

2.12 Population and Housing

This section describes the project's existing setting, identifies associated regulatory requirements, and provides a context within which to assess the project's physical impacts with regard to increases in population levels and the housing stock within the North San Diego County region with implementation of the proposed project. The section also evaluates the availability of any feasible mitigation measures in response to any project-identified physical impacts with regard to population and housing.

Comments received in response to the Notice of Preparation (NOP) included concerns regarding growth inducing impacts as a result of urbanization in rural areas. These concerns are addressed and summarized in this section. A copy of the NOP and comment letters received in response to the NOP is included in Appendix A of this EIR.

2.12.1 Existing Conditions

2.12.1.1 *Project Area*

The project Site lies within the North County Metropolitan Subregional Plan area and Bonsall Community Plan area as shown in Figure 1-38, Existing Regional Land Use Categories, in Chapter 1 of this EIR. The existing General Plan Regional Category for the project is Village, Semi-Rural, and Rural Lands. The project encompasses approximately 1,888 acres in the North County Metropolitan Subregional Plan area and 97 acres in the Bonsall Community Plan area. The North County Metropolitan Subregional Plan area is composed of non-contiguous "island" areas interspersed among the cities of Escondido, San Diego, San Marcos, Vista, Oceanside, and Valley Center, and includes the communities of Hidden Meadows and Twin Oaks Valley. The majority of the project is located in the community of Twin Oaks Valley.

The 1,888-acres within the North County Metropolitan Subregional Plan area currently has four land use designations: General Commercial (4.6 acres), Office Professional (53.6 acres), Semi-Rural 10 (19.6 acres), and Rural Land 20 (1,810.8 acres). The 97 acres in the Bonsall Community Plan area are entirely designated with the Rural Lands 20 land use designation as shown in Figure 1-40, Existing Community Plan Land Use Designations.

2.12.1.2 *Geographic Scope*

The geographic scope of the project-level analysis is the North County Metropolitan Subregional Plan area because the project is situated in this plan area. The Bonsall Community Plan area within the project only consists of open space, and no land uses are proposed in this area. For context, however, existing regional population, housing, and jobs/employment data is provided below.

2.12.1.3 Existing Regional Population, Housing, and Jobs

The San Diego Association of Governments (SANDAG) provides population and housing estimates for the region, which are based, in part, from local jurisdictional planning data and inform regional planning for San Diego County (County), including the 2015 Regional Transportation Plan/Sustainable Communities Strategy (RTP/SCS). The existing (2012) population of the San Diego region is 3,143,429 people. There are 1,165,818 existing housing units and 1,346,969 existing jobs (SANDAG 2014). Table 2.12-1 of this EIR provides a breakdown of existing regional population, housing, and jobs/employment for the 18 cities (incorporated) and the County (unincorporated).

Specifically, the County's unincorporated area population totals 495,299 people, or 16 percent of the entire San Diego region. This represents the second largest population segment in the region. Approximately 15 percent of the existing regional housing units (or 171,875 units) are in the County's unincorporated areas. With 116,268 jobs, the County's unincorporated areas account for 9 percent of the regional employment (SANDAG 2014).

2.12.1.4 County and Subregional Plan Population, Housing, and Jobs Data

Table 2.12-2 of this EIR reflects the existing and forecasted growth within the San Diego region for population, housing, and jobs/employment within the County's unincorporated areas and, specifically, the North County Metropolitan Subregional Plan Area (also see Tables 2.12-3 through 2.12-5). The Bonsall Community Plan area is not included as only open space and no land uses are proposed in this area.

Based on Table 2.12-2, as to existing (2012) population growth, SANDAG estimates that the population within the County's unincorporated area is 495,299 people; and that the population within the North County Metropolitan Subregional Plan area is 43,782 people. SANDAG estimates a 49 percent increase in the population within this subregional plan area from 2012 through 2050.

As to existing (2012) growth in housing units, SANDAG estimates that the housing units within the County's unincorporated areas is 171,875 units; and that the housing units within the North County Metropolitan Subregional Plan area is 16,313 units. SANDAG estimates a 44 percent increase in housing units within this subregional plan area from 2012 through 2050.

In terms of existing (2012) employment growth, SANDAG estimates that employment within the County's unincorporated areas is 116,268 jobs; and that employment within the North County Metropolitan Subregional Plan area is 6,843 jobs. SANDAG estimates a 75 percent increase in employment within this subregional plan area from 2012 through 2050.

As shown in Table 2.12-2, the North County Metropolitan Subregional Plan area is forecasted to grow at a faster rate than both the County unincorporated areas and the entire County (incorporated and unincorporated). This planning area also is anticipated to experience larger growth rate in employment.

2.12.2 Regulatory Setting

Federal

There are no federal laws or regulations pertaining to population and housing that apply to the proposed project.

