4.13 POPULATION AND HOUSING

This section evaluates the potential impacts to the regional housing supply and population growth associated with implementation of the 2050 RTP/SCS. The information presented was compiled from multiple sources, including U.S. Department of Housing and Urban Development (HUD), SANDAG’s 2050 Regional Growth Forecast, and the County of San Diego Draft General Plan EIR.

4.13.1 EXISTING CONDITIONS

4.13.1.1 Growth Forecasting

On February 26, 2010, the SANDAG Board of Directors accepted the Series 12: 2050 Regional Growth Forecast for planning purposes. This forecast is SANDAG’s first projection of population, housing, land use, and economic growth through the end of the TransNet program in 2048.

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

During the second stage, SANDAG develops a subregional forecast by working with local jurisdictions to review existing land use plans. These land use plans then become an input to a subregional, or neighborhood-level, forecast model that utilizes data on existing development, future land use plans, proximity to existing job centers, past development patterns, and travel times to project where growth is likely to occur in the future (SANDAG 2010a).

In general, forecasted growth between 2010 and 2030 is based on adopted land use plans and policies, while forecasted growth between 2030 and 2050 includes alternatives that may, in some cases, reach beyond adopted plans. Population, housing, and employment data for tribal nations are included in forecasted growth for unincorporated San Diego County.

4.13.1.2 Existing Population, Housing, and Employment

Existing population, housing units, employment, and jobs-to-housing ratios for the 18 cities and unincorporated San Diego County are shown in Table 4.13-1. As of 2010, the region contains 3,224,432 residents, 1,193,270 housing units, 1,501,080 jobs, and a jobs-to-housing ratio of 1.3.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Population</th>
<th>Housing Units</th>
<th>Employment*</th>
<th>Jobs-to-Housing Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>106,804</td>
<td>43,844</td>
<td>61,999</td>
<td>1.4</td>
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<td>Chula Vista</td>
<td>237,595</td>
<td>78,244</td>
<td>70,230</td>
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<td>El Cajon</td>
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<td>35,644</td>
<td>41,686</td>
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<tr>
<td>Encinitas</td>
<td>65,171</td>
<td>24,877</td>
<td>26,985</td>
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<td>Escondido</td>
<td>147,514</td>
<td>47,682</td>
<td>61,143</td>
<td>1.3</td>
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</table>
### 4.13 Population and Housing

#### Table 4.13-1

<table>
<thead>
<tr>
<th>Region</th>
<th>Population</th>
<th>Housing Units</th>
<th>Employment*</th>
<th>Jobs-to-Housing Ratio</th>
</tr>
</thead>
<tbody>
<tr>
<td>Imperial Beach</td>
<td>28,680</td>
<td>9,860</td>
<td>7,543</td>
<td>0.8</td>
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<td>La Mesa</td>
<td>58,150</td>
<td>25,614</td>
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<tr>
<td>Lemon Grove</td>
<td>26,131</td>
<td>8,868</td>
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</tr>
<tr>
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<td>57,799</td>
<td>15,787</td>
<td>28,743</td>
<td>1.8</td>
</tr>
<tr>
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<td>183,095</td>
<td>64,758</td>
<td>43,977</td>
<td>0.7</td>
</tr>
<tr>
<td>Poway</td>
<td>52,056</td>
<td>16,364</td>
<td>31,176</td>
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<tr>
<td>San Diego</td>
<td>1,376,173</td>
<td>511,820</td>
<td>821,521</td>
<td>1.6</td>
</tr>
<tr>
<td>San Marcos</td>
<td>84,391</td>
<td>27,744</td>
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<td>15,304</td>
<td>0.8</td>
</tr>
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<td>Solana Beach</td>
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<td>6,521</td>
<td>7,533</td>
<td>1.2</td>
</tr>
<tr>
<td>Vista</td>
<td>97,513</td>
<td>30,716</td>
<td>41,315</td>
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<td>169,142</td>
<td>137,264</td>
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<tr>
<td><strong>Region</strong></td>
<td><strong>3,224,432</strong></td>
<td><strong>1,149,426</strong></td>
<td><strong>1,501,080</strong></td>
<td><strong>1.3</strong></td>
</tr>
</tbody>
</table>

Source: SANDAG 2010b

*SANDAG collects address-level employer records from the California Employment Development Department (EDD) and supplements that data with business license records from the local jurisdictions as well as uniformed military jobs numbers from Navy Region Southwest. SANDAG uses 2008 employment data from EDD for planning purposes in the 2050 RTP/SCS. At this time, 2010 employment data are not available from EDD.

### 4.13.2 REGULATORY SETTING

#### Federal Laws and Regulations

Several federal laws prohibit discrimination as it relates to housing. These laws are summarized below, based on information from HUD.

**Title VIII of the Civil Rights Act of 1968 (Fair Housing Act)**

The Fair Housing Act, as amended, prohibits discrimination in the sale, rental, and financing of dwellings, and in other housing-related transactions, based on race, color, national origin, religion, sex, familial status (including children under the age of 18 living with parents or legal custodians, pregnant women, and people securing custody of children under the age of 18), and handicap (disability) (HUD 2009).

**Title VI of the Civil Rights Act of 1964**

Title VI prohibits discrimination on the basis of race, color, or national origin in programs and activities receiving federal financial assistance (HUD 2009).

**Section 504 of the Rehabilitation Act of 1973**

Section 504 prohibits discrimination based on disability in any program or activity receiving federal financial assistance (HUD 2009).

**Section 109 of Title I of the Housing and Community Development Act of 1974**

Section 109 prohibits discrimination on the basis of race, color, national origin, sex, or religion in programs and activities receiving financial assistance from HUD's Community Development and Block Grant Program (HUD 2009).
Title II of the Americans with Disabilities Act of 1990

Title II prohibits discrimination based on disability in programs, services, and activities provided or made available by public entities. HUD enforces Title II when it relates to state and local public housing, housing assistance, and housing referrals (HUD 2009).

Architectural Barriers Act of 1968

The Architectural Barriers Act requires that buildings and facilities designed, constructed, altered, or leased with certain federal funds after September 1969 must be accessible to and usable by handicapped persons (HUD 2009).

Age Discrimination Act of 1975

The Age Discrimination Act prohibits discrimination on the basis of age in programs or activities receiving federal financial assistance (HUD 2009).

Title IX of the Education Amendments Act of 1972

Title IX prohibits discrimination on the basis of sex in education programs or activities that receive federal financial assistance (HUD 2009).

Fair Housing-Related Presidential Executive Orders:

**Executive Order 11063**
Executive Order 11063 prohibits discrimination in the sale, leasing, rental, or other disposition of properties and facilities owned or operated by the federal government or provided with federal funds (HUD 2009).

**Executive Order 11246**
Executive Order 11246, as amended, bars discrimination in federal employment because of race, color, religion, sex, or national origin (HUD 2009).

**Executive Order 12892**
Executive Order 12892, as amended, requires federal agencies to affirmatively further fair housing in their programs and activities, and provides that the Secretary of HUD will be responsible for coordinating the effort. The Order also establishes the President's Fair Housing Council (HUD 2009).

**Executive Order 12898**
Executive Order 12898 requires that each federal agency conduct its program, policies, and activities that substantially affect human health or the environment in a manner that does not exclude persons based on race, color, or national origin (HUD 2009).

**Executive Order 13166**
Executive Order 13166 eliminates, to the extent possible, limited English proficiency as a barrier to full and meaningful participation by beneficiaries in all federally assisted and federally conducted programs and activities (HUD 2009).
Executive Order 13217

Executive Order 13217 requires federal agencies to evaluate their policies and programs to determine if any can be revised or modified to improve the availability of community-based living arrangements for persons with disabilities (HUD 2009).

The Native American Housing Assistance and Self Determination Act of 1996

The Native American Housing Assistance and Self Determination Act of 1996 (NAHASDA) reorganized the system of housing assistance provided to Native Americans through HUD by eliminating several separate programs of assistance and replacing them with a block grant program. The two programs authorized for Indian tribes under NAHASDA are the Indian Housing Block Grant, which is a formula-based grant program and Title VI Loan Guarantee, which provides financing guarantees to Indian tribes for private market loans to develop affordable housing (HUD 2010).


The Native American Housing Enhancement Act amends the Native American Housing Assistance and Self-Determination Act of 1996 in prohibiting the Secretary of HUD from restricting tribal access to housing grant funds if a tribe retains program income funds. The Act specifies that Title VI of the Civil Rights Act of 1964 and Title VIII of the Civil Rights Act of 1968 shall not apply to federally recognized tribes. The Act also amends the Cranston-Gonzalez National Affordable Housing Act to make tribes and tribally designated housing entities eligible for YouthBuild grants (NAIHC 2006).

Indian Veterans Housing Opportunity Act of 2010

The Indian Veterans Housing Opportunity Act amends NAHASDA to exclude from consideration as income any amounts received by a family from the Department of Veterans Affairs (VA) as veterans' disability compensation or dependency and indemnity compensation for service-related disabilities of a member of the family (CRS 2010).

Helping Expedite and Advance Responsible Tribal Homeownership Act

The Helping Expedite and Advance Responsible Tribal Homeownership (HEARTH) Act amends the Indian Long-Term Leasing Act of 1955 (25 U.S.C. Section 415), reforming federal leasing requirements and encouraging housing and community development in Native American communities by allowing tribes to enter into certain leases without prior expressed approval of the Secretary of the Interior (NAIHC 2010).

Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970

The Federal Uniform Relocation and Real Property Acquisition Policies Act (Uniform Act), passed by Congress in 1970, is a federal law that establishes minimum standards for federally funded programs and projects that require the acquisition of real property (real estate) or displace persons from their homes, businesses, or farms. The Uniform Act's protections and assistance apply to the acquisition, rehabilitation, or demolition of real property for federal or federally funded projects (HUD 2010).
State Laws and Regulations

Fair Employment and Housing Act

Government Code Section 12900 et seq. prohibits housing discrimination on the basis of race, color, religion, sexual orientation, marital status, national origin, ancestry, familial status, disability, or source of income.

The Unruh Civil Rights Act

Civil Code Section 51 prohibits discrimination in “all business establishments of every kind whatsoever.” The provision has been interpreted to include businesses and persons engaged in the sale or rental of housing accommodations.

State Housing Element Law

Housing element law requires local governments to adequately plan to meet their existing and projected housing needs, including their share of the regional housing need. Housing element law is California’s primary market-based strategy to increase housing supply, affordability, and choice. The law recognizes that for the private sector to adequately address housing needs and demand, local governments must adopt land use plans and regulatory schemes that provide opportunities for, and do not unduly constrain, housing development.

The housing element process begins with the Department of Housing and Community Development (HCD) allocating a region's share of the statewide housing need to the appropriate Councils of Governments (COGs) based on Department of Finance population projections and regional population forecasts used in preparing regional transportation plans. SANDAG is the COG and Metropolitan Planning Organization (MPO) in the San Diego region. Pursuant to Government Code Section 65584.05, the COG develops a Regional Housing Needs Assessment (RHNA) allocating the region’s share of the statewide need to the cities and counties within the region. The RHNA is required to promote the following objectives (HCD 2007):

- Increase the housing supply and the mix of housing types, tenure, and affordability in all cities and counties within the region in an equitable manner.
- Promote infill development and socioeconomic equity, the protection of environmental and agricultural resources, and the encouragement of efficient development patterns.
- Promote an improved intraregional relationship between jobs and housing.

