

CITY OF ENCINITAS

El Camino Real

SPECIFIC PLAN

FINAL DRAFT

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1.0 INTRODUCTION

1.1 Planning Background

The El Camino Real Specific Plan (ECRSP) is the result of a comprehensive planning effort lead by the City of Encinitas (the City) that involved the local community, an El Camino Real Specific Plan Task Force, Encinitas Planning Commission, and technical consultants. The ECRSP was made possible through a Local Early Action Planning (LEAP) grant from the California Department of Housing and Community Development (HCD).

The ECRSP is intended to bring about intentional reimaging of the El Camino Real Corridor through streetscape improvements and high-quality commercial development, while retaining community character and functionality. The ECRSP also establishes objective design standards for residential and mixed-use developments permitted under State housing legislation.

The City of Encinitas has prepared the ECRSP in close collaboration with residents, local businesses, developers, and landowners, to provide a forward-focused and inclusive vision for the future of the Specific Plan Area (SPA). The ECRSP vision was developed with input from the community which acted as the beacon for the thoughtful, robust, and comprehensive policy and regulatory framework of the ECRSP. Property owners, developers, designers, City staff, and elected officials are the intended users of the ECRSP.

What is a Specific Plan?

Cities throughout California must have what is called a general plan. A general plan acts as a blueprint or vision for development in a city. A specific plan implements the goals and policies of the general plan for a specific area or neighborhood within the community. The development of a specific plan for a specific area helps to provide the necessary development standards to create a more detailed blueprint for the community.

Development has occurred in the SPA steadily over time. Many buildings and existing land uses were developed before the City of Encinitas was incorporated in 1986 when there was no comprehensive plan to guide development. Real estate market conditions and the needs in the community have also changed. A Specific Plan is needed to help revitalize and preserve the long-term health of this important area of the Encinitas community. If the SPA does not adapt or evolve to meet these needs, the area is at risk of underutilization. This would result in a financial impact to the City, as the SPA provides important tax revenue for the City's general fund, which is used to fund public safety and other critical programs and services to the community.

1.2 Physical Context

The ECRSP encompasses approximately 228-acres covering the geographic area along El Camino Real from roughly Encinitas Boulevard to the south, through to Olivenhain Road to the north. The SPA currently includes a series of commercial shopping centers with varying depths and uses. Well-established residential neighborhoods surround the SPA with a mixture of housing types. The primary reason people visit the SPA is for grocery shopping, followed by retail and other shopping, and medical office. The SPA plays an important function within Encinitas, as a primary destination for running errands and functional stopping place for dining.

This segment of El Camino Real is a wide 6- to 8-lane major arterial roadway with buffered bike lanes and sidewalks along each side. El Camino Real is an important transportation corridor, providing connections to destinations within Encinitas, as well as the cities of Carlsbad and Oceanside to the north. It is primarily fronted by commercial, and office uses, and two mobile home parks (Park Encinitas and Green Valley Mobile Estates) which are located along the west side of El Camino Real.

Common barriers to visiting the SPA are traffic congestion, unpleasant bicycle or pedestrian experience, and lack of community character (JPW 2021).

Historical Significance

El Camino Real, or “the Royal Road” was created by the Spanish to link the 21 California missions stretching from Mission San Diego to Mission San Francisco Solano. The footpath became a roadway wide enough for horses and wagons, and eventually automobiles. In the early 20th Century, the California State Assembly designated several sections of the state highway as the official route of El Camino Real. There are approximately 450 cast iron bells along El Camino Real, including six within the SPA, that hang 11 feet high with a "shepherd's crook" style. One bell was placed in front of each Mission and the rest were placed about a mile apart, creating what's now known as the Mission Bell Markers. A majority of the bells are under a mandate to be restored and maintained since their original inception in 1906 due to their religious, historical, and cultural significance to El Camino Real and California missions.

1.3 Purpose and Intent of the ECRSP

The purpose of the ECRSP is to establish the vision, goals, and expectations for the SPA and to serve as the tailored regulatory tool for development within the SPA. It will guide the land use, intensity, and design standards for future development.

The ECRSP sets the foundation for how the SPA will operate, based upon identified goals and regulations relating to a range of topics, including land use, urban design, parks and open

space, streetscape, transportation, and sustainable infrastructure.

The intent of the ECRSP is to facilitate revitalization in the SPA through the creation of a vibrant, diverse, and pedestrian-friendly area that becomes a destination for residents and visitors to live, work and shop. This will be achieved through encouraging new development that is sensitive and compatible to the context of the surrounding residential community.

Housing Element Designated Sites

As a part of the 6th Cycle Housing Element Update, the City identified adequate sites with appropriate zoning to accommodate the remaining Regional Housing Needs Allocation (RHNA) and to accommodate the need for groups of all income levels as required by State Housing Element Law. The SPA contains one site, the two “Armstrong Parcels”, with unit capacities of 31 and 34.

1.4 Legal Authority

State Law requires that a Specific Plan be in conformance with a city’s General Plan. This Specific Plan has been prepared in conformance with the City of Encinitas’ General Plan, as described in the following Chapters.

The primary effect of a Specific Plan is the establishment of a clear and detailed plan for a specific area. Existing zoning is replaced with the development standards of the Specific Plan which best meet the needs of the specific area. After adoption by the City of Encinitas, all public and private development

projects and improvements must be consistent with the adopted ECRSP.

This Specific Plan seeks to build upon the vision of the General Plan to accommodate commercial and retail revitalization, public open space, streetscape improvements, and multi-modal transport options, as well as more detailed guidance.

The ECRSP is established through the authority granted to the City by California Government Code, Sections 65450 through 65457, as a means of systematically implementing the General Plan. A Specific Plan, through text and diagram(s), must identify the following:

1. The distribution, location, and extent of the uses of land, including open space, within the area covered by the plan.
2. The proposed distribution, location, and extent and intensity of major components of public and private transportation, sewage, water, drainage, solid waste disposal, energy, and other essential facilities proposed to be located within the area covered by the plan and needed to support the land uses described in the plan.
3. Standards and criteria by which development will proceed, and standards for the conservation, development, and utilization of natural resources, where applicable.
4. A program of implementation measures including regulations, programs, public works projects, and financing measures necessary to carry out paragraphs (1), (2), and (3).

The Specific Plan serves as the zoning for the SPA and establishes policy guidance for permitted/prohibited land uses, development standards, infrastructure improvements and implementation programs customized for the Plan area. Any standard or regulation in this Specific Plan that differs from the Encinitas Municipal Code (Municipal Code) shall supersede the Municipal Code. Where the ECRSP is silent, the provisions of the Municipal Code shall prevail, as interpreted by the Development Services Director.

On XXX, 2024, the Encinitas City Council adopted Ordinance No. XXX relating to the establishment of zoning and development standards for the ECRSP.

1.5 Environmental Clearance

The ECRSP was adopted in compliance with the requirements of the California Environmental Quality Act (CEQA) and (California Public Resources Code, §§ 21000 et seq.). Pursuant to the CEQA Guidelines (Title 14, California Code of Regulations, Chapter 3, §§ 15000 et seq.), the City of Encinitas prepared an Initial Study and a Mitigated Negative Declaration to address any potential environmental impacts identified with the proposed project. Mitigation measures to address those Impacts to the El Camino Real Corridor have been incorporated as conditions of approval of the ECRSP.

1.6 El Camino Real Setting

The City of Encinitas is located along approximately six (6) miles of Pacific Ocean coastline in North County San Diego. The City has an approximate population of 62,000 within a 19.6 square mile area and the community prides itself as a small

beach town feel with high quality public service delivery at Community Centers, Libraries, Civic Center/City Hall, hospital, schools, and parks.

The geographic extent of the SPA is shown in Figure 1-1, Regional Map. Moving south, the eastern boundary of the SPA is the east side of the El Camino Real right-of-way, where it turns perpendicularly east at 777 N El Camino Real, before turning south again at the parcel line split between residential land uses to the east and commercial land uses to the west all the way down to 211 N El Camino Real, and turns east again, past the San Diego County Sheriff's Department and wraps around the Solana Center for Environmental Innovation, at 137 N El Camino Real. The southernmost corner of the eastern boundary is the shopping center anchored by LA Fitness, at 201 South El Camino Real. The shopping center anchored by LA Fitness (201 South El Camino Real) establishes the southern boundary east of El Camino Real, while the shopping center anchored by Sprouts, at 1327 Encinitas Boulevard, establishes the southern boundary west of El Camino Real. The southwestern boundary includes the Tesla dealership at 1302 Encinitas Boulevard. Moving north, the western boundary follows the parcel lines separating the commercial shopping centers to the east and the residential to the west, including the Mobile Home Parks at 350 N El Camino Real and 444 N El Camino Real. The western boundary turns west to include the US Post Office, at 1415 Garden View Road. The western boundary follows the west side of the El Camino Real right-of-way all the way up from the corner of Garden View Road to the northern Specific Plan boundary.

Surrounding uses to the east include the Home Depot Specific Plan Area located at 1001 N. EL Camino Real and one- to two-story single-family homes. To the immediate west is the Encinitas Ranch Specific Plan area comprising open space and low-density residential inclusive of the Encinitas Ranch Golf Course. To the south, low density one-to-two-story single family homes are the dominant land use. To the north is The Forum Shopping Centre at 1923 Calle Barcelona, Glenbrook Health Centre aged and assisted living at 1950 Calle Barcelona, and green space that follows El Camino Real northwards to the Batiquitos Lagoon State Marine Conservation Area.

Figure 1-1: Regional Map

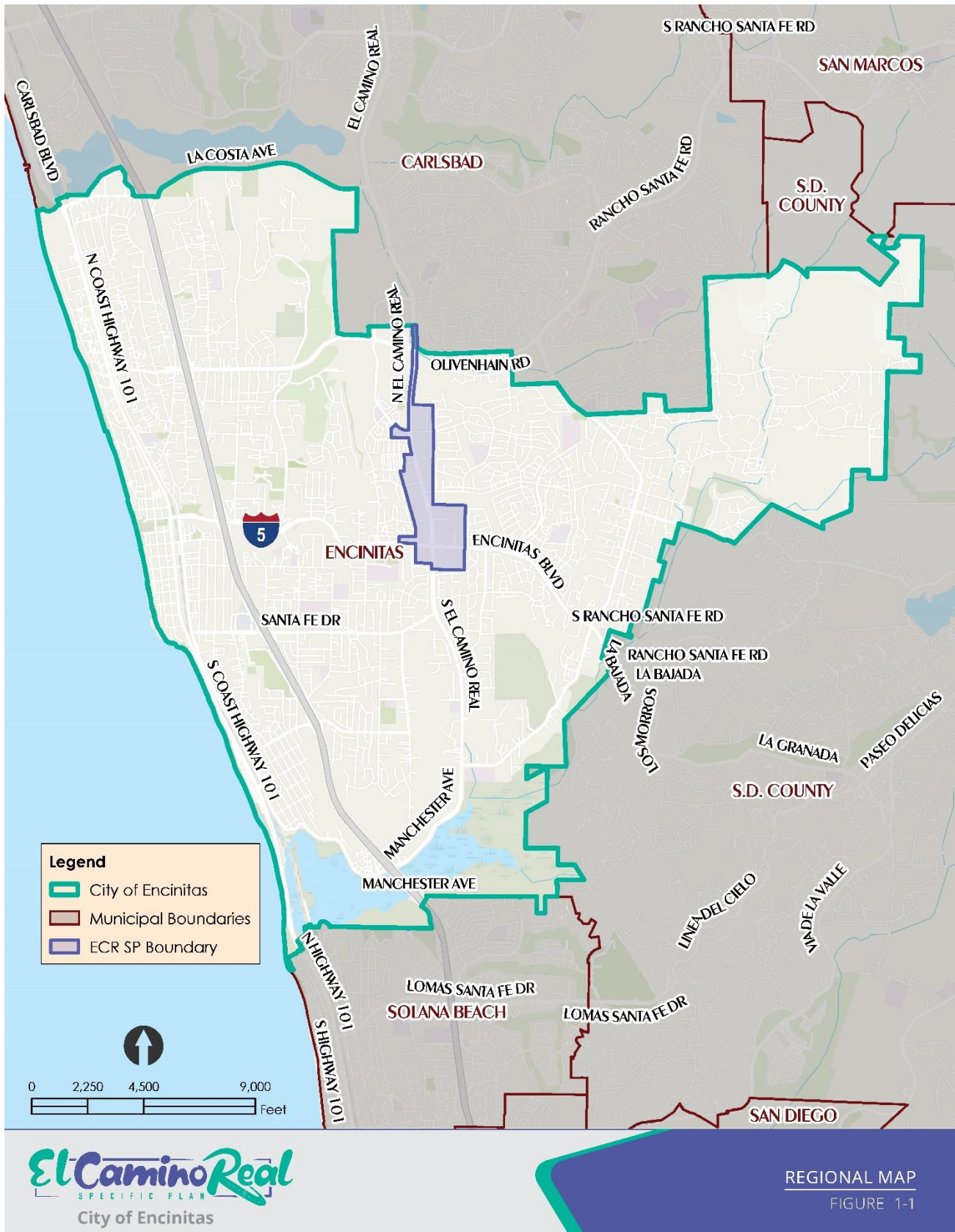
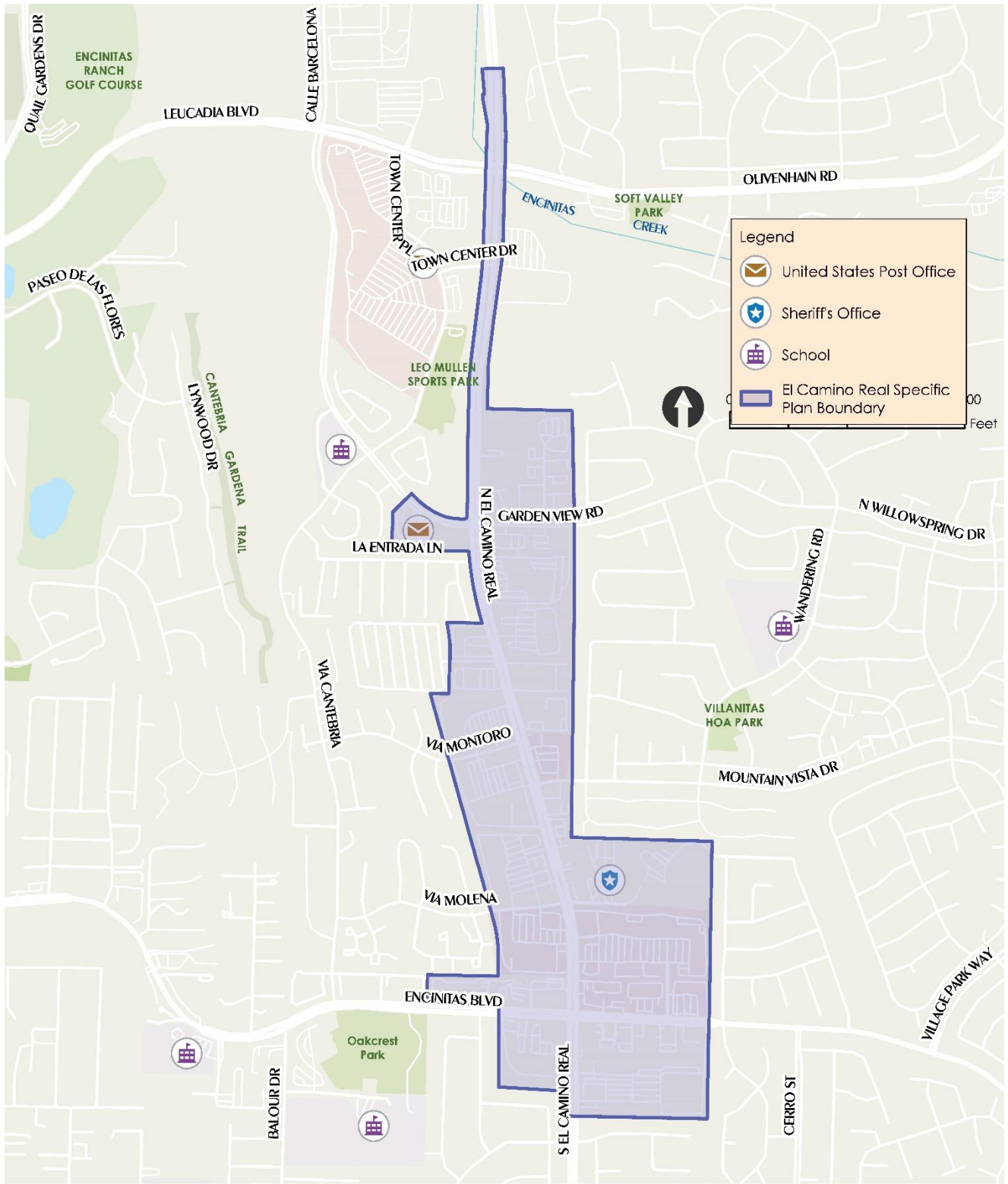


Figure 1-2: Specific Plan Area



1.7 Relationship to Other Planning Documents

The ECRSP shall be consistent with all approved and certified plans that apply to the ECRSP. This includes local, regional, state, and federal planning requirements.