State

California Planning and Zoning Law

The legal framework within which California counties and cities exercise local planning and land use functions is provided in the California Planning and Zoning Law (Sections 65000 through 66499.58 of the California Government Code). Under that law, each county and city must adopt a comprehensive, long-term general plan. The law gives counties and cities wide latitude in how a jurisdiction may create a general plan, but there are fundamental requirements that must be met. The requirements include seven mandatory elements described in the Government Code. Each element must contain text and descriptions setting forth objectives, principles, standards, policies, and plan proposals; diagrams and maps that incorporate data and analysis; and implementation measures.

Once the general plan of a county or city is adopted, it should be construed as a dynamic document, for which adaptability is a key component. Each jurisdiction frequently reviews its general plan for consistency and to ensure it addresses growth-related issues in a comprehensive manner. State law allows up to four general plan amendments per general plan element per year, so each jurisdiction can make changes as justified.

California Building Standards Code

In 2001, California consolidated the Uniform Building, Plumbing, Electrical, and Mechanical codes into the California Building Standards Code, which is contained in Title 24 of the California Code of Regulations. The California Building Standards Code contains 11 parts: Electrical Code, Plumbing Code, Administrative Code, Mechanical Code, Energy Code, Residential Building Code, Historical Building Code, Fire Code, Existing Building Code, Green Building Standards Code, and the Reference Standards Code. These codes promote public health and safety and ensure that safe and decent housing is constructed in the County's unincorporated areas. The 2013 California Building Standards Code generally became effective July 1, 2015.

Regional

San Diego Association of Governments

SANDAG is a public agency, composed of 18 cities and the County, which builds strategic plans guiding the San Diego region in land use, growth, economics, and the environment. The SANDAG Regional Comprehensive Plan, adopted in 2004, provides a long-term planning framework for the San Diego region. The Regional Comprehensive Plan identified smart growth and sustainable development as important strategies to direct the region's future growth toward compact, mixed-use development in urbanized communities that already have existing and planned infrastructure, and then connecting those communities with a variety of transportation choices.

Adopted in 2011, SANDAG approved the 2050 Regional Transportation Plan and Sustainable Communities Strategy (RTP/SCS). This approval marked the first time SANDAG's RTP included a sustainable communities strategy, consistent with the Sustainable Communities and Climate Protection Act of 2008, also known as Senate Bill 375 (Steinberg 2008). This RTP/SCS provided a blueprint to improve mobility, preserve open space, and create communities, all with transportation choices to reduce greenhouse gas emissions and meet specific targets set by the California Air Resources Board (CARB) as required by the 2008 Sustainable Communities Act.¹ In 2010, CARB established targets for each region in California governed by a metropolitan planning organization. SANDAG is the metropolitan planning organization for the San Diego region.

The SANDAG target, as set by CARB, is to reduce the region's per capita emissions of greenhouse gas emissions from cars and light-duty trucks by 7 percent by 2020, compared with a 2005 baseline. By 2035, the target is a 13 percent per capita reduction. There is no target set beyond 2035. To achieve the 2020 and 2035 targets, SANDAG and other metropolitan planning organizations are required to develop a Sustainable Communities Strategy (SCS) as an element of its RTP. The SANDAG SCS integrates land use and transportation plans to achieve reductions in greenhouse gas emissions and meet the CARB-required targets.

SANDAG is required by law to update its regional transportation plan every 4 years. In October 2015, SANDAG certified a new EIR and adopted the latest update to its RTP/SCS. SANDAG's 2015 RTP/SCS integrates the elements of its prior Regional Comprehensive Plan and combines those elements with its 2015 RTP/SCS.

The 2015 RTP/SCS is now called San Diego Forward: The Regional Plan. The 2015 RTP/SCS updates growth forecasts and is based on the most recent planning assumptions considering

¹ SANDAG's EIR under CEQA assessing the environmental consequences of its 2050 RTP/SCS is the subject of review by the California Supreme Court in *Cleveland National Forest Foundation v. San Diego Association of Governments*, Case No. S223603.

adopted general plans, and other factors, from all 18 cities of the region and the County. It shows how the regional development pattern and the transportation network, policies, and programs can work together to achieve per capita greenhouse gas emission reduction targets for cars and light-duty trucks. As stated above, CARB has set a target for the San Diego region to lower GHG emissions from cars and light-duty trucks by 7 percent per capita by 2020, and by 13 percent per capita by 2035, compared with a 2005 baseline. The 2015 RTP/SCS will result in reduced GHG emissions that will exceed the state's emission reduction targets, reaching per capita reductions of 15 percent by 2020 and 21 percent by 2035.

