Appendix F:

Regional Growth Forecast and Sustainable Communities Strategy Land Use Pattern

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Appendix F: Regional Growth Forecast and Sustainable Communities Strategy Land Use Pattern

Since 1972, the San Diego Association of Governments (SANDAG) has produced long-range forecasts of population, housing, and employment that are used as a resource by elected officials, planners, academics, and the general public. Among other applications (including general plans and infrastructure planning), the Series 14 Regional Growth Forecast is the basis for San Diego Forward: The 2021 Regional Plan (2021 Regional Plan), including its Sustainable Communities Strategy (SCS).

The SANDAG forecasts are meant to help policy- and decision-makers prepare for the future and are not an expression for or against growth. The forecasts are developed through a collaborative effort with experts in demography, housing, economics, and other disciplines, and the close cooperation of the local planning directors and their staff. The Series 14 Regional Growth Forecast aligns with the regional population forecast from the California Department of Finance (DOF).[1] The SCS land use pattern is a subregional allocation of forecasted growth and development (population, housing, and jobs) based on the Series 14 Regional Growth Forecast. Data used to develop the SCS land use pattern are based on the most recent planning assumptions, considering local general plans and other factors, per California Senate Bill 375 (Steinberg, 2008) (SB 375) (Government Code Section 65080[b][2][B]).

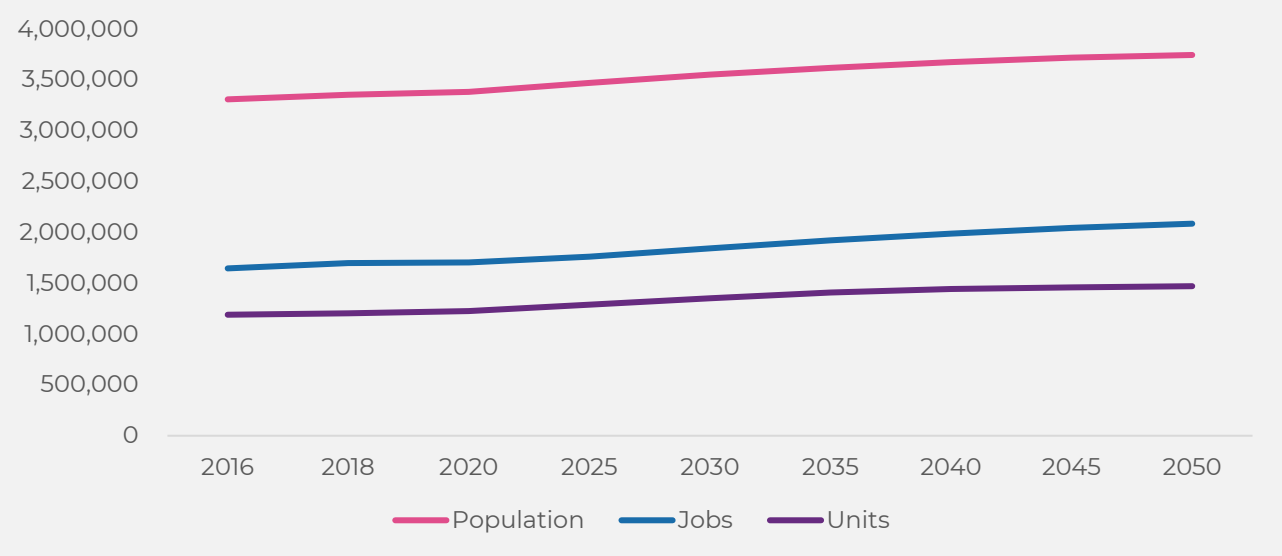
The purpose of Appendix F is to explain the data, assumptions, and results of the Series 14 Regional Growth Forecast and the SCS land use pattern. The Regional Growth Forecast includes the forecast of population, jobs, and housing units for the entire region. These region-level data are then allocated to the subregional areas using the most recent planning assumptions considering local general plans and other factors about housing unit and job capacity. The SCS land use pattern is a subregional allocation that is a vision for land use in the region. It includes data and assumptions that help meet goals for greenhouse gas (GHG) emissions reductions and assess transportation investments in the region. The SCS land use pattern is used for transportation modeling for the 2021 Regional Plan as discussed in Appendix S: Travel Demand Modeling Tools.

[1] The DOF Population Projections, vintage 2019, January 10, 2020, version. Data and methodology are accessible online at dof.ca.gov/Forecasting/Demographics/Projections.

Overview of Forecasted Growth

Between 2016 and 2050, the San Diego region is expected to grow by nearly 437,000 people.[2] This forecast is consistent with previous expectations, although future growth rates have been reduced due to increased domestic migration out of the region and lower observed and projected birth rates of residents. The growth in population will drive job growth and housing demand within the region—adding about 440,000 jobs and more than 280,000 housing units.[3] Job growth is also impacted by the size of the working age population and higher labor force participation rates projected over the forecast period, which is explained in more detail below. Figure F.1 provides a summary of current population, housing units, and job counts for the region, as well as projected counts for interim years and the forecast horizon.

Figure F.1: Population, Jobs, and Housing Forecast, San Diego Region 2016–2050



Source: SANDAG Series 14 Regional Growth Forecast

Forecast Process

The forecast process includes two main phases. First, a forecast for the region is produced based on population projections from the DOF and rates developed by SANDAG that are based on historic economic and demographic trends.[4] Future job growth is based on the size and composition of the working age population in the region as well as higher labor force participation among all groups, including older residents staying in the labor force longer than in the past. For example, in 2010 the labor force participation rate of Hispanic females age 65 was about 28 percent; in the Series 14 Regional Growth Forecast, the rate increases to about 40 percent by 2050. More working age people and higher labor force participation rates among residents translates to more jobs in region by the end of the forecast period. The breakdown of the total number of jobs by industry is based on shares

[2] SANDAG Series 14 Regional Growth Forecast.
[3] SANDAG Series 14 Regional Growth Forecast.
[4] SANDAG Board of Directors Meeting Notice and Agenda, December 15, 2017, sandag.org/uploads/meetingid/meetingid_4610_22971.pdf.

of projected employment by industry from the California Employment Development Department data. The shares of employment in each industry are held constant from 2016 to the end of the forecast period.[5]

Housing units and households in the region were forecasted based on rates developed from historical data as well as assumptions of housing unit development and household formation in the future. First, the forecast assumes the region's vacancy rate would increase to 4% by 2040. The 4% vacancy rate assumption acknowledges that the region's vacancy rate in 2018 was estimated to be less than 2% and that both state and local housing policy has recently focused on accelerating housing production. Second, the forecast assumes that the Series 14 Regional Growth Forecast accounts for vacation rentals and second homes, which are "unoccupiable," meaning that they are not available for year-round residence. The result of this assumption is that more housing units would need to be developed to counteract the housing units no longer available to residents for long-term occupancy. Third, data for all the counties in the United States show that as the population ages, household size declines, and the Series 14 Regional Growth Forecast assumes that due to the aging population in the region, a similar pattern will be observed. This is achieved by converging to household formation rates from the 2010 decennial census by 2035, which are held at that level through the end of the forecast.[6]

The second phase allocates the forecasted growth down to the jurisdictions and smaller geographic areas. The subregional forecast model distributes growth based on a variety of factors, including available capacity for housing and accessibility to jobs and transportation. At the subregional level, assumptions were made about accessory dwelling units (ADUs) occurring in the local jurisdictions as potential future capacity for housing unit development in recognition of recent legislation at the state level that provides greater opportunity for construction of ADUs. ADUs were assumed to be available on 5% of all single-family lots in the region that were 5,000 square feet or larger. This equates to about 20,000 additional units of housing unit capacity throughout the region outside of the rural villages in the unincorporated area. This is consistent with a report from the San Diego Housing Commission that projected a rate of ADUs occurring on about 5% of available single-family zoned parcels.[7] Including lots 5,000 square feet or larger ensures that ADUs are assumed to be possible in all areas of the region, including the more urbanized areas where lot size is smaller.