1.7.1 City of Encinitas General Plan

Together, the City's General Plan and the ECRSP provide a framework that will guide future land use and development decisions in the 228-acre SPA.

The ECRSP is consistent with, and serves as an extension of, the Encinitas General Plan, which will provide both policy and regulatory direction. When future development proposals within the SPA are brought before the City, staff and decision-makers will use the ECRSP for project review. Projects will be evaluated for consistency with the intent of the Specific Plan policies and for conformance with development standards and design guidelines. For projects within the SPA, the ECRSP's policies and standards will take precedence over more general policies and standards that are applicable to the rest of the City.

1.7.2 City of Encinitas Circulation Element

The current City of Encinitas Circulation Element dates back to 1989 and was the first, and only, Circulation Element since New Encinitas, Old Encinitas, Cardiff-by-the-Sea, Olivenhain and Leucadia incorporated from the County of San Diego into the City of Encinitas in 1986.

As of authoring this Specific Plan, the City of Encinitas is updating its Circulation Element and as part of this effort, the City adopted Vehicle Miles Traveled (VMT) Guidelines on

November 8, 2023. The updated element will be called the Mobility Element. This Specific Plan has been developed in coordination with these efforts to ensure consistency across regulatory documents and will not require an amendment to the Specific Plan once the Mobility Element is adopted. The roadway network within the ECRSP was analyzed and specifically designed to improve the mobility network and improve multimodal options. Therefore, all future development shall comply with the roadway requirements contained in Chapter 5, Mobility.

1.7.3 Municipal Code and Zoning Ordinance

The Encinitas Municipal Code (EMC) is a codification of the general and permanent ordinances of Encinitas, including the Zoning Ordinance (Title 30).

In situations where policies or standards relating to a particular subject have not been provided in the ECRSP, the existing policies and standards of the City's General Plan and Zoning Ordinance will continue to apply.

1.7.4 City of Encinitas Design Regulations

Projects are subject to the objective design standards and guidelines specified in ECRSP Chapter 4. Design Review applications shall be processed according to the procedures indicated in Chapter 23.08 of the Encinitas Municipal Code.

1.7.5 City of Encinitas Climate Action Plan

The City of Encinitas Climate Action Plan 2018 (CAP) seeks to address the challenges of climate change through the reduction of greenhouse gas (GHG) emissions and improving community health and local air quality, using a baseline of

2012. The CAP sets a GHG emissions reduction target of 13 percent below 2012 levels by 2020 and 41 percent below 2012 levels by 2030. As of the 2022 Annual Report, the City's GHG emissions in 2020 stood at 14.6 percent lower than the inventoried emissions in 2012. This demonstrates that the City exceeded its 2020 emissions reduction target by 1.6 percent.

As of authoring this Specific Plan, the City of Encinitas is updating its CAP. This Specific Plan has been developed in coordination with these efforts to ensure consistency and to help implement the CAPs goals and required measures. One CAP measure is to implement a local shuttle system. The CAP update is studying the possibility of a micro-transit system that would serve the ECRSP area to improve multi-modal choices and reduce vehicle miles traveled. All future micro-transit facilities are permitted and encouraged throughout the SPA and would not require an amendment to the ECRSP. This form of development will also be encouraged to provide greater access to public spaces, green space, and to see a reduction in dependence on personal motor vehicles to navigate the ECRSP.

1.7.6 City of Encinitas Infrastructure Plans

2015 Water System Master Plan

The ERCSP is served by the Olivenhain Municipal Water District (OMWD). OMWD Potable Water and Recycled Water Master Plan analyzed categories of facilities and system planning issues of significance to the development of capacity fee calculations as OMWD sought to update capacity fees in 2016.

2020 Urban Water Management Plan

Water agencies throughout the State are required by the California Department of Water Resources to prepare Urban Water Management Plans every five years to show that adequate water supplies are available to meet existing and future water demands.

According to OMWD's 2020 Urban Water Management Plan, in all normal and dry-year cases analyzed, no shortages are anticipated within San Diego County Water Authority (SDCWA) or OMWD's service area through 2045, even in the most conservative scenario, five consecutive dry years. The ECRSP has a horizon year of 2050; therefore, it is not fully covered by the 2020 UWMP. Upon adoption of the ECRSP, the 2025 Urban Water Management Plan will need to account for the density allowed under the ECRSP.

1.7.7 San Diego Forward: The Regional Plan

The 2021 San Diego Association of Governments (SANDAG) Regional Plan provides a long-term blueprint for the San Diego region that meets regulatory requirements and seeks to address traffic congestion, and create equal access to jobs, education, healthcare, and other community resources. The plan reimagines the San Diego region with a transformative transportation system, a sustainable pattern of growth and development, and innovative demand and management strategies. As of authoring this Specific Plan, SANDAG is in the process of developing the 2025 Regional Plan, the next four-year Regional Plan cycle. Should the ECRSP be adopted, the ECRSP land uses, and transportation systems shall be incorporated into the growth model of the 2025 Regional Plan.

The segment of El Camino Real that is within the SPA is considered a part of the SANDAG Transit Leap Network. As such, Bus Route 309 which runs along El Camino Real has been identified for Local Bus Route Enhanced Frequencies which will improve the frequency to 10-minute increments. The SPA is also considered a part of the SANDAG Flexible Fleet Connections to Transit Leap. The ECRSP considers flexible fleet locations that would be optimal for first- and last-mile transit connections. The ECRSP also promotes improved bicycle and pedestrian safety through the promotion and requirement of bicycle and pedestrian friendly amenities. As such, the ECRSP takes guidance from, and is consistent with, the Regional Plan.

1.7.8 California Coastal Act

The California Coastal Act of 1976 directs each local government lying wholly or partly within the Coastal Zone to prepare a Local Coastal Program (LCP) for those areas located in the State's designated Coastal Zone. A Local Coastal Program guides future development in the City's Coastal Zone based on policies and requirements in the State Coastal Act. The City of Encinitas is partially located within this Zone and has adopted a LCP which the City has incorporated within its General Plan. This General Plan seeks to ensure coastal resources, ranging from public views and access to hillside and sensitive habitats, are enhanced and protected.

The Coastal Zone is located westwards of the El Camino Real right-of-way and south of Encinitas Boulevard, partially overlapping the SPA. As the ECRSP has been prepared to be consistent with the General Plan which incorporates the LCP,

this Specific Plan is consistent with the California Coastal Act of 1976.

1.7.9 Local Early Action Planning Grant Program (LEAP)

The LEAP grant program provides funding for cities and counties to update their planning documents and implement process improvements that will facilitate the acceleration of housing production and help local governments prepare and implement plans to ensure compliance with their sixth cycle RHNA.

The ECRSP has been facilitated through the receipt of a LEAP grant and seeks to accomplish the goals of the program.

1.8 Organization of the Specific Plan Document

The ECRSP contains eight chapters as follows:

[Chapter 1.0 Introduction:](#) Provides a broad overview of the Specific Plan, physical setting, and legislative context.

[Chapter 2.0 Community Participation, Goals and Objectives:](#) Provides information on the public participation process and outlines community identified issues, a community vision and goals and objectives which establish the framework for the land use plan, development standards, design guidelines, and implementation mechanisms.

[Chapter 3.0 Land Use and Development Regulations:](#) Translates framework goals into allowed uses and associated development standards.

[Chapter 4.0 Design Guidelines and Standards:](#) Outlines the requirements of design reviews, appeals, and sets forth objective design standards and discretionary guidelines for the design of appropriate development including architectural characteristics, site planning, parking, lighting, signs, and streetscape.

[Chapter 5.0 Mobility:](#) Provides an outline of the proposed mobility network including vehicle, pedestrian, transit, and bicycle facilities, and identifies improvements to these networks.

[Chapter 6.0 Community Benefits:](#) Sets out the vision for community revitalization through a Community Benefits Program that provides opportunities and incentives to enhance the SPA with community benefits.

[Chapter 7.0 Public Facilities and Infrastructure:](#) Provides a summary of public services including fire protection and police, and the various utilities within the ECRSP.

[Chapter 8.0 Implementation:](#) Provides a summary of recommended public improvements and programs with possible implementation tools and financing strategies.

2.0 COMMUNITY PARTICIPATION, GOALS AND OBJECTIVES

2.1 Planning Background

The overarching goal of the El Camino Specific Plan (ECRSP) is to expedite permit approvals and create new objective development and design standards for this section of the El Camino Real corridor that is now the El Camino Real Specific Plan Area (SPA).

2.2 Participation Process

The planning process for the El Camino Real Specific Plan (ECRSP) included a comprehensive public engagement program that was designed to be inclusive, transparent and engage the community in the planning process by offering multiple opportunities for public input and participation. This included a City-sponsored early outreach survey with the community that was made available from May 12, 2021, to June 2, 2021. As described in the following sections, the public engagement program generally consisted of an advisory El Camino Real Specific Plan Task Force, a series of public workshops, and a developer roundtable.

2.2.1 El Camino Real Specific Plan Task Force

The El Camino Real Specific Plan Task Force (Task Force) was established by the Encinitas City Council on May 11, 2022 through Resolution No. 2022-45 to be an advisory body to the

City Council that shall review and guide the development of the Specific Plan by: 1) review of existing conditions and work completed to date; 2) review and comment on the goals, objectives and policies for the plan; and 3) review and comment on the land use, circulation, and development and design standards. The Task Force was composed of nine (9) members including:

- A City Council member with an alternate;
- The New Encinitas representative of the Planning Commission;
- The New Encinitas representative of the Mobility and Traffic Safety Commission;
- Two (2) owners of property on the El Camino Real Corridor;
- Two (2) residents of New Encinitas;
- A member of the Chamber of Commerce; and
- A non-profit affordable housing developer.

The Task Force held six (6) meetings throughout the preparation of the Specific Plan which allowed for greater public participation and input throughout the planning process.

One of the Task Force meetings was held in the form of a walkabout along the El Camino Real Corridor with various stopping points for group discussion.

2.2.2 Public Workshop Series

The following three (3) community workshops conducted were critical to informing the preparation of the ECRSP:

1. Opportunities, Constraints, and Visioning;
2. Design Alternatives; and
3. Public Review Draft Specific Plan.

Throughout these workshops, community members and stakeholders were offered ample opportunities to learn and provide input on the development of the Specific Plan.

Due to the COVID-19 pandemic, the first two (2) community workshops were designed to allow participation both in-person and virtually to make them more accessible for those who wished to stay home. To facilitate this virtual engagement, the City utilized an interactive project webpage. This virtual tool allowed the Project Team to replicate the in-person activities provided at the community workshops. Activities that utilized this online tool included surveys, questionnaires, and digital mapping exercises.

To further the dissemination of information, a dedicated webpage was established on the City's website. These avenues assisted in keeping stakeholders up to date with the Specific Plan process, provided notification of future workshops, and hosted relevant documentation.

The first phase of public workshops was held in November 2021 and involved a thorough evaluation of the opportunities and constraints. The purpose of this task was to provide context and insight into the community characteristics that influence and define opportunities for change and growth in the SPA. This served as the starting point for identifying possible implementation tools for future programs and projects within the SPA that will be most effective in achieving the vision of the ECRSP. The information from this exercise then served to facilitate discussion between community stakeholders and City staff.

Through analysis of Workshop #1 feedback, and collaboration between City staff and the community, the Project Team developed several Design Alternatives. These alternatives were presented to the community in June 2022 at Workshop #2. Workshop #2 sought to use these alternatives to refine the community's vision for the Specific Plan and to develop a Preferred Design Alternative for the ECRSP. To aid these efforts and seek broader community input into the design alternatives, City staff also conducted four (4) pop-up style events where City staff set up an information table outside locations along El Camino Real and had one-on-one conversations. These events were held at the Leucadia Farmer's Market, Encinitas Village Shopping Center, The Brewer's Tap Room, and Encinitas Ranch Town Center.

In June 2024, Workshop #3 presented the revised SPA boundary, the change in scope given the City Council direction on June 21, 2023, the Draft ECRSP and specific aspects of the streetscape improvements and objective design standards. Community members were given the opportunity to review the

document and provide written comments to be considered in the Final Draft Specific Plan and Mitigated Negative Declaration (MND).

2.2.3 Developer Roundtable

An in-person developer roundtable was held on December 7, 2021, to solicit feedback from members of the development community to better understand the market and regulatory constraints that exist in Encinitas. A broad cross-section was invited, and participated, from affordable, mixed-use, commercial and infill developers to real estate brokers and landowners. This Roundtable sought to identify existing development constraints and what land use, design and financial mechanisms that could be utilized by the ECRSP to encourage development and revitalization within the SPA. Following the developer discussion, the meeting opened up for public comment. Input from this event was considered in the creation of the design alternatives presented to the community at the second workshop.

2.3 Community Concerns

This section of the ECRSP summarizes the concerns that the community of Encinitas and the Task Force identified throughout the series of community workshops, pop up events, and virtual engagement efforts. Five overarching topics were identified with each topic supplemented with a number of issues to provide greater depth and clarity of the challenges facing the SPA.

2.3.1 Land Use

- Current land use zoning precludes the establishment of residential and mixed-use land uses.
- Parking lots dominate the SPA due to overly conservative and historic parking ratios that do not reflect current transportation trends.
- There is an over-supply of commercial land uses and minimal complementary land use designations.
- Almost exclusively commercial land use within the SPA has resulted in an under-utilized environment and missed social, cultural, and economic opportunities.
- There is a lack of well-connected and high-quality public spaces and publicly accessible outdoor open space.

2.3.2 Affordable Housing

- There is a lack of housing options for all incomes throughout the SPA and citywide.
- Low-income and affordable housing is missing from the SPA resulting in long commutes for workers.
- There is an absence of "missing-middle" housing and workers' accommodation.

2.3.3 Mobility

- The El Camino Real right-of-way within the SPA is a busy and congested roadway that does not function adequately.
- El Camino Real is used by surrounding residential communities to access Interstate 5 south and thus results

in relatively high vehicle speeds regardless of the posted speed limits.

- The El Camino Real Corridor is automobile-centric and encourages private vehicles as a primary mode for getting from place to place.
- There are limited multi-modal transportation options and those that exist are not easily accessible or connected to or part of a wider and integrated network.
- Existing pedestrian connections are insufficient for senior citizens and individuals with accessibility needs.
- Excessive amounts of driveways directly onto El Camino Real create additional congestion.
- A perception that residential development is likely to worsen congestion whereas commercial development is shown to generate more vehicle movements.

2.3.4 Community Benefits

- The lack of cultural centers and formal/informal public meeting spaces contribute to the lack of connection between community residents.
- There are no established public markets to bring the community together. Encouraging mixed use along the El Camino Real Corridor will provide opportunities for public markets, and in turn offer more possibilities to bring the community together.
- There is not enough support for established community services such as the Community Center, Solana Center,

and the library, which is contributing to the feeling of isolation among the residents and the older population.

- There is a lack of connections to the Encinitas Creek Trail. Design changes and building upgrades will result in better access and make this trail attractive to use.

2.3.5 Resource Management

- Existing infrastructure, utilities, public amenities, and services such as fire and police are designed to service commercial uses and not residential or mixed use.
- There is a lack of established green spaces and open spaces for the natural environment.
- Increasing traffic congestion coupled with local geography and increased development will lead to increased greenhouse gases and poor air quality.
- Development could adversely affect surrounding long established neighborhoods by blocking their views across the El Camino canyon.
- There are limited identified improvements to Encinitas Creek which is a treasured local resource.

2.4 Community Vision

The following vision has been developed in close collaboration with the Encinitas community to articulate the community's vision for this Specific Plan.

The ECRSP encourages and facilitates the revitalization of the El Camino Real Corridor while retaining the suburban, close-knit community and beach character of Encinitas. Development opportunities complement existing commercial uses throughout the Corridor and multi-modal transportation initiatives are expanded, and high-quality public spaces, including streetscapes, are supported by adequate infrastructure.

2.5 Community Goals and Objectives

The following goals and objectives were formulated based on the problems and issues identified by the various forms of community engagement. Each overarching goal is associated with a number of supporting objectives.

2.5.1 Land Use Goals

Land Use (LU)-1: Achieve a revitalized El Camino Real Corridor.

Objective LU-1.1: Facilitate the construction of high-quality horizontal and vertical developments that are attractive and accessible to a range of people.

Objective LU-1.2: Facilitate the establishment of outdoor dining opportunities and common open space through design standards and guidelines.

Objective LU-1.3: Facilitate social gathering uses like entertainment, dining, cultural uses, and weekend activities.

Objective LU-1.4: Allow for accessibility improvements and other enhancements if required.

LU-2: Implement design standards that are objective and consistent with the SPA goals.

Objective LU-2.1: Establish clear objective standards to ensure that future development is consistent with the community's vision.

Objective LU-2.2: Develop and adopt flexible design standards so that developments can respond to site specific constraints.

