectively, by 2020. In the City of San Diego, the communities with the highest proportion of the forecasted population and housing unit increases include Mira Mesa, Otay Mesa, Downtown, Pacific Highlands Ranch, Black Mountain Ranch, University City, Navajo, and Mission Valley. The highest proportions of forecasted job increases are in the communities of Downtown, Kearny Mesa, Mira Mesa, Mission Valley, University City, and Otay Mesa.
In the unincorporated County, the communities with the highest proportion of the forecasted population and housing unit increases include Lakeside, Otay, North County Metro, Pendleton-De Luz, Fallbrook, Spring Valley, Ramona, and Valley Center. The highest proportions of forecasted job increases are in the communities of Lakeside, Spring Valley, North County Metro, Fallbrook, and Ramona.

New development caused by regional growth and land use change would be in the form of new homes, services, commercial areas, industrial centers, schools, and civic uses. Additionally, the proposed Plan forecasts a general intensification of existing land uses within urban communities and along key transportation corridors. The land use components of the proposed Plan would induce substantial population increases in the specific locations described above through policies and strategies that provide for the development of new housing units, job-supporting nonresidential land uses, and related improvements to public facilities and infrastructure. This is a significant impact. Refer to the more detailed analysis in Section 7.1 Growth Inducement, Section 4.11 Land Use, and Section 4.14 Public-Services and Utilities of the EIR for further discussions of population growth impacts.

**Transportation Network Improvements and Programs**

From 2012 to 2020, major transportation network improvements and programs would include double-tracking at certain locations on the LOSSAN rail corridor, increases in COASTER frequencies and completion of the Mid-Coast Trolley Extension from Old Town to University City, the South Bay Rapid from the Otay Mesa ITC to Downtown San Diego, Rapid Bus Route 905 from Iris to the Otay Mesa POE, increases in local bus service frequencies, express bus routes to SDIA and Tijuana International Airport, a San Marcos shuttle, and construction of two transit-only lanes on SR 15 between I-805 and I-8.

Additional major transportation network improvements would include new Managed Lanes along I-5 from Manchester Avenue to SR 78 and I-805 from Carroll Canyon Road to SR 52, new toll lanes on SR 11 to the Otay Mesa POE, new general purpose lanes along a portion of SR 76, and a new freeway connector at SR 11 and SR 905. By 2020, there also would be several improvements to local arterial streets at locations throughout the region, including widenings and extensions of existing roadways, new or replaced bridges, and a road realignment. Approximately 24 regional active transportation projects would be constructed by 2020. Several of the active transportation projects are in the City of San Diego, and also in other jurisdictions in coastal and inland north county and in coastal south county.

The planned network improvements and programs would help facilitate movement of people and goods and accessibility to improve the quality of life and sustain the economy as the region grows. The transportation network improvements and programs emphasize more efficient use of the existing highway and arterial networks and an enhanced transit network that would facilitate greater mobility between communities and employment or commercial centers within the region. Enhanced mobility would support forecasted regional growth by increasing the accessibility to and from areas of the region that are forecasted to increase housing and/or employment development. In areas where transit improvements are implemented in addition to roadway improvements, greater intensity of growth would be accommodated. Therefore, transportation network improvements developed by 2020 would induce substantial increases in population. This is a significant impact.

**2020 Conclusion**

Implementation of the regional growth and land use change, as well as transportation network improvements would induce substantial increases in population. Therefore, this impact (POP-1) in the year 2020 is significant.
Figure 4.13-4
2020 Population Density
October 2015

1 dot = 100 people
Figure 4.13-5
2020 Housing Density
October 2015

Housing Density
1 dot = 100 Housing Units
Figure 4.13-6
2020 Employment Density
October 2015

Employment Density
1 dot = 100 jobs
Regional Growth and Land Use Change

From 2012 to 2035, regional population is forecasted to increase by 710,269 people (23 percent), housing by 228,965 housing units (20 percent), and employment by 319,025 jobs (24 percent). Regional population, housing, and employment densities for 2035 are shown in Figures 4.13-7 through 4.13-9. Approximately 77 percent of the forecasted regional population increase by 2035 is in the City of San Diego (48 percent), County of San Diego (17 percent), and City of Chula Vista (11 percent). Similarly, these three jurisdictions accommodate approximately 80 percent of new housing units and 68 percent of new jobs, respectively, by 2035.