The subregional allocation is influenced by local land use and transportation policy decisions. In the SCS land use pattern, only a portion of this ADU capacity is available, based on whether or not it is located in Mobility Hub areas, which are identified for the

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5 Employment Projections: 2014–2024, California Employment Development Department, labormarketinfo.edd.ca.gov/data/employment-projections.html.

6 SANDAG Board of Directors Meeting Notice and Agenda, May 25, 2018, sandag.org/uploads/meetingid/meetingid_4785_23865.pdf.

7 Addressing The Housing Affordability Crisis: San Diego Housing Production Objectives 2018–2028, San Diego Housing Commission, sdhc.org/uploadedFiles/Media_Center/Significant_Documents_Reports/SDHC-Housing-Production-Objectives-Report.pdf. The report estimates the potential for 2,700 to 5,000 ADUs in the City of San Diego in the next ten years, which translates into a potential for 9,000 to 18,000 units in the City of San Diego between 2017 and 2050.

majority of future growth and discussed in more detail in *Subregional Projections*, below. Capacity developed to meet the goal of reducing GHG emissions was prioritized over other types of capacity. The subregional housing unit allocation provides a general location and a housing unit type based on available capacity in order to fulfill the housing need in the region. However, the location of future housing development will be determined by local jurisdictions and could be developed as a combination of housing unit types.

Regionwide Projections

During the 34-year forecast period, the general trend for population growth is positive, but slowing considerably when compared with past forecasts. This slower growth is attributable to the region-level population projections from the DOF, which are used as a yearly control total in the Series 14 Regional Growth Forecast. The DOF periodically makes updates and adjustments to their projection series to account for observed changes in the population's size and composition. For example, lower in-migration along with lower birth rates among residents in recent years result in a lower base population that is used as the starting point for population projections. Current estimates from the DOF show that between 2010 and 2020, growth rates for the San Diego region dropped from more than 1% per year to less than 0.5% by 2020.[8] At the beginning of the 2010s, San Diego grew by more than 30,000 persons per year.[9] However, by the end of the decade, the region grew by less than 20,000 persons.[10] The DOF population projections used in Series 14 Regional Growth Forecast show that by the 2030s, growth will slow to about 0.4% per year and will decrease after 2040 to 0.3% per year, or less than 10,000 persons entering the region yearly.[11] Figure F.2 shows the components of population change for the region. Populations grow or shrink by only three mechanisms: births, deaths, and migration. The figure below shows the count of births, deaths, and net migrants (in-migrants minus out-migrants) from 2010 to 2050. As evidenced in Figure F.2, by the end of the 2040s, births and deaths actually cross, meaning that for the first time in the history of the region, population growth will slow and eventually decline due to more deaths occurring in the region than births. Foreign immigration is controlled by the federal government, and the number of approved foreign immigrant petitions has remained fairly consistent over the past decade. No major change in immigration levels is expected in the foreseeable future. Domestic migration—people moving to and from other parts of the state or nation—has been slowing in the country, with the lowest observed rates since the 1940s.[12]

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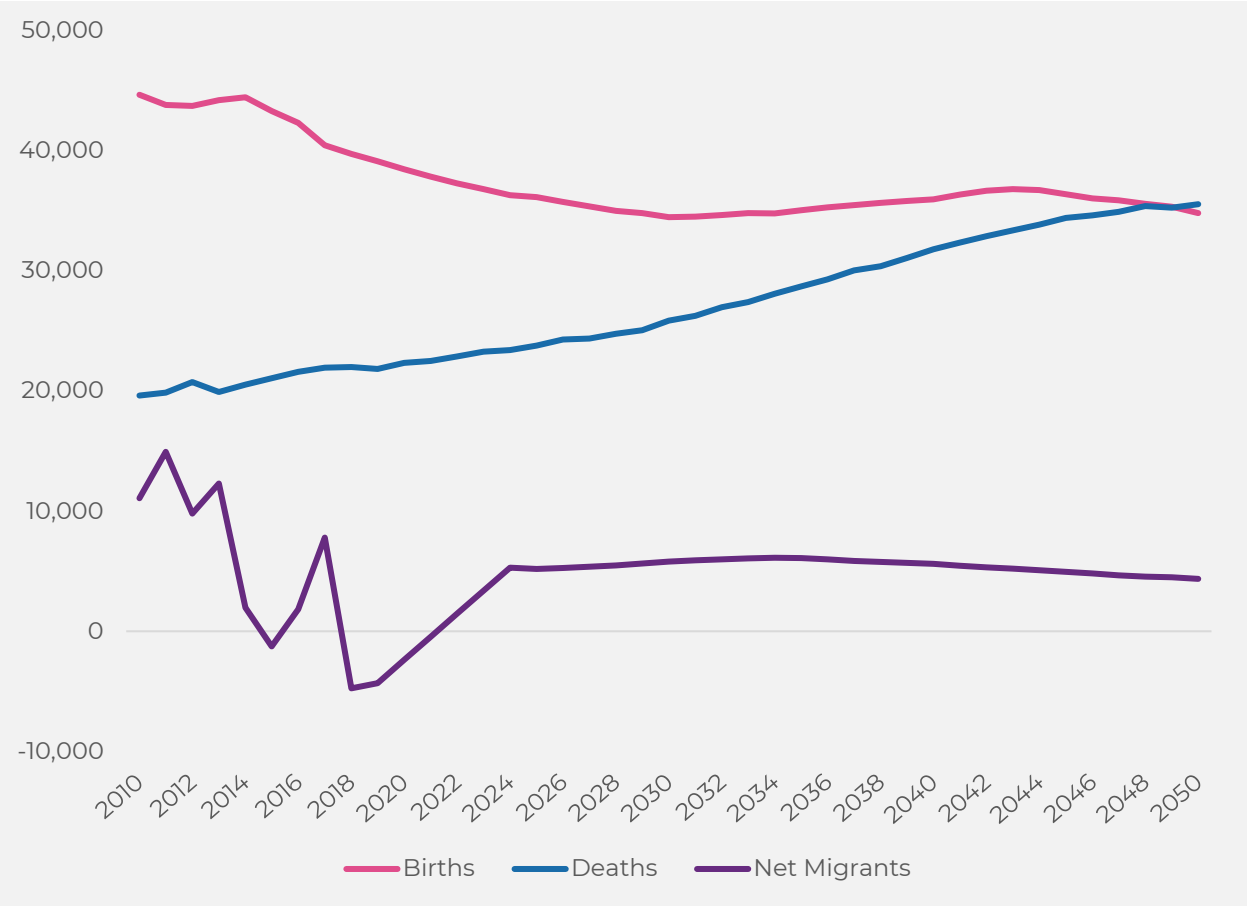
8 DOF, January Population and Housing Estimates.
9 DOF, January Population and Housing Estimates.
10 DOF, January Population and Housing Estimates.
11 DOF, Population Projections (baseline 2019), vintage 2019 (2020.1.10).
12 William H. Frey, "Just Before Covid, American Migration Hits a 73-year Low," Brookings.edu, December 15, 2020, brookings.edu/blog/the-avenue/2020/12/15/just-before-covid-19-american-migration-hit-a-73-year-low.