Objective LU-2.3: Promote the development and creation of a high-quality public realm.

LU-3: Develop a Specific Plan that is consistent with the State and local policy documents.

Objective LU-3.1: Adopt an El Camino Real Specific Plan that is consistent with housing legislation such as Senate Bill (SB) 6 and Assembly Bill (AB) 2011.

Objective LU-3.2: Provide supplemental objective development and design standards for housing and mixed-use projects which the City can apply to projects utilizing SB6 and AB2011 or other relevant legislation.

Objective LU-3.3: Adopt an El Camino Real Specific Plan that is consistent with the overall vision of the General Plan.

2.5.2 Mobility Goals

Mobility (M)-1: Create a safe multi-modal environment.

Objective M-1.1: Minimize the quantity of vehicle crossings directly onto El Camino Real right-of-way.

Objective M-1.2: Consider utilizing AB 43 to investigate lower speed limits along local roads that may be more prone to traffic safety concerns, particularly areas with frequent pedestrian or bicycle traffic.

Objective M-1.3: Establish a wayfinding system for pedestrian crossings and key intersections.

M-2: Reduce vehicle miles traveled (VMT).

Objective M-2.1: Encourage a mix of resident serving uses on site to reduce the need for private vehicle trips to other areas in and out of the corridor.

Objective M-2.2: Encourage and promote the use of alternative transportation options to encourage less private vehicle trips. Establish programs such as a micro-transit program, a bus demand responsive transport vehicle for hire allowing public and private agencies to offer rides on-demand that are more flexible than designated fixed routes that utilize an adaptive form of technology connecting riders to the services they need.

Objective M-2.3: Encourage businesses to implement Transportation Demand Management (TDM) strategies and ride share programs. Offer ridesharing services such as van pools and carpooling. Promote bike to work opportunities by offering employees incentives such as flexible work start times.

Objective M-2.4: Encourage and promote the use of public transportation as an alternative to private vehicles.

Objective M-2.5: Include buffered cycleways and sidewalks in streetscape upgrades to reduce reliance on automobiles for transportation around the SPA and create safer multi-modal environments.

M-3: Ensure the El Camino Real Corridor is safe for all users.

Objective M-3.1: Protect and improve pedestrian connections to Encinitas Creek in existing and future developments.

Objective M-3.2: Improve pedestrian connections to surrounding neighborhoods and shopping centers.

Objective M-3.3: Support additional accessibility provisions in new developments.

M-4: Establish efficient parking strategies.

Objective M-4.1: Pursue joint parking strategies, as well as the reduction or elimination of parking minimum requirements, for suitable developments in the SPA.

2.5.3 Community Benefit Goals

Community Benefit (CB)-1: Create a connected pedestrian and trail network along El Camino Real.

Objective CB-1.1: Maintain existing pedestrian trails.

Objective CB-1.2: Encourage and facilitate the connection between existing trails and new trails between each other and new developments.

CB-2: Provide plentiful and high-quality public spaces along El Camino Real.

Objective CB-2.1: Encourage the development of public plazas, parks, and paseos as part of private development.

Objective CB-2.2: Require functional and visually attractive landscaping on new developments.

Objective CB-2.3: Improve the streetscape through new tree and median plantings.

CB-3: Enhanced and support community facilities.

Objective CB-3.1: Continue support for non-recreational facilities such as the Solana Center and the Sheriff's office.

Objective CB-3.2: Encourage the establishment of additional community facilities, where appropriate.

Objective CB-3.3: Support investment in existing nearby parks such as Leo Mullen Sports Park and new facilities in suitable locations.

CB4: Provide spaces for cultural and youth activities.

Objective CB-4.1: Program and encourage youth activities in public spaces and businesses through development incentives.

Objective CB-4.2: Partner with local organizations such as Encinitas Friends of the Arts and the Boys and Girls Club of San Dieguito to ensure that cultural and youth spaces are viable and have community support. These organizations can provide resources and expertise to help plan and manage these spaces.

2.5.4 Resource Management Goals

Resource Management (RM)-1: Ensure development is environmentally sustainable.

Objective RM-1.1: Incorporate sustainable stormwater management features in new development and public improvements, including but not limited to bio-swales, permeable pavers, rainwater collection systems, and other features to manage stormwater runoff.

Objective RM-1.2: Utilize recycled water for public and private landscaped areas along with other non-potable applications.

Objective RM-1.3: Support the use of renewable energy technologies and sustainable energy sources.

Objective RM-1.4: Encourage the use of green building practices above what is required by City.

RM-2: Promote development that conserves water.

Objective RM-2.1: Encourage new developments to implement low flow devices to conserve potable water.

Objective RM-2.2: Require landscaping plans to incorporate drought resilient plantings.

RM-3: Improve air quality.

Objective RM-3.1: Improve multi-modal facilities within the SPA that will support modes other than private vehicle passenger trips and decrease greenhouse gas emissions.

Objective RM-3.2: Require development within the El Camino Real Specific Plan area to be consistent with the City of Encinitas Climate Action Plan.

2.5.5 Infrastructure Goals

Infrastructure (IF)-1: Maintain adequate infrastructure capacities.

Objective IF-1.1: Require development proposals to undertake capacity investigations to demonstrate existing water, sanitary sewer, and stormwater network capacity.

Objective IF-1.2: If upgrades to infrastructure are required as a result of a pre-construction study, improvements shall be completed prior to occupation of the development.

IF-2: Ensure new construction provides adequate infrastructure.

Objective IF-2.1: Require new development to coordinate with the appropriate agencies to provide stormwater, wastewater, potable water, telecommunications, electric, and gas services to the proposed site.

Objective IF-2.2: All infrastructure improvements shall occur before roadway, bicycle, and pedestrian improvements to avoid multiple periods of construction, unless agreed otherwise.

Objective IF-2.3: Require projects to provide assessments demonstrating adequate infrastructure.

Objective IF-2.4: Where adequate infrastructure does not exist, require developers to construct adequate infrastructure as part of their development.

3.0 LAND USE AND DEVELOPMENT REGULATIONS

3.1 Overview

The framework established in the Land Use and Development Regulations chapter will allow for the realization of the community vision, goals, and objectives identified in Chapter 2. This chapter sets forth the allowed, conditionally allowed, and prohibited uses within the existing land use designations in the El Camino Real Specific Plan Area (SPA). This chapter also sets forth the development standards for any new development or redevelopment within the SPA including residential or mixed-use projects as allowed per State housing legislation. The ECRSP implements the underlying zoning and land use designations and does not include any intensification to land uses.

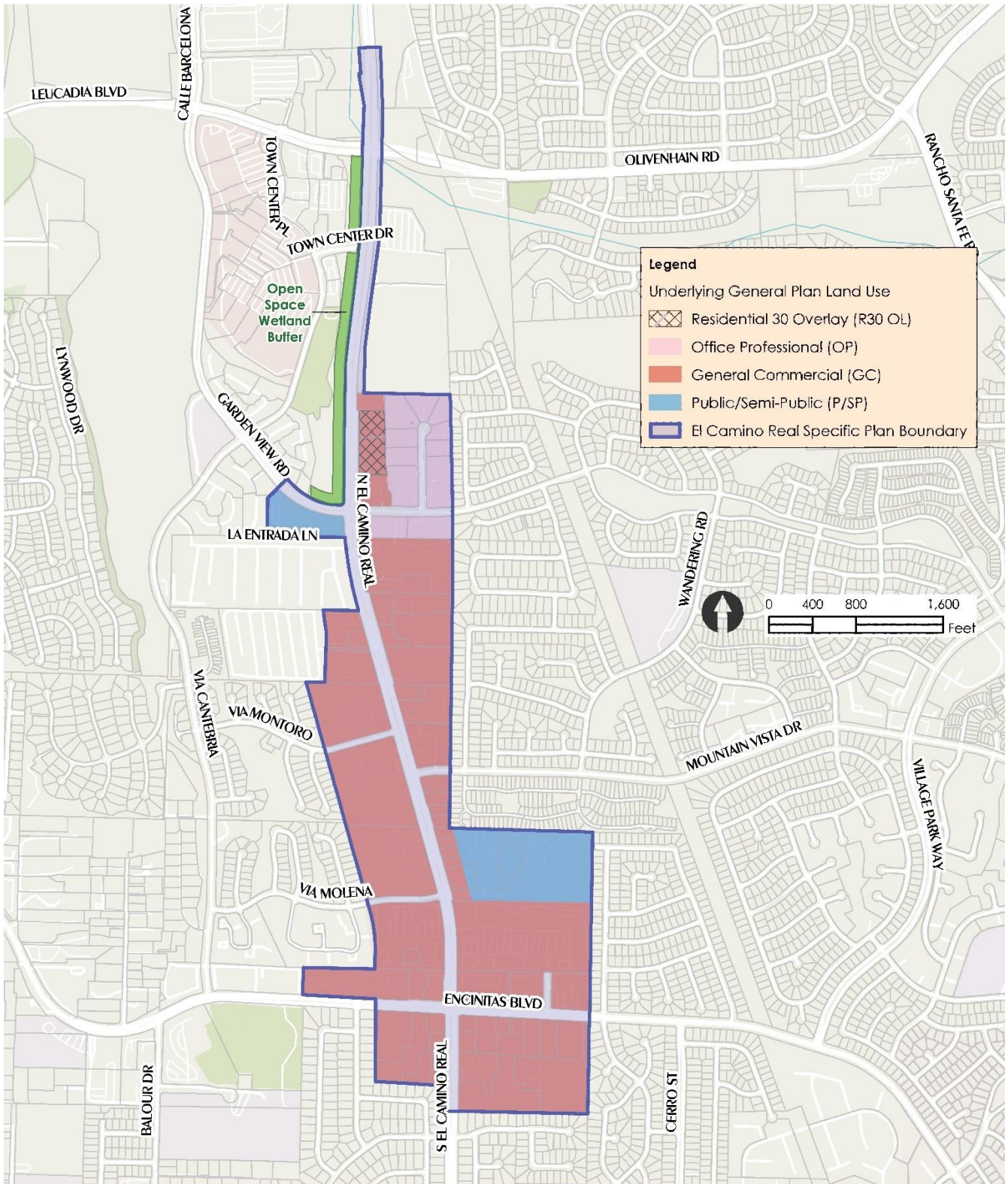
The requirements of this chapter supersede the requirements of the Zoning Regulations of the City of Encinitas Municipal Code (EMC) (Title 30). If there is a conflict between the regulations provided in the Zoning Regulations and this Specific Plan, the regulations provided in the Specific Plan shall prevail. Where direction is not provided in this Specific Plan; the provisions of the EMC shall prevail. The existing Housing Element site (06-Armstrong a. and b.) and any future Housing Element sites may develop pursuant to the R-30 Residential

Overlay zone. Housing Element sites may be developed as 100% residential as permitted by the Housing Element.

3.2 Land Use Map

The El Camino Real Specific Plan (ECRSP) Land Use Map, Figure 3-1, shows the existing General Plan Land Uses and R-30 Overlay within the Specific Plan boundary.

Figure 3-1: Land Use Map



3.3 Allowed Uses

Table 3-1, Allowed Uses, establishes which land uses are permitted by right or by conditional use permit within the SPA. The allowable uses are separated by the underlying zones: General Commercial/Commercial (ERSP), Office Professional, and Public/Semi-Public zones. A land use permitted by right requires approval by the Development Services Director whereas a conditional use permit requires approval by the Planning Commission.

A use not expressly listed is typically considered prohibited within the SPA. However, in the event a proposed use is not specifically listed as allowed under a zone but is similar in scope and character to a use that is listed, or a new use that evolves over time, a determination of allowable use may be requested as allowed per EMC 30.01.030. The decision would be based on if the proposed use is substantially similar in character and intensity of development intended for the SPA and is consistent with the goals, objectives, and vision of the ECRSP.

To improve the multi-modal network and transit options within the SPA, a future micro-transit or local shuttle service is encouraged and permitted in all zones. This includes all future transit service facilities and vehicle parking throughout the SPA.

Table 3-1 Legend:

“P”	Permitted by right
“C”	Conditional use permit required (major)
“Cm”	Conditional use permit required (minor)
“A”	Agriculture permit
“X”	Prohibited

Table 3-1: Allowed Uses

Uses	General Commercial	Office Professional	Public/Semi Public
Acupuncture	P	P	P
Alcoholic Beverage, Sales – Off Premises	P	X	X
Ambulance Service (Private)	P	X	P
Animal Shelter	C	X	X
Antique Sales, Retail (City Clerk permit possible)	P	X	X
Art Gallery	P	X	X
Athletic Field	C	X	P
Bakery (Retail)	P	P	X
Bank/Savings & Loan	P	P	X
Barber & Beauty Shop (Cosmetologist)	P	P	X
Bar/Cocktail Lounge	C	X	X
Bicycle Sales, Rental & Service	P	X	X
Billiard, Pool Hall (City Clerk permit possible)	C	X	X
Book Sales	P	P	X
Bowling Alley	P	X	X
Candy & Confectionery Sales	P	X	X
Catering Service	P	X	X
Cellular Facilities	P	P	P
Chiropractor	P	P	X
Church/Temple/Religious Institution	C	C	X
Clothing Rental	P	X	X
Club, Athletic or Recreational	C	C	X
Club, with Alcohol Sales	C	X	X
Community Garden	A ¹	A	X
Conservatory of Music	C	X	X
Convenience Store	P	X	X

Uses	General Commercial	Office Professional	Public/Semi Public
Cosmetic Design Studio	P	P	X
Costume Rentals	P	X	X
Courts, Commercial (Badminton, Tennis, Racquetball, Others)	Cm	Cm	Cm
Day Care Center	Cm	Cm	X
Dance Hall	C	X	X
Delicatessen	P	P	X
Dental Clinic	P	P	X
Dental Clinic, Canine/Feline	P	P	X
Department Store	P	X	X
Dressmaking Shop	P	X	X
Drug Store	P	X	X
Educational Institution, Private	C	C	C
Educational Institution, Public	P	P	P
Emergency Shelter	C	X	X
Employment Agency	P	P	X
Farmers' Market	A	A	A
Finance Company	P	P	X
Fire Station	P	P	P
Floor Covering, Retail	P	X	X
Florist Shop	P	P	X
Garage, Public Parking	P	C	C
Gift Shop	P	X	X
Grocery Store	P	X	X
Group Exercise (including, but not limited to, dance studio, yoga, martial arts, Pilates, or other similar group exercise class)	P	Cm	X
Gymnasium, Public Health Club	P	Cm	X
Hair Salon	P	P	X

Uses	General Commercial	Office Professional	Public/Semi Public
Hardware Store	P	X	X
Hat Shop	P	X	X
Health Food Store	P	X	X
Hobby Supply Shop	P	X	X
Ice Cream Parlor	P	P ²	X
Jewelry Sales	P	X	X
Laundry/ Laundromat	Cm	X	X
Library	P	P	P
Life Sciences	P	P	C
Lithographic Service	P	X	X
Locksmith	P	X	X
Medical/Dental Office	P	P	P
Medical/Dental Clinic	P	P	X
Micro-Transit/Local Shuttle System	P	P	P
Music/Record Store	P	X	X
Newsstand	P	P	X
Nurseries, Horticultural	Cm	Cm	X
Office (Business and Professional)	P	P	X
Office Equipment/ Supplies Sales	P	X	X
Open Air Theater ²	C	X	C
Optical Products Sales	P	X	X
Orthopedic Devices Sales	P	X	X
Parks and Recreational Areas	P	P	P
Pharmacy	P	Cm	X
Photocopy Shop	P	P	X
Photoengraving & Finishing	P	X	X
Photofinishing, Retail	P	X	X
Photographic Supplies	P	X	X

Uses	General Commercial	Office Professional	Public/Semi Public
Photographic Studio	P	P	X
Police/Sheriff Station	C	C	P
Post Office	P	P	P
Postal Annex, Private Ownership	P	P	X
Pottery Sales	P	X	X
Printing	P	P	X
Public Utilities: Office	P	P	P
Public Utility Service Yards	P	X	P
Real Estate Office	P	P	X
Recording Studio	Cm	Cm	X
Recreational Facilities Private	P	C	X
Recreational Facilities Public	P	C	P
Recycling Facilities	X	X	C
Restaurant – No Alcohol Sales	P	P ³	X
Restaurant – With Alcohol Sales	Cm	Cm	X
Retail Sales	P	X	X
Schools Private (Elementary, Jr. High, High School)	C	C	C
Schools Public (Elementary, Jr. High, High School)	P	P	P
Schools, Technical	C	C	C
Shoe Repair/Sales	P	X	X
Sign Shop	P	X	X
Sporting Goods Sales	P	X	X
Stationery Store	P	P ³	X
Surf Shop (no manufacturing)	P	X	X
Surf Shop, Rental/Retail	P	X	X
Tailor Shop	P	X	X

Uses	General Commercial	Office Professional	Public/Semi Public
Terminals and Stations (Taxi, Bus, Limousine, etc.) (City Clerk permit possible)	C	X	C
Theaters and Places of Public Assembly	C	X	P
Tutoring Center	C	Cm	P
Utility Lines-Sewer, Gas, Petroleum, Telephone, Electric	P	P	P
Veterinarian	P	Cm	X

Footnotes:

1. See Chapter 30.33 (Urban Agriculture) of the EMC for regulations related to community gardens.
2. Ancillary to commercial plaza area.
3. Permitted as an accessory use as allowed per EMC 30.09.010.