In the City of San Diego, the communities with the highest proportion of the forecasted population and housing unit increases include Downtown, College Area, Mira Mesa, Otay Mesa, Mission Valley, Navajo, and Uptown. The highest proportions of forecasted job increases are in the communities of Downtown, Kearny Mesa, Mira Mesa, Mission Valley, University City, and Otay Mesa.

In the unincorporated County, the communities with the highest proportion of the forecasted population and housing unit increases include Lakeside, North County Metro, Fallbrook, Spring Valley, and Ramona. The highest proportions of forecasted job increases are in the communities of Lakeside, Spring Valley, North County Metro, Fallbrook, and Ramona.

New development caused by regional growth and land use change would be in the form of new homes, services, commercial areas, industrial centers, schools, and civic uses. The proposed Plan would also result in major development in areas that are currently undeveloped. Density of new development would increase by 2035, and many currently developed areas would be infilled. However, the proposed Plan forecasts a general intensification of existing land uses within urban communities and along key transportation corridors. The land use components of the proposed Plan would induce substantial population increases in the specific locations described above through policies and strategies that provide for the development of new housing units, job-supporting nonresidential land uses, and related improvements to public facilities and infrastructure. This is a significant impact. Refer to the more detailed analysis in Section 7.1 Growth Inducement, Section 4.11 Land Use, and Section 4.14 Public-Services and Utilities of the EIR for further discussions of population growth impacts.

Transportation Network Improvements and Programs

By 2035, additional transportation network improvements and programs would occur in the San Diego region as part of the proposed Plan. Some key rail and transit facilities by 2035 include the extension of the Trolley from UTC to Mira Mesa via Sorrento Mesa/Carroll Canyon with a connection to the COASTER service in Sorrento Valley (Trolley Route 561); an extension of the Trolley from San Ysidro to Kearny Mesa via Mission Valley, Mid-City, Southeast San Diego, National City, and Chula Vista via Highland and 4th Avenues; and three new streetcars along the Downtown, Little Italy, North Park, and Golden Hill communities. The proposed Plan also includes several grade separation projects in 2035 for the LOSSAN, SPRINTER, and Trolley. Rail grade separations include Phase 1 of the Blue Line Frequency Enhancements and rail grade separations through the South Bay communities, and the Blue/Orange Track connection at 12th and Imperial. Substantial increases in Rapid service would occur throughout the region.
Figure 4.13-7
2035 Population Density
October 2015

Population Density
1 dot = 100 people

SANDAG
Figure 4.13-8
2035 Housing Density
October 2015

1 dot = 100 Housing Units
Figure 4.13-9
2035 Employment Density
October 2015

Employment Density
1 dot = 100 jobs
Additional major transportation network improvements by 2035 would include additional Managed Lanes along certain portions of I-5 between SR 905 and SR 78, as well as portions of SR 15 and I-15, SR 78, SR 94, and I-805. General purpose lanes would be added along I-5 from SR 54 to SR 15, and portions of SR 52 and SR 67. Six Managed Lane connectors would be added along portions of I-5, SR 15, I-15, and I-805, and five freeway connectors would be added along portions of I-5, SR 94, and SR 11/SR 905.

By 2035, active transportation projects include Bayshore Bikeway segment to Barrio Logan, the San Diego River Trail in Santee, the Downtown to Southeast connections through East Village and Encanto, and Golden Hill; the Coastal Rail Trail through UTC, Rose Canyon, Pacific Highway, Solana Beach; and urban bikeways through City Heights, Encanto and Lemon Grove, Roland to La Mesa; and the Inland Rail Trail in Oceanside. These improvements would help accommodate population, housing and job growth forecasted for the region. Increases in alternative transportation services would also accommodate forecasted growth in the region.

The planned network improvements and programs would help facilitate movement of people and goods and accessibility to improve the quality of life and sustain the economy as the region grows. The transportation improvements would emphasize more efficient use of the existing highway and arterial networks and an enhanced transit network that would facilitate greater mobility between communities and employment or commercial centers within the region. Enhanced mobility would support forecasted regional growth by increasing the accessibility to and from areas of the region that are forecasted to increase housing and/or employment development. In areas where transit improvements are implemented in addition to roadway improvements, greater intensity of growth would be accommodated. Therefore, transportation network improvements developed by 2035 would induce substantial increases in population. This is a significant impact.

2035 Conclusion

Implementation of regional growth and land use change as well as transportation network improvements would induce substantial increases in population. Therefore, this impact (POP-1) in the year 2035 is significant.

