

2.3 Land Use and Physical Development

This chapter evaluates the potential effects of the proposed Plan on land use and housing in the Bay Area. It describes trends in overall land use and physical development, including job and housing growth, and agricultural lands. The impact analysis addresses the potential for physical disruption to land uses, displacement of people or housing, loss of agricultural lands, and division or separation of communities. In addition, the proposed Plan's consistency with adopted land use plans and policies is assessed.

Environmental Setting

PHYSICAL SETTING

Land Use Patterns

Since World War II, the San Francisco Bay Area has grown from a primarily agricultural region with one major city (San Francisco) to the seventh most populous combined metropolitan region in the United States¹ with multiple centers of employment, residential development, and peripheral agricultural areas. The pattern of land uses in the Bay Area includes a mix of open space, agriculture, intensely developed urban centers, a variety of suburban employment and residential areas, and scattered older towns. This pattern reflects the landforms that physically define the region; the Bay, rivers, and valleys. Major urban areas are located around the Bay, with the older centers close to the Golden Gate. Newer urban areas are found in Santa Clara County to the south, the valleys of eastern Contra Costa and Alameda Counties, and Sonoma and Solano Counties to the north. The Pacific coast and the northern valleys are primarily in agricultural and open space use, while the agricultural areas adjoining the Central Valley have seen substantial suburban development in recent years, particularly in Solano County and eastern Contra Costa County.

¹ Census 2010. Accessed August 17, 2012, at http://factfinder2.census.gov/faces/tableservices/jsf/pages/productview.xhtml?pid=DEC_10_NSRD_GCTPL2.US41PR&prodType=table

Extent of Urban Development

According to MTC, only about 17.8 percent of the region’s approximately 4.4 million acres were developed in 2010.² The remaining undeveloped area includes open space and agricultural lands as well as water bodies (excluding the San Francisco Bay) and parks. Comparatively, 28 percent of the region is identified as protected open space. The amount of land developed in each of the nine counties varies from a low of five percent in Napa County to a high of 80 percent in San Francisco.³ The Bay Area includes 101 cities, with San José, San Francisco, and Oakland representing the largest urbanized centers. Other major urban centers have formed throughout the region leading to the overall urbanization as illustrated in **Figure 2.3-1**. As shown in **Table 2.3-1**, the counties with the highest employment totals are Santa Clara, Alameda, and San Francisco counties, while the counties with the highest population are Santa Clara, Alameda, and Contra Costa counties.

TABLE 2.3-1: 2010 EMPLOYMENT, HOUSING, AND POPULATION, BY COUNTY

<i>County</i>	<i>Employment</i>	<i>Jobs per Acre¹</i>	<i>Housing Units</i>	<i>Housing Units per Acre¹</i>	<i>Households</i>	<i>Population</i>	<i>Population per Square Mile¹</i>
Alameda	694,450	1.95	582,550	1.64	545,140	1,510,270	2,720
Contra Costa	344,920	1.01	400,260	1.17	375,360	1,049,030	1,960
Marin	110,730	0.87	111,210	0.88	103,210	252,410	1,270
Napa	70,650	0.20	54,760	0.15	48,880	136,480	240
San Francisco	568,720	23.25	376,940	15.41	345,810	805,240	21,065
San Mateo	345,200	2.01	271,030	1.58	257,840	718,450	2,670
Santa Clara	926,260	1.59	631,920	1.08	604,200	1,781,640	1,960
Solano	132,350	1.95	152,700	0.32	141,760	413,340	560
Sonoma	192,010	0.24	204,570	0.25	185,830	483,880	380
Region	3,385,300	1.04	2,785,950	0.86	2,608,020	7,150,740	1,406

1. Acreage and square miles used to calculate densities exclude the San Francisco Bay and protected open spaces.

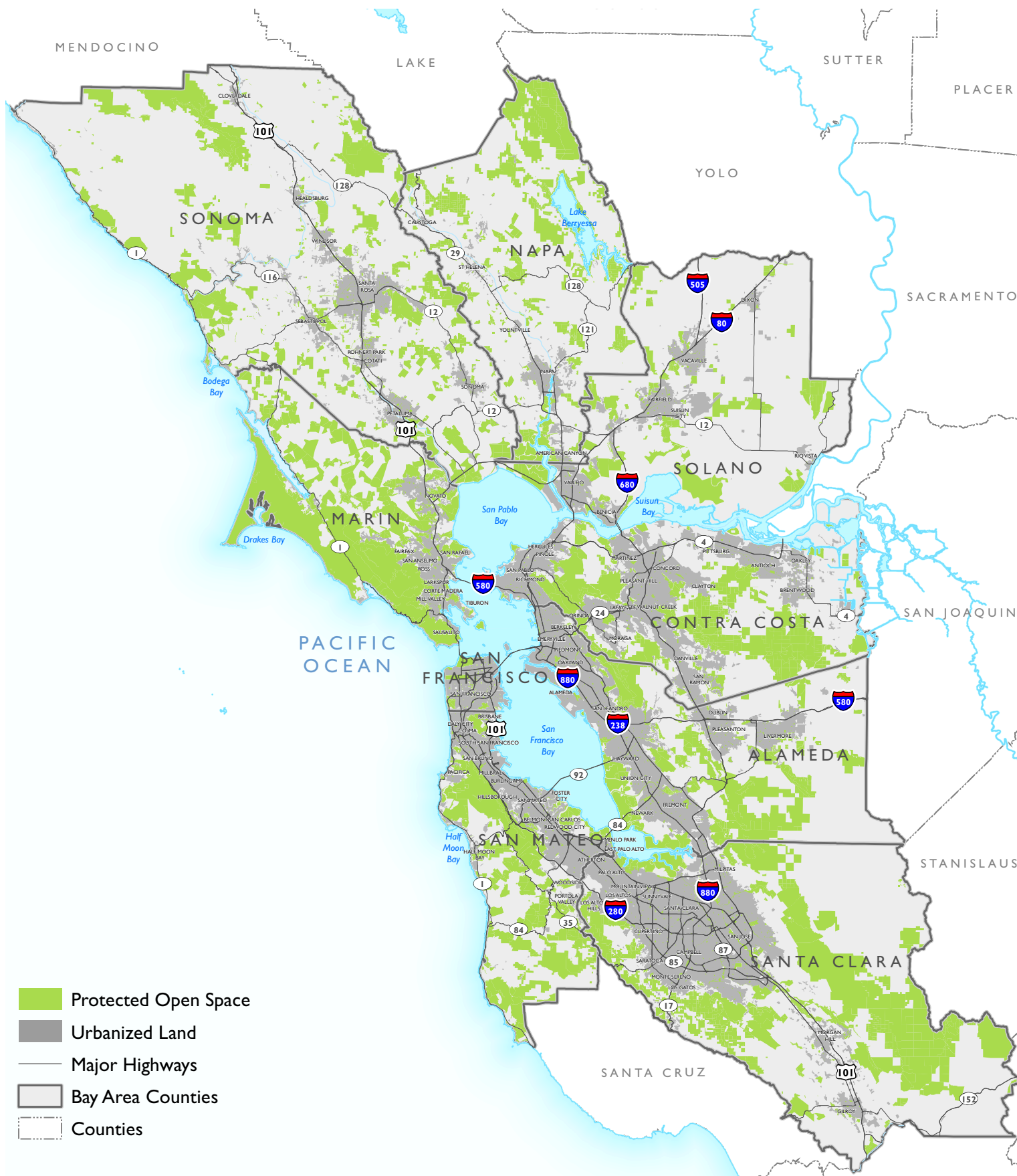
Source: Association of Bay Area Governments, Plan Bay Area Jobs-Housing Connection Strategy for employment, housing units, and households; US Census 2010 for population; Open space from Bay Area Open Space Council, 2011; Dyett & Bhatia, 2012.

² Urbanized Acres in 2010 are based upon the UrbanSim parcels identified urbanized areas in 2010 by the California Department of Conservation Farmland Mapping and Monitoring Program, 2010 for Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara and Solano; data for San Francisco is from 2006. As defined by the Department of Conservation, “urban and built-up land” is occupied by structures with a building density of at least one unit to 1.5 acres, or approximately six structures to a ten acre parcel.

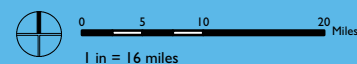
³ Excludes San Francisco Bay water acreage.

Figure 2.3-1

Urbanized Land and Open Space



Data Source: Bay Area Protected Areas Database, Bay Area Open Space Council, 2012; Farmland Mapping and Monitoring Program, Department of Conservation, State of California, 2008-2010; Cal-Atlas Geospatial Clearinghouse, 2012; Tom Tom North America, 2011; Dyett & Bhatia, 2012.



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Housing Stock

The current stock of housing in the Bay Area includes a relatively large supply of detached and single-family homes, in part because single-family homes have been the predominant form of housing produced in the region for decades. In contrast, currently townhouses, apartment buildings, condos, and other multifamily housing options are comparatively limited. Existing supply and expected demand for various housing types are outlined in **Table 2.3-2**.

While single family homes are expected to continue to be the type of housing with the highest demand, a large increase in interest in other housing types is expected as a result of changing demographics.⁴ By 2040 it is expected that the share of housing demand will decrease for single-family homes and increase for multifamily homes and townhomes, as shown in **Table 2.3-2**.

The projected oversupply of single-family homes is expected to reduce demand for other housing types by almost 170,000 units as some households that would otherwise choose multifamily units instead opt for single family homes made more affordable due to excess supply. As a result, new multifamily housing demand is estimated at 394,000 units, and 306,000 new units for attached town homes (**Table 2.3-2**). Although this suggests no demand for newly constructed single-family homes, some production will likely occur as the Bay Area housing market adjusts to these trends.

TABLE 2.3-2: NET HOUSING SUPPLY AND DEMAND BY BUILDING TYPE, 2010 – 2040

<i>Building Type</i>	<i>Supply 2010</i>	<i>Share of 2010 Demand</i>	<i>Demand 2040</i>	<i>Share of 2040 Demand</i>	<i>Housing Demand 2010-2040</i>	<i>Net Housing Demand 2010-2040</i>
Multifamily	717,000	26%	1,206,100	35%	489,100	393,900
Attached / Townhouse	508,000	18%	888,000	26%	380,000	306,100
Detached / Single Family	1,535,000	56%	1,365,900	39%	-169,100	0
Total	2,760,000	100%	3,460,000	100%	700,000	700,000

Source: Association of Bay Area Governments, Plan Bay Area Jobs-Housing Connection Strategy, adapted from Arthur C. Nelson, May 2012.

Coastal Bay Land Uses

The Coastal Commission and the Bay Conservation and Development Commission (BCDC) regulate land use near the coastline in order to protect and enhance the coastline, and to promote public access along the coastline. More information on how these agencies regulate uses near the coast is addressed in the *Regulatory Setting* section below.

⁴ See the Projections 2013 Technical Report for more detail, available on the project website, www.onebayarea.org.

Agricultural Land

Current and Historical Agricultural Uses

The Bay Area has a significant amount of land in agricultural uses. In 2010, just over half of the region's approximately 4.5 million acres were classified as agricultural land, as defined by the California Department of Conservation Farmland Mapping and Monitoring Program.⁵ Of these 2.3 million acres of agricultural land, over 70 percent (about 1.7 million acres) are used for grazing. Products grown in the Bay Area include field crops, fruit and nut crops, seed crops, vegetable crops and nursery products. Field crops, which include corn, wheat, and oats, as well as pasture lands, represent approximately 63 percent of Bay Area agricultural land.⁶

Table 2.3-3 shows the acres of agricultural lands, by farmland type, for each county in the region, excluding San Francisco County. **Figure 2.3-2** shows the location of these agricultural lands within the region. The classification of agricultural lands is based primarily on soils and climate, though Prime Farmland, Farmland of Statewide Importance, and Unique Farmland must have been used for agricultural production at some time during the previous four years. For more information about farmland classification, see the discussion under the *Regulatory Setting* section below.

Over the last 50 years, a large amount of agricultural land has been converted to urban uses in the Bay Area. According to the U.S. Census of Agriculture, the region had over 3 million acres of land in farms in 1954. By 2007 (the most recent year for which data is available), land in farms, which includes pasture lands, had decreased by 36 percent, over a million fewer acres than in 1954.⁷ During this same period, Cropland Harvested decreased by 44 percent. Irrigated land, however, increased by 12 percent, due primarily to very large increases in vineyard planting in Napa and Sonoma counties. **Table 2.3-4** shows historical agricultural land data for the region's nine counties.

⁵ California Department of Conservation, 2010.

⁶ County Crop Reports, 2006.

⁷ U.S. Department of Agriculture, 1978, 2007.

TABLE 2.3-3: BAY AREA AGRICULTURAL LANDS, 2010

	<i>Alameda</i>	<i>Contra Costa</i>	<i>Marin</i>	<i>Napa</i>	<i>San Mateo</i>	<i>Santa Clara</i>	<i>Solano</i>	<i>Sonoma¹</i>	<i>Region</i>
Prime Farmland ²	4,000	26,500	0	31,600	2,200	17,300	131,800	30,800	244,200
Farmland of Statewide Importance ³	1,200	7,400	230	9,700	150	3,600	6,400	17,300	45,900
Unique Farmland ⁴	2,400	3,200	290	16,400	2,300	2,500	9,300	32,100	68,500
Farmland of Local Importance ⁵	0	53,000	63,300	18,500	700	4,300	0	80,000	219,800
Important Farmland Subtotal	7,600	90,100	63,820	76,200	5,350	27,700	147,500	160,200	578,400
Grazing Land ⁶	244,000	168,600	89,200	179,000	48,800	392,100	209,200	419,000	1,750,600
Agricultural Land Total	251,600	258,700	153,020	255,200	54,150	419,800	356,700	579,200	2,329,000

Notes:

1. Agricultural land use for Sonoma County uses data from year 2008. Data for year 2010 was not available.
2. 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.
3. Similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to store moisture.
4. Farmland of lesser quality soils used for the production of the state's leading agricultural crops. This land is usually irrigated, but may include non-irrigated orchards or vineyards.
5. Important to the local agricultural economy as determined by county's board of supervisors and local advisory committee.
6. Land on which the existing vegetation is suited to the grazing of livestock.