Pursuant to Government Code Section 65580, a Housing Element of a General Plan must contain local commitments to:

- Provide sites with appropriate zoning and development standards, and with services and facilities to accommodate the jurisdiction’s RHNA for each income level. The RHNA is the only population and/or housing requirement that applies to the General Plan.
- Assist in the development of adequate housing to meet the needs of lower- and moderate-income households.
• Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities.

• Conserve and improve the condition of the existing affordable housing stock.

• Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.

• Preserve assisted housing developments for lower-income households.

State Housing Element law mandates specific topics and issues that must be addressed in the Housing Element. These include:

• An analysis of population and employment trends, documentation of projections, and quantification of existing and projected housing needs for all income levels.

• An analysis and documentation of household characteristics, such as the age of housing stock, tenancy type, overcrowded conditions, and the level of payment compared to ability to pay.

• An analysis and documentation of special needs, such as female-headed households, homeless individuals, persons with disabilities, large households, farmworkers, and the elderly.

• A regional share of the total regional housing need for all income categories.

• An inventory of land suitable for residential development, including vacant land and infill/redevelopment opportunities. This analysis also looks at potential residential sites and their accessibility to adequate infrastructure and services.

• Identifying actual and potential governmental and nongovernmental constraints that could potentially impede the maintenance, improvement, and development of housing for all income groups.

• Identifying and analyzing opportunities for energy conservation in residential developments.

• An inventory of at-risk affordable units that have the possibility of converting to market rate.

• A statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the improvement, maintenance, and development of housing.

State law requires that adequate opportunity for participation be solicited from all economic segments of the community toward preparation of the Housing Element. Specifically, the jurisdiction must reach out to lower- and moderate-income persons and persons with special needs. Preparation of the Housing Element must also be coordinated with other local jurisdictions within the regional housing market area (County of San Diego 2010).
Government Code

Government Code Section 65008 prohibits, *inter alia*, discrimination of any group or individuals in the enjoyment of residence, landownership, tenancy, or any other land use or against any resident development or emergency shelter (HCD 2002).

Senate Bill 375

The RHNA will allocate the total number of housing units by income category—very low, low, moderate, and above moderate—that the 18 cities and County will need to plan for in their housing elements. SB 375 requires that MPOs prepare a Sustainable Communities Strategy (SCS) as a new element of the RTP, along with the traditional policy, action, and financial requirements. The SCS must accommodate the RHNA. Specifically, Government Code Section 65080(b)(2)(B)(iii) requires the SCS to “identify areas within the region sufficient to house an eight-year projection of the regional housing need . . . .”

The RHNA, for the fifth housing element cycle, is affected by SB 375 and SB 575. The main differences for this cycle include the timing of the RHNA process, required coordination/consistency with the RTP and SCS per SB 375, and the length of the housing element cycle. The fifth cycle for the San Diego region will cover an 8-year time period from January 1, 2013, to December 31, 2020. Past housing elements covered a 5-year cycle (SANDAG 2010b). Under SB 375, a jurisdiction that does not adopt an element within 4 months of the statutory deadline will shift into 4-year cycles. Subsequent legislation, SB 575, allows the jurisdiction to return to an 8-year cycle after adopting two subsequent elements on time (Housing California 2010).

Article 34

Article 34 of the California Constitution requires a majority vote of the electorate to approve the development, construction, or acquisition by a public body of any “low rent project” within that jurisdiction. In other words, for any project to be built and/or operated by a public agency where at least 50 percent of the occupants are low income and rents are restricted to affordable levels, the jurisdiction must seek voter approval (County of San Diego 2010).

California Building Standards Code


Regional and Local Plans and Policies

2050 RTP/SCS

In accordance with SB 375, the 2050 RTP/SCS must accommodate the RHNA, as discussed above. SANDAG worked with local jurisdictions to identify RHNA allocation concepts that meet the goals of
4.13 Population and Housing

housing element law. Each jurisdiction will receive an allocation of housing units and each jurisdiction will need to identify adequate sites to address its RHNA numbers in the four income categories when updating its housing element. Housing elements will be due no later than 18 months after the SANDAG Board adopts the 2050 RTP/SCS. The 2050 Capacity, included in the 2050 RTP/SCS, incorporates projected changes to adopted general plans and input from local jurisdictions and partner agencies. Land use changes resulting from the RHNA and the housing element process will be considered in future updates of the RTP/SCS and the RHNA. The goal is to ensure consistency between future land use and transportation plans.

By law [Government Code Section 65080(b)(2)(B)(ii)], the RTP/SCS must house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan. The 2050 Regional Growth Forecast and 2050 RTP/SCS land use pattern contain sufficient residential capacity (more than 400,000 housing units) to accommodate the estimated 388,000 homes needed to house the region’s projected growth in population (SANDAG 2011).

Housing Elements of Local Jurisdictions

Each local jurisdiction must develop a Housing Element as part of its General Plan per requirements of the State Housing Element Law.

4.13.3 SIGNIFICANCE CRITERIA

The 2050 RTP/SCS would have a significant impact on population and housing if implementation were to:

PH-1 Induce substantial increases in population beyond existing conditions.

PH-2 Displace substantial numbers of existing housing units or businesses.

PH-3 Impede implementation of the regional housing share allocation, including any local jurisdiction’s adopted housing element.

4.13.4 IMPACT ANALYSIS

This section analyzes the impacts associated with the implementation of the 2050 RTP/SCS. It is organized in sections to address the two main components of the 2050 RTP/SCS: regional growth/land use change and transportation system improvements. Discussions of the forecasted population, housing, and employment increases are included below for each planning horizon of 2020, 2035, and 2050, to help facilitate understanding of forecasted growth. Analysis for each significance criterion includes a programmatic-level discussion of anticipated impacts in the planning horizon years of 2020, 2035, and 2050. Significant impacts are identified and mitigation measures are provided where appropriate.

PH-1 INDUCE SUBSTANTIAL POPULATION INCREASE

Regional growth is characterized by the change in population, age distribution, housing development, employment, and jobs-to-housing ratios. This section analyzes the inducement of population growth. The secondary impacts associated with population growth are the physical changes to the environment and are analyzed in other sections of this EIR, such as impacts to agricultural, biological, and cultural resources, among other issue areas. Mitigation for significant impacts has been identified in Sections 4.1 through
4.13 of this EIR. However, the physical impacts of population growth would be significant. A slow growth alternative is analyzed in Section 7.0 of this EIR.

Population Growth

Like most of Southern California, the San Diego region has seen an increase in population in the past half-century. Population growth was particularly high following World War II and again during the 1980s. From 2010 to 2050, the region’s total population is forecasted to increase by approximately 1.16 million residents to approximately 4.38 million residents. Table 4.13-2 shows population growth for the region and by jurisdiction at 2010, 2020, 2035, and 2050.

Table 4.13-2
Existing and Forecasted Population Growth by Jurisdiction

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>2010</th>
<th>2020</th>
<th>2035</th>
<th>2050</th>
<th>Change 2010–2050</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td>Number</td>
</tr>
<tr>
<td>Carlsbad</td>
<td>106,804</td>
<td>117,667</td>
<td>125,338</td>
<td>129,352</td>
<td>22,548</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>237,595</td>
<td>267,418</td>
<td>300,558</td>
<td>330,049</td>
<td>92,454</td>
</tr>
<tr>
<td>Coronado</td>
<td>23,916</td>
<td>26,370</td>
<td>27,236</td>
<td>27,907</td>
<td>3,991</td>
</tr>
<tr>
<td>Del Mar</td>
<td>4,660</td>
<td>4,800</td>
<td>4,978</td>
<td>5,151</td>
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</tr>
<tr>
<td>El Cajon</td>
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<td>109,587</td>
<td>138,796</td>
<td>144,229</td>
<td>44,592</td>
</tr>
<tr>
<td>Encinitas</td>
<td>65,171</td>
<td>68,551</td>
<td>74,268</td>
<td>76,675</td>
<td>11,504</td>
</tr>
<tr>
<td>Escondido</td>
<td>147,514</td>
<td>154,635</td>
<td>168,505</td>
<td>177,559</td>
<td>30,045</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>28,680</td>
<td>28,233</td>
<td>31,857</td>
<td>36,125</td>
<td>7,445</td>
</tr>
<tr>
<td>La Mesa</td>
<td>58,150</td>
<td>62,136</td>
<td>68,682</td>
<td>78,174</td>
<td>20,024</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>26,131</td>
<td>26,702</td>
<td>29,803</td>
<td>31,883</td>
<td>5,752</td>
</tr>
<tr>
<td>National City</td>
<td>57,799</td>
<td>62,058</td>
<td>73,973</td>
<td>92,137</td>
<td>34,338</td>
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<tr>
<td>Oceanside</td>
<td>183,095</td>
<td>195,592</td>
<td>212,366</td>
<td>217,108</td>
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<tr>
<td>Poway</td>
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<td>54,054</td>
<td>58,466</td>
<td>59,756</td>
<td>7,700</td>
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<tr>
<td>San Diego</td>
<td>1,376,173</td>
<td>1,542,324</td>
<td>1,759,260</td>
<td>1,947,184</td>
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<td>San Marcos</td>
<td>84,391</td>
<td>90,794</td>
<td>103,238</td>
<td>105,546</td>
<td>21,155</td>
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<tr>
<td>Santee</td>
<td>58,044</td>
<td>64,551</td>
<td>72,521</td>
<td>72,554</td>
<td>14,510</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>13,783</td>
<td>14,134</td>
<td>15,249</td>
<td>15,969</td>
<td>2,186</td>
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<tr>
<td>Vista</td>
<td>97,513</td>
<td>99,985</td>
<td>116,448</td>
<td>144,592</td>
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<td>Unincorporated</td>
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<td>545,409</td>
<td>644,589</td>
<td>692,917</td>
<td>189,597</td>
</tr>
<tr>
<td>Region</td>
<td>3,224,432</td>
<td>3,535,000</td>
<td>4,026,131</td>
<td>4,384,867</td>
<td>1,160,435</td>
</tr>
</tbody>
</table>

Source: SANDAG 2010b

Regional population is forecasted to increase by 36 percent from 2010 to 2050. Population growth is forecasted to increase at a higher rate than the region as a whole in the cities of Chula Vista, El Cajon, National City, San Diego, and Vista. The cities of Carlsbad, Coronado, Del Mar, Encinitas, Escondido, Imperial Beach, Lemon Grove, Oceanside, Poway, San Marcos, Santee, and Solana Beach are forecasted to have lower population growth than the region as a whole. The populations of the city of La Mesa and unincorporated San Diego County are forecasted to increase at a similar rate to the region overall.

Figure 4.13-1 shows 2010 population density (persons per acre) in the region. In 2010, areas with the highest population densities (30 persons per acre and above) are concentrated in urban cores such as downtown and Mid-City San Diego, Escondido, and communities in the cities of Oceanside, El Cajon, National City, Chula Vista, and Imperial Beach.

Figures 4.13-4, 4.13-7, and 4.13-10 display forecasted population densities for 2020, 2035, and 2050. In general, population density increases are forecasted in or near urban core areas located along transportation corridors with higher population densities in 2010. However, population density increases...
also are forecasted for a few areas located near transportation corridors but away from existing urban cores with lower population densities in 2010.

