

4.11 LAND USE

This section evaluates the land use impacts of the proposed Plan.

4.11.1 EXISTING CONDITIONS

REGIONAL SETTING

Historic Land Use and Regional Growth Patterns

The San Diego region is located in the southwestern corner of the United States and is bordered by Mexico to the south, the Pacific Ocean to the west, Orange and Riverside counties to the north, and Imperial County to the east. The San Diego region encompasses over 4,260 square miles and includes 18 incorporated cities, 17 tribal governments, and unincorporated San Diego County.

Existing Land Use

There are 2,727,138 acres in the San Diego region. Approximately 825,589 acres (30 percent) are developed by various land uses including residential, commercial/office, and industrial or generally support human activities, such as agriculture, military use, recreation, and infrastructure (transportation, communication, utilities) (SANDAG 2021). Open space parks account for the largest land area, with 1,329,169 acres, or about 49 percent of the region. Vacant land (543,954 acres) accounts for another 20 percent, while the remaining approximately 1 percent of the land area is covered by water (28,427). Table 4.11-1 breaks down the entire San Diego region by land use type for 2016. The 2016 land use pattern is shown in Figure 4.11-1.

Regional Growth Pattern

The western portion of the region consists of all 18 of the region's incorporated cities and military lands. As of 2016, development in this area consisted primarily of single-family residential development interspersed with open space parks and recreation land. Most of the region's multi-family residential, commercial and office, and industrial land uses also are found in the western third of the region. The eastern portion of the region is in the jurisdiction of the unincorporated County as well as 17 tribal governments. This area is predominantly characterized by open space and parks, but also the tribal reservations, vacant land, rural residential land, agriculture, and small pockets of single-family residential. Development in the eastern two-thirds is generally rural and low-density relative to the higher density urban development of the western third. Table 4.11-2 provides details about existing population, area and transportation networks in the local jurisdictions.

Figure 4.11-1
2016
Land Use Map

Residential

- Spaced Rural Residential
- Single Family Residential
- Mobile Homes
- Multi-Family Residential

Mixed Use, Commercial, and Industrial

- Mixed Use
- Commercial and Office
- Heavy and Light Industry

Public Facilities and Utilities

- Military
- Transportation, Communications, Utilities
- Education and Institutions

Open Space Parks and Recreation

- Open Space Parks
- Recreation

Agriculture

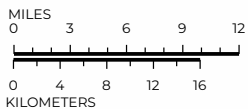
- Agriculture

Tribal Lands

- Tribal Lands

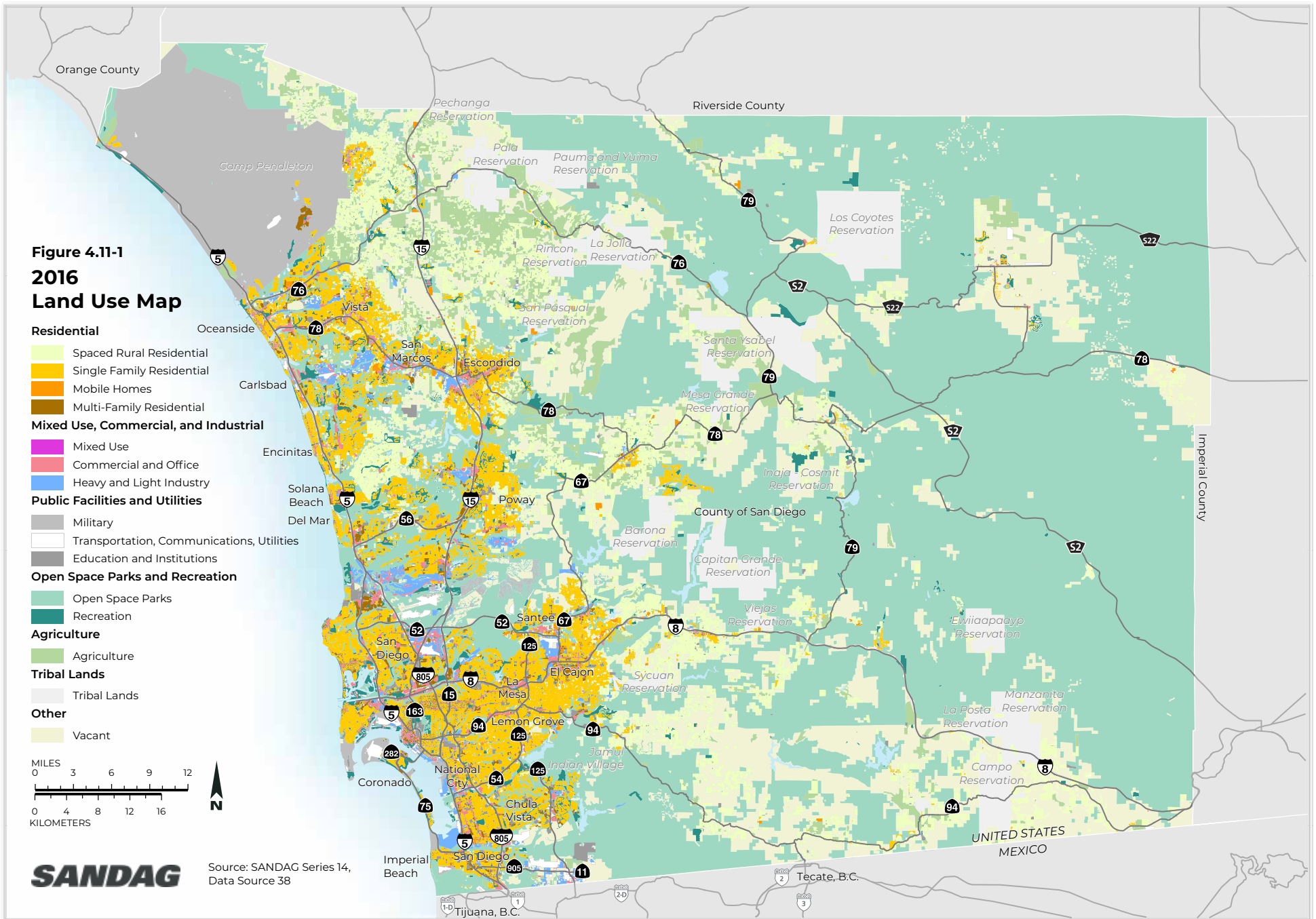
Other

- Vacant



SANDAG

Source: SANDAG Series 14,
 Data Source 38



**Table 4.11-1
Existing Land Use in the San Diego Region (2016)**

Land Use Type	Acres
Agriculture	115,441
Commercial and Office	17,852
Education and Institutions	23,334
Heavy and Light Industry	18,606
Military	133,764
Mixed Use	120
Mobile Homes	6,199
Multi-Family Residential	16,721
Open Space Parks	1,329,169
Recreation	39,395
Single-Family Residential	140,620
Spaced Rural Residential	201,407
Transportation, Communications, Utilities	109,518
Under Construction	2,613
Vacant	543,954
Water	28,427
Total	2,727,138¹

Source: SANDAG 2021.

¹ Total is 2 acres less than the sum of each land use listed in the table, due to the rounding of acreages for each land use type.

Table 4.11-2
Jurisdictional Information

Jurisdiction	Size (square miles)	2016 Population	Percent of Regional Population	Major Highways	Major Transit Systems
Carlsbad	39.1	113,179	3.4	I-5, SR 78	COASTER, Amtrak, NCTD Bus
Chula Vista	50.9	265,357	8.0	I-5, I-805, SR 125, SR 54	Trolley, MTS bus
Coronado	14.0	24,512	0.7	SR 75, SR 282	MTS bus
Del Mar	1.8	4,284	0.1	None	COASTER, Amtrak, NCTD bus
El Cajon	14.4	105,276	3.2	I-8, SR 125, SR 67	Trolley, MTS bus
Encinitas	19.6	62,625	1.9	I-5	COASTER, Amtrak, NCTD bus
Escondido	36.2	150,978	4.6	I-15, SR 78	SPRINTER, NCTD bus, MTS bus
Imperial Beach	4.4	28,041	0.8	SR 75	MTS bus
La Mesa	9.0	60,980	1.8	I-8, SR 125, SR 94	Trolley, MTS bus
Lemon Grove	3.9	26,710	0.8	SR 125, SR 94	Trolley, MTS bus
National City	9.2	61,350	1.9	I-5, I-805, SR 54	Trolley, MTS bus
Oceanside	42.2	176,666	5.3	I-5, SR 78, SR 76	COASTER, Amtrak, SPRINTER, NCTD bus
Poway	39.1	49,986	1.5	SR 67	MTS bus
San Diego	342.5	1,399,925	42.3	I-5, I-8, I-15, I-805, SR 15, SR 52, SR 56, SR 75, SR 94, SR 125, SR 163, SR 905	COASTER, Amtrak, Trolley, MTS bus
San Marcos	24.0	94,258	2.8	I-15, SR 78	SPRINTER, MTS bus
Santee	16.5	56,434	1.7	SR 125, SR 67, SR 52	Trolley, MTS bus
Solana Beach	3.4	13,860	0.4	I-5	COASTER, Amtrak, NCTD bus
Vista	18.6	102,933	3.1	SR 78	SPRINTER, NCTD bus
San Diego County	3,527.0	512,156	15.5	I-5, I-8, I-15, SR 54, SR 67, SR 76, SR 78, SR 79, SR 94, SR 125, SR 188	NCTD bus, MTS bus

Source: SANDAG 2021.

I- = Interstate; MTS = Metropolitan Transportation System; NCTD = North County Traffic District; SR = State Route

Other Public and Non-Jurisdictional Lands

Tribal Governments

The San Diego region is home to 18 Native American reservations represented by 17 tribal governments, the most in any county in the United States, as shown in Figure 4.11-2. There are more than 73,000 acres of tribal reservation lands in the region. As sovereign domestic nations, tribal governments govern land use on their reservations and land holdings. SANDAG and the regional tribal governments work together to facilitate government-to-government planning and coordination. Table 4.11-3 details information regarding tribal nations in the San Diego region.