Source: California Department of Conservation, Division of Land Resource Protection, Farmland Mapping and Monitoring Program, GIS Data for Alameda, Contra Costa, Marin, Napa, San Mateo, Santa Clara, Solano (2010), Farmland GIS Data for Sonoma County (2008).

TABLE 2.3-4: BAY AREA AGRICULTURAL LANDS, 1954 AND 2007

	1954			2007			Percent Change 1954-2007		
	<i>Cropland Harvested</i>	<i>Land in Farms</i>	<i>Irrigated Land in Farms</i>	<i>Cropland Harvested</i>	<i>Land in farms</i>	<i>Irrigated Land¹</i>	<i>Cropland Harvested</i>	<i>Land in farms</i>	<i>Land in Irrigated Farms</i>
Alameda	59,548	316,994	22,599	10,759	204,633	9,687	-82%	-35%	-57%
Contra Costa	85,807	324,856	50,117	23,876	146,993	27,421	-72%	-55%	-44%
Marin	12,133	236,956	974	4,007	133,275	1,614	-67%	-44%	65%
Napa	52,168	311,907	8,390	51,860	223,246	51,604	-1%	-28%	1%
San Francisco	88	307	n/a	n/a	7	6	-100%	-99.9%	100%
San Mateo	24,194	84,247	6,623	4,909	57,089	3,579	-80%	-32%	-46%
Santa Clara	148,056	590,041	114,677	23,381	299,866	22,245	-84%	-49%	-81%
Solano	135,071	423,423	79,971	120,410	358,225	145,988	-11%	-15%	82%
Sonoma	98,053	761,832	20,231	91,197	530,895	78,265	-7%	-30%	386%
Region	615,118	3,050,563	303,582	330,399	1,954,299	340,409	-47%	-36%	12%

1. The names of categories for irrigated land have changed since 1954; this appears to be the closest match.

Source: U.S. Census of Agriculture, 1978, 2007.

Farmlands



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Williamson Act Lands

In 1965, the State Legislature passed the California Land Conservation Act (better known as the Williamson Act) in response to agricultural property tax burdens resulting from rapid land value appreciation. Rapidly rising property taxes, resulting from nearby urbanization, made agricultural uses increasingly less economically viable. See the discussion under the *Regulatory Settings* section of this chapter for a comprehensive description of the Williamson Act.

Agricultural land under Williamson Act contract includes both “prime” and “nonprime” lands. The California Land Conservation Acts defines prime agricultural land as: (1) U.S. Department of Agriculture (USDA) Class I or II soils; (2) Storie Index soil rating 80 to 100; (3) land that has returned a predetermined annual gross value for three of the past five years; (4) livestock-supporting land with a carrying capacity of at least one animal unit per acre; or (5) land planted with fruit or nut trees, vines, bushes or crops that have a non-bearing period of less than five years and that will normally return a predetermined annual gross value per acre per year during the commercial bearing period (Government Code Section 51200-51207). Nonprime lands include pasture and grazing lands and other non-irrigated agricultural land with lesser quality soils. Prime agricultural lands under the Williamson Act are defined differently from Prime Farmland under the Department of Conservation Farmland Mapping and Monitoring Program, as outlined above.

In 2006, about 1.2 million acres of land were under Williamson Act contract in the Bay Area. Of this, about 203,000 acres were prime farmland and one million acres were nonprime.⁸ Lands under Williamson Act contract, therefore, are primarily used for pasture and grazing and not for the cultivation of crops. Nearly 70 percent of prime and nonprime lands under contract are in Santa Clara, Solano, and Sonoma counties. **Table 2.3-5** shows the number of acres of land under Williamson Act contracts in the Bay Area as of 2006, and Williamson Act lands are shown on **Figure 2.3-3**.

As a general rule, land can be withdrawn from Williamson Act contract only through the nine-year non-renewal process. Immediate termination via cancellation is reserved for “extraordinary,” unforeseen situations (See *Sierra Club v. City of Hayward* (1961) 28 Cal.3d 840, 852-855). Furthermore, it has been held that “cancellation is inconsistent with the purposes of the (Williamson) act if the objectives to be served by cancellation should have been predicted and served by nonrenewal at an earlier time, or if such objectives can be served by nonrenewal now” (*Sierra Club v. City of Hayward*). Given the extended phasing and time periods involved in the proposed Plan, it appears potentially feasible to utilize the nonrenewal process if contract termination is necessary for implementation of the proposed Plan.

⁸ California Department of Conservation, 2006.

TABLE 2-3.5: WILLIAMSON ACT CONTRACTS IN THE BAY AREA, 2006

	<i>Prime</i>	<i>Nonprime</i>	<i>Total</i>	<i>Percent</i>
Alameda	3,200	138,300	141,500	11%
Contra Costa	5,500	39,000	44,500	4%
Marin	1,100	80,600	81,700	7%
Napa	19,500	49,000	68,500	5%
San Mateo	0	46,500	46,500	4%
Santa Clara	11,300	325,000	336,300	27%
Solano	119,500	142,800	262,300	21%
Sonoma	43,100	228,100	271,200	22%
Region	203,200	1,049,300	1,252,500	100%

Source: California Department of Conservation, 2006.

Williamson Act Lands



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Open Space

The Bay Area contains over one million acres of parks and open space across its nine counties (see **Table 2.3-6** and **Figure 2.3-4**). According to the Bay Area Protected Areas Database compiled by the Bay Area Open Space Council and GreenInfo Network, 147,000 acres of new parkland were added to the region's open space inventory between 2002 and 2011, representing a 26-percent increase.⁹ Additionally, approximately 200,000 acres of privately owned land are held in permanent reserve as of 2011. While access by the general public to these reserve areas is restricted, they are important for the preservation of wildlife habitats and the protection of the environmental and rural characteristics of various parts of the region.

TABLE 2.3-6: BAY AREA PARKS AND OPEN SPACE

<i>County</i>	<i>Parks and Open Space (acres)*</i>
Alameda	116,000
Contra Costa	130,000
Marin	162,000
Napa	129,000
San Francisco	6,000
San Mateo	108,000
Santa Clara	201,000
Solano	53,000
Sonoma	110,000
TOTAL	1,015,000

* Includes publicly owned lands and privately owned lands that are accessible to the public.

Note: Figures may not sum due to independent rounding.

Source: Bay Area Open Space Council and GreenInfo Network, Bay Area Protected Areas Database, 2011.

Forests

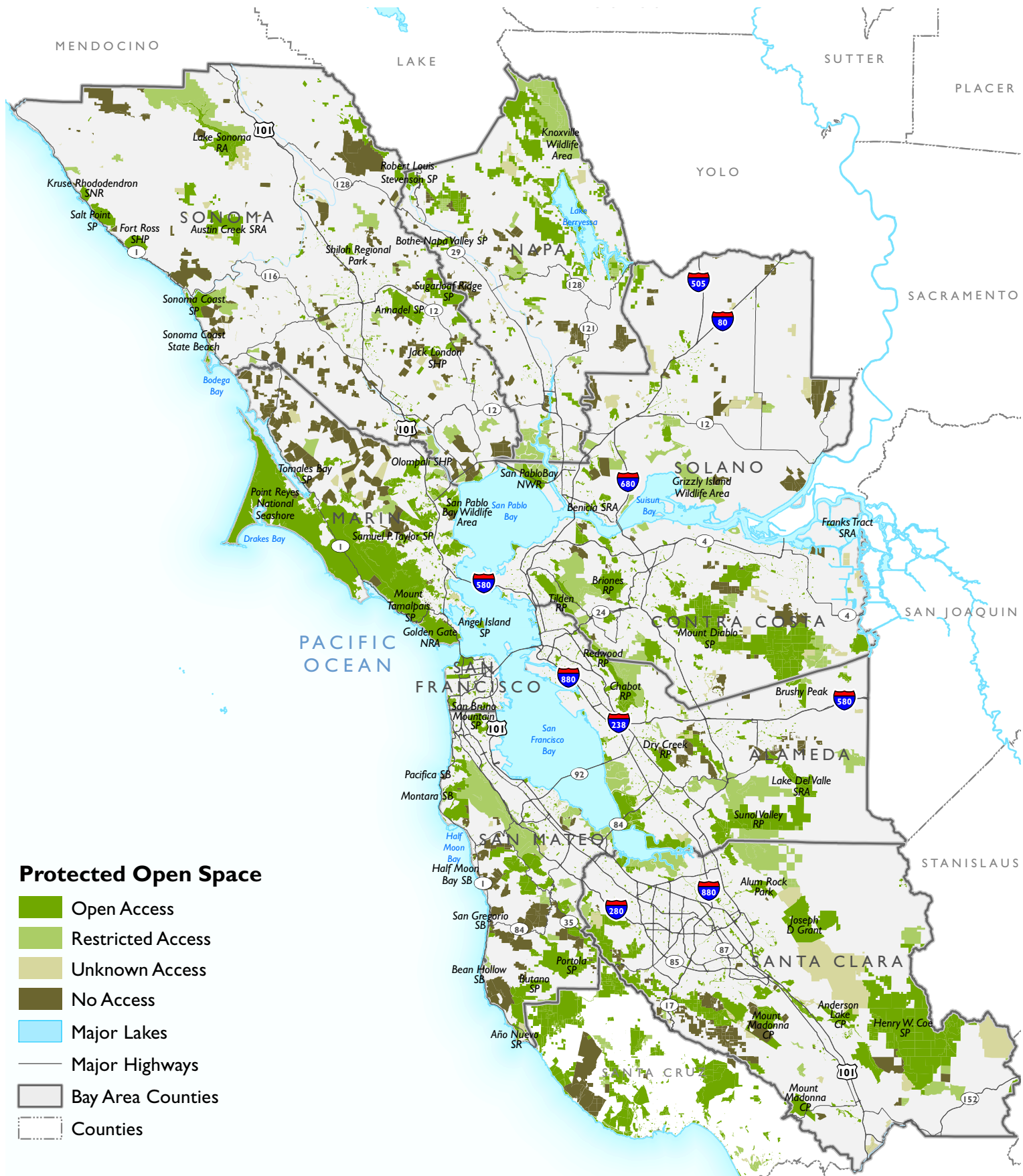
The Bay Area is home to a variety of forest types spread throughout the nine-county region. Forests are generally located at higher elevations of the Coastal Range in areas with sufficient moisture. Forest land is a valuable environmental and aesthetic resource and a defining feature in many parts of the landscape in the Bay Area. Forest habitats include a wide range of woodland and forest species. For a comprehensive description of specific forest types and species, please refer to *Chapter 2.9: Biological Resources*. Forests in California are protected by the California Department of Forestry and Fire Protection.

⁹ Bay Area Open Space Council and GreenInfo Network, Bay Area Protected Areas Database, 2011.

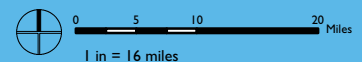
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Figure 2.3-4

Regional Parks and Open Space



Data Source: Bay Area Protected Areas Database, Bay Area Open Space Council, 2012; California State Park Boundaries, Cal-Atlas Geospatial Clearinghouse, 2012; Tom Tom North America, 2011; Dyett & Bhatia, 2012.



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REGULATORY SETTING

The regulatory setting includes federal and State agencies and laws, local regulatory bodies, and local control mechanisms guiding agricultural, land use, and transportation decisions. Note that information on Natural Community Conservation Plans and Habitat Conservation Plans is included in *Chapter 2.9: Biological Resources*, and information on Airport Land Use Compatibility Plans is included in *Chapter 2.13: Hazards*.

Federal Regulations

Department of Housing and Urban Development (HUD)

The Department of Housing and Urban Development (HUD) is the federal agency responsible for national policy and programs that address housing needs in the U.S. HUD aims to improve and develop the Nation's communities and enforce fair housing laws. HUD plays a major role in supporting homeownership by underwriting homeownership for lower- and moderate-income families through its mortgage insurance programs.

U.S. Department of Agriculture (USDA), Natural Resources Conservation Service (NRCS)

The USDA Natural Resources Conservation Service (NRCS) maps soils and farmland uses to provide comprehensive information necessary for understanding, managing, conserving and sustaining the nation's limited soil resources. In addition to many other natural resource conservation programs, the NRCS manages the Farmland Protection Program, which provides funds to help purchase development rights to keep productive farmland in agricultural uses. Working through existing programs, USDA joins with state, tribal, or local governments to acquire conservation easements or other interests from landowners.

Federal Farmland Protection Policy Act

The USDA's NRCS oversees the Farmland Protection Policy Act (FPPA) (7 U.S. Code [USC] Section 4201 et seq.; see also 7 Code of Federal Regulations [CFR] 658). The FPPA (a subtitle of the 1981 Farm Bill) is national legislation designed to protect farmland. The FPPA states its purpose is to "minimize the extent to which federal programs contribute to the unnecessary conversion of farmland to nonagricultural uses." The FPPA applies to projects and programs that are sponsored or financed in whole or in part by the federal government. The FPPA does not apply to private construction projects subject to federal permitting and licensing, projects planned and completed without assistance from a federal agency, federal projects related to national defense during a national emergency, or projects proposed on land already committed to urban development. The FPPA spells out requirements to ensure federal programs are compatible with state, local, and private programs and policies to protect farmland, to the extent practical, and calls for the use of the Land Evaluation and Site Assessment (LESA) system to aid in analysis. Because MTC or its project sponsors may ultimately seek some federal funding for transportation improvements, the FPPA is considered in this document.