**Age Distribution**

As shown in Table 4.13-3, aging of the regional population is forecasted to occur from 2010 to 2050. For example, the portion of the population 60 years of age and over is forecasted to increase from 16.5 percent in 2010 to 21.9 percent in 2050. Those 75 years of age and over are expected to nearly double from 5.9 percent of the population in 2010 to 11.1 percent in 2050. The number of people 85 years of age and older is expected to more than double by 2050. In contrast, it is projected that the percentage of those 19 years of age and younger will decrease slightly, from 27.2 to 24.7 percent. These trends are similar to projections for California as a whole (CDF 2007).

A changing age structure has many implications in terms of planning for and providing services, including transportation. For example, an increase in the need for health care and other services for the elderly will demand transportation to and from these services. A changing school population will change the demand for schools and school-related transportation.

**Table 4.13-3**

**Existing and Forecasted Age Distribution of the Region**

<table>
<thead>
<tr>
<th>Age</th>
<th>2010 %</th>
<th>2020 %</th>
<th>2035 %</th>
<th>2050 %</th>
<th>% Change 2010–2050</th>
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<tbody>
<tr>
<td>0-4</td>
<td>231,143</td>
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<td>248,703</td>
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<td>5-9</td>
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<td>232,656</td>
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<tr>
<td>10-14</td>
<td>198,135</td>
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<td>235,216</td>
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<td>245,768</td>
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<tr>
<td>15-19</td>
<td>238,361</td>
<td>7.4%</td>
<td>238,164</td>
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<td>257,014</td>
</tr>
<tr>
<td>20-24</td>
<td>264,511</td>
<td>8.2%</td>
<td>251,033</td>
<td>7.1%</td>
<td>294,902</td>
</tr>
<tr>
<td>25-29</td>
<td>229,810</td>
<td>7.1%</td>
<td>261,783</td>
<td>7.4%</td>
<td>288,271</td>
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<tr>
<td>30-34</td>
<td>227,251</td>
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<td>247,134</td>
<td>7.0%</td>
<td>272,594</td>
</tr>
<tr>
<td>35-39</td>
<td>229,664</td>
<td>7.1%</td>
<td>213,830</td>
<td>6.0%</td>
<td>242,723</td>
</tr>
<tr>
<td>40-44</td>
<td>222,611</td>
<td>6.9%</td>
<td>217,106</td>
<td>6.1%</td>
<td>254,812</td>
</tr>
<tr>
<td>45-49</td>
<td>234,161</td>
<td>7.3%</td>
<td>219,625</td>
<td>6.2%</td>
<td>237,229</td>
</tr>
<tr>
<td>50-54</td>
<td>220,101</td>
<td>6.8%</td>
<td>213,930</td>
<td>6.1%</td>
<td>202,837</td>
</tr>
<tr>
<td>55-59</td>
<td>186,556</td>
<td>5.8%</td>
<td>224,882</td>
<td>6.4%</td>
<td>208,776</td>
</tr>
<tr>
<td>60-64</td>
<td>153,376</td>
<td>4.8%</td>
<td>209,311</td>
<td>5.9%</td>
<td>211,057</td>
</tr>
<tr>
<td>65-69</td>
<td>106,384</td>
<td>3.3%</td>
<td>173,463</td>
<td>4.9%</td>
<td>199,151</td>
</tr>
<tr>
<td>70-74</td>
<td>81,183</td>
<td>2.5%</td>
<td>135,281</td>
<td>3.8%</td>
<td>196,262</td>
</tr>
<tr>
<td>75-79</td>
<td>68,928</td>
<td>2.1%</td>
<td>85,484</td>
<td>2.4%</td>
<td>165,457</td>
</tr>
<tr>
<td>80-84</td>
<td>57,024</td>
<td>1.8%</td>
<td>57,034</td>
<td>1.6%</td>
<td>117,132</td>
</tr>
<tr>
<td>85+</td>
<td>65,085</td>
<td>2.0%</td>
<td>70,365</td>
<td>2.0%</td>
<td>110,644</td>
</tr>
<tr>
<td>All Ages</td>
<td>3,224,432</td>
<td>100.0%</td>
<td>3,535,000</td>
<td>100%</td>
<td>4,026,131</td>
</tr>
</tbody>
</table>

Source: SANDAG 2010b

Implementation of the 2050 RTP/SCS would create land use patterns and develop transportation improvements to support the forecasted growth and changes to the age, location, and density of the regional population. The 2050 RTP/SCS guides the San Diego region toward a more sustainable future by integrating land use, housing, and transportation planning to create communities that are more sustainable, walkable, transit oriented, and compact. It seeks to focus housing and jobs growth in urbanized areas, protect sensitive habitat and open space, and invest in a transportation network that provides alternatives to driving alone. The land use pattern of the 2050 RTP/SCS would accommodate...
Figure 4.13-1
2010 Population Densities
October 2011

Persons per Acre

0.6 or Fewer
0.6 - 4
4 - 10
10 - 25
25 - 50
Over 50

SOURCE: SANDAG 2011
most of the projected new housing units and jobs within the urbanized areas of the region, with the majority of the population growth by 2050 located in neighborhoods with existing infrastructure and services.

As described in Section 4.11 Land Use, the 2050 RTP/SCS and the land use assumptions of the 2050 Regional Growth Forecast are consistent with each jurisdiction’s planning documents. These planning documents, including general plans and specific plans, account for the availability of urban services to support planned land uses.

### Housing

Existing (2010) and forecasted housing units for the region and by jurisdiction according to the 2050 Regional Growth Forecast are shown in Table 4.13-4. This table does not include civilian or military group quarters. Figure 4.13-2 shows existing (2010) housing density in the region.

#### Table 4.13-4

<table>
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<tr>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>43,844</td>
<td>48,104</td>
<td>50,224</td>
<td>50,559</td>
<td>6,715</td>
<td>15%</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>78,244</td>
<td>88,186</td>
<td>98,262</td>
<td>106,999</td>
<td>28,755</td>
<td>37%</td>
</tr>
<tr>
<td>Coronado</td>
<td>9,562</td>
<td>9,580</td>
<td>9,776</td>
<td>9,801</td>
<td>239</td>
<td>2%</td>
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<tr>
<td>Del Mar</td>
<td>2,542</td>
<td>2,587</td>
<td>2,606</td>
<td>2,606</td>
<td>64</td>
<td>3%</td>
</tr>
<tr>
<td>El Cajon</td>
<td>35,644</td>
<td>39,187</td>
<td>48,251</td>
<td>49,797</td>
<td>14,153</td>
<td>40%</td>
</tr>
<tr>
<td>Encinitas</td>
<td>24,877</td>
<td>26,331</td>
<td>28,135</td>
<td>28,484</td>
<td>3,607</td>
<td>14%</td>
</tr>
<tr>
<td>Escondido</td>
<td>47,682</td>
<td>50,370</td>
<td>53,164</td>
<td>54,596</td>
<td>6,914</td>
<td>15%</td>
</tr>
<tr>
<td>Imperial Beach</td>
<td>9,860</td>
<td>9,866</td>
<td>10,856</td>
<td>12,148</td>
<td>2,288</td>
<td>23%</td>
</tr>
<tr>
<td>La Mesa</td>
<td>25,614</td>
<td>26,785</td>
<td>28,985</td>
<td>32,566</td>
<td>6,952</td>
<td>27%</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>8,868</td>
<td>9,076</td>
<td>9,811</td>
<td>10,423</td>
<td>1,555</td>
<td>18%</td>
</tr>
<tr>
<td>National City</td>
<td>15,787</td>
<td>17,052</td>
<td>20,128</td>
<td>25,272</td>
<td>9,485</td>
<td>60%</td>
</tr>
<tr>
<td>Oceanside</td>
<td>64,758</td>
<td>69,630</td>
<td>73,684</td>
<td>73,551</td>
<td>8,793</td>
<td>14%</td>
</tr>
<tr>
<td>Poway</td>
<td>16,364</td>
<td>17,233</td>
<td>18,219</td>
<td>18,215</td>
<td>1,851</td>
<td>11%</td>
</tr>
<tr>
<td>San Diego</td>
<td>511,820</td>
<td>577,416</td>
<td>654,750</td>
<td>722,718</td>
<td>210,898</td>
<td>41%</td>
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<tr>
<td>San Marcos</td>
<td>27,744</td>
<td>30,065</td>
<td>33,444</td>
<td>33,521</td>
<td>5,777</td>
<td>21%</td>
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<tr>
<td>Santee</td>
<td>19,837</td>
<td>22,312</td>
<td>24,494</td>
<td>24,451</td>
<td>4,614</td>
<td>23%</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>6,521</td>
<td>6,646</td>
<td>6,957</td>
<td>7,065</td>
<td>544</td>
<td>8%</td>
</tr>
<tr>
<td>Vista</td>
<td>30,716</td>
<td>31,602</td>
<td>35,742</td>
<td>43,940</td>
<td>13,224</td>
<td>43%</td>
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<tr>
<td>Unincorporated</td>
<td>16,9142</td>
<td>180,460</td>
<td>210,032</td>
<td>222,378</td>
<td>53,236</td>
<td>31%</td>
</tr>
<tr>
<td>Region</td>
<td>1,149,426</td>
<td>1,262,488</td>
<td>1,417,520</td>
<td>1,529,090</td>
<td>379,664</td>
<td>33%</td>
</tr>
</tbody>
</table>

Source: SANDAG 2010b

As shown in Table 4.13-4, the region is projected to have a 33 percent increase in housing supply between 2010 and 2050. Housing supply increases in the cities of Chula Vista, El Cajon, National City, San Diego, and Vista are forecasted at a higher rate than the region as a whole, with the highest rate of 60 percent in National City. The City of San Diego is expected to have the greatest numerical increase with 210,898 units, or 55.5 percent of the forecasted increase in the region. The cities of Escondido, La Mesa, Imperial Beach, San Marcos, Santee, and unincorporated San Diego County are projected to have an increase in housing units at a slightly lower rate than the region as whole by 2050.
The cities of Carlsbad, Coronado, Del Mar, Encinitas, Lemon Grove, Oceanside, Poway, and Solana Beach are forecasted to have relatively low increases in housing supply, corresponding to lower increases in population projected by 2050. The 2050 Regional Growth Forecast identifies areas within the region sufficient to house the forecasted 2050 population.

Figures 4.13-5, 4.13-8, and 4.13-11 show the forecasted housing densities for 2020, 2035, and 2050. Areas with high housing densities (20 units per acre and above) generally correspond with areas with population densities of 25 persons per acre and above.

The average persons per household in the region is projected to decrease slightly from 2.93 in 2010 to 2.87 in 2050. The vacancy rate in the region is projected to decrease from approximately 7.0 percent in 2010 to 4.1 percent in 2050. Vacancy rates are predicted to decline gradually but consistently from 2010 to 2050 from recession-era highs to what is considered “normal” (approximately 4 percent). Household size is forecasted to fluctuate between 2010 and 2050 due to local and national economic and demographic trends. Household size is forecasted to be higher during years of economic recession but is forecasted to be lower in the early 2020s, then rising gradually due to increased Hispanic population and college-age and senior populations, who are more likely to share housing with relatives. Housing affordability is difficult to predict as it is dependent on dynamic regional, statewide, and national economic trends.