3.4 Development Standards

The following development standards shall apply to all development proposals within the ECRSP, including all building additions, remodels, and residential and mixed-use development proposed under State housing legislation, except where in conflict with the applicable legislation. For development standards not listed in this section, please refer to the applicable Zoning Regulations in the EMC.

The SPA is made up of dozens of parcels of varying sizes. Development standards are categorized by gross parcel size recognizing that it may be financially infeasible to meet such development standards on smaller parcels.

3.4.1 Floor Area Ratio and Building Height

Projects shall comply with the allowable intensity standards contained within Table 3-2, Floor Area Ratio and Building Height.

Floor area ratio (FAR) is used as a measure of development intensity. FAR expresses the intensity of use on the lot. The FAR represents the ratio between the total gross floor area of all buildings on a lot and the total gross lot area, both expressed in square feet. Exclusions to FAR are established in Section 30.20.010C.7 of the EMC.

Table 3-2: Floor Area Ratio and Building Height

	Office Professional	General Commercial	Public/Semi-Public
Maximum FAR	0.75	1.0	0.5
Maximum Building Height	30 feet or 2 stories, whichever is less	30 feet or 2 stories, whichever is less	30 feet or 2 stories, whichever is less

3.4.2 Setbacks

Development shall comply with the setback standards contained in Table 3-3, Development Standards. For development occurring adjacent to existing residential land uses, see additional standards in Section 3.4.4, Neighborhood Adjacency Standards.

3.4.3 Stepbacks

Stepbacks are a design mechanism to break up the vertical mass of buildings and distinguish between upper and ground floors. Building stepbacks require upper stories of buildings to be stepped back from the ground floor building façades along certain sides of a building. The step back requirements provide a percentage of the building wall plane to be stepped back, as well as minimum depth dimensions of those stepbacks.

- A. The stepback requirements included in Table 3-3, Development Standards, apply to only buildings that are two stories or more and:
 1. Are adjacent to El Camino Real;
 2. Are adjacent to Encinitas Boulevard; or
 3. Directly adjacent to residential.

- B. Stepback standards shall apply to the building façade facing El Camino Real, Encinitas Boulevard, or an adjacent residential use. Figure 3-2, Building Stepback Rendering, shows an illustration of what a building along El Camino Real may look like with stepback and articulation standards applied.

3.4.4 Neighborhood Adjacency Standards

Throughout the community engagement process, community members voiced concern for having appropriate transitions between new development and the existing single-family residential areas adjacent to the SPA. As identified in Figure 3-3, Neighborhood Adjacency, the SPA boundary abuts residential. In some circumstances the single-family residential are buffered with a landscaped slope that is a 40% gradient or greater. However, there are areas where the ECRSP boundary is relatively level with the adjacent residential. The neighborhood adjacency standards were established to ensure that new development provides appropriate and sensitive transitions to existing neighborhoods. See Figure 3-4, Neighborhood Adjacent Setback Buffer Zone for reference.

The ECRSP neighborhood adjacency standards included in Table 3-3, Development Standards, shall be implemented in addition to the following requirements:

1. The respective 20- or 10-foot neighborhood adjacency setback buffer zones shall be landscaped with trees, shrubs, and ground cover.
2. The respective 20- or 10-foot setback buffer zone may include open space and landscaped areas and slopes,

including the following: trellises, freestanding and garden walls and fences not exceeding six (6) feet in height, retaining walls, common open space, and pedestrian circulation elements.

3. Trees within the setback buffer zone shall be at least six (6) feet in height at the time of planting and should be spaced approximately 15-20 feet on center to create a continuous and effective foliage barrier at maturity, along with medium-sized shrubs and live ground cover.

Table 3-3: Development Standards

	Small Parcels (0-3.0 acres)	Medium Parcels (3.1-7.0 acres)	Large Parcels (7.1+ acres)
Front Setback	8 feet	10 feet	10 feet
Setback From El Camino Real	10 feet	10 feet	10 feet
Side Setback	5 feet	8 feet	10 feet
Street Side Setback	8 feet	8 feet	10 feet
Rear Setback	8 feet	10 feet	10 feet
2+ Story Minimum Stepback	30% of the building wall plane	40% of the building wall plane	50% of the building wall plane
2+ Story Stepback Dimensions	Six (6) foot minimum. Eight (8) foot minimum average.	Six (6) foot minimum. Eight (8) foot minimum average.	Eight (8) foot minimum. Ten (10) foot minimum average.
Setback adjacent to existing single-family residential (shown in red in Figure 3-3)	20 feet from the property line.		
Setback adjacent to existing single-family residential with landscaped slope buffer (shown in blue in Figure 3-3)	10 feet from the property line.		

Figure 3-2: Building Stepback Rendering



Figure 3-3: Neighborhood Adjacency

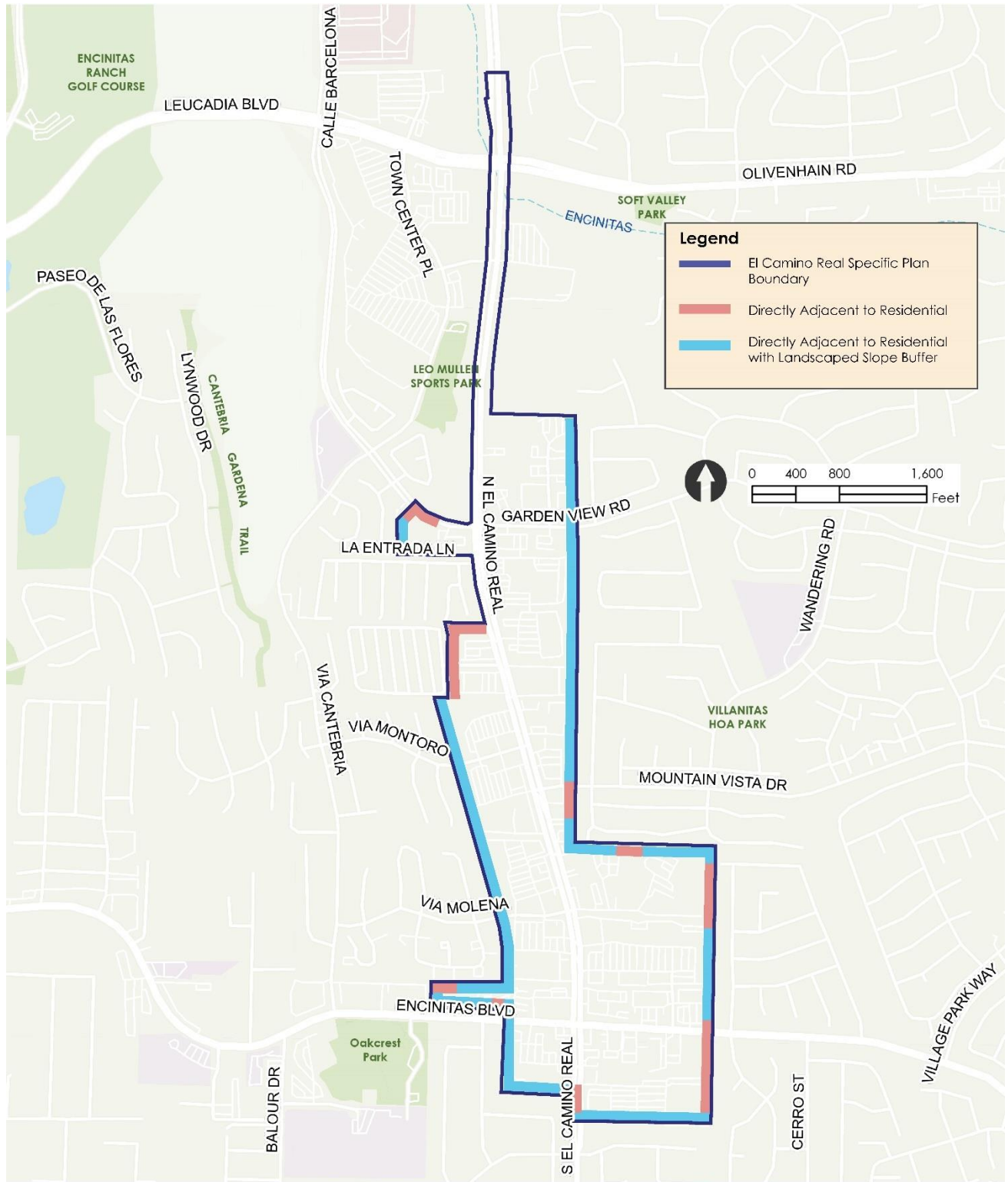
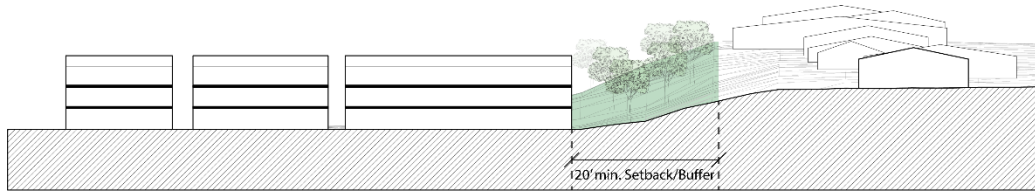
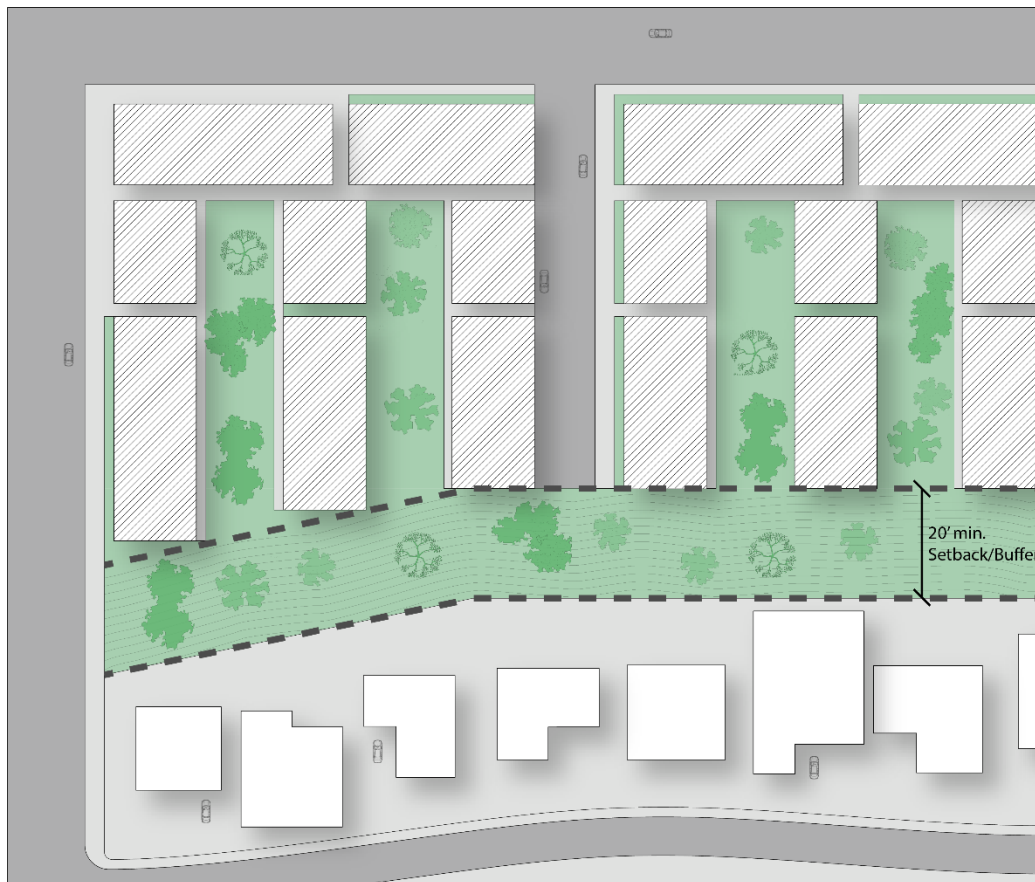


Figure 3-4: Neighborhood Adjacency Setback Buffer Zone



New buildings abutting existing single-family residential shall be set back from the property line with a 20-foot setback buffer zone.



3.4.5 Useable Open Space Standards

Useable open space refers to any outdoor area intended for the enjoyment of occupants or public visitors of a building or development. These standards, included in Table 3-4, Minimum Useable Open Space Standards, apply to all projects including commercial, residential, and mixed-use allowed under State housing legislation, except where in conflict with the applicable legislation.

Examples of useable open spaces include but are not limited to courtyards, plazas, gardens, parks, terraces, and balconies. Useable open space shall be in the form of common open space or private open space, depending on the parcel size. Useable open space shall comply with the following standards contained in Table 3-4, Minimum Useable Open Space Standards.

Common open space including privately maintained open space must be open and readily accessible to the public. Common open spaces shall be purposefully designed as active or passive recreational facilities. Active common open space refers to areas designed for active recreational activities such

as sports, games, and physical exercise. Passive common open space refers to areas designed for more passive activities, such as relaxation, contemplation, and enjoyment of nature. To ensure common open space is best utilized, common open space cannot be broken into more than four (4) separate areas within a development. Common open space is permitted to be located within the side, street side, and rear setback areas.

Private open space is privately maintained and not accessible to the general public. Private open spaces may be offered in the form of an outdoor backyard, patio, balcony, deck, or rooftop terrace. Private open spaces shall have a minimum of 60 square feet with a minimum width of five (5) feet. For residential units on each floor, this open space shall be provided by outdoor decks.

Table 3-4: Minimum Useable Open Space Standards

	Small Parcels (0-3.0 acres)	Medium Parcels (3.1-7.0 acres)	Large Parcels (7.1+ acres)
General Commercial	5% of floor area	5% of floor area	10% of floor area
Office Professional	10% of floor area	15% of floor area	15% of floor area
Public/Semi-Public	10% of floor area	15% of floor area	20% of floor area
Residential and Mixed-Use	10% of floor area of all residential units.	10% of floor area of all residential units. 50% min. of required open space must be common open space.	10% of floor area of all residential units. 75% min. of required open space must be common open space.

3.4.6 Parking Standards

Vehicle parking was inventoried as a part of the planning process to assess the utilization of the existing parking lots within the SPA. The study found that weekday evening and night after 5 p.m. parking occupancy is much lower across the SPA compared to midday as retail activity typically declines from midday to evening. Office parking demand typically conforms to standard business hours and begins to decline steeply after 5 p.m. Similarly, weekend parking demand from midday to evening and night declines significantly throughout the SPA. Midday had the highest levels of parking occupancy.

The specified parking provisions supersede the comprehensive parking regulations set forth in Chapter 30.54 of the EMC. Unless otherwise specified herein or as permitted as per California housing law, the provisions, requirements, and standards of Chapter 30.54 of the EMC shall apply.

In case of conflict between the provisions set forth herein and the provisions of Chapter 30.54, the provisions set forth herein shall apply. The provisions set forth in this section are for the purpose of providing convenient vehicle parking. The parking requirements set forth herein are to be considered the minimum necessary for the SPA.

The intent of these provisions is to provide adequately designed vehicle parking with sufficient capacity and adequate circulation to minimize traffic congestion and promote public safety and convenience. It shall be the responsibility of landowners, developers, and/or operators to provide and maintain adequate parking to the minimum requirements set forth herein.

General Provisions

1. All required parking shall be off-street and on the same site as the land use it serves, unless otherwise provided by these regulations.
2. Off-street parking for a land use may be provided on an immediately adjacent development site, by a minor use permit pursuant to EMC 30.54.050 with a site-specific parking study, and provided the adjacent site is within the SPA; access from the use to said parking is unimpeded; said parking is not counted toward the required parking of any other land use; and said parking is reserved for the land use by a recorded, irrevocable easement to which the City is a party.
3. Joint use of parking shared between uses may be approved as provided by Section 30.54.050 of the EMC.
4. A public alley may be counted toward the required back-out and maneuvering aisle space for on-site parking which is immediately adjacent to said alley.
5. For additions to or increases of gross floor area of existing buildings, or new development proposed to replace existing buildings on the site, the number of required parking spaces is the fewer of either: the total number required for the development site for the combination of uses per the ratios specified in Table 3-5, Parking Ratios; or the number of existing parking spaces on the development site before new development, plus additional spaces as required by the

ratios specified in Table 3-5, for the proposed addition or increase in gross floor area.