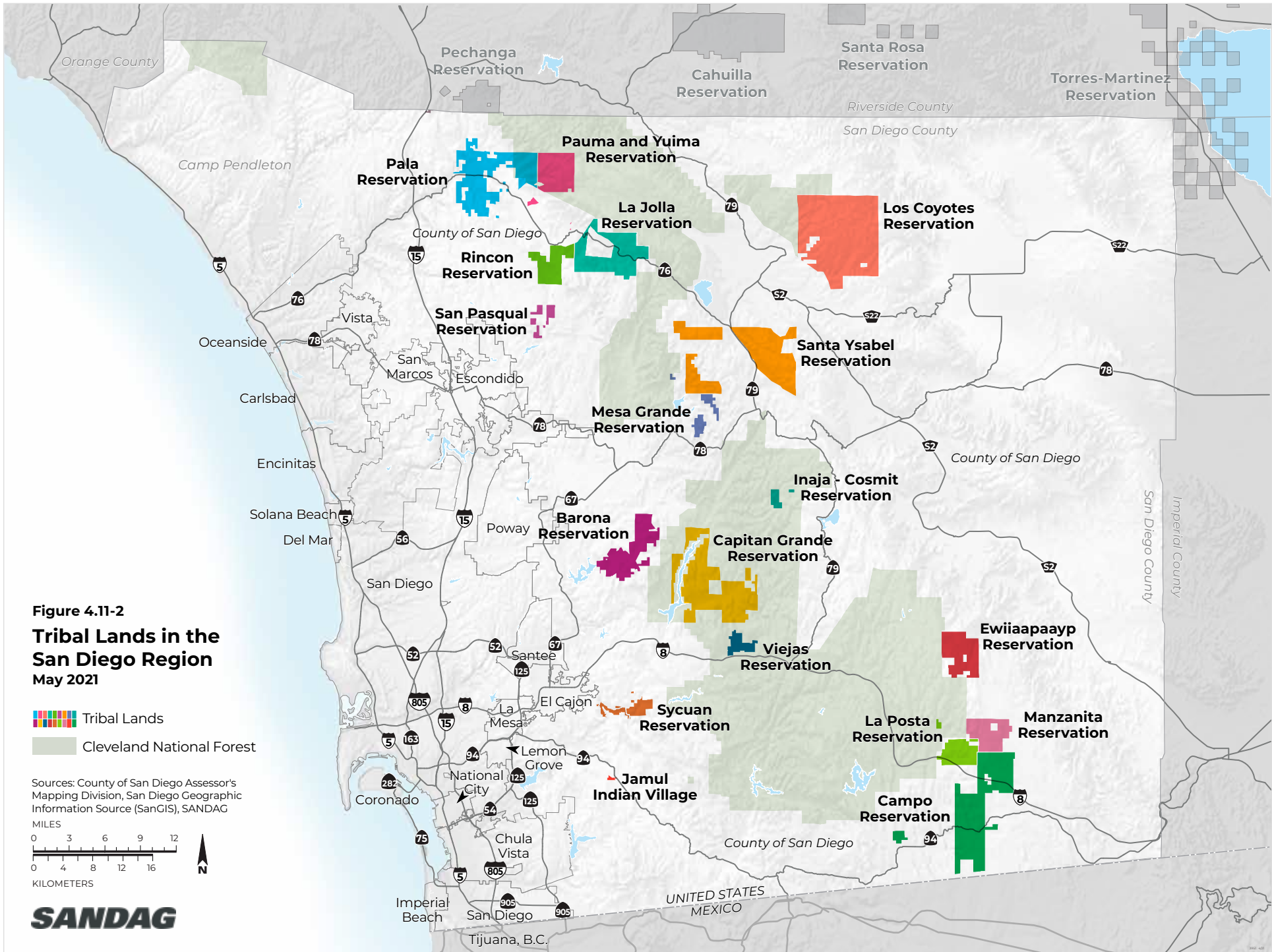
**Table 4.11-3
Tribal Nations in the San Diego Region**

Tribal Nation	Reservation Name	Population (2010 Census)	Housing Units (2010 Census)	Reservation Acreage	Location
Baron Band of Mission Indians	Barona	640	219	7,102	Barona Indian Reservation near Lakeside, about 30 miles northeast of San Diego
Campo Band of Mission Indians of the Kumeyaay Nation	Campo	362	140	15,674	Southeastern San Diego County in the Laguna Mountains
Joint Power Authority between Barona and Viejas	Capitan Grande	0	0	15,632	Northwest quadrant of the Cleveland National Forest
Ewiiapaayp Band of Kumeyaay Indians	Ewiiapaayp	0	0	5,549	Immediately east of Cleveland National Forest and west of Anza Borrego Desert State Park off Highway S1
Inaja Cosmit Band of Diegueno Mission Indians	Inaja and Cosmit	0	0	809	Within the boundaries of Cleveland National Forest, southwest of Julian, off Highway 78
Jamul Indian Village of Kumeyaay Nation	Jamul Indian Village	0	0	6	10 miles southeast of El Cajon, along Highway 94
La Jolla Band of Luiseño Indians	La Jolla	476	181	8,882	On Mount Palomar; off Highway 76, 25 miles east of Escondido
La Posta Band of the Kumeyaay Nation	La Posta	55	19	3,737	56 miles east of San Diego and 46 miles west of El Centro in the Laguna Mountains

Tribal Nation	Reservation Name	Population (2010 Census)	Housing Units (2010 Census)	Reservation Acreage	Location
Los Coyotes Band of Cahuilla/Cupeño Indians	Los Coyotes	98	35	24,788	50 miles east of San Diego between Cleveland National Forest and Anza-Borrego Desert State Park
Manzanita Band of Diegueño Mission Indians	Manzanita	78	35	4,551	In southeastern San Diego County off of Interstate 8, near the town of Boulevard and in the Carrizo Desert
Mesa Grande Band of Diegueño Mission Indians	Mesa Grande	98	24	1833	Near Santa Ysabel, north of Highway 78
Pala Band of Mission Indians	Pala	1,315	425	12,724	40 miles northeast of San Diego, on the San Luis Rey River
Pauma Band of Luiseño Indians	Pauma and Yuima	206	63	5,891	Northeastern corner of San Diego County, in the foothills of Mount Palomar
Rincon Band of Luiseño Indians	Rincon	1,215	357	4,034	Northeastern corner of San Diego County, along the San Luis Rey River
San Pasqual Band of Diegueño Mission Indians	San Pasqual	1,097	372	1,964	12 miles from Escondido, adjoining the community of Valley Center and on Highway S-6
Iipay Nation of Santa Ysabel	Santa Ysabel	330	140	15,368	Near Santa Ysabel and Julian along Highway 76
Sycuan Band of the Kumeyaay Nation	Sycuan	211	76	2,227	6 miles from El Cajon between Interstate 8 and State Highway 94
Viejas Band of Kumeyaay Indians	Viejas	520	192	1,687	35 miles east of San Diego, north of Interstate 8 and Alpine, 30 miles north of the U.S.-Mexico border

Source: SANDAG 2021.

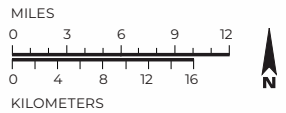
Note: This table provides information on residential occupancy on the reservations and not data on tribal enrollment because tribal members can and do live on and off reservations.



**Figure 4.11-2
Tribal Lands in the
San Diego Region
May 2021**

- Tribal Lands
- Cleveland National Forest

Sources: County of San Diego Assessor's Mapping Division, San Diego Geographic Information Source (SanGIS), SANDAG



SANDAG

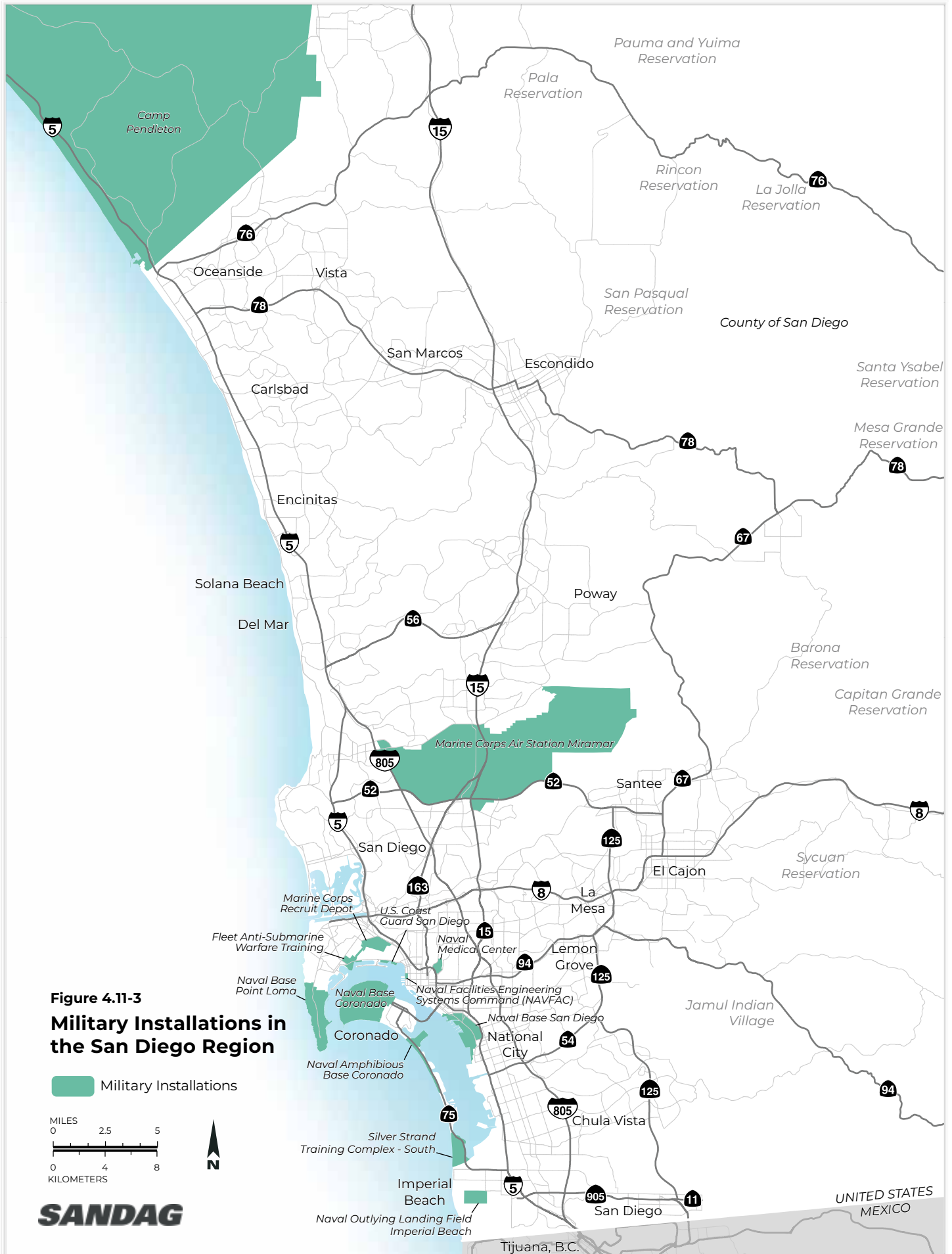
Military Installations

San Diego's location on the Pacific Ocean is ideal for many military operations in the southwest portion of the country. San Diego's military installations include a variety of sizes and uses and provide a large employment base for the region, as shown in Figure 4.11-3. Major military installations in the region are described below. Marine Corps Base (MCB) Camp Pendleton is located at the northern boundary of San Diego County near Oceanside and encompasses more than 125,000 acres. Located approximately 38 miles from downtown San Diego, MCB Camp Pendleton offers a broad spectrum of training facilities for many active and reserve Marine, Army, and Navy units, as well as national, State, and local agencies (MCB Camp Pendleton 2018). Naval Base Point Loma is located on approximately 280 acres of coastal land just west and north of downtown San Diego. Naval Base Point Loma provides support to 70 U.S. Pacific Fleet afloat and shore-based tenant commands headquartered on the base and is a highly technical hub of naval activity (My Base Guide 2019). Marine Corps Recruit Depot (MCRD) San Diego is located on 506 acres northwest of downtown San Diego, adjacent to San Diego International Airport (SDIA). MCRD San Diego provides training for marines as well as military community and family services. Marine Corps Air Station (MCAS) Miramar is located on approximately 23,000 acres in the western central portion of the region. It is home to the 3d Marine Aircraft Wing and is centrally located near more than 10 West Coast Navy and Marine Corps installations (Military.com 2019).