Figure F.2: Components of Population Change, San Diego Region 2010–2050

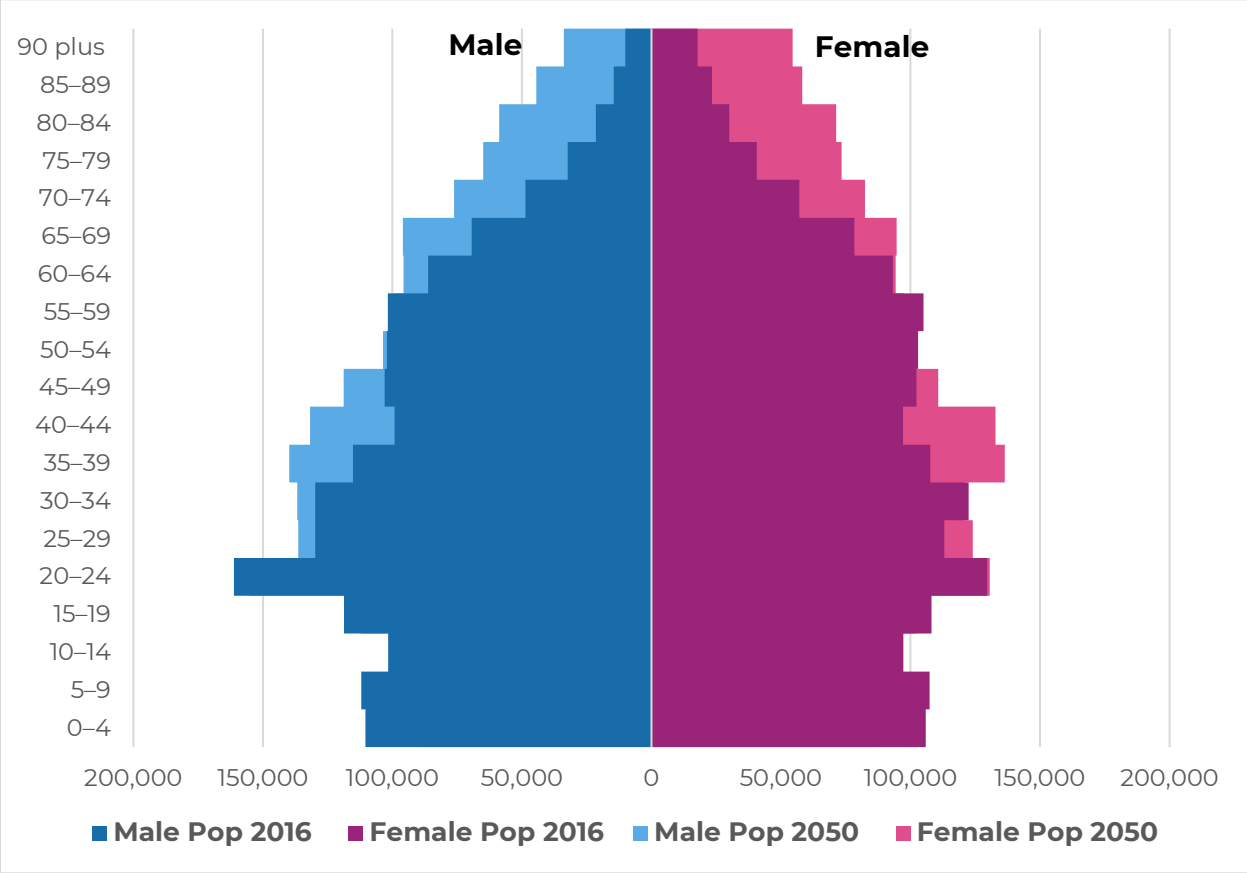


Source: DOF Population Projections, vintage 2019, January 10, 2020

This slowing population growth is attributed to declines in in-migration to the region by migrants from other states and from other countries and to the slowing birth rates by the resident population. Both these trends compound in the future to predict slow growth in the region in the coming decades. This, coupled with improvements to life expectancy, will contribute to a substantial proportion of the population in the region being over the age of 65. Of course, this trend is not unique to San Diego, with much of the United States experiencing fertility declines and improvements to life expectancy in the future. By 2030, when all baby boomers have reached age 65, one in every five residents will be retirement age in the United States.[13] Figure F.3 below shows the age and sex composition of the population in 2016 and 2050. This shows the relative growth in older ages versus younger ages and the mortality gains projected for the coming decades. As evidenced in Figure F.3, there is a projected increase in the population in the working ages by mid-century, and improvements to life expectancy will result in better survival for both men and women at older ages.

[13] "Older People Projected to Outnumber Children for the First Time in U.S. History," U.S. Census Bureau, Press Release Number CB18-41, March 13, 2018, census.gov/newsroom/press-releases/2018/cb18-41-population-projections.html.

Figure F.3: Population by Age and Sex, San Diego Region 2016 and 2050



Source: SANDAG Series 14 Regional Growth Forecast

In terms of race and ethnic composition, the region will continue to be diverse, with the non-Hispanic white population decreasing and almost all other racial and ethnic groups increasing over the forecast horizon.[14] In 2016 the largest race and ethnic groups in the region were non-Hispanic whites and Hispanics, comprising 46% and 34% of the total regional population, respectively.[15] By 2050, however, it is expected that Hispanics will account for almost 40% of the total population, while the non-Hispanic white population will decline to approximately 31%.[16] The Asian population is expected to increase to 19%—up from 11% in 2016.[17] Non-Hispanic Black, two or more races, native Hawaiian or Pacific Islander, and American Indian or Alaskan Native populations each comprise less than 5% of the total population today and are expected to remain relatively unchanged out to 2050.[18] It is important to emphasize that while the region's rate of population growth is slowing, the region is still growing. As we plan for the future, the forecasts can inform local and regional policies.

[14] Racial and ethnic groups in the SANDAG Regional Growth Forecast are mutually exclusive. All racial groups are non-Hispanic, and Hispanics can be of any race.
[15] 2016 SANDAG Population and Housing Estimates, vintage 2019.
[16] SANDAG Series 14 Regional Growth Forecast.
[17] 2016 SANDAG Population and Housing Estimates, vintage 2019 and SANDAG Series 14 Regional Growth Forecast.
[18] SANDAG Series 14 Regional Growth Forecast.

Subregional Projections

After the regionwide totals for jobs, housing units, and population are created, that growth is allocated to the subregional areas in the region. SANDAG staff worked with the region's 18 cities, the County of San Diego, and other agencies that manage land use (e.g., the Department of Defense, tribal governments) to understand local land use plans and policies, including general plans, community plans, or specific plans, as well as constraints to development (e.g., floodplains, steep slopes, habitat preserves, historic districts, etc.) and permitted projects in the development pipeline. That detailed land use information, along with information on proximity to existing job centers and historical development patterns, is incorporated into the future development and redevelopment projections that comprise the subregional projections. The allocation of housing units to subregional areas represents general areas projected for future growth and not precise locations for future housing development or type of housing units. The exercise of land use authority is reserved to local jurisdictions.