6. One loading space shall be provided for the first 10,000 square feet of gross floor area or fraction thereof.
7. One additional loading space shall be provided for each additional 20,000 square feet of gross floor area or its fraction greater than 10%.
8. For any change of use in an existing building, not related to an addition to or increase of gross floor area, the number of required parking spaces is the fewer of either; the total number required for the development site for the combination of uses per the ratios specified in Table 3-5; or the maximum number that the development site together with its share of adjacent on-street parking can yield under current parking and site development standards.

Bicycle Parking

See Table 3-5, for required bicycle parking requirements for residential and non-residential. Bicycle parking facilities shall:

- a. Allow for easy securing and locking of bicycles and provide a minimum of two points of contact to prevent the bicycle from falling or being easily removed;
- b. Be provided in publicly visible areas, ideally near pedestrian routes to provide passive surveillance of stored bicycles; and

- c. Be within 50 feet of the main entrance, be visible from the street, and be well-lit.

Joint Use Parking

Where different uses need parking at different times of the day, there is an opportunity for them to share parking spaces. The total number of parking spaces needed to serve a mixed-use site may be significantly less than the number of stalls that would have to be built if each of the uses had to provide parking on its own. Joint use parking is utilized by two or more uses, considering the variable peak demand times of each use. The ECRSP includes joint use parking standards that may be utilized by applicable development. The ECRSP shared parking standard ensures separate uses have the full amount of parking during their “peak period” for that use.

Joint use parking shall be permitted pursuant to the process identified in EMC Section 30.54.050 except as modified herein where the mix of uses have differing operating hours in terms of peak periods. Joint use parking would be considered as a part of the discretionary review for a project application or through a minor use permit process when not associated with a development project.

Schedule of Required Parking

The number of required vehicle parking spaces for any land use or combination of uses shall be no less than pursuant to the ratios included in Table 3-5. For land uses not covered by the following table, the requirements of Section 30.54.030 of the EMC shall apply.

A parking study may be conducted pursuant to EMC Section 30.54.020K for review and approval by the Development

Services Director to provide parking ratios that differ from those listed in Table 3-5.

Table 3-5: Parking Ratios

Use	Vehicle Parking ¹	Bicycle Parking ¹
Commercial (Less than 100,000 sf)	1 space per 250 sf	1 space per 20 automotive spaces
Commercial (Greater than 100,000 sf)	1 space per 200 sf	1 space per 30 automotive spaces
Office	1 space per 250 sf	1 space per 10 automotive spaces
Mixed-Use Project	Sum of the requirements of the various uses computed separately. The parking spaces for one use shall not provide required parking for another use except through use of the joint parking standard.	

Footnotes:

1. If the calculation of required vehicle and bicycle parking spaces results in a fractional number, the number shall be rounded up to the next whole number.

3.4.7 Private Storage Space

These standards apply to residential and mixed-use projects allowed under State housing legislation except where in conflict with the applicable legislation. A minimum of 40 square feet of private storage space shall be provided in the form of a lockable, enclosed storage area per unit.

3.4.8 Maximum Average Unit Size

The maximum average size of dwelling units in the project shall not exceed 1,000 square feet of floor area for rental projects and 1,150 square feet of floor area for ownership projects. Ownership projects include all projects with a condominium map or where units may be sold individually. For purposes of compliance with this requirement, only floor area within dwelling units shall be used to calculate the average unit size for a project.

4.0 DESIGN STANDARDS

4.1 Overview

This chapter sets forth design standards to achieve high-quality, well-designed development throughout the El Camino Real Specific Plan Area (SPA). The overall intent of these standards is to require design that accomplishes the community's desired vision for the SPA, as described in Chapter 2 to fit within the cultural context of Encinitas and historical context of El Camino Real. This vision includes a well-designed, dynamic mix of uses linked together by quality pedestrian-oriented connections, public spaces, and an improved streetscape along El Camino Real.

Feedback from the community throughout the development of the El Camino Real Specific Plan (ECRSP) was heavily in favor of retaining and celebrating Encinitas' suburban beach town vibe through setbacks, thoughtful architectural features, careful building placement and increased provision of public realm spaces. The following design standards provide a framework for development to occur in a context-sensitive manner to achieve this vision.

The objective design standards in Section 4.4 are aligned with the City of Encinitas Design Standards and Guidelines (Adopted by the California Coastal Commission on June 9, 2022; or as amended).

4.2 Development Subject to Design Review

All new buildings, building additions, exterior alterations, landscaping, signage, or construction projects, whether they require any other City permit or not, are subject to design review unless exempted by Section 4.3, Exemptions to Design Review. These recommendations do not affect existing buildings or sites where no new construction, new signage, new landscaping, or exterior alterations are included in the proposed designs.

Design Review applications shall be processed according to the procedures indicated in Chapter 23.08 of the Encinitas Municipal Code (EMC).

4.3 Exemptions to Design Review

When in compliance with all other City ordinances and regulations, the development activities listed in Section 23.08.030B of the EMC are exempt from Design Review and compliance with the provisions of the chapter.

4.4 Objective Design Standards

All projects that utilize the ECRSP shall comply with the following Objective Design Standards which supersede and replace the City of Encinitas Design Standards and Guidelines within the SPA. These standards apply to projects utilizing State law such as AB 2011 and SB 6, except where in conflict with

relevant State law. Project applications that only propose façade improvements shall be subject to Sections 4.4.8, Architectural Design, 4.4.11, Building Materials, Finishes, and Colors, and 4.4.15 Building Signage only.

4.4.1 Site Design

Intent:

To provide standards for the public realm including sidewalks, streets, and publicly accessible open spaces that ensure walkability, connectivity, and appropriately scaled buildings by creating pedestrian-scaled blocks and developments with streets, paths, and open spaces for people to gather and connect throughout the corridor. Consideration shall be given to adjoining parcels in terms of building configuration, building design, scale of landscaping materials, and circulation/parking configuration and pedestrian access for cohesive circulation. Developments shall minimize ingress and egress onto the El Camino Real right-of-way through consolidation of driveways and providing access onto local roads where possible.

Standards:

1. Site designs with buildings or structures shall demonstrate through shadow modeling or analysis that at least 50 percent existing solar access is retained for adjacent residential.
2. Publicly accessible retail uses along El Camino Real and Encinitas Boulevard shall include a public pedestrian building entrance fronting El Camino Real or Encinitas Boulevard and shall incorporate at least two architectural features such as canopies, ramps,

staircases, recessed doorways, atriums, or large windows to signal public use.

3. Paseos or pedestrian linkages shall be provided through the development on private property to connect the street and parking areas to the destination. Paseos shall be compliant with the walkway requirements in Section 4.4.2, Standard 3, and Section 4.4.7, Common Open Space.
4. Development should incorporate activated internal paseos and Common Open Spaces that connect adjacent developments to each other to provide for additional pedestrian mode choice, enhance the pedestrian experience, encourage pedestrian travel, and provide linkages between uses.
5. Projects requiring access from El Camino Real shall be designed with the following standards:
 - a. Projects with 500 linear feet or more fronting El Camino Real shall have a maximum of one vehicle access point (or driveway) from El Camino Real for every 500 linear feet;
 - b. Projects with less than 500 linear feet of El Camino Real frontage shall include a shared driveway access point with adjoining parcel or shall prioritize driveway access from a side street, where ownership allows; and
 - c. Where side street access is not applicable, one curb cut shall be allowed located a minimum of

three (3) feet from a property line and a minimum of 50 feet from any intersection.

6. See Figure 4-1, Internal Site Private Drive Rendering. Private drives are intended to minimize ingress and egress access points onto El Camino Real. Private drives shall connect public rights-of-way to multiple locations within a development. Where private drives are provided, they shall comply with the following:
 - a. Private drives shall be designed to reduce conflicts between vehicles and pedestrian and bicycle circulation through driveway design, use of physical barriers such as bollards, or visual cues such as signage, painted asphalt, or unique pavers;
 - b. Non-contiguous sidewalks shall be provided along both sides of private drives; and
 - c. Entry driveways connecting public streets to the interior of the site shall use enhanced paving treatment with patterned and/or colored pavers, brick, or decorative colored and scored concrete, a minimum of 12 feet deep, and spanning the width of the driveway.

Figure 4-1: Internal Site Private Drive Rendering



4.4.2 Streetscape and Public Realm

Intent:

These streetscape standards will facilitate the transformation of El Camino Real within the SPA into a vibrant and attractive commercial corridor that prioritizes pedestrian safety and comfort, while also enhancing the visual appeal along El Camino Real. Development shall create attractive, context-sensitive, high-quality public realm spaces, landscaping, and pedestrian- and bicyclist-oriented amenities that are safe, vibrant, and accessible to all.

Standards:

1. Where there is additional public right-of-way (ROW) width beyond the five-foot sidewalk, a parkway (varies in width) shall be placed between the sidewalk and the curb to create a more pleasant and safe walking experience for pedestrians. Exemptions may be provided from this requirement where significant slope conditions, environmentally sensitive areas, and/or existing major utilities within the parkway exist as determined by the Director of Development Services. When sites are redeveloped adjacent to the ROW with significant slopes, ROW shall be redesigned to have the parkway adjacent to the curb.
 - a. Sidewalks shall be constructed clear of impediments and obstacles such as utility cabinets and power poles shall be placed out of the accessible walkway and be in compliance with accessibility requirements.
2. Streetscape design shall limit conflicts between pedestrians, cyclists, and motor vehicles consistent with Chapter 5, Mobility roadway and pedestrian network recommendations.
3. As demonstrated in Figure 4-2A, Constrained Streetscape Rendering, and Figure 4-2B, Unconstrained Streetscape Rendering, parkways shall be improved with a combination of the following:
 - a. Street trees shall be planted at regular intervals along the street frontage, with a minimum spacing of 25 feet between trees. Trees shall be chosen from the City's approved street tree list and Urban Forest Management Plan subject to City approval. Locations and species of street trees shall be approved by the City.
 - b. Sidewalk panels adjacent to street trees in the parkway shall be comprised of tree grate extension panels.
 - c. Landscaped planting (no greater than 18 inches in height).
 - d. Non-vegetated groundcover such as bark, mulch, gravel, rocks, and pavement, for up to 20% of the total parkway area.
 - e. Other utility amenities such as meter/sign poles, streetlights, community identification or wayfinding signage, and traffic signals.

Figure 4-2A: Constrained Streetscape Rendering



Figure 4-2B: Unconstrained Streetscape Rendering



4. Cycleways shall be physically separated from the adjacent roadway or parkway through treatments such as buffering, or grade separation as approved by the City Traffic Engineer.
 - a. Cycleways that traverse signalized intersections shall have a dedicated crossing phase to allow cyclists to safely cross the intersection.
 - b. Cycleways shall be adequately marked out with painted motifs on the ground and signage alerting to the usage of the cycleway.
5. Crosswalks must be clearly marked with reflective, high-visibility markings as approved by the City Traffic Engineer. Hand-activated, high-visibility, flashing lights shall be installed and used at crosswalks, for visibility and safety for pedestrians at night. Flashing pedestrian lights shall be solar-powered. Ladder or zebra striping patterns shall be used to increase visibility.
 - a. Crosswalks shall be complemented with buffered sidewalks consistent with Chapter 5, Mobility recommendations.
 - b. At intersections with high pedestrian volumes, bulb-outs or curb extensions shall be installed to reduce roadway crossing distances for pedestrians.
6. Pedestrian crossing times at signalized intersections must be set at a walking speed of 3.5 feet per second to allow adequate crossing time for people with disabilities and seniors.
7. Pedestrian push buttons must be accessible from sidewalks and walking paths leading to crosswalks.
6. Enhanced architectural pavements that are reflective of the local environment and community of Encinitas shall be provided through decorative paving materials, patterns, textures, and colors in the following situations:
 - a. Within the SPA on Encinitas Boulevard and South El Camino Real and at the intersection of North El Camino Real and Leucadia Boulevard;
 - b. At all public street intersections; and
 - c. Highly utilized pedestrian thoroughfares such as public parks and paseos.
7. Lighting fixtures must be provided along walkways, roadways, and cycleways.
 - a. Each lighting design shall cater for the user group of that specific resource. i.e., pedestrian-level lighting on walkways and higher lighting on roadways.

- b. As demonstrated in Figure 4-2B, Unconstrained Streetscape Rendering, all lighting fixtures must utilize cutoff or full cutoff luminaires to eliminate light spillover and glare into adjacent properties. The use of smart lighting technology is encouraged.
8. Future wayfinding signage be made with durable materials and designed to be consistent with any future branding of the SPA or El Camino Real corridor as future coordination occurs with neighboring cities. Wayfinding signs within the public ROW shall be approved by City.
9. Streetscape furniture exemplified in Figure 4-3, Example Street Furnishings, shall be reflective of the context of Encinitas and El Camino Real and of a consistent or complementary styles, materials, and colors.
 - a. Street furnishings shall be installed at a minimum interval of 300 feet along the sidewalk to enhance the pedestrian experience and encourage walking and biking.
 - b. Historical street furnishings, such as the Mission Bell Marker System, shall be preserved, restored when appropriate, and integrated into streetscape design as development occurs.

Figure 4-3: Example Street Furnishings



4.4.3 Frontage Zone

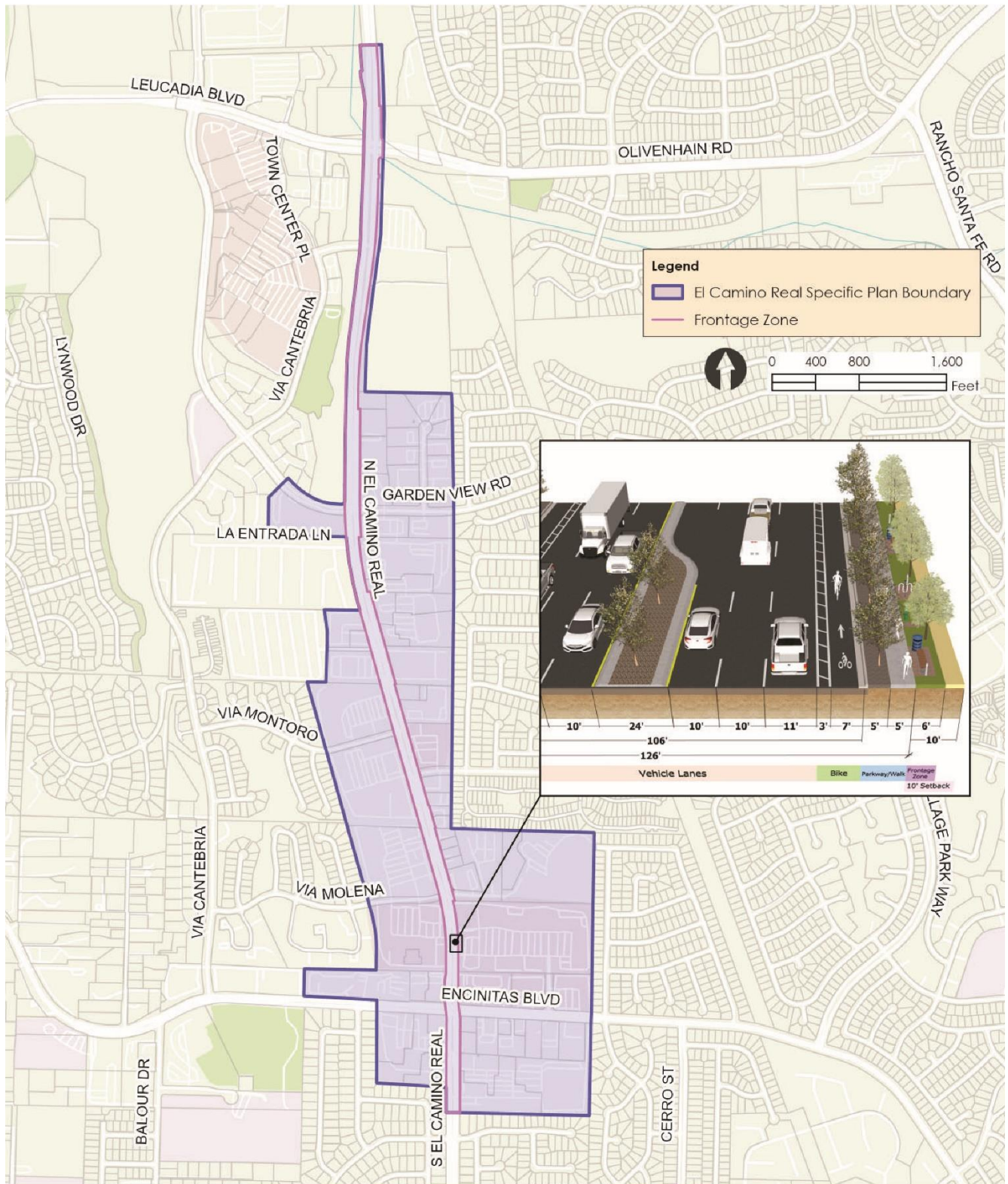
Intent:

The Frontage Zone shall abut the public ROW, offering supplemental pedestrian and bicyclist amenities to the public. While this is technically within the private realm, the Frontage Zone shall offer additional high-quality spaces that improve the overall human experience along the El Camino Real Corridor.