2050

Regional Growth and Land Use Change

From 2012 to 2050, regional population is forecasted to increase by 925,330 people (29 percent), housing by 326,117 housing units (28 percent), and employment by 460,492 jobs (34 percent). Regional population, housing, and employment densities for 2050 are shown in Figures 4.13-10 through 4.13-12. Approximately 75 percent of the forecasted regional population increase by 2050 is in the City of San Diego (49 percent), County of San Diego (16 percent), and City of Chula Vista (10 percent). Similarly, these three jurisdictions accommodate approximately 79 percent of new housing units and 71 percent of new jobs, respectively, by 2050.

In the City of San Diego, the communities with the highest proportion of the forecasted population and housing unit increases include Downtown, Otay Mesa, Mid-City, Mira Mesa, College Area, Navajo, and Uptown. The highest proportions of forecasted job increases are in the communities of Downtown, University City, Kearny Mesa, Mira Mesa, Mission Valley, University City, and Otay Mesa.
In the unincorporated County, the communities with the highest proportion of the forecasted population and housing unit increases include Lakeside, Otay, North County Metro, Pendleton-De Luz, Fallbrook, Spring Valley, Ramona, and Valley Center. The highest proportions of forecasted job increases are in the communities of Lakeside, Spring Valley, North County Metro, Fallbrook, and Ramona.

The regional growth and land use change components of the proposed Plan would induce substantial population increases in the specific locations described above through policies and strategies that provide for the development of new housing units, job-supporting nonresidential land uses, and related improvements to public facilities and infrastructure. This is a significant impact. Refer to the more detailed analysis in Section 7.1 Growth Inducement, Section 4.11 Land Use, and Section 4.14 Public-Services and Utilities of the EIR for further discussions of population growth impacts.

**Transportation Network Improvements and Programs**

By 2050, improvements include the extension of SPRINTER service from Escondido to Westfield North County; a new Trolley line from Downtown San Diego to SDSU, along the Park Boulevard and El Cajon Boulevard corridors via Balboa Park, North Park, and City Heights (transition of Mid-City Rapid); a new Trolley line from Pacific Beach to Grossmont Center via Clairemont, Kearny Mesa, Mission Valley, and SDSU; and the Trolley extension from Pacific Beach to Balboa to Kearney Mesa to Carmel Valley. New streetcar service would be planned from Mission Beach to La Jolla via Pacific Beach. By 2050, rail grade separations would be completed on the LOSSAN and SPRINTER corridors. On the Orange and Blue Line Trolley lines, 11 rail grade improvements would be completed by 2050.

Additional major transportation network improvements by 2050 include additional Managed Lanes along portions of I-5, SR 15 and I-15, I-805, SR 52, SR 54, SR 94, and SR 125; new general purpose lanes along portions of I-8, SR 15, SR 52, SR 56, SR 67, SR 76, SR 94, and SR 125; and highway operational improvements along portions of I-5, I-8, and SR 76. There would be new Managed Lane connectors along I-15 and I-805 at SR 52, and one new freeway connector at I-15 and SR 56. New toll lanes would be added along I-5 from Vandegrift Boulevard to the Orange County border and along I-15 from SR 78 to the Riverside County border. By 2050, active transportation projects include buildout of the San Luis Rey River Trail, bikeway trails in the Encinitas- San Marcos Corridor, Escondido Creek Bikeway, I-15 Bikeway, SR 56 Bikeway, SR 52 Bikeway, I-8 corridor Trail, I-805 corridor, SR 905 corridor, El Camino Real Bike Lanes, Carlsbad to San Marcos corridor, Mira Mesa corridor, Mid-County Bikeway, Central Coast corridor, and enhanced bike lanes through Santee, El Cajon, La Mesa and unincorporated County.

As discussed above, the location and timing of transportation network improvements and programs identified in the proposed Plan would accommodate forecasted regional growth in population in the specific locations described in this section where the development of new housing units and jobs-supporting nonresidential land uses would occur.

