4.2 AGRICULTURE AND FOREST RESOURCES

This section evaluates the potential impacts to agriculture and forest resources associated with implementation of the 2050 RTP/SCS. The information presented was compiled from multiple sources, including the County of San Diego, the State of California Department of Conservation (DOC), the United States Department of Agriculture (USDA), CAL FIRE, and local jurisdictions.

4.2.1 EXISTING CONDITIONS

Agriculture

Overview of Agriculture in the Region

Agriculture is not only an important contributor to the economy of the San Diego region; it also is a primary land use in the unincorporated area of the region. San Diego County contains 6,687 farms and agriculture ranked fifth as a component of the region’s economic resources (County of San Diego 2010). San Diego County is the 16th largest agricultural economy among all counties in the nation. The region’s unique topography creates a wide variety of microclimates resulting in nearly 30 different types of vegetation communities. This diversity allows San Diego farmers to grow over 200 different agricultural commodities, such as strawberries along the coast, apples in the mountain areas, and palm trees in the desert (County of San Diego 2010). The region ranks first in both California and the nation in production value of nursery plants, floriculture, and avocados. Statewide, San Diego County is in the top five counties for producing cucumbers, mushrooms, tomatoes, boysenberries and strawberries, grapefruit, Valencia oranges, tangelos and tangerines, honey, and eggs. San Diego County has the largest community of organic growers in the state and nation, with 374 farms growing more than 175 crops (County of San Diego 2009). In the region, 77 percent of farmers live on their farms and 92 percent of farms are family owned. Some tribal lands within unincorporated San Diego County also contain agricultural operations (County of San Diego 2010).

San Diego County’s agriculture industry remained steady in 2009 despite the ongoing recession, continued water-supply concerns, and a record number of pest-related quarantines. Overall, the industry’s value decreased one-quarter of 1 percent from 2008 to 2009. By contrast, California’s agriculture industry suffered a 9 percent decrease in value in 2009 (County of San Diego 2009). Acreage of high-quality farmland in the region has decreased over time due to urbanization pressures and the high cost of land and water resources (County of San Diego 2010).

As of 2010, the San Diego region contains 118,741.5 acres of land with agricultural uses (extensive agriculture, intensive agriculture, orchards or vineyards, and field crops). These lands are typically zoned exclusively for agricultural uses or zoned for uses that allow for agricultural operations, such as low-density residential use (SANDAG 2011a).

Farmland Mapping and Monitoring Program

The DOC Farmland Mapping and Monitoring Program (FMMP) is used to identify agricultural resources. The FMMP uses a 10-acre minimum mapping unit to determine farmland resources. FMMP farmland categories are based on local soil characteristics and irrigation status. Farmlands are classified according to soil factors, including available water holding capacity, temperature regime, acidity, depth to the water table, electrical conductivity, flooding potential, erosion hazard, permeability, rock content, and rooting depth. The best quality land is identified as Prime Farmland and Farmland of Statewide Importance.
Figure 4.2-1 is a map of existing farmland in San Diego County as of 2008, the most recent available data. Table 4.2-1 displays acreage of Prime Farmland, Unique Farmland, Farmland of Statewide Importance, and Farmland of Local Importance in San Diego County.

There are 223,326 acres of FMMP-designated farmland in the San Diego region. The largest category is Farmland of Local Importance, with 153,186 acres. The next largest is Unique Farmland, followed by Farmland of Statewide Importance and Prime Farmland.

Table 4.2-1
Existing Farmland

<table>
<thead>
<tr>
<th>Type of Farmland</th>
<th>Number of Acres (2008)</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prime Farmland</td>
<td>7,754</td>
<td>Farmland with the best combination of physical and chemical features able to sustain long-term agricultural production. This land has the soil quality, growing season, and moisture supply needed to produce sustained high yields. Land must have been used for irrigated agricultural production at some time since 2004.</td>
</tr>
<tr>
<td>Farmland of Statewide Importance</td>
<td>10,411</td>
<td>Farmland similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store soil moisture. Land must have been used for irrigated agricultural production at some time since 2004.</td>
</tr>
<tr>
<td>Unique Farmland</td>
<td>51,975</td>
<td>Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include nonirrigated orchards or vineyards as found in some climatic zones in California. Land must have been cropped at some time since 2004.</td>
</tr>
<tr>
<td>Farmland of Local Importance</td>
<td>153,186</td>
<td>Land of importance to the local agricultural economy as determined by each county’s board of supervisors and a local advisory committee. In San Diego County, this category is defined as land that meets all the characteristics of Prime and Statewide, with the exception of irrigation. They are farmlands not covered by the above categories but are of significant economic importance to the county. They have a history of good production for locally adapted crops.</td>
</tr>
<tr>
<td>Total Farmland</td>
<td>223,326</td>
<td></td>
</tr>
</tbody>
</table>

Source DOC 2007a, 2008

Lands Designated under the Williamson Act

The California Land Conservation Act of 1965, commonly referred to as the Williamson Act, enables local governments to enter into contracts with private landowners for the purpose of restricting specific parcels of land to agricultural or related open space use. In return, landowners receive property tax assessments that are much lower than normal because they are based upon farming and open space uses as opposed to full market value. As of 2008, the most recent available data, San Diego County contains 73,642 acres of lands designated under the Williamson Act (DOC 2008). Of these acres, 18,549 are used for orchards or vineyards, intensive agriculture, or field crops (SANDAG 2011a). Figure 4.2-1 shows lands in the San Diego region designated under the Williamson Act.

Public agencies may acquire Williamson Act contracted land for a wide range of public improvements. Common reasons for publicly acquiring contracted land include wildlife habitat, water resource management, public open space, and schools. Public acquisitions have been the second leading source of contract termination acreage over the current decade. Before acquiring contracted lands, a public agency must make findings that there is no other non-contracted land reasonably feasible for the purpose, and that the lower cost of contracted land is not a primary factor in its decision. In 2008, public agencies in San Diego County acquired 203 acres of contracted Williamson Act land (DOC 2010).

During the past 25 years, very few property owners have requested to enter into a Williamson Act Contract within San Diego County. According to information from the County Assessor’s Office, only
Figure 4.2-1
Agricultural Land
October 2011

- Williamson Act (2008)
- FMMP Farmland Designations
  - Prime Farmlands
  - Farmland of Statewide Importance
  - Unique Farmland
  - Farmland of Local Importance
  - Grazing Land
  - Urban and Built Up Land
  - Other

0 5 10 15 Miles
0 4 8 12 Kilometers

SOURCE: FMMP 2008; Williamson Act 2008
two contracts were executed in San Diego County between 1980 and 2005 (County of San Diego 2010). A total of 863 acres of farmland contracted under the Williamson Act was in the process of nonrenewal as of 2008 (DOC 2010). The nonrenewal process takes 10 years to complete, during which time property taxes are incrementally raised to remove the tax benefit, and at the end of the 10-year period restrictions to development are lifted.

**Lands Designated under the California Farmland Conservancy Act**

The California Farmland Conservancy Program (CFCP) Act, SB 1142, was formerly known as the Agricultural Land Stewardship Program, which began in 1995 under SB 275. The CFCP Act created the program for which it is named, with the intent to encourage the long-term, private stewardship of agricultural lands through the voluntary use of agricultural conservation easements. The CFCP provides grants to local governments and qualified nonprofit organizations. As of January 2011, more than 49,000 acres of farmland have been permanently conserved with CFCP-funded easements (DOC 2011). One farm conserved through the CFCP is the 85-acre Tierra Miguel Foundation Farm, located in the Pauma Valley of northern San Diego County. This acquisition was the first fee-title transaction funded by the CFCP. The CFCP grant enabled the property to be purchased from a private landowner who wanted to sell the farm outright. An agricultural conservation easement, held by the Fallbrook Land Conservancy, was placed on the property, allowing the Tierra Miguel Foundation to continue to operate their business (DOC 2006).

**Forest Resources**

**Timberland**

California Government Code Section 51100 defines timberland as privately owned land, or land acquired for state forest purposes, which is devoted to and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses, and which is capable of growing an average annual volume of wood fiber of at least 15 cubic feet per acre. A Timberland Production Zone (TPZ) is an area zoned and used for growing and harvesting timber, or for growing and harvesting timber and compatible uses. Compatible uses include those that do not significantly detract from the use of the property for, or inhibit, growing and harvesting timber. Compatible uses include, but are not limited to, watershed management; management for fish and wildlife habitat or hunting and fishing; a use integrally related to the growing, harvesting, and processing of forest products, including but not limited to roads, log landings, and log storage areas; the erection, construction, alteration, or maintenance of gas, electric, water, or communication transmission facilities; grazing; and a residence or other structure necessary for the management of land zoned as timberland production.

The San Diego region does not contain any land designated as timberland or as a TPZ (Shih 2002).