By 2050, the number of single-family and multi-family housing units in the region is forecasted to be about the same. Single-family housing units compose 58.6 percent of the regional housing stock in 2010. By 2050, single-family housing units are projected to compose only 49.8 percent of the total housing stock. In contrast, multi-family housing units currently make up 34.4 percent of the total housing stock, but that percentage is projected to increase to 47.9 percent by 2050. The balance of remaining units is accounted for by mobile homes (SANDAG 2011).

Employment

Existing and forecasted jobs in the region and by jurisdiction according to the 2050 Regional Growth Forecast are shown in Table 4.13-5. This table includes civilian and military jobs.

Regional employment is projected to increase by more than 500,000 jobs, or 33 percent, between 2008 and 2050. The number of jobs is forecasted to increase at a higher rate than the region as a whole in the cities of Carlsbad, Chula Vista, El Cajon, Imperial Beach, Oceanside, San Marcos, Santee, Vista, and unincorporated San Diego County. In contrast, jobs are expected to increase at a lower rate than the region as a whole in the cities of Coronado, Del Mar, Encinitas, Escondido, La Mesa, Lemon Grove, National City, Poway, San Diego, and Solana Beach. Despite a lower rate of growth than the region as a whole, the City of San Diego is projected to have the largest numerical increase in jobs, representing over 40 percent of all jobs added in the region between 2010 and 2050. Figure 4.13-3 shows existing (2008) employment density in the region. Existing employment is concentrated in downtown San Diego, but there are other areas of relatively high employment density, including areas along the port south of downtown, the communities of Mission Valley, Midway, Kearny Mesa, University Town Center (UTC) and La Jolla in the City of San Diego, and portions of the cities of La Mesa, Santee, El Cajon, Encinitas, and along SR 78 from Oceanside to Escondido.

Figures 4.13-6, 4.13-9, and 4.13-12 show forecasted employment densities for 2020, 2035, and 2050. While the majority of employment growth is projected to occur in areas with existing development, some growth is projected in areas with very low employment density in 2010. Employment growth is projected along I-15 and SR 78, as well as other areas of Oceanside, Carlsbad, and Vista. Employment growth is
Figure 4.13-2
2010 Housing Densities
October 2011

SOURCE: SANDAG, 2011
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Table 4.13-5
Existing and Forecasted Jobs by Jurisdiction

<table>
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<tr>
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<th></th>
</tr>
</thead>
<tbody>
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<td>Carlsbad</td>
<td>61,999</td>
<td>70,228</td>
<td>80,949</td>
<td>87,109</td>
<td>25,110</td>
<td>41%</td>
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<tr>
<td>Chula Vista</td>
<td>70,230</td>
<td>82,146</td>
<td>106,418</td>
<td>121,551</td>
<td>51,321</td>
<td>73%</td>
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<td>Coronado</td>
<td>27,994</td>
<td>33,093</td>
<td>33,226</td>
<td>33,251</td>
<td>5,257</td>
<td>19%</td>
</tr>
<tr>
<td>Del Mar</td>
<td>4,065</td>
<td>4,149</td>
<td>4,528</td>
<td>5,028</td>
<td>963</td>
<td>24%</td>
</tr>
<tr>
<td>El Cajon</td>
<td>41,686</td>
<td>44,463</td>
<td>51,861</td>
<td>58,630</td>
<td>16,944</td>
<td>41%</td>
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<td>Encinitas</td>
<td>26,985</td>
<td>28,711</td>
<td>30,746</td>
<td>31,481</td>
<td>4,496</td>
<td>17%</td>
</tr>
<tr>
<td>Escondido</td>
<td>61,143</td>
<td>66,803</td>
<td>72,558</td>
<td>74,915</td>
<td>13,772</td>
<td>23%</td>
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<tr>
<td>Imperial Beach</td>
<td>7,543</td>
<td>8,835</td>
<td>9,790</td>
<td>10,240</td>
<td>2,697</td>
<td>36%</td>
</tr>
<tr>
<td>La Mesa</td>
<td>27,579</td>
<td>28,813</td>
<td>31,018</td>
<td>32,018</td>
<td>4,439</td>
<td>16%</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>7,640</td>
<td>7,890</td>
<td>8,786</td>
<td>9,660</td>
<td>2,020</td>
<td>26%</td>
</tr>
<tr>
<td>National City</td>
<td>28,743</td>
<td>29,677</td>
<td>34,668</td>
<td>37,668</td>
<td>8,925</td>
<td>31%</td>
</tr>
<tr>
<td>Oceanside</td>
<td>43,977</td>
<td>48,464</td>
<td>57,810</td>
<td>67,550</td>
<td>23,573</td>
<td>54%</td>
</tr>
<tr>
<td>Poway</td>
<td>31,176</td>
<td>32,386</td>
<td>37,190</td>
<td>40,955</td>
<td>9,779</td>
<td>31%</td>
</tr>
<tr>
<td>San Diego</td>
<td>821,521</td>
<td>874,678</td>
<td>952,759</td>
<td>1,042,649</td>
<td>221,128</td>
<td>27%</td>
</tr>
<tr>
<td>San Marcos</td>
<td>37,383</td>
<td>40,843</td>
<td>50,990</td>
<td>61,604</td>
<td>24,221</td>
<td>65%</td>
</tr>
<tr>
<td>Santee</td>
<td>15,304</td>
<td>16,949</td>
<td>20,261</td>
<td>26,554</td>
<td>11,250</td>
<td>74%</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>7,533</td>
<td>7,823</td>
<td>8,564</td>
<td>8,780</td>
<td>1,247</td>
<td>17%</td>
</tr>
<tr>
<td>Vista</td>
<td>41,315</td>
<td>44,693</td>
<td>53,891</td>
<td>61,293</td>
<td>19,978</td>
<td>48%</td>
</tr>
<tr>
<td>Unincorporated</td>
<td>137,264</td>
<td>148,971</td>
<td>167,359</td>
<td>192,102</td>
<td>54,838</td>
<td>40%</td>
</tr>
<tr>
<td>Region</td>
<td>1,501,080</td>
<td>1,619,615</td>
<td>1,813,372</td>
<td>2,003,038</td>
<td>501,958</td>
<td>33%</td>
</tr>
</tbody>
</table>

Source: SANDAG 2010b
*SANDAG collects address-level employer records from the California Employment Development Department (EDD) and supplements that data with business license records from the local jurisdictions as well as uniformed military jobs numbers from Navy Region Southwest. SANDAG uses 2008 employment data from EDD for planning purposes in the 2050 RTP/SCS.

also projected in the City of San Diego communities of Kearny Mesa and Sorrento Valley/UTC and Otay Mesa; eastern Chula Vista and Imperial Beach; and in East County cities such as La Mesa, Santee, and El Cajon.

Jobs to Housing Ratio

The existing and forecasted jobs-to-housing ratio for each jurisdiction is presented in Table 4.13-6. A ratio of jobs to housing is most commonly used to express the concept of jobs-housing balance. The jobs-to-housing ratio equals the number of jobs divided by the number of housing units in a given area. A balanced jobs-to-housing ratio ranges from 1.3 to 1.7 (Weitz 2003).

Overall, the region’s jobs-to-housing balance is projected to remain a steady 1.3 jobs per housing unit from 2008 to 2050. Jobs-to-housing ratios are forecasted to decrease in the cities of La Mesa, National City, and San Diego from 2008 to 2050. The largest increases are forecasted in the cities of Oceanside, San Marcos, and Santee.
### Table 4.13-6
Existing and Forecasted Jobs-to-Housing Ratio by Jurisdiction

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<tr>
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<th></th>
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<th></th>
<th></th>
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</thead>
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<td>Carlsbad</td>
<td>1.4</td>
<td>1.5</td>
<td>1.6</td>
<td>1.7</td>
<td>0.3</td>
<td>22%</td>
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<td>Chula Vista</td>
<td>0.9</td>
<td>0.9</td>
<td>1.1</td>
<td>1.1</td>
<td>0.2</td>
<td>27%</td>
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<td>Coronado*</td>
<td>2.9</td>
<td>3.5</td>
<td>3.4</td>
<td>3.4</td>
<td>0.5</td>
<td>16%</td>
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<td>Del Mar</td>
<td>1.6</td>
<td>1.6</td>
<td>1.7</td>
<td>1.9</td>
<td>0.3</td>
<td>21%</td>
</tr>
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<td>El Cajon</td>
<td>1.2</td>
<td>1.1</td>
<td>1.1</td>
<td>1.2</td>
<td>0.0</td>
<td>1%</td>
</tr>
<tr>
<td>Encinitas</td>
<td>1.1</td>
<td>1.1</td>
<td>1.1</td>
<td>1.1</td>
<td>0.0</td>
<td>2%</td>
</tr>
<tr>
<td>Escondido</td>
<td>1.3</td>
<td>1.3</td>
<td>1.4</td>
<td>1.4</td>
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</tr>
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<td>Imperial Beach</td>
<td>0.8</td>
<td>0.9</td>
<td>0.9</td>
<td>0.8</td>
<td>0.1</td>
<td>10%</td>
</tr>
<tr>
<td>La Mesa</td>
<td>1.1</td>
<td>1.1</td>
<td>1.1</td>
<td>1.0</td>
<td>-0.1</td>
<td>-9%</td>
</tr>
<tr>
<td>Lemon Grove</td>
<td>0.9</td>
<td>0.9</td>
<td>0.9</td>
<td>0.9</td>
<td>0.1</td>
<td>8%</td>
</tr>
<tr>
<td>National City</td>
<td>1.8</td>
<td>1.7</td>
<td>1.7</td>
<td>1.5</td>
<td>-0.3</td>
<td>-18%</td>
</tr>
<tr>
<td>Oceanside</td>
<td>0.7</td>
<td>0.7</td>
<td>0.8</td>
<td>0.9</td>
<td>0.2</td>
<td>35%</td>
</tr>
<tr>
<td>Poway</td>
<td>1.9</td>
<td>1.9</td>
<td>2.0</td>
<td>2.2</td>
<td>0.3</td>
<td>18%</td>
</tr>
<tr>
<td>San Diego</td>
<td>1.6</td>
<td>1.5</td>
<td>1.5</td>
<td>1.4</td>
<td>-0.2</td>
<td>-10%</td>
</tr>
<tr>
<td>San Marcos</td>
<td>1.3</td>
<td>1.4</td>
<td>1.5</td>
<td>1.8</td>
<td>0.5</td>
<td>36%</td>
</tr>
<tr>
<td>Santee</td>
<td>0.8</td>
<td>0.8</td>
<td>0.8</td>
<td>1.1</td>
<td>0.3</td>
<td>41%</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>1.2</td>
<td>1.2</td>
<td>1.2</td>
<td>1.2</td>
<td>0.1</td>
<td>8%</td>
</tr>
<tr>
<td>Vista</td>
<td>1.3</td>
<td>1.4</td>
<td>1.5</td>
<td>1.4</td>
<td>0.0</td>
<td>4%</td>
</tr>
<tr>
<td>Unincorporated</td>
<td>0.8</td>
<td>0.8</td>
<td>0.8</td>
<td>0.9</td>
<td>0.1</td>
<td>6%</td>
</tr>
<tr>
<td>Region</td>
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<td>1.3</td>
<td>1.3</td>
<td>0.0</td>
<td>0%</td>
</tr>
</tbody>
</table>

Source: SANDAG 2010b

*The City of Coronado has a small population size relative to a large military installation (North Island Naval Base).