Standards:

1. As shown in Figure 4-4, Frontage Zone, directly outside the public right-of-way, a six (6)-foot wide Frontage Zone (that may occur within the 10-foot El Camino Real setback) shall be provided.
 - a. The Frontage Zone shall include a combination of paved area for pedestrian mobility using pavers, concrete, or stabilized decomposed granite and landscaping and/or planters.
 - b. The Frontage Zone shall include outdoor furnishings that complements the City-installed street furnishings described in Section 4.4.2 item 9, such as additional benches and bike racks where high pedestrian and bicycle traffic are anticipated, permitted outdoor dining, dog waste stations with waste bags, and trash receptacles.
 - c. Frontage Zone site furnishings shall be installed at a minimum interval of 300 feet to enhance the pedestrian experience and encourage walking and biking.
 - d. Site furnishings shall be durable, comfortable, and designed to complement the surrounding architecture. Street furniture shall meet the applicable City of Encinitas regional quality standards and be regularly maintained.
2. Paseos that are over 200 linear feet shall include an element of art, including: artistic pavement treatment, murals, and public art pieces; preferably created by local artists to facilitate a sense of place and pride.
 3. Development shall activate the street by providing and integrating office commercial, retail and eating establishments.
 4. Development projects must provide public seating in proportion to the type, size, and function of the development, as well as the size of common open spaces required in Section 3.4.5, Useable Open Space Standards. Public seating options include, but are not limited to: benches, tables with chairs (permanent or movable), raised planters designed for seating, or other specifically designed amenities.

Figure 4-4: Frontage Zone



4.4.4 Buffers and Screening

Intent:

To ensure quality design and site layouts that increase pedestrian comfort and safety while minimizing visual impacts of development, including trash receptacles and waste removal, especially from existing residential neighborhoods.

Standards:

1. Public and private areas, and residential and non-residential, shall be clearly differentiated with separate building entrances, building and landscape design features, building separations, access control or a change in levels and materials. Entrances to private or residential uses shall be located no less than ten feet away from public or non-residential use entrances. Entrances to private or residential uses shall be buffered by one of the following:
 - a. A minimum of two 15-gallon size shrubs;
 - b. Set back a minimum of two (2) feet with lighting; or
 - c. A coded front gate.
2. A landscape buffer of a minimum of five (5) feet in width and/or a low patio wall shall be located adjacent to ground-level residential units along high-traffic streets and intense uses to reduce noise impacts and provide additional privacy and security. The buffer shall be planted with dense shrubs or trees and the buffer and/or wall shall be a maximum of four (4) feet in height. See also Development Standards, Section 3.4.4, Neighborhood Adjacency Standards.
3. Utility instruments such as wires, conduits, junction boxes, transformers, irrigation controllers, and gas and electrical meters shall be located at interior corners of building walls, or behind building or landscape elements that conceal them from the view of pedestrian linkages.
4. Loading, service, and equipment areas shall not be located within 50 feet of residential dwelling units or common recreational space areas and shall be visually screened from the public right-of-way with walls, solid fencing, and/or evergreen vegetation no less than five (5) feet wide and no less than four (4) feet tall.
5. Vines, shrubs, and trees shall be used around garages, tuck-under parking spaces, and underground parking entrances to reduce their visual dominance. The landscape screening shall be of appropriate plant type and design to cover 30 percent of the parking structure façade after the first three (3) years post-construction.
6. Surface parking lots shall be screened with landscape plantings, berms, and fencing, in accordance with Chapter 23.26 of the EMC, Section 7 of the City of Encinitas Design Standards and Guidelines, and Section 4.4.6, Circulation and Parking of this chapter.
 - a. Where parking areas are located within 15 feet of a residential unit, they shall be located within a garage, carport, or parking structure, or screened by a solid wall, fence, or landscaping a minimum of six (6) feet in

height to prevent vehicle light intrusion into habitable spaces.

7. Parking structures shall be wrapped on at least 75 percent of one side with active commercial and/or residential space.
8. Common open spaces, such as pedestrian plazas, paseos, greenways, and courtyards, shall be designed to serve dual functions as valuable community space and buffers between different horizontal uses. Said spaces shall be no less than six (6) feet wide.
9. New development shall include street trees along the public right-of-way at an average of every 25 feet. Street trees shall not impede pedestrian movement along the sidewalk and species shall be selected in accordance with the City's Street Tree Selection Guide and Planting Plan. The required trees shall be a minimum of 24-inch box in size when planted.
10. Refuse and recycling areas shall be located within a building in enclosed niche/ recess area, incorporated into the exterior building design, or located within a detached enclosure located on the rear side of the building.
11. A clear pedestrian route shall be established leading to each refuse and recycling area.
12. Exterior and detached refuse and recycling areas shall be designed with the same materials and colors of the primary building design, and consistent with the surrounding onsite landscape.

13. Refuse and recycling bins located in exterior areas detached from the building and shall be constructed with solid materials on at least three (3) sides to screen from view. All refuse and recycling enclosures in exterior areas shall be covered with a trellis or similar canopy structure and shall be landscaped to protect adjacent uses from noise and odors.

4.4.5 Placemaking

Intent:

Integrate arts, culture, and visual interest into the site design that is visible and welcoming, including easy access to public spaces through walking, biking, and transit.

Standards:

1. Developments shall include a minimum of three (3) distinct features of any of the following on the project site:
 - a. Artwork;
 - b. Shade trees provided on both sides of pedestrian paths/sidewalks calculated at an average rate of one for every 30 feet;
 - c. Open air café with food service;
 - d. Covered arcade, colonnade, and/or veranda;
 - e. Recessed building entrance with a minimum recess of 10 feet;
 - f. Widened sidewalk with a minimum width of 15 feet for the entire length of the project frontage;

- g. Pedestrian through block connection (paseo) with a minimum width of six (6) feet;
- h. Plaza or terrace with a minimum width of 40 feet and a minimum depth of 20 feet; or
- i. Garden with a minimum width of 20 feet and a minimum depth of 20 feet.

4.4.6 Circulation and Parking

Intent:

Locate parking and service areas in a way that minimizes appearance from public rights-of-way. Locate entries, parking areas, and service areas of buildings to minimize conflicts with adjacent properties, especially residential neighborhoods. Minimize the visual impact of parking, loading and service areas, support pedestrian interest along public rights-of-way and other pedestrian ways, and minimize conflicts between pedestrians and vehicles within the development sites.

Standards:

1. Conflicting vehicle and pedestrian circulation shall be minimized by providing a continuous, clearly marked walkway from parking areas to main entrances of buildings.
2. Sidewalks and pedestrian passages within the site shall be physically separated from vehicular rights-of-way and shall provide access to the main entrance of all commercial and mixed-use buildings.
3. Decorative paving shall be incorporated into driveway entries; and textured paving, colored paving, and/or marked striping shall be utilized at all pedestrian and

bicycle crossings in parking areas (such as concrete surface treatment, brick, terra-cotta, or stone pavers). Decorative paving consists of stamped or stained concrete, pavers, and or cobblestones.

4. Paseos or pedestrian linkages shall be provided for safe access between buildings, other site facilities, and parking areas within a site. Paseos or pedestrian linkages shall be clearly identified and made safe and accessible through the use of hardscape design, landscaping, and lighting.
 - a. Paseos or pedestrian linkages shall be concrete, stamped concrete, concrete pavers, or permeable paving in conformance with accessibility requirements.
 - b. Paseos shall be at least six (6) feet wide with a meandering curvature in length.
 - c. Pedestrian linkages shall be at least four (4) feet wide.
 - d. Pedestrian-scaled lighting shall be provided no more than every 20 feet to illuminate connections to parking and common areas to and from residential units.
 - e. Mid-block connections shall include reciprocal pedestrian easements and shall be privately maintained.
 - f. Reciprocal access easements shall be required for the public and adjacent pedestrian activity per EMC 30.20.010E.5.

- g. Public access easements shall cover all property between back-of-walk and all drive aisles.
5. The following surface parking design features shall be incorporated into surface parking areas of the development:
- a. Carports/shade structures shall provide a minimum of 50 percent shade covering the parking area.
 - b. A minimum 10-foot landscape area (trees, shrubs, groundcover) at the exterior perimeter of all parking lots. The 10-foot landscape area may consist of existing and established native and naturalized vegetation and new container plant material. New planting should consist of a combination of small, medium, and large-scale trees, shrubs, and groundcover.
 - c. Utilize engineered pervious paving treatments, such as permeable pavers, porous asphalt, reinforced grass pavement (turf-crete), stone pavers and other permeable materials to meet City stormwater requirements per the Engineering Design Manual, or any successor document.
6. Bicycle parking:
- a. Shall be provided under shelter wherever possible to protect from the weather.

- b. Shall be complemented with storage lockers and accessible showers when bike parking is provided for more than 40 employees. Incorporate one (1) bicycle repair station into bicycle parking facilities per development project.

- 7. Where parking structures are provided, the parking structure shall permit maximum opportunities for natural surveillance into the structure and, where possible, elevators and stairs.
- 8. Below-grade parking structures shall be considered, rather than surface parking, to provide opportunity for increased public open space (e.g., plazas and courtyards).
- 9. Activities such as shops, offices, or other commercial space shall be incorporated along the ground level of structured parking street frontage.
- 10. If applicable, the parking structure shall be designed to integrate into existing or proposed developments to allow direct access from different levels.

4.4.7 Common Open Space

Intent:

Create a network of safe internal roadways, building configuration, parks, and common open and civic spaces that support and promote an active pedestrian environment that connect development to the public rights-of-way and to adjacent developments allowing greater walkability.

Standards:

1. Common Open Space is required within new developments as required in Section 3.4.5, Useable Open Space Standards. Common Open Space shall also include but not be limited to:
 - a. Public plazas;
 - b. Public paseos;
 - c. Public courtyards;
 - d. Public seating areas;
 - e. Public parklets;
 - f. Public play areas;
 - g. Publicly accessible recreational facilities or equipment including splash pads;
 - h. Publicly accessible rooftop;
 - i. Public dog parks;
 - j. Community gardens; or
 - k. Usable green space.
2. Access to public plazas, paseos and courtyards may be from either the street or from retail shops, restaurants, offices, and other uses. However, if defined as a public space there shall be access from the public realm. All areas shall incorporate lighting programmed with dusk to dawn lighting for safety, security, and aesthetics.
3. Shade trees and other architectural elements that provide shelter and relief from direct sunlight shall be

provided when designing Common Open Space into the project.

- a. A minimum of 60 percent of the area shall be open to the sky and free of permanent weather protection or encroachments. Trellises and similar open-air features that enhance the usability of the spaces are permitted.
 - b. A minimum of 20 percent of the open space shall be planted with trees, ground cover, and/or shrubs.
 - c. Applicant shall lay out all amenities and site furniture for City review and approval to ensure adequate space is allotted for intended uses.
4. Courtyards shall be buffered from parking areas or drive aisles by low walls, landscaping, or other features to clearly define the edges of pedestrian space.
5. Seating, including sheltered seating and trash facilities shall be provided to encourage keeping public spaces clean. Site furniture shall use graffiti-resistant material and/or coating to retain the site furniture's attractiveness.
6. Where dog parks are provided adjacent to residential, consideration shall be given to the locality of the park, safety provisions and adjoining land uses. Dog parks shall be fully enclosed using fencing and landscape buffering.
7. The establishment of community gardens shall have an ownership, operation, and maintenance plan.

8. Where art, murals or monuments are proposed, local artists are encouraged to be commissioned for these works.
9. Common open space amenities exemplified in Figure 4-5, Example Common Open Space Elements, shall be reflective of the cultural and historical context of Encinitas and El Camino Real, ~~in accordance with the chosen theme, and of a consistent or complementary pursuant to any adopted theme for the area. Where possible, the styles, materials, and colors; shall emphasize the use of local designers and green materials where possible and local designers.~~ Examples shown are illustrative only and are not intended to set forth or require a specific design or feature.

Figure 4-5: Example Common Open Space Elements



4.4.8 Lighting

Intent:

Lighting provides security and safety for areas such as parking, loading, shipping, receiving, pathways, and working areas.

Standards:

1. All building entrances shall be well lit and have architectural lighting treatment.
2. Providing well-lit areas shall be required in and along areas where pedestrians travel to assist them going to and from their automobiles, passing in front of buildings, and when walking throughout the SPA.
3. Lighting placed upon the building shall be architecturally integrated.
4. Lighting shall be sensitive to adjacent land uses and viewsheds.
5. Lighting shall be shielded and not spill over onto adjacent parcels.

4.4.9 Architectural Design

Intent:

Mediate the scale, massing, and bulk of buildings to reflect a human scale and enhance the pedestrian experience.

Standards:

1. The height and scale of buildings shall be compatible with that of surrounding development.
2. Large areas of intense bright white color shall be avoided. While subdued colors usually work best as a

dominant color, a bright or darker trim color may be appropriate.

3. Mechanical equipment may be roof mounted but shall be screened from public view through using the structures basic materials. Mechanical equipment shall be located below the highest vertical element of the building.

4.4.10 Building Scale, Massing and Articulation

Intent:

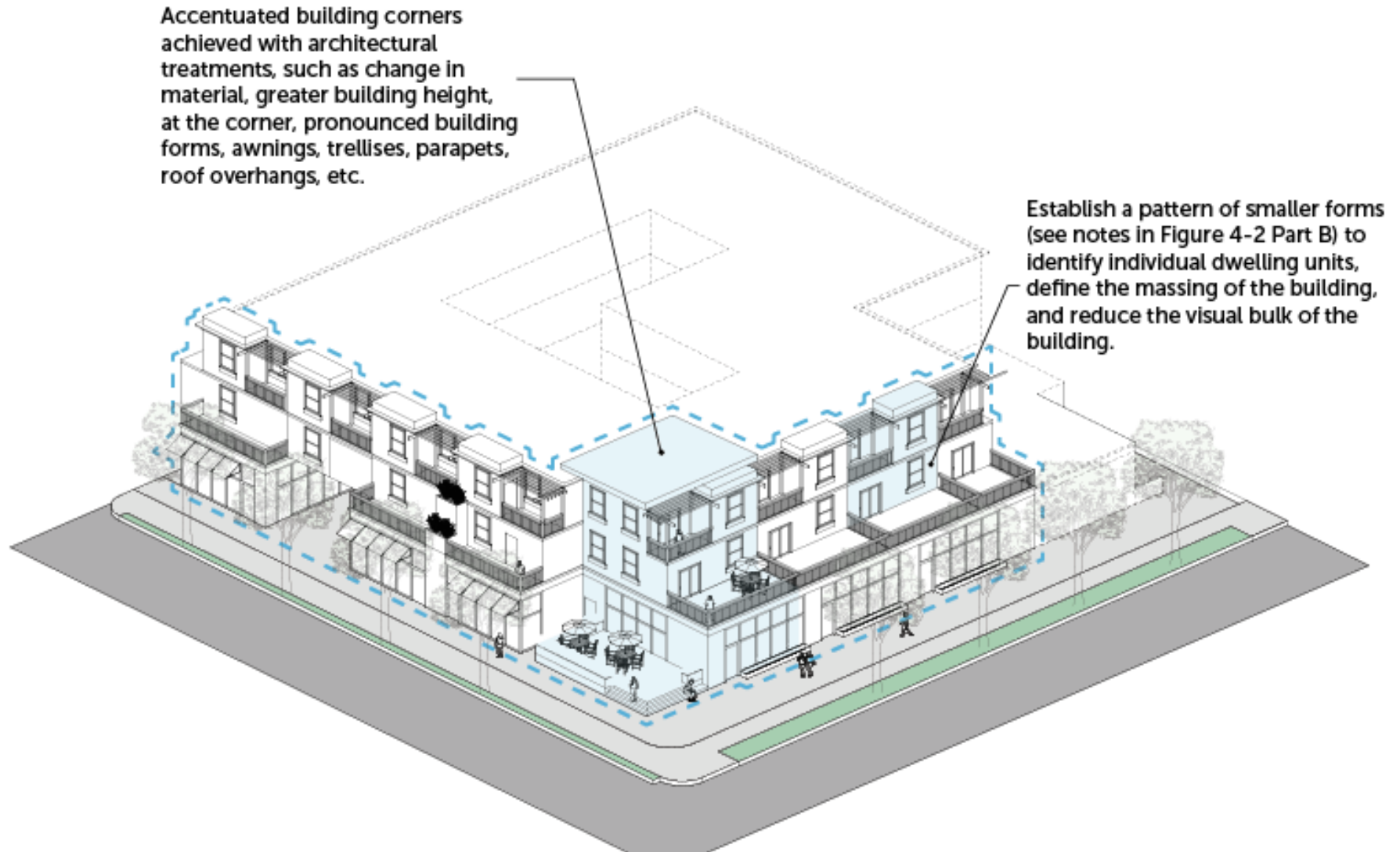
Create cohesive and well-crafted building facades with human scale details that provide visual interest and promote unique placemaking.