Food, Conservation, and Energy Act of 2008 (Federal Farm Bill)

In 2008, the U.S. Department of Agriculture passed the 2008 version of the Federal Farm Bill, which is passed about every five years. The Federal Farm Bill governs Federal agriculture and related programs. It includes 15 titles that govern many areas related to food and agriculture production; among them are

provisions governing farm credit, agricultural and forest conservation programs, stewardship of land and water resources, and the encouragement of renewable energy sources, among others.

Federal Forest Legacy Program

The Federal Forest Legacy Program was a part of the 1990 Farm Bill. Its purpose is to identify and protect environmentally important forestlands that are threatened by present or future conversion to non-forest uses. The program provides conservation easements and gives priority to lands that can be effectively protected and managed, as well as lands that have significant scenic, recreational, timber, riparian, fish and wildlife, threatened and endangered species, and other cultural or environmental values. Properties that are “working forests,” where the forestland is managed for the production of forest products, are also eligible under this program. Involvement in this program by private land owners is voluntary.

Land and Water Conservation Fund Act, Section 6(f)(3)

Section 6(f)(3) of the Land and Water Conservation Fund Act (LWCF Act) of 1965 (16 U.S.C. § 460l et seq.) contains provisions to protect federal investments in park and recreation resources and the quality of those assisted resources. The law recognizes the likelihood that changes in land use or development may make park use of some areas purchased with LWCF Act funds obsolete over time, particularly in rapidly changing urban areas, and provides for conversion to other use pursuant to certain specific conditions.

Section 6(f)(3) states that no property acquired or developed with assistance under Section 6(f)(3) shall, without the approval of the Secretary, be converted to other than public outdoor recreation uses. The Secretary shall approve such conversion only if he or she finds it to be in accord with the then existing comprehensive statewide outdoor recreation plan and only upon such conditions as he or she deems necessary to assure the substitution of other recreation properties of at least equal fair market value and of reasonably equivalent usefulness and location.

This requirement applies to all parks and other sites that have been the subject of LWCF Act grants of any type, and includes acquisition of park land and development or rehabilitation of park facilities. If a transportation project would have an effect upon a park or site that has received LWCF Act funds, the requirements of Section 6(f)(3) would apply.

State Regulations

Senate Bill 375 (Chapter 728, Statutes of 2008)

The Global Warming Solutions Act of 2006 (AB 32), requires the State of California to reduce greenhouse gas (GHG) emissions to 1990 levels no later than 2020. Pursuant to the passing of AB 32, SB 375, Sustainable Communities and Climate Projection Act of 2008, was passed to assist in achieving the goals of AB 32 for emissions associated with cars and light trucks. The bill requires each of the 17 Metropolitan Planning Organizations (MPOs) to prepare a Sustainable Communities Strategy (SCS) within their Regional Transportation Plan (RTP). These plans set forth the vision for growth in the region, taking into account the transportation, housing, environmental, and economic needs of the region while reducing the impact on valuable agricultural land and open space through policies encouraging more compact development. Each SCS is a blueprint by which the region will meet its GHG emissions reductions target if there is a feasible way to do so. Plan Bay Area is the integrated SCS and RTP for the San Francisco Bay Area, consistent with SB 375.

Department of Housing and Community Development (HCD)

In response to state population and household growth, and to ensure the availability of affordable housing for all income groups, the State Department of Housing and Community Development (HCD) is responsible for determining the regional housing need for all jurisdictions in California.

Housing Element Law

Enacted in 1969, Housing element law (Government Code Section 65580-65589.8) mandates that local governments adequately plan to meet the existing and projected housing needs of all economic segments of the community. The law acknowledges that, in order for the private market to adequately address housing needs and demand, local governments must adopt land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development. As a result, housing policy in the State rests largely upon the effective implementation of local general plans and, in particular, local housing elements. Housing element law also requires the Department of Housing and Community Development (HCD) to review local housing elements for compliance with State law and to report its written findings to the local government.

Senate Bill No. 2 (Chapter 633, Statutes of 2007)

SB 2 strengthens state housing element law (Government Code Section 65583) by ensuring that every jurisdiction identifies potential sites where new emergency shelters can be located without discretionary review by the local government. It also increases protections for providers seeking to open a new emergency shelter, transitional housing or supportive housing development, by limiting the instances in which local governments can deny such developments.

California Coastal Commission

The Coastal Commission is one of California's three designated coastal management agencies that administer the federal Coastal Zone Management Act (CZMA) in California. In partnership with coastal cities and counties, it plans and regulates the use of land and water in the coastal zone. Development activities, which are broadly defined by the CZMA to include (among others) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the Coastal Commission or the local government. CZMA gives State coastal management agencies regulatory control over all activities that may affect coastal resources including any new developments, and highway improvement projects that use federal funds.

The mission of the Coastal Commission, established by voter initiative in 1972 and later made permanent by the Legislature through adoption of the California Coastal Act of 1976, is to protect, conserve, restore, and enhance environmental and human-based resources of the California coast and ocean for environmentally sustainable and prudent use by current and future generations. The Coastal Act includes specific policies that address issues such as shoreline public access and recreation, lower cost visitor accommodations, terrestrial and marine habitat protection, visual resources, landform alteration, agricultural lands, commercial fisheries, industrial uses, water quality, offshore oil and gas development, transportation, development design, power plants, ports, and public works. The coastal zone, which was specifically mapped by the Legislature, covers an area larger than the State of Rhode Island. On land, the coastal zone varies in width from several hundred feet in highly urbanized areas to up to five miles in certain rural areas, and offshore, the coastal zone includes a three-mile-wide band of ocean. The coastal zone

established by the Coastal Act does not include San Francisco Bay, where development is regulated by the Bay Conservation and Development Commission (BCDC).

The Coastal Commission plans and regulates the use of land and water in the coastal zone in partnership with coastal cities and counties. Development activities, which are broadly defined by the Coastal Act to include (among others) construction of buildings, divisions of land, and activities that change the intensity of use of land or public access to coastal waters, generally require a coastal permit from either the Coastal Commission or the local government. Implementation of Coastal Act policies is accomplished primarily through the preparation of local coastal programs (LCPs) that are required to be completed by each of the 15 counties and 60 cities located in whole or in part in the coastal zone. Completed LCPs must be submitted to the Coastal Commission for review and approval. An LCP includes a land use plan (LUP) which may be the relevant portion of the local general plan, including any maps necessary to administer it, and the zoning ordinances, zoning district maps, and other legal instruments necessary to implement the land use plan. Coastal Act policies are the standards by which the Coastal Commission evaluates the adequacy of LCPs, and amendments to certified LUPs and LCPs only become effective after approval by the Coastal Commission. The Coastal Commission is required to review each certified LCP at least once every five years to ensure that coastal resources are effectively protected in light of changing circumstances.

The Bay Area coastline is part of the North Central Coast Area. As of July 1, 2011, LCPs were effectively certified for Sonoma County, Marin County (with deferred certification for the Calle del Arroyo Lots), San Francisco City and County (one of two segments), San Mateo County, Daly City, and the City of Pacifica (with deferred certification for the Quarry Area and Shell Dance).

Bay Conservation and Development Commission (BCDC)

BCDC is dedicated to the protection and enhancement of San Francisco Bay and the Suisun Marsh and to the encouragement of their responsible use. As the other designated coastal zone management agency, and pursuant to the McAteer-Petris Act, BCDC is designated as the agency responsible for the protection of the Bay and its natural resources and for the regulation of the development of the Bay and shoreline to their highest potential with a minimum of Bay fill. For development projects, including transportation improvements, BCDC jurisdiction includes the Bay itself (including San Pablo and Suisun Bays, sloughs, and certain creeks) and, in general, a 100-foot band along the Bay shoreline.

The McAteer-Petris Act further specifies that certain water-oriented land uses should be permitted on the shoreline, including ports, water-related industries, airports, wildlife refuges, water-oriented recreation and public assembly, desalinization plants, and power plants requiring large amounts of water for cooling purposes. Priority areas designated for such uses in the Bay Plan are to be reserved for them in order to minimize the need for future filling in the Bay for such uses. It is necessary to obtain BCDC approval prior to undertaking any work within 100 feet of the Bay shoreline (including grading); filling of the Bay or certain tributaries of the Bay; dredging; Suisun Marsh projects; any filling, new construction, major remodeling, substantial change in use, and many land subdivisions in the Bay, along the shoreline, in salt ponds, duck hunting preserves or other managed wetlands adjacent to the Bay.

Williamson Act and Farmland Security Zone Contracts

The California Land Conservation Act (Government Code Section 51200 et seq.) of 1965, commonly known as the Williamson Act, provides a tax incentive for the voluntary enrollment of agricultural and

open space lands in contracts between local government and landowners. The Act allows local governments to assess agricultural land based on the income-producing value of the property, rather than the “highest and best use” value, which had previously been the rule. The contract enforceably restricts the land to agricultural and open space uses and compatible uses defined in state law and local ordinances. An agricultural preserve, which is established by local government, defines the boundary of an area within which a city or county will enter into contracts with landowners. Local governments calculate the property tax assessment based on the actual use of the land instead of the potential land value assuming full development.

Terms of Williamson Act contracts are 10 years and longer. The contract is automatically renewed each year, maintaining a constant, 10-year contract, unless the landowner or local government files to initiate nonrenewal. A “notice of nonrenewal” starts the nine-year nonrenewal period. During the nonrenewal process, the annual tax assessment gradually increases. At the end of the nine-year nonrenewal period, the contract is terminated. Only a landowner can petition for a contract cancellation. Tentative contract cancellations can be approved only after a local government makes specific findings and determines the cancellation fee to be paid by the landowner.

The State of California has the following policies regarding public acquisition of, and locating public improvements on lands in, agricultural preserves and on lands under Williamson Act contracts (Government Code Section 51290–51295):

- State policy is to avoid locating federal, state, or local public improvements and improvements of public utilities, and the acquisition of land, in agricultural preserves.
- State policy is to locate public improvements that are in agricultural preserves on land other than land under Williamson Act contract.
- State policy is that any agency or entity proposing to locate such an improvement, in considering the relative costs of parcels of land and the development of improvements, give consideration to the value to the public of land, particularly prime agricultural land, in an agricultural preserve.

Since 1998, another option in the Williamson Act Program has been established with the creation of Farmland Security Zone contracts. A Farmland Security Zone is an area created within an agricultural preserve by a board of supervisors upon the request of a landowner or group of landowners. Farmland Security Zone contracts offer landowners greater property tax reduction and have a minimum initial term of 20 years. Like Williamson Act contracts, Farmland Security Zone contracts renew annually unless a notice of nonrenewal is filed.

California Farmland Conservancy Program

The California Farmland Conservancy Program (Public Resources Code Section 10200 et seq.) supports the voluntary granting of agricultural conservation easements from landowners to qualified nonprofit organizations, such as land trusts, as well as local governments. Conservation easements are voluntarily established restrictions that are permanently attached to property deeds, with the general purpose of retaining land in its natural, open-space, agricultural, or other condition while preventing uses that are deemed inconsistent with the specific conservation purposes expressed in the easements. Agricultural conservation easements define conservation purposes that are tied to keeping land available for continued use as farmland. Such farmlands remain in private ownership, and the landowner retains all farmland use authority, but the farm owner is restricted in its ability to subdivide or use the land for nonagricultural

purposes, such as urban uses. Potential impacts on conservation easements would be addressed in subsequent project-level documents.

Farmland Mapping and Monitoring Program

The Farmland Mapping and Monitoring Program (FMMP) is the only statewide land use inventory conducted on a regular basis. The California Department of Conservation administers the FMMP, pursuant to which it maintains an automated map and database system to record changes in the use of agricultural lands. Farmland under the FMMP is listed by category—Prime Farmland, Farmland of Statewide Importance, Unique Farmland, and Farmland of Local Importance. The farmland categories listed under the FMMP are described below. The categories are defined pursuant to USDA land inventory and monitoring criteria, as modified for California.

Prime Farmland

Prime Farmland is land with the best combination of physical and chemical features to sustain long-term production of agricultural crops. These lands have the soil quality, growing season, and moisture supply necessary to produce sustained high yields. Soil must meet the physical and chemical criteria determined by the NCRS. Prime Farmland must have been used for production of irrigated crops at some time during the four years prior to the mapping date by the FMMP.

Farmland of Statewide Importance

Farmland of Statewide Importance is similar to Prime Farmland but with minor differences, such as greater slopes or a lesser ability of the soil to store moisture. Farmland of Statewide Importance must have been used for production of irrigated crops at some time during the four years prior to the mapping date.

Unique Farmland

Unique Farmland has lesser quality soils than Prime Farmland or Farmland of Statewide Importance. Unique Farmland is used for the production of the state's leading agricultural crops. These lands are usually irrigated but may include nonirrigated orchards or vineyards found in some climatic zones in California. Unique Farmland must have been used for crops at some time during the four years prior to the mapping date.

Farmland of Local Importance

Farmland of Local Importance is farmland that is important to the local agricultural community as determined by each county's board of supervisors and local advisory committees.

Quimby Act

The 1975 Quimby Act (California Government Code section 66477) authorized cities and counties to pass ordinances requiring that developers set aside land, donate conservation easements, or pay fees for park improvements. The Act states that the dedication requirement of parkland can be a minimum of three acres per thousand residents or more, up to five acres per thousand residents if the existing ratio is greater than the minimum standard. Revenues generated through in lieu fees collected under the Quimby Act cannot be used for the operation and maintenance of park facilities. In 1982, the Act was substantially amended. The amendments further defined acceptable uses of or restrictions on Quimby funds, provided acreage/population standards and formulas for determining the exaction, and indicated that the

exactions must be closely tied (nexus) to a project's impacts as identified through studies required by CEQA.