**Forest Land**

California Public Resources Code Section 12220(g) defines “forest land” as land that can support 10 percent native tree cover of any species, including hardwoods, under natural conditions, and that allows for management of one or more forest resources, including timber, aesthetics, fish and wildlife, biodiversity, water quality, recreation, and other public benefits. This section analyzes “forest land” using current data sources for forest vegetation communities. Forest vegetation communities in the San Diego region include upland forests and woodlands; these vegetation communities are located mainly in the coastal and montane subregions of the San Diego region and are typically a variety of pine, oak, or other tree type.
Based on the most recent available vegetation data, the San Diego region contains a number of areas that are considered “forest land,” totaling 236,554 acres. Figure 4.2-2 shows lands designated as forest land in the region. There are a number of state and national parks in the region that contain forest land. The majority of forest land is located in parks and vacant and undeveloped areas located east of incorporated cities and urbanized communities. A few areas with forest lands are also located near urban centers. National and state parks with forest resources include the Torrey Pines State Natural Reserve, Cleveland National Forest, Agua Tibia Wilderness Area, San Mateo Canyon Wilderness, Santa Rosa Mountains State Wilderness, Palomar Mountain State Park, and Cuyamaca Rancho State Park. The following sections describe national and state parks or preserved areas that contain forest land.

**Torrey Pines State Natural Reserve**

Torrey Pines State Natural Reserve (TPSNR), located within the City of San Diego, has more than 2,000 acres of rare native Torrey pine forest and southern maritime chaparral. Recreational uses are managed by the State Park system. The trees themselves were identified in the mid-1800s, as a separate species of pine, and one that grows naturally only along a small strip of coast from Del Mar to La Jolla, and on Santa Rosa Island, which lies off in the sea about 170 miles to the northwest. The Torrey pine is the rarest pine in the United States and one of the rarest pines in the world. All natural features in the TPSNR are protected by law (TPSNR 2010).

**The Cleveland National Forest**

The Cleveland National Forest is the southernmost National Forest in California. Consisting of 460,000 acres, the forest offers a wide variety of terrains and recreational opportunities. Part of the Cleveland National Forest is located in the unincorporated areas of San Diego County, in three noncontiguous areas, and portions of the forest are also located in Orange and Riverside counties. It is prohibited to damage or remove any tree or forest product except as authorized by a special-use authorization, timber sale contract, or federal law or regulation (USFS 2008).

**Agua Tibia Wilderness Area**

Agua Tibia Wilderness is a 15,934-acre protected area in Riverside and San Diego counties, mostly within the Palomar Ranger District of the Cleveland National Forest (Chester 2001). The Agua Tibia Research Natural Area (ATRNA), located within the wilderness, comprises 480 acres of Bigcone Douglas-fir–canyon live oak forest. The ATRNA was set aside for the study of this forest type in the Peninsular Range province and with emphasis on forest succession, long-range ecological changes, and the effects of resource management practices (USFS 2002).

**Palomar Mountain State Park**

Coniferous forests cover much of the 1,862 acres of Palomar Mountain State Park, located in north San Diego County (CSP 2011a). Palomar Mountain State Park has a long history of being used as a resort and camping destination, but logging operations have never been fully developed (Brueggeman 2008).

**Cuyamaca Rancho State Park**

Cuyamaca Rancho State Park is a state park located 40 miles east of San Diego in the Laguna Mountains of the Peninsular Ranges. The park's 26,000 acres feature pine, fir, and oak forests, with meadows and streams that exist due to the relatively high elevation of the area compared to its surroundings. The park includes 6,512-foot Cuyamaca Peak, the second highest point in San Diego County (CSP 2011b).
Figure 4.2-2
Forest Land
October 2011

[Map of Forest Land in Orange County, Riverside County, and San Diego County, showing various cities and counties.]

SOURCE: AECOM 2011
4.2.2 REGULATORY SETTING

Federal Laws and Regulations


Congress passed the Agriculture and Food Act of 1981 (Public Law 97-98) containing the Farmland Protection Policy Act (FPPA)—Subtitle I of Title XV, Section 1539-1549. The FPPA is intended to minimize the impact federal programs have on the unnecessary and irreversible conversion of farmland to nonagricultural uses. The objective of the FPPA is to ensure that—to the extent possible—federal programs are administered to be compatible with state, local units of government, and private programs and policies to protect farmland. Federal agencies are required to develop and review their policies and procedures to implement the FPPA every 2 years (USDA 2011a).

Federal Forest Legacy Program

The objective of the Federal Forest Legacy Program is to identify and protect environmentally important forestlands that are threatened by present or future conversion to nonforest uses. Priority is given to lands that can be effectively protected and managed and that have important scenic, recreational, timber, riparian, fish and wildlife, threatened and endangered species, and other cultural and environmental values. The program is entirely voluntary. Landowners who wish to participate may sell or transfer particular rights, such as the right to develop the property or to allow public access, while retaining ownership of the property and the right to use it in any way consistent with the terms of the easement. The agency or organization holding the easement is responsible for managing the rights it acquires and for monitoring compliance by the landowner. Forest management activities, including timber harvesting, hunting, fishing, and hiking are encouraged provided they are consistent with the program's purpose.

The Federal Forest Legacy Program is not solely a protection program. Eligible properties may be “working forests,” where forestland is managed for the production of forest products and traditional forest uses are maintained. These forest uses will include both commodity outputs and noncommodity values. The purpose of these easements is to maintain these forests intact to provide such traditional forest benefits as timber production, wildlife habitat, watershed protection, and/or open space. These forests remain in private ownership, except for the restrictions on development or other uses conveyed by the conservation easement to the agency selected by the landowner (CAL FIRE 2011).

State Laws and Regulations

California Civil Code Section 3482.5 (The Right to Farm Act)

The Right to Farm Act is designed to protect commercial agricultural operations from nuisance complaints that may arise when an agricultural operation is conducting business in a “manner consistent with proper and accepted customs.” The code specifies that established operations that have been in business for 3 or more years that were not nuisances at the time they began shall not be considered a nuisance as a result of a new land use (County of San Diego 2010).

California Land Conservation Act (Williamson Act)

The California Land Conservation Act, better known as the Williamson Act, has been California’s premier agricultural land protection program since its enactment in 1965. Over 16 million of the state’s 30 million acres of farm and ranch land are currently protected under the Williamson Act. The Williamson Act statute is located in the California Government Code Section 51200–51297.4.
Following World War II, California experienced tremendous population and economic growth. This growth, in tandem with the state’s property tax system, led to increased pressures to convert agricultural land to urban use. Rapidly escalating property taxes often presented a prohibitive burden for farmers who wanted to maintain their agricultural operations. In response, the California Legislature passed the Williamson Act in 1965 to preserve agricultural and open space lands by discouraging premature and unnecessary conversion to urban uses. The Williamson Act protects agricultural land through an interrelated set of property tax, land use, and conservation measures.

The Williamson Act is a state policy administered by local governments. The landowner foregoes the possibility of development, or converting his or her property into nonagricultural or non-open-space use during the term of the contract, in return for lower property taxes. The local government foregoes a portion of its property taxes in return for the planning advantages and values implicit in retaining land in agriculture or open space. The State of California supports local governments and landowners in the form of technical and implementation assistance, research, and other assistance.

Williamson Act contracts have an initial term of 10 years with renewal occurring automatically each year (local governments can establish initial contract terms for longer periods of time). Generally, any commercial agricultural use will be permitted within any agricultural preserve.

In 1998, SB 1182 (Chapter 353, Statutes of 1998) established the Farmland Security Zone (FSZ) provisions of the Williamson Act. An FSZ is an area created within an agricultural preserve by a board upon request by a landowner or group of landowners. FSZ contracts offer landowners greater property tax reduction in return for an initial contract term of 20 years, with renewal occurring automatically each year. Land restricted by an FSZ contract is valued for property assessment purposes at 65 percent of its Williamson Act valuation, or 65 percent of its Proposition 13 valuation, whichever is lower. New special taxes for urban-related services must be levied at an unspecified reduced rate unless the tax directly benefits the land or living improvements. Cities and special districts that provide nonagricultural services are generally prohibited from annexing land enrolled under an FSZ contract. Similarly, school districts are prohibited from taking FSZ lands for school facilities (DOC 2010).

California Farmland Conservancy Act

The California Farmland Conservancy Act established the CFCP, which provides grants for agricultural conservation easements. An agricultural conservation easement is a voluntary, legally recorded deed restriction that is placed on a specific property used for agricultural production. The goal of an agricultural conservation easement is to maintain agricultural land in active production by removing the development pressures from the land. Such an easement prohibits practices that would damage or interfere with the agricultural use of the land. Because the easement is a restriction on the deed of the property, the easement remains in effect even when the land changes ownership. Agricultural conservation easements are created specifically to support agriculture and prevent development on the subject parcels. While other benefits may accrue because the land is not developed (scenic and habitat values, for example), the primary use of the land is agricultural. Easements funded by the CFCP must be of a size and nature suitable for viable commercial agriculture.

Agricultural conservation easements are held by land trusts or local governments, which are responsible for ensuring that the terms of the easement are upheld. Each agricultural conservation easement is negotiated among the landowner, the easement holder, and any funding sources (DOC 2007b).
The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000

The Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 established procedures for local government changes of organization, including city incorporations, annexations to a city or special district, and city and special district consolidations. This act requires that development or use of land for other than open space shall be guided away from existing prime agricultural lands in open space use toward areas containing nonprime agricultural lands, unless that action would not promote that planned, orderly, efficient development of an area (County of San Diego 2010).