#### 2020

**Regional Growth/Land Use Change**

By 2020, population within the region is forecasted to increase by 310,568 people; housing by 113,062 units; and employment by 118,535 jobs. As shown in Figure 4.13-4, locations that would experience the most extensive population growth and land use change by 2020 would include areas such as eastern Chula Vista along the SR 125 and I-805 corridors; San Diego community planning areas of San Ysidro and Otay Mesa along the SR 905 corridor; City of San Diego coastal and bay communities south of I-8 including Ocean Beach and the Peninsula planning areas; portions of northern Santee; areas north and south of the SR 56 corridor in the San Diego planning areas of Carmel Valley, Del Mar Mesa, Pacific Highlands Ranch, and Torrey Highlands; the San Marcos area near both the SR 78 and I-15 corridors, and within unincorporated County communities such as Fallbrook, Pala-Pauma Valley, and Valley Center along the I-15 and SR 76 corridors.

The land use components of the 2050 RTP/SCS would induce substantial regional growth in the specific locations described above through policies and strategies that provide for the development of new housing units, job-supporting nonresidential land uses, and related improvements to public facilities and infrastructure; this is a significant impact.
Figure 4.13-4
2020 Population Densities
October 2011

Persons per Acre
- 4 or Fewer
- 4 - 10
- 10 - 25
- 25 - 50
- Over 50
- Parks and Open Space
Transportation Network Improvements

The transportation network improvements that would be implemented between 2010 and 2020, as listed in Table 2.0-5 in the Project Description, generally include widening and/or installation of HOV lanes and Managed Lanes, and Transit Lanes along portions of I-5, I-15, I-805, SR 78, and SR 94; completion of SR 905 and SR 11; and HOV connector projects along I-805 and SR 78 at I-15. Some key transit network improvements in place by 2020 would include increases in existing COASTER service, including extension of COASTER service to the San Diego Convention Center and Petco Park. BRT downtown express services from inland and south bay locations would be expanded as well as new BRT routes from the south bay area and along I-15. Rapid bus service would add new routes and streetcar routes would be established. Airport express routes would also be developed. Local bus service would be improved to 15 minutes in key corridors. Double-tracking of the LOSSAN rail corridor would occur to accommodate increased frequency in COASTER and other rail services that utilize this rail line. In addition, the new Mid-Coast Trolley line from Old Town to University Town Center would be constructed and the Green Trolley line would be extended to downtown San Diego.

The location and timing of transportation network improvements identified in the 2050 RTP/SCS would accommodate forecasted regional growth in population in the specific locations described in this section in which the development of new housing units and jobs-supporting nonresidential land uses would occur.

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

Conclusion

The proposed 2050 RTP/SCS would induce substantial population growth through policies, strategies, and transportation improvements. This is a significant.

2035

Regional Growth/Land Use Change

By 2035, additional growth and development are anticipated within the region. From 2020 to 2035, the population of the region is forecasted to increase by 491,131 people; housing by 155,032 units; and employment by 193,757 jobs. From 2010, this represents a total increase in population of 801,699 people; 268,094 housing units; and 312,292 jobs. As shown in Figure 4.13-7, locations that would experience the most extensive population growth and land use change by 2035 would include continued growth in eastern Chula Vista along the SR 125 and I-805 corridors; San Diego community planning areas of San Ysidro and Otay Mesa along the SR 905 and SR 125 corridors; northeast of the SR 94 corridor in the unincorporated County planning areas of Jamul/Dulzura, Tecate, and Potrero; eastern Poway along the SR 67 corridor; the County planning area of Ramona along the SR 67 and SR 78 corridors; the County planning areas of Lakeside and Alpine, and the Crest, Granite Hills, Dehesa, Harbison Canyon subregion; and multiple north County planning areas along the I-15 and SR 76 corridors such as Rainbow, Fallbrook, Bonsall, Pala-Pauma Valley, Valley Center, and Hidden Valley. Areas of increased residential
density by 2035 would be apparent in some coastal cities such as Oceanside and Encinitas, and City of San Diego coastal communities. Also increased density would occur in more inland areas along the I-8 corridor through Mission Valley, College Area, and into the City of La Mesa, as well as eastern Chula Vista along the SR 125 corridor.

In the northern portion of the region, spaced rural residential development would occur along the I-15 corridor north of Escondido toward the northern county line and in more eastern areas along I-8, SR 67, SR 78, and SR 94. The SR 78 corridor, from Escondido to I-5 would also experience residential and employment growth and density increases by 2035. Single-family residential development would increase substantially along this corridor as well as additional commercial and industrial growth. The majority of this growth would be centered around the cities of Vista, San Marcos, and Escondido. By 2035, some residential and employment growth would be accommodated in the more eastern, rural areas of the region. Development in these areas would be centered mostly along highway corridors, such as SR 78, SR 67, I-8 east of El Cajon, and SR 94, and generally within San Diego County community planning areas.

The land use components of the 2050 RTP/SCS would induce substantial regional growth in the specific locations described above in this section through policies and strategies that provide for the development of new housing units, job-supporting nonresidential land uses, and related improvements to public facilities and infrastructure; this is a significant impact.

Transportation Network Improvements

Transportation network improvements are listed in Table 2.0-5 in the Project Description. Some key highway improvements in place by 2035 would include continued widening along portions of I-5; additional HOV and Managed Lanes along portions of I-5, I-15, I-805, and SR 52; widening of portions of SR 125 and SR 67; and additional freeway and HOV connector improvements. Some important transit projects operational by 2035 would include continued increases in COASTER service, increases in SPRINTER service, increases in downtown area streetcar service, and substantial increases in rapid bus service throughout the region. The Trolley Blue Line would be extended from UTC to Mira Mesa via Sorrento Mesa and Carroll Canyon; the Orange Line would be extended to Lindbergh Field; Phase 1 of the new Mid-City to Downtown San Diego line would provide service from the Mid-City transit station via El Cajon Boulevard to Downtown; and a new line from Pacific Beach to El Cajon via Kearny Mesa, Mission Valley, and San Diego State University would be established. Double-tracking along the SPRINTER rail line through the cities of Oceanside, Vista, San Marco, and Escondido would take place by 2035 as well as continued double-tracking along the LOSSAN corridor.

As discussed above, the location and timing of transportation network improvements identified in the 2050 RTP/SCS would accommodate forecasted regional growth in population in the specific locations described in this section in which the development of new housing units and jobs-supporting nonresidential land uses would occur.

These improvements would help facilitate movement of people and goods and accessibility to improve the quality of life and sustain the economy as the region grows. The transportation improvements emphasize more efficient use of the existing highway and arterial networks and an enhanced transit network that would facilitate greater mobility between communities and employment or commercial centers within the region. Enhanced mobility would support forecasted regional growth by increasing the accessibility to and from areas of the region that are projected to increase housing and/or employment development. In areas where transit improvements are implemented in addition to roadway improvements, greater intensity of growth can be accommodated. Therefore, transportation improvements
4.13 Population and Housing

developed by 2035 would induce substantial population growth, the impacts of which would be significant.

Conclusion
The proposed 2050 RTP/SCS would induce substantial population growth through policies, strategies, and transportation improvements. This is a significant impact.

2050

Regional Growth/Land Use Change

By 2050, additional growth and development are anticipated within the region over that forecasted by 2020 and 2035. From 2035 to 2050, the population of the region is forecasted to increase by 358,736 people; housing by 111,570 units; and employment by 189,666 jobs. From 2010, this represents a total increase of population of 1,160,435 people; 379,664 housing units; and 501,958 jobs. As shown in Figure 4.13-10, areas of substantial population growth and land use change beyond that described in 2035 would include the County’s Otay planning area and San Diego Otay Mesa community surrounding the East Otay Mesa POE; throughout County planning areas located along the international border including Tecate, Potrero, Campo/Lake Morena, Boulevard, and Jacumba; throughout the Ramona and Julian planning areas in the unincorporated County; throughout other northeastern County planning areas including North Mountain, Desert, and Borrego Springs; and continued development throughout County planning areas located north and east of Escondido extending to the northern border with Riverside County including Rainbow, Fallbrook, Bonsall, Pala-Pauma Valley, Valley Center, Hidden Valley, Twin Oaks Valley, and North County Metro. Increased population density is most apparent in City of San Diego communities near the downtown area near I-5 and I-805 and along the I-8 corridor to the east.

Urban centers in the western third of the San Diego region would experience population, housing, and employment growth with the development of single- and multi-family uses, commercial and office uses, and industrial uses. Consistent with the goals of the 2050 RTP/SCS, the dense growth within existing urban centers with high accessibility to transit options allows for the creation of communities that are more sustainable, walkable, transit-oriented, and compact. Substantial dense growth within the urban centers corresponds with major transportation corridors such as I-5, I-8, I-15, and I-805 and these are also alignments that would have extensive transit opportunities.

Similar to the description in the 2035 analysis, population growth would continue in more eastern locations of the region, such as east of I-15 in the northern area, east of SR 67 through the middle portion of the region, and east of SR 94 in the southern area. However, by 2050, population growth is forecasted beyond areas along existing transportation corridors and established rural communities and into areas with very minimal development at present. Some of these areas include northeast of Escondido to SR 76, areas east of Camp Pendleton, and areas north and south of the SR 78 corridor.

The land use components of the 2050 RTP/SCS would induce substantial regional growth in the specific locations described above in this section through policies and strategies that provide for the development of new housing units, job-supporting nonresidential land uses, and related improvements to public facilities and infrastructure. This is a significant impact.

Transportation Network Improvements

Transportation network improvements are listed in Table 2.0-5 in the Project Description. By 2050, most of the highway, transit, and active transportation (bicycle and pedestrian) improvements, along with other infrastructure projects, would be in place and operational in accordance with the proposed 2050
Some key highway improvements that would be in place by 2050 would include widening portions of SR 52, SR 56, SR 76, SR 94, SR 125, and I-5; additional HOV lanes and Managed Lanes along segments of I-805, I-5, I-15, SR 94, SR 125, and SR 54; and freeway and HOV connector improvements. Important transit improvements in place by 2050 would include the extension of Trolley lines and increased Trolley service frequency. The Trolley Green Line would be extended to Downtown-Bayside; a new Phase 2 of the line connecting San Diego State University to Downtown San Diego via El Cajon Boulevard/Mid-City would be constructed; a line from University Town Center to San Ysidro Palomar Trolley Station in the South Bay via Kearny Mesa, Mission Valley, Mid-City, and National City, and Chula Vista would be established.

As discussed above, the location and timing of transportation network improvements identified in the 2050 RTP/SCS would accommodate forecasted regional growth in population in the specific locations described in this section where the development of new housing units and jobs-supporting nonresidential land uses would occur.

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

**Conclusion**

The proposed 2050 RTP/SCS would induce substantial population growth through policies, strategies, and transportation improvements. This is a significant impact.

