

3.11 Population and Housing

This section provides an assessment of potential impacts related to population and housing that could result from project implementation. Potential impacts addressed in this section include the potential for environmental impacts related to housing and population associated with population growth with implementation of the project and the need for additional housing for displaced residents or housing units.

3.11.1 Environmental Setting

City of Oceanside

Population

The city of Oceanside is located in the northwestern most part of San Diego County, which includes a total of 18 cities and unincorporated land and has a total population of 3,299,521 persons (USCB 2016). The city of Oceanside occupies approximately 42 square miles and had a population of 175,691 as of 2015. The city comprises approximately 5 percent of the population of San Diego County. **Table 3.11-1** summarizes population growth within the city since 2000 and includes population projections for the city through 2040. As shown in Table 3.11-1, while the city has maintained a relatively low level of population growth, the city's population is anticipated to increase by a third from 2000 to 2040.

**TABLE 3.11-1
PAST AND PROJECTED POPULATION GROWTH WITHIN OCEANSIDE**

Year	Population	Change	Percent Change
2000 ¹	161,029	---	---
2010 ²	167,086	6,057	3.6
2015 ²	175,691	8,605	5.2
2020 ^{3*}	195,592	19,901	11.3
2030 ^{3*}	209,613	14,021	7.2
2040 ^{3*}	214,530	4,917	2.3

* SANDAG estimate.

SOURCE: ¹U.S. Census Bureau 2000; ²U.S. Census Bureau 2010; ³SANDAG 2011a

During the 15-year period from 2000 to 2015, population growth occurred at a slower rate in the city (9.1 percent) than the San Diego County (17.3 percent). The San Diego Association of Governments (SANDAG) projects that population growth will increase the greatest in 2020, but will then slowly decrease back to the relatively low population growth that has been typical within the city in last 20 years.

Housing

According to the California Department of Finance, the city of Oceanside had 65,117 housing units in May 2016. **Table 3.11-2** provides a breakdown of housing units in Oceanside by type. A majority of the housing units are single-family, which comprises approximately 64.5 percent of the total housing units, reflecting the city’s family-oriented population and suburban neighborhoods character. Multi-family units made up approximately 31 percent of total units, while mobile houses account for the remaining 5 percent of total housing units.

**TABLE 3.11-2
HOUSING UNITS IN OCEANSIDE BY TYPE: 2016**

Unit Type	Total Units	
	Number	Percent
Single-family detached	34,449	52.9
Single-family attached	7,596	11.6
Multi-family (2–4 units)	5,596	8.6
Multi-family (5+ units)	14,214	21.8
Mobile-Home	3,262	5.0
Total	65,117	100

SOURCE: Department of Finance 2016

Project Area

The project area is located in the portion of the city west of Interstate 5 (I-5), which includes the Coastal Zone of the city. As shown in Chapter 2, Figure 2-4, Existing Zoning Designation and Coastal Zone, commercial uses (zoning designations C2 and VC) and light industrial (zoning designation M1) are the primary zoning designations within the project area, with some smaller areas of residential uses. In 2013, there were 621 residential dwelling units and 1,243,000 square feet of commercial uses within the project area, as shown in Table 2-1. Since commercial uses do not generally include a residential component, the project area supports a relatively small percentage of the residential dwelling units and population located in the portion of the city west of I-5.

3.11.2 Regulatory Framework

State

California Government Code

State law mandates local communities to plan for enough housing to meet projected growth in California. Article 10.6 of the California Government Code (Sections 655801–65590) requires each County and City to prepare a Housing Element of its General Plan. The housing element is one of seven state-mandated elements that every General Plan must contain, and it is required to be updated every 5 years and determined legally adequate by the State. The purpose of the

housing element is to identify the community's housing needs; state the community's goals and objectives with regard to housing production, rehabilitation, and conservation to meet those needs; and define the policies and programs that the community will implement to achieve the stated goals and objectives.

Regional

San Diego Association of Governments Regional Comprehensive Plan

SANDAG's Regional Comprehensive Plan (RCP) serves as the long-term planning framework for the San Diego region. The primary goals of the RCP are to improve the standard of living, enhance the quality of life, promote social and economic equity, and improve the region's sustainability and encourage "smart growth." Issues addressed in the RCP include urban form, transportation, housing, health environment, economic prosperity, public facilities, and border issues.

San Diego Association of Governments 2050 Regional Transportation Plan

SANDAG's 2050 Regional Transportation Plan (RTP) is the blueprint for the regional transportation system that serves existing and projected residents and workers in the San Diego region. The RTP lays out the plan for funds to go toward transit, highway improvements, and local roads and streets over the next 40 years while taking into account population growth. The primary objectives of the 2050 RTP/Sustainable Communities Strategy (SCS) is to increase mobility for the region's residents by providing a safe and reliable regional transportation system. The 2050 RTP includes a roundabout at the intersection of North Coast Highway and State Route 76, which will not be signalized and allow for free traffic flow at all approaches, as one of the projects listed is a Phased Arterial Project. The roundabout at this intersection is proposed as part of the Complete Street Improvements under the proposed project.