State Open Space Standards

State planning law (Government Code Section 65560) provides a structure for the preservation of open space by requiring every city and county in the State to prepare, adopt, and submit to the Secretary of the Resources Agency a "local open-space plan for the comprehensive and long-range preservation and conservation of open-space land within its jurisdiction." The following open space categories are identified for preservation:

- *Open space for public health and safety*, including, but not limited to, areas that require special management or regulation due to hazardous or special conditions.
- *Open space for the preservation of natural resources*, including, but not limited to, natural vegetation, fish and wildlife, and water resources.
- *Open space for resource management and production*, including, but not limited to, agricultural and mineral resources, forests, rangeland, and areas required for the recharge of groundwater basins.
- *Open space for outdoor recreation*, including, but not limited to, parks and recreational facilities, areas that serve as links between major recreation and open space reservations (such as trails, easements, and scenic roadways), and areas of outstanding scenic and cultural value.
- *Open space for the protection of Native American sites*, including, but not limited to, places, features, and objects of historical, cultural, or sacred significance such as Native American sanctified cemeteries, places of worship, religious or ceremonial sites, or sacred shrines located on public property (further defined in California Public Resources Code Sections 5097.9 and 5097.993).

State Public Park Preservation Act of 1971

The primary instrument for protecting and preserving parkland is the State Public Park Preservation Act of 1971 (Pub. Resources Code, §§ 5400-5409). Under the Act, cities and counties may not acquire any real property that is in use as a public park for any non-park use unless compensation or land, or both, are provided to replace the parkland acquired. This ensures no net loss of parkland and facilities.

California Forestry Legacy Program Act of 2000

The California Forestry Legacy Program Act, similar to the Federal Forest Legacy Program, is a program of the California Department of Forestry and Fire Protection (CAL FIRE). The program provides conservation easements to environmentally sensitive forest areas that have environmental, aesthetic or commodity value. Money from the program is obtained by gifts, donations, federal grants and loans, and other appropriate funding sources, and from the sale of bonds pursuant to the Safe Neighborhood Parks, Clean Water, Clean Air, and Coastal Protection Bond Act of 2000. This program is entirely voluntary by landowners who wish to participate.

CALFIRE Fire and Resource Assessment Program

In 2008, the Federal Farm Bill added a provision to federal law that required states to provide assessments of the status of all forest resources and forest resource trends and conditions. Priority landscapes throughout the state are delineated through assessment reports to help forest management programs understand the issues behind forest resources. The assessment includes information on threats to forest

lands in the state, including threats from wildfire, development, forest pests, and exotic invasive species; as well as more recent threats to forest lands including renewable energy infrastructure, off highway vehicle use, and climate change. The assessment includes statewide maps that pinpoint areas of concern related to these possible threats.

Regional/Local Regulations

Association of Bay Area Governments (ABAG)

Through its role as the Bay Area's council of governments (COG), ABAG has been designated by the State and federal governments as the official comprehensive planning agency for the Bay Area. ABAG reviews projects of regional significance for consistency with regional plans and is also responsible for preparation of the Regional Housing Needs Allocation (RHNA), pursuant to California Government Code Section 65584(a). ABAG's locally adopted Regional Housing Needs Allocation (2007-2014) (approved by the ABAG Board May 15, 2008), along with the San Francisco Bay Area Housing Needs Plan, 2007-2014 (released June 5, 2008) provide a policy guide for planning the region's housing, economic development, environmental quality, transportation, recreation, and health and safety.

MTC Resolution 3434 Transit Oriented Development (TOD) Policy for Regional Transit Expansion Projects (Resolution 3434)

MTC adopted a TOD Policy in 2005 to support the development of communities around new transit lines and stations identified as part of the Resolution 3434 Regional Transit Expansion Program. Resolution 3434 aims to improve the cost-effectiveness of regional investments in new transit expansions in order to ease the Bay Area's chronic housing shortage, create vibrant new communities, and help preserve open space through ensuring that new development patterns are more supportive of transit. The three key elements of the regional TOD policy are:

- Corridor-level thresholds to quantify appropriate minimum levels of development around transit stations along new corridors;
- Local station area plans that address future land use changes, station access needs, circulation improvements, pedestrian friendly design, and other key features in a transit-oriented development; and
- Corridor working groups that bring together Congestion Management Agencies (CMAs), city and county planning staff, transit agencies, and other key stakeholders to define expectations, timelines, roles and responsibilities for key stages of the transit project development process.

TOD policy application only applies to physical transit extensions funded in Resolution 3434 with regional discretionary funds (as defined in the policy guidelines), regardless of the level of funding. However, single station extensions to international airports are not subject to the TOD policy due to the infeasibility of housing development. The implementation process of the TOD policy involved coordination with the transit agency, city, and MTC/CMA/ABAG in order to determine thresholds for station areas and housing. Each transit extension project funded in Resolution 3434 must determine corridor-level thresholds, which may vary by modes of transit, in the form of minimum number of housing units along the corridor. Along with determining thresholds, each physical transit extension project seeking funding from Resolution 3434 must demonstrate that the thresholds for the corridor are met through existing

development and adopted station area plans that commit local jurisdictions to a level of housing that meets the threshold.

FOCUS

ABAG and MTC, along with the Bay Area Air Quality Management District and the Bay Conservation and Development Commission, initiated an incentive-based strategy called FOCUS in 2007, which was supported in part by a Regional Blueprint Planning Grant from the State of California. While FOCUS is not part of the regional regulatory framework, it represented a step forward in integrating land use and transportation policies and investments. The primary mission of FOCUS is to work with local and regional entities to encourage more housing adjacent to transit in existing communities and to conserve regionally significant resource areas. FOCUS includes the identification of Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). Local governments volunteer to designate areas of their communities as PDAs. Designated PDAs are then eligible for capital infrastructure funds, planning grants, and technical assistance to support housing and transit-oriented developments. In addition, the purpose of identifying PCAs as part of FOCUS is to highlight near-term opportunities for land conservation in the Bay Area that have consensus from local agencies for protection. Highlighting these areas as part of a regional planning program is intended to help inform the distribution of public funds and leverage private funds and new partnerships to invest in these areas. **Figure 2.3-5** depicts the FOCUS Priority Development Areas.

Local Agency Formation Commissions

Each county in California has a local agency formation commission (LAFCO), which is the agency that has the responsibility to create orderly local government boundaries, with the goals of encouraging the orderly formation of local governmental agencies and the preservation of open space lands, and discouraging urban sprawl. LAFCOs are governed by Section 56000 of the California Government Code. This legislation sets the Commission's powers and duties, procedures for establishing and changing governmental boundaries, and other statewide policies that LAFCOs must consider while making their determinations. While LAFCOs have no direct land use power, their actions determine which local government will be responsible for planning new areas. LAFCOs address a wide range of boundary actions, including creation of spheres of influences for cities, adjustments to boundaries of special districts, annexations, incorporations, detachments of areas from cities, and dissolutions of cities.

Local Control Mechanisms

General Plans

The most comprehensive land use planning for the San Francisco Bay Area region is provided by city and county general plans, which local governments are required by State law (California Government Code Section 65300 et seq.) to prepare as a guide for future development. The general plan contains goals and policies concerning topics that are mandated by State law or which the jurisdiction has chosen to include. Required topics are: land use, circulation, housing, conservation, open space, noise, and safety. Other topics that local governments frequently choose to address are: public facilities, parks and recreation, community design, and/or growth management. City and county general plans must be consistent with each other. County general plans must cover areas not included by city general plans (i.e., unincorporated areas).

Specific and Master Plans

A city or county may also provide land use planning by developing community or specific plans for smaller, more specific areas within their jurisdiction. These plans are more localized and provide focused guidance for developing a specific area, including development standards tailored to the area, and systematic implementation of the general plan.

Zoning

The city or county zoning code is the set of detailed requirements that implement the general plan policies at the level of the individual parcel. The zoning code presents standards for different uses and identifies which uses are allowed in the various zoning districts of the jurisdiction. Since 1971, State law has required the city or county zoning code to be consistent with the jurisdiction's general plan (California Government Code Section 65860).

Growth Control Measures

Local growth control endeavors to manage community growth by various methods, including tying development to infrastructure capacity or traffic level of service standards, limiting the number of new housing units, setting limits on the increase of commercial square footage, linking development to a jobs-housing balance, and the adoption of urban growth boundaries. These goals and others can be achieved through the adoption of a countywide Growth Management Program (GMP). GMPs, including urban growth boundaries, have been implemented by county government and/or cities in all of the nine Bay Area counties.

Public Ownership, Purchase of Development Rights, and Open Space Acquisition

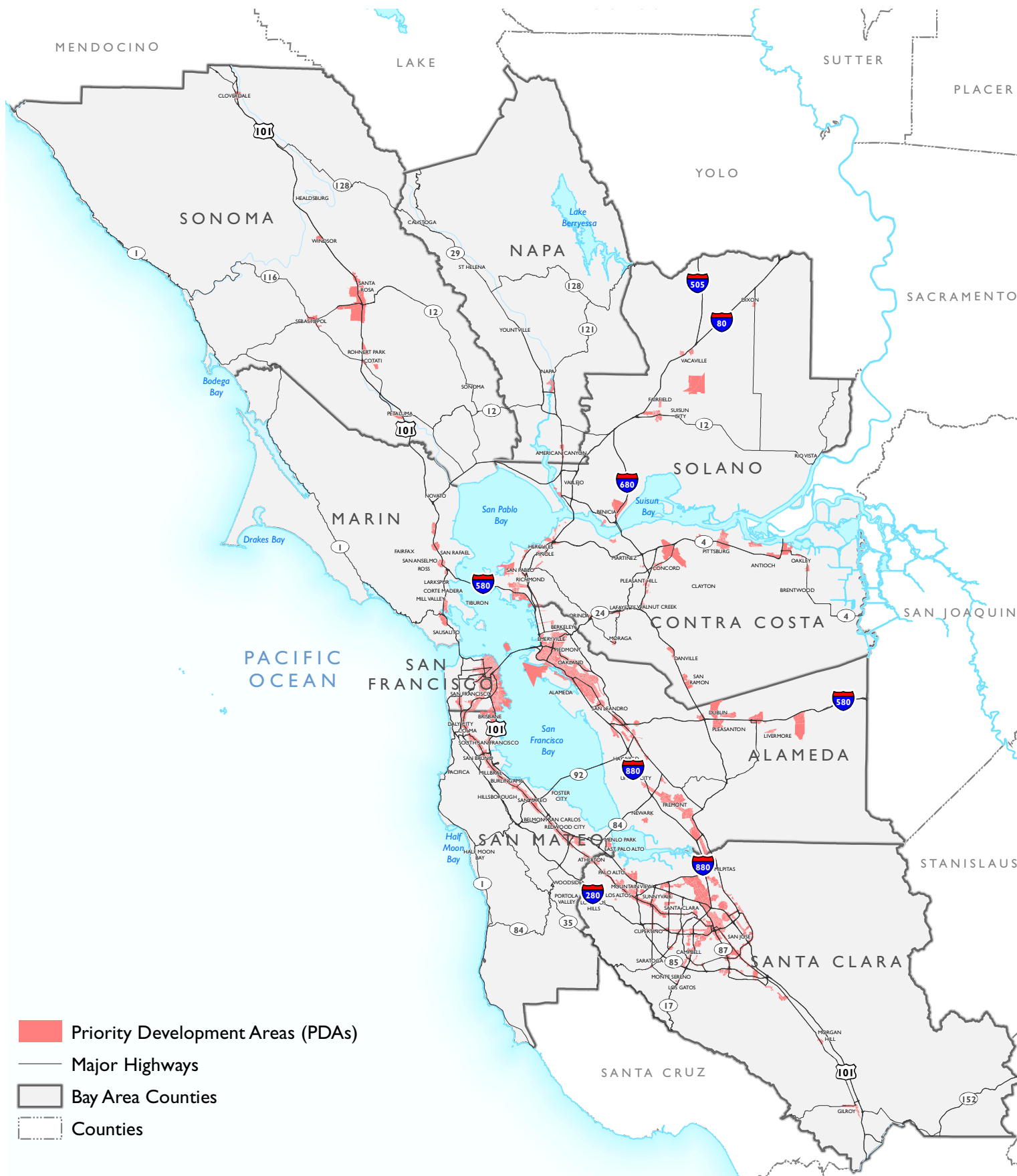
Local governments and special districts, either on their own or working with land trusts and conservancies, can acquire fee title to agricultural and open space lands or purchase development rights to preserve rural and agricultural areas, watersheds, or critical habitat, or to create public parks and recreational areas. Such actions have been undertaken in all Bay Area counties and have had significant effects on the shape of cities and urban form in the region.

Recreation and Parks Master Plans

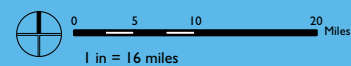
These plans outline projected recreation facility needs and strategies for fulfilling those needs. The main purpose of the plans is to provide guidance for addressing preservation, use, development, and administration of recreation facilities. These policy and action documents ensure the preservation of the natural environment, while providing improvements to facilitate human enjoyment of the parks and recreation areas. Plans can target goals and future actions for a specific park or be generalized to a collection of parks in a larger system.

Figure 2.3-5

Priority Development Areas (PDAs)



Data Source: Metropolitan Transportation Commission, 2013; Cal-Atlas Geospatial Clearinghouse, 2012;
The Conservation Lands Network GIS Data Sets, 2012; Tom Tom North America, 2011; Dyett & Bhatia, 2012.



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Impact Analysis

The land use impact analysis assesses the potential for significant adverse impacts related to conversion or loss of important agricultural lands and open space; community displacement and disruptions, including potential loss of housing and separation of people from community resources; and Plan consistency with adopted land use plans.

SIGNIFICANCE CRITERIA

Implementation of the proposed Plan would have a potentially significant adverse impact if it would:

- Criterion 1:** Result in residential or business disruption or displacement of substantial numbers of existing population and housing.
- Criterion 2:** Result in permanent alterations to an existing neighborhood or community by separating residences from community facilities and services, restricting access to commercial or residential areas, or eliminating community amenities.
- Criterion 3:** Conflict substantially with the land use portion of adopted local general plans or other applicable land use plans, including specific plans, existing zoning, or regional plans such as coastal plans or the Bay Plan.
- Criterion 4:** Convert substantial amounts of important agricultural lands and open space (Prime Farmland, Unique Farmland, or Farmland of Statewide Importance) or lands under Williamson Act contract to non-agricultural use. Such conversion from agricultural use would be significant whether or not the proposed facility is consistent with local or regional plans.
- Criterion 5:** Result in the loss of forest land, conversion of forest land to non-forest use, or conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

METHOD OF ANALYSIS

The EIR land use analysis addresses the following issues: community displacement and disruptions, including potential loss of housing; physical divisions of communities or disruption of access to community facilities and services; proposed Plan consistency with adopted land use plans; conversion or loss of important agricultural lands or open space; and loss of forest land.