**PH-2 DISPLACE EXISTING HOUSING OR BUSINESSES**

The determination of a significant impact would be based on the direct effects on existing housing and businesses. The 2050 RTP/SCS would have a significant impact if it would displace substantial numbers of existing housing units or businesses.

**2020**

**Regional Growth/Land Use**

By 2020, population within the region is expected to increase by 310,568 people; housing by 113,062 units; and employment by 118,535 jobs. As shown in Figures 4.13-5 and 4.13-6, locations that would experience the most extensive residential and employment growth and land use change by 2020 would include areas such as eastern Chula Vista along the SR 125 and I-805 corridors; San Diego community planning areas of San Ysidro and Otay Mesa along the SR 905 corridor; City of San Diego coastal and bay communities south of I-8 including Ocean Beach and the Peninsula planning areas; portions of northern Santee; areas north and south of the SR 56 corridor in the San Diego planning areas of Carmel Valley, Del Mar Mesa, Pacific Highlands Ranch, and Torrey Highlands; the San Marcos area near both the SR 78 and I-15 corridors, and within unincorporated County communities such as Fallbrook, Palapauma Valley, and Valley Center along the I-15 and SR 76 corridors.
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Figure 4.13-6
2020 Employment Densities
October 2011

Jobs per Acre
- 3 or Fewer
- 3 – 10
- 10 – 25
- 25 – 75
- Over 75

Parks and Open Space
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Between 2010 and 2050, the projected increase in housing capacity would be dramatic for areas with densities between 20 and 39.9 dwelling units per acre, and 40-plus dwelling units per acre (SANDAG 2011). The capacity increases reflect extensive efforts by local jurisdictions to update general and specific plans to accommodate future redevelopment.

Implementation of the 2050 RTP/SCS would occur over a period of 40 years and would result in the displacement of existing housing and people, primarily housed in low- to medium-density single-family, multi-family, or mobile home dwelling units. New development would occur at higher densities and with more modern housing, frequently as part of a mixed-use development. While many residents would relocate into different dwelling units within the region, they would be displaced from their existing dwelling units. By 2020, the 2050 RTP/SCS would displace a substantial number of existing housing units, particularly in the heavily urbanized western portions of the San Diego region, such as downtown, Mid-City, and coastal communities of the City of San Diego; communities along the SR 76 corridor; and in portions of El Cajon, National City, and Oceanside. While this is a significant impact, there are normal factors in the marketplace to offset this impact. Historically, vacancies within the existing housing stock absorb displacement of residents. Additionally, there are existing laws in place to provide assistance to relocated households. As described in Section 4.13.2, the Federal Uniform Relocation and Real Property Acquisition Policies Act requires public agencies to provide relocation assistance when an action by the agency displaces residences.

Implementation of the 2050 RTP/SCS by 2050 would also result in the displacement of some existing businesses, primarily those located in low- to medium-density structures in the areas of downtown San Diego; the communities of Sorrento Valley/UTC and Kearny Mesa; Rancho Bernardo; communities along the SR 76 corridor and Palomar Airport Road; Escondido; and portions of Chula Vista, National City, and Imperial Beach. New development would occur at higher densities and with more modern structures, frequently as part of a mixed-use development. The Federal Uniform Relocation and Real Property Acquisition Policies Act requires public agencies to provide relocation assistance when an action by the agency displaces businesses or farms.

The majority of regional growth by 2020 is projected to take place within areas of existing urban development near existing or proposed transportation corridors. Existing structures may be replaced with higher-density housing or commercial structures, and would cause displacement of residences or businesses. This is a significant impact.

Transportation Network Improvements

The transportation network improvements that would be implemented between 2010 and 2020 generally include widening and/or installation of HOV lanes, Managed Lanes, and Transit Lanes along portions of I-5, I-15, I-805, SR 78, and SR 94; completion of SR 905 and SR 11; and HOV connector projects along I-805 and SR 78 at I-15. Some key transit network improvements in place by 2020 would include increases in existing COASTER service, including extension of COASTER service to the San Diego Convention Center and Petco Park. BRT downtown express services from inland and south bay locations would be expanded as well as new BRT routes from the south bay area and along I-15. Rapid bus service would add new routes and streetcar routes would be established. Airport express routes would also be developed. Local bus service would be improved to 15 minutes in key corridors. Double-tracking of the LOSSAN rail corridor would occur to accommodate increased frequency in COASTER and other rail services that utilize this rail line. In addition, the new Mid-Coast Trolley line from Old Town to University Town Center would be constructed and the Green Trolley line would be extended to downtown San Diego.
Transportation network improvements, such as double-tracking of the LOSSAN rail corridor, widening of I-805 to accommodate managed lanes, widening of I-5 near Carlsbad, widening of SR 76, and improvements to SR 905 from I-805 to the U.S./Mexican border, require acquisition of right-of-way in areas with high-density housing or businesses along transportation corridors, and may displace residential or commercial units. Specific projects will undergo separate environmental review subject to CEQA. The corresponding project-specific environmental documentation will identify potentially significant impacts with regard to displacement of private property, if any, and provide the appropriate mitigation measures. Impacts from transportation improvements would consider relocation assistance in accordance with the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970. This is a significant impact.

Conclusion
By 2020, the 2050 RTP/SCS would displace a substantial number of residences or businesses. This is a significant impact.

2035

Regional Growth/Land Use Change
By 2035, additional growth and development are anticipated within the region. From 2020 to 2035, the population of the region is forecasted to increase by 491,131 people, housing by 155,032 units, and employment by 193,757 jobs. From 2010, this represents a total increase in population of 801,699 people, 268,094 housing units, and 312,292 jobs. As shown in Figures 4.13-8 and 4.13-9, locations that would experience the most extensive residential and commercial growth and land use change by 2035 would include continued growth in eastern Chula Vista along the SR 125 and I-805 corridors; San Diego community planning areas of San Ysidro and Otay Mesa along the SR 905 and SR 125 corridors; northeast of the SR 94 corridor in the unincorporated County planning areas of Jamul/Dulzura, Tecate, and Potrero; eastern Poway along the SR 67 corridor; the County planning area of Ramona along the SR 67 and SR 78 corridors; the County planning areas of Lakeside and Alpine and the Crest, Granite Hills, Dehesa, Harbison Canyon subregion; and multiple north County planning areas along the I-15 and SR 76 corridors such as Rainbow, Fallbrook, Bonsall, Pala-Pauma Valley, Valley Center, and Hidden Valley. Areas of increased residential density by 2035 would be apparent in some coastal cities such as Oceanside and Encinitas, and City of San Diego coastal communities. Also, increased density would occur in more inland areas along I-8 corridor through Mission Valley, College Area, and into the City of La Mesa, as well as eastern Chula Vista along the SR 125 corridor. The SR 78 corridor, from Escondido to I-5, would also experience growth and resulting land use density increases of both residential and commercial/office by 2035.

By 2035, the 2050 RTP/SCS would displace a substantial number of existing housing units, particularly in the heavily urbanized western portions of the San Diego region, such as downtown, Mid-City, and coastal communities of the City of San Diego; communities along the SR 76 corridor; and portions of El Cajon, National City, and Oceanside.

Implementation of the 2050 RTP/SCS by 2035 would also result in the displacement of some existing businesses, primarily those located in low- to medium-density structures in the areas of downtown San Diego; the communities of Sorrento Valley/UTC, Kearny Mesa, and Rancho Bernardo; in communities along the SR 78 corridor and Palomar Airport Road; portions of Oceanside, Escondido, Vista, Chula Vista, National City, and Imperial Beach; and San Ysidro and Otay Mesa along the SR 905 corridor. Impacts would be greater than by 2020 as additional regional growth is forecasted between 2020 and 2035. This is a significant impact.
Figure 4.13-7
2035 Population Densities
October 2011

Persons per Acre
- 4 or Fewer
- 4 - 10
- 10 - 25
- 25 - 50
- Over 50

Parks and Open Space

MILES
KILOMETERS

SANDAG
Figure 4.13-8
2035 Housing Densities
October 2011

Dwelling Units per Acre
- 2 or Fewer
- 2 – 5
- 5 – 10
- 10 – 20
- 20 – 100
- Over 100
- Parks and Open Space

MEXICO
UNITED STATES
San Diego County
Riverside County
Imperial County
Orange County

SANDAG
Figure 4.13-9
2035 Employment Densities
October 2011
Jobs per Acre
- 3 or Fewer
- 3 - 10
- 10 - 25
- 25 - 75
- Over 75

Parks and Open Space

SANDAG
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Figure 4.13-10
2050 Population Densities
October 2011

Persons per Acre

- 4 or Fewer
- 4 - 10
- 10 - 25
- 25 - 50
- Over 50

Parks and Open Space

SANDAG
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Transportation Network Improvements

Some key highway improvements in place by 2035 would include continued widening along portions of I-5, additional HOV and Managed Lanes along portions of I-5, I-15, I-805, and SR 52; widening of portions of SR 125 and SR 67; and additional freeway and HOV connector improvements. Some important transit projects operational by 2035 would include continued increases in COASTER service, increases in SPRINT service, increases in downtown area streetcar service, and substantial increases in rapid bus service throughout the region. The Trolley Blue Line would be extended from UTC to Mira Mesa via Sorrento Mesa and Carroll Canyon; the Orange Line would be extended to Lindbergh Field; Phase 1 of the new Mid-City to Downtown San Diego line would provide service from the Mid-City transit station via El Cajon Boulevard to Downtown; and a new line from Pacific Beach to El Cajon via Kearny Mesa, Mission Valley, and San Diego State University would be established. Double-tracking along the SPRINT line through the cities of Oceanside, Vista, San Marco, and Escondido would take place by 2035 as well as continued double-tracking along the LOSSAN corridor.

Transportation network improvements, such as the continued double-tracking of the LOSSAN rail corridor, double-tracking of the SPRINT rail line, and widening of I-5 and I-805 may require acquisition of right-of-way in areas with high-density housing or businesses along transportation corridors, and may displace residential or commercial units. Impacts may be greater than by 2020 as additional transportation improvements would be constructed between 2020 and 2035. Specific projects will undergo separate environmental review subject to CEQA. The corresponding project-specific environmental documentation will identify potentially significant impacts with regard to displacement of private property, if any, and provide the appropriate mitigation measures. Impacts from transportation improvements would consider relocation assistance in accordance with the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970. This is a significant impact.

Conclusion

By 2035, the 2050 RTP/SCS would displace a substantial number of residences or businesses. This is a significant impact.

2050

Regional Growth/Land Use Change

By 2050, the population of the region is forecast to increase by 1,160,435 people; housing by 379,664 units; and employment by 501,958 jobs over existing conditions. As shown in Figures 4.13-11 and 4.13-12, areas of substantial residential and commercial growth and land use change beyond that described in 2035 would include significant industrial development in the County’s Otay planning area and San Diego Otay Mesa community surrounding the East Otay Mesa POE; throughout County planning areas located along the international border including Tecate, Potrero, Campo/Lake Morena, Boulevard, and Jacumba; throughout the Ramona and Julian planning areas in the unincorporated County; throughout other northeastern County planning areas including North Mountain, Desert, and Borrego Springs; and continued development throughout County planning areas located north and east of Escondido extending to the northern border with Riverside County including Rainbow, Fallbrook, Bonsall, Pala-Pauma Valley, Valley Center, Hidden Valley, Twin Oaks Valley, and North County Metro. Increased population density is most apparent in City of San Diego communities near the downtown area near I-5 and I-805 and along the I-8 corridor to the east.