The planned network improvements and programs would help facilitate movement of people and goods and accessibility to improve the quality of life and sustain the economy as the region grows. The transportation network improvements and programs emphasize more efficient use of the existing highway and arterial networks, and an enhanced transit network that would facilitate greater mobility between communities and employment or commercial centers within the region. Enhanced mobility would support forecasted regional growth by increasing the accessibility to and from areas of the region that are forecasted to increase housing and/or employment development. In areas where transit improvements are implemented in addition to roadway improvements, greater intensity of growth can be accommodated. Therefore, transportation network improvements and programs in place by 2050 as part of the proposed Plan would induce substantial increases in population. This is a significant impact.
Figure 4.13-10
2050 Population Density
October 2015

Population Density
1 dot = 100 people

MILES
0 3 6

KILOMETERS
0 4 8

SANDAG
Figure 4.13-12
2050 Employment Density
October 2015

Employment Density
1 dot = 100 jobs
2050 Conclusion

Implementation of the regional growth and land use change as well as transportation network improvements and programs would induce substantial increases in population. Therefore, this impact (POP-1) in the year 2050 is significant.

MITIGATION MEASURES

POP-1 Induce Substantial Population Growth

2020, 2035, and 2050

No Feasible Mitigation. SANDAG has no control over the amount of growth the region would experience during the implementation of the proposed Plan. The regional growth and land use change forecasted in the proposed Plan would be implemented by local jurisdictions through local plans and individual development projects. The proposed Plan has been developed to accommodate forecasted regional growth and failing to do so would be inconsistent with the federal and state requirements for RTPs. In addition, precluding growth would conflict with the requirements to provide sufficient housing for the region’s population contained in SB 375. As discussed in Section 4.13.2, Government Code Section 65080(b)(2)(B)(ii) requires that the RTP/SCS must house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan.

SIGNIFICANCE AFTER MITIGATION

2020, 2035, and 2050

Based on the discussion above, impacts related to induced substantial increases in population under the proposed Plan would be significant and unavoidable.

POP-2 DISPLACE SUBSTANTIAL NUMBERS OF PEOPLE OR HOUSING UNITS, WHICH WOULD NECESSITATE THE CONSTRUCTION OF REPLACEMENT HOUSING ELSEWHERE.

ANALYSIS METHODOLOGY

This analysis examines whether forecasted regional growth and land use change and planned transportation network improvements would physically displace a substantial number of people or housing units, necessitating the construction of replacement housing elsewhere. The analysis also includes a discussion indicating whether construction of replacement housing outside the region would be required.

During the timeframe of the proposed Plan, climate change effects likely to exacerbate the proposed Plan’s displacement impacts include, but are not limited to, increased risk of wildfire throughout the region, increased flooding in low-lying areas, and flooding associated with beach loss and sea level rise in coastal areas. In general, these climate change effects would increase between 2020 and 2050. These effects are further detailed in Appendix F.
IMPACT ANALYSIS

2020

Regional Growth and Land Use Change

The intensification of development forecasted for 2020 would lead to the redevelopment of existing properties containing lower-density residential uses. New development would occur at higher densities and with more modern housing, frequently as part of a mixed-use development. Thus, existing structures would be replaced with higher-density housing or commercial structures, and would lead to substantial displacement of people and housing units, necessitating the construction of replacement housing elsewhere.

Likewise, existing vacancy rates for commercial/retail properties have dropped from 4.5 percent to 4.3 percent from the first to second quarter 2014 (CoStar 2014). Existing laws are in place to provide assistance to relocated households and businesses. As described in Section 4.13.2, the Federal Uniform Act requires public agencies to provide relocation assistance when an action by the agency displaces residences. Construction of replacement housing outside the region would, however, be unlikely, as adopted land use plans have sufficient capacity to accommodate forecasted population and housing growth. Nonetheless, regional growth and land use change would cause the displacement of people and housing units, necessitating the construction of replacement housing elsewhere. Regional growth and land use change would have a significant impact.

Transportation Network Improvements and Programs

The proposed Plan includes the construction of new facilities by 2020, such as the Mid-Coast Trolley Extension through existing communities from Old Town to University City in the City of San Diego and construction of SR 11 from the Otay Mesa East Port of Entry to SR 905. The Mid-Coast Trolley Extension would be located in part along the existing LOSSAN rail corridor and along the I-5, minimizing the physical displacement of existing housing. In addition, the portion through University City would include features such as elevated structures to ensure that existing properties are not displaced. The Mid-Coast Corridor Transit Final SEIS/SEIR (SANDAG 2014b concludes that the project would not result in a population and housing impact because the project would not displace any dwelling units, necessitate construction of replacement housing, or displace a substantial (more than a few) number of people who would need to seek employment outside of the local employment area. The SR 11 and Otay Mesa East Port of Entry Final EIR/EIS (Caltrans 2012) concluded that the project would not result in the physical displacement of existing housing.

