

4.12 Land Use and Planning

This section evaluates potential impacts of 2022 RTP/SCS associated with physically dividing an established community and causing a significant environmental impact due to a conflict with a land use plan, policy, or regulation.

4.12.1 Setting

a. Land Use Patterns

The SJCOG region is 1,440 square miles, with an estimated population of 783,534; it is located in the San Joaquin Valley in central California. Much of the SJCOG region is flat and generally used for agriculture, with the exception of the Diablo Foothills in the southwest corner of the region and the Sierra Nevada foothills along the region's eastern boundary. The region is home to seven incorporated cities (Escalon, Lathrop, Lodi, Manteca, Ripon, Stockton, Tracy). Figure 4.12-1 shows the San Joaquin County boundary, as well as the incorporated cities and unincorporated communities within the SJCOG region.

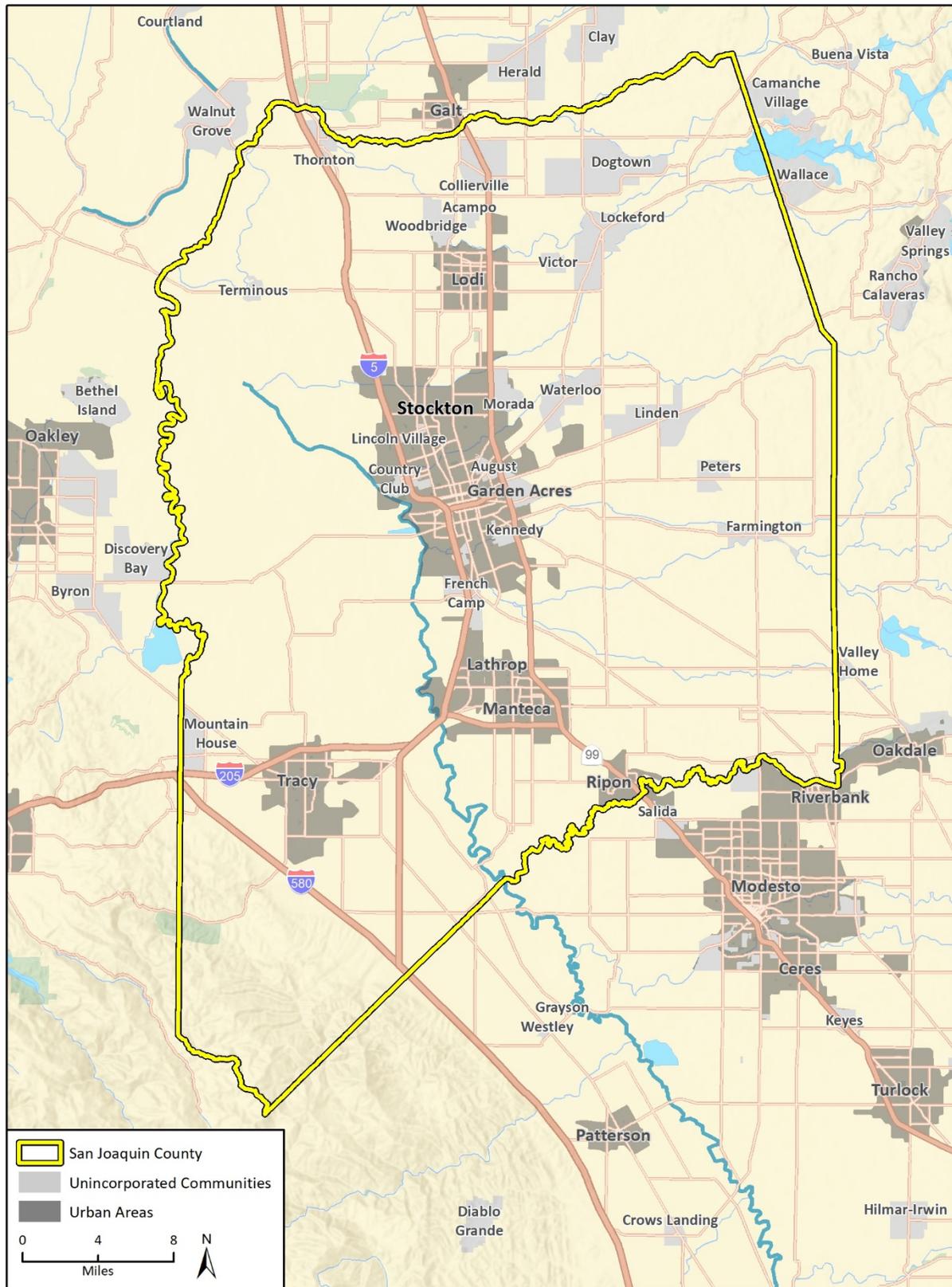
Cities within SJCOG region have experienced outgrowth from the San Francisco Bay Area. The cities experiencing the most substantial growth from this phenomenon are Stockton, Tracy and Manteca. Currently, Stockton is the financial, governmental, cultural, and commerce center of the SJCOG region, and is the largest urban center in the SJCOG region, with an approximate 2021 population of 320,876 (DOF 2021). However, with few exceptions, much of the Valley remains agricultural and rural in character. Stockton is a major regional transportation hub, home to an extensive railroad network and the largest inland deep-water port in California. Unincorporated communities and other communities are separated by agricultural land uses and open space. Within San Joaquin County, most population growth and development occur within and in close proximity to previously existing communities. Although the County is predominately dominated by agricultural uses, urbanized areas comprise a small portion of the County.