Open Space Subvention Act

The Open Space Subvention Act (OSSA) was enacted on January 1, 1972, to provide for the partial replacement of local property tax revenue foregone as a result of participation in the Williamson Act and other enforceable open space restriction programs. Participating local governments receive annual payment on the basis of the quantity (number of acres), quality (soil type and agricultural productivity), and, for FSZ contracts, location (proximity to a city) of land enrolled under eligible enforceable open space restrictions (County of San Diego 2010).

The Farm and Ranch Land Protection Program

The Farm and Ranch Land Protection Program (FRPP) provides matching funds to help purchase development rights to keep productive farm and ranchland in agricultural uses. Working through existing programs, USDA partners with state, tribal, or local governments and nongovernmental organizations to acquire conservation easements or other interests in land from landowners. USDA provides up to 50 percent of the fair market easement value of the conservation easement. To qualify, farmland must be part of a pending offer from a state, tribe, or local farmland protection program; be privately owned; have a conservation plan for highly erodible land; be large enough to sustain agricultural production; be accessible to markets for what the land produces; have adequate infrastructure and agricultural support services; and have surrounding parcels of land that can support long-term agricultural production. The USDA Natural Resources Conservation Service manages the program (USDA 2011b).

California Forest Legacy Act

The California Forest Legacy Act (CFLA) was enacted in 2000 and extended in 2007. The CFLA allows the California Department of Forestry and Fire Protection to acquire conservation easements, and permit federal agencies, state agencies, local governments, and nonprofit land trust organizations to hold conservation easements acquired pursuant to the California Forest Legacy Program. The California Forest Legacy Program provides funding for conservation easements, with the objective to protect the forest land base, as well as forest resources such as fish and wildlife habitat and water quality, while ensuring the continuance of traditional uses and protection of landowners’ property rights. Landowners participating in the programs are required to prepare a multi-resource management plan that is the equivalent, or more extensive than, a Forest Stewardship Plan (per U.S. Forest Service guidelines) (CAL FIRE 2011).

Local Plans and Policies

General Plans, Municipal Codes, Zoning Ordinances, Policies, and Programs: Agriculture

Nearly all cities and the County of San Diego have adopted general plans and zoning regulations that address, to some degree, the preservation and use of agricultural lands. Jurisdictions containing lands designated for agriculture typically have zoning codes and regulations that provide detailed direction related to development standards; permitted, conditionally permitted, and prohibited uses; and other
4.2 Agriculture and Forest Resources

regulations. This section focuses on the local ordinances, policies, and programs that are important for preservation of lands designated for agricultural uses in the region, which are provided in Table 4.2-2.

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Ordinance, Policy, or Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Carlsbad</td>
<td>The City of Carlsbad Local Coastal Program protects agricultural lands from the premature conversion to more urban land uses by establishing programs which require mitigation for conversion of agricultural property to urban uses. It also established methods to benefit agriculture in the community by providing financial assistance through cash programs. General Plan Policy, Agriculture Implementing Policies and Action Programs (City of Carlsbad 1994): C-1: Support and utilize all measures available, including the Williamson Act, to reduce the financial burdens on agricultural land, not only to prevent premature development, but also to encourage its continued use for agricultural purposes. C-2: Participate with neighboring cities and communities in projects leading to preservation of agricultural resources and other types of open space along mutual sphere of influence boundaries. C-3: The City shall utilize all existing programs and land use protections and explore possible new grant programs and other outside financial assistance to keep the existing Flower Fields in permanent farming and flower production. C-4: Attempt to preserve the flower fields or lands east of I-5 to the first ridgeline between Cannon Road and Palomar Airport Road, through whatever method created and most advantageous to the City of Carlsbad. C-5: Buffer agriculture from more intensive urban land uses with mutually compatible intermediate land uses.</td>
</tr>
<tr>
<td>Chula Vista</td>
<td>The Otay Ranch General Development Plan, approved jointly by the City of Chula Vista and County of San Diego for the future development of Otay Ranch, establishes goals, objectives, policies, and implementation measures relative to the protection of agricultural resources. The Range Management Plan for Otay Ranch recommendations and implementing actions provide for ongoing managed grazing activities on conveyed lands if the activity is shown not to negatively affect biological resources (City of Chula Vista 1994).</td>
</tr>
<tr>
<td>Coronado</td>
<td>The City of Coronado does not currently contain lands designated for agricultural use (City of Coronado 2004).</td>
</tr>
<tr>
<td>Del Mar</td>
<td>The City of Del Mar does not currently contain lands designated for agricultural use (City of Del Mar 1985).</td>
</tr>
<tr>
<td>El Cajon</td>
<td>The City of El Cajon does not have any lands designated for agricultural use but allows limited agricultural uses in large residential zones and open space zones (Shute 2011).</td>
</tr>
<tr>
<td>Encinitas</td>
<td>The Agricultural Overlay Zone restricts development on properties presently under a Williamson Act contract and described on the City map delineating the AGO Zone to that which is necessary for agricultural operations. The Land Use Element of the General Plan contains a policy that specific plans will not be approved unless the exclusive agriculture use of the land is no longer feasible, or that to allow development on portions of the plan area will enhance the feasibility of agriculture use of the remaining portions of the area (City of Encinitas 1989). The Encinitas Ranch Specific Plan contains policies to ensure the economic viability of agricultural uses in the planning area and preserve sufficient land area so as to ensure the financial viability of agriculture on the property and the continued operation of the Paul Ecke Ranch (City of Encinitas 1994).</td>
</tr>
</tbody>
</table>
4.2 Agriculture and Forest Resources

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Ordinance, Policy, or Program</th>
</tr>
</thead>
</table>
| Escondido          | City of Escondido General Plan policies (City of Escondido 1990):  
H1.1: The City shall strive to maintain large-lot residential land uses with appropriate zoning designations in agricultural areas that are compatible with preserving agricultural productivity.  
H1.2: Agriculture should be buffered from more intensive urban uses with intermediate land uses which are mutually compatible, through the implementation of appropriate policies of the Land Use Element.  
H1.3: The City may explore a variety of techniques to preserve existing agricultural lands. In particular, the City should study:  
(a) The formation of an Agricultural Land Trust, defined as a nonprofit corporation organized according to the Nonprofit Public Benefit Corporation Law of California and Section 501(c)(3) of the Internal Revenue Code. The corporation is empowered to acquire, manage, and/or hold agricultural land for the public benefit but without the necessary expenditures of public revenues.  
(b) The requirements for projects to transfer development rights from existing agricultural lands to other portions of the project, thereby preserving the agricultural lands in permanent open space, consistent with clustering policies.  
(c) The “right to farm” in open space areas.                                                                                                                                 |
| Imperial Beach     | The City of Imperial Beach does not currently contain lands designated for agricultural use (Foltz 2011).                                                                                                                                 |
| La Mesa            | The City of La Mesa does not currently contain lands designated for agricultural use (City of La Mesa 1996).                                                                                                                                 |
| Lemon Grove        | The City of Lemon Grove does not currently contain lands designated for agricultural use (City of Lemon Grove 2006).                                                                                                                                 |
| National City      | The City of National City Draft General Plan Update policy (City of National City 2011):  
OS-3.1: Allow for community and private gardens as areas where residents can plant and grow fruit and vegetables and ornamental gardens that can be a source of pride and beauty in the neighborhood.  
OS-3.2: Encourage the development of community gardens in conjunction with school sites as an educational resource.  
OS-3.3: Encourage the development of unused land such as portions of parks and utility right of ways to be converted to productive space for growing food.  
OS-3.4: Support private and institutional gardens and explore additional opportunities for partnerships and collaboration.  
OS-3.5: Identify potentially feasible site locations for urban agriculture, including locations for street conversions, and identify links between them.  
OS-3.6: Explore and encourage opportunities for roof-top gardens, especially for large, flat roofed industrial, commercial, and institutional buildings.  
OS-3.7: Pursue available grants and other funding sources for urban agriculture and community gardens.  
OS-3.8: Maintain an on-going dialogue with the community to ensure that its needs are being addressed by urban agriculture endeavors.  
OS-3.9: Ensure that community gardens and other urban agricultural resources are accessible to members of all demographic groups within the community, including minorities, seniors, children and persons with disabilities.  
OS-3.10: Identify appropriate locations for a farmer’s market(s) and farm stands.  
OS-3.11: Explore opportunities for the planting of fruit trees and gardens in the public right-of-way, where feasible.                                                                                                                                 |
<table>
<thead>
<tr>
<th>Jurisdiction</th>
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</table>
| Oceanside      | City of Oceanside General Plan policies (City of Oceanside 2002):  
2.5 B: Residential development shall be permitted provided such development does not interfere with existing agricultural operations and that the open space character of the area is preserved.  
Appropriate minimum lot areas shall be determined by the area's topography, adjacent land uses, and the availability of public services and utilities; however, under no circumstances shall lot areas be less than two and one-half (2½) acres. Lot configurations and dimensions shall provide areas of sufficient size to conduct limited, low-intensity agricultural activities such as orchards, gardens, and the keeping of livestock.  
2.5 C: The City shall, in all proposed actions converting agricultural lands to other land uses, consider the loss of those lands to the potential agricultural productivity to the community; and shall assure that land use compatibility to agricultural lands is fully defined and assured.  
2.5 D: Land use compatibility is of primary importance to agricultural areas, since land use conflicts between agricultural and non-agricultural uses can force the economic non-viability of agricultural areas. |
| Poway          | City of Poway General Plan contains a policy to allow agriculture on lands designated Open Space – Resource Management (OS-RM) with approval of the City Council.  
The City’s General Plan encourages the combination of agriculture and residential uses in High Valley and parts of Green Valley.  
The City’s General Plan states that numerous areas are lightly developed with activities or facilities that serve the region as unique or outstanding recreational safety or managed production (agriculture, mineral extraction areas). These areas should be retained as open space and in some cases increased to serve the region’s expanding needs (City of Poway 1991). |
| City of San Diego | City of San Diego General Plan policies (City of San Diego 2008):  
CE-L.2. Limit retail activity in agriculturally-designated areas to uses that are reasonably related to agriculture (e.g., sale of locally grown farm products).  
CE-L.3. Encourage agricultural operations such as community farms and gardens (especially on City-leased lands) to provide for educational experiences which demonstrate the history, importance and value of agricultural operations.  
CE-L.6. Provide mechanisms to permit private land owners of prime agricultural lands to take advantage of the Williamson Act. |
| San Marcos     | The City of San Marcos General Plan contains a number of policies to permit small-scale agricultural uses which do not burden the City’s water supply (City of San Marcos 1997). |
| Santee         | The City of Santee allows agricultural use in lands designated as Open Space under special conditions (City of Santee 2009). |
4.2 Agriculture and Forest Resources