Sustainable Communities Strategy

SB 375 requires the SCS, a component of the 2021 Regional Plan, to include a pattern for forecasted growth and development that:

- When combined with the transportation network, will achieve the regional GHG reduction targets
- Accommodates the Regional Housing Needs Assessment (RHNA) Determination
- Utilizes the most recent planning assumptions

As such, the forecasted development pattern for the SCS is driven by regional goals for sustainability, mobility, housing affordability, and economic prosperity. The SCS land use pattern uses areas in the region known as Mobility Hubs to concentrate future development. Mobility Hubs are communities with a high concentration of people, destinations, and travel choices. In many communities, they offer on-demand travel options and supporting amenities that enhance connections to high-quality Transit Leap services while helping people make short trips to local destinations around the community on Flexible Fleets. In others, a Mobility Hub may include an infrastructure project such as the proposed transit centers in the Central Mobility Hub and San Ysidro Mobility Hub. Mobility Hubs can span one, two, or a few miles based on community characteristics and are uniquely designed to fulfill a variety of travel needs while strengthening sense of place.

In the SCS land use pattern, forecasted housing unit and job growth are projected to occur within these areas of the region, which overlap with areas identified by local jurisdictions for increased density such as Smart Growth Opportunity Areas and transit priority areas. Additionally, the SCS land use pattern identifies areas within the region sufficient to house the 6th Cycle RHNA Plan allocations. In order to accommodate the RHNA allocation for all jurisdictions, the SCS land use pattern includes adjustments to the local planning assumptions in four jurisdictions: Del Mar, Coronado, Solana Beach, and

Lemon Grove.[19] For the City of Del Mar, in-progress zoning amendments[20] are reflected in the SCS land use pattern. The cities of Coronado, Solana Beach, and Lemon Grove had not initiated the housing element revision process at the time the forecasted development pattern was developed for the SCS. Therefore, to accommodate these jurisdictions' 6th Cycle RHNA allocations, SANDAG increased residential density to 20 dwelling units/acre to parcels in Smart Growth Opportunity Areas previously identified by the cities. The SCS land use pattern accommodates the 6th Cycle RHNA allocations between 2020 and SCS target year 2035. More information about the 6th Cycle RHNA Plan can be found in Appendix K: Regional Housing Needs Assessment Plan and development of the Mobility Hubs can be found in Appendix T, Attachment 1: Vision for the 2021 Regional Plan Network Development Summary Report.

General Intensification of Land Uses

The SCS land use pattern represents a continuing trend in the San Diego region to provide more housing and job opportunities in the existing urbanized areas of the region. In 2012, SANDAG projected 17% of future housing growth would occur in the unincorporated area of the county under local general plans at the time. Today, SANDAG expects 12% of growth to occur in the unincorporated areas; much of that focused in the Lakeside, Spring Valley, and North County Metro. Tables F.1 through F.3 show the forecasted growth in population, jobs, and housing units for each jurisdiction from the SCS land use pattern.

In terms of growth in total jobs over the forecast time period, SANDAG expects the majority of job growth to occur in the City of San Diego. The community planning areas in the City of San Diego that show the highest growth in jobs are Downtown, Kearny Mesa, and Otay Mesa. However, in terms of percent growth, Chula Vista and San Marcos are forecasted to grow by 50% or more. Tables F.1 through F.3 present base year and forecasted population, employment, and housing data for the 19 local jurisdictions, respectively.

As discussed above, the SCS land use pattern concentrates development into either Mobility Hubs or Smart Growth Opportunity Areas.[21] Priority areas for future housing growth were identified through a scoring process applied to all Master Geographic Reference Areas (MGRAs) in the San Diego region. Each MGRA received a score based on Mobility Hub propensity analysis results and a land use mixing criterion. MGRAs associated with conserved lands or military installations were identified as "constraints" and excluded from the scoring. The Mobility Hub propensity analysis is described in

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[19] Guidance from the California Transportation Commission's *2017 Regional Transportation Plan Guidelines for Metropolitan Planning Organizations* provides that assumptions differing from historical trends or existing general plans may be required when "existing general plans do not yet include land use designations with zoning to accommodate the existing RHNA and cannot accommodate the next RHNA without amendment of land use designations and rezoning; local governments have not yet completed a scheduled rezoning program of an adopted housing element; or existing plans reflect ordinances, policies, voter-approved measures, or other standards which prevent the jurisdiction from accommodating the RHNA" (p. 148).

[20] Del Mar zoning amendments: delmar.ca.us/751/NCPC-Zoning-Amendment.

[21] In-progress scheduled development, or "pipeline" projects, were also included in the SCS land use pattern and may be outside of the Mobility Hub or Smart Growth Opportunity Area boundaries.

Appendix T: Network Development and Performance and considered the number of local street intersections per square mile, vehicle miles traveled in 2016, employment counts, population density, and proximity to "activity centers" such as hospitals, schools, airports, hotels, military installations, shopping centers, and universities and colleges. The land use mix score was calculated based on the percentage of MGRA acreage associated with land use types that are complementary to residential uses. In general, higher scored areas are more favorable to future housing development, and parcels without existing capacity that had both eligible land uses and high scores were assigned additional capacity for the purpose of developing the SCS land use pattern. Within high-scoring MGRAs, SANDAG selected land use codes that could be considered for future residential uses (e.g., low-density office, vacant/undeveloped, arterial commercial, surface parking, hotel/resort, and other public services). Details on this methodology are described in the Series 14 Regional Growth Forecast and SCS Land Use Pattern Subregional Allocation Documentation.[22]

Tables F.4 through F.6 show the growth in Mobility Hubs of population, jobs, and housing units over the forecast timeline. Table F.4 shows that in 2016, less than half of the region's population live in Mobility Hub areas, but by 2050, more than half will. The pattern is similar with housing units, as seen in Table F.6. The concentration of jobs in Mobility Hubs can be seen in 2016, and this trend continues through the end of the forecast. Figures F.4 through F.6 show the 2025, 2035, and 2050 housing and employment density, respectively, with the Mobility Hubs.

The forecasted growth also reflects local general plans that have become more sustainable over time; this trend can be expected to continue. The Series 14 Regional Growth Forecast shows that more than 93% of housing growth by 2050 will be multifamily. Local and regional conservation programs also continue to protect more of San Diego's sensitive lands. Figures F.7 through F.9 show the 2025, 2035, and 2050 land uses, respectively.

Consideration of Spheres of Influence Adopted by the Local Agency Formation Commission

Government Code Section 65080(b)(2)(G) provides that SANDAG consider spheres of influence that have been adopted by the Local Agency Formation Commission (LAFCO) throughout our region during the development of the SCS. A sphere of influence is defined as a plan for the probable physical boundaries and service area of a local government agency, as determined by LAFCO. All territory proposed for annexation to an incorporated city is required to be included in the city's sphere of influence and be located within the city's general plan.

LAFCO is responsible in our region for assisting the state legislature with promoting orderly development and growth while fulfilling many regional priorities. These include accommodating growth within or through expansion of local agency boundaries, extending necessary government services, preserving open space and prime agricultural lands, and promoting the provision of housing for residents of all incomes.

[22] Series 14 Regional Growth Forecast and SCS Land Use Pattern Subregional Allocation documentation is available online at sdforwarddata-sandag.hub.arcgis.com.

LAFCO is also a member of the SANDAG Regional Planning Technical Working Group, which provides coordination on regional planning issues among member agencies. Members of the working group include the planning or community development director from each of the 18 cities and the County of San Diego, as well as representatives from other single-purpose regional agencies. SANDAG presented the methodology for the Series 14 Regional Growth Forecast to the Regional Planning Technical Working Group at its April 16, 2020, meeting.

Collaboration with the San Diego County Water Authority

For decades, SANDAG and the San Diego County Water Authority (Water Authority) have been collaborating on the forecasting process. Under the terms of a 1992 Memorandum of Agreement between SANDAG and the Water Authority, the Water Authority uses the SANDAG official forecast, which is based on local jurisdictions' general plans and policies, to project consumptive water demands for the region. This coordination ensures linkage between local jurisdictions' general plans and the Water Authority's projected water demands. It also ensures that the Water Authority is identifying the appropriate mix of resources to meet the existing and future growth within the region.