The 2015 RTP/SCS is based on the currently adopted land use plans, as reflected in general plans, including the County's General Plan. SANDAG's latest 2015 RTP/SCS will necessarily change in response to the ongoing land use planning of the County and comprising cities. For example, the County's General Plan, and other local general plans of cities, may change based on general plan amendments initiated by the jurisdiction or landowner applicants. The general plan amendments may result in increases in development densities by amending the Regional Category designations or zoning classifications. Accordingly, SANDAG's RTP/SCS latest forecasts of future development in the San Diego region, including location, must be coordinated closely with each jurisdiction's ongoing land use planning because that planning is not static, as recognized by the need for updates to SANDAG's RTP/SCS every 4 years.

Since 1972, SANDAG has produced long-range forecasts of population, housing, and employment for the San Diego region that are used as a basic resource for numerous purposes. For example, SANDAG uses these forecasts to develop its sustainable communities strategy and supporting transportation network in the 2015 RTP/SCS; water agencies (e.g., San Diego County Water Authority and local retail water districts) use the data for water planning purposes; and utility providers use the data for long-range planning. The County and local jurisdictions also use the forecast data for general plan and infrastructure planning purposes.

SANDAG's most recent forecast — the Regional Growth Forecast (also known as the Series 13 Forecast) — is the basis for the 2015 RTP/SCS. These forecasts represent an assessment of the changes that SANDAG anticipates for the San Diego region based on the best available information and computer modeling. As stated above, the forecasts are based on the most recent planning assumptions, considering local general plans and other factors, per Senate Bill 375 (Government Code Section 65080(b)(2)(B)). The SANDAG forecasts are meant to help decision-makers prepare for the future and, according to SANDAG, are “not an expression for or against growth.”²

² See Appendix J, 2050 Regional Growth Forecast, to SANDAG's 2015 RTP/SCS.

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

The RHNA allocates housing needs in the four income categories for each of the cities and the County to use in their housing element. The cities and County are required to update their housing elements to include RHNA allocations every 8 years.

Local

County of San Diego General Plan

The County General Plan Housing Element, adopted in 2011, covers the planning period beginning in January 1, 2013, and ending on December 31, 2020. State law requires that the Housing Element be reviewed by the State Department of Housing and Community Development to ensure it would meet the goal of appropriate provision of housing opportunities, types, and programs. The current Housing Element establishes policies geared toward cost-effective land use patterns, compact development, clustering, smart growth, and forming distinct communities. The following policies are applicable to the project:

- **Policy H-1: Housing Development and Variety.** A housing stock comprising a variety of housing and tenancy types at a range of prices, which meets the varied needs of existing and future unincorporated County residents, who represent a full spectrum of age, income, and other demographic characteristics.
- **Policy H-1.1: Sites Inventory for Regional Housing Needs Assessment (RHNA).** Maintain an inventory of residential sites that can accommodate the RHNA.
- **Policy H-1.2: Development Intensity Relative to Permitted Density.** Encourage a development intensity of at least 80 percent of the maximum permitted gross density for sites designated at 15 to 30 dwelling units per acre in development projects.
- **Policy H-1.3: Housing near Public Services.** Maximize housing in areas served by transportation networks, within close proximity to job centers, and where public services and infrastructure are available.
- **Policy H-1.4: Special Needs Housing near Complementary Uses.** Encourage the location of housing targeted to special needs groups, in close proximity to complementary commercial and institutional uses and services.

- **Policy H-1.5: Senior and Affordable Housing near Shopping and Services.** Provide opportunities for senior housing and affordable housing development within town centers, transit nodes, and other areas that offer access to shopping and services.
- **Policy H-1.6: Land for All Housing Types Provided in Villages.** Provide opportunities for small-lot single-family, duplex, triplex, and other multi-family building types in Villages.
- **Policy H-1.7: Mix of Residential Development Types in Villages.** Support the design of large-scale residential developments (generally greater than 200 dwelling units) in Villages that include a range of housing types, lot sizes, and building sizes.
- **Policy H-1.8: Variety of Lot Sizes in Large-Scale Residential Developments.** Promote large-scale residential development in Semi-Rural that include a range of lot sizes to improve housing choice.
- **Policy H-1.9: Affordable Housing through General Plan Amendments.** Require developers to provide an affordable housing component when requesting a General Plan amendment for a large-scale residential project when this is legally permissible.
- **Policy H-2: Neighborhoods That Respect Local Character.** Well-designed residential neighborhoods that respect unique local character and the natural environment while expanding opportunities for affordable housing.
- **Policy H-2.1: Development That Respects Community Character.** Require that development in existing residential neighborhoods be well designed so as not to degrade or detract from the character of surrounding development consistent with the Land Use Element. [See applicable community plan for possible relevant policies.]
- **Policy H-2.2: Projects with Open Space Amenities in Villages.** Require new multi-family projects in Villages to be well-designed and include amenities and common open space areas that enhance overall quality of life.
- **Policy H-3: Housing Affordability for All Economic Segments.** Affordable and suitable housing for all economic segments, with emphasis on the housing needs of lower income households and households with special needs.
- **Policy H-3.4: Housing for Moderate-Income Families in Villages.** Facilitate the production of housing for moderate income families within Villages by permitting developments that offer affordable housing to incorporate other compatible housing types within areas zoned for single-family residential development.
- **Policy H-5.3: Fire Protection.** Work with local fire agencies to improve fire protection for multi-story construction.