Urban centers in the western third of the San Diego region would experience population, housing, and employment growth with the development of single- and multi-family uses, commercial and office uses, and industrial uses. Consistent with the goals of the 2050 RTP/SCS, the dense growth within existing
urban centers with high accessibility to transit options allows for the creation of communities that are more sustainable, walkable, transit-oriented, and compact. Substantial dense growth within the urban centers corresponds with major transportation corridors such as I-5, I-8, I-15, and I-805 and these are also alignments that would have extensive transit opportunities.

By 2050, the 2050 RTP/SCS would displace a substantial number of existing housing units, particularly in the heavily urbanized western portions of the San Diego region, such as downtown, Mid-City, eastern, and coastal communities of the City of San Diego; communities along the SR 76 corridor; and portions of El Cajon, National City, and Oceanside.

Implementation of the 2050 RTP/SCS by 2050 would also result in the displacement of some existing businesses, primarily those located in low- to medium-density structures in the areas of downtown San Diego; the communities of Sorrento Valley/UTC, Kearny Mesa, and Rancho Bernardo; in communities along the SR 78 corridor and Palomar Airport Road; and portions of Oceanside, Escondido, Vista, Santee, Chula Vista, National City, Imperial Beach, San Ysidro, and Otay Mesa.

Similar to the 2020 and 2035 analyses, the majority of regional growth by 2050 is projected to take place within areas of existing urban development near transportation corridors. Overall impacts to existing housing and businesses would be the greatest by 2050 as more redevelopment has occurred. Existing structures may be replaced with higher-density housing or commercial structures, and may cause displacement of residences or businesses. This is a significant impact.

Transportation Network Improvements

By 2050, most of the highway, transit, and active transportation (bicycle and pedestrian) improvements, along with other infrastructure projects, would be in place and operational in accordance with the proposed 2050 RTP/SCS. Some key highway improvements that would be in place by 2050 would include widening portions of SR 52, SR 56, SR 76, SR 94, SR 125, and I-5; additional HOV lanes and Managed Lanes along segments of I-805, I-5, I-15, SR 94, SR 125, and SR 54; and freeway and HOV connector improvements. Important transit improvements in place by 2050 would include the extension of Trolley lines and increased Trolley service frequency. The Trolley Green Line would be extended to Downtown-Bayside; a new Phase 2 of the line connecting San Diego State University to Downtown San Diego via El Cajon Boulevard/Mid-City would be constructed; a new line from University Town Center to San Ysidro Palomar Trolley Station in the South Bay via Kearny Mesa, Mission Valley, Mid-City, and National City; and Chula Vista would be established.

Transportation network improvements, such as widening of the highways listed above and new Trolley lines through the City of San Diego and South Bay, may require acquisition of right-of-way in areas with high-density housing or businesses along transportation corridors, and may displace residential or commercial units. Impacts would be greatest by 2050 as all transportation improvements would be implemented by this time. Specific projects will undergo separate environmental review subject to CEQA. The corresponding project-specific environmental documentation will identify potentially significant impacts with regard to displacement of private property, if any, and provide the appropriate mitigation measures. Impacts from transportation improvements would consider relocation assistance in accordance with the Federal Uniform Relocation and Real Property Acquisition Policies Act of 1970. This is a significant impact.

Conclusion

By 2050, the 2050 RTP/SCS would displace a substantial number of residences or businesses. This is a significant impact.
2050 Housing Densities
October 2011

Dwelling Units per Acre

- 2 or Fewer
- 2 - 5
- 5 - 10
- 10 - 20
- 20 - 100
- Over 100
- Parks and Open Space
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The 2050 RTP/SCS would have an impact on implementation of the regional housing share assessment or any local jurisdiction’s adopted housing element if it decreased the capacity of a local jurisdiction to develop housing in such a way that the jurisdiction would not be able to meet its share of the RHNA.

The primary objective of the RHNA is to set the housing need targets that each city and county uses in developing its local Housing Element of its General Plan. The RHNA takes into account unmet housing needs and anticipated housing demand generated by employment and population growth, among other factors. The RHNA allocates the needs determination by jurisdiction, and each jurisdiction must identify adequate sites to address its RHNA numbers in the four income categories (very low, low, moderate, and above-moderate) when updating its Housing Element. After local agencies receive their share of the regional need, they must ensure adequate site capacity and/or programs to accommodate and address all housing needs in their local Housing Element. Pursuant to CEQA Guidelines Section 15283, CEQA does not apply to the RHNA itself.

SB 375 requires that the RHNA and 2050 RTP/SCS are consistent. The 2050 RTP/SCS must identify areas in the region with sufficient capacity to house all economic segments of the population for the timeframe of the RTP to its horizon year, in this case to 2050. The 2050 RTP/SCS must also accommodate the current RHNA cycle (2013–2020), which must ensure capacity for adequate housing in all income categories. The RHNA allocation of the 2013–2020 cycle is 161,980 housing units. Going beyond 2020, any changes to land use plans or zoning (because of updates to Housing Elements) by local jurisdictions will be reflected in the next regional growth forecast and RTP/SCS, as prescribed by law. This would ensure that land use changes resulting from the RHNA and housing element process would be considered in future updates of planning documents.

The 2050 RTP/SCS land use pattern accommodates the estimated 379,664 new homes that will be needed regionwide between 2010 and 2050 to serve a projected growth in population of 1.16 million people. The 2050 RTP/SCS land use pattern would contain sufficient residential capacity (more than 400,000 housing units), with a planned capacity of more than 200,000 units with a housing density of 30 dwelling units per acre, and about 70,000 units with a housing density of 20 to 29 dwelling units per acre. This capacity for planned housing development is sufficient to accommodate the projected housing needs for residents. Although data concerning future RHNA allocations beyond 2020 does not currently exist, there is a prescribed process through the RHNA and SB 375 to ensure the capacity of future housing needs.

Regional Growth/Land Use Change

By 2020, population within the region is expected to increase by 310,568 people; housing by 113,062 units; and employment by 118,535 jobs. The SB 375 requirements for the 2050 RTP/SCS specify that it must identify areas within the region sufficient to house an 8-year projection of regional housing need for the region. By law, the 2013–2020 RHNA cycle and 2050 RTP/SCS must be consistent. SANDAG received its RHNA-Determination from HCD for the fifth housing element cycle, as shown in Table 4.13-7. The 2050 Growth Forecast estimated capacity for housing units by jurisdiction is shown in Table 4.13-8. The planned capacity for residential uses in the land use plans of local jurisdictions would accommodate the housing needs at very low, low, moderate, and above-moderate income levels by 2020. The capacity determinations were based on adopted housing elements. Therefore, implementation of the 2050 RTP/SCS would not result in significant impacts related to the regional housing share allocation or adopted housing elements.
Table 4.13-7
Regionwide Distribution of Total RHNA-Determination by Income Category

<table>
<thead>
<tr>
<th>Income Categories</th>
<th>Percent</th>
<th>Units</th>
</tr>
</thead>
<tbody>
<tr>
<td>Very Low</td>
<td>22.5%</td>
<td>36,450</td>
</tr>
<tr>
<td>Low</td>
<td>17.1%</td>
<td>27,700</td>
</tr>
<tr>
<td>Moderate</td>
<td>18.9%</td>
<td>30,610</td>
</tr>
<tr>
<td>Above-Moderate</td>
<td>41.5%</td>
<td>67,220</td>
</tr>
<tr>
<td>Total</td>
<td>100%</td>
<td>161,980</td>
</tr>
</tbody>
</table>

Source: SANDAG 2011

Transportation Network Improvements

The transportation network improvements that would be implemented between 2010 and 2020 generally include widening and/or installation of HOV lanes, Managed Lanes, and Transit Lanes along portions of I-5, I-15, I-805, SR 78, and SR 94; completion of SR 905 and SR 11; and HOV connector projects along I-805 and SR 78 at I-15. Some key transit network improvements in place by 2020 would include increases in existing COASTER service, including extension of COASTER service to the San Diego Convention Center and Petco Park. BRT downtown express services from inland and south bay locations would be expanded as well as new BRT routes from the south bay area and along I-15. Rapid bus service would add new routes and streetcar routes would be established. Airport express routes would also be developed. Local bus service would be improved to 15 minutes in key corridors. Double-tracking of the LOSSAN rail corridor would occur to accommodate increased frequency in COASTER and other rail services that utilize this rail line. In addition, the new Mid-Coast Trolley line from Old Town to University Town Center would be constructed and the Green Trolley line would be extended to downtown San Diego.

Transportation network improvements would result in displacement of housing as discussed in PH-2, which would impact the ability of the region to meet its RHNA-Determination. However, transportation network improvements would not result in a substantial decrease in housing units, and the housing capacity forecasted under the 2050 RTP/SCS would meet RHNA objectives to supply sufficient housing for the 2013–2020 RHNA cycle, as discussed above. In addition, transportation network improvements help facilitate movement of people and goods, and accessibility to improve the quality of life and sustain the economy as the region grows, as discussed in PH-1, and support increased housing supply and residential density. Impacts would be less than significant.

Conclusion

By 2020, the 2050 RTP/SCS would be consistent with the RHNA as required under SB 375. Impacts associated with implementation of the RHNA would be less than significant.

2035

Regional Growth/Land Use Change

By 2035, the population of the region is expected to increase by 801,699 people; housing by 268,094 units; and employment by 312,292 jobs over existing 2010 conditions. The 2050 Growth Forecast estimated capacity for housing units by jurisdiction is shown in Table 4.13-8. RHNA allocations have not been developed beyond the 2013–2020 cycle. The process prescribed by law would force consistency between any future RHNA cycle and updates to the 2050 RTP/SCS. Therefore, implementation of the 2050 RTP/SCS would not result in significant impacts related to the regional housing share allocation or adopted housing elements.
Transportation Network Improvements

Some key highway improvements in place by 2035 would include additional HOV and Managed Lanes along portions of I-5, I-15, I-805, and SR 52; widening of portions of SR 125 and SR 67; and additional freeway and HOV connector improvements. Some important transit projects operational by 2035 would include continued increases in COASTER service, increases in SPRINTER service, increases in downtown area streetcar service, and substantial increases in rapid bus service throughout the region. The Trolley Blue Line would be extended from UTC to Mira Mesa via Sorrento Mesa and Carroll Canyon; the Orange Line would be extended to Lindbergh Field; Phase 1 of the new Mid-City to Downtown San Diego line would provide service from the Mid-City transit station via El Cajon Boulevard to Downtown; and a new line from Pacific Beach to El Cajon via Kearny Mesa, Mission Valley, and San Diego State University would be established. Double-tracking along the SPRINTER rail line through the cities of Oceanside, Vista, San Marco, and Escondido would take place by 2035 as well as continued double-tracking along the LOSSAN corridor.

Transportation network improvements would result in displacement of housing as discussed in PH-2, which would impact the ability of the region to meet its RHNA-Determination. However, transportation network improvements would not result in a substantial decrease in housing units, and it is likely that updates to the 2050 RTP/SCS land use forecast would meet housing capacity needs determined by future RHNA cycles, as discussed above. In addition, transportation network improvements help facilitate movement of people and goods and accessibility to improve the quality of life and sustain the economy as the region grows, as discussed in PH-1, and support increased housing supply and residential density. Impacts would be less than significant.