Naval Base Coronado (NBC) is a consolidated Navy installation encompassing eight military facilities stretching from San Clemente Island, which is located 70 miles west of San Diego, to the La Posta Mountain Warfare Training Facility, which is located 60 miles east of San Diego. Those facilities include Naval Air Station North Island; Naval Amphibious Base Coronado; Naval Outlying Landing Field Imperial Beach; Naval Auxiliary Landing Field San Clemente Island; Silver Strand Training Complex; Camp Michael Monsoor; and the Survival, Evasion, Resistance and Escape Facility in Warner Springs. Naval Air Station North Island is the anchor base of NBC (Military.com 2018).

San Diego Unified Port District

The San Diego Unified Port District (Port) was created by the California State Legislature to manage San Diego Bay and surrounding waterfront land. The Port oversees two maritime cargo terminals, two cruise ship terminals, 20 public parks, various wildlife reserves and environmental initiatives, the Harbor Police department, and the leases of more than 600 tenant and subtenant businesses around San Diego Bay. The Port has been granted authority for an approximate total of 5,483 acres or about 37 percent of the total tidelands on San Diego Bay. The shoreline frontage approaches 33 miles, which is equivalent to 61 percent of the total bay shoreline. The Port has a Port Master Plan, which is intended to provide the official planning policies, consistent with a general statewide purpose, for the physical development of the tide and submerged lands conveyed and granted in trust to the Port District (San Diego Unified Port District 2021).



Airport Authority

San Diego County Regional Airport Authority (SDCRAA) was created on January 1, 2003, as an independent agency to manage the day-to-day operations of SDIA and also serve as the region's Airport Land Use Commission (ALUC) to ensure the adoption of land use plans that protect public health and safety for areas surrounding all 16 of the San Diego region's public and private airports (SDCRAA 2018); these airports are listed in Table 4.11-4. It accomplishes this by the orderly development of airports and the adoption of land use measures that minimize the public's exposure to excessive noise and safety hazards around airports (SDCRAA 2018).

Table 4.11-4
San Diego Region's Public, ~~and Private,~~ and Military Airports

Airport	Location
Agua Caliente Springs Airport	Northeast of Agua Caliente County Park, Eastern San Diego County
Borrego Valley Airport	Borrego Springs, Eastern San Diego County
Fallbrook Community Airpark	Fallbrook, North San Diego County
Ocotillo Airport	Ocotillo Wells, Eastern San Diego County
Ramona Airport	Ramona, Northeast San Diego County
Gillespie Airport	El Cajon, East San Diego County
McClellan-Palomar Airport	City of Carlsbad, North San Diego County
MCB Camp Pendleton	North San Diego County
Jacumba Airport	Jacumba, East San Diego County
Oceanside Municipal Airport	Oceanside, North San Diego County
Brown Field Municipal	Otay Mesa, South San Diego County
Montgomery Gibbs Executive Airport	Kearney Mesa, City of San Diego
MCAS Miramar	Miramar, City of San Diego
San Diego International	Downtown San Diego, City of San Diego
NOLF Imperial Beach	Imperial Beach, San Diego County
NAS North Island	Coronado, San Diego County

ANTICIPATED EFFECTS FROM CLIMATE CHANGE

Climate change may pose threats to land use in the San Diego region by damaging or removing habitable land and physically dividing communities (e.g., through landslides), especially along the coast. The region expects to see increases in the intensity of wildfires and heavy storms that can lead to flooding, both of which may make some areas uninhabitable (CEP and SDF 2015). Indirect impacts, such as landslides and erosion, can also reduce available buildable land (County of San Diego 2018). The San Diego region is likely to experience sea-level rise of up to 1.2 feet by 2050 and up to 4.6 feet by 2100, wetter winters and more intense precipitation that can lead to increased flooding, more intense heat waves and annual average temperatures increases of up to 4.8°F by 2050, and a longer and less predictable fire season (CEP and SDF 2015, Kalansky et al. 2018, OPC 2018). More details on future climate projections are available in Appendix C. However, studies have not quantified the extent to which climate change would affect land use in the region.

Increased urban density, hard surfaces with inappropriate thermal properties, and lack of vegetation contribute to an urban heat island effect. Climate change is expected to have more extreme events of high temperatures, which can lead to heat exhaustion and heat stroke (EPA 2021). The San Diego region includes a large amount of open space parkland: about 49 percent of the region. Open space with permeable surfaces and tree canopy is found to mitigate the impacts of climate change by offering cooler temperatures compared to hard, impervious surfaces nearby and allowing stormwater to recharge groundwater rather than flood impervious surfaces (Motazedian and Leardini 2012, EPA 2020).

4.11.2 REGULATORY SETTING

FEDERAL LAWS, REGULATIONS, PLANS, AND POLICIES

Coastal Zone Management Act

The U.S. Congress passed the 1972 Coastal Zone Management Act (CZMA) (U.S. Code, Title 16, Section 1451 et seq.) to manage the nation's coastal resources. The CZMA is administered by the U.S. Department of Commerce, National Oceanic and Atmospheric Administration's Office of Ocean and Coastal Resource Management. The CZMA balances competing land and water issues in coastal zones through the National Coastal Zone Management Program. Its goal is to preserve, protect, develop, and, where possible, restore or enhance the resources of the nation's coastal zone. Federal activities within or affecting the coastal zone must, to the maximum extent practicable, be consistent with the state's coastal management program (NOAA 2019).

Cleveland National Forest Plan

The Cleveland National Forest Plan consists of a three-part (vision, strategy, and design criteria) land and resource management plan (forest plan). The legislative mandate for the management of national forests requires that public lands be conservatively used and managed in order to ensure their sustainability and to guarantee that future generations will continue to benefit from their many values. Forest plans are founded on the concept of sustainable use of the national forests. The first part of the plan describes the national forest in the future, the niche it occupies in the community framework, and the desired conditions the Forest Service is striving to realize, as well as the challenges the national forest will resolve in getting there. The second part defines and describes each of the land use zones. The land use zones are an on-the-ground manifestation of the desired conditions and are the primary tools used to describe the strategic direction, including the management intent and suitable uses for areas of the national forest where the zone is used. The final part of the forest plan is the design criteria and constitutes the "rules" that the Forest Service will follow as the national forest implements projects and activities over time (USDA 2005). In March 2011 the Pacific Southwest Region of the Forest Service released a statement of its Leadership Intent for Ecological Restoration, which laid out the region's guiding vision and goals for its stewardship of wildland and forests for the next 15–20 years. This plan reflects the Regional leadership's current thinking on how the Leadership Intent will be implemented (USDA 2018).

Bureau of Land Management Eastern San Diego County Resource Management Plan

The Bureau of Land Management (BLM) has developed a Resource Management Plan (RMP) for the Eastern San Diego County Planning Area. The RMP covers approximately 102,869 acres of BLM administered lands. The Eastern San Diego County Planning Area spans an area of the eastern portion of Southern California's Peninsular Ranges. Most of the higher land to the west is a part of the Cleveland National Forest, while the low desert region to the east is included in the Anza-Borrego Desert State Park. Riverside County and the U.S.-

Mexico border mark the northern and southern boundaries of the Planning Area, while Imperial County borders it to the east and western San Diego County to the west (BLM 2008).

The purpose of the plan is to provide guidance in the management of the lands and resources in eastern San Diego County that will achieve the following.

1. Address conflicts between motorized, mechanized, and nonmotorized/nonmechanized recreationists.
2. Protect sensitive natural and cultural resources from impacts due to recreational use, livestock grazing, and other land uses.
3. Provide guidance for renewable energy development.
4. Provide groundwater recharge and additional recreational opportunities within the Planning Area.

The Eastern San Diego County RMP is comprehensive in nature, providing guidance for management of all uses and resources in the Eastern San Diego County Planning Area (BLM 2008).

STATE LAWS, REGULATIONS, PLANS, AND POLICIES

Assembly Bill 1730 of 2019

Assembly Bill (AB) 1730 of 2019 requires the updated Regional Transportation Plan (RTP), Sustainable Communities Strategy (SCS), and EIR adopted by SANDAG on October 9, 2015, to remain in effect for State compliance, funding eligibility, and other purposes until December 31, 2021, when SANDAG must adopt its next update to its regional transportation plan. The bill provides that an interim update to the 2015 RTP adopted by SANDAG for purposes of compliance with certain federal laws (i.e., the 2019 Federal RTP) shall not constitute a project for the purposes of CEQA, thereby exempting it from CEQA. The bill also requires SANDAG to submit an implementation report to the California Air Resources Board (CARB) when it submits an SCS for review.

California Coastal Act

The California Coastal Act of 1976 (CCA) was enacted to “protect, maintain and where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources” (Public Resources Code Section 30001.5 et seq.). The CCA applies to the Coastal Zone, which is generally defined as extending offshore to the limits of California’s jurisdiction and from the shoreline 1,000 yards upland from the mean high tide line. The CCA requires each jurisdiction within the Coastal Zone to prepare a local coastal program consisting of land use plans, zoning, and other implementing actions as needed to comply with the policies set forth in CCA Chapter 3. These affect housing and other land uses, coastal access, and public works, including all types of transportation facilities. The coastal cities and the Port District are wholly or partially within the Coastal Zone and are subject to these requirements. The adopted local coastal programs are administered by the local agencies with ultimate approval by the California Coastal Commission.

Coastal Act policies that are applicable to transportation and land use projects that would implement the Plan include, but are not limited to, the following:

Section 30212.5. Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social or otherwise, of overcrowding or overuse by the public of any single area.

Section 30213. Lower cost visitor and recreational facilities shall be protected, encourage, and where feasible, provided. Developments providing public recreational opportunities are preferred.

Section 30221. Oceanfront land suitable for recreational use shall be protected for recreational use and development unless present and foreseeable future demand for public or commercial recreational activities that could be accommodated on the property is already adequately provided in the area.

Section 30222. The use of private lands suitable for visitor serving commercial recreational facilities designed to enhance public opportunities for coastal recreation shall have priority over private residential, general industrial, or general commercial development, but not over agricultural or coastal-dependent industry.

Section 30222.5. Oceanfront land that is suitable for coastal dependent aquaculture shall be protected for that use, and proposals for aquaculture facilities located on those sites shall be given priority, except over other coastal dependent developments or uses.

Section 30223. Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Section 30255. Coastal-dependent developments shall have priority over other developments on or near the shoreline, except as provided elsewhere in this division, coastal-dependent developments shall not be sited in a wetland. When appropriate, coastal-related development should be accommodated within reasonable proximity to the coastal-dependent uses they support.