Housing Need

According to SANDAG, between 2012 and 2050, the San Diego region is expected to grow by nearly 1 million people, and SANDAG states this growth in population will drive job growth and housing demand within the region — adding 460,000 jobs and more than 325,000 housing units (SANDAG 2015). Further, according to RHNA's fifth housing element cycle (January 1, 2013 to December 31, 2020; an 8-year period), the County's land use plan provides housing capacity to meet the fifth cycle's RHNA estimate for the San Diego region of 22,412 residential units (County of San Diego 2016). To meet this 22,412 unit target by 2020, the County would need to approve on average 2,802 residential units per year. From 2010 through 2015, however, only 3,175 housing units were either constructed or permitted. This equates to an average of only 529 units per year (County of San Diego 2016). At this rate, the County would fail to meet the RHNA's 2020 target by 18,180 units.

The State of California also continues to experience housing supply shortages, which contribute to rising housing prices and rents, higher cost burdens, lower homeownership rates, and worsening housing affordability (California Department of Housing and Community Development 2014). In 2015, to meet projected housing need, University of California at Berkeley Professor Carol Galante estimated that approximately 200,000 new housing units produced per year would be the minimum to accommodate increased population demand estimates for California (CBIA 2016). Meeting this estimate is a significant challenge when considering historical residential building permit issuance rates (as measured by single-and multi-family building permits).

For example, in the past 12 years, California's residential building permits peaked in 2004 at 212,960, and then spiraled down by 84 percent in 2009 to just over 36,000, the lowest level in 61 years of historical records (California Department of Housing and Community Development 2014; CIRB 2016). Calendar year 2005 was the only year in the past 10 years where California residential building permits exceeded 200,000 units (208,972) (CIRB 2016). Between 1990 and 1997, production averaged only 91,000 units per year. In 1999, a high-demand housing market year nationally, there were approximately 140,000 residential building permits issued. Between 2013–2015, residential building permits were in the 85,000 to 98,000 range (CIRB 2016). This data suggests that California's housing supply deficit continues to deepen, driving up the costs of housing and reducing the benefits of home ownership (California Department of Housing and Community Development 2014; CIRB 2016).

2.12.3 Analysis of Project Effects and Determination as to Significance

2.12.3.1 *Inducing Substantial Population Growth*

Guidelines for Determining Significance

The County's Guidelines for Determining Significance do not include sections on Population and Housing. Therefore, for the purpose of this EIR, the thresholds contained in Appendix G of the CEQA Guidelines (14 CCR Section 15000 et seq.) will be used to assess impacts.

A significant impact would result if the project would:

- Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)

Analysis

Section 1.8 of the Project Description includes the CEQA-required discussion of the proposed project's potential growth-inducing effects. As discussed in Section 1.8, under the existing General Plan, land use designations would allow for approximately 99 dwelling units and 2,008,116 square feet of commercial space. The proposed project would result in a maximum of 2,135 dwelling units and 81,000 square feet of commercial uses. This difference in existing and proposed land uses would result in approximately 5,782 additional people introduced to the area than under existing land use designations; and, therefore, exceed the planned population growth currently contemplated under the adopted General Plan and Subregional Plans. As to planned commercial growth, the project proposes 81,000 square feet of commercial uses compared to the 2,008,116 square feet of commercial space allowable under the existing General Plan designation, which is 1,927,116 square feet less of commercial space for the proposed project.

Additionally, the introduction of approximately 2,135 residential units to the area could result in additional commercial growth in the vicinity. Construction of the proposed project would generate an economic stimulus from the use of building materials, the sales of residential units, the operation of the project's commercial facilities, and the introduction of new consumer demand in the area.

As detailed in Section 1.2.1.6, the proposed improvements to Deer Springs Road and the Interstate (I) 15 interchange would increase roadway capacity and improve accessibility to the vicinity. The Deer Springs Road I-15 northbound ramps currently operate at level of service (LOS) C and D during the AM and PM peak hours, respectively, and Deer Springs Road I-15 southbound ramps currently operate at LOS C during both the AM and PM peak hours; however, Deer Springs Road street segments currently operate at deficient level of services (LOS F). The proposed project

improvements would potentially result in other planned and unplanned growth in the area due to an increase in roadway capacity beyond what is required for the proposed project. Relative to the I-15 interchange improvements, these improvements are not anticipated to induce additional substantial population growth beyond what is contemplated by the proposed project. As the lead agency for the I-15 interchange improvement project, Caltrans, nonetheless, can and should ensure whether the interchange improvements result in any currently unforeseen population and housing impacts is evaluated as part of the NEPA/CEQA process.