As required by law, each incorporated city in the SJCOG region, as well as San Joaquin County for the unincorporated areas, has a general plan containing at minimum seven statutorily required elements, among them a land use element and housing element that designate appropriate land uses throughout the jurisdiction, accommodate each jurisdiction's share of the regional housing need and define specific goals, policies, and objectives that the local jurisdiction has determined to be important.

4.12.2 Regulatory Setting

Numerous federal, State, and local laws, regulations, policies, programs, plans, codes, and ordinances regulate land use in the SJCOG region. Local land use issues are regulated by the general plans, specific plans, and zoning ordinances adopted by San Joaquin County and the incorporated cities within the County. The SJCOG itself is landlocked, surrounded by Sacramento County to the north, Stanislaus County to the south, Calaveras County and Amador County to the east, and Contra Costa County and Alameda County to the west. Thus, it is not within the immediate proximity of any local, state, or national coastal zones.

Figure 4.12-1 SJCOG Planning Area



Basemap provided by Esri and its licensors © 2022.

Fig X Incorporated and Unincorporated San Joaquin County 20220317

a. Federal and State Laws, Regulations, and Policies

Code of Federal Regulations Title 25

Federally recognized Native American tribes are considered domestic dependent nations tribal sovereignty. “Tribal sovereignty” refers to tribes’ right to govern themselves, define their own membership, manage tribal property, and regulate tribal business and domestic relations; it further recognizes the existence of a government-to-government relationship between such tribes and the federal government. In general, State and local governments do not have “civil regulatory” jurisdiction (i.e., land use) on Indian Land, which is land held in trust or restricted status for a tribe.

Sustainable Communities Strategy and Climate Protection Act (SB 375)

SB 375 is a California law passed in 2008 that requires each MPO to demonstrate, through the development of a Sustainable Communities Strategy (SCS), how its region will integrate transportation, housing, and land use planning to meet the greenhouse gas (GHG) reduction targets set by the State.

In addition to creating requirements for MPOs, it also creates requirements for CTC and CARB. Some of the requirements include the following:

- CTC must maintain guidelines for the travel demand models that MPOs develop for use in the preparation of their RTPs or MTPs.
- CARB must develop regional GHG emission reduction targets for automobiles and light duty trucks for 2020 and 2035 by September 30, 2010. These targets were approved on September 23, 2010. CARB is tasked to update the regional targets every eight years, with the option of revising them every four years. The latest targets were approved on March 18, 2018 and went into effect October 1, 2018.
- Each MPO must prepare an SCS as part of its RTP or MTP to demonstrate how it will meet the regional GHG targets.
- Each MPO must adopt a public participation plan for development of the SCS that includes informational meetings, workshops, public hearings, consultation, and other outreach efforts.
- If an SCS cannot achieve the regional GHG target, the MPO must prepare an Alternative Planning Strategy (APS) showing how it would achieve the targets with alternative development patterns, infrastructure, or transportation measures and policies.
- Each MPO must prepare and circulate a draft SCS at least 55 days before it adopts a final RTP or MTP.
- After adoption, each MPO must submit its SCS to CARB for review.
- CARB must review each SCS to determine whether, if implemented, it would meet the GHG targets. CARB must complete its review within 60 days.