The land use analysis is based on outputs from the land use and transportation models (referenced below), which are compared to existing conditions to identify potential impacts. The transportation projects considered include those that have the potential for physical impacts based on characteristics such as expansion, widening, new construction or new configurations. The land use strategy is analyzed based on areas with the greatest projected land-use changes, in terms of projected population, jobs, densities, and land uses by location. The analysis also considers impacts by county to determine: (1) the general amount and type of land that might be impacted; and (2) where impacts may be concentrated.

Because there are no details about right-of-way requirements for the various transportation investments, the analysis necessarily makes general assumptions about the amount of land needed to implement the transportation projects in the proposed Plan (specific assumptions are cited in footnotes in the detailed analysis). Further, future land use development is programmatic and not site specific, so detailed infor-

mation on the amount of land developed is necessarily based on a series of conservative assumptions, outlined in the impact assessment. As a result, the analysis presents a conservative scenario of land use impacts, and the acreages in the analysis are used as a guide in assessing relative impacts.

Residential or Business Disruption, Division, or Displacement

This assessment evaluates potential direct impacts due to physical disruptions to existing communities, including potential displacement of residents, as a result of the proposed land use strategy and transportation improvements. Because the goal of the proposed Plan is to accommodate the region's population, displacement as a result of land use changes is not expected to be a significant impact region-wide. However, localized displacement as a result of land use changes is addressed qualitatively, and a general assessment of how the proposed Plan could impact housing is included, with a focus on physical impacts such as displacement. Additionally, the analysis considers potential impacts related to disrupting existing businesses. (It is noted here that displacement as a result of affordability is addressed in the proposed Plan as part of the Equity Analysis, rather than in this EIR.) Land use displacement that would result in low-income residents moving farther away from jobs (to find replacement low-income housing) is evaluated in relation to how it impacts other issue areas, for instance in terms of impacts related to transportation and air quality. Because income is considered in the UrbanSim land use model as well as the MTC Travel Model, land use changes as a result of shifting markets and affordability is incorporated into the final model outputs. However, specific impacts related to affordability and market impacts are not assessed in this EIR. Urbanized land footprints were developed for the proposed Plan based on GIS raster data developed by MTC using UrbanSim land use outputs.¹⁰ Raster data includes the forecast location of new jobs and housing throughout the region. Detailed information on modeling processes, including adjustments and outputs, is included in the Plan Bay Area Land Use Model Data Summary supplemental report, released in March 2013. This data and other documents can be obtained from the MTC/ABAG Library, or from the OneBayArea website at www.onebayarea.org.

The transportation projects with potential physical impacts were studied using GIS and compared with existing land use maps to ascertain whether they could result in residential or business disruption or displacement of substantial numbers of existing population and housing. The analysis is presented by county and involves assumptions based on limited available information, since in most cases, the transportation projects are in the early planning phases and land use changes are at the policy level, rather than specific project-level. Overall, 160 of the 700 transportation projects in the proposed were identified as projects with potential physical impacts on land use, based on general characteristics such as widening, construction, and new roadway configurations.

Additionally, the EIR analyzes the potential for long term physical separation or division of communities by reviewing the location of land use projects under the proposed Plan in relation to surrounding land uses and community development. High growth areas for new jobs and housing, new road or highway projects, extension projects, and major interchange projects are assumed to have a higher potential to divide existing communities, while areas with only minor land use changes, widening and other projects

¹⁰ Future urbanized footprint is based on modeled future development of over eight people per acre and/or 10 jobs per acre.

along established transportation rights-of-way are assumed to have a lower potential to divide existing communities or neighborhoods in the long-term.

Consistency with Land Use Plans

The proposed Plan focuses regional growth into PDA areas. In preparation for the drafting of the proposed Plan, local jurisdictions, which have land use authority, nominated areas within their borders as potential PDAs appropriate to concentrate future growth. Local jurisdictions identified the appropriate Place Type for each PDA (such as regional center, transit neighborhood, or rural town), which provides a general set of guidelines for the character, scale, and density of future growth and best matches the community vision for the area.¹¹ Regional land use and housing allocations, particularly as related to PDAs, were based on extensive dialogue between ABAG and local jurisdictions and the proposed Plan will only be implemented insofar as local jurisdictions adopt its policies and recommendations. A qualitative discussion related to the generalized effects of these changes is outlined below.

The EIR qualitatively evaluates local and sub-regional planning efforts and the potential impacts of the proposed Plan on those efforts. Aspects of the proposed Plan that might otherwise support and encourage land use changes could face offsetting pressures such as:

- General Plan policies and development controls that require voter approval (such as those set by initiative).
- General Plan policies and development controls based on joint-powers agreements (such as regional open space reserves, buffers between communities, or urban service boundaries and urban limit lines).
- General Plan policies and development controls reflecting infrastructure constraints or severe environmental constraints.

Local jurisdictions are responsible for adopting land use policies as part of their general and neighborhood plans and implementing them through local ordinance. As a result, MTC and ABAG have no direct control over local land use planning. Nevertheless, regional efforts will be made through OneBayArea Grant (OBAG) funding to assist local jurisdictions in aligning local land use policies with the proposed Plan. Additionally, MTC and ABAG's PDA Planning Grant Program will assist local jurisdictions in increasing housing supply and jobs, increasing land use intensities, promoting alternative modes of travel, and managing parking.

Regional plans such as the Bay Plan are addressed in general terms. Consistency with Natural Community Conservation Plans and Habitat Conservation Plans is addressed in *Chapter 2.9 Biological Resources*. Consistency with Airport Land Use Compatibility Plans is addressed in *Chapter 2.13: Hazards*.

¹¹ Association of Bay Area Governments, Plan Bay Area Jobs-Housing Connection Strategy, revised May 16, 2012.

Agricultural Lands and Open Space

The agricultural lands and open space analysis identifies factors affecting development impacts at the county level and determines whether the proposed Plan would affect the relative ability of local jurisdictions to protect agriculture and open space designated as “permanent.” The overall goal is to minimize the adverse effect of increased demand for public facilities and services on prime farmland and other important farmland slated to be preserved. The analysis considers direct and indirect impacts and focuses on identified priority agricultural areas. The analysis also identifies areas that may be subject to conversion of Williamson Act contract lands.

To conduct the agricultural lands and open space analysis, 160 of the 700 transportation projects in the proposed Plan were identified as projects with potential physical impacts on farmland, based on general characteristics such as widening, construction, and new roadway configurations. Since many of these projects are located in urban areas, only a subset overlaps with mapped farmland. Similarly, the locations of projected new housing and employment uses were identified. The location of projected new housing and employment uses were then studied using Geographic Information Systems (GIS) and compared with the farmland maps referenced in the Environmental Setting to determine the extent of the physical impacts of the proposed Plan transportation projects and land use changes on important agricultural lands.

Forest Lands

Forest data was collected from the USDA National Agricultural Statistics Service’s 2011 Cropland Data Layer (CDL) for California. The CDL is produced yearly, and uses satellite imagery to produce 30-meter resolution crop-specific land cover data. Urban and non-agricultural land cover designations are grouped in broad categories, of which four relate to forest or wooded areas: Deciduous Forest, Evergreen Forest, Mixed Forest, and Woody Wetlands. Similarly to the agricultural analysis above, these four categories were compared with future transportation and development projects and the overlapping area was calculated.

SUMMARY OF IMPACTS

Community Disruption/Displacement

Short-term construction effects of land use and transportation projects could cause localized impacts, but would be temporary in nature. Long term impacts on community disruption or displacement are possible as a result of proposed transportation projects and land development where substantial land use changes are identified.

Community Separation

While long term impacts resulting from proposed transportation projects are anticipated to be minor and mitigable, land use projects have the potential for long-term impacts given the variation in local land use controls and standards related to new development.

Consistency with Local Plans

The land use and transportation projects in the proposed Plan are not expected to substantially conflict with local or regional plans. The proposed Plan was developed with input from local jurisdictions for both land use and transportation projects. Land use authority will remain with the relevant local jurisdiction.

tions and permitting agencies (such as BCDC) and the proposed Plan will only be implemented insofar as local jurisdictions adopt its policies and recommendations.

Conversion of Farmland, Open Space, and Timberland or Forestland

Together, land use and transportation projects in the proposed Plan have the potential to convert 5,941 acres of agricultural land to urbanized uses, which represents 0.3 percent of all agricultural land in the Bay Area. Of this, 1,184 acres are identified as Prime or Unique Farmland, or Farmland of Statewide Importance (assuming no overlap). Further, 723 acres of Williamson Act lands are identified as potentially converted by combined land use and transportation projects. This represents 0.06 percent of all Williamson Act lands in the Bay Area. Finally, 2,022 acres of protected open space lands are identified as potentially converted by combined land use and transportation projects. This represents 0.5 percent of all open space lands in the Bay Area. Together, land use and transportation projects in the proposed Plan have the potential to convert 1,414 acres of forest land or timberland to urbanized uses, which represents 0.1 percent of total forest land and timberland acreage in the Bay Area.

IMPACTS AND MITIGATION MEASURES

Impact

- 2.3-1 Implementation of the proposed Plan could result in residential or business disruption or displacement of substantial numbers of existing population and housing.**

Impacts of Land Use Projects

Regional Effects

Development projects under the proposed Plan could result in short term local community disruption where such improvements involve significant construction activity. Projects will undergo construction at different times throughout the life of the proposed Plan. New development resulting from the proposed Plan could displace residents or disrupt businesses and existing land use patterns. The significance of the disruption will depend upon the size and extent of the development, the nature of the disruption, and the duration of construction. While construction activities are typically limited in duration, work on major projects often spans a period of several years because the projects are large and complex and/or because the construction contractors are required to keep traffic flowing on existing lanes passing through or adjacent to construction sites. As a result, the construction of major development can result in frequent inconveniences (e.g., blocked or limited access, detours, or delays) and irritations for residents and businesses of communities immediately adjacent to the construction sites during the construction period. Large-scale projects for which the duration of construction is longer than several months could cause localized displacement. However, since construction impacts are temporary in nature they are considered less than significant. Mitigation Measure 2.3(a), described below, would provide additional mitigation for short term impacts associated with construction, as needed.

Further, the development of additional housing units and commercial space in PDAs could have the long-term effect of stimulating demand by attracting new residents and businesses that are seeking improved access to transit, a tighter network of commercial markets, and other amenities. Changing development types and higher prices resulting from increased demand could disrupt business patterns and displace existing residents to other parts of the region or outside the region altogether. However, the proposed Plan seeks to accommodate the projected population and employment growth in the region, consistent with historic trends. As such, any displacement or disruption would most likely occur locally, and

in general, more units and jobs would be created to replace any lost jobs and housing overall. Displacement impacts as a result of land use projects at the regional level would therefore be less than significant (LS). No additional mitigation measures are required.

Localized Effects

Planning projects in urban areas and reusing urban sites or facilities support focused growth and transit-oriented development initiatives (such as improving station access or expanding the capacity of current BART stations), and are expected to involve the redevelopment of existing urban sites with higher density development. Since the proposed Plan seeks to accommodate projected population and employment growth in the region, new development would provide additional space for housing and businesses within the Bay Area; locally, however, businesses may be disrupted and residents displaced as some areas transition to denser urban settings. Impacts of displacement or disruption would be most likely felt as a result of new development where the overall density changes most significantly, since in these areas the building type may be likely to change (e.g., from low or midrise to high rise buildings or from single family to multifamily housing). Changes in building type may impact the types of uses accommodated, the desirability or target market, as well as rents. The 10 Bay Area PDAs with the greatest change in household and employment density are shown in **Tables 2.3-7** and **2.3-8**, respectively. As the tables show, the biggest density changes occur in major urban centers, including Oakland, San Francisco, and San José. Downtown and transit centers in Berkeley, Redwood City, and Millbrae round out the top-10 list for household density, and Berkeley and areas of Silicon Valley round out the top-10 list for employment density.

Overall, implementation of the proposed Plan could result in potentially significant (PS) permanent localized displacement and disruption. Mitigation measures 2.3(b) and 2.3(c) are described below.

TABLE 2.3-7: HOUSEHOLD DENSITY BY PRIORITY DEVELOPMENT AREA

<i>Priority Development Area</i>	<i>Density (Households per Acre)</i>		<i>Difference (2040 – 2010 Density)</i>
	<i>2010</i>	<i>2040</i>	
San Francisco: Transbay Terminal	5	128	124
Redwood City: Downtown	7	46	39
Berkeley: Downtown	23	59	37
Millbrae: Transit Station Area	4	40	36
San José: Greater Downtown	8	42	34
San José: Capitol Corridor Urban Villages	4	36	32
Oakland: Downtown & Jack London Square	20	48	28
South San Francisco: Downtown	13	40	27
San José: Stevens Creek TOD Corridor	12	38	25
San Francisco: Market & Octavia	44	69	25

Source: MTC, 2012; Dyett & Bhatia, 2013.

TABLE 2.3-8: EMPLOYMENT DENSITY BY PRIORITY DEVELOPMENT AREA

Priority Development Area	Density (Jobs per Acre)		Difference (2040 – 2010 Density)
	2010	2040	
San Francisco: Transbay Terminal	205	996	791
San Francisco: Mission Bay	11	110	98
Oakland: Downtown & Jack London Square	166	240	74
San José: Greater Downtown	61	119	58
Berkeley: Downtown	136	193	57
San Francisco: Port of San Francisco	14	66	52
Santa Clara Valley Transportation Authority: City Cores, Corridors & Station Areas	178	227	49
San Mateo: Downtown	60	98	39
San Mateo: El Camino Real	24	60	36
South San Francisco: Downtown	23	58	35

Source: MTC, 2012; Dyett & Bhatia, 2013.