The proposed on-site water and sewer infrastructure would be sized to adequately serve the proposed project or be designated for use by the project. Thus, such infrastructure would not result in additional infrastructure capacity resulting in growth through the removal of barriers to development.

As discussed in Section 1.8 of this EIR, the project's fire protection and school services would not create any potential for growth-inducing effects.

Therefore, the project has the potential for growth-inducing effects, which may result in subsequent adverse environmental effects as a result of such growth. At the same time, CEQA cautions against assuming that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment. Nonetheless, on balance, the identified growth-inducing effects would be **potentially significant (Impact PH-1)**.

2.12.3.2 Displacement of Substantial Numbers of Existing Housing or People

Guidelines for Determining Significance

The County's Guidelines for Determining Significance do not include sections on Population and Housing. Therefore, for the purpose of this EIR, the thresholds contained in Appendix G of the CEQA Guidelines (14 CCR Section 15000 et seq.) will be used to assess impacts.

A significant impact would result if the project would:

- Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
- Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Analysis

No houses currently exist on the project Site and, therefore, no housing would be displaced on Site. However, the off-site improvements to Sarver Lane would require the demolition of

existing houses located on four parcels. These parcels are located along Sarver Lane as shown in Figure 2.12-1. The applicant currently owns two of these parcels, one of which is vacant and uninhabitable. The applicant also has a recorded option to purchase the other two parcels. This displacement of existing housing and residents on four parcels would not be considered substantial as it would not necessitate the construction of additional housing elsewhere. The proposed project also would provide new housing in the vicinity. Therefore, impacts related to the displacement of substantial numbers of existing housing and people would be **less than significant**.

Similarly, construction of the I-15 interchange improvements are not anticipated to displace existing housing or people; thus, no analysis of potential impacts is necessary.

2.12.3.3 Consistency with Applicable Plans, Policies, and Ordinances

The proposed project would be consistent with County Policies H-1, H-1.1 through H-1.3, H-1.6 through H-1.9, H-3, and H-3.4. The proposed project would include a mix of housing types with a range of higher-density housing located within the Village designation. The project Site consists of seven planning areas: Sierra Town Center, the Terraces Neighborhood, Valley Neighborhood, Hillside Neighborhood, Knoll Neighborhood, Mesa Neighborhood, and Summit Neighborhood. Each planning area consists of a variety of housing types, lot sizes (ranging from 3,000 to 7,500 square feet), and suitable amenities to provide housing (including townhomes, single-family clusters, small lots, family lots, large lots, and age-qualified lots) for a broad range of age groups, family formations, and income levels. Although the project would not provide housing that targets a specific special needs group, the Hillside Neighborhood would be age-targeted and the Mesa Neighborhood would be age-qualified, consistent with Policies H-1.4 and H-1.5.

Additionally, the proposed project is located at the Deer Springs Road interchange with direct access to I-15, providing regional access to existing job centers in Rancho Bernardo, Escondido, and Poway. The project Site is located in proximity to California State University San Marcos and Palomar College. Commuting options for residents of the project are enhanced with proximity to three Sprinter stations within 6 miles of the project Site—the San Marcos Civic Center Sprinter Station (approximately 4 miles to the south), the Buena Creek Station (approximately 4 miles to the west), and the Palomar College Station (approximately 5 miles to the south). Each of these stations have a park and ride lot for commuters. The proposed project would provide a range of housing types that would aid the County in meeting required regional housing needs for projected population growth.

The project would be consistent with Policies H-2, H-2.1, and H-2.2, which encourage development to respect community character and provide open space. The project proposes to permanently preserve approximately 1,209 acres of biological open space. Taking inspiration from the project Site's unique landscape and distinct landforms, the project would consist of a

series of seven neighborhoods that individually respond to their unique topographical settings. The framework of the project is informed by the prominent landforms and watershed patterns found within the Site. Preservation and integration of the project's unique landscape character and signature boulders sets the tone for the two primary entry roads and continues as a common theme throughout the project Site.

Lastly, the project would be consistent with Policy H-5.3. Fire Protection Plans have been prepared for the project and have informed project design. Refer to Section 2.8, Hazards and Hazardous Materials.

For additional discussion on the proposed project's consistency with applicable land use plans and policies, see Section 3.3, Land Use and Planning.