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Ordinance, Policy, or Program</th>
</tr>
</thead>
<tbody>
<tr>
<td>Solana Beach</td>
<td>City of Solana Beach General Plan Policy 4.a: The city’s land use plan shall allow for floriculture (or similar agriculture) operations within the city. The only site with this designation is the area north of Patty Hill Drive between Rios Avenue and Barbara Avenue (Solana Beach 2006).</td>
</tr>
<tr>
<td>Vista</td>
<td>The City of Vista General Plan contains a number of policies to preserve agricultural uses (Vista 1998):</td>
</tr>
<tr>
<td></td>
<td>• Right-to-farm provisions</td>
</tr>
<tr>
<td></td>
<td>• Support legislation proposed by other agencies that would provide tax incentives or other economic incentives for agricultural land use</td>
</tr>
<tr>
<td></td>
<td>• Provide lower power and water rates for agricultural endeavors, making reclaimed water readily available</td>
</tr>
<tr>
<td></td>
<td>• Make public lands in the Sphere of Influence available for agricultural leaseholds</td>
</tr>
<tr>
<td></td>
<td>• Adopt a Greenhouse policy</td>
</tr>
<tr>
<td></td>
<td>• Consider the establishment of gardens or groves in open space Green Belt areas of projects as an alternative amenity to natural open or passive recreational facilities</td>
</tr>
<tr>
<td></td>
<td>• Encourage fruit-producing plants in landscape areas</td>
</tr>
<tr>
<td></td>
<td>• Encourage family gardens and or groves in the lower density residential areas</td>
</tr>
<tr>
<td></td>
<td>• Make public lands available for community garden projects in undeveloped parks or other public vacant land when no development is projected</td>
</tr>
<tr>
<td></td>
<td>• Communicate clearly and show by example that there will be no development penalties levied towards any person utilizing their property as interim agriculture</td>
</tr>
<tr>
<td></td>
<td>• In approving Specific Plans and Subdivisions, the City should include standard provisions that specify that interim agricultural uses are encouraged and permitted in considering development projects</td>
</tr>
<tr>
<td></td>
<td>• In considering development projects involving areas containing agricultural resources the City should negotiate a density transfer or development bonuses that equitably increases building entitlement</td>
</tr>
<tr>
<td>Unincorporated County of San Diego</td>
<td>County of San Diego Code of Regulatory Ordinances Sections 63.401 through 63.407, the Agricultural Enterprises and Consumer Information Ordinance, defines and limits the circumstances under which agricultural enterprise activities, operations, and facilities will constitute a nuisance.</td>
</tr>
<tr>
<td></td>
<td>The San Diego County Board of Supervisors Policy I-38, Support and Encouragement of Farming in San Diego County, sets forth policies for the implementation of the Williamson Act.</td>
</tr>
<tr>
<td></td>
<td>The County of San Diego Farming Program is intended to create the framework for an economically and environmentally sustainable farming industry for San Diego County. When the General Plan Update is adopted, it will include land use policies and programs to keep land available and affordable for farming on a voluntary basis. It will also include economic development tools to help improve farm profitability (County of San Diego 2010).</td>
</tr>
</tbody>
</table>

Data compiled by AECOM in 2011

Local Policies and Programs: Forest Lands

Similar to agriculture, local jurisdictions have adopted general plans, zoning regulations, ordinances, and policies that address the preservation and use of open space and biological resources, which would directly or indirectly regulate forest lands. Plans that encompass multiple jurisdictions include the Multiple Species Conservation Program (MSCP), a cooperative effort by the City of San Diego, the County of San Diego, and 10 other jurisdictions in southwestern San Diego County to implement a regional habitat conservation plan (HCP).

The Multiple Habitat Conservation Program (MHCP) is a comprehensive conservation planning process that addresses the needs of multiple plant and animal species in northwestern San Diego County. The MHCP encompasses the cities of Carlsbad, Encinitas, Escondido, Oceanside, San Marcos, Solana Beach, and Vista. Its goal is to conserve approximately 19,000 acres of habitat, of which roughly 8,800 acres (46 percent) are already in public ownership and contribute toward the habitat preserve system for the
4.2 Agriculture and Forest Resources

protection of more than 80 rare, threatened, or endangered species (SANDAG 2011b). Additionally, open space park plans, the TransNet Environmental Mitigation Program (EMP), and local biological ordinances directly or indirectly regulate forest lands. The current status of MSCP/MHCP subarea plans and subregional plans, and a description of local plans, programs, and ordinances are included in Section 4.4, Biological Resources.

4.2.3 SIGNIFICANCE CRITERIA

The proposed 2050 RTP/SCS would have a significant impact related to agriculture and forest resources if implementation were to:

AG-1 Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program (FMMP) of the California Resources Agency, to nonagricultural use.

AG-2 Conflict with lands with agricultural uses, a Williamson Act contract, or lands designated under the California Farmland Conservancy Act.

FR-1 Conflict with existing zoning for, or cause rezoning of “Timberland” or “Timberland Production Zone” as defined in the California Timberland Productivity Act of 1982 (Government Code Section 51104 (f) and (g)).

FR-2 Result in the loss of “Forest Land” as defined in the California Forest Legacy Act of 2007 (Public Resources Code Section 12220(g)) or conversion of Forest Land to nonforest use.

4.2.4 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. A discussion 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.

AG-1 PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE

Agricultural lands are reflected in the SCS land use pattern, and they are not threatened because of low-density zoning, or the purchase of land for conservation easements. In the SCS land use pattern, 95 percent of the region’s existing agricultural land is expected to remain available for agriculture. Thirty-three percent of the region’s agricultural land is planned for future agricultural use only and 62 percent is planned as low-density, rural residential land. These lands are zoned at densities that allow and often encourage continued farming (SANDAG 2011c).

As shown in Figure 4.2-1, FMMP-designated lands are located throughout the region, primarily surrounding densely populated areas. Regional growth in currently developed areas that are not in proximity to land designated for agricultural uses would not directly or indirectly affect agricultural resources. However, many of the lands containing agricultural uses are not zoned exclusively for
agriculture. Some are zoned as low-density rural residential, where agricultural uses are permitted and often encouraged. If these areas are zoned for higher densities, agriculture operations may no longer be an option in that area as lot sizes decrease.

The determination of a significant impact considers not only direct effects on FMMP-designated lands, but also indirect effects on FMMP lands and the viability of continued agricultural production in that area. Regional growth that occurs in proximity to FMMP-designated lands would potentially result in an indirect effect by causing land use conflicts. These conflicts include, but are not limited to, noise, odors, water rights and use, chemicals, and runoff. Additionally, increasing the potential for land to be used for urban development increases the value of the land, which makes land purchase for agricultural expansion infeasible for the majority of producers, and provides more incentive to sell the property. Commercial, office, or industrial uses would also be incompatible uses when abutting lands with agricultural operations. Transportation network improvements may also impact FMMP-designated lands through expansion of right-of-way if these lands are adjacent to transportation corridors.

2020

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. While the 2050 RTP/SCS assumes a compact land use pattern with development focused in existing urban areas and along major transportation corridors, new development and intensification of existing land uses are expected to accommodate this growth. Some locations that would experience the most extensive land use change and development 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.

Regional growth in or near FMMP-designated lands, such as those located near SR 56, in coastal communities near I-5 north of SR 56, or along SR 76, may decrease viability of agriculture on those lands by direct conversion of agricultural lands. As shown in Table 4.2-3, areas designated as Prime Farmland, Farmland of Statewide Importance, and Unique Farmland would decrease by 181 acres between 2008 and 2020.