Impacts of Transportation Projects

Disruption and displacement are by nature location-specific, and as such, impacts resulting from the proposed Plan would occur at the local level. Therefore, regional effects are not addressed separately as they are assumed to be the same. Projects will undergo construction at different times throughout the life of the proposed Plan. New transportation facilities resulting from the proposed Plan could disrupt, displace, or block access to community amenities, or disrupt existing businesses and land use patterns. The significance of the disruption will depend upon the size and extent of the project, the nature of the disruption, and the duration of construction. While construction activities are typically limited in duration, work on major projects often spans a period of several years because the projects are large and complex and/or because the construction contractors are required to keep traffic flowing on existing lanes passing through or adjacent to construction sites. As a result, the construction of major transportation facilities can result in frequent inconveniences (e.g., blocked or limited access, detours, or delays) and irritations for residents and businesses immediately adjacent to the construction sites during the construction period. Large-scale projects for which the duration of construction is longer than several months could cause localized displacement, particularly for businesses. However, since construction impacts are temporary in nature they are considered less than significant. Mitigation Measure 2.3(a), described below, would provide additional mitigation for short-term impacts associated with construction, as needed.

There are 160 major projects in the proposed Plan in nine counties with the potential to impact 12,200 households and 38,200 jobs, assuming worst-case disturbance.¹² Of those, most (88) are widening pro-

¹² The calculation is based on a 100 foot buffer on either side of the centerline of a linear project and a 100 foot radius around the center of a point project, such as an intersection improvement resulting in a new configuration. “Major projects” defined as those which are listed in the RTP as expansion projects costing \$10 million or more that include new roadway construction, road widening, or other ground-disturbing construction.

jects, 33 are related to intersection or interchanges, 34 are new roads, and the remaining are extensions or other types of physical improvement projects that do not fit into any category, as shown in **Table 2.3-9**. Local governments have initiated projects in the proposed Plan with the intention of enhancing the quality of life in existing communities and neighborhoods. Examples include constructing rail extensions in San Francisco, Oakland, and Silicon Valley, operating Bus Rapid Transit along major corridors, and implementing transit accessibility, traffic calming, and bicycle and pedestrian improvement projects in many communities throughout the region. However, these projects could also cause temporary disruptions to residents and businesses such as traffic interruption, as well as permanent disruption such as the demolition of homes or businesses. As a result, although there may be beneficial long-term effects associated with transportation projects, there is also the potential for significant impacts, resulting in potentially significant (PS) permanent impacts. Mitigation measures 2.3(b) and 2.3(c) are described below.

TABLE 2.3-9: TYPES OF PROJECTS POTENTIALLY DISRUPTING EXISTING LAND USE

<i>County</i>	<i>Type of Project in Plan</i>					<i>Total</i>
	<i>Extension</i>	<i>Intersection</i>	<i>New</i>	<i>Widening</i>	<i>Other</i>	
Alameda	4	10	7	19	-	40
Contra Costa	5	5	9	24	2	45
Marin	-	-	-	1	-	1
Napa	1	-	-	-	1	2
San Francisco	4	-	6	1	-	11
San Mateo	2	1	1	4	1	9
Santa Clara	10	11	5	17	-	43
Solano	-	3	3	4	-	10
Sonoma	1	3	-	7	-	11
Regional/Multiple Counties ¹	2	-	3	11	1	17
Total	29	33	34	88	5	189²

Notes:

1. This category includes projects such as BART, and other transit projects of a regional scale.
2. This total includes some double counting of projects due to the fact that numerous projects have multiple components that are categorized under more than one project type. Projects in this table represent 160 individual projects listed in MTC's Regional Transportation Plan.

Source: Metropolitan Transportation Commission 2012; Dyett & Bhatia, 2013.

Combined Effects

While it is unlikely that multiple construction projects would occur in the same location and timeframe over the life of the proposed Plan, there is the possibility that short-term displacement and disruption from construction of a combination of transportation and land use projects could result in compounded short-term impacts in some locations. Similarly, while long-term impacts would likely not be worsened by concurrent land use and transportation improvements, there could be worsened impacts in some locations. For instance, redevelopment near a transit station could push shifts in building and market type resulting in displacement. Further, if over time land use and transportation projects that require demolition of existing homes occur in the same area, the impact could be worsened by displacing a larger number of units locally. This type of displacement or disruption would only occur locally since regionally

more units and jobs would be created to replace any lost jobs and housing overall. Overall, impacts in the long-term would be potentially significant (PS). Mitigation measures 2.3(a), 2.3(b), and 2.3(c) are described below.

Mitigation Measures

Implementing agencies and/or project sponsors shall consider implementation of mitigations measures including but not limited to those identified below.

2.3(a) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Regulating construction operations on existing facilities to minimize traffic disruptions and detours, and to maintain safe traffic operations.
- Ensuring construction operations are limited to regular business hours where feasible.
- Controlling construction dust and noise. See “Construction Best Practices for Dust” under Mitigation Measure 2.2(a) in *Chapter 2.2: Air Quality*.
- Controlling erosion and sediment transport in stormwater runoff from construction sites. See “Construction Best Practices for Dust” under Mitigation Measure 2.2(a) in *Chapter 2.2: Air Quality*.
- Complying with existing local regulations and policies that exceed or reasonably replace any of the above measures that reduce short-term disruption and displacement.

Mitigation Measure 2.2(a) in *Chapter 2.2: Air Quality* includes additional applicable measures related to this impact, which are included here by reference.

2.3(b) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Developing pedestrian and bike connectors across widened sections of roadway;
- Using sidewalk, signal, and signage treatments to improve the pedestrian connectivity across widened sections of roadway;
- Using site redesign or corridor realignment, where feasible, to avoid land use disruption; and
- Complying with existing local regulations and policies that exceed or reasonably replace any of the above measures that reduce long-term disruption and displacement.

2.3(c) Through regional programs, such as MTC/ABAG’s Priority Development Area (PDA) Planning Program, MTC/ABAG shall continue to support the adoption of local zoning and design guidelines that encourage pedestrian and transit access, infill development, and vibrant neighborhoods.

Significance After Mitigation

Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measures described above, as feasible, to ad-

dress site-specific conditions. To the extent that an individual project adopts and implements all feasible mitigation measures described above, the impact would be less than significant with mitigation (LS-M).

MTC/ABAG cannot require local implementing agencies to adopt the above mitigation measures, and it is ultimately the responsibility of a lead agency to determine and adopt mitigation. Therefore it cannot be ensured that this mitigation measure would be implemented in all cases, and this impact remains significant and unavoidable (SU).

Impact

- 2.3-2 Implementation of the proposed Plan could result in permanent alterations to an existing neighborhood or community by separating residences from community facilities and services, restricting access to commercial or residential areas, or eliminating community amenities.**

Impacts of Land Use Projects

Community separation is by nature location-specific, and as such, impacts resulting from the proposed Plan would occur at the local level. Therefore, regional effects are not addressed separately as they are assumed to be the same. The proposed Plan includes new household and employment development, largely focused into PDAs. The proposed Plan encourages development in urban infill sites that, in many cases, may be underutilized or vacant and currently act as physical barriers in individual communities; by developing these sites and designing them as centers of community activity, local jurisdictions could actually remove or decrease divisions and barriers between neighboring communities and amenities. However, some large projects could reduce connectivity if they fail to include pedestrian amenities, close off existing roads, or otherwise result in development that restricts access within the community. Most city and county general plans include policies, such as zoning and/or design guidelines, which ensure new development preserves community connectivity. Further, MTC and ABAG encourage the inclusion of pedestrian-oriented development standards and guidelines in PDA Plans funded by MTC/ABAG.

Given the uncertainty around local implementation of standards related to connectivity, the impact of land use projects on community separation is considered potentially significant (PS). Mitigation measure 2.3(f) is described below.

Impacts of Transportation Projects

Community separation is by nature location-specific, and as such, impacts resulting from the proposed Plan would occur at the local level. Therefore, regional effects are not addressed separately as they are assumed to be the same. Most of the major proposed transportation projects are located in existing rights-of-way, meaning that they will not cause any new separation within existing communities. Some projects in the proposed Plan would actually improve or expand interconnections between neighborhoods and communities that are currently separated by major transportation corridors. Examples include bridges or undercrossings (with bike lanes) of commuter rail lines, bicycle/pedestrian overcrossings of freeways, and urban trail and pathway projects. Safe Routes to School projects also improve accessibility within communities to schools. Additionally, many proposed projects, such as new transit services like the SMART line in Marin and Sonoma counties, are intended to relieve traffic congestion that is expected to increase as a result of regional population growth and may, as a result, improve community connectivity. There remains some potential for long term community separation caused by projects within the pro-

posed Plan, such as the widening of a roadway which could make crossing more difficult. However, this type of impact would be expected to be minor, and easily addressed in project design. Overall, transportation project impacts related to community separation are expected to be less than significant (LS). Mitigation measures 2.3(d), 2.3(e), and 2.3(f), described below, would provide additional mitigation for impacts, as needed.

Combined Effects

Depending on local regulation, long-term land use impacts related to community accessibility are potentially significant but transportation impacts are anticipated to be less than significant, and are not expected to worsen land use impacts or result in significant impacts when considered together with land use impacts. As a result of potentially significant long-term land use impacts, combined long-term impacts are also considered potentially significant (PS). Mitigation measures 2.3(d), 2.3(e) and 2.3(f) are described below.

Mitigation Measures

Implementing agencies and/or project sponsors shall consider implementation of mitigation measures including but not limited to those identified below. In addition to the following mitigation measures, measures 2.3(a), 2.3(b), and 2.3(c) under Impact 2.3-1 would reduce temporary construction related to community separation impacts.

2.3(d) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. All new transportation projects shall be required to incorporate design features such as sidewalks, bike lanes, and bike/pedestrian bridges or tunnels that maintain or improve access and connections within existing communities and to public transit. Implementing agencies shall require project sponsors to comply with existing local regulations and policies that exceed or reasonably replace measures that reduce community separation.

2.3(e) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to the following. New development projects shall be required to provide connectivity for all modes such that new development does not separate existing uses, and improves access where needed and/or feasible, by incorporating 'complete streets' design features such as pedestrian-oriented streets and sidewalks, improved access to transit, and bike routes where appropriate. Implementing agencies shall require project sponsors to comply with existing local regulations and policies that exceed or reasonably replace measures that reduce community separation.

2.3(f) Through regional programs such as the One Bay Area Grants (OBAG), MTC/ABAG shall continue to support planning efforts for locally sponsored traffic calming and alternative transportation initiatives, such as paths, trails, overcrossings, bicycle plans, and the like that foster improved neighborhoods and community connections.

Significance after Mitigation

Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measures described above, as feasible, to ad-

dress site-specific conditions. To the extent that an individual project adopts and implements all feasible mitigation measures described above, the impact would be less than significant with mitigation (LS-M).

MTC/ABAG cannot require local implementing agencies to adopt the above mitigation measures, and it is ultimately the responsibility of a lead agency to determine and adopt mitigation. Therefore it cannot be ensured that this mitigation measure would be implemented in all cases, and this impact remains significant and unavoidable (SU).

Impact

2.3-3 Implementation of the proposed Plan could conflict substantially with the land use portion of adopted local general plans or other applicable land use plans, including specific plans, existing zoning, or regional plans such as coastal plans or the Bay Plan.

Impacts of Land Use Projects

The proposed Plan focuses regional growth into PDA areas. In preparation for the drafting of the proposed Plan, local jurisdictions, which have land use authority, nominated areas within their borders as potential PDAs appropriate to concentrate future growth. Since PDAs were nominated by local jurisdictions, it is not anticipated that the proposed Plan will conflict substantially with local land use plans, or if there are conflicts that they would be resolved at the local level through area plans and/or general plan or zoning amendments. However, local jurisdictions have local land use authority, meaning that in the case that the proposed Plan does conflict with local zoning or specific plans, the local jurisdiction would have ultimate land use authority. The proposed Plan will only be implemented insofar as local jurisdictions adopt its policies and recommendations.

In the Bay Area, Sonoma County, Marin County, the City and County of San Francisco, San Mateo County, and the cities of Daly City, Pacifica, and Half Moon Bay all have certified LCPs. According to GIS-based analysis, there are few land use projects anticipated under the proposed Plan that would occur in the Coastal Zone and these would be limited to transportation projects. Therefore, there would be no impact related to LCP compatibility resulting from land use development under the Plan.

The San Francisco Bay Plan establishes policies to guide the use of San Francisco Bay and its shoreline;¹³ in particular, the Bay Conservation and Development Commission (BCDC), which is responsible for implementation of the Bay Plan, is authorized to control both bay filling/dredging and shoreline development. In order to minimize the future filling of the Bay, the Bay Plan identifies Priority Use Areas (PUAs), which are reserved for water-oriented land uses including ports, water-related industries, airports, wildlife refuges, water-oriented recreation and public assembly, desalinization plants, and power plants requiring large amounts of water for cooling purposes.