Based on a review of the planned major transportation improvements and their proximity to existing and forecast housing growth in 2020, none of the planned transportation network improvements would require acquisitions of right-of-way that would physically displace substantial numbers of people or housing units. Therefore, transportation network improvements would not displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
2020 Conclusion

By 2020, development associated with regional growth and land use change, but not transportation network improvements, would displace a substantial number of people and housing units, necessitating the construction of replacement housing elsewhere. Therefore, this impact (POP-2) in the year 2020 is significant.

2035

Regional Growth and Land Use Change

The intensification of development forecasted for 2035 would lead to the redevelopment of existing properties containing lower-density residential uses. New development would occur at higher densities and with more modern housing, frequently as part of a mixed-use development. Thus, existing structures would be replaced with higher-density housing or commercial structures, and would lead to substantial displacement of people or housing units necessitating the construction of replacement housing elsewhere. Existing laws are in place to provide assistance to relocated households and businesses. As described in Section 4.13.2, the Federal Uniform Act requires public agencies to provide relocation assistance when an action by the agency displaces residences or businesses. Construction of replacement housing outside the region would be unlikely as adopted land use plans have sufficient capacity to accommodate forecasted housing growth. Nonetheless, regional growth and land use change would cause the displacement of people and housing units, necessitating the construction of replacement housing elsewhere. Regional growth and land use change would have a significant impact.

Transportation Network Improvements and Programs

In 2035, most transportation network improvements would affect existing transportation facilities, such as LOSSAN and SPRINTe r rail corridor double-tracking, rail grade separations, additional managed lanes and general purposes lanes along existing freeways and highways, improvements to regional arterials, and active transportation projects. New street cars would be constructed within public rights-of-way. While portions of these improvements to existing transportation facilities would likely involve temporary and permanent right-of-way acquisition, they are unlikely to involve acquisitions of property that would displace substantial numbers of people or housing units.

Other planned transportation network improvements including new Trolley extensions would require acquisition of new rights-of-way in highly developed areas with high-density housing along transportation corridors. This includes the planned Trolley extensions from UTC to Mira Mesa via Sorrento Mesa/Carroll Canyon and from San Ysidro to Kearny Mesa via Mission Valley, Mid-City, National City/Chula Vista via Highland Avenue and 4th Avenue. The future alignments for these Trolley extensions have not yet been determined, but are likely to be located to the extent feasible within existing public rights-of-way such as along existing freeways, roadways, and rail corridors in order to minimize costs associated with property acquisition and impacts to owners of private property, including businesses and residents.

However, at this time, it cannot be guaranteed that all segments of these future Trolley extensions would avoid acquisition of properties that would result in substantial displacement of people or housing units. Individual transportation network improvements including the planned Trolley extensions would undergo separate environmental review subject to CEQA and NEPA where applicable.
The corresponding project-specific environmental documentation would identify significant impacts with regard to displacement of people or housing units, if any, and identify mitigation measures to avoid or lessen the substantial displacement of people or housing units. Existing laws are in place to provide assistance to relocated households and businesses. As described in Section 4.13.2, the Federal Uniform Act requires public agencies to provide relocation assistance when an action by the agency displaces residences or businesses. Construction of replacement housing outside the region would be unlikely as adopted land use plans have sufficient capacity to accommodate forecasted population housing growth. Nevertheless, it cannot be concluded at this time that all project-level displacement of people or housing units associated with planned Trolley extensions would be avoided or substantially lessened. Therefore, transportation network improvements would displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. Transportation network improvements would have a significant impact.

2035 Conclusion

By 2035, development associated with regional growth and land use change and planned transportation network improvements would displace a substantial number of people and existing housing units, necessitating the construction of replacement housing elsewhere. Therefore, this impact (POP-2) in the year 2035 is significant.

2050

Regional Growth and Land Use Change

The proposed Plan land use pattern accommodates the estimated 326,117 new housing units that will be needed regionwide between 2012 and 2050 to serve a forecasted growth in population of 925,330 people. Although data concerning future RHNA allocations beyond 2020 do not currently exist, there is a prescribed process through the RHNA and SB 375 to ensure the capacity of future housing needs.

Construction of replacement housing outside the region would be unlikely as adopted land use plans have sufficient capacity to accommodate forecasted housing growth. Nonetheless, regional growth and land use change in 2050 would displace substantial numbers of people and housing units, necessitating the construction of replacement housing elsewhere. Regional growth and land use change would have a significant impact.