SJCOG reduced GHG emissions to meet the target set by CARB from 2005 levels by 2020, achieving a 12 percent per capita reduction for 2020 (SJCOG 2021) and is targeting a 16 percent per capita reduction from 2020 levels by 2035 (SJCOG 2021). These targets apply to the entire SJCOG region for all on-road light duty trucks and passenger vehicles emissions, and not to individual cities or sub-regions. Therefore, SJCOG, through the 2022 RTP/SCS, must continue to reduce these levels to meet the 2035 target. The 2022 RTP/SCS includes the years for which the regional targets are required (base year/2021 and 2035) and the 2022 RTP/SCS also includes the additional scenario year of 2045

to comply with federal law. The 2022 RTP/SCS meets the 2035 and would very likely meet the 2045 GHG targets.

SB 375 specifically states that nothing in the law changes local governments local land use authorities. The 2022 RTP/SCS provides a regional policy foundation that local governments may build upon if they so choose. The 2022 RTP/SCS includes and accommodates the growth projections for the region. SB 375 also requires that forecasted development patterns for the region be consistent with the eight-year regional housing needs as allocated to member jurisdictions through the Regional Housing Needs Allocation (RHNA) process under State housing law.

In addition, this 2022 RTP/SCS EIR lays the groundwork for the streamlined review of qualifying development projects. Qualifying projects that meet statutory criteria and are consistent with the 2022 RTP/SCS are eligible for streamlined environmental review pursuant to CEQA under SB 375 and other laws; see Section 1.4.1. Office of Planning and Research 2017 General Plan Guidelines.

Office of Planning and Research 2017 General Plan Guidelines

The 2017 General Plan Guidelines (Governor’s Office of Planning and Research 2017) is the first comprehensive update to the guidelines since 2003 and addresses numerous new laws, requirements, resources and research that affect long-range planning in California. The 2017 update includes links to external documents and additional resources. This includes guidance for implementing the following legislation: Environmental Justice (SB 1000), Climate Change (SB 379), Sustainable Communities Strategies (SB 375), Flood Management (SB 5), Vehicle Miles Traveled (SB 743), Island or Fringe Communities (SB 244), Tribal Consultation (AB 52) and Local Hazard Mitigation Plans (AB 2140). Beyond State law requirements, the 2017 General Plan Guidelines also provide direction on topics including healthy communities, equitable and resilient communities, economic development, climate change and renewable energy.

Smart Mobility 2010 Framework

The Smart Mobility Framework, formally known as *Smart Mobility 2010: A Call to Action for the New Decade* (Caltrans 2010), was prepared by Caltrans in partnership with the U.S. EPA, the Governor's Office of Planning and Research, and the California Department of Housing and Community Development to address both long-range challenges and short-term programmatic actions to implement multi-modal and sustainable transportation strategies in California. The Smart Mobility Framework helps guide and assess how well various levels plans, programs, and projects (e.g., RTPs, General Plans, specific development proposals, etc.) meet a definition of "smart mobility". The Smart Mobility Framework is intended to move people and freight while enhancing California’s economic, environmental and human resources by emphasizing:

- Convenient and safe multimodal travel
- Speed suitability
- Accessibility
- Management of the circulation network
- Efficient use of land

Planning and Zoning Law

California Government Code Section 65000, et seq., regulates the substantive and topical requirements of general plans. State law requires each city and county to adopt a general plan “for

the physical development of the county or city, and any land outside its boundaries which bears relation to its planning.” The California Supreme Court has called the general plan the “constitution for future development.” The general plan expresses the community’s development goals and embodies public policy relative to the distribution of future land uses, both public and private.

Zoning authority originates from city and county police power and from the Planning and Zoning Law, which sets minimum requirements for local zoning ordinances. Zoning ordinances must be consistent with the general plan and specific plans. The consistency requirement does not apply to charter cities other than Los Angeles unless the charter city adopts a consistency rule.