California Planning and Zoning Law

The legal framework in which California cities and counties exercise local planning and land use functions is provided in the California Planning and Zoning Law (Government Code Section 65000 et seq.) Under State planning law, each city and county is required to adopt a general plan “for the physical development of the county or city, and any land outside its boundaries which bears relation to its planning” (Government Code Section 65300 et seq.). The California Supreme Court has called the general plan the “constitution for future development” (*Leshar Communications, Inc. v. City of Walnut Creek* [1990] 52 Cal. 3d 531). The general plan expresses the community’s development goals and embodies public policy relative to the distribution of future land uses, both public and private. A general plan consists of a number of elements, including land use, circulation, housing, conservation, open space, noise, and safety; other elements may be included at the discretion of the jurisdiction that relate to the physical development of the county or city. The general plan must be comprehensive and internally consistent. Of particular importance is the consistency between the circulation and land use elements; the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, and other public utilities and facilities must be consistent with the general distribution and intensity of land used for housing, business, industry, open space, education, public areas, waste disposal facilities, agriculture, and other public and private uses.

The Office of Planning and Research (OPR) is statutorily required by Government Code Section 65040.2 to adopt and periodically revise the State General Plan Guidelines (GPG) for the preparation and content of general plans for all cities and counties in California. The 2017 version includes legislative changes, new guidance, policy recommendations, external links to resource documents, and additional resources.

A more detailed discussion of the general plans for the individual jurisdictions within the San Diego region is included in Regional and Local Laws, Regulations, Plans, and Policies below. Local jurisdictions may also adopt

specific plans, which are used to implement the general plan in particular geographic areas (Government Code Section 65450).

In addition, every local jurisdiction within the region has land use regulations that implement the general plan. The zoning ordinance is the primary land use regulation used to implement the goals and policies of its general plan. Zoning ordinances, which are required to be consistent with the general plan, provide detailed direction related to development standards; permitted, conditionally permitted, and prohibited uses; and other regulations such as parking standards and sign regulations. Zoning ordinances and land use approvals must be consistent with applicable specific plans as well as the general plan.

Cities and counties are also required to comply with the Subdivision Map Act (Government Code Section 66410 et seq.). The Subdivision Map Act sets forth the conditions for approval of a subdivision map and requires enactment of subdivision ordinances by which local governments have direct control over the types of subdivision projects to be approved and the physical improvements to be installed.

Senate Bill 375 (Chapter 728, Statutes of 2008)

Senate Bill (SB) 375 provides for a regional planning process to coordinate land use, housing, and transportation planning to help California meet State greenhouse gas (GHG) emissions reduction targets. SB 375 requires regional transportation plans developed by metropolitan planning organizations (MPOs), including SANDAG, to incorporate a Sustainable Communities Strategy (SCS) that demonstrates how the region would achieve regional GHG emissions reduction targets for light duty vehicles set by CARB. SB 375 does not require local governments to revise their “land use policies and regulations, including [their] general plan,” to be consistent with the SCS (Government Code Section 65080 et seq.) The land use portion of the SCS is implemented through voluntary local government actions.

Local Agency Formation Commission Law

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 (Government Code Section 56000 et seq.) requires that each county must have a local agency formation commission (LAFCO) responsible for creating orderly local government boundaries. The goals of the act include encouraging orderly growth and efficient public services for cities and special districts, preserving prime agricultural and open space lands, and discouraging urban sprawl. While LAFCOs have no direct authority over land use, their actions determine which government agency will be responsible for new planning areas. LAFCOs address a wide range of boundary actions, including creation of spheres of influence for cities, adjustment to boundaries of special districts, annexations, incorporations, detachments of areas from cities, and dissolution of cities.

REGIONAL AND LOCAL LAWS, REGULATIONS, PLANS, AND POLICIES

San Diego Forward: The Regional Plan

San Diego Forward: The Regional Plan (2015) is the predecessor to the proposed Plan. The 2015 Regional Plan presents a transportation system designed to maximize transit enhancements, integrate biking and walking elements, and promote programs to reduce transportation demand and increase efficiency (SANDAG 2015). One key theme of the 2015 Regional Plan is to improve the connections between land use and transportation plans by using smart growth principles. The 2015 Regional Plan includes an SCS that integrates regional land use, housing, and transportation planning. The 2015 Regional Plan achieves the region’s State-mandated targets for per capita greenhouse gas emissions reductions from passenger vehicles. The SCS includes a land use pattern that accommodates the region’s future employment and housing needs and protects sensitive

habitats and resource areas. The 2015 Regional Plan land use pattern focuses housing and jobs growth in existing urbanized areas, protects about 1.3 million acres of land, and invests in a transportation network that provides residents and workers with alternatives to driving alone. New development under the plan would be more compact and more accessible to public transit and other travel choices, such as walking and bicycling.

SANDAG's 2019 Federal RTP is an update to the regional transportation plan that complies with federal requirements. Consistent with AB 1730, the 2015 Regional Plan and its SCS are valid for State compliance, funding eligibility, and other purposes through December 31, 2021. The 2021 Regional Plan will include both federal and State requirements.

Airport Land Use Commission and Airport Land Use Compatibility Plans

The California State Aeronautics Act (Public Utilities Code Section 21670 et seq.) directs each county with an airport to establish an Airport Land Use Commission (ALUC). In each county containing a public use airport, an ALUC is required to assist local agencies in ensuring compatible land uses in the vicinity of existing or proposed airports; to coordinate planning at State, regional, and local levels; to prepare and adopt an airport land use plan as required by Public Resources Code Section 21675; to review plans or regulations submitted by local agencies; and to review and make recommendations regarding the land uses, building heights, and other issues relating to air navigation safety and promotion of air commerce. The SDCRAA is the ALUC for the San Diego region. It is responsible for the preparation of Airport Land Use Compatibility Plans (ALUCPs), which identify policies and procedures for land use and airport compatibility for areas surrounding public use and military airports. Local jurisdictions are responsible for land use compatibility controls around the airports.

San Diego Unified Port District – Port Master Plan

The Port Master Plan is the land use document governing the land and water development within the jurisdiction governed by the Port District. It was originally adopted by the Board of Port Commissioners in 1980 and was certified by the California Coastal Commission on January 21, 1981. The document serves as the governing planning document pursuant to the California Coastal Act for the land and water area within Port District jurisdiction, which extends from the western edge of Pacific Highway coincident with the historic mean high tide line to several hundred feet into San Diego Bay (Tidelands). The Port Master Plan divides the tidelands into 10 Planning Districts, or precise plans. Each Planning District is further divided into Planning Subareas, which group together tideland properties into functional units, thereby facilitating planning efforts. The document provides the official planning policies, consistent with a general statewide purpose, for the physical development of the tidelands and submerged lands conveyed and granted in trust to the Port District. The Port of San Diego is currently updating its Port Master Plan. The Revised Draft Port Master Plan was released for a 4-week public review period in November 2020, with a public workshop on December 7, 2020. The Draft EIR for the Revised Draft Port Master Plan is expected to be released for public review in mid-2021 (San Diego Unified Port District 2021).

General Plans and Land Use Regulations

Every city in the San Diego region, as well as San Diego County, has a general plan that designates appropriate land uses throughout the jurisdiction and identifies the community's land use, circulation, environmental, economic, and social goals and policies as they relate to land use and development. The general plans also provide a basis for local government decision-making, including decisions on development approvals and exactions, and they provide citizens with opportunities to participate in the planning and decision-making

processes of their communities. The County of San Diego General Plan focuses on areas not included in city general plans (i.e., unincorporated areas).

The current versions of each jurisdiction’s general plan, as well as associated updates, are shown in Table 4.11-5. All of these jurisdictions have prepared or are preparing Housing Element (2021–2029) Updates with some completed and others in various stages of the drafting process.

**Table 4.11-5
General Plans**

Jurisdiction	General Plan	Adoption Date/Updates
Carlsbad	Carlsbad General Plan	September 2015 (Housing Element updated in April 2021)
Chula Vista	City of Chula Vista General Plan	December 2005, amended 2020 (Housing Element being updated as of April 2021)
Coronado	Coronado General Plan	November 1986, Revised November 2003 (Housing Element being updated as of July 2021)
Del Mar	The Community Plan	March 1976, amended 1985 (Housing Element updated in March 2021)
El Cajon	City of El Cajon General Plan 2000	January 2001 (Housing Element being updated as of July 2021)
Encinitas	City of Encinitas General Plan	May 1995 (Housing Element being updated as of April 2021)
Escondido	General Plan	May 2012 (Housing Element being updated as of March 2021)
Imperial Beach	City of Imperial Beach General Plan/Local Coastal Program Land Use Plan	September 2019 (Housing Element updated in June 2021)
La Mesa	2012 General Plan	July 2013 (Housing Element being updated as of June 2021)
Lemon Grove	General Plan	1996 (Housing Element being updated as of April 2021; Comprehensive General Plan update also underway as of 2021)
National City	National City General Plan	June 2011 (Housing Element being updated as of February 2021)
Oceanside	General Plan	June 2002 (Housing Element being updated as of March 2021; Comprehensive General Plan update also underway as of 2021)
Poway	Poway Comprehensive General Plan Poway Comprehensive General Plan	November 1991 (Transportation Element updated March 2010; Housing Element being updated as of July 2021; August 2021; Public Safety Element being updated as of October 2021)
City of San Diego	City of San Diego General Plan	March 2008, updated 2015 (Housing Element updated in June 2020)
San Marcos	City of San Marcos General Plan	February 2012 (Housing Element updated as of July 2021; Comprehensive General Plan update also underway as of July 2021)

Jurisdiction	General Plan	Adoption Date/Updates
Santee	City of Santee General Plan	August 2003 (Housing Element being updated as of March 2021)
Solana Beach	City of Solana Beach General Plan	1988, Amended 2014 (Housing Element being updated as of December 2020 <u>approved by City Council on April 14, 2021, submitted to the Department of Housing and Community Development for approval; revisions are underway for expected approval by the end of 2021</u>)
Vista	Vista General Plan 2030	February 2012 (Housing Element being updated as of May 2021)
County of San Diego	San Diego County General Plan	August 2011, Amended 2020 (Housing Element being updated as of May 2021)

Sources: City of Carlsbad 2015, 2021; City of Chula Vista 2020, 2021; City of Coronado 2003, 2021; City of Del Mar 1985, 2021; City of El Cajon 2001, 2021; City of Encinitas 1995, 2021; City of Escondido 2012, 2021; City of Imperial Beach 2019, 2021; City of La Mesa 2013, 2021; City of Lemon Grove 1996, 2021a, 2021b; City of National City 2011, 2021; City of Oceanside 2002, 2021a, 2021b; City of Poway 1991, 2021; City of San Diego 2015, 2020; City of San Marcos 2012, 2021a, 2021b; City of Santee 2003, 2021; City of Solana Beach 1988, 2020; City of Vista 2014, 2021; County of San Diego 2015, 2021.

Adopted general plan land use assumptions are used as input to develop SANDAG's regional growth forecast. The forecast is based on the most recent planning assumptions, considering local general plans and other factors, as required by SB 375 (Government Code Section 65080(b)(2)(B)).

Also, every local jurisdiction within the region has land use regulations that implement their general plan, including a subdivision ordinance and zoning ordinance. Zoning ordinances, which are required to be consistent with the general plan, provide detailed direction related to development standards; permitted, conditionally permitted, and prohibited uses; and other regulations such as parking standards and sign regulations.