Transportation Network Improvements and Programs

In 2050, most transportation network improvements would affect existing transportation facilities, such as LOSSAN and SPRINTER rail corridor double-tracking, rail grade separations, additional managed lanes and general purposes lanes along existing freeways and highways, improvements to regional arterials, and active transportation projects. New street cars would be constructed within public rights-of-way. A new Trolley line from Downtown San Diego to SDSU, along the Park Boulevard and El Cajon Boulevard corridors via Balboa Park, North Park, and City Heights (transition of Mid-City Rapid) would be located within public rights-of-way generally along the alignment of the existing bus route. While portions of these improvements to existing transportation facilities would likely involve temporary and permanent right-of-way acquisition, they are unlikely to involve acquisitions of property that would displace substantial numbers of people or housing units.
Other planned transportation network improvements including new Trolley and SPRINTER extensions would require acquisition of new rights-of-way in highly developed areas with high-density housing along transportation corridors. This includes the planned Trolley extensions from Pacific Beach to Grossmont Center via Clairemont, Kearny Mesa, Mission Valley, and SDSU; and from Pacific Beach to Balboa to Kearney Mesa to Carmel Valley. It also includes the branch extension of the SPRINTER from Escondido to Westfield North County.

The future alignments for these Trolley and SPRINTER extensions have not yet been determined, but are likely to be located to the extent feasible within existing public rights-of-way such as along existing freeways, roadways, and rail corridors in order to minimize costs associated with property acquisition and impacts to owners of private property, including businesses and residents.

However, at this time, it cannot be guaranteed that all segments of these future Trolley and SPRINTER extensions would avoid acquisition of properties that would result in substantial displacement of people or housing units. Individual transportation network improvements including the planned Trolley and SPRINTER extensions would undergo separate environmental review subject to CEQA and NEPA where applicable. The corresponding project-specific environmental documentation would identify significant impacts with regard to displacement of people or housing units, if any, and identify mitigation measures to avoid or lessen the substantial displacement of people or housing units. Existing laws are in place to provide assistance to relocated households and businesses. As described in Section 4.13.2, the Federal Uniform Act requires public agencies to provide relocation assistance when an action by the agency displaces residences or businesses. Construction of replacement housing outside the region would be unlikely as adopted land use plans have sufficient capacity to accommodate forecasted population housing growth. Nevertheless, it cannot be concluded at this time that all project-level displacement of people or housing units associated with planned Trolley and SPRINTER extensions would be avoided or substantially lessened. Therefore, transportation network improvements would displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere. Transportation network improvements would have a significant impact.

2050 Conclusion

By 2050, development associated with regional growth and land use change and planned transportation network improvements would displace a substantial number of people and existing housing units, necessitating the construction of replacement housing elsewhere. Therefore, this impact (POP-2) in the year 2050 is significant.

MITIGATION MEASURES

POP-2 Displace Substantial Numbers of People or Housing Units Which Would Necessitate the Construction of Replacement Housing Elsewhere

2020, 2035, 2050

POP-2A Design Projects to Reduce Displacement. SANDAG shall, and other transportation project sponsors can and should, identify project alignments during planning, design, and project-level CEQA review that avoid permanent property acquisitions that would result in substantial displacement of people or housing units. Where avoidance is not feasible, measures to reduce substantial displacement include, but are not limited to, the following:
• Selecting alignments within existing public rights-of-way.
• Designing sections above- or below-grade to avoid property acquisition that would cause displacement of people or housing units.
• Selecting alignments within properties that result in the least amount of displacement, for example, acquiring vacant or undeveloped portions of property rather portions occupied by housing units.

In addition, during planning, design, and project-level CEQA review of land development projects, the County of San Diego, cities, and other local jurisdictions can and should develop design strategies to avoid or reduce displacement of people or housing units. For development projects that would displace people or housing units, alternative designs to retain existing housing on-site, alternative project site locations, and provision of replacement housing as a mitigation measure can and should be evaluated.

SIGNIFICANCE AFTER MITIGATION

2020, 2035, 2050

Implementation of Mitigation Measure POP-2A would reduce substantial displacement of people and housing units. However, there is no guarantee that significant displacement impacts would be reduced to less-than-significant levels for all projects. Therefore, displacement resulting from regional growth and land use change and transportation network improvements is a significant and unavoidable impact of implementing the proposed Plan.