San Diego Association of Governments San Diego Forward: The Regional Plan

SANDAG's Regional Plan serves as a comprehensive planning guide, focusing on growth through the year 2050. It integrates the RTP, SCS, and RCP. The vision of the Regional Plan is "to provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all."

San Diego Association of Governments Series 13 Regional Growth Forecast

The SANDAG Series 13: 2050 Regional Growth Forecast serves as the foundation for the San Diego Forward: Regional Plan and other planning documents across the region. This summary includes an overview of the regional demographic, economic, and housing trends expected over the next 40 years.

San Diego Association of Governments Regional Housing Needs Assessment 2010–2020

State law requires that jurisdictions provide their fair share of regional housing needs. The California Department of Housing and Community Development (HCD) is mandated to determine the statewide housing need. In cooperation with HCD, local governments and councils

of government are charged with determining the city’s or region’s existing and projected housing need as a share of the statewide housing need. The current Regional Housing Needs Assessment (RHNA) (adopted October 2011) identifies housing needs in each SANDAG jurisdiction and allocates a fair share of that need to every community. The RHNA indicates that the San Diego Region needs to supply a total of 1,529,090 housing units for the planning period between 2008 and 2050 (SANDAG 2011). This total is distributed by income category, as shown in **Table 3.11-3**.

**TABLE 3.11-3
 SAN DIEGO REGIONAL HOUSING NEEDS ASSESSMENT ALLOCATION**

Very Low	Low	Moderate	Above Moderate	Total
36,450	27,700	30,610	67,220	161,980
22.5%	17.1%	18.9%	41.5%	100%

SOURCE: SANDAG 2011b

Local

City of Oceanside General Plan

Housing Element

The State of California requires that each City draft and adopt a comprehensive General Plan that provides guidance for growth and development within the city. The City of Oceanside recently revised the Housing Element, which previously was intended for use until June 30, 2010, with a 2013–2020 Housing Element adopted in August 2013. The Housing Element is designed to provide development guidance for housing through facilitating the development of a variety of housing types, appropriately removing housing restraints, enhancing existing residential neighborhoods, promoting equal housing opportunities, and encouraging new housing growth patterns within the city of Oceanside until December 21, 2020 (City of Oceanside 2013).

In association with the SANDAG RHNA, the Housing Element also includes the Oceanside Housing Growth Needs for 2010 through 2020, as shown in **Table 3.11-4**. The total housing growth need allocated to the City of Oceanside for the 2010–2020 Housing Element projection period is 6,210 units (City of Oceanside 2013).

**TABLE 3.11-4
 OCEANSIDE HOUSING GROWTH NEEDS 2010–2020**

Very Low*	Low	Moderate	Above Moderate	Total
1,549	1,178	1,090	2,393	6,210
24.9%	19.0%	17.6%	38.5%	100%

*Includes extremely-low households, estimated to be one-half the very low need (775 units)

SOURCE: City of Oceanside 2013

Land Use Element

The Land Use Element includes the following goals, objectives and policies that are relevant to population and housing.

Goal 1: Community Enhancement. The consistent, significant, long term preservation and improvement of the environment, values, aesthetics, character and image of Oceanside as a safe, attractive, desirable and well-balanced community.

Objective 1.16 Housing: To ensure that decent, safe and sanitary housing is available to all current and future residents of the community at a cost that is within the reach of the diverse economic segments of Oceanside.

Policy 1.16C: The City shall ensure that housing is developed in areas with adequate access to employment opportunities, community facilities, and public services.

Policy 1.16D: The City shall encourage development of a variety of housing opportunities, with special emphasis on providing:

- 1) A broad range of housing types, with varied levels of amenities and number of bedrooms;
- 2) Sufficient rental stock for all segments of the community, including families with children;
- 3) Housing which meets the special needs of the elderly and the handicapped.

Policy 1.16E: The City shall protect, encourage, and where feasible, providing housing opportunities for persons of low and moderate income.

Goal 2.3: Residential Development. To direct and encourage the proper type, location, timing and design of housing to benefit the community consistent with the enhancement and establishment of neighborhoods and a well-balanced and organized City.

Policy 2.32B: Residential projects that possess an excellence of design features shall be granted the ability to achieve densities above the base density. Project characteristics that exceed standards established by City policy and those established by existing or approved developments in the surrounding area will be favorably considered in the review of acceptable density within the range. Such characteristics include, but are not limited to the following:

- 1) Infrastructure improvements beyond what is necessary to serve the project and its population.
- 2) Lot standards (i.e., lot area, width, depth) which exceed the minimum standards established by City policy.
- 3) Development standards (i.e., parking, setbacks, lot coverage) which exceed the standards established by City policy.

- 4) Superior architectural design and materials.
- 5) Superior landscape/hardscape design and materials.
- 6) Superior recreation facilities or other amenities.
- 7) Superior private and/or semi-private open space areas.
- 8) Floor areas that exceed the norm established by existing or approved development in the surrounding area.
- 9) Consolidation of existing legal lots to provide unified site design.
- 10) Initiation of residential development in areas where nonconforming commercial or industrial uses are still predominant.
- 11) Participation in the City's Redevelopment, Housing, or Historical Preservation programs.
- 12) Innovative design and/or construction methods that further the goals of the General Plan.