Local Coastal Plans

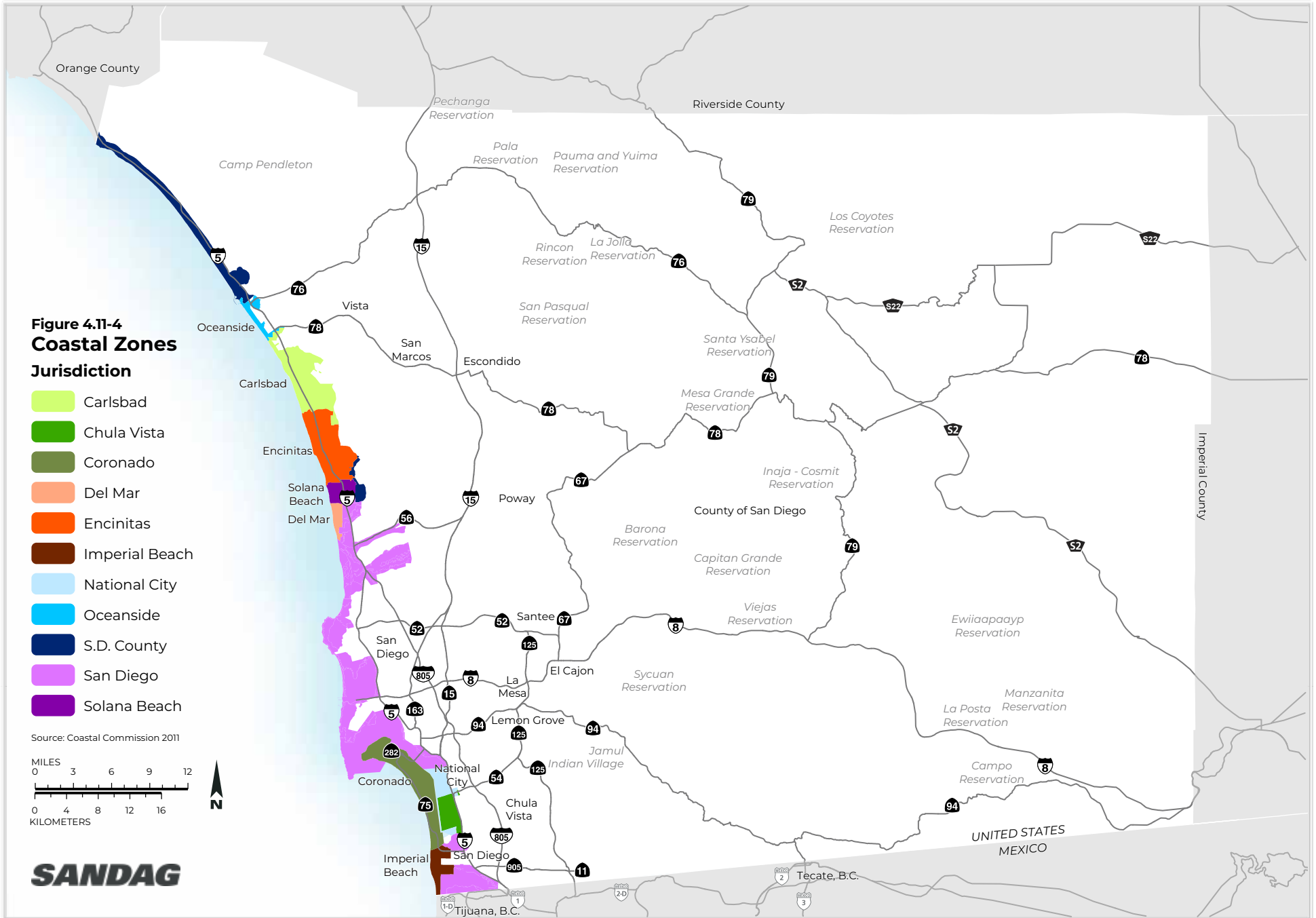
Each local jurisdictional authority (city or county) with lands within the coastal zone is required to develop, and comply with, a coastal management plan. The Coastal Act requires that any person or public agency proposing development within the Coastal Zone obtain a CDP from either the CCC or the city or county having the jurisdictional authority to issue a CDP. To comply with the Coastal Zone Management Act, localities develop Local Coastal Plans (LCPs). Table 4.11-6 shows the local jurisdictions with coastal zone jurisdiction and Figure 4.11-4 shows the respective Coastal Zone boundaries.

Table 4.11-6
Cities and County with Coastal Zone Jurisdiction

Jurisdiction
City of Oceanside
City of Carlsbad
City of Encinitas
Solana Beach
Del Mar
City of San Diego

Jurisdiction
City of Coronado National City North San Diego County City of Chula Vista City of Imperial Beach County of San Diego

Source: California Coastal Commission 2019



Community Plans and Specific Plans

A city or county may also provide land use planning by developing community or subregional plans, including specific plans for smaller, more specific areas within its jurisdiction. These more localized plans provide for focused guidance for developing a specific area, with development standards tailored to the area, as well as systematic implementation of the general plan. Both the County of San Diego and the City of San Diego have numerous community and specific plans. A community plan is used to plan the future of a particular area to a finer level of detail than the general plan and supplements the policies of the general plan; however, these community and specific plans must be consistent with the jurisdiction's general plan. All of the jurisdictions within the San Diego region have developed and implemented numerous specific plans that delineate land uses, infrastructure, development standards and criteria, and environmental conservation measures.

To support the preparation of the analysis in Section 4.11.4, *Environmental Impacts and Mitigation Measures*, SANDAG worked closely with each jurisdiction to gather information about adopted community plans and specific plans that have yet to be implemented to assess whether the proposed Plan has any inconsistencies with these plans, per State CEQA Guidelines Section 15125(d). Each jurisdiction compiled a list of adopted plans not yet fully implemented. Information as to the type of development allowed, buildout assumptions, development completed to date, and the buildout year of each plan was provided. A comprehensive table of this community and specific plan information by jurisdiction is included in Appendix L.

4.11.3 SIGNIFICANCE CRITERIA

Appendix G of the State CEQA Guidelines 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 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 and the unique characteristics of the proposed Plan.

Checklist questions for Land Use are included in Section XI (a and b) of Appendix G of the State CEQA Guidelines. Appendix G criterion XI (a) is addressed in LU-1 and criterion XI (b) is addressed in LU-2. For the purposes of this EIR, implementation of the proposed Plan would have a significant land use impact if it would:

- LU-1** Physically divide an established community.
- LU-2** Cause a significant environmental impact due to a conflict with any land use plan, policy or regulation (including, but not limited to, the general plan, local coastal program, or zoning ordinance) and result in a physical change to the environment not already addressed in the other resource chapters of this EIR.

4.11.4 ENVIRONMENTAL IMPACTS AND MITIGATION MEASURES

LU-1 PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY

ANALYSIS METHODOLOGY

This analysis examines how regional growth and land use or transportation network improvements and programs under the proposed Plan could physically divide established communities. Forecasted regional growth that occurs in new developments outside of established communities would, by definition, not

physically divide established communities, and is not addressed further under Impact LU-1. For regional growth and land use change, the analysis focuses on development within established communities. The analysis focuses on whether the proposed Plan would introduce land uses that would be incompatible with existing land uses due to proposed intensities, densities, or types of use, and if that incompatibility would result in the disruption of the physical arrangement of an existing neighborhood such that a physical separation or the creation of a barrier could disrupt the physical interaction between established land uses that comprise a neighborhood or community. The potential for community disruption was assessed by evaluating the location of substantial land use density increases in relation to established communities. A review of existing land use mapping was conducted to evaluate how the proposed Plan would affect land use patterns and the consumption of currently vacant and open space lands. Regional growth and land use change are analyzed based on areas with the greatest projected land use changes in term of projected population, jobs, densities, and land uses by location. The analysis also considers impacts by area to determine: (1) the general amount and type of land that might be impacted, and (2) where impacts may be concentrated.

The analysis of transportation network improvements and programs considers whether new or expanded transportation projects or improvements under the proposed Plan would physically divide established communities. Increased frequencies on existing rail corridors and bus routes, new bus service on existing roadways, and transportation program investments (e.g. Flexible Fleets, Mobility Hubs, Next OS) under the proposed Plan would not physically divide established communities and are not addressed further under Impact LU-1. The analysis consists of a review of existing land use maps to evaluate the location of proposed major transportation network improvements and programs in relation to surrounding land uses and community development. The transportation network improvements and services considered include those that have the potential for physical impacts based on characteristics such as expansion, widening, new construction, or new configurations.

IMPACT ANALYSIS

2025

Regional Growth and Land Use Change

From 2016 to 2025, the region is forecasted to have an increase of 161,338 people (5 percent), 97,661 housing units (8 percent), and 115,328 jobs (7 percent). The 2025 regional SCS land use pattern is shown in Figure 2-17. Approximately 70 percent of the forecasted regional population increase by 2025 is in the City of San Diego (56 percent), City of Chula Vista (12 percent), and City of Escondido (8.8). Similarly, these jurisdictions accommodate over 70 percent of new housing units and more than 60 percent of new jobs, by 2025. In the City of San Diego, the communities with the highest proportion of the forecasted population and housing unit increases are Downtown, Mission Valley, Midway-Pacific Highway, and University Center. The highest proportions of forecasted job increases are in the communities of Downtown, University Center, Otay Mesa, and Kearny Mesa. In the unincorporated County, the communities with the highest proportion of the forecasted population and housing unit increases are Otay Mesa and North County Metro. The only significant increases in jobs over that period are in East Otay Mesa.

Physical barriers such as freeways and highways, rail lines, and large institutional land uses such as military facilities often form the boundaries of existing established communities in the region and also internally divide existing established communities. For example, the major interstate highways form large physical barriers that divide several established communities throughout the region, and large institutional facilities like military facilities and the San Diego Convention Center separate established communities from the San Diego Bay. The

established communities of the region generally feature extensive, interconnected roadway networks. In 2025, the proposed Plan forecasts a general intensification of existing land uses within established communities such as the City of San Diego and City of Chula Vista, and along key transportation corridors.

The development of new housing units and employment land uses within these existing established communities would typically occur on vacant or underutilized sites such as surface parking lots, and low-rise commercial strips, industrial buildings, and warehouses; and would also result from the conversion of low-density single-family housing properties to multi-family residences. Moreover, infill development in established communities would occur in accordance with the adopted general plans and other subregional or community plans of the cities and County of San Diego, as well as their zoning and subdivision ordinances. Adopted general plans and subregional or community plans for established communities routinely prevent developments that would physically divide established communities, and often include policies to remove existing physical barriers. For example, the community plan for Downtown San Diego includes policies to re-connect streets historically divided by large scale developments and neighborhoods physically divided by the construction of I-5. Forecasted development under the proposed Plan would create more centralized areas of residential areas and commercial centers; and would not create features that would physically divide established communities.

Construction activities associated with development routinely involve temporary disruptions within established communities such as lane or road closures and service delays or detours for bus routes. Local jurisdictions routinely require traffic control plans and related measures to ensure that construction activities accommodate vehicular, bicycle, and pedestrian access, such as designating alternate routes or scheduling disruptive activities late at night or on weekends. Construction activities would not result in the physical division of established communities.

Given the above analysis, this impact in 2025 would be less than significant.