2.12.4 Cumulative Impact Analysis

The potential for cumulative growth inducing effects is not necessarily limited by jurisdictional or planning area boundaries. Therefore, the cumulative study area for population and housing encompasses the overall cumulative study area defined in Chapter 1, Project Description (see Figure 1-46 and Table 1-10), which includes the North County Metropolitan Subregional Plan area, Bonsall Community Plan area, Fallbrook Community Plan area, Pala-Pauma Community Plan area, Valley Center Community Plan area, and the City of San Marcos.

2.12.4.1 Inducing Substantial Population Growth

As shown in Table 1-10 and Figure 1-46 in Chapter 1 of this EIR, the majority of cumulative projects listed have a residential component. Several of these cumulative projects are large, master-planned communities, including Lilac Hills Ranch, Warner Ranch, Campus Park, Campus Park West, Valiano, Harmony Grove Village South, and Meadowood. In combination with the proposed project, thousands of new residential units would be introduced to northeastern San Diego County. Additionally, several large commercial projects, which can indirectly lead to population growth, would be developed, including Campus Park, Campus Park West, Palomar College North Education Center, Palomar Station, Kaiser Medical Office Building, and the Pauma Casino and Hotel, which would bring new permanent workforce populations and potentially attract additional growth beyond that listed in Table 1-10 of this EIR. Additionally, utility projects such as the Gregory Canyon Landfill and North County Environmental Resources Recycling Facility would increase regional landfill capacity; the San Luis Rey Municipal Water District Master Plan may also ultimately result in additional water service capacity. These utility projects would potentially remove barriers to growth in the region by increasing available capacity. Overall, the combination of the cumulative projects listed in Table 1-10 would have a potentially significant cumulative impact related to substantial population growth. As discussed in Section 1.8 and summarized in Section 2.12.3, the proposed project would be considered

growth inducing at the project level as it would introduce a substantial increase in population when compared to planned growth, and off-site roadway improvements would increase available roadway capacity and accessibility to the vicinity. Therefore, the proposed project would result in a **cumulatively considerable impact (Impact PH-2)** related to population growth.

2.12.4.2 Displacement of Substantial Numbers of Existing Housing or People

For any given project being processed throughout the County, there is potential for the project to require the demolition and displacement of existing housing and people. As discussed in Section 2.12.3 of this EIR, the off-site improvements for Sarver Lane would require the demolition of existing housing on four parcels. Although there is a potential for other cumulative projects listed in Table 1-10 to demolish existing housing and displace people, the vast majority of the cumulative projects would result in new residential development. Such major residential projects include Campus Park, Campus Park West, Pala Mesa Highlands, Warner Ranch, Meadowood, Valiano, Harmony Grove Village South, Lilac Hills Ranch, and Valley Center, and account for more than approximately 5,793 new residential single-family and multi-family residential units in northeastern San Diego County. Additionally, the proposed project would result in the development of a maximum of 2,135 residential units. When compared to the potential for displacement of homes or people, the proposed project, in combination with other cumulative projects, would provide a substantial amount of new housing such that any demolition of existing housing units and displacement of people would not necessitate the construction of new housing elsewhere. Therefore, a potential cumulative impact to displacement of housing and people would not occur, and the proposed project would **not result in a cumulatively considerable impact**.

2.12.5 Significance of Impacts Prior to Mitigation

2.12.5.1 Inducing Substantial Population Growth

Impact PH-1 The proposed project would induce substantial population growth because it would exceed planned residential and population growth in the area, result in land uses that could provide economic stimulus, and expand roadways that would accommodate higher capacities and improve accessibility, consistent with the County General Plan Mobility Element.

2.12.5.2 Cumulative Impacts

Impact PH-2 The proposed project, in combination with the cumulative projects, would result in substantial population growth.

2.12.6 Mitigation Measures

There are no feasible mitigation measures for **Impacts PH-1** and **PH-2**.

2.12.7 Conclusion

The proposed project would directly, indirectly, and cumulatively induce substantial population growth in the area (**Impacts PH-1** and **PH-2**). Such impacts cannot be feasibly mitigated, absent a feasible alternative to the project or the County's adoption of the applicant's requested General Plan Amendment. Therefore, the potentially significant direct, indirect, and cumulative impacts (**Impacts PH-1** and **PH-2**) would remain **significant and unavoidable**.