<table>
<thead>
<tr>
<th></th>
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<th></th>
</tr>
</thead>
<tbody>
<tr>
<td>Prime Farmland</td>
<td>7,754</td>
<td>7,722</td>
<td>-32</td>
</tr>
<tr>
<td>Farmland of Statewide Importance</td>
<td>10,411</td>
<td>10,392</td>
<td>-19</td>
</tr>
<tr>
<td>Unique Farmland</td>
<td>51,975</td>
<td>51,845</td>
<td>-130</td>
</tr>
<tr>
<td>Total</td>
<td>70,140</td>
<td>69,959</td>
<td>-181</td>
</tr>
</tbody>
</table>

Source: SANDAG 2011a
*2008 is the latest available data from the DOC.

Regulations described in Section 4.2.2, such as the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000 and the Williamson Act, policies of local jurisdictions, and programs such as the FRPP would protect some agricultural lands and reduce the pressure to convert agricultural lands to
nonagricultural use. However, the 2050 RTP/SCS regional growth/land use changes would still decrease the acreage of FMMP-designated lands and decrease the viability of agriculture on some of the remaining FMMP-designated land. This is a significant impact.

**Transportation Network Improvements**

Transportation network improvements are developed to accommodate the projected growth and increases in population, housing, and employment, as discussed above. The transportation network improvements, that would be implemented between 2010 and 2020, generally would 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.

By 2020, transportation network improvements associated with the 2050 RTP/SCS, such as expansion of the I-15 and SR 76 corridors, would directly impact FMMP-designated lands by encroachment of the right-of-way for these improvements on these lands. Arterial improvements may also impact Prime Farmland, Farmland of Statewide Importance, and Unique Farmland. Nearly all planned transportation network improvements in the 2050 RTP/SCS located on arterial streets are planned to occur by 2020, and most of those are located within the incorporated cities of the San Diego region. These projects include various road extensions, widening projects, bike lanes, sidewalks, trails, and new and replacement bridges. Other projects are located in the unincorporated community of Ramona, one is in Spring Valley, one extends from the city limits of Vista, and three others are located in unincorporated San Diego County.

Transportation network improvement impacts were determined by creating a buffer around each improvement. Highways were buffered from the centerline for undivided highways and from the interior edge of the highway for divided highways. These lines were an approximation based on the proposed centerlines from the SANDAG transportation model network. Buffers were created based on the number of lanes for the proposed project. It was assumed that lanes are 12 feet wide and a 12-foot shoulder would be added to each side of the highway. For transit improvements, a buffer was created based on the number of tracks that will be required. SANDAG provided the proposed project alignments and corridor widths.

Although transit improvements would not impact FMMP-designated lands by 2020, it is anticipated that highway improvement projects would convert 0.22 0.06 acre of Prime Farmland, 0.23 0.13 acre of Farmland of Statewide Importance, and 2.72 0.90 acres of Unique Farmland to transportation use. The total amount of farmland impacted, for highway and transit improvement projects by 2020, would be a total of 3.17 acres. This is a significant impact, 1.09 acres. This is a significant impact.

**Conclusion**

By 2020, implementation of the 2050 RTP/SCS would result in growth/land use changes and the construction of transportation network improvements, that together would convert 184.47182.09 acres of
Prime Farmland, Farmland of Statewide Importance, and Unique Farmland to nonagricultural use, and decrease the viability of agriculture on some of the remaining FMMP-designated land. This is a significant impact on agricultural resources, for which mitigation measures are described in Section 4.2.5.

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. Some locations that would experience the most extensive land use change and development 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; County planning areas of Lakeside and Alpine and the Crest, Granite Hills, Dehesa, Harbison Canyon subregion; and multiple North County planning areas along the 1-15 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.

As discussed in the 2020 analysis above, the types of activities that would result in significant impacts to FMMP-designated lands would continue to occur into 2035 as development intensities increase to accommodate the forecasted growth. Regional growth in areas with FMMP-designated lands is projected to increase near I-15 in North County, and in communities along the SR 56 and SR 76 corridors, which would likely cause the direct or indirect loss of viability of agricultural lands. As shown in Table 4.2-4, Prime Farmland, Farmland of Statewide Importance, and Unique Farmland would decrease by 7 acres between 2020 and 2035, and a total of 188 acres between 2008 and 2035.

<table>
<thead>
<tr>
<th>FMMP Designation</th>
<th>2008 Acres*</th>
<th>2035 Acres</th>
<th>Net Change 2008 – 2035</th>
</tr>
</thead>
<tbody>
<tr>
<td>Prime Farmland</td>
<td>7,754</td>
<td>7,715</td>
<td>-39</td>
</tr>
<tr>
<td>Farmland of Statewide Importance</td>
<td>10,411</td>
<td>10,392</td>
<td>-19</td>
</tr>
<tr>
<td>Unique Farmland</td>
<td>51,975</td>
<td>51,845</td>
<td>-130</td>
</tr>
<tr>
<td>Total</td>
<td>70,140</td>
<td>69,952</td>
<td>-188</td>
</tr>
</tbody>
</table>

Source: SANDAG 2011a
*2008 is the latest available data from the DOC.

As discussed in the 2020 analysis, regulations described in Section 4.2.2 and state and local programs would protect some agricultural lands and reduce the pressure to convert agricultural lands to nonagricultural use. However, the regional growth and land use changes of the 2050 RTP/SCS would still decrease FMMP-designated lands by 2035. This is a significant impact.

Transportation Network Improvements

By 2035, transportation network improvements associated with the 2050 RTP/SCS would directly impact FMMP-designated lands by encroachment of the right-of-way for these improvements on these lands. 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 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 improvement impacts were determined by creating a buffer around each improvement. Highways were buffered from the centerline for undivided highways and from the interior edge of the highway for divided highways. These lines were an approximation based on the proposed centerlines from the SANDAG transportation model network. Buffers were created based on the number of lanes for the proposed project. It was assumed that lanes are 12 feet wide and a 12-foot shoulder would be added to each side of the highway. For transit improvements, a buffer was created based on the number of tracks that will be required. SANDAG provided the proposed project alignments and corridor widths.

Between 2020 and 2035, it is anticipated that approximately 0.76 acre of Unique Farmland will be converted for highway improvement projects. By 2035, transit improvements would impact 0.44 acre of Unique Farmland from expansion of the SPRINT rail line. In addition, highway improvements projects between 2020 and 2035 (such as widening of I-5) taking place between 2020 and 2035 would impact an additional 0.69 0.16 acre of Prime Farmland, 0.34 0.10 acre of Farmland of Statewide Importance, and 1.08 0.76 acres of Unique Farmland, a total of 2.14 1.02 acres. Therefore, the total amount of farmland impacted, for highway and transit improvement projects, between 2008 and 2035, would be 5.72 2.11 acres. This is a significant impact.

Conclusion

By 2035, implementation of the 2050 RTP/SCS would result in land use changes and the construction of transportation network improvements that together would convert 193.72 190.11 acres of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland to nonagricultural use. This is a significant impact for which mitigation measures are described in Section 4.2.5.

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. Areas of substantial land use change and development, 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.
As true in the 2020 and 2035 analyses, the types of activities that would result in significant impacts to FMMP-designated lands would continue to occur into 2050 as development intensities increase to accommodate the forecasted growth. Impacts would be greatest by 2050 as regional growth has developed near lands with agricultural uses. Although the majority of regional growth by 2050 would still be developed in areas with existing urban development, some of this growth would be new development in areas in or near FMMP-designated lands, and direct or indirect impacts would likely occur. As shown in Table 4.2-5, Prime Farmland, Farmland of Statewide Importance, and Unique Farmland would decrease by 3,285 acres between 2035 and 2050, for a total of 3,473 acres between 2008 and 2050.

<table>
<thead>
<tr>
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</thead>
<tbody>
<tr>
<td>Prime Farmland</td>
<td>7,754</td>
<td>4,431</td>
<td>-3,323</td>
</tr>
<tr>
<td>Farmland of Statewide Importance</td>
<td>10,411</td>
<td>10,392</td>
<td>-19</td>
</tr>
<tr>
<td>Unique Farmland</td>
<td>51,975</td>
<td>51,844</td>
<td>-131</td>
</tr>
<tr>
<td>Total</td>
<td>70,140</td>
<td>66,667</td>
<td>-3,473</td>
</tr>
</tbody>
</table>

Source: SANDAG 2011a

*2008 is the latest available data from the DOC.

As discussed in the 2020 and 2035 analyses, regulations described in Section 4.2.2 and state and local programs would protect some agricultural lands and reduce the pressure to convert agricultural lands to nonagricultural use. However, the regional growth and land use changes of the 2050 RTP/SCS would still decrease FMMP-designated lands by 2050. 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; and 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.

Transportation network improvement impacts were determined by creating a buffer around each improvement. Highways were buffered from the centerline for undivided highways and from the interior edge of the highway for divided highways. These lines were an approximation based on the proposed centerlines from the SANDAG transportation model network. Buffers were created based on the number of lanes for the proposed project. It was assumed that lanes are 12 feet wide and a 12-foot shoulder would be added to each side of the highway. For transit improvements, a buffer was created based on the number of tracks that will be required. SANDAG provided the proposed project alignments and corridor widths.