Table 4.13-8

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>&lt;10</th>
<th>10–19</th>
<th>20–29</th>
<th>30+</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>3,968</td>
<td>1,528</td>
<td>885</td>
<td>720</td>
<td>7,101</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>4,189</td>
<td>7,347</td>
<td>9,354</td>
<td>13,738</td>
<td>34,628</td>
</tr>
<tr>
<td>Coronado</td>
<td>12</td>
<td>6</td>
<td>148</td>
<td>122</td>
<td>298</td>
</tr>
<tr>
<td>Del Mar</td>
<td>31</td>
<td>28</td>
<td>10</td>
<td>2</td>
<td>71</td>
</tr>
<tr>
<td>El Cajon</td>
<td>-772</td>
<td>1,352</td>
<td>504</td>
<td>12,721</td>
<td>13,805</td>
</tr>
<tr>
<td>Encinitas</td>
<td>1,578</td>
<td>838</td>
<td>899</td>
<td>394</td>
<td>3,709</td>
</tr>
<tr>
<td>Escondido</td>
<td>2,543</td>
<td>783</td>
<td>493</td>
<td>3,550</td>
<td>7,369</td>
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<tr>
<td>Imperial Beach</td>
<td>5</td>
<td>745</td>
<td>378</td>
<td>1,406</td>
<td>2,534</td>
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<tr>
<td>La Mesa</td>
<td>231</td>
<td>220</td>
<td>159</td>
<td>7,862</td>
<td>8,472</td>
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<tr>
<td>Lemon Grove</td>
<td>135</td>
<td>176</td>
<td>190</td>
<td>1,220</td>
<td>1,721</td>
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<tr>
<td>National City</td>
<td>167</td>
<td>488</td>
<td>4,275</td>
<td>14,892</td>
<td>19,822</td>
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<tr>
<td>Oceanside</td>
<td>2,992</td>
<td>1,528</td>
<td>1,452</td>
<td>3,299</td>
<td>9,271</td>
</tr>
<tr>
<td>Poway</td>
<td>1,563</td>
<td>13</td>
<td>0</td>
<td>353</td>
<td>1,929</td>
</tr>
<tr>
<td>San Diego</td>
<td>10,671</td>
<td>22,084</td>
<td>51,266</td>
<td>149,784</td>
<td>233,805</td>
</tr>
<tr>
<td>San Marcos</td>
<td>2,292</td>
<td>944</td>
<td>2,049</td>
<td>882</td>
<td>6,167</td>
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<tr>
<td>Santee</td>
<td>2,587</td>
<td>728</td>
<td>484</td>
<td>1,166</td>
<td>4,965</td>
</tr>
<tr>
<td>Solana Beach</td>
<td>86</td>
<td>39</td>
<td>408</td>
<td>0</td>
<td>533</td>
</tr>
<tr>
<td>Vista</td>
<td>832</td>
<td>932</td>
<td>604</td>
<td>10,988</td>
<td>13,356</td>
</tr>
<tr>
<td>Unincorporated</td>
<td>53,938</td>
<td>5,314</td>
<td>1,179</td>
<td>5,223</td>
<td>65,654</td>
</tr>
<tr>
<td><strong>Region</strong></td>
<td><strong>87,048</strong></td>
<td><strong>45,093</strong></td>
<td><strong>74,737</strong></td>
<td><strong>228,322</strong></td>
<td><strong>435,200</strong></td>
</tr>
</tbody>
</table>

Source: SANDAG 2011
Conclusion

By 2035, the process prescribed by law would force consistency between future RHNA cycles and updates to the 2050 RTP/SCS. Impacts associated with implementation of the RHNA are less than significant.

2050

Regional Growth/Land Use Change

By 2050, the population of the region is forecast to increase by 1,160,435 people; housing by 379,664 units; and employment by 501,958 jobs over existing conditions. The 2050 Growth Forecast estimated capacity for housing units by jurisdiction is shown in Table 4.13-8. The planned capacity for residential uses in the land use plans of local jurisdictions would accommodate planned housing units by 2050. The total number of housing units planned for the region by 2050 would be less than the capacity for these units. The 2050 RTP/SCS land use pattern addresses the needs of all economic segments of the population: 83 percent of the 379,664 new homes that are projected to be built by 2050 will be attached, multi-family housing (with a planned capacity of more than 200,000 units with a housing density of 30 dwelling units per acre), and about 70,000 units with a housing density of 20 to 29 dwelling units per acre. This capacity for planned housing development, particularly for multi-family development, will help the region accommodate the projected housing needs for residents of all income levels (SANDAG 2011).

The process prescribed by law would force consistency between any future RHNA cycle and updates to the 2050 RTP/SCS. Therefore, implementation of the 2050 RTP/SCS would not result in significant impacts related to the regional housing share allocation or adopted housing elements.

Transportation Network Improvements

By 2050, most of the highway, transit, and active transportation (bicycle and pedestrian) improvements, along with other infrastructure projects, would be in place and operational in accordance with the proposed 2050 RTP/SCS. Some key highway improvements that would be in place by 2050 would include widening portions of SR 52, SR 56, SR 76, SR 94, SR 125, and I-5; additional HOV lanes and Managed Lanes along segments of I-805, I-5, I-15, SR 94, SR 125, and SR 54; and freeway and HOV connector improvements. Important transit improvements in place by 2050 would include the extension of Trolley lines and increased Trolley service frequency. The Trolley Green Line would be extended to Downtown-Bayside; Phase 2 of the line connecting Downtown San Diego to El Cajon Boulevard/Mid-City would be extended to San Diego State University; and a line from University Town Center to San Ysidro via Kearny Mesa, Mission Valley, Mid-City, National City, and Chula Vista would be established.

Transportation network improvements would result in displacement of housing as discussed in PH-2, which would impact the ability of the region to meet its RHNA-Determination. However, transportation network improvements would not result in a substantial decrease in housing units, and it is likely that updates to the 2050 RTP/SCS land use forecast would meet housing capacity needs determined by future RHNA cycles, as discussed above. In addition, transportation network improvements help facilitate movement of people and goods and accessibility to improve the quality of life and sustain the economy as the region grows, as discussed in PH-1, and support increased housing supply and residential density. Impacts would be less than significant.

Conclusion

By 2050, the process prescribed by law would force consistency between future RHNA cycles and updates to the 2050 RTP/SCS. Impacts associated with implementation of the RHNA are less than significant.
4.13.5 MITIGATION MEASURES

PH-1 POPULATION GROWTH INDUCEMENT

2020, 2035, and 2050

Mitigation of the 2050 RTP/SCS impacts on population growth inducement would be infeasible. A moratorium on building permits, for example, would restrict housing and business development, which would cause potential residents or companies to be located outside of the San Diego region. However, a regionwide moratorium would be difficult to implement, if not completely infeasible, for economic, political, and legal reasons, especially over an extended period of time. A moratorium would also impede the ability of the region to implement the RHNA. Additionally, a moratorium would cause potential residents to reside in neighboring regions and commute into the region, which would increase GHG emissions and counter sustainability goals included in the 2050 RTP/SCS. A regionwide restriction on public services and utilities would also serve to limit population growth but would be difficult, if not completely infeasible, to implement for the reasons described above.

Additionally, failing to accommodate the forecasted population growth would be inconsistent with a fundamental objective of the 2050 RTP/SCS. As discussed in Section 4.13.2, Government Code Section 65080(b)(2)(B)(ii) requires that the RTP/SCS must house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan. A building moratorium would impede the ability of local jurisdictions to construct a sufficient housing supply for the forecasted population growth.

PH-2 HOUSING AND BUSINESS DISPLACEMENT

2020, 2035, and 2050

The following mitigation measure aims to reduce impacts related to housing and business displacement. This mitigation measure is general and programmatic in nature, and would be refined in project-specific CEQA documents.

PH-A For transportation network improvements, SANDAG shall and other implementing agencies can and should develop design strategies for application at the project level to avoid or reduce the temporary or permanent acquisition of residential and nonresidential property. For projects with the potential to displace homes and/or businesses, SANDAG shall and other implementing agencies can and should evaluate alternate route alignments and transportation facilities that minimize the displacement of homes and businesses. If an alternate route would use existing rights-of-way or avoid or reduce the number of homes or businesses displaced, the route should be considered as a project alternative and studied for feasibility.

Mitigation Measure PH-A would avoid or reduce some, but not all, of housing and business displacement caused by transportation improvements. In some cases, an alternative route that avoids or reduces displacement may be physically or economically infeasible. In other cases, the alternative route may cause a greater number of impacts in other issue areas, such as aesthetics or biological resources, or be considered unsafe due to geologic hazards.
The following mitigation measure to avoid or reduce impacts to housing or business displacement as a result of regional growth or land use change is considered infeasible:

- For redevelopment projects that would displace existing housing or businesses, design strategies shall be developed for application at the project level to avoid or reduce the temporary or permanent acquisition of residential and nonresidential property. For projects with the potential to displace homes and/or businesses, project implementation agencies shall conduct efforts to keep the structures and uses of existing homes or businesses whenever feasible.

This mitigation measure would be infeasible because it would restrict future development in areas identified for increased growth under jurisdictions’ land use plans. Doing so would cause conflicts with existing land use plans and conflict with the region’s ability to manage growth in a sustainable manner, which is a project objective of the 2050 RTP/SCS. In addition, restricting development of residential units or the increase of residential density may cause the 2050 RTP/SCS to be out of compliance with implementing the RHNA allocation, a requirement mandated by state law, or impede implementation of a jurisdiction’s Housing Element.

### 4.13.6 SIGNIFICANCE AFTER MITIGATION

#### PH-1 INDUCE POPULATION INCREASE

2020, 2035, 2050

The 2050 RTP/SCS would induce population growth beyond existing conditions by supporting and facilitating additional infrastructure and density through policies, strategies, and transportation improvements. Therefore, the physical impacts of population growth would remain significant and unavoidable.

#### PH-2 DISPLACE EXISTING HOUSING OR BUSINESSES

2020, 2035, 2050

Implementation of the 2050 RTP/SCS would result in significant impacts to housing and business displacement in 2020, 2035, and 2050. As explained above, there is no feasible mitigation to reduce the significant impacts of regional growth/land use change on housing and business displacement in 2020, 2035, and 2050. Therefore, this impact is significant and unavoidable.

Implementation of Mitigation Measure PH-A would reduce housing and business displacement impacts related to transportation improvements. However, it cannot be ensured that the proposed mitigation would reduce all impacts to a level less than significant, and these impacts would still be substantial. Therefore, impacts remain significant and unavoidable.

Implementation of Mitigation Measure PH-A would require project implementation agencies to assess potential impacts to existing housing or businesses prior to construction of individual transportation projects associated with the 2050 RTP/SCS. If an alternate route would use existing rights-of-way or avoid or reduce the number of homes or businesses displaced, the route must be considered as a project alternative and studied for feasibility. However, Mitigation Measure PH-A would not avoid all potential displacement of homes or businesses that would be lost due to transportation improvements, and these impacts would still be substantial. Therefore, impacts remain significant and unavoidable.