Transportation Network Improvements and Programs

Most network improvements from 2016 to 2025 are additions to existing highways, rail corridors, or local roads located in established communities, such as the addition of managed lanes along I-5 through the coastal cities of Encinitas, Carlsbad, and Oceanside; and the addition of new toll lanes on SR 11 to the Otay Mesa East Port of Entry (POE). Other planned network improvements include active transportation projects and improvements to regional arterials, which occur along or within existing transportation alignments. Major improvements also include double-tracking at certain locations on the LOSSAN Rail Corridor and station addition in the Gaslamp Quarter in downtown San Diego. The proposed Plan also includes new infrastructure as part of the Mobility Hubs development, with the addition of parking, electric vehicle charging stations, travel kiosks, passenger loading zones, parcel delivery lockers, and carshare parking. Existing highways, rail corridors, local roads, and similar facilities physically divide existing established communities. Therefore, these and other additions or enhancements to existing facilities within established communities would not physically divide those communities where a physical division does not already exist.

Some projects in the proposed Plan could improve or expand interconnections between neighborhoods and communities that are currently separated by major transportation corridors. Examples include bridges or undercrossings (with bike lanes) of commuter rail lines, bicycle/pedestrian overcrossings of freeways, and urban trail and pathway projects. Additionally, many of the proposed projects, such as expansion of transit services, are intended to improve mobility and accessibility and may, as a result, improve community connectivity. However, larger infrastructure projects, such as rail extension or expansion projects may require

the acquisition of land in existing communities, which may divide established communities. These transportation projects would require subsequent project-level environmental review prior to their implementation. Detailed project design or specific plans could address potential divisions of existing communities. At the regional and local level, SANDAG and local jurisdictions would continue to support planning efforts for locally sponsored traffic calming and alternative transportation initiatives, such as paths, trails, overcrossings, and bicycle lanes, that foster improved neighborhoods and community connections. Nevertheless, transportation network improvement impacts related to division of an established community would be significant.

Construction of additions to existing facilities and new facilities routinely involve temporary disruptions within established communities such as land or road closures along roads and highways and service delays or detours for bus routes and passenger rail. Local jurisdictions routinely require traffic control plans and related measures to ensure that construction activities accommodate vehicular and pedestrian access, including designating alternate routes or scheduling disruptive activities late at night or on weekends. Construction activities would not result in the physical division of established communities. Therefore, construction of transportation network improvements by 2025 under the proposed Plan would not, on its own, physically divide established communities, and would have a less than significant impact.

2025 Conclusion

Implementation of transportation network improvements, but not regional growth and land use change, could physically divide established communities. Therefore, this impact in the year 2025 is significant.

2035

Regional Growth and Land Use Change

From 2026 to 2035, the region is forecasted have an increase of 149,500 people (4 percent), 121,650 housing units (9 percent), and 159,728 jobs (9 percent). The 2035 regional SCS land use pattern is shown in Figure 2-18. Approximately 80 percent of the forecasted regional population increase between 2026 and 2035 is in the City of San Diego (71 percent), City of National City (7 percent), and City of Chula Vista (2 percent). Similarly, these three jurisdictions accommodate approximately 76 percent of new housing units and 70 percent of new jobs between 2026 and 2035. In the City of San Diego, the communities with the highest proportion of the forecasted population and housing unit increases are the Downtown, Mission Valley, Kearny Mesa, and Midway Pacific Highway. The highest proportions of forecasted job increases are in the communities of Downtown, Kearny Mesa, University Center and Otay Mesa. In the unincorporated County, the communities with the highest proportion of the forecasted population and housing unit increases are Lakeside, North County Metro, and Otay Mesa. The only significant increase in jobs over that period is in Otay Mesa.

The physical barriers identified in the 2025 analysis would be the same in 2035. The proposed Plan forecasts a general intensification of existing land uses within established communities such as the City of San Diego, City of National City, and City of Chula Vista and along key transportation corridors. Land use intensification is also expected to occur within Mobility Hubs, including the Central Mobility Hub and the San Ysidro Mobility Hub. The development of new housing units and employment land uses within these established communities would typically occur on vacant or underutilized sites such as surface parking lots, and low-rise commercial strips, industrial buildings, and warehouses. As described in the 2025 analysis, land use intensification would also occur with the conversion of low-density housing properties from single family uses to multi-family residences.

As discussed in the 2025 analysis, infill development in established communities would occur in accordance with the adopted general plans and other subregional and community plans of the cities and County of San Diego, as well as their zoning and subdivision ordinances. Adopted general plans and subregional and community plans for established communities routinely prevent developments that would physically divide established communities, and often include policies to remove existing physical barriers.

Construction activities associated with development routinely involve temporary disruptions within established communities such as lane or road closures and service delays or detours for bus routes. Local jurisdictions routinely require traffic control plans and related measures to ensure that construction activities accommodate vehicular, bicycle, and pedestrian access, such as designating alternate routes or scheduling disruptive activities late at night or on weekends. Construction activities would not result in the physical division of established communities. Therefore, regional growth and land use change for 2035 would not physically divide an established community. This impact is less than significant.

Transportation Network Improvements and Programs

Between 2026 and 2035, most transportation improvements would affect existing transportation facilities, such as SPRINTER rail corridor double-tracking; Blue, Orange, and Green Trolley line station enhancements; rail grade separations; additional managed lanes and conversion of general purpose lanes and shoulders to managed lanes along existing freeways and highways; improvements to regional arterials; and active transportation projects. While portions of these improvements to existing transportation facilities would likely involve temporary or permanent rights-of-way acquisition adjacent to existing facilities, the improvements to existing facilities or within existing public rights-of-way would not physically divide established communities. The planned rail grade separation along the SPRINTER corridor and Blue, Orange, and Green Trolley lines would improve connections between communities currently physically divided by rail lines.

Other planned transportation network improvements would require acquisition of new rights-of-way in highly developed established communities. This includes the development of Mobility Hubs such as the Central Mobility Hub and the San Ysidro Mobility Hub; and rail extensions such as Commuter Rail 398, from Oceanside to downtown San Diego, and Commuter Rail 582, from Sorrento Mesa to National City via UTC, Kearny Mesa, and either University Heights or City Heights. The future alignments and engineering designs for these rail 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 reduce impacts on owners of private property, including businesses and residents. As a result, it is expected that these extensions would generally not physically divide established communities. Planning studies for the Central Mobility Hub are currently underway, and the project would likely result in temporary and permanent ROW acquisitions.

It cannot be guaranteed that all segments of future rail extensions and Mobility Hubs would have alignments and design features that would avoid physically dividing established communities. Individual transportation network improvements, including the planned extensions of Commuter Rails 398 and 582 and the development of the Central Mobility Hub and San Ysidro Mobility Hub, would undergo separate environmental review under CEQA and NEPA, where applicable. The corresponding project-specific environmental documentation would identify significant impacts with regard to the physical division of established communities, if any, and identify mitigation measures to avoid or lessen the impact. Nevertheless, it cannot be concluded that all project-level physical division of established community impacts associated with planned commuter rail extensions would be avoided or substantially lessened. Therefore, transportation network improvements could physically divide established communities by 2035. This is a significant impact.

2035 Conclusion

Implementation of transportation network improvements, but not regional growth and land use change, could physically divide established communities. Therefore, this impact (LU-1) in the year 2035 is significant.

2050

Regional Growth and Land Use Change

From 2036 to 2050, the region is forecasted to have an increase of 125,725 people (3 percent), 61,433 housing units (4 percent), and 164,843 jobs (8 percent). The 2050 regional SCS land use pattern is shown in Figure 2-19. Approximately 78 percent of the forecasted regional population increase between 2036 and 2050 is in the City of San Diego (37 percent), City of San Marcos (13 percent), and City of Chula Vista (28 percent). Similarly, these three jurisdictions accommodate approximately 89 percent of new housing units and 72 percent of new jobs between 2036 and 2050. In the City of San Diego, the communities with the highest proportion of the forecasted population and housing unit increases are the Downtown, Midway Pacific Highway, and Uptown. The highest proportions of forecasted job increases are in the communities of Downtown, Otay Mesa, Kearny Mesa, and University Center. In the unincorporated County, the communities with the highest proportion of forecasted population increases are Lakeside, North County Metro, and Valle de Oro. The only significant increase in jobs over that period is in East Otay Mesa.

As described in the 2025 and 2035 analyses, physical barriers such as freeways and highways, rail lines, and large institutional land uses such as military facilities often form the boundaries of existing established communities in the region, and also internally divide existing established communities. The established communities of the region generally feature extensive, interconnected roadway networks. The proposed Plan forecasts a general intensification of existing land uses within established communities such as the City of San Diego, City of San Marcos, and City of Chula Vista and along key transportation corridors. The development of new housing units and employment land uses within these established communities would typically occur on vacant or underutilized sites such as surface parking lots, and low-density residential properties, low-rise commercial strips, industrial buildings, and warehouses. Moreover, infill development in established communities would occur in accordance with the adopted general plans and other subregional and community plans of the cities and County of San Diego, as well as their zoning and subdivision ordinances. Adopted general plans and subregional and community plans for established communities routinely prevent development that would physically divide established communities, and often include policies to remove existing physical barriers.

Construction activities associated with development routinely involve temporary disruptions within established communities such as lane or road closures and service delays or detours for bus routes. Local jurisdictions routinely require traffic control plans and related measures to ensure that construction activities accommodate vehicular and pedestrian access, such as designating alternate routes or scheduling disruptive activities late at night or on weekends. Construction activities would not result in the physical division of established communities.

Based on the above analysis, regional growth and land use change would not physically divide an established community in year 2050. This impact is less than significant.

Transportation Network Improvements and Programs

Between 2036 and 2050, most transportation network improvements would affect existing transportation facilities, such as SPRINTER, Blue, Orange, and Green Trolley line station enhancements; rail grade separations; additional managed lanes and conversion of general purpose lanes and shoulders to managed lanes along existing freeways and highways; improvements to regional arterials; and active transportation projects. While portions of these improvements to existing transportation facilities would likely involve temporary or permanent right-of-way acquisition adjacent to existing facilities, the improvements to existing facilities or within existing public rights-of-way would not physically divide established communities. The planned rail grade separation along the Blue, Orange, and Green Trolley lines would improve connections between communities currently physically divided by rail lines.

Other planned transportation network improvements would require acquisition of new rights-of-way in highly developed established communities. This includes the Commuter Rail 581 extension from downtown to El Cajon and from the Central Mobility Hub to El Cajon, Commuter Rail 582 extension from National City to the U.S.-Mexico Border, Commuter Rail 583 extension from the Central Mobility Hub to the U.S.-Mexico Border via downtown San Diego, Commuter Rail 398 extension from Oceanside to downtown San Diego, and the SPRINTER extension to Westfield North County Shopping Center ~~North County Fair~~. The future alignments and engineering designs for these rail 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 reduce impacts on owners of private property, including businesses and residents. As a result, these extensions would generally not physically divide established communities.

However, it cannot be guaranteed that all segments of future rail extensions would have alignments and design features that would avoid physically dividing established communities. Individual transportation network improvements, including the planned Commuter Rail and SPRINTER extensions and the development of Mobility Hubs, would undergo separate environmental review under CEQA and NEPA, where applicable. The corresponding project-specific environmental documentation would identify significant impacts with regard to the physical division of established communities, if any, and identify mitigation measures to avoid or lessen the impacts. Nevertheless, it cannot be concluded that all project-level physical division of established communities associated with planned rail extensions and Mobility Hubs would be avoided or substantially lessened. Therefore, transportation network improvements could physically divide established communities in year 2050. This is a significant impact.