Cortese Knox Hertzberg Local Government Reorganization Act of 2000

The Cortese Knox Hertzberg Local Government Reorganization Act (CKH Act) is the most substantial reform to local government reorganization law since the 1963 statute that created a LAFCO in each county. The law established procedures for local government changes of organization, including city incorporation, annexation to a city or special district, and consolidation of cities or special districts (Section 56000, et seq.). LAFCOs have numerous powers under the CKH Act, but those of prime concern are the power to act on local agency boundary changes and to adopt spheres of influence (SOIs) for local agencies. The law also states that to update an SOI, LAFCOs are required to first conduct a review of the municipal services provided in the SJCOG region.

Senate Bill 743

SB 743 changes the way that public agencies evaluate the transportation impacts of projects under CEQA, recognizing that roadway congestion, while an inconvenience to drivers, is not itself an environmental impact (see Pub. Resource Code, § 21099, subd. (b)(2)). SB 743 provides opportunities to streamline CEQA for qualifying urban infill development near major transit stops in metropolitan regions statewide. A transit-oriented infill project can be exempt from CEQA if consistent with a specific plan for which an EIR was prepared, and consistent with the use, intensity, and policies of an SCS or Alternative Planning Strategy that is certified by the CARB as meeting its greenhouse gas reduction targets. A city or county may designate an “infill opportunity zone” by resolution if it is consistent with the general plan and any applicable specific plan and is a transit priority area within the adopted SCS or Alternative Planning Strategy. This infill opportunity zone is then exempt from level of service standards in the congestion management plan.

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 because of 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; and
- **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 PRC Sections 5097.9 and 5097.993).

b. Regional and Local Laws, Regulations, and Policies

The following section focuses on the key plans that regulate land use in the SJCOG region, which consist of county and city general plans. This section outlines the status of those plans.

San Joaquin County General Plan 2035

San Joaquin County General Plan 2035 has land use regulatory authority over all unincorporated land in the County. Significant population and employment growth is expected to occur within the County over the time frame of the General Plan (i.e., 2035), and where this growth is planned will have an impact on many aspects of the County including agriculture, unincorporated communities, and employment opportunities. Shifting away from current development patterns in the Central Valley will require development to take on new forms that make more efficient use of existing infrastructure, reduce pollution, support public transit and other modes of active transportation, and preserve agricultural and open space lands.

City of Escalon General Plan

The City of Escalon's General Plan update was adopted in 2005. It consists of significant changes and updates to the General Plan adopted in 1994. In particular, the Land Use Element of the General Plan emphasizes the role of downtown as a focal point for the community. Furthermore, it states that development in the community should be compact and contiguous to existing developed areas (City of Escalon 2005).

City of Lathrop General Plan

The City of Lathrop's General Plan, adopted in 1991 and last amended in November 2004. Land Use is separated into three distinct categories. Sub-Plan Area #1 (lands east of Interstate 5) lies north of an existing residential neighborhood. This is the proposed as the site of a large multi-family development. Sub-Plan Area #2 is comprised of a portion of west Lathrop, Central Lathrop, and extends north to Interstate 5. Priorities for this area include commercial development, primarily comprised of freeway commercial uses. Sub-Plan Area #3 is designated for employment center use for a variety of businesses. It also envisions orienting the waterways that define the delta environment (City of Lathrop 2004).

City of Lodi General Plan

The 2010 General Plan is the City of Lodi's guiding document for growth and prosperity in the City. Outlining goals, policies, and implementation measures in a fashion complimenting the City's core values and providing direction for services provided by all departments. The General Plan contains

the following elements; safety, growth management and infrastructure, parks & recreation/open space, land use, community design and livability, transportation, conservation (City of Lodi 2010).

City of Manteca General Plan

The City of Manteca is in the process of updating its current General Plan of March 2021. Currently, the General Plan aims to provide a mix and distribution of uses that meet the identified needs of the community. Specific to the Land Use Element are the general distribution, location, and extent of the uses of land for housing, business, industry, education, public buildings and grounds, waste disposal, and open space (City of Manteca 2021).

