



6.0 OTHER CEQA CONSIDERATIONS

6.1 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

Pursuant to *CEQA Guidelines* Section 15126.2, the following is a discussion of short-term uses of the environment and the maintenance and enhancement of long-term productivity. If the proposed project is approved and implemented, a variety of short- and long-term impacts would occur on a local level. During project grading and construction, portions of surrounding uses may be temporarily impacted by dust and noise. There may also be an increase in vehicle pollutant emissions caused by grading and construction activities. However, these disruptions would be temporary and may be avoided or lessened to a large degree through mitigation cited in this EIR and through compliance with the established regulatory framework; refer to Section 5.0, *Environmental Analysis*, and Section 8.0, *Effects Found Not To Be Significant*.

The proposed project would create long-term environmental consequences associated with the proposed project, which would involve the redevelopment of the existing NCTD transit center into a mixed-use transit-oriented community with office, retail, hotel, transit, community facilities, and multi-family residential uses. Project development and subsequent long-term effects may impact the physical, aesthetic, and human environments. Long-term physical consequences of development include increased traffic volumes, increased noise from project-related mobile (traffic) and stationary (mechanical, landscaping, recreational, etc.) sources, hydrology and water quality impacts, and increased energy and natural resource consumption. Incremental degradation of local and regional air quality would also occur due to mobile source emissions generated from project-related traffic, and stationary source emissions generated from the consumption of natural gas and electricity. However, as concluded in Section 5.0 and Section 8.0, the project's impacts would be less than significant following compliance with the established regulatory framework and recommended mitigation measures. Therefore, the proposed project would not have significant long-term implications in this regard.

6.2 IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED IN THE PROPOSED ACTION SHOULD IT BE IMPLEMENTED

According to *CEQA Guidelines* Sections 15126(c) and 15126.2(c), an EIR is required to address any significant irreversible environmental changes that would occur should the proposed project be implemented. As stated in *CEQA Guidelines* Section 15126.2(d):

“Uses of nonrenewable resources during the initial and continued phases of the project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter likely. Primary impacts and, particularly, secondary impacts [such as highway improvement which provides access to a previously inaccessible area] generally commit future generations to similar uses. Also irreversible damage can result from environmental accidents associated with the project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified.”



Construction of the proposed mixed-use transit-oriented community would consume limited, slowly renewable, and non-renewable resources. This consumption would occur during the construction phase and would continue throughout its operational lifetime. The proposed development would require a commitment of resources including building materials; fuel and operational materials/resources; and transportation of goods and people to and from individual development sites. Construction would require the consumption of resources that are not renewable or which may renew so slowly as to be considered non-renewable. These resources include, but are not limited to, lumber and other forest products; aggregate materials used in concrete and asphalt; metals; and water. Fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment.

The proposed project would consume resources similar to those currently consumed within the City (e.g., energy resources such as electricity and natural gas as well as petroleum-based fuels required for vehicle trips, fossil fuels, and water). Fossil fuels would represent the primary energy source associated with both construction and ongoing operation, and the existing, finite supplies of these natural resources would be incrementally reduced. Future operations of the proposed mixed use development would occur in accordance with California Code of Regulations Title 24 Part 6, *Building Energy Efficiency Standards*, which sets forth conservation practices that would limit energy consumption. Nonetheless, the project's energy requirements represent a long-term commitment of essentially non-renewable resources.

Future construction activities associated with implementation of the proposed project could release hazardous materials into the environment through reasonably foreseeable upset and accidental conditions; refer to [Section 5.6, *Hazards and Hazardous Materials*](#). However, demolition, grading, and excavation activities would be subject to established regulatory standards to ensure that hazardous materials releases are minimized. Compliance with the established regulatory framework and implementation of Mitigation Measures HAZ-1 through HAZ-3 would protect against a significant and irreversible environmental change resulting from the accidental release of hazardous materials.

In conclusion, development of the proposed project would result in the irretrievable commitment of limited, slowly renewable, and nonrenewable resources, which would limit the availability of these resource quantities for future generations or for other uses during the life of individual developments. It is noted that the continued use of such resources would be on a relatively small scale in a regional context. Although irreversible environmental changes would result from project implementation, such changes would not be considered significant.