As true in the 2020 and 2035 analyses, most of the proposed transportation improvements would occur within established highway and transit corridors; however, highway improvements including extensions and expansions requiring additional lanes may encroach further into FMMP-designated lands. Highway improvements including extensions and expansions requiring additional lanes, such as improvements to I-15 north of SR-76 or SR-56, may encroach further into FMMP-designated lands. Between 2035 and
2050, transit improvements would not impact FMMP-designated lands. However, highway improvements between 2035 and 2050 would impact an additional 2.46\(1.09\) acres of Prime Farmland, 1.73\(0.94\) acres of Farmland of Statewide Importance, and 2.18\(1.82\) acres of Unique Farmland, a total of 6.37\(3.85\) acres. The total amount of land impacted between 2010 and 2050 would be 12.09\(7.05\) acres. This is a significant impact.

Conclusion

By 2050, implementation of the 2050 RTP/SCS would result in land use changes and the construction of transportation network improvements that together would convert 3,485.09 acres of Prime Farmland, Farmland of Statewide Importance, and Unique Farmland to nonagricultural use. This is a significant impact for which mitigation measures are described in Section 4.2.5.

AG-2 CONFLICT WITH LANDS WITH AGRICULTURAL USES, A WILLIAMSON ACT CONTRACT, OR LANDS DESIGNATED UNDER THE CALIFORNIA FARMLAND CONSERVANCY ACT

Similar to the analysis for AG-1, the determination of a significant impact considers not only direct conversion of lands with current agricultural uses (intensive agriculture, extensive agriculture, field crops, and orchards and vineyards), and lands designated under a Williamson Act contract or the California Farmland Conservancy Act, but also indirect impacts on those lands and the viability of continued agricultural production in that area.

Regional growth and land use change would directly affect lands with current agricultural uses if the land use was changed to a use other than agriculture or rural residential use, where agriculture is often allowed and encouraged. Regional growth and land use change would directly affect lands designated under a Williamson Act contract if agricultural uses on these lands are used for purposes other than agricultural operations or rural residential use. Indirect impacts may occur if growth near lands designated for agricultural uses cause land use conflicts.

2020

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. While the 2050 RTP/SCS assumes a compact land use pattern with development focused in existing urban areas and along major transportation corridors, new development and intensification of existing land uses are expected to accommodate this growth. Some locations that would experience the most extensive land use change and development 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.

Lands with Agricultural Uses

Currently (2010), 118,741.5 acres of land in the SANDAG region contain agricultural uses. Based on 2020 forecasted land use identified in the 2050 RTP/SCS, 105,444.5 of these acres would be available exclusively for agriculture by 2020, while 10,183 of these acres would be converted to rural residential use. Therefore, a total of 115,627.5 acres, or 97 percent of lands with current agricultural uses, would
continue to be available for agricultural uses. However, 3,114 acres of land with current agricultural uses would be converted to non-compatible uses such as medium- or high-density residential, schools and public services, or industry.

Williamson Act Lands

As shown in Figure 4.2-1, lands with a Williamson Act contract are mainly located east of FMMP-designated lands, although there are lands that share both designations. While the 2050 RTP/SCS assumes a compact land use pattern with development focused in existing urban areas and along major transportation corridors, new development and intensification of existing land uses are expected to accommodate this growth. Some of this growth and land use conversion would impact lands with Williamson Act contracts, primarily through land use conversion in unincorporated San Diego County and communities located north of SR 56.

Because it is unknown whether Williamson Act contracts will be renewed, it is conservatively assumed that the boundaries of these contracts will remain constant during the life of the 2050 RTP/SCS. Based on the 2010 land use data from SANDAG, impacts were calculated by reviewing changes in agricultural uses that would occur on Williamson Act contract lands under the 2050 RTP/SCS. Currently (2010), agriculture and rural residential use compose 20,322 acres of lands designated under a Williamson Act contract. By 2020, these uses would be limited to 20,249 acres, a decrease of 73 acres from 2010.

California Farmland Conservancy Act Lands

California Farmland Conservancy Act lands are included in the “lands with agricultural uses” described above. Therefore, direct agricultural land conversions described in AG-1 above would also conflict with agricultural conservation easements created through the California Farmland Conservancy Act.

State and local policies and regulations described in Section 4.2.2, such as the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, the Williamson Act, and policies outlined in the general plans of local jurisdictions, may reduce impacts to lands with agricultural uses that are caused by land use change. However, these policies and regulations would not completely halt conflicts with lands with agricultural uses, lands with Williamson Act contracts, or conservation easements created through the California Farmland Conservancy Act. This is a significant impact.

Transportation Network Improvements

Transportation network improvements are developed to accommodate the projected growth and increases in population, housing, and employment, as discussed in the projected growth and increases in population, housing, and employment, as discussed above. 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 improvement impacts were determined by creating a buffer around each improvement. Highways were buffered from the centerline for undivided highways and from the interior edge of the highway for divided highways. These lines were an approximation based on the proposed centerlines from the SANDAG transportation model network. Buffers were created based on the number of lanes for the proposed project. It was assumed that lanes are 12 feet wide and a 12-foot shoulder would be added to each side of the highway. For transit improvements, a buffer was created based on the number of tracks that will be required. SANDAG provided the proposed project alignments and corridor widths.

Many of the proposed transportation improvements would occur within already established transit corridors. No impacts to Williamson Act contract lands or other lands designated for agricultural uses would occur from implementation of transit projects associated with the 2050 RTP/SCS. However, 0.43 acre of land designated under the Williamson Act would be impacted for highway improvement projects by 2020. No impacts would occur from transportation network improvements to lands designated under a Williamson Act contract. However, in addition, highway improvements implemented by 2020 would convert 9.05 acres of land with existing (2010) agricultural uses to transportation use. Transit improvements would not impact land with agricultural uses. Impacts from highway improvements would be significant.

Conclusion

By 2020, implementation of the 2050 RTP/SCS growth/land use changes and transportation network improvements would both conflict with 3,123 acres of land with agricultural uses, 73.43 acres of lands with Williamson Act contracts, and/or conservation easements created through the California Farmland Conservancy Act. This is a significant impact on agricultural resources, for which mitigation measures are described in Section 4.2.5.

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. Some locations that would experience the most extensive land use change and development 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; County planning areas of Lakeside and Alpine and the Crest, Granite Hills, Dehesa, Harbison Canyon subregion; and multiple north County planning areas along the 1-15 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.

As discussed in the 2020 analysis above, the majority of regional growth would be developed in areas with existing urban development, which would restrict encroachment of residential and commercial uses on lands containing agricultural uses, lands designated under a Williamson Act contract, or conservation easements created under the California Farmland Conservancy Act.
Lands with Agricultural Uses

Currently (2010), 118,741.5 acres of land in the SANDAG region contain agricultural uses. Based on 2035 forecasted land use identified in the 2050 RTP/SCS, 79,064 of these acres would be available exclusively for agriculture by 2035, while 35,207 of these acres would be converted to rural residential use. Therefore, a total of 114,271 acres, or 96 percent of lands with current agricultural uses, would continue to be available for agricultural uses. However, 4,470.5 acres of land with current agricultural uses would be converted to noncompatible uses such as medium or high-density residential, schools and public services, or industry.

Williamson Act Lands

Based on the 2010 land use data from SANDAG, impacts were calculated by reviewing changes in agricultural uses that would occur on Williamson Act contract lands under the 2050 RTP/SCS. Currently (2010), agriculture and rural residential use compose 20,322 acres of lands designated under a Williamson Act contract. By 2035, 20,638 acres of lands designated under a Williamson Act contract would be used for agricultural operations or rural residential use, an increase of 316 acres from 2010.

California Farmland Conservancy Act Lands

California Farmland Conservancy Act lands are included in the “lands with agricultural uses” described above. Therefore, direct agricultural land conversions described in AG-1 and above would also conflict with agricultural conservation easements created through the California Farmland Conservancy Act.

State and local policies and regulations described in Section 4.2.2, such as the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, the Williamson Act, and policies outlined in the general plans of local jurisdictions, may reduce impacts to lands with agricultural uses that are caused by land use change. However, these policies and regulations would not completely halt conflicts with lands with agricultural uses or conservation easements created through the California Farmland Conservancy Act. This is a significant impact.

Transportation Network Improvements

By 2035, transportation network improvements associated with the 2050 RTP/SCS would directly impact FMMP-designated lands by encroachment of the right-of-way for these improvements on these lands. 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 SPRINTERS 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 improvement impacts were determined by creating a buffer around each improvement. Highways were buffered from the centerline for undivided highways and from the interior edge of the highway for divided highways. These lines were an approximation based on the proposed centerlines from the SANDAG transportation model network. Buffers were created based on the number of lanes for the proposed project. It was assumed that lanes are 12 feet wide and a 12-foot shoulder would
be added to each side of the highway. For transit improvements, a buffer was created based on the number of tracks that will be required. SANDAG provided the proposed project alignments and corridor widths.

There are no impacts from transportation network improvements to lands designated under a Williamson Act contract. However, highway improvements implemented between 2020 and 2035 would convert 0.08746 acre of land with existing (2010) agricultural use to transportation use, with a total of 9.134432 acres impacted by 2035. Transit improvements would not impact land with agricultural use. Impacts from highway improvements implemented by 2035 would be significant.

**Conclusion**

By 2035, implementation of the 2050 RTP/SCS growth/land use changes and transportation network improvements would both conflict with 4,479.63 acres of land with agricultural uses and/or conservation easements created through the California Farmland Conservancy Act. This is a significant impact on agricultural resources, for which mitigation measures are described in Section 4.2.5.