2050 Conclusion

Implementation of transportation network improvements, but not regional growth and land use change, could physically divide established communities. Therefore, this impact in the year 2050 is significant.

Exacerbation of Climate Change Effects

Implementation of the proposed Plan may divide communities through transportation network improvements as described above. This would exacerbate the potential climate change effects on established communities, as climate change may divide communities by damaging or removing habitable land (e.g., wildfires, flooding), or even physically separating communities (e.g., landslides), as described in Section 4.11.1, *Existing Conditions*.

MITIGATION MEASURES

LU-1 PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY

2025, 2035, and 2050

LU-1 Provide Access and Connections for Transportation Network Improvements. During planning, design, and project-level CEQA review of transportation network improvements, including new rail extensions, Mobility Hubs, and roadway widening improvements, SANDAG shall, and other transportation project sponsors can and should, design new transportation network improvements within established communities to avoid the creation of barriers that physically divide such communities. Where avoidance is not feasible, measures to reduce the creation of barriers that physically divide such communities should be considered, including but not limited to, the following:

- Selecting alignments within or adjacent to existing public rights-of-way.
- Designing sections above- or below-grade to avoid or reduce physical division of communities, where feasible.
- Providing direct crossings, overcrossings, or undercrossings at regular intervals for various modes of travel (e.g., pedestrians/bicyclists, vehicles).

SIGNIFICANCE AFTER MITIGATION

2025, 2035, and 2050

Implementation of mitigation measure LU-1 would reduce impacts regarding the physical division of established communities associated with transportation network improvements through implementation of feasible alignments, design options, and other design features that avoid or substantially reduce impacts on community division. However, there is no guarantee that the impact would be reduced to less-than-significant levels for all projects. Therefore, the physical division of established communities resulting from transportation network improvements would remain significant and unavoidable.

LU-2 CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY LAND USE PLAN, POLICY, OR REGULATION (INCLUDING, BUT NOT LIMITED TO, THE GENERAL PLAN, LOCAL COASTAL PROGRAM, OR ZONING ORDINANCE) AND RESULT IN A PHYSICAL CHANGE TO THE ENVIRONMENT NOT ALREADY ADDRESSED IN THE OTHER RESOURCE CHAPTERS OF THIS EIR.

ANALYSIS METHODOLOGY

The land use and planning analysis describes existing land use/zoning and regional and local land use plans, policies, or regulations, and is intended to help fulfill the requirements of CEQA Guidelines Section 15125(d). The analysis also describes changes in the land use due to the forecasted regional growth and land use change and planned transportation network improvements. The emphasis of the analysis is on plan consistency and potential conflicts between the proposed Plan and existing land use plans, policies, and regulations adopted to avoid or mitigate environmental effects. The proposed Plan is considered consistent with the provisions of the identified regional and local plans if it meets the general intent of the applicable land use plans. A given project need not be in perfect conformity with each and every policy nor does State law require precise conformity of

a proposed project with every policy or land use designation for a site. Courts have recognized that general and specific plans attempt to balance a range of competing interests. It follows that it is nearly, if not absolutely, impossible for a project to be in perfect conformity with each and every policy set forth in the applicable plan. If the proposed Plan is determined to be inconsistent with specific individual objectives or policies of an applicable plan, but is largely consistent with the land use or the other goals and policies of that plan and would not preclude the attainment of the primary intent of the land use plan, the proposed Plan would not be considered inconsistent with the plan. Furthermore, in this impact analysis, any such inconsistency would also have to result in a new physical change in the environment, not analyzed in the other resource chapters of this EIR, to result in a significant environmental impact. The discussion below provides a brief overview of the most relevant policies and development standards from the various planning documents. However, the proposed Plan's consistency conclusions are based upon the planning documents as a whole.

Where there are conflicts, the analysis examines the effects of those conflicts on the physical environment. Conflicts with land use portions of adopted general plans, local coastal programs, the Port Master Plan, or other applicable subregional plans, such as specific plans and community plans, are generally analyzed in this section. Any such plan-level conflicts could also cause conflicts with land use policies or regulations that implement the plans. Conflicts with resource-specific plans, policies, or regulations are analyzed in the respective EIR resource sections. For example, consistency with airport land use compatibility plans is addressed in Sections 4.9, *Hazards and Hazardous Materials*, and 4.13, *Noise and Vibration*, and consistency with habitat conservation plans is addressed in Section 4.4, *Biological Resources*.

For regional growth and land use change, the impact analysis uses SANDAG's forecasted growth rates as described in Chapter 2, *Project Description*, to analyze forecasted development based on the SCS land use pattern throughout the region as projected under the proposed Plan, including new growth in existing urbanized areas. Land use plans, policies, and regulations by jurisdiction are considered generally and describe how the proposed Plan may shape future development patterns that, as a consequence of the proposed Plan's implementation, might cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation that was established to avoid or mitigate an environmental effect. Regional growth and land use change and planned transportation network improvements would generally be consistent with the planning strategies outlined by the Cleveland National Forest Plan and the Eastern San Diego County Resource Management Plan. Because regional growth and land use change and expansion of the transportation network within federal lands are generally restricted, conflicts with these existing plans would be avoided and, therefore, are not evaluated further.

The analysis of transportation network improvements focuses on the proposed Plan's new infrastructure or facilities that may conflict with adopted local land use plans, policies, or regulations. Improvements and programs involving only operational changes such as those that would occur under the Next OS program would not substantially affect local land use plans, policies, or regulations, and therefore are not evaluated further. Spatial analysis is used to evaluate location of large-scale transportation projects and their consistency with local land use plans, policies, or regulations.

IMPACT ANALYSIS

2025

Regional Growth and Land Use Change

The forecasted development of the proposed Plan is based on the Series 14 Regional Growth Forecast SCS land use pattern, which is, in turn, based on the adopted general plans of the cities and County of San Diego and on the most recent planning assumptions, considering local general plans and other factors, as required by SB 375 (Government Code Section 65080(b)(2)(B)). Local coastal programs are components of local general plans. In a few cases, the SCS land use pattern may conflict with specific land use designations in general plans, but impacts of SCS implementation are already evaluated in other sections of this EIR so these conflicts would not cause new significant impacts. Regional Growth Forecast is described in detail in Appendix F of the proposed Plan.

SANDAG's 6th Cycle RHNA Plan is integrated into the proposed Plan's SCS and may temporarily be inconsistent with existing (5th Cycle, 2013-2020) Housing Elements. As required by State law, some jurisdictions' 6th Cycle (2021-2029) Housing Element updates have been completed while others are currently in progress; there would be no significant environmental impact not evaluated in other EIR sections caused by the temporary inconsistency.

Subregional plans, such as community or specific plans, are required to be consistent with adopted general plans. Because the proposed Plan is based on adopted general plans, the proposed Plan would not conflict subregional plans. Subregional plans identified by local jurisdictions that have been adopted but not yet fully built-out are identified in Appendix L to this EIR. In a few cases, the SCS land use pattern may conflict with specific land use designations in subregional plans, but impacts of SCS implementation are already evaluated in other sections of this EIR so these conflicts would not cause new significant impacts.

From 2016 to 2025, the region is forecasted to have an increase of 161,338 people (5 percent), 97,661 housing units (8 percent), and 115,328 jobs (7 percent). The 2025 regional SCS land use pattern is shown in Figure 2-17. Approximately 70 percent of the forecasted regional population increase between 2016 and 2025 is in the City of San Diego (56 percent) and City of Chula Vista (12 percent). Similarly, these two jurisdictions accommodate over 70 percent of new housing units and more than 60 percent of new jobs by 2025.

In the City of San Diego, the communities with the highest proportion of the forecasted population and housing unit increases are the Downtown, Mission Valley, Midway-Pacific Highway, and University Center. The highest proportions of forecasted job increases are in the communities of Downtown, University Center, Otay Mesa, and Kearny Mesa. In the unincorporated County, the communities with the highest proportion of the forecasted population and housing unit increases are Otay Mesa and North County Metro. The only significant increase in jobs over this period is in East Otay Mesa.

Development patterns would focus more residential, commercial, and office uses in existing urban areas; growth in the unincorporated areas would be focused within existing rural communities. These development patterns, which would be served by transit capital projects, improvements in transit service, and active transportation projects, are consistent with local land use plans, policies, and subregional plans in urban areas calling for higher density development served by high quality transit and bicycle and pedestrian improvements. For instance, development patterns in the communities with the highest forecasted growth such as the City of San Diego would be consistent with the City's General Plan and recently approved community plan updates

that implement more sustainable land use and transportation connections. The proposed Plan's focus on development in the urbanized western portions of the San Diego region is also consistent with the planning goals of smaller rural communities in the eastern portion of the region to maintain a more rural, non-urbanized character.

Therefore, regional growth and land use change between 2016 and 2025 would generally not conflict with land use plans, policies, and regulations, including general plans, specific plans, and community plans, adopted for the purpose of avoiding or mitigating an environmental effect. In a few cases, the SCS land use pattern may conflict with specific land use designations in general plans or subregional plans, but impacts of SCS implementation are already evaluated in other sections of this EIR so these conflicts would not cause new significant impacts. This impact is less than significant.

Transportation Network Improvements and Programs

The transportation network improvements for 2025 include active transportation projects, improvements to regional arterials, and additions to existing highways, rail corridors, or local roads, such as the addition of managed lanes along I-5 through the coastal cities of Encinitas, Carlsbad, and Oceanside; the addition of a freeway connector between southbound SR 125 and eastbound SR 94; and improvements to the Otay Mesa POE southbound truck route. While portions of these improvements to existing transportation facilities and the active transportation projects would likely involve temporary and permanent right-of-way acquisition adjacent to existing facilities or rights-of-way, the improvements to existing facilities or within existing public rights-of-way would not conflict with the land use policies and regulations of general plans or other applicable land use plans, including specific plans and community plans, adopted for the purposes of avoiding or mitigating an environmental effect. Improvements to regional arterials are projects identified in adopted circulation elements, which are required by law to be consistent with adopted land use plans.

Subregional plans identified by local jurisdictions that have been adopted but not yet built out are identified in Appendix L to this EIR. For example, San Marcos has drafted specific plans for the San Marcos Creek and University districts, adding mixed-use development near California State University, San Marcos, and the SPRINTER rail corridor. The City of Santee includes the Fanita Ranch Specific Plan with proposed mixed-use residential and commercial developments and preservation of open space and agricultural lands. The City of San Diego includes mixed-use residential and commercial development in the coastal areas such as Pacific Beach and Clairemont and along the San Diego River in the Mission Valley area. Eastern Chula Vista also includes specific plans for new planned communities in Otay Ranch (Villages 13 and 14), near the planned South Bay Rapid Transit. In the unincorporated portion of San Diego, the Warner Springs Ranch Specific Plan includes mixed-use residential, commercial, and passive recreational uses. Major development projects planned by the Port of San Diego include the Chula Vista Bayfront and the future Convention Center expansion. The planned improvements along the major transportation corridors would not conflict with the development of these projects. Individual transportation network improvements would undergo separate environmental review under CEQA and NEPA, where applicable. The corresponding project-specific environmental documentation would identify significant impacts with regard to conflicts with land use policies of adopted plans, if any, and identify mitigation measures to avoid or lessen significant physical impacts on the environment resulting from any conflicts.