Since the mid-1990s, the Water Authority has used an econometric model to develop its long-range Municipal and Industrial (M&I) demand forecasts. This computer model is based on the U.S. Army Corps of Engineers Municipal and Industrial Needs (MAIN) model. The Water Authority's version of the model, known as CWA-MAIN, was modified by a consultant to reflect the San Diego region's unique parameters. The CWA-MAIN model relates historic water demand patterns to variables, such as household income, consumer response to the price of water, and weather, to predict future M&I water demands. These datasets are compiled from various sources, including SANDAG and Water Authority member agencies. SANDAG demographic and economic projections (i.e., housing units, household density, household size, and employment counts) are incorporated into the CWA-MAIN model. The Water Authority also coordinates with the Scripps Institution of Oceanography to prepare a water demand scenario taking climate change into account—knowing that our historic weather isn't indicative of the future.

The forecast also incorporates the long-term state conservation mandate (SBX7-7), which required retail agencies to meet a 20% reduction in their per capita potable water use by 2020. Compliance with SBX7-7 can be through a wide range of actions such as development of recycled water supplies, retail water pricing, and traditional conservation programs. A separate forecast model is used to project member agency level agricultural demands. Forecast driver variables include irrigated acreage within the Water Authority's service area, estimated crop type distribution, and calculated historic water use factors.

The Water Authority began the process of updating their Urban Water Management Plan (UWMP) in 2019 and, due to timing and data availability, used the version of the Series 14 Regional Growth Forecast adopted with the 2019 Federal Regional Transportation Plan. The Water Authority's 2020 UWMP must be submitted to the California Department of Water Resources by July 1, 2021.[23]

[23] Water Authority Developing 2020 Urban Water Management Plan, San Diego County Water Authority, January 23, 2020, sdcwa.org/water-authority-developing-2020-urban-water-management-plan.

Table F.1: Total Population by Jurisdiction

Total Population by Jurisdiction						
					Change (2016–2050)	
Jurisdiction	2016	2025	2035	2050	Number	Percent
Carlsbad	113,179	116,163	119,681	122,302	9,123	8.1%
Chula Vista	265,357	284,835	288,141	323,469	58,112	21.9%
Coronado	24,512	24,896	25,669	25,901	1,389	5.7%
Del Mar	4,284	4,384	4,524	4,715	431	10.1%
El Cajon	105,276	106,425	109,207	110,841	5,565	5.3%
Encinitas	62,625	63,476	64,157	64,591	1,966	3.1%
Escondido	150,978	165,127	169,922	174,398	23,420	15.5%
Imperial Beach	28,041	28,902	30,499	31,271	3,230	11.5%
La Mesa	60,980	65,822	71,455	75,276	14,296	23.4%
Lemon Grove	26,710	27,367	29,238	29,784	3,074	11.5%
National City	61,350	69,072	79,986	82,487	21,137	34.5%
Oceanside	176,666	178,385	181,020	184,283	7,617	4.3%
Poway	49,986	50,664	51,744	52,124	2,138	4.3%
San Diego	1,399,925	1,493,403	1,599,353	1,646,129	246,204	17.6%
San Marcos	94,258	102,775	103,903	120,247	25,989	27.6%
Santee	56,434	57,501	57,773	58,268	1,834	3.2%
Solana Beach	13,860	14,171	15,089	15,262	1,402	10.1%
Vista	102,933	104,302	105,707	107,732	4,799	4.7%
Unincorporated	512,156	513,178	513,280	516,993	4,837	0.9%
Region	3,309,510	3,470,848	3,620,348	3,746,073	436,563	13.2%

Source: SANDAG Series 14 Regional Growth Forecast, SCS Land Use Pattern

Table F.2: Total Jobs by Jurisdiction

Total Jobs by Jurisdiction						
					Change (2016–2050)	
Jurisdiction	2016	2025	2035	2050	Number	Percent
Carlsbad	76,617	83,955	90,701	97,507	20,890	27.3%
Chula Vista	74,078	83,027	98,701	116,185	42,107	56.8%
Coronado	26,888	27,283	27,978	28,771	1,883	7.0%
Del Mar	4,476	4,494	4,536	4,586	110	2.5%
El Cajon	48,408	52,526	59,516	67,135	18,727	38.7%
Encinitas	28,812	29,264	29,950	30,753	1,941	6.7%
Escondido	58,323	60,758	64,686	68,924	10,601	18.2%
Imperial Beach	5,621	5,948	6,407	6,946	1,325	23.6%
La Mesa	30,188	31,647	34,145	36,729	6,541	21.7%
Lemon Grove	9,099	9,368	9,846	10,335	1,236	13.6%
National City	42,218	54,193	57,419	60,875	18,657	44.2%
Oceanside	47,256	48,317	49,909	50,756	3,500	7.4%
Poway	35,297	35,508	35,865	36,216	919	2.6%
San Diego	892,828	953,977	1,046,814	1,140,676	247,848	27.8%
San Marcos	41,527	47,021	54,548	62,306	20,779	50.0%
Santee	18,499	18,829	19,494	20,100	1,601	8.7%
Solana Beach	10,064	10,277	10,648	11,027	963	9.6%
Vista	44,105	45,253	47,133	49,115	5,010	11.4%
Unincorporated	152,115	160,102	173,179	187,376	35,261	23.2%
Region	1,646,419	1,761,747	1,921,475	2,086,318	439,899	26.7%

Source: SANDAG Series 14 Regional Growth Forecast, SCS Land Use Pattern

Table F.3: Total Housing Units by Jurisdiction

Total Housing Units by Jurisdiction						
					Change (2016–2050)	
Jurisdiction	2016	2025	2035	2050	Number	Percent
Carlsbad	46,152	47,855	51,433	52,727	6,575	14.2%
Chula Vista	82,794	91,635	95,621	109,474	26,680	32.2%
Coronado	9,577	9,802	10,486	10,486	909	9.5%
Del Mar	2,611	2,674	2,778	2,778	167	6.4%
El Cajon	36,012	37,582	39,830	40,467	4,455	12.4%
Encinitas	26,040	26,750	27,690	27,690	1,650	6.3%
Escondido	48,462	54,910	58,990	60,618	12,156	25.1%
Imperial Beach	9,756	10,212	11,265	11,576	1,820	18.7%
La Mesa	25,760	28,404	32,282	34,398	8,638	33.5%
Lemon Grove	9,032	9,476	10,467	10,467	1,435	15.9%
National City	16,641	17,908	22,410	22,410	5,769	34.7%
Oceanside	65,851	67,816	71,359	71,359	5,508	8.4%
Poway	16,606	17,092	18,017	18,017	1,411	8.5%
San Diego	531,423	592,143	676,236	711,018	179,595	33.8%
San Marcos	30,539	34,681	34,931	41,016	10,477	34.3%
Santee	20,525	21,161	21,889	21,969	1,444	7.0%
Solana Beach	6,497	6,684	7,364	7,364	867	13.3%
Vista	32,195	33,404	35,317	35,964	3,769	11.7%
Unincorporated	174,082	178,027	181,501	181,501	7,419	4.3%
Region	1,190,555	1,288,216	1,409,866	1,471,299	280,744	23.6%