**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. Areas of substantial land use change and development, 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, Pal-Pauma Valley, Valley Center, Hidden Valley, Twin Oaks Valley, and North County Metro.

**Lands with Agricultural Uses**

Currently (2010), 118,741.5 acres of land in the SANDAG region contain agricultural uses. Based on 2035 forecasted land use identified in the 2050 RTP/SCS, 38,476 of these acres would be available exclusively for agriculture by 2050, while 73,253 of these acres would be converted to rural residential use. Therefore, a total of 111,729 acres, or 94 percent of lands with current agricultural uses, would continue to be available for agricultural uses. However, 7,012.5 acres of land with current agricultural uses would be converted to noncompatible uses such as medium- or high-density residential, schools and public services, or industry.

**Williamson Act Lands**

Based on the 2010 land use data from SANDAG, impacts were calculated by reviewing changes in agricultural uses that would occur on Williamson Act contract lands under the 2050 RTP/SCS. Currently (2010), agriculture and rural residential use compose 20,322 acres of lands designated under a Williamson Act contract. By 2050, 21,269 acres of lands designated under a Williamson Act contract would be used for agricultural operations or rural residential use, an increase of 947 acres from 2010.
California Farmland Conservancy Act Lands

California Farmland Conservancy Act lands are included in the “lands with agricultural uses” described above. Therefore, direct agricultural land conversions described in AG-1 and above would also conflict with agricultural conservation easements created through the California Farmland Conservancy Act.

State and local policies and regulations described in Section 4.2.2, such as the Cortese-Knox-Hertzberg Local Government Reorganization Act of 2000, the Williamson Act, and policies outlined in the general plans of local jurisdictions, may reduce impacts to lands with agricultural uses that are caused by land use change. However, these policies and regulations would not completely halt conflicts with lands with agricultural uses or conservation easements created through the California Farmland Conservancy Act. 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; and 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.

Transportation network improvement impacts were determined by creating a buffer around each improvement. Highways were buffered from the centerline for undivided highways and from the interior edge of the highway for divided highways. These lines were an approximation based on the proposed centerlines from the SANDAG transportation model network. Buffers were created based on the number of lanes for the proposed project. It was assumed that lanes are 12 feet wide and a 12-foot shoulder would be added to each side of the highway. For transit improvements, a buffer was created based on the number of tracks that will be required. SANDAG provided the proposed project alignments and corridor widths.

There are no impacts from transportation network improvements to lands designated under a Williamson Act contract. However, highway improvements implemented between 2035 and 2050 would convert 3.94 acres of land with existing (2010) agricultural use to transportation use, with a total of 18.26 acres impacted by 2050. Transit improvements would not impact land with agricultural use. Impacts from highway improvements implemented by 2050 would be significant.

Conclusion

By 2050, implementation of the 2050 RTP/SCS growth/land use changes and transportation network improvements would both conflict with 7,023.07 acres of land with agricultural uses and conservation easements created through the California Farmland Conservancy Act. This is a significant impact on agricultural resources, for which mitigation measures are described in Section 4.2.5.

FR-1 TIMBERLAND

The San Diego region does not contain any lands designated as “timberland” or as a TPZ. Implementation of the 2050 RTP/SCS would not result in significant impacts related to timberland in 2020, 2035, or 2050. No impacts would occur.
**FR-2 FOREST LAND**

Impacts to forest lands are analyzed by calculating impacts to forest/woodland vegetation communities that would occur with implementation of the regional growth/land use changes and transportation network improvements associated with the 2050 RTP/SCS. Existing vegetation conditions used in this document are based upon the most current publicly available data. Existing conditions mapping began with the 1995 countywide vegetation mapping available from SANGIS; however, that dataset was updated with more current vegetation and urbanized area mapping where available. Detail on vegetation communities is included in Section 4.4, Biological Resources.

Direct impacts are those resulting in damage to or death of vegetation from the direct actions of construction within the actual construction footprint and include impacts from grading, paving, structures, clearing and grubbing, landscaping, staging and access routes, fuel management zones, or similar activities. Indirect impacts may occur to forest lands in proximity to the construction and/or project limits of all sites. Changes in hydrology, runoff, sedimentation, fugitive dust, and edge effects (e.g. exotic plant invasion, parasites, disturbance from human activities, pesticides, fuel modification) can degrade forest lands and other vegetation communities.

### 2020

**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. While the 2050 RTP/SCS assumes a compact land use pattern with development focused in existing urban areas and along major transportation corridors, new development and intensification of existing land uses are expected to accommodate this growth. Some locations that would experience the most extensive land use change and development 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

The anticipated regional growth/land use changes projected in the 2050 RTP/SCS would directly and indirectly impact forest lands through the development of vacant and undeveloped lands, primarily in unincorporated San Diego County. Impacts to forest lands were calculated by reviewing changes in existing (2010) forest/woodland vegetation communities that would occur under the 2050 RTP/SCS. By 2020, regional growth and land use changes would result in the loss of 6,126.4 acres of forest lands. Additional acreage of forest lands may be indirectly impacted through construction activities, as described above.

While adherence to the existing laws, regulations, and programs discussed in Section 4.2.2 would reduce impacts to forest lands upon implementation of the 2050 RTP/SCS, 2050 RTP/SCS regional growth/land use changes would still decrease the acreage of, and have adverse indirect impacts on, forest lands. This is a significant impact.

**Transportation Network Improvements**

Transportation network improvements are developed to accommodate the projected growth and increases in population, housing and employment, as discussed above. The transportation network improvements
that would be implemented between 2010 and 2020 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.

Transportation network improvement impacts were determined by creating a buffer around each improvement. Highways were buffered from the centerline for undivided highways and from the interior edge of the highway for divided highways. These lines were an approximation based on the proposed centerlines from the SANDAG transportation model network. Buffers were created based on the number of lanes for the proposed project. It was assumed that lanes are 12 feet wide and a 12-foot shoulder would be added to each side of the highway. For transit improvements, a buffer was created based on the number of tracks that will be required. SANDAG provided the proposed project alignments and corridor widths.

Although many of the proposed transportation improvements would occur within already established transportation corridors, ground-disturbing activities such as brush clearing, grading, trenching, excavation, and/or soil removal of any kind, associated with transportation improvements such as highway expansion, would impact forest lands and other vegetation communities. By 2020, transportation network improvements would result in loss of 14.75 acres of forest lands. Additional acreage of forest lands may be indirectly impacted through construction activities, as described above. This is a significant impact.

**Conclusion**

Regional growth development and transportation network improvements by 2020 together would result in a direct loss of 6,134.834 acres of forest land. This is a significant impact for which mitigation measures are described in Section 4.2.5.

**2035**

**Regional Growth/Land Use**

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. Some locations that would experience the most extensive land use change and development 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; County planning areas of Lakeside and Alpine and the Crest, Granite Hills, Dehesa, Harbison Canyon subregion; and multiple north County planning areas along the 1-15 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

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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 anticipated regional growth/land use changes projected in the 2050 RTP/SCS would directly and indirectly impact forest lands through the development of vacant and undeveloped lands, primarily in unincorporated San Diego County. Impacts to forest lands were calculated by reviewing changes in existing (2010) forest/woodland vegetation communities that would occur under the 2050 RTP/SCS. By 2035, regional growth and land use changes would directly impact 8,571.7 acres of forest lands. Additional acreage of forest lands may be indirectly impacted through construction activities, as described above.

While adherence to the existing laws, regulations, and programs discussed in Section 4.2.2 would reduce impacts to forest lands upon implementation of the 2050 RTP/SCS, it cannot be concluded at the current level of analysis that they would fully avoid all impacts. This is a significant impact.

Transportation Network Improvements

By 2035, transportation network improvements associated with the 2050 RTP/SCS would directly impact FMMP-designated lands by encroachment of the right-of-way for these improvements on these lands. 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 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 improvement impacts were determined by creating a buffer around each improvement. Highways were buffered from the centerline for undivided highways and from the interior edge of the highway for divided highways. These lines were an approximation based on the proposed centerlines from the SANDAG transportation model network. Buffers were created based on the number of lanes for the proposed project. It was assumed that lanes are 12 feet wide and a 12-foot shoulder would be added to each side of the highway. For transit improvements, a buffer was created based on the number of tracks that will be required. SANDAG provided the proposed project alignments and corridor widths.

Transportation improvements, primarily expansion of highways such as SR 67, would impact forest lands and other vegetation communities. By 2035, transportation network improvements would directly impact 20,424.46 acres of forest lands. This is a significant impact.

Conclusion

Regional growth development and transportation network improvements by 2035 together would result in a direct loss of 8,597.42.16 acres of forest land. This is a significant impact for which mitigation measures are described in Section 4.2.5.
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. Areas of substantial land use change and development, 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.

As discussed in the 2020 and 2035 analyses, the anticipated regional growth/land use changes projected in the 2050 RTP/SCS would impact forest lands, primarily in unincorporated San Diego County. Impacts to forest lands were calculated by reviewing changes in existing (2010) forest/woodland vegetation communities that would occur under the 2050 RTP/SCS. By 2050, regional growth and land use changes would directly impact 15,861.8 acres of forest lands. Additional acreage of forest lands may be indirectly impacted through construction activities, as described above.