Regionally, overlap between PUA and PDA areas equals a total of 1,560 acres. As seen in **Table 2.3-10**, the overlap is greatest in Solano and San Francisco counties (620 and 450 acres, respectively). Local land

¹³ BCDC jurisdiction is defined in the McAteer-Petris Act as the area between the Bay shoreline, as defined in the Act, and a line 100 feet landward of and parallel to the shoreline.

use plans must be consistent with Bay Plan PUA designations. PDA areas that overlap PUAs will be required to conform to land use restrictions detailed in the Bay Plan. Since PDAs are intended as “complete communities,” the mixed-use communities that will develop close to the Bay will, in many cases, integrate with and complement rather than conflict with the water-oriented recreation uses envisioned by the Bay Plan. Maritime, airport, wildlife refuge and industrial uses that are incompatible with mixed-use would retain their designation unless BCDC changes them. Several of the PDAs, including a number of those that overlap with PUA designations as discussed above, are sited on piers along the San Francisco waterfront. Some of the proposed uses in these PDAs may conflict with BCDC land use policies. As noted above, the proposed Plan will only be implemented insofar as local jurisdictions adopt its policies and recommendations. In cases where the PDA overlaps a PUA, the uses within the PUA must be consistent with Bay Plan requirements. Land use compatibility will be further addressed during subsequent environmental review as PDAs are implemented and detailed project design or specific plans can resolve these land use inconsistencies. Given local and BCDC land use authority and permitting processes and the potential for compatible adjacent land uses envisioned in the Bay Plan and the proposed Plan, this impact is considered less than significant (LS). No mitigation is required.

**TABLE 2.3-10: PRIORITY DEVELOPMENT AREA AND BCDC PRIORITY USE
AREA ACRES OF OVERLAP**

<i>County</i>	<i>Overlap Acres</i>
Alameda	110
Contra Costa	220
Marin	110
San Francisco	450
San Mateo	60
Solano	620
Total	1,560
Note: Figures do not sum due to independent rounding.	

Source: San Francisco Bay Conservation & Development Commission, 2012; Dyett & Bhatia, 2013.

Impacts of Transportation Projects

The transportation projects included in the proposed Plan were selected from over 1,000 submitted to MTC for consideration to its open “call for projects,” which involved a public outreach and local engagement process to solicit candidate projects for consideration in the Plan. Each of the nine regional Congestion Management Agencies (CMAs) assisted MTC by coordinating project submittals for their county. Caltrans and multi-county transit operators were allowed to submit directly to MTC, but coordination with the CMAs was encouraged by MTC. Since the majority of proposed transportation projects were nominated by local jurisdictions, it is not anticipated that the proposed RTP will conflict substantially with local general plans.

Of the proposed transportation improvement projects, thirty-three are located in BCDC PUA designated areas. Eleven are local streets and roads projects, eight are arterial system management projects, 10 are transit projects, two are State Highway System projects, and one is a freight facility project. Proposed transportation improvement projects generally seek to improve access and mobility throughout the re-

gion and are expected to promote public access to lands within BCDC jurisdiction in general. It is noted that BCDC can only permit auto and transit projects on Bay fill, if the structure is a bridge.

While transportation improvements on State and Interstate highways and those sponsored by special districts—such as BART, AC Transit, SamTrans, Golden Gate Transportation District, etc.—are not necessarily derived from local general plans, these project sponsors work with their respective county CMAs to ensure consistency with local jurisdiction planning efforts. As a result, the transportation improvements in the proposed Plan are not expected to conflict with the land use designations of current local general plans, so transportation impacts are considered less than significant (LS). No mitigation is required.

Combined Effects

Since the proposed Plan was developed to incorporate feedback from local jurisdictions for both land use designations and transportation projects, and land use authority will remain with the relevant local jurisdictions and permitting agencies (such as BCDC), the combined effects of the land use and transportation projects are expected to be less than significant (LS). No mitigation is required.

Mitigation Measures

None required.

Impact

- 2.3-4 Implementation of the proposed Plan could convert substantial amounts of important agricultural lands and open space or lands under Williamson Act contract to non-agricultural use.**

Impacts of Land Use Projects

Conversion of agricultural land or open space as a result of development projects is location-specific in nature, and as such, impacts resulting from the proposed Plan would occur primarily at the local level, with regional impacts essentially being the culmination of localized impacts. Land converted from Prime or Important Farmland to residential or commercial use can have direct effects in that productive land can no longer produce crops, but it may also have indirect effects to the extent that conversion creates fragmentation of agricultural land and adjacent use conflicts, hinders existing transportation access to agricultural lands, or restricts infrastructure options that are necessary to the function of the agricultural property.

The proposed Plan targets new household and job growth in PDAs, which are largely within the urbanized footprint and typically support infill development. However, a relatively small portion of PDA acreage (approximately 7,600 acres) overlaps with agricultural lands, about 80 percent of which is grazing land. The rest is divided between Farmland of Local importance, Farmland of Statewide Importance, Prime Farmland, and Unique Farmland. Additionally, PDA boundaries overlap with approximately 300 acres of lands that are under Williamson Act contract. Most of the overlap between PDA and agricultural land is located in Contra Costa and Solano counties (2,700 and 3,000 acres, respectively). While the PDAs are areas in which growth is focused, PDAs would not be developed in their entirety, and would include diverse land uses in addition to jobs and housing that could include preservation of agricultural land. Likely development is addressed below and in **Table 2.3-11**.

Anticipated new urbanized land, based on UrbanSim modeling, was also compared to agricultural lands.¹⁴ In contrast to the above summary, this UrbanSim analysis includes areas located both inside and outside of PDAs and represents the likely extent of overall development resulting from the proposed Plan rather than assuming full development within each PDA. This more detailed distribution of land uses identifies 4,385 acres of agricultural land that would be potentially converted to land use development. This represents a negligible proportion (0.2 percent) of all agricultural land in the Bay Area. As shown in **Table 2.3-11**, the majority of conversion would occur on grazing lands (2,992 acres or 68 percent of all converted acres), and would be focused in Contra Costa and Solano counties (1,432 and 1,020 acres, respectively). Of the total acres converted, 820 acres are identified as Prime or Unique Farmland, or Farmland of Statewide Importance. Additionally, 471 acres of agricultural land under Williamson Act contract could be converted to urbanized land, as indicated in **Table 2.3-12**. The majority of these Williamson Act acres would be in Solano, Alameda, and Santa Clara counties.

TABLE 2.3-11: FARMLAND ACRES POTENTIALLY AFFECTED BY PROPOSED DEVELOPMENT, BY COUNTY AND TYPE

	<i>Farmland of Local Importance</i>	<i>Farmland of Statewide Importance</i>	<i>Grazing Land</i>	<i>Prime Farmland</i>	<i>Unique Farmland</i>	Total	% of Total by County
Alameda	-	-	710	89	47	846	19%
Contra Costa	121	114	1,170	11	16	1,432	33%
Marin	16	0	1	-	-	17	0.4%
Napa	28	1	5	10	10	54	1%
San Mateo	-	-	6	1	58	65	1%
Santa Clara	103	11	150	68	120	452	10%
Solano	-	2	891	127	-	1,020	23%
Sonoma	305	37	59	89	9	499	11%
TOTAL	573	165	2,992	395	260	4,385	100%
% of Total by Type	13%	4%	68%	9%	6%	100%	-

Note: Figures may not sum due to independent rounding.

Sources: MTC, 2013; Census TIGER/Line Shapefiles, 2010; Farmland Mapping and Monitoring Program, Department of Conservation, 2008- 2010.

¹⁴ Future urbanized footprint is based on modeled future development of over eight people per acre and/or 10 jobs per acre.

**TABLE 2.3-12: WILLIAMSON ACT ACRES POTENTIALLY AFFECTED BY
PROPOSED DEVELOPMENT, BY COUNTY**

<i>County</i>	<i>Acres</i>
Alameda	91
Contra Costa	15
Marin	2
Napa	16
San Mateo	44
Santa Clara	106
Solano	123
Sonoma	74
Total	471

Source: MTC 2013; MTC UrbanSim Raster Files, 2012; Census TIGER/Line Shapefiles, 2010; Farmland Mapping and Monitoring Program, Department of Conservation, 2008- 2010.

A relatively small portion of PDA acreage (approximately 3,450 acres) overlaps with protected open space land (excluding agricultural land, forest land, or timberland, which are addressed separately). The largest overlaps are anticipated in Santa Clara, Alameda, and San Francisco counties (710, 690, and 480 acres, respectively). While the PDAs are areas in which growth is focused, PDAs would not be developed in their entirety, and would include diverse land uses in addition to jobs and housing that could include preservation of open space. Likely development is addressed below and in **Table 2.3-13**.

Anticipated new urbanized land, based on UrbanSim modeling, was also compared to protected open space lands (excluding agricultural land, forest land, or timberland, which are addressed separately).¹⁵ As noted above, this UrbanSim analysis includes areas located both inside and outside of PDAs and represents the likely extent of overall development resulting from the proposed Plan rather than assuming full development within each PDA. This more detailed distribution of land uses identifies 1,742 acres of open space that would be potentially converted to land use development, which represents a negligible proportion (0.5 percent) of protected open space acreage in the Bay Area that is not also agricultural, timberland, or forest land. As shown in **Table 2.3-13**, the majority of conversion would be focused in Alameda and San Francisco counties.

¹⁵ Future urbanized footprint is based on modeled future development of over eight people per acre and/or 10 jobs per acre.

TABLE 2.3-13: PROTECTED OPEN SPACE ACRES POTENTIALLY AFFECTED BY PROPOSED DEVELOPMENT, BY COUNTY

<i>County</i>	<i>Overlap Acres</i>
Alameda	494
Contra Costa	221
Marin	135
Napa	57
San Francisco	319
San Mateo	126
Santa Clara	157
Solano	110
Sonoma	123
Total	1,742

Source: MTC, 2013; California Protected Areas Database, 2012.

With the exception of San Francisco, all counties in the Bay Area protect open space and agricultural lands by county-wide land use measures, such as urban service areas, environmental corridors, slope/density restrictions, stream conservation areas, or riparian buffers. Additionally, some cities have Urban Growth Boundaries (UGB) to limit sprawl and protect agricultural land. Generally, this means that if a project falls outside a UGB, there are regulatory measures in place to aid local jurisdictions in farmland protection. Still, there are many communities without growth limits in place, and those that do exist vary in quality, effectiveness, and enforcement. According to MTC/ABAG, of 101 Bay Area municipalities, 27 have UGBs as of January 2013. Additionally, countywide growth boundaries in Contra Costa and San Mateo counties apply to all cities within their jurisdiction. Counties and cities with measures protecting open space are summarized in **Table 2.3-14**.

TABLE 2.3-14: BAY AREA URBAN GROWTH BOUNDARIES AND COUNTY-WIDE LAND USE MEASURES

<i>County</i>	<i>County-Wide Measure</i>	<i>Cities with an Urban Growth Boundary</i>
Alameda	Yes	Dublin, Fremont, Hayward, Livermore, Pleasanton
Contra Costa	Yes	County Urban Limit Line applies to all jurisdictions in the County
Marin	Yes	Novato
Napa	Yes	American Canyon, Napa, St Helena, Yountville
San Francisco ¹	No	--
San Mateo	Yes	County Urban-Rural Boundary applies to all jurisdictions in the County
Santa Clara	Yes	Cupertino, Gilroy, Milpitas, Morgan Hill, Palo Alto, San José
Solano	Yes	Benicia, Fairfield, Rio Vista, Vacaville
Sonoma	Yes	Cloverdale, Cotati, Healdsburg, Petaluma, Rohnert Park, Santa Rosa, Sebastopol, Sonoma, Windsor

1. San Francisco County has no affected farmland acres.

Source: MTC, 2012.

While the majority of new development proposed in the Plan will consist of urban infill in PDAs and other urbanized areas, thereby not impacting agricultural land, and local and regional policies and programs exist to limit conversion of agricultural land, the potential conversion of 4,385 acres of farmland is considered potentially significant (PS). Mitigation Measures 2.3(g) and 2.3(h) are described below.

Impacts of Transportation Projects

Generally, the effects of transportation projects on agricultural land and open space—conversion, fragmentation, use conflicts, decreased access, and limitations on agricultural infrastructure—are similar to those of land use development projects.

Transportation projects in the proposed Plan have the potential to impact 1,529 acres of farmland, assuming the worst-case disturbance.¹⁶ This represents a negligible proportion (.07 percent) of all agricultural land in the Bay Area. Of that farmland, the majority (49 percent) is Grazing Land, 28 percent is Farmland of Local Importance, 15 percent is Prime Farmland, and the remainder is made up of Farmland of Statewide Importance and Unique Farmland, as documented for each county in **Table 2.3-15**.¹⁷ Sonoma and Alameda counties are the most impacted by the proposed Plan, with 607 and 294 acres of potentially threatened farmland, respectively. San Francisco, San Mateo, and Santa Clara counties have the least amount of affected land, with no acres impacted in San Francisco and San Mateo and 52 acres in

¹⁶ The acreage calculation is based on a 100-foot buffer on either side of the centerline of a linear project and a 100-foot radius around the center of a point project, such as an intersection improvement resulting in a new configuration. Existing roadway is categorized as “roadway” and thus not counted in farmland impact totals.

¹⁷ The farmland acre totals include land not currently in production. In some cases, these farmlands may be zoned for urban development.

Santa Clara. Of the total acres converted, 364 acres are identified as Prime or Unique Farmland, or Farmland of Statewide Importance. Further, of the 1,529 acres of agricultural land with potential for conversion, approximately 252 acres (16 percent) across six counties are under Williamson Act contract, as indicated in **Table 2.3-16**. This represents 0.02 percent of all Williamson Act land in the Bay Area.

TABLE 2.3-15: FARMLAND ACRES POTENTIALLY AFFECTED BY PROPOSED TRANSPORTATION PROJECTS, BY COUNTY AND TYPE

<i>County</i>	<i>Farmland of Local Importance</i>	<i>Farmland of Statewide Importance</i>	<i>Grazing Land</i>	<i>Prime Farmland</i>	<i>Unique Farmland</i>	<i>Total</i>	<i>Percent of Total (by County)</i>
Alameda	-	-	292	1	1	294	19%
Contra Costa	62	12	114	1	-	189	12%
Marin	72	-	16	-	-	88	6%
Napa	38	13	4	22	3	81	5%
San Mateo	-	-	-	-	-	-	0%
Santa Clara	14	4	15	10	8	52	3%
Solano	-	-	154	62	1	218	14%
Sonoma	235	26	147	130	70	607	40%
Total	421	55	742	226	83	1,529	100%
% of Total (by Type)	28%	4%	49%	15%	5%	100%	

Note: Figures may not sum due to independent rounding.