Source: SANDAG Series 14 Regional Growth Forecast, SCS Land Use Pattern

Table F.4: Total Population by Mobility Hub

Total Population by Mobility Hub				
Mobility Hub Name	**2016**	**2025**	**2035**	**2050**
Mobility Hub Total	1,453,913	1,657,130	1,875,367	1,988,009
Coastal	172,824	178,181	190,284	197,683
Gateway	318,246	353,777	390,145	395,748
Major Employment Center	253,054	315,300	396,722	430,929
Suburban	392,726	433,156	455,086	487,082
Urban	317,063	376,716	443,130	476,567
Outside of Mobility Hub Network	1,855,597	1,813,718	1,744,981	1,758,064
Regional Total	3,309,510	3,470,848	3,620,348	3,746,073

Source: SANDAG Series 14 Regional Growth Forecast, SCS Land Use Pattern

Table F.5: Total Jobs by Mobility Hub

Total Jobs by Mobility Hub				
Mobility Hub Name	**2016**	**2025**	**2035**	**2050**
Mobility Hub Total	1,113,109	1,213,064	1,347,193	1,484,038
Coastal	78,247	79,873	82,603	85,544
Gateway	153,855	168,685	193,254	218,401
Major Employment Center	491,342	533,327	594,637	655,856
Suburban	164,146	175,202	192,714	211,651
Urban	225,519	255,977	283,985	312,586
Outside of Mobility Hub Network	533,310	548,683	574,282	602,280
Regional Total	1,646,419	1,761,747	1,921,475	2,086,318

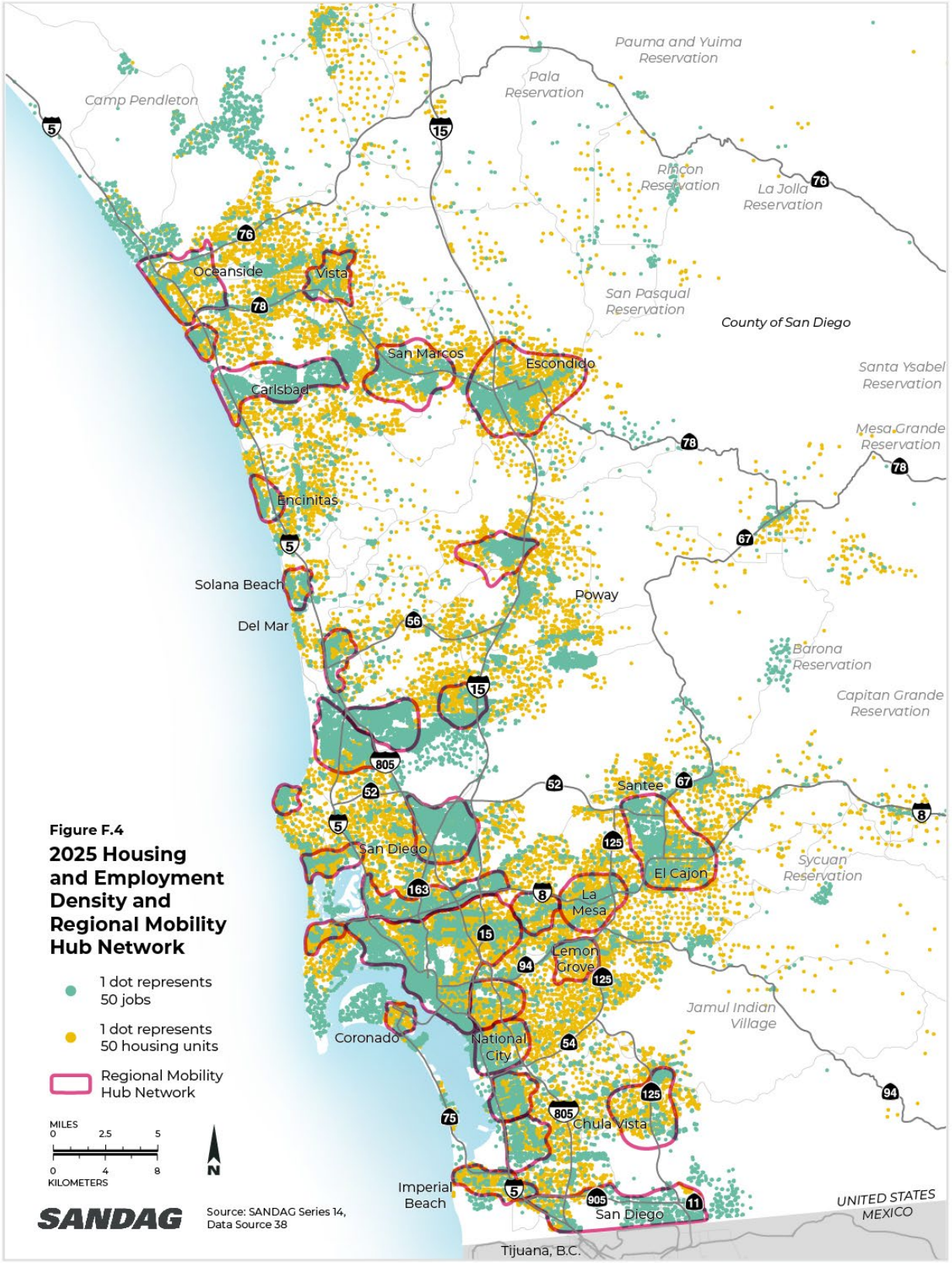
Source: SANDAG Series 14 Regional Growth Forecast, SCS Land Use Pattern

Table F.6: Total Housing Units by Mobility Hub

Total Housing Units by Mobility Hub				
Mobility Hub Name	**2016**	**2025**	**2035**	**2050**
Mobility Hub Total	533,521	624,884	743,711	801,537
Coastal	75,078	77,962	87,665	90,392
Gateway	106,569	121,999	138,813	142,289
Major Employment Center	89,685	114,623	153,360	170,879
Suburban	132,231	152,789	168,617	185,473
Urban	129,958	157,511	195,256	212,504
Outside of Mobility Hub Network	657,034	663,332	666,155	669,762
Regional Total	1,190,555	1,288,216	1,409,866	1,471,299