Standards:

1. Upper levels of the building shall step back with a minimum depth of two (2) feet and a maximum depth of 15 feet for a minimum of 70 percent of the façade length to reduce the perceived scale of the building in accordance with Table 3-3, Development Standards, of Chapter 3. See Figure 4-6, Building Scale, Massing, and Articulation.
2. Individual tenants or dwelling units shall be defined utilizing horizontal and vertical articulation. See Figure 4-6, Building Scale, Massing and Articulation.
3. The formal character of the building shall be articulated by coordinating building window locations and sizes with the massing of the building to strongly articulate the formal character of the building. See Figure 4-6, Building Scale, Massing, and Articulation.

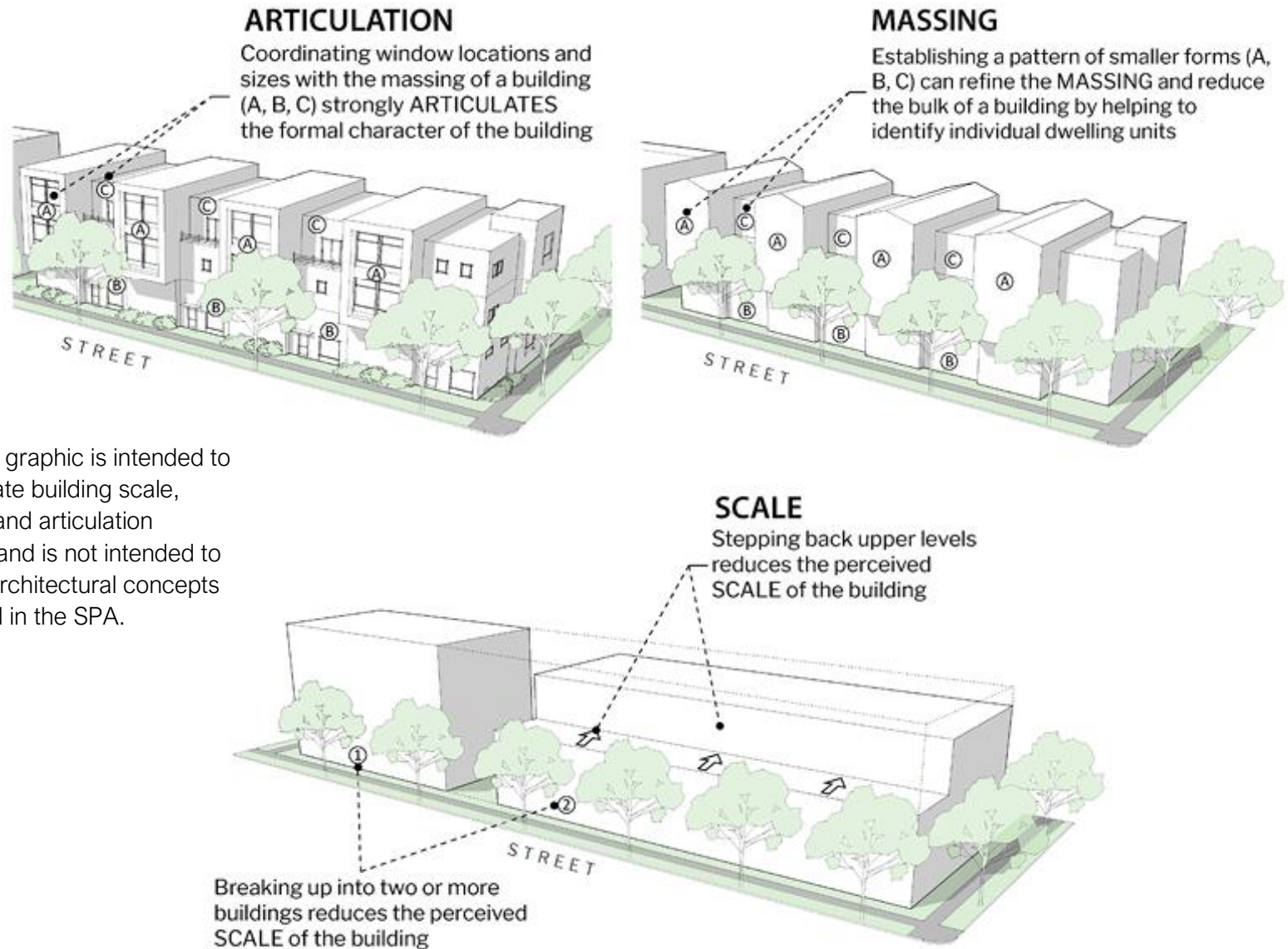
4. Any three (3) of the following design features shall be incorporated to reduce the visual bulk of new development:
 - a. Accentuated building corners. This may be achieved with architectural treatments, such as a change in material, greater building height at the corner, rounded or chamfered building façade, pronounced building forms, enhanced window treatments or projections – such as awnings, trellises, parapets, roof overhangs, etc.
 - b. Fenestration elements, such as recessed windows, decorative panels and trim, color accents, offsets, and framed openings.
 - c. Patterned garage doors with painted trim or varied garage door colors.
 - d. A change in materials and finishes, providing at least three (3) materials and finishes across the building façade.
 - e. A horizontal offset in the building plane consisting of a minimum two-foot offset in the building façade for every 30 feet of building frontage.
5. Buildings shall provide vertical and clustered horizontal massing breaks to achieve proportional diversity.
6. Variations in building façades, including entranceways, shall provide architectural interest, shade and shadow opportunities, and relief to the streetscape.
7. Building façades, particularly commercial, shall be articulated and varied to add scale and avoid monotonous walls, by incorporating different textures, colors, materials, and distinctive architectural treatments such as glazing, overhangs, canopies, columns, trellises, arches, or other projecting or recessed architectural elements that add visual interest.
8. Architectural elements such as overhangs, awnings, canopies, columns, trellises, arches, or cornice treatments shall be applied on commercial buildings to break up the massing and assist in maintaining a human scale to the development.
9. Development shall integrate varied roof lines through the use of sloping roofs, variation of building heights, stepbacks, or innovative architectural elements.

Figure 4-6: Building Scale, Massing and Articulation Part A



Note: This graphic is intended to demonstrate building scale, massing, and articulation concepts and is not intended to illustrate architectural concepts to be used in the SPA.

Figure 4-6: Building Scale, Massing and Articulation Part B



Note: This graphic is intended to demonstrate building scale, massing, and articulation concepts and is not intended to illustrate architectural concepts to be used in the SPA.

4.4.11 Building Façade Activation

Intent:

Provide modulation and articulation features on elevations facing a street or pedestrian oriented space to help create attractive 4-sided architecture.

Standards:

1. Building façades shall articulate individual units/tenants or clusters of units through varied footprints, heights, setbacks, roof forms, materials and/or colors. See Figure 4-7, Building Façade Activation and Roofline Variation.
2. Building doors, windows, and entrances shall be oriented to face directly onto public and private streets, drives, paseos, greenways, plazas, and common open space amenities of the development.
3. The public street façades of buildings shall be activated by providing a minimum of two (2) frontage elements listed below. A minimum of two (2) elements shall be provided for every 30 feet of the building façade length (frontage elements selected may repeat and may encroach into the required front setback for a maximum of three feet provided the allowable floor area ratio is not exceeded). A clear path of pedestrian travel shall be maintained at all times:
 - a. A covered porch;
 - b. A gated stoop;
 - c. A recessed entrance;
 - d. An arcade or colonnade;
 - e. Bay windows;
 - f. Awnings, overhangs, and/or trellises projecting a minimum of two (2) feet;
 - g. Yard, forecourt, or planter; and
 - h. A storefront with a minimum 60 percent transparency on the ground floor.
4. Clusters of five (5) or more units shall have no more than 75 percent of a building façade on a single plane.
5. Building elevations that are longer than 30 feet in horizontal length shall be articulated in one of the following three (3) ways which may consist of larger elevation plane changes, insets, bays, notches, or protrusions.
 - a. Elevation plane change. Provide a minimum of one (1) horizontal change in plane for every 30 feet of building elevation. The change in plane must be at least four (4) feet deep and six (6) feet wide, and shall be open to the sky; or
 - b. Inset or bay with material change, material change shall be of three-quarters of the building's height. Provide a minimum of one (1) horizontal change in plane every 30 feet of building elevation. The change in plane must be at least two (2) feet deep and six (6) feet wide, and be combined with a change in material; or
 - c. Notch or protrusion with material change. Provide a minimum of (1) horizontal change in plane at an interval of 50 feet or less. The

change in plane must be at least eight (8) feet deep and 12 feet wide and be combined with a change in material. When implemented as building notches, such notches may contain balconies, as long as the railing is at least 70 percent see through or transparent.

4.4.12 Building Materials, Finishes, and Colors

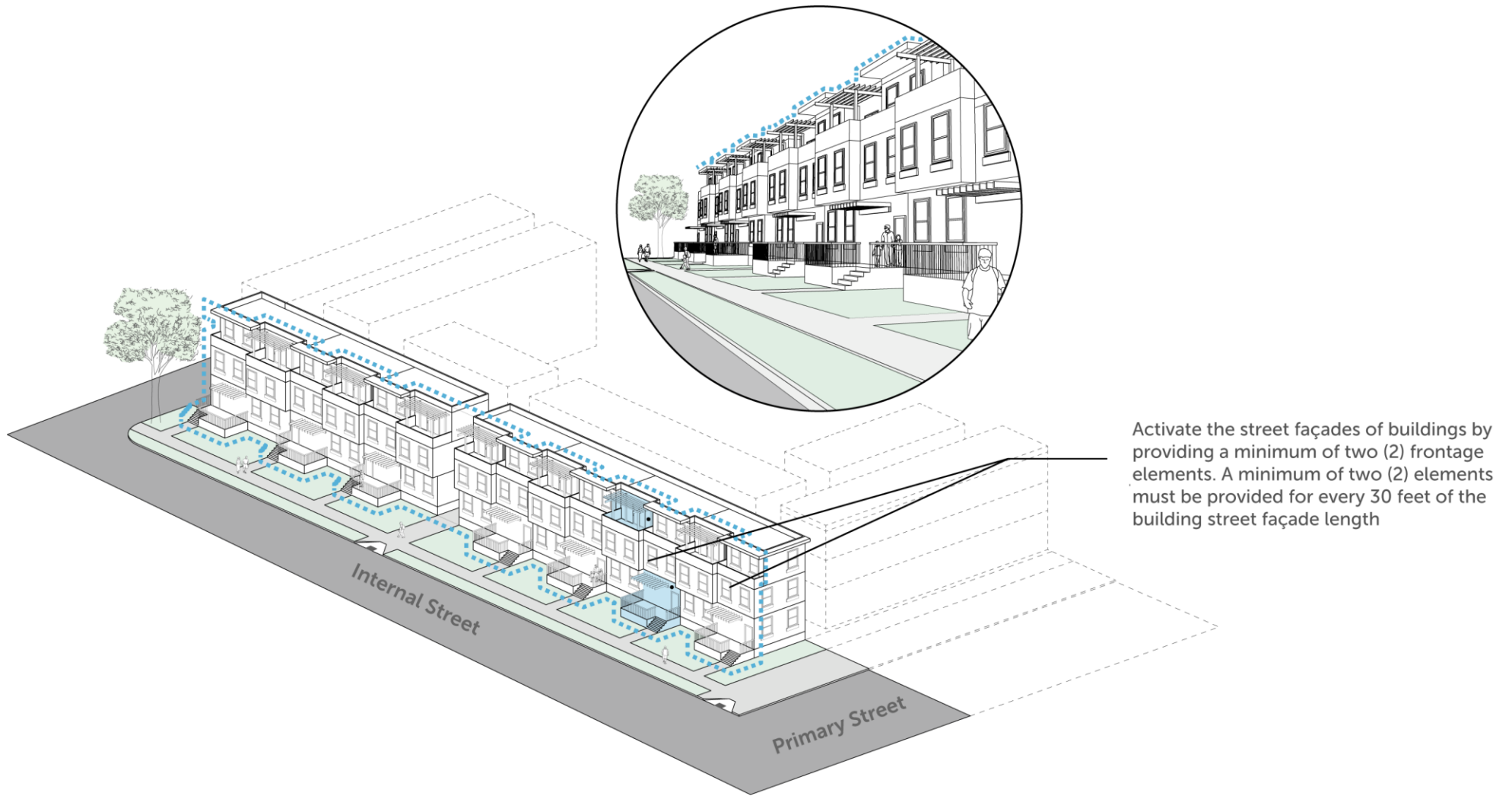
Intent:

Create cohesive and well-crafted building facades with human-scaled details that provide visual interest using complementary architectural elements that differentiate uses within a mixed-use or multi-tenant building; contribute to a building's character, aid in climate control, and enhance pedestrian scale.

Standards:

1. Continuity of building materials and colors on all building elevations shall be applied as an important aspect of establishing a strong community image.
2. Exterior columns or supports for site elements such as trellises and porches shall utilize materials and colors that match the materials and colors of the building and other elements in the development.
3. Natural building materials such as brick, stucco, terra cotta, stone, tile, and wood-appearing cladding are encouraged as most appropriate materials for use throughout the SPA.
4. Brick, stone, terra cotta, tiles, and copper shall be left in their natural colors. Veneer shall turn corners and avoid exposed edges.
5. Materials such as simulated brick or stone, pecky cedar, corrugated metal, plywood, or natural (clear or unpainted) wood siding shall not be accepted, except as accent or relief elements. Concrete and similar materials shall be appropriate with accents, texture, and design.
6. The color palette chosen for a building shall be compatible or complementary with the colors of adjacent buildings.
7. Neon or overly bright paint colors on buildings are prohibited.
8. Colored roof tiles shall be limited to subtle colors such as earth tones, soft pastels, and typical clay colors. Intense hues such as bright reds, greens, or blues are not permitted.

Figure 4-7: Building Façade Activation and Roofline Variation



Note: This graphic is intended to demonstrate building scale, massing, and articulation concepts and is not intended to illustrate architectural concepts to be used in the SPA.

4.4.13 Roofline Variation

Intent:

Buildings shall be designed with variation in roof form, building height, and projections to provide a hierarchical visual interest.

Standards:

1. See Figure 4-7, Building Façade Activation and Roofline Variation. Variation in roof lines of new development shall be provided every 50 horizontal feet through breaks in parapets, varied parapet heights, cornices, reveals, dormers, pitched roofs, gabled roofs, and/or mansard roofs.
2. See Figure 4-7, Building Façade Activation and Roofline Variation. Variable or stepped building heights with no less than an average of four (4) vertical feet shall be incorporated to provide visual interest and give the appearance of a collection of smaller structures.

4.4.14 Energy Efficient Buildings

Intent:

Provide energy efficient buildings that go above and beyond the standards in the California Green Building Standards by various site design and building techniques.

Standards:

1. Energy consumption in buildings should be minimized using the following features where feasible:
 - a. Cogeneration;
 - b. Solar access;
 - c. South facing windows with eave coverage;

- d. Double glazed windows;
- e. Deciduous shade trees;
- f. Heat recovery ventilation (HRV) or energy recovery ventilation (ERV) systems;
- g. Energy efficient lighting fixtures and systems; and
- h. Natural Day lighting techniques including window orientation and placement, skylights, controlling floor plate depth, etc.

4.4.15 Landscaping

Intent:

Landscaping shall be used to define specific areas such as entrances, parking lots and the edge of a property while providing a transition between neighboring properties or uses.

Standards:

Landscaped Area

1. All Open Space, public and private, shall be landscaped.
2. All portions of required front yards, except those areas occupied by pedestrian or vehicular access ways, shall be landscaped.
3. The number of trees required for each private drive frontage shall be calculated at the average rate of one (1) canopy tree for every 30 feet of private drive frontage. Tree spacing may be varied to accommodate site conditions or design considerations.

Groundcover

4. Turf areas shall be limited to activity or recreation areas.
5. Turf areas shall have a minimum 10 feet diameter.
6. Crushed rock, mulch, pebbles, stones, and similar non-plant materials where no plant material is present shall be allowed up to five (5) percent of the total required landscaping.

Neighborhood Adjacency

7. Within the neighborhood adjacency setback buffer zone (as established in Section 3.4.4, Neighborhood Adjacency Standards) landscape screening shall obscure direct sight into dwelling units and restricted open space areas from communal areas such as parking areas, common mailboxes, and pedestrian linkages. The following standards shall apply:
 - a. Landscape screening shall utilize evergreen tree species, shrubs and/or vines located and sized to buffer views. Deciduous species, perennials, and grasses or grass-like plants are not permitted for privacy screening.
 - b. A minimum of a 10 feet wide landscape buffer shall be provided along the full length of a shared property line.
 - c. Landscape screening shall be designed to achieve a six (6) feet tall buffer between uses. An earth berm a maximum of two (2) feet in height may be used to achieve a portion of the

minimum six (6) feet required heights. Berms shall be planted with landscape materials.