Nevertheless, it cannot be concluded that all project-level conflicts would be avoided or substantially lessened. Therefore, transportation network improvements in year 2025 would conflict with land use plans, policies, and regulations, including general plans, specific plans, and community plans, adopted for the purpose of avoiding or mitigating an environmental effect. However, impacts of transportation network improvements are already

evaluated in other sections of this EIR, so these conflicts would not cause new significant impacts. Therefore, this impact is less than significant.

2025 Conclusion

While implementation of regional growth and land use change and transportation network improvements, would conflict with land use plans, policies, and regulations, including general plans, specific plans, and community plans, adopted for the purpose of avoiding or mitigating an environmental effect, impacts are already evaluated in other sections of this EIR, so these conflicts would not cause new significant impacts. Therefore, this impact (LU-2) in the year 2025 is less than significant.

2035

Regional Growth and Land Use Change

From 2026 to 2035, the region is forecasted to increase by 149,500 people (4 percent), 121,650 housing units (9 percent), and 159,728 jobs (9 percent). The 2035 regional SCS land use pattern is shown in Figure 2-18. Approximately 80 percent of the forecasted regional population increase between 2026 and 2035 is in the City of San Diego (71 percent), City of National City (7 percent), and City of Chula Vista (2 percent). Similarly, these three jurisdictions accommodate approximately 76 percent of new housing units and 70 percent of new jobs between 2026 and 2035.

In the City of San Diego, the communities with the highest proportion of the forecasted population and housing unit increases are the Downtown, Mission Valley, Kearny Mesa, and Midway Pacific Highway. The highest proportions of forecasted job increases are in the communities of Downtown, Kearny Mesa, University and Otay Mesa. In the unincorporated County, the communities with the highest proportion of the forecasted population and housing unit increases are Lakeside, North County Metro and Otay Mesa. The only significant increase in jobs over that period is in East Otay Mesa.

Development patterns would focus more residential, commercial, and office uses in existing urban areas; growth in the unincorporated areas would be focused within existing rural communities. These development patterns, which would be served by transit capital projects, improvements in transit service, and active transportation projects, are generally consistent with local land use plans, policies, and subregional plans in urban areas calling for higher density development served by high quality transit and bicycle and pedestrian improvements. The proposed Plan's focus on development in the urbanized western portions of the San Diego region is also consistent with the planning goals of smaller rural communities in the eastern portion of the region to maintain a more rural, nonurbanized character. In a few cases, the SCS land use pattern may conflict with specific land use designations in subregional plans, but impacts of SCS implementation are already evaluated in other sections of this EIR so these conflicts would not cause new significant impacts.

Therefore, regional growth and land use change between 2026 and 2035 would not conflict with land use plans, policies, and regulations, including general plans, specific plans, and community plans, adopted for the purpose of avoiding or mitigating an environmental effect. This impact is less than significant.

Transportation Network Improvements and Programs

Between 2026 and 2035, most transportation improvements would affect existing transportation facilities, such as SPRINTER rail corridor double-tracking; Blue, Orange, and Green Trolley line station enhancements; rail grade separations; additional managed lanes and conversion of general purpose lanes to managed lanes

along existing freeways and highways; improvements to regional arterials; and active transportation projects. While portions of these improvements to existing transportation facilities would likely involve temporary or permanent right-of-way acquisition adjacent to existing facilities, the improvements to existing facilities or within existing public rights-of-way would not conflict with the land use portions of adopted general plans or other applicable land use plans, including specific plans and community plans, adopted for the purpose of avoiding or mitigating an environmental effect. Improvements to regional arterials are projects identified in adopted Circulation Elements, which are required by law to be consistent with adopted land use plans.

Subregional plans identified by local jurisdictions that have been adopted but not yet built out are identified in Appendix L to this EIR. As described in the 2025 analysis, the developments include mixed-used residential and commercial uses in the cities of San Marcos, Santee, and San Diego and in unincorporated lands such as Warner Springs and Eastern Chula Vista. Various infill developments are also planned for buildout completion by 2035 in the cities of Carlsbad and El Cajon. The planned improvements along the major transportation corridors would not conflict with the development of these projects and impacts, were determined to be less than significant.

The planned transportation network improvements for 2035 are described above. These improvements include the proposed rail extensions which would 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 reduce impacts on owners of private property, including businesses and residents. As a result, these rail extensions would not generally conflict with land use portions of adopted plans.

However, it cannot be guaranteed that all planned rail extensions would have alignments and design features that would avoid land use conflicts with adopted plans. Individual transportation network improvements, including projects such as the Del Mar Tunnel, the inland rail relocation from the Del Mar bluffs, bluffs restoration, and the planned seasonal platform at the Del Mar Fairgrounds, would undergo separate environmental review under CEQA and NEPA, where applicable. The corresponding project-specific environmental documentation would identify significant impacts with regard to conflicts with land use portions of adopted plans, if any, and identify mitigation measures to avoid or lessen significant physical impacts on the environment resulting from any conflicts.

Nevertheless, it cannot be concluded that all project-level conflicts would be avoided or substantially lessened. Therefore, transportation network improvements in year 2035 would conflict with land use plans, policies, and regulations, including general plans, specific plans, and community plans, adopted for the purpose of avoiding or mitigating an environmental effect. However, impacts of transportation network improvements are already evaluated in other sections of this EIR, so these conflicts would not cause new significant impacts. Therefore, this impact is less than significant.

2035 Conclusion

While implementation of regional growth and land use change and transportation network improvements would conflict with land use plans, policies, and regulations, including general plans, specific plans, and community plans, adopted for the purpose of avoiding or mitigating an environmental effect, impacts are already evaluated in other sections of this EIR, so these conflicts would not cause new significant impacts. Therefore, this impact (LU-2) in the year 2035 is less than significant.

2050

Regional Growth and Land Use Change

From 2036 to 2050, the region is forecasted to increase by 125,725 people (3 percent), 61,433 housing units (4 percent), and 164,843 jobs (8 percent). The 2050 regional SCS land use pattern is shown in Figure 2-19. Approximately 78 percent of the forecasted regional population increase between 2036 and 2050 is in the City of San Diego (37 percent), City of San Marcos (13 percent), and City of Chula Vista (28 percent). Similarly, these three jurisdictions accommodate approximately 89 percent of new housing units and 72 percent of new jobs between 2036 and 2050.

In the City of San Diego, the communities with the highest proportion of the forecasted population and housing unit increases are the Downtown, Midway Pacific Highway, and Uptown. The highest proportions of forecasted job increases are in the communities of Downtown, Otay Mesa, Kearny Mesa, and University Center. In the unincorporated County, the communities with the highest proportion of the forecasted population increases are Lakeside, North County Metro, and Valle de Oro. The only significant increase in jobs over that period is in Otay Mesa.

Development patterns would focus more residential, commercial, and office uses in existing urban areas; growth in the unincorporated areas would be focused within existing rural communities. These development patterns, which would be served by transit capital projects, improvements in transit service, and active transportation projects, are generally consistent with local land use plans, policies, and subregional plans in urban areas calling for higher density development served by high quality transit and bicycle and pedestrian improvements. The proposed Plan's focus on development in the urbanized western portions of the San Diego region is also consistent with the planning goals of smaller rural communities in the eastern portion of the region to maintain a more rural, nonurbanized character. In a few cases, the SCS land use pattern may conflict with specific land use designations in subregional plans, but impacts of SCS implementation are already evaluated in other sections of this EIR so these conflicts would not cause new significant impacts.

Therefore, regional growth and land use change between 2036 and 2050 would not conflict with land use plans, policies, and regulations, including general plans, specific plans, and community plans, adopted for the purpose of avoiding or mitigating an environmental effect. This impact is less than significant.

Transportation Network Improvements and Programs

In 2050, most transportation network improvements would affect existing transportation facilities, such as Blue, Orange, and Green Trolley line station enhancements; rail grade separations; additional managed lanes and conversion of general purpose lanes to managed lanes along existing freeways and highways; improvements to regional arterials; and active transportation projects. While portions of these improvements to existing transportation facilities would likely involve temporary or permanent right-of-way acquisition adjacent to existing facilities, the improvements to existing facilities or within existing public rights-of-way would not conflict with the land use portions of adopted general plans or other applicable land use plans, including specific plans and community plans, adopted for the purpose of avoiding or mitigating an environmental effect.

Subregional plans identified by local jurisdictions that have been adopted but not yet built out are identified in Appendix L to this EIR. As described in the 2025 analysis, the developments include mixed-used residential and commercial uses in the cities of San Marcos, Santee, and San Diego and in unincorporated lands such as Warner

Springs and Eastern Chula Vista. Various infill developments are also planned for buildout completion by 2050 in the City of Encinitas. The planned improvements along the major transportation corridors would not conflict with the development of these projects.

Other planned transportation network improvements would require acquisition of new rights-of-way in highly developed areas along transportation corridors. This includes the Commuter Rail 581 extension from downtown to El Cajon and from the Central Mobility Hub to El Cajon, Commuter Rail 582 extension from National City to the U.S.-Mexico Border, Commuter Rail 583 extension from the Central Mobility Hub to the U.S.-Mexico Border via Downtown San Diego, Commuter Rail 398 extension from Oceanside to downtown San Diego, and the SPINTER extension to Westfield North County Shopping Center North County Fair. The future alignments and engineering designs for these rail 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 reduce impacts on owners of private property, including businesses and residents. As a result, it is likely that these extensions would generally not conflict with land use portions of adopted plans.

However, it cannot be guaranteed that all planned rail extensions would have alignments and design features that would avoid land use conflicts with adopted plans. Individual transportation network improvements would undergo separate environmental review under CEQA and NEPA, where applicable. The corresponding project-specific environmental documentation would identify significant impacts with regard to conflicts with land use portions of adopted plans, if any, and identify mitigation measures to avoid or lessen significant physical impacts on the environment resulting from any conflicts.

Nevertheless, it cannot be concluded that all project-level conflicts would be avoided or substantially lessened. Therefore, transportation network improvements would conflict with land use plans, policies, and regulations, including general plans, specific plans, and community plans, adopted for the purpose of avoiding or mitigating an environmental effect. However, impacts of transportation network improvements are already evaluated in other sections of this EIR, so these conflicts would not cause new significant impacts. Therefore, this impact is less than significant.

2050 Conclusion

While implementation of regional growth and land use change and transportation network improvements would conflict with land use plans, policies, and regulations, including general plans, specific plans, and community plans, adopted for the purpose of avoiding or mitigating an environmental effect, impacts are already evaluated in other sections of this EIR, so these conflicts would not cause new significant impacts. Therefore, this impact (LU-2) in the year 2050 is less than significant.

Exacerbation of Climate Change Effects

Climate change impacts are anticipated regardless of regional growth and land use change or planned transportation network improvements. Future land use plans, policies, or regulations may be revised to incorporate climate change conditions; however, implementation of the proposed Plan is not expected to exacerbate these climate change effects with respect to conflicts with existing land use plans, policies, or regulations.