The effectiveness of such design features and characteristics in contributing to the overall quality of a project shall be used to establish the density above base density. No one factor shall be considered sufficient to permit a project to achieve the maximum potential density of a residential land use designation.

3.11.3 Impacts and Mitigation Measures

Significance Criteria

Based on Appendix G of the CEQA Guidelines, the project would result in a significant impact related to population and housing if it would:

1. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure) beyond the growth characterized by the project description and addressed in the technical analyses of this EIR.
2. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere.
3. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere.

Regarding the first significance criteria, CEQA Guidelines 15126.2(d) directs lead agencies to 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. Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. However, the CEQA Guidelines specifically state that it must not be assumed that growth in any area is

necessarily beneficial, detrimental, or of little significance to the environment. Lead agencies rather are to ensure their CEQA documents fully consider the potential growth effects when conducting their environmental analyses.

Impact Analysis

Issue 1: Would the project induce substantial population growth in an area, either directly (for example, by proposing new homes or businesses) or indirectly (for example, through the extension of roads or other infrastructure) beyond the growth characterized by the project description and addressed in the technical analyses of the EIR?

Complete Streets Improvements

Implementation of the Complete Streets improvements would result in the reconfiguration of Coast Highway from four travel lanes to two travel lanes and would create continuous bicycle lanes, provide street parking, and improve and maintain streetscaping, all within the existing right-of-way. While the Complete Streets improvements would change the existing circulation system within the project area, these changes would not result in direct or indirect population growth. The improvements would not increase the capacity of the roadways nor would they facilitate additional traffic. No new roadways or transportation facilities are proposed that would support additional population growth beyond currently anticipated population growth within the city. Therefore, the Complete Streets improvements component of the proposed project would not induce substantial population growth, either directly or indirectly.

Incentive District

Adoption of the Incentive District would provide optional regulations and standards that a developer or property owner may choose in lieu of the existing underlying zoning within the Incentive District boundaries. The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor. The intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development that the City would prefer in the project area. Implementation of the Incentive District could increase the rate and intensity of population growth in the area directly affected by the Incentive District (i.e., the Incentive District zone boundaries). However, the relative growth that could occur under the Incentive District could also occur with the implementation of current land use regulations.

The potential environmental impacts that could result from future growth, both within the Incentive District boundaries and in the surrounding areas of the city, have been considered in the environmental topical analyses in this EIR (e.g., traffic, air quality, biological resources). Potential environmental impacts associated with future growth that could occur would be mitigated to the extent feasible by the measures provided in the other sections of Chapter 3 (Environmental Analysis) of this EIR. Mitigation measures have been identified to reduce significant impacts in the following EIR sections: Section 3.2 (Air Quality); Section 3.3 (Biological Resources); Section 3.4 (Cultural Resources); Section 3.6 (Greenhouse Gas Emission); Section 3.7 (Hazards and Hazardous Materials); Section 3.10 (Noise and Vibration); and Section 3.14 (Traffic and Transportation).

While indirect growth could occur with implementation of the Incentive District, the technical analyses within this EIR have evaluated that anticipated growth as part of the proposed project, as characterized in Chapter 2 (Project Description). Therefore, beyond the impacts identified in other topical analyses of this EIR, no additional environmental impacts would occur with the proposed Incentive District.

Mitigation Measures: No additional mitigation measures are required.

Significance Determination: No impact

Issue 2 and 3: Would the project displace substantial numbers of existing households or people, necessitating the construction of replacement housing elsewhere?

Complete Streets Improvements

Implementation of the Complete Streets improvements would result in physical changes to the circulation system within the Coast Highway corridor. Existing housing units and other uses adjacent to the corridor would not be affected and displacement of existing households or people would not occur. Therefore, development of the Complete Streets improvements would not require additional housing units to be constructed within the city.

Incentive District

Adoption of the Incentive District would provide optional regulations and standards for development and redevelopment in lieu of the existing underlying zoning in the Incentive District area. The Incentive District would allow for different types of residential, commercial, and mixed-use developments throughout the corridor, where the different types of residential uses could result in an increase in the city's housing stock. The intent of the Incentive District is to provide a stimulus in the project area and to encourage the type of development that the City would prefer in the project area. The City will approve future development and redevelopment projects proposed under the Incentive District through the City's development review process, where a future project could include the removal of existing housing units within the Incentive District area. However, an objective of the Incentive District is to incentivize residential development within the Incentive District, with the intent of intensifying residential development within the Node and Avenue planning areas that allows for increased density of up to 63 dwelling units in exchange for public benefits, such as dedicated open space or parking. Thus, while some future projects could remove existing residential units, the overall amount of housing units within the Incentive District area would increase compared to the existing housing stock of the area. Therefore, the proposed project would not displace a substantial number of existing housing units or residents within the Incentive District area.

Mitigation Measures: No mitigation measures are required.

Significance Determination: Less than significant