City of Ripon General Plan

The City of Ripon is currently in the process of updating its General Plan for 2040. However, current the General Plan's Land Use Chapter establishes land use, growth accommodation, community design goals, policies, and actions to give direction to development in Ripon; providing the central policy background on which to base all land use decision-making in the City. It is through the realization of the goals and carrying out of corresponding actions that the future land use patterns of Ripon will continue to be shaped (City of Ripon 2006).

City of Stockton General Plan

The City of Stockton's 2040 General Plan governs land use and physical development within the geographic area of the incorporated city limits. Envision Stockton 2040 General Plan's land use map aims to concentrate high-intensity mixed uses and high-density residential uses in the Downtown area and shrink the future footprint of the city by changing areas previously designated Village to Open Space/Agriculture. Along the waterfront, future uses would promote an environment to further boost the Downtown's vitality. Outside of the Downtown, industrial designations along major corridors would shift to the outer parts of the city to promote more walkable, bikeable, and connected commercial and mixed-use corridors (City of Stockton 2018).

City of Tracy General Plan

The City of Tracy's 2011 General Plan Land Use Element contains specific goals, objectives, policies, and actions to guide land use for both the City of Tracy and its surrounding planning area. It lists land use designations and emphasizes a balanced pattern of growth. The City's Growth Management Ordinance adopted in 1987, amended in 2000, was adopted to achieve a steady growth rate that allows for an adequate provision of public services and a balance of housing opportunities (City of Tracy 2011).

4.12.3 Impact Analysis

a. Methodology and Significance Thresholds

Appendix G of the State CEQA Guidelines identifies criteria for determining the proposed 2022 RTP/SCS would have a significant impact on land use, namely whether or not the 2022 RTP/SCS would

1. Physically divide an established community; and/or
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation (including, but not limited to, the General Plan, or Zoning Ordinance) and result in a

physical change to the environment not already addressed in the other resource chapters of this EIR.

The 2022 RTP/SCS was assessed to determine whether the transportation projects and SCS land use pattern and strategies could conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This review focused on the process used by SJCOG to develop regional growth projections, the transportation network and programs, housing needs estimates, and the SCS land use strategies. This evaluation of land use assumes that construction and development under the 2022 RTP/SCS would adhere to applicable federal, State, and local regulations and would conform to appropriate standards in the industry, as relevant for individual projects. Land use impacts related to implementation of the 2022 RTP/SCS land use development pattern and transportation projects would be inherently operational in nature and the following analysis discusses effects of the proposed Plan following implementation.

b. Project Impacts and Mitigation Measures

The following section discusses potential impacts that may be associated with the projects contained within the 2022 RTP/SCS. Section 4.12.3(c) summarizes the impacts associated with capital improvement projects proposed in the 2022 RTP/SCS. Due to the programmatic nature of the 2022 RTP/SCS, a precise, project level analysis of the specific impacts associated with individual transportation and land use projects is not possible at this time. In general, however, implementation of proposed transportation improvements and future projects under the land use scenario envisioned by the 2022 RTP/SCS could result in the impacts as described in the following section.

Threshold 1: Physically divide an established community
--

Impact LU-1 IMPLEMENTATION OF PROPOSED TRANSPORTATION IMPROVEMENTS AND THE LAND USE SCENARIO ENVISIONED BY 2022 RTP/SCS WOULD NOT PHYSICALLY DIVIDE AN ESTABLISHED COMMUNITY. THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

The 2022 RTP/SCS implements roadway projects and transportation improvements that will decrease traffic congestion, increase mobility, and improve alternative transportation infrastructure. Construction of additions to existing facilities and new facilities routinely involve temporary disruptions within established communities such as lane or road closures along roads and highways and service delays or detours for bus routes and passenger rail. Local jurisdictions routinely require traffic control plans and related measures to ensure that construction activities accommodate vehicular and pedestrian access, such as designating alternate routes or scheduling disruptive activities late at night or on weekends. With these controls, construction activities would not result in the physical division of established communities.