- d. Landscape screening and vegetation shall use the following minimum container sizes at time of planting:
 1. Trees shall be at least six (6) feet in height at time of planting and be spaced approximately 15-20 feet on center (depending on the species selected as determined by a licensed landscape architect or arborist) to create a continuous and effective foliage barrier at maturity, along with medium-sized shrubs and live ground cover. All required trees shall be a minimum 24-inch box in size when planted.
 2. Shrubs shall be a minimum 15-gallon size.
 3. Vines shall be a minimum five (5) gallon size.
- e. The mature size of the screen planting must be compatible with available space and not obstruct solar access as provided in the state solar shading act.
- f. Landscape screening container size shall be selected to achieve at least 50 percent of the height of the window, door, or exterior gathering space within at least two (2) years from time of installation.

Site Details

8. All legal lots 10,000 square feet or less in size shall be required to provide a minimum of 10 percent landscaping. All legal lots exceeding 10,000 square feet in size shall be required to provide a minimum of 15 percent landscaping. Pedestrian plazas or decorative landscaping, which include site amenities such as sculpture, fountains, planters, enhanced paving, etc., may be counted towards meeting the respective landscaping minimum, up to a maximum of 50 percent of the respective landscaping minimum.
9. All landscaped areas shall be watered by an automatic irrigation system with underground piping and regularly maintained in a healthy and thriving condition free of weeds, trash, and debris.
10. A minimum of 50 percent of site landscaping shall be drought-tolerant planting to bring interest and beauty to the landscape, support biodiversity, and reduce the need for pesticides and excessive irrigation.
11. Landscape planting must be designed to contribute to crime prevention. Shrubs that create hiding places shall not be placed in areas of pedestrian movement, such as along pedestrian linkages and building entrances.

Encinitas Creek Sensitivity

12. Landscape within 100 feet of naturalized Encinitas Creek segments shall be subject to review and approval by a biologist to ensure native riparian species are used.

Surface Parking Tree Planting

13. One (1) tree per 200 square feet of landscaping or one (1) tree per every five (5) parking spaces, whichever is more, shall be provided. Tree spacing may be varied to accommodate site conditions or design considerations; however, the total number of trees calculated for all parking areas shall be maintained.

4.4.16 Building Signage

Intent:

Provide well-designed signage that is coordinated with and complements the architecture, is easy to understand, and visually unobtrusive.

Standards:

1. All signage associated with the buildings and site shall be integrated and coordinated in terms of both architecture and color.
2. Building signs shall be placed and fitted to areas provided on storefront architecture.
3. Window and canopy signs shall be allowed and coordinated with the graphics of the main panel sign.
4. Flashing illuminated “open” signs are prohibited.
5. Projects subject to a sign program as per the EMC, shall locate signs to provide clear directional information and wayfinding cues to help visitors navigate the site efficiently, and shall be consistent with any future branding of the SPA or El Camino Real corridor as future coordination occurs with neighboring cities.

4.4.17 Landmark Signage

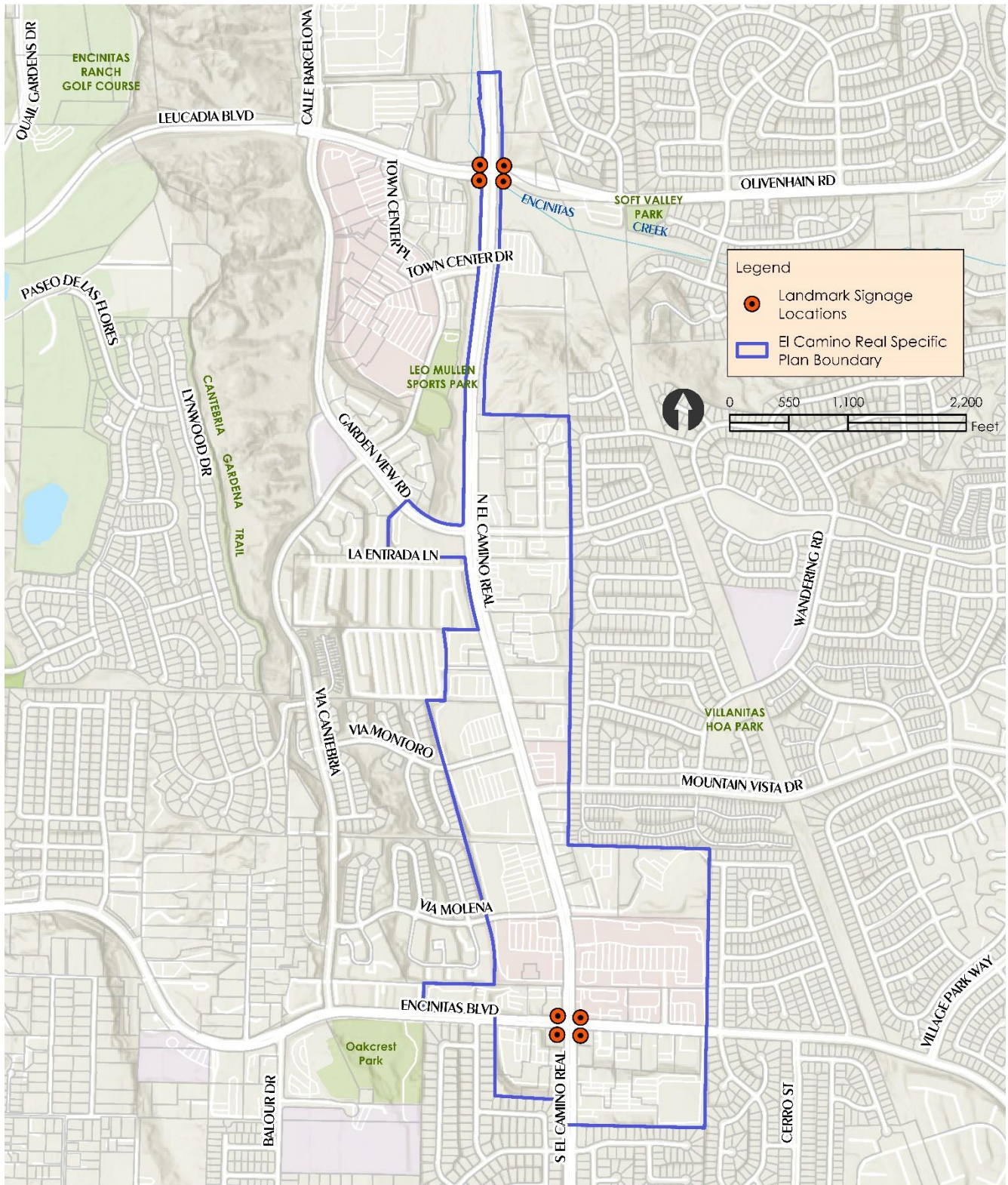
Intent:

To establish a sense of place with high-quality landmark signage that is coordinated with related El Camino Real signage efforts.

Standards:

1. Future landmark signage shall be installed at entrances to the SPA on Encinitas Boulevard and South El Camino Real and at the intersection of North El Camino Real and Leucadia Boulevard to denote entry. See Figure 4-8, Recommended Landmark Signage Locations, for conceptual locations. Landmark sign design and placement will require City approval.
2. Landmark signs shall reflect the coastal character of Encinitas and the SPA and incorporate any future branding of the SPA or El Camino Real corridor as future coordination occurs with neighboring cities.
3. Landmark signs shall be prominently marked with accent paving, lighting, landscaping, accent trees, monumental features, and/or ornamental lighting.

Figure 4-8: Recommended Landmark Signage Locations



5.0 MOBILITY

5.1 Overview

El Camino Real provides local, citywide, and regional mobility functions including access to local services, goods movement, and commuter routes. This chapter describes the mobility network for the movement of people, goods, and services throughout the Specific Plan Area (SPA) and provides guidance on future improvements to this network. The SPA mobility network is comprised of roadways, public transit, bicycle, and pedestrian facilities. The mobility framework included in this chapter is designed to balance El Camino Real's many existing functions while improving mobility and safety for people of all ages, means, and abilities. In general, existing development patterns have resulted in the SPA being heavily oriented towards vehicular travel, particularly for drive-up shopping. This has resulted in adjacent parcels being largely disconnected as there is a lack of circulation and access between the commercial centers throughout the SPA.

Throughout the development of the El Camino Real Specific Plan (ECRSP), the community and the ECRSP Task Force have articulated the mobility and transportation challenges inherent within the SPA. Through community engagement efforts, mobility challenges were discussed, including the use of El Camino Real as a main north/south thoroughfare with high levels of both through and local traffic. Other mobility concerns reported include a lack of protected cycle lanes, lack of end of trip facilities, increased congestion, and poor pedestrian

connections. Additionally, dispersed commercial land uses on either side of the El Camino Real right-of-way results in high frequency lane switching. The concept of a road diet to control traffic speeds and incentivize a more welcoming pedestrian experience has been a repeated discussion item with the community and ECRSP Task Force.

Extensive consultation has been undertaken and analysis conducted around the challenges, constraints, and opportunities of the mobility network within the SPA. As a result, the ECRSP prioritizes an integrated, multimodal network of streets, bike paths, sidewalks, and paseos that provide connections between sites along El Camino Real. The multimodal-oriented approach supports the community's vision of El Camino Real as a place that has enhanced pedestrian, cyclist, and transit infrastructure. Additionally, this approach will facilitate mobility connections between adjacent land parcels that have historically been disconnected and reduce a dependence on drive-up shopping. The overall goal of the Mobility chapter is to make travel throughout the SPA safe and accessible to all users, while balancing the need to provide vehicular access and through travel.

Parking standards are addressed in the Development Standards section of the ECRSP (see Section 3.4.6, Parking Standards).

As of authoring this Specific Plan, the City of Encinitas (the City) is updating its Circulation Element. The Specific Plan has been

developed in coordination with these efforts to ensure consistency with the new Circulation (or Mobility) Element. The roadway network within the ECRSP was analyzed and strategically designed to improve multimodal networks and environments within the SPA. To achieve the vision and goals of the ECRSP, all future development shall comply with the roadway requirements contained within this chapter and will not be subject to future mobility analysis guidelines that result from the new Circulation (or Mobility) Element update.

5.2 Roadway Network

The ECRSP Roadway Network outlines the long-term vehicular network within the SPA. Shown in Figure 5-1, the Roadway Network was structured to support multimodal facilities and accommodate future growth in the SPA. Overall, the Roadway Network maintains some current roadway classifications, while providing for pedestrian, bicycle, and transit access improvements to create a multimodal corridor. While no new roadways are proposed, long-term redevelopment within the SPA, particularly within existing shopping centers on large parcels, may result in opportunities to include new public streets and off-street pathways to enhance overall circulation and access.

5.2.1 Street Classifications

There are four roadway classifications within the SPA including: Prime Arterial, Major Arterials, Collector Roads, and Local Streets. These classifications are defined below as per the Encinitas General Plan. Any streets within the SPA that are not identified in Table 5-1, Roadway Network Classifications, are classified as Local Streets.

Prime Arterials:

Prime Arterials are six-lane divided roadways, with a typical right-of-way width of 126 to 140 feet and curb-to-curb pavement width of 106 to 120 feet. El Camino Real is the only Prime Arterial in the SPA. The roadway is generally divided into three travel lanes in each direction by a median. However, north of Garden View Drive, El Camino Real is augmented to have four travel lanes in each direction with a median. The constrained and unconstrained scenarios of El Camino Real are shown in Figure 5-2, Constrained El Camino Real Cross-section, and Figure 5-3, Un-Constrained El Camino Real Cross-section.

Major Arterials:

Major Arterials are four-lane divided roadways, with a typical right-of-way width of 85 to 120 feet and a curb-to-curb pavement width of approximately 80 feet. This 120-foot roadway is also divided by a raised median with two travel lanes in each direction.

Collector Roads:

Collector Roads are four-lane undivided (no median) roadways, with a typical right-of-way width of 70 to 84 feet and a curb-to-curb pavement width of approximately 64 feet. Its function is to distribute traffic between local streets and major and prime arterials. Although some collectors serve as through routes, their primary function is to provide access from surrounding land uses.

Suburban Collector Roads are a sub class of Collector Roads. Suburban Collector Roads are three lane undivided (no median) roadways designed to provide access in, out and

through neighborhoods and destinations. Generally moderate right-of-way width of 50 to 75 feet and a curb-to-curb pavement width of approximately 50 feet.

Local Streets:

Local Streets are designed to provide access to individual parcels to abutting properties and for localized traffic movements within residential, commercial, and industrial areas. Local Streets consist of two lanes with a typical right-of-way width of 50 to 70 feet and curb-to-curb pavement width of approximately 40 feet.

Table 5-1: Roadway Network Classifications

Street Name	Existing Classification	Proposed ECRSP Classification
El Camino Real	Prime Arterial (Augmented Facility)	Prime Arterial (Augmented Facility)
Encinitas Boulevard (West of El Camino Real)	Major Arterial	Major Arterial
Encinitas Boulevard (East of El Camino Real)	Major Arterial	Major Arterial
Mountain Vista Drive	Suburban Collector	Suburban Collector
Garden View Road (West of El Camino Real)	Suburban Collector	Suburban Collector
Garden View Road (East of El Camino Real)	Local Street	Suburban Collector
Via Montoro	Local Street	Local Street
Via Molena	Local Street	Local Street

Figure 5-1: Roadway Network

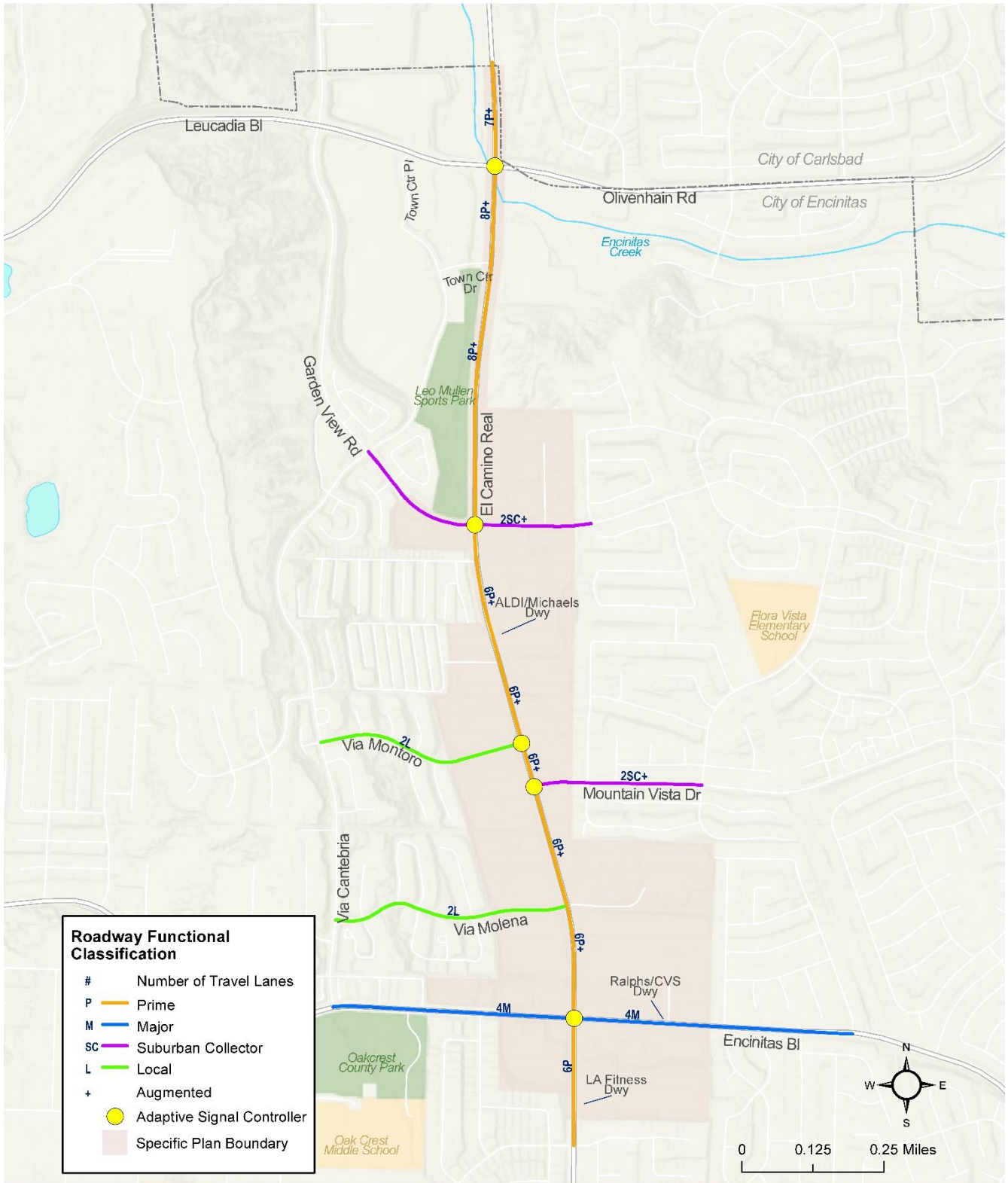