6.3 GROWTH INDUCING IMPACTS

CEQA Guidelines Section 15126.2(d) requires that an EIR analyze a project's growth-inducing impacts. Specifically, *CEQA Guidelines* Section 15126.2(e) requires that an EIR:

"Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth [a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas]. Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the



environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.”

In general, a project may foster spatial, economic, or population growth in a geographic area, if it meets any one of the following criteria:

- Removes an impediment to growth (e.g., establishes an essential public service and provision of new access to an area);
- Fosters economic expansion or growth (e.g., changes in revenue base and employment expansion);
- Fosters population growth (e.g., construction of additional housing or employment-generating land uses), either directly or indirectly;
- Establishes a precedent-setting action (e.g., an innovation, a change in zoning and general plan amendment approval); or
- Develops or encroaches on an isolated or adjacent area of open space (being distinct from an infill project).

Should a project meet any one of the above-listed criteria, it may be considered growth-inducing under CEQA. Generally, growth-inducing projects are either located in isolated, undeveloped, or underdeveloped areas, necessitating the extension of major infrastructure such as sewer and water facilities or roadways, or encourage premature or unplanned growth.

It is noted that while CEQA does require an EIR to “discuss the ways” a project could be growth-inducing and “discuss the characteristics of some projects that may encourage...activities that could significantly affect the environment,” CEQA does not require an EIR to predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. Answering such questions would require speculation, which CEQA discourages; refer to *CEQA Guidelines* Section 15145, *Speculation*.

In accordance with the *CEQA Guidelines* and based on the above-listed criteria, the project’s potential growth-inducing impacts are analyzed below.

REMOVAL OF AN IMPEDIMENT TO GROWTH

The proposed project would increase demands for public services (i.e., fire and police protection, schools, parks and recreational facilities, and libraries) and utility and service systems (i.e., stormwater treatment, water, sanitary sewer, and solid waste). As detailed in [Section 3.4, *Project Characteristics*](#), several infrastructure connections and improvements, including storm drain, water, sanitary sewer, electrical, gas, and telecommunications, are proposed to accommodate the project. As detailed in [Section 5.14, *Public Services/Recreation and Utilities*](#), the project site is located in an urban setting and is already served by essential public services and utilities for the existing NCTD transit center. Thus, the proposed project would primarily construct internal utilities connections to connect to the existing network of utilities and service systems in the project area. As a result, the project would not establish an essential public service to an area (as they already exist), leading to the removal of obstacles to growth. Overall, project implementation would not result in a removal of an impediment to growth through the establishment of an essential public service to an area.



Regional access to the site is provided via Interstate 5 (I-5), Mission Avenue, and Coast Highway. Local access is provided via Seagaze Drive, South Tremont Street, and Missouri Avenue. Additionally, transit access is available on-site via the NCTD COASTER, NCTD SPRINTER, Metrolink, and Amtrak Pacific Surfliner transit (rail) routes, NCTD LIFT Americans with Disabilities Act (ADA) Paratransit Service, as well as bus route service operated by NCTD. As explained in [Section 5.8, *Transportation*](#), the roadway network in the project area is fully built out with both regional and local access already provided by an existing roadway network. Therefore, implementation of the proposed project would not remove an existing impediment to growth through the provision of new access to an area.

ECONOMIC GROWTH

As indicated in the [Section 5.13, *Population and Housing*](#), buildout of the Specific Plan could increase the City's existing population by approximately 1,466 persons, or 0.86 percent compared to the City's existing population, through buildout of the project. The projected population growth is anticipated to increase sales taxes, with resultant increases in the City's revenue base. Additionally, the proposed nonresidential land uses are forecast to create approximately 471 new jobs through project buildout, based on employment generation rates per square foot of retail/service, office, and hotel uses; refer to [Table 5.13-6, *Proposed Project Employment Generation*](#). The projected growth in nonresidential floor area and employment would foster economic expansion and increase the City's revenue base, the City's business license tax, utility user taxes, property taxes, and sales taxes.