Source: MTC, 2013; MTC Regional Transportation Plan, 2012; Census TIGER/Line Shapefiles, 2010; Farmland Mapping and Monitoring Program, Department of Conservation, 2008- 2010.

**TABLE 2.3-16: WILLIAMSON ACT ACRES POTENTIALLY AFFECTED BY
PROPOSED TRANSPORTATION PROJECTS, BY COUNTY**

<i>County</i>	<i>Overlap Acres</i>
Alameda	13
Contra Costa	28
Marin	47
Napa	1
Solano	39
Sonoma	124
Total	252

Source: MTC, 2013; MTC Regional Transportation Plan, 2012; Census TIGER/Line Shapefiles, 2010; Farmland Mapping and Monitoring Program, Department of Conservation, 2008- 2010.

Overall, transportation projects in the proposed Plan have the potential to impact 280 acres of protected open space (excluding agricultural land, forest land, or timberland, which are addressed separately), assuming the worst-case disturbance, as indicated in **Table 2.3-17**.¹⁸ This represents a negligible proportion (0.08 percent) of all open space land in the Bay Area that is not also agricultural, timberland, or forest land. San Francisco, Alameda, and San Mateo are the counties most impacted.

Though it is particularly difficult to project the potential impact of intersection improvements on farmland acres, the projects included in this analysis generally represent intersection improvements that result in new roadway configurations and thus may have different edge conditions than the existing intersections. The buffer used to quantify potential impact of intersection improvements is necessarily general—a 100 foot radius—and likely to be a conservative estimate of disturbance.

¹⁸ The acreage calculation is based on a 100-foot buffer on either side of the centerline of a linear project and a 100-foot radius around the center of a point project, such as an intersection improvement resulting in a new configuration. Existing roadway is categorized as “roadway” and thus not counted in impact totals.

**TABLE 2.3-17: PROTECTED OPEN SPACE ACRES POTENTIALLY AFFECTED
BY PROPOSED TRANSPORTATION PROJECTS, BY COUNTY**

<i>County</i>	<i>Overlap Acres</i>
Alameda	43
Contra Costa	6
Marin	31
Napa	5
San Francisco	55
San Mateo	46
Santa Clara	14
Solano	16
Sonoma	64
Total	280

Source: MTC, 2013; California Protected Areas Database, 2012.

The likelihood of farmland and open space conversion increases where transportation improvements are located at the edges of existing urban areas, along waterways, or over hills separating urban areas. The extent of this impact will depend on the final scale and design of proposed projects and on the project-specific analysis required by CEQA to determine the importance of the resource land. However, given the predominant location of projects within developed areas and existing corridors, the conversion of agricultural resource land is likely to be limited. Many municipalities have already planned for the conversion of some open space to urban uses, usually where the land is for grazing (which is not an endangered agricultural activity) rather than agricultural production. However, some conversion could be significant, depending on the amount and type of farmland that is converted. The conversion of agricultural and open space acreage is considered potentially significant (PS). Mitigation Measures 2.3(g) and 2.3(h) are described below.

Combined Effects

Together, land use and transportation projects in the proposed Plan have the potential to convert 5,941 acres of agricultural land to urbanized uses, which represents 0.3 percent of all agricultural land in the Bay Area. Of this, 1,184 acres are identified as Prime or Unique Farmland, or Farmland of Statewide Importance (assuming no overlap). Further, 723 acres of Williamson Act lands are identified as potentially converted by combined land use and transportation projects. This represents 0.06 percent of all Williamson Act lands in the Bay Area. Finally, 2,022 acres of protected open space land (excluding agricultural land, forest land, or timberland, which are addressed separately) are identified as potentially converted by combined land use and transportation projects. This represents 0.5 percent of 368,400 acres of open space land in the Bay Area that is not also agricultural, timberland, or forest land. The overall proportion of these conversions relative to Bay Area resources is negligible. However, any conversion of agricultural or open space land as a result of land use or transportation projects is considered significant, therefore the impact on agricultural and open space acreage is considered potentially significant (PS). Mitigation Measures 2.3(g) and 2.3(h) are described below.

Mitigation Measures

Implementing agencies and/or project sponsors shall consider implementation of mitigations measures including but not limited to those identified below.

2.3(g) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Requiring project relocation or corridor realignment, where feasible, to avoid farmland, especially Prime Farmland;
- Acquiring conservation easements on land at least equal in quality and size as partial compensation for the direct loss of agricultural land;
- Maintain and expand agricultural land protections such as urban growth boundaries;
- If a Williamson Act contract is terminated, a ratio greater than 1:1 of land equal in quality shall be set aside in a conservation easement, as recommended by the Department of Conservation;
- Instituting new protection of farmland in the project area or elsewhere in the County through the use of less than permanent long-term restrictions on use, such as 20-year Farmland Security Zone contracts (Government Code Section 51296 et seq.) or 10-year Williamson Act contracts (Government Code Section 51200 et seq.);
- Assessing mitigation fees that support the commercial viability of the remaining agricultural land in the project area, County, or region through a mitigation bank that invests in agricultural infrastructure, water supplies, marketing, etc.;
- Minimizing severance and fragmentation of agricultural land by constructing underpasses and overpasses at reasonable intervals to provide property access;
- Requiring agricultural enhancement investments such as supporting farmer education on organic and sustainable practices, assisting with organic soil amendments for improved production, and upgrading irrigation systems for water conservation;
- Requiring berms, buffer zones, setbacks, and fencing to reduce use conflicts between new development and farming uses and to protect the functions of farmland; and
- Requiring other conservation tools available from the California Department of Conservation's Division of Land Resource Protection.
- Requiring compliance with existing local regulations and policies that exceed or reasonably replace any of the above measures that reduce farmland conversion.

2.3(h) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Requiring project relocation or corridor realignment, where feasible, to avoid protected open space.
- Requiring conservation easements on land at least equal in quality and size as partial compensation for the direct loss of protected open space.
- Maintain and expand open space protections such as urban growth boundaries.

- Requiring compliance with existing local regulations and policies that exceed or reasonably replace any of the above measures that reduce open space conversion.

Significance after Mitigation

Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources Code sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measures described above, as feasible, to address site-specific conditions. To the extent that an individual project adopts and implements all feasible mitigation measures described above, the impact would normally be less than significant with mitigation (LS-M). However, there may be instances in which site-specific or project-specific conditions preclude the reduction of all project impacts to less than significant levels. For purposes of a conservative analysis, therefore, this impact remains significant and unavoidable (SU).

MTC/ABAG cannot require local implementing agencies to adopt the above mitigation measures, and it is ultimately the responsibility of a lead agency to determine and adopt mitigation. Therefore it cannot be ensured that this mitigation measure would be implemented in all cases. Further, there may be instances in which site-specific or project-specific conditions preclude the reduction of all project impacts to less-than-significant levels. For purposes of a conservative analysis, therefore, this impact remains significant and unavoidable (SU).

Impact

- 2.3-5 Implementation of the proposed Plan could result in the loss of forest land, conversion of forest land to non-forest use, or conflict with existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.**

Impacts of Land Use Projects

Conversion of forest land or timberland as a result of development projects is location-specific in nature, and as such, impacts resulting from the proposed Plan would occur primarily at the local level, with regional impacts being the culmination of localized impacts. Land converted from timberland to residential or commercial use can have direct effects in that productive land can no longer produce timber crops, but it may also have indirect effects to the extent that conversion creates fragmentation of timberland and adjacent use conflicts, hinders existing transportation access to timberlands, or restricts infrastructure options that are necessary to the function of the timberland property.

The proposed Plan targets new household and job growth in PDAs, which are largely within the urbanized footprint and typically support infill development. However, a relatively small portion of PDA acreage (approximately 470 acres) overlaps with identified forest land or timberland areas.¹⁹ Most of the overlap between PDAs and forest land is located in Marin and Santa Clara counties (270 and 70 acres, respectively). This overlap represents a planning consideration rather than likely development since PDAs would not be developed in their entirety. Likely development is addressed below and in **Table 2.3-18**.

¹⁹ USDA, National Agricultural Statistics Service, California Cropland Data Layer, 2011.

Anticipated new urbanized land based on UrbanSim modeling was also compared to forest land and timberlands.²⁰ In contrast to the above summary, this UrbanSim analysis includes areas located both inside and outside of PDAs and represents the likely extent of overall development resulting from the proposed Plan rather than assuming full development within each PDA. This more detailed distribution of land uses identifies 1,352 acres of forest land and timberland that would be potentially converted to land use development, which represents a negligible proportion (one percent) of total Bay Area forest land and timberland acreage. As shown in **Table 2.3-18**, the majority of conversion would be focused in Marin, Alameda, Sonoma, and San Mateo counties. In addition, current timberland or forest land zoning exists in Contra Costa, Sonoma, and San Mateo counties. The existing urbanized footprint overlaps with approximately 282 acres of areas zoned for timberland or forest land; the proposed Plan would only result in one additional acre of overlap.

The majority of new development proposed in the proposed Plan will consist of urban infill in PDAs and other urbanized areas, thereby limiting impacts on forest land or timberland. As noted above, some Bay Area cities have UGBs to limit sprawl and protect forest land and timberland. While the potential conversion of 1,352 acres of forest and timberland is considered potentially significant (PS), only a small fraction of all Bay Area forest land and timberland would be impacted by the proposed Plan (0.1 percent of 1,233,000 acres regionally). Mitigation Measure 2.3(i) is described below.

TABLE 2.3-18: FOREST AND TIMBERLAND ACRES POTENTIALLY AFFECTED BY PROPOSED DEVELOPMENT, BY COUNTY

<i>County</i>	<i>Acres¹</i>	<i>% of Total by County</i>
Alameda	244	18%
Contra Costa	161	12%
Marin	255	19%
Napa	68	5%
San Francisco	98	7%
San Mateo	201	15%
Santa Clara	88	7%
Solano	6	-
Sonoma	231	17%
Total	1,352	100%

1. Acres of forest and timberland include areas identified as deciduous forest, evergreen forest, mixed forest, and woody wetland.

Source: MTC, 2013; USDA, National Agricultural Statistics Service, California Cropland Data Layer, 2011.

²⁰ Future urbanized footprint is based on modeled future development of over eight people per acre and/or 10 jobs per acre.

Impacts of Transportation Projects

Overall, there are transportation projects in eight counties (excluding Contra Costa) with the potential to impact 62 acres of forest land or timberland, assuming the worst-case disturbance, which is a negligible proportion of overall forest and land timberland acres in the Bay Area.²¹ San Francisco, Sonoma, and San Mateo counties are the most impacted, with 22, 22, and 12 acres of potentially threatened forest land and timberland, respectively. Impacted acreage in the other five counties is negligible (less than three acres).

Though it is particularly difficult to project the potential impact of intersection improvements on forest land and timberland acres, the projects included in this analysis generally represent intersection improvements that result in new roadway configurations and thus may have different edge conditions than the existing intersections. The buffer used to quantify potential impact of intersection improvements is necessarily general—a 100 foot radius—and likely to be a conservative estimate of disturbance.

The likelihood of forest land and timberland conversion increases where transportation improvements are located at the edges of existing urban areas, along waterways, or in areas currently separating urban areas. The extent of this impact will depend on the final scale and design of proposed projects and on the project-specific analysis required by CEQA to determine the importance of the endangered resource land. However, given the predominant location of projects within developed areas and existing corridors, the conversion of forest land and timberland is likely to be limited. Many municipalities have already planned for the conversion of some open space to urban uses. However, some conversion could be significant, depending on the amount of forest land and timberland that is converted. The conversion of forest land and timberland acreage is considered potentially significant. Mitigation Measure 2.3(i) is described below.

Combined Effects

The combined effects of land use and transportation projects in the proposed Plan on forest land and timberland are potentially significant. However, the total number of acres with potential for conversion to urbanized uses from both land use and transportation projects (1,414) represents a negligible proportion (0.1 percent of 1,233,000 acres regionally) of total forest land and timberland acreage in the Bay Area.

Mitigation Measures

Implementing agencies and/or project sponsors shall consider implementation of mitigation measures including but not limited to those identified below.

2.3(i) Mitigation measures that shall be considered by implementing agencies and/or project sponsors where feasible based on project-and site-specific considerations include, but are not limited to:

- Requiring project relocation or corridor realignment, where feasible, to avoid timberland or forest land.

²¹ The acreage calculation is based on a 100 foot buffer on either side of the centerline of a linear project and a 100 foot radius around the center of a point project, such as an intersection improvement resulting in a new configuration. Existing roadway is categorized as “roadway” and thus not counted in timberland impact totals.

- Requiring conservation easements on land at least equal in quality and size as partial compensation for the direct loss of timberland or forest land.
- Requiring compliance with existing local regulations and policies that exceed or reasonably replace any of the above measures that reduce forest land conversion.

Significance after Mitigation

Projects taking advantage of CEQA Streamlining provisions of SB 375 (Public Resources Code sections 21155.1, 21155.2, and 21159.28) must apply the mitigation measures described above, as feasible, to address site-specific conditions. To the extent that an individual project adopts and implements all feasible mitigation measures described above, the impact would normally be less than significant with mitigation (LS-M). However, there may be instances in which site-specific or project-specific conditions preclude the reduction of all project impacts to less than significant levels. For purposes of a conservative analysis, therefore, this impact remains significant and unavoidable (SU).

MTC/ABAG cannot require local implementing agencies to adopt the above mitigation measures, and it is ultimately the responsibility of a lead agency to determine and adopt mitigation. Therefore it cannot be ensured that this mitigation measure would be implemented in all cases. Further, there may be instances in which site-specific or project-specific conditions preclude the reduction of all project impacts to less-than-significant levels. For purposes of a conservative analysis, therefore, this impact remains significant and unavoidable (SU).