The 2022 RTP/SCS is intended to improve the system for all modes of transit so vehicles and non-motorized transit can use the streets simultaneously and safely. As a result, while roads may be expanded and widened under the 2022 RTP/SCS, these and/or other planned projects would include improvements to bicycle and pedestrian facilities. Because the existing roads subject to expansion or widening are already part of the communities in which they are located, such projects would not have the potential to divide those communities. The projects are intended to achieve goals of the 2022 RTP/SCS to increased mobility, reduce congestion, and decrease GHG; therefore, the projects should result in bringing communities closer together rather than dividing them. New road, highway interchanges, bicycle lanes and ADA accessibility projects included in the 2022 RTP/SCS

transportation system are long-planned projects that are typically included in local circulation elements. As such, they have been anticipated and accommodated in local land use planning and would be integrated into the community infrastructure. These projects would increase community connectivity and mobility and decrease congestion and GHG emissions.

The existing and new road projects contained in the 2022 RTP/SCS originate from either local circulation plans or state projects supported by cities and counties. The projects have therefore been coordinated with and integrated into local plans that support and connect communities consistent with state planning law.

The land use scenario envisioned by the 2022 RTP/SCS would encourage infill, mixed use, and transit-oriented development within existing urbanized areas. The land use scenario accommodates the people, households, and jobs identified in the regional growth forecast, and prioritizes future growth within existing communities. This type of development would not divide a community; rather it would promote the development of existing vacant or underutilized properties. This would locate people closer to existing employment and goods and services within established communities. Buildout of the SCS land use scenario would result in more compact development in those established communities. Buildout of the SCS land use scenario could result in some outlying development that would not divide communities.

Implementation of the 2022 RTP/SCS land use strategies would integrate future development into existing communities along the existing transportation network and would therefore not physically divide established communities. Many proposed transportation projects, such as expansion of transit services or the building of active transportation infrastructure, are intended to improve mobility and accessibility and may, as a result, improve community connectivity. Impacts related to dividing an established community would therefore be less than significant.

Mitigation Measures

No mitigation measures are required.

Threshold 2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and result in a physical change to the environment not already addressed in the other resource chapters of this EIR.

Impact LU-2 2022 RTP/SCS PROJECT IMPLEMENTATION WOULD NOT CAUSE A SIGNIFICANT ENVIRONMENTAL IMPACT DUE TO A CONFLICT WITH ANY LAND USE PLAN, POLICY, OR REGULATION AND RESULT IN A PHYSICAL CHANGE TO THE ENVIRONMENT. THEREFORE, THIS IMPACT WOULD BE LESS THAN SIGNIFICANT.

In planning for projected growth in the region, the 2022 RTP/SCS represents a voluntary growth strategy that retains local government land use autonomy. Neither SB 375 nor any other law requires local member agency general plans or land use regulation to implement the land use policies in the 2045 MTP/SCS. Thus, implementation of the 2022 RTP/SCS is dependent on local government policy decisions and voluntary action. The proposed 2022 RTP/SCS includes a list of planned and programmed projects including local and regional capital improvements that have been anticipated or accounted for in local general plans. These plans are summarized above in Section 4.12.2 *Regulatory Setting*.

The land use scenario envisioned in the 2022 RTP/SCS is built on a set of integrated policies, strategies, and investments to maintain and enhance the transportation system to meet the diverse

needs of the region. The 2022 RTP/SCS encourages a multimodal transportation network, improvements to existing roads, an emphasis on non-motorized transportation and land use patterns to reduce the distance between trip destinations.

The 2022 RTP/SCS will help the region reach its GHG emission reduction targets established by the California Air Resource Board (CARB) from passenger vehicles and light trucks in 2020 and 2035 (see Section 4.8, *Greenhouse Gas Emissions/Climate Change*) under SB 375. Furthermore, the 2022 RTP/SCS encourages infill and TOD development to reduce automobile traffic and commute trip lengths. 2022 RTP/SCS projects encourage a multi-modal transportation network in high quality transit areas, roadway improvements, widening existing highways to relieve traffic congestion, and land use patterns to reduce distance between trip destinations. This approach is consistent with the general provisions of the FAST Act, and the Caltrans Smart Mobility 2010 framework.

At the local level, 2022 RTP/SCS builds on and incorporates regional and local planning efforts of its member agencies, including local general plans. Other key regional and local examples include, but are not limited to:

- Bicycle, Pedestrian, and Safe Routes to School Master Plan,
- Stockton Mobility Collective,
- Altamont Corridor Express,
- Ripon Blossom Express.