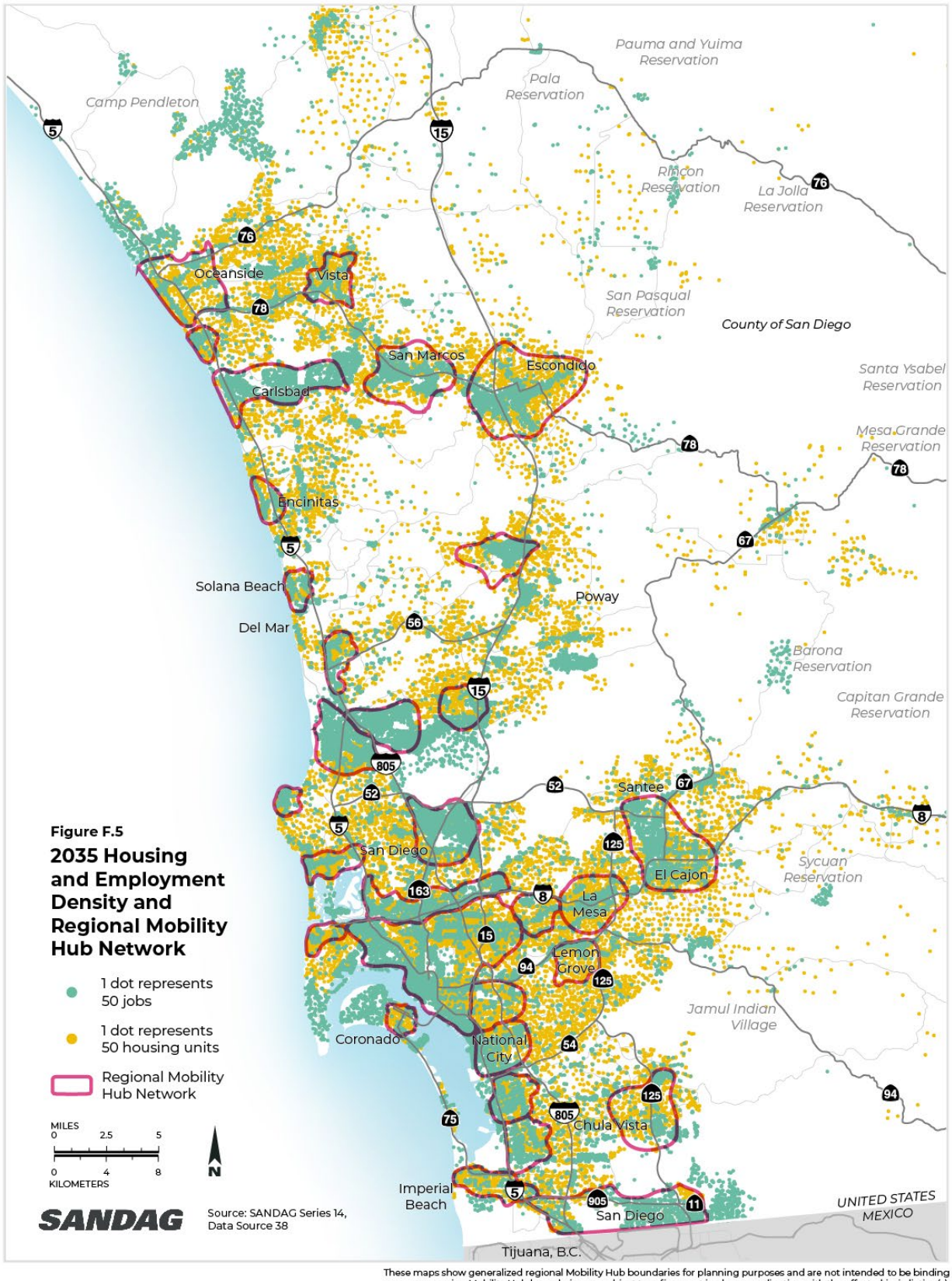
Source: SANDAG Series 14 Regional Growth Forecast, SCS Land Use Pattern

Figure F.4: 2025 Housing and Employment Density and Regional Mobility Hub Network



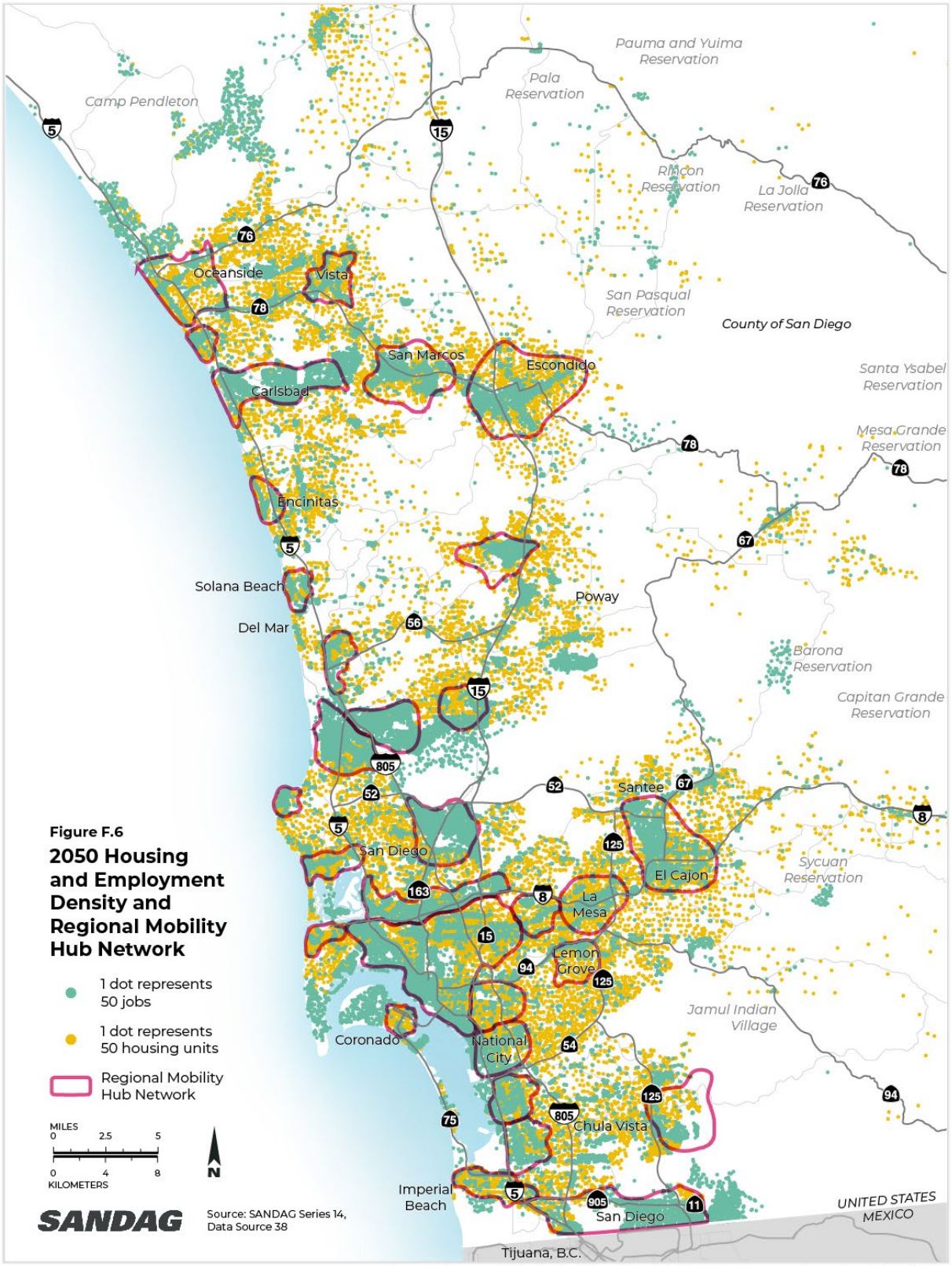
These maps show generalized regional Mobility Hub boundaries for planning purposes and are not intended to be binding or precise. Mobility Hub boundaries are subject to refinement in close coordination with the affected jurisdiction(s).

Figure F.5: 2035 Housing and Employment Density and Regional Mobility Hub Network



These maps show generalized regional Mobility Hub boundaries for planning purposes and are not intended to be binding or precise. Mobility Hub boundaries are subject to refinement in close coordination with the affected jurisdiction(s).

Figure F.6: 2050 Housing and Employment Density and Regional Mobility Hub Network



These maps show generalized regional Mobility Hub boundaries for planning purposes and are not intended to be binding or precise. Mobility Hub boundaries are subject to refinement in close coordination with the affected jurisdiction(s).