Table 2.12-1
Existing Population, Housing Units, and Employment by Jurisdiction

Jurisdictions	2012 Population	2012 Housing Units	2012 Employment (Jobs)
Carlsbad	107,674	45,171	66,279
Chula Vista	249,382	79,255	65,340
Coronado	23,187	9,596	12,377
Del Mar	4,194	2,637	4,521
El Cajon	100,562	35,934	38,393
Encinitas	60,346	25,586	26,165
Escondido	146,057	48,333	48,844
Imperial Beach	26,609	9,863	3,421
La Mesa	58,296	25,840	25,233
Lemon Grove	25,603	8,813	6,774
National City	58,967	16,720	22,270
Oceanside	169,319	65,469	41,980
Poway	48,382	16,545	30,851
San Diego (City)	1,321,315	518,137	742,718
San Marcos	85,560	28,539	37,608
Santee	54,643	20,124	14,519
Solana Beach	13,000	6,521	7,568
Vista	95,034	30,860	35,840
Unincorporated	495,299	171,875	116,268
San Diego Region	3,143,429	1,165,818	1,346,969

Source: SANDAG, Series 13 Regional Growth Forecast (2014)

Table 2.12-2
Existing and Forecasted Growth within the San Diego Region

Jurisdiction	Year				Change 2012–2050	
	<i>2012</i>	<i>2020</i>	<i>2035</i>	<i>2050</i>	<i>Numeric</i>	<i>Percent</i>
<i>Population</i>						
San Diego Regional	3,143,429	3,435,713	3,853,698	4,068,759	925,330	29%
Unincorporated	495,299	543,545	617,765	647,428	151,129	31%
N. County Metro	43,782	49,233	62,000	65,310	21,528	49%
<i>Housing</i>						
San Diego Regional	1,165,818	1,249,684	1,394,783	1,491,935	326,117	28%
Unincorporated	171,875	185,294	209,572	222,998	51,123	30%
N. County Metro	16,313	18,100	22,262	23,555	7,242	44%
<i>Employment</i>						
San Diego Regional	1,346,969	1,520,180	1,665,994	1,807,461	460,492	34%
Unincorporated	116,268	131,490	141,318	163,933	47,665	41%
N. County Metro	6,843	7,984	9,442	11,999	5,156	75%

Source: SANDAG, Series 13 Regional Growth Forecast 2014

Table 2.12-3
Existing and Forecasted Population Growth by Jurisdiction

Jurisdictions	2012	2020	2035	2050	Increase (2012–2050)	
					Population	Percent
Carlsbad	107,674	118,450	124,351	124,518	16,844	16%
Chula Vista	249,382	287,173	326,625	345,586	96,204	39%
Coronado	23,187	23,634	24,165	24,129	1,032	4%
Del Mar	4,194	4,399	4,672	4,732	538	13%
El Cajon	100,562	102,761	109,383	115,465	14,903	15%
Encinitas	60,346	62,908	65,264	66,670	6,324	10%
Escondido	146,057	165,095	172,697	173,430	27,373	19%
Imperial Beach	26,609	27,506	30,369	31,691	5,082	19%
La Mesa	58,296	61,102	70,252	77,881	19,585	34%
Lemon Grove	25,603	26,884	28,673	30,903	5,300	21%
National City	58,967	62,342	73,329	85,121	26,154	44%
Oceanside	169,319	177,840	188,597	189,377	20,058	12%
Poway	48,382	50,026	53,062	53,149	4,767	10%
San Diego (City)	1,321,315	1,453,267	1,665,609	1,777,936	456,621	35%
San Marcos	85,560	98,915	109,095	113,015	27,455	32%
Santee	54,643	59,497	63,812	66,313	11,670	21%
Solana Beach	13,000	13,376	14,207	14,870	1,870	14%
Vista	95,034	96,993	111,771	1126,455	31,421	33%
Unincorporated	495,299	543,545	617,765	647,428	152,129	31%
Region	3,143,429	3,435,713	3,853,698	4,068,759	925,330	29%

Source: SANDAG, Series 13 Regional Growth Forecast (2014)

Table 2.12-4
Existing and Forecasted Housing Units by Jurisdiction

Jurisdictions	2012	2020	2035	2050	Increase (2012–2050)	
					Housing Units	Percent
Carlsbad	45,171	48,448	50,261	50,505	5,334	12%
Chula Vista	79,255	89,176	101,188	108,273	29,018	37%
Coronado	9,596	9,668	9,697	9,801	205	2%
Del Mar	2,637	2,646	2,653	2,674	37	1%
El Cajon	35,934	36,180	38,163	40,758	4,824	13%
Encinitas	25,856	26,146	26,765	27,686	2,100	8%
Escondido	48,333	53,564	55,567	56,034	7,701	16%
Imperial Beach	9,863	10,001	10,926	11,528	1,665	17%
La Mesa	25,840	26,460	30,001	33,407	7,567	29%
Lemon Grove	8,813	9,118	9,654	10,526	1,713	19%
National City	16,270	17,458	20,877	24,736	8,016	48%
Oceanside	65,469	67,817	70,395	70,942	5,473	8%