As a mixed-use transit-oriented development, the project would bring people closer to existing jobs, entertainment, and employment centers, as well as proximity to the established transit system. Residents of the proposed project would seek shopping, entertainment, employment, home improvement, and other economic opportunities in the City and surrounding area. This increased demand for such economic goods and services may encourage the creation of new businesses and/or the expansion of existing businesses that address these needs. More importantly, existing shopping, entertainment, and employment centers in the immediate project area would serve future residents. Overall, economic growth could occur within the project area due to project implementation. Economic growth would generally be considered a beneficial impact to the region. Moreover, given the built-out nature of the site and its vicinity, future economic effects are not expected to significantly affect the environment.

POPULATION GROWTH

A project can induce population growth in an area either directly (i.e., by proposing new homes or businesses) or indirectly (i.e., through the extension of roads or other infrastructure). The project site is located in a developed area of the City and the project would not involve the extension of roads or other infrastructure into undeveloped areas; refer above to the "Removal of an Impediment to Growth" section. However, the proposed mixed-use development would have the potential to induce direct growth in the City's population.

As detailed in [Section 5.13](#), buildout of the Specific Plan would allow up to 547 additional dwelling units in the City and would introduce up to 1,466 additional residents. The additional residents would increase the City's population over existing conditions (May 2023) from approximately 171,063 to 172,529 residents, an approximately 0.86 percent increase. Additionally, buildout of the Specific Plan would allow up to 160,656 square feet of hotel use, 64,085 square feet of office use, and 29,196 square



feet of commercial/retail use. As such, the proposed project would foster population growth through new housing and new businesses and is considered growth-inducing with respect to population growth.

PRECEDENT-SETTING ACTION

The proposed project would require the approval and/or adoption of the proposed General Plan Amendment, Zone Amendment, Oceanside Transit Center Specific Plan, Development Plan, Local Coastal Plan Amendment, Coastal Development Permit, Vesting Tentative Tract Map, as well as other discretionary approvals/permit from the City and the NCTD, including Conditional Use and Use Permit(s), Site Development Review, and issuance of applicable grading and building permits; refer to [Section 3.7, *Permits and Approvals*](#). These proposed discretionary actions are typical to an urban environment and would not set a precedent that would make it more likely for other projects in the City to gain approval of similar applications. For example, a future mixed-use transit-oriented project in other parts of the City requesting to redesignate or rezone a site would still be required to undergo the same environmental review under CEQA as the proposed project and mitigate potentially significant environmental impacts on a project-level, if applicable. In short, the proposed discretionary approvals outlined above would only regulate future land development within the Specific Plan area by limiting permitted uses and requiring future development on-site to comply with development standards and design guidelines in the Specific Plan. Project approval would not impact the discretionary approval process of other development projects outside of the Specific Plan area. Implementation of the proposed project would not establish a procedure that would make future re-designations and/or rezones easier and it would be speculative to determine any such effect. As such, the proposed project would not involve a precedent-setting action that could significantly affect the environment.

DEVELOPMENT OR ENCROACHMENT OF OPEN SPACE

The project site is currently developed with the NCTD transit center, consisting of train platforms, NCTD offices, and two public surface parking lots; refer to [Exhibit 3-2, *Site Vicinity*](#). Review of historic aerial photography of the site vicinity indicates the current transit center structures and improvements have been in place in current configuration since 1997. Further, the project site is surrounded by a mix of commercial, retail, and residential land uses, with mixed-use, hospitality, and commercial retail and entertainment uses to the north, low-density residential and commercial uses to the east, low-to-moderate density residential uses to the south, and the Amtrak Pacific Surfliner rail line right-of-way and residential uses to the west. The project site is bounded by railroad right-of-way to the west, Seagaze Drive to the north, South Tremont Street to the east, and Missouri Avenue to the south; refer to [Exhibit 3-2](#). As such, no open space currently exists on-site, and no existing isolated areas of open space are located in proximity to the project site. As such, the proposed infill development would not develop or encroach on open space, resulting in a growth-inducing impact in this regard.

SUMMARY

In summary, project implementation is not considered growth-inducing with respect to removing an impediment to growth, fostering economic growth, establishing a precedent-setting action, or encroaching into an isolated area of open space. However, the project is considered growth-inducing with respect to fostering direct population growth as a result of new residents on-site and indirectly through increased employment opportunities associated with non-residential use.



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