The land use scenario envisioned in the 2022 RTP/SCS was developed in close coordination with SJCOG member agency planning staff, the LAFCO within San Joaquin County, and the seven incorporated cities that comprise the SJCOG region. The envisioned land use scenario would build on the current local general plans of jurisdictions within the SJCOG region. This involved close coordination with SJCOG planning staff to discuss the land use pattern including methodology, assumptions, growth projections, place types, opportunity areas, economic development, and the transportation network included in the 2022 RTP/SCS. While cities and counties are not required by SB 375 to make their plans consistent with the RTP/SCS, every effort was made to avoid inconsistencies.

The 2022 RTP/SCS was assessed to determine whether the SCS land use pattern and strategies could conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. This review focused on the process used by SJCOG to develop regional growth projections, the transportation network and programs, housing needs estimates, and the SCS land use strategies. The SCS land use and transportation projects envisioned within the 2022 RTP/SCS would result in conflicts with land use plans, policies, or regulations. However, the 2022 RTP/SCS would not result in a physical change to the environment that has not already been addressed in the other resource chapters of this EIR. The impacts of any such conflicts are described throughout those sections of the EIR.

Mitigation Measures

Mitigation measures are provided for applicable resources throughout their respective environmental issue area sections of the EIR to reduce impacts. No additional mitigation is required for this impact because it would be less than significant.

c. Specific RTP Projects That May Result in Impacts

All proposed transportation projects listed in Section 2, *Project Description*, would associate with Impacts LU-1 and LU-2.

4.12.4 Cumulative Impacts

Intensified development of cities in the SJCOG region could influence land uses in adjoining counties. Accordingly, the cumulative impact analysis area for land use and planning consists of the SJCOG region and adjoining counties. Information regarding these adjoining counties can be found in Section 3.1 – *Environmental Setting*, Table 3-1. Future development in this region that could divide an established community or conflict with any major land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect is considered in the analysis. This cumulative extent is used to evaluate potential impacts from the combined growth in this region.

The SJCOG region shares a border with six counties: Alameda, Stanislaus, Contra Costa, Sacramento, Amador, and Calaveras. Each of the six neighboring counties have adopted general plans that direct new growth to existing developed areas, strongly support the preservation of open space, and are part of other regional transportation plans. These general plans include goals, policies and programs adopted for the purpose of avoiding or mitigating environmental effects. All six counties have zoning ordinances. Since the geographic reach of 2022 RTP/SCS does not extend into these counties, and the goals, policies, programs and regulations adopted by the six adjacent counties are geographically limited to each of those counties, the potential for cumulative considerable conflict between the subject goals, policies, programs and regulations of these counties with the 2022 RTP/SCS and the SJCOG region is minimal. Therefore, the cumulative impacts resulting from the implementation of 2022 RTP/SCS related to conflict with plans, policies and regulations would be less than significant.

Implementation of the 2022 RTP/SCS would concentrate development in infill areas and as such, would not result in the division of established communities. Transportation projects and the land use scenario envisioned by 2022 RTP/SCS would occur along existing transportation corridors in urbanized areas. Therefore, cumulative impacts related to physically dividing an established community would be less than significant. The contribution of the 2022 RTP/SCS to this impact would not be cumulatively considerable.

Each of six adjacent counties has adopted general plans that direct new growth to existing developed areas, support agricultural land preservation, and are part of other regional RTP/SCSs. These general plans include goals, policies and programs adopted for the purpose of avoiding or mitigating environmental effects. Development under the existing plans would, therefore, be required to comply with all existing goals, policies, and programs within existing plans. Cumulative impacts would be less than significant.

Implementation of the proposed 2022 RTP/SCS would result in significant and unavoidable impacts in several environmental issue areas, as outlined in Sections 4.1 through 4.16 of this EIR. The transportation projects and envisioned land use scenario would not result in additional impacts beyond the findings of significant and unavoidable impacts already analyzed in respective environmental issue area sections within this EIR and would not result in a physical change to the environment that has not already been addressed in this EIR. Implementation of mitigation as listed throughout resource chapters of this EIR would reduce impacts of the proposed 2022 RTP/SCS.

Implementation of the proposed 2022 RTP/SCS would not result in a cumulatively considerable contribution to a significant cumulative impact.