Table 2.12-4
Existing and Forecasted Housing Units by Jurisdiction

Jurisdictions	2012	2020	2035	2050	Increase (2012–2050)	
					Housing Units	Percent
Poway	16,545	16,855	17,685	17,839	1,294	8%
San Diego	518,137	559,143	640,668	695,703	177,566	34%
San Marcos	28,539	32,625	35,795	37,337	8,798	31%
Santee	20,124	21,490	22,776	23,886	3,762	19%
Solana Beach	6,521	6,583	6,833	14,870	600	9%
Vista	30,860	31,012	35,307	40,181	9,321	30%
Unincorporated	171,875	185,294	209,572	222,998	51,123	30%
Region	1,165,818	1,249,684	1,394,783	1,491,935	326,117	28%

Source: SANDAG, Series 13 Regional Growth Forecast (2014)

Table 2.12-5
Existing and Forecasted Jobs Growth by Jurisdiction

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

Source: SANDAG, Series 13 Regional Growth Forecast (2014)

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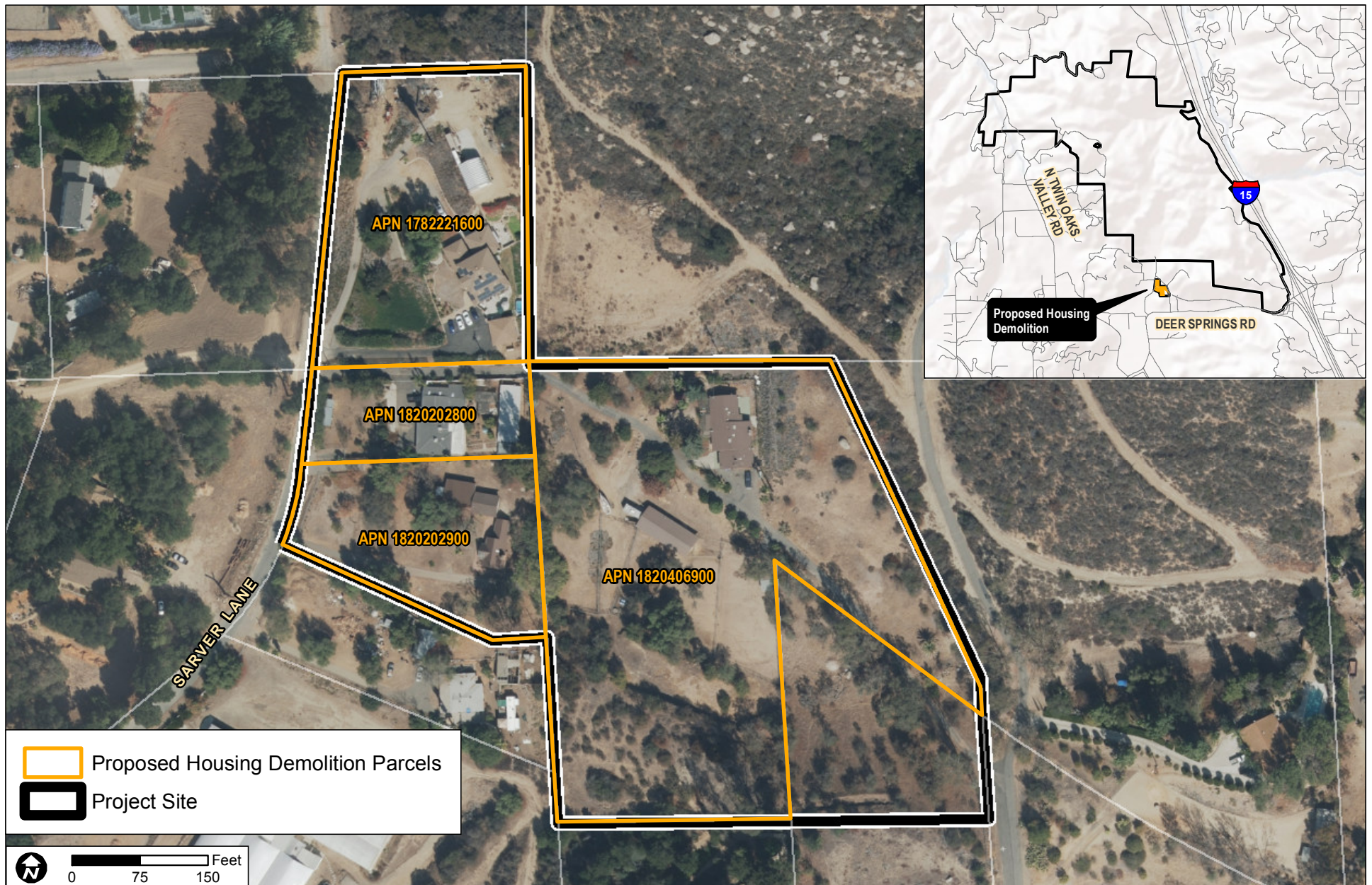


FIGURE 2.12-1
Parcel Locations for Proposed Housing Demolition

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