Figure F.7: 2025 Sustainable Communities Strategy Land Use Pattern

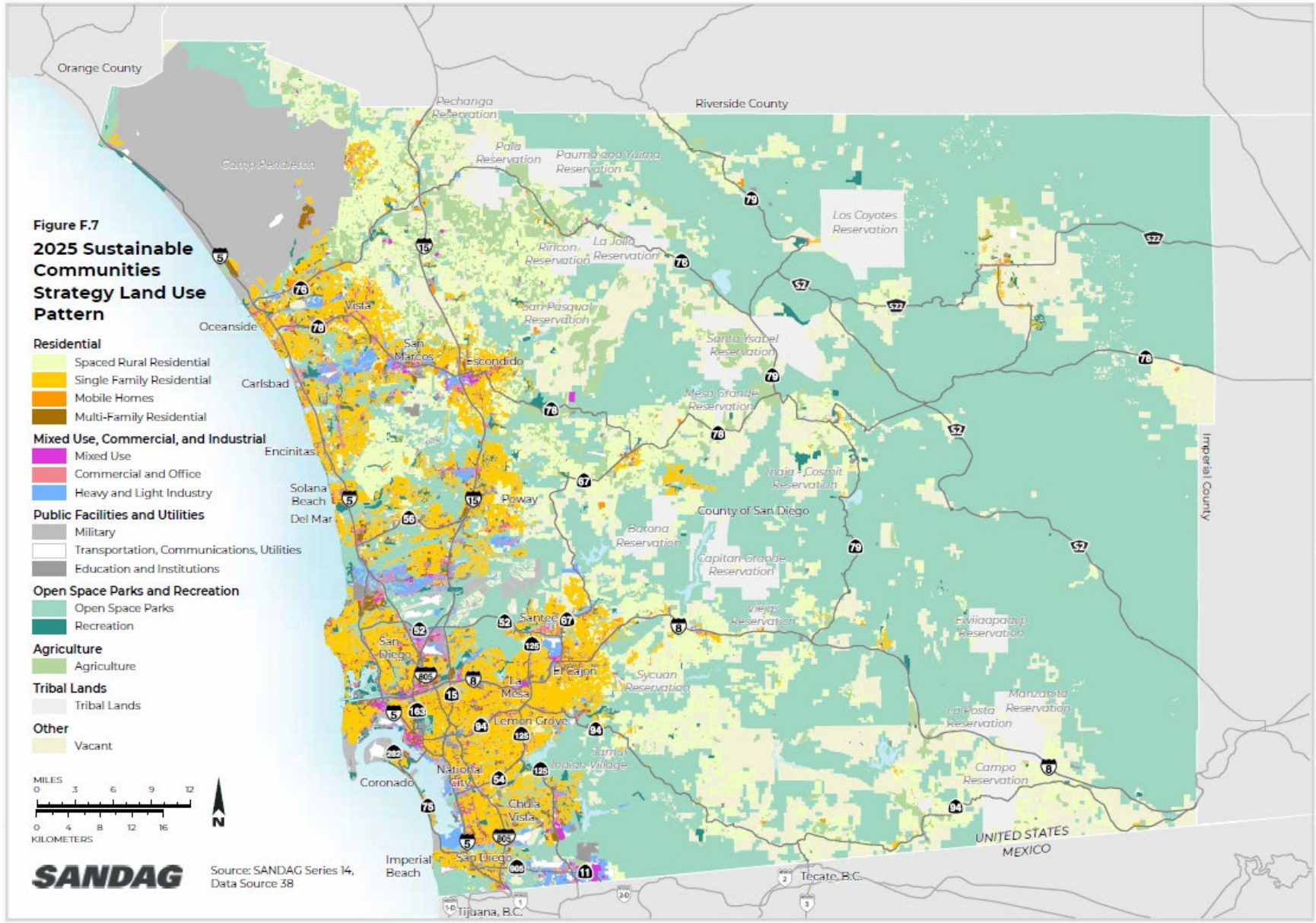


Figure F.8: 2035 Sustainable Communities Strategy Land Use Pattern

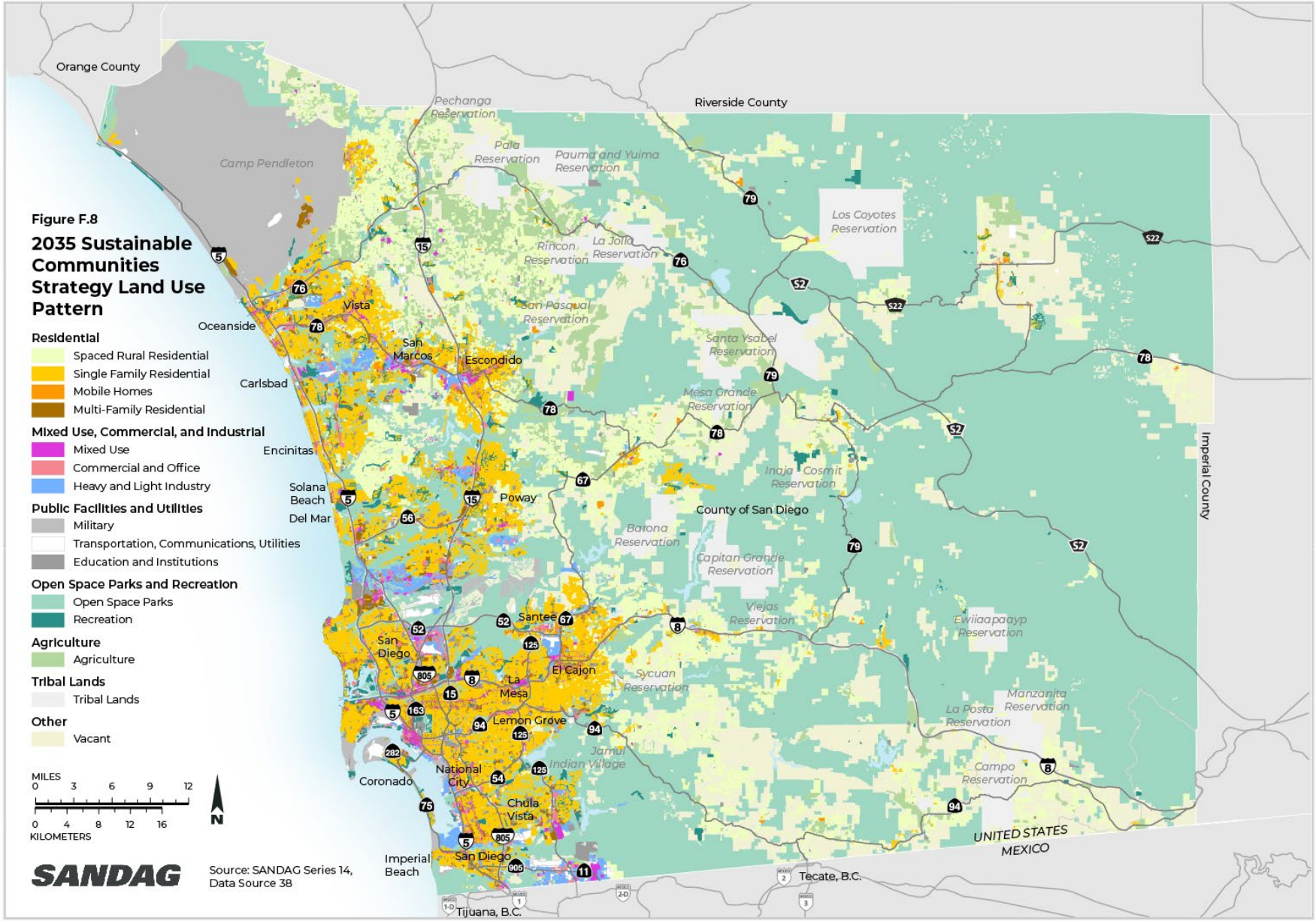


Figure F.9: 2050 Sustainable Communities Strategy Land Use Pattern