While adherence to the existing laws, regulations, and programs discussed in Section 4.2.2 would reduce impacts to forest lands upon implementation of the 2050 RTP/SCS, it cannot be concluded at the current level of analysis that they would fully avoid all impacts. 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 to via El Cajon Boulevard/Mid-City would be constructed; and 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.

Transportation network improvement impacts were determined by creating a buffer around each improvement. Highways were buffered from the centerline for undivided highways and from the interior edge of the highway for divided highways. These lines were an approximation based on the proposed centerlines from the SANDAG transportation model network. Buffers were created based on the number of lanes for the proposed project. It was assumed that lanes are 12 feet wide and a 12-foot shoulder would be added to each side of the highway. For transit improvements, a buffer was created based on the number of tracks that will be required. SANDAG provided the proposed project alignments and corridor widths.

No additional impacts would occur from transportation network improvements between 2035 and 2050. However, by 2050, overall transportation network improvements would directly impact 7.89-20.4 acres of forest lands. This is a significant impact.
Conclusion

Regional growth development and transportation network improvements by 2050 would together result in a direct loss of 15,882.69 acres of forest land. This is a significant impact for which mitigation measures are described in Section 4.2.5.

4.2.5 MITIGATION MEASURES

The following mitigation measures aim to reduce impacts related to agriculture and forest resources. These mitigation measures are general and programmatic in nature, and would be refined in project-specific CEQA documents.

AG-1 FMMP-DESIGNATED LANDS

2020, 2035, 2050

Implementation of the 2050 RTP/SCS would result in significant impacts to FMMP-designated lands in 2020, 2035, and 2050. Implementation of Mitigation Measures AG-A and AG-B would reduce impacts, though not below a less than significant level.

AG-A For jurisdictions with FMMP-designated lands or agricultural resources, local governments can and should support the acquisition or voluntary dedication of agriculture conservation easements and other programs that preserve agricultural lands, including the creation of farmland mitigation banks. Local governments would be responsible for encouraging the development of agriculture conservation easements or farmland mitigation banks, purchasing conservation agreements or farmland for mitigation, and ensuring that the terms of the conservation easement agreements are upheld.

AG-B SANDAG shall and other implementing agencies can and should reduce potential conflicts with agricultural operations through the incorporation of adequate buffers, setbacks, and project design measures to protect surrounding agriculture, such as roadways, topographic features, and open space.

The following mitigation measures to avoid or reduce impacts to agricultural resources are considered infeasible:

- Local governments could restrict development of land uses with allowable densities of 1 du/acre or more for lands currently designated for agriculture or lands adjacent to agriculture, due to potential incompatibilities with agricultural resources. Additionally, development would be restricted to that which is compatible in size and scope with existing agricultural resources if that development would occur within 0.5 mile of any agricultural resource.

This mitigation measure would be infeasible because it would restrict future development in areas identified for increased growth under the 2050 RTP/SCS growth forecast and local government land use plans. Conflicts with general plans would also exist in at least some jurisdictions. These conflicts would make the mitigation infeasible because local governments are responsible for land use approvals, which are legally required to be consistent with general plans.

The 2050 RTP/SCS was developed in such as manner as to preserve agricultural uses while accommodating forecasted growth whenever feasible. However, mandating development restrictions as described in the above mitigation measure would conflict with the region’s ability to manage growth in a
sustainable manner, which is a project objective of the 2050 RTP/SCS. A lower-density regional development pattern would be inconsistent with a fundamental project objective, which is to “provide an environmentally sustainable transportation system and Sustainable Communities Strategy fostering efficient concentrated land development patterns” (SANDAG 2011c). Additionally, restricting development of residential units 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 local government’s Housing Element.

- SANDAG and implementing agencies could avoid impacts to FMMP-designated lands, lands with Williamson Act contracts, or agricultural preserves by proposing alternative sites that do not contain agricultural operations or sites with less productive soils, less intensive agricultural uses, or less potential to cause land use conflicts.

This mitigation measure would be infeasible to fully implement as local governments may not be able to locate alternative sites within their jurisdictional boundaries that would be compatible with development proposed in their land use plans. Development of alternative sites may not contribute to a sustainable land use pattern, conflicting with a primary 2050 RTP/SCS objective. Additionally, transportation network improvements may not be able to be located in alternative locations, especially if the improvement is an expansion of a highway or transportation corridor that is adjacent to lands with agricultural resources.

**AG-2 CONFLICT WITH LANDS WITH AGRICULTURAL USES, A WILLIAMSON ACT CONTRACT, OR LANDS DESIGNATED UNDER THE CALIFORNIA FARMLAND CONSERVANCY ACT**

2020, 2035, 2050

Implementation of the 2050 RTP/SCS would result in significant impacts to lands with agricultural uses, a Williamson Act contract, or lands designated under the California Farmland Conservancy Act in 2020, 2035, and 2050. Implementation of Mitigation Measures AG-A and AG-B would reduce impacts, though not below a less-than-significant level.

See Mitigation Measures AG-A and AG-B above.

**FR-2 FOREST LANDS**

2020, 2035, 2050

Implementation of the 2050 RTP/SCS would result in significant impacts to forest lands in 2020, 2035, and 2050. Implementation of Mitigation Measures FR-A and FR-B would reduce impacts, though not below a less than significant level.

**FR-A**

During the design and CEQA review of development projects and transportation network improvements implementing the 2050 RTP/SCS, SANDAG shall and other implementing agencies can and should avoid impacting forest lands. Due to limited logging of forest lands in the San Diego region, the main reason to preserve forest land is to preserve quality native habitat. Where such impacts are unavoidable, the project design goal shall be replacement with equal or better quality habitat to ensure no net loss of the resource. Mitigation ratios for project-level impacts shall be determined through consultation with resource agencies and reference to applicable HCP/NCCP subarea plans.
When off-site mitigation is needed, SANDAG shall and other implementing agencies can and should provide it through acquisition and restoration (using EMP and other mitigation funds) of lands contiguous with areas of native habitat to maximize the biological value of the habitat provided as mitigation. Habitat acquisitions shall be coordinated with resource agencies and regional habitat conservation and planning efforts such as the MSCP and MHCP.

4.2.6 SIGNIFICANCE AFTER MITIGATION

AG-1 PRIME FARMLAND, UNIQUE FARMLAND, OR FARMLAND OF STATEWIDE IMPORTANCE

2020, 2035, 2050

Implementation of the 2050 RTP/SCS would result in significant impacts to FMMP-designated lands in 2020, 2035, and 2050. While implementation of Mitigation Measures AG-A and AG-B would reduce direct and indirect impacts associated with identified conversion of FMMP-designated lands, there is no assurance that the impacts of all development and transportation network improvement projects implementing the 2050 RTP/SCS would be reduced to less than significant levels.

By 2020, 2035, and 2050, implementation of the 2050 RTP/SCS, including regional growth and land use changes and transportation network improvements, would directly and indirectly impact Prime Farmland, Farmland of Statewide Importance, and Unique Farmland. Mitigation Measure AG-A would encourage local jurisdictions to establish programs to protect lands with agricultural uses. However, these programs are generally voluntary and rely on the efforts of private landowners to continue agricultural operations. Establishment and participation in conservation programs are not required for local jurisdictions or private landowners. Additionally, local jurisdictions retain land use authority and are able to convert FMMP-designated lands to nonagricultural uses as deemed necessary to accommodate regional growth. Local jurisdictions may find it necessary to convert agricultural uses to residential uses to accommodate their share of the Regional Housing Needs Assessment distribution. Mitigation Measure AG-2 would reduce land use conflicts that would indirectly impact FMMP-designated lands. However, there is no assurance that the impacts of all development and transportation network improvement projects implementing the 2050 RTP/SCS would be reduced to less than significant levels. Therefore, direct and indirect impacts related to FMMP-designated lands would remain significant and unavoidable.

AG-2 CONFLICT WITH LANDS WITH AGRICULTURAL USES, A WILLIAMSON ACT CONTRACT, OR LANDS DESIGNATED UNDER THE CALIFORNIA FARMLAND CONSERVANCY ACT

2020, 2035, 2050

Implementation of the 2050 RTP/SCS would result in significant impacts to lands with agricultural uses, a Williamson Act contract, or lands designated under the California Farmland Conservancy Act in 2020, 2035, and 2050. While implementation of Mitigation Measures AG-A and AG-B would reduce direct and indirect impacts to lands with agricultural uses, a Williamson Act contract, or lands designated under the California Farmland Conservancy Act, there is no assurance that the impacts of all development and transportation network improvement projects implementing the 2050 RTP/SCS would be reduced to less than significant levels. Therefore, direct and indirect impacts related to lands with agricultural uses, a Williamson Act contract, or lands designated under the California Farmland Conservancy Act would remain significant and unavoidable.
FR-2 FOREST LAND

2020, 2035, 2050

Implementation of the 2050 RTP/SCS would result in significant impacts associated with forest lands. While implementation of Mitigation Measures FR-A and FR-B would reduce direct and indirect impacts to forest lands, there is no assurance that the impacts of all development and transportation network improvement projects implementing the 2050 RTP/SCS would be reduced to less than significant levels. Therefore, direct and indirect impacts on forest lands would remain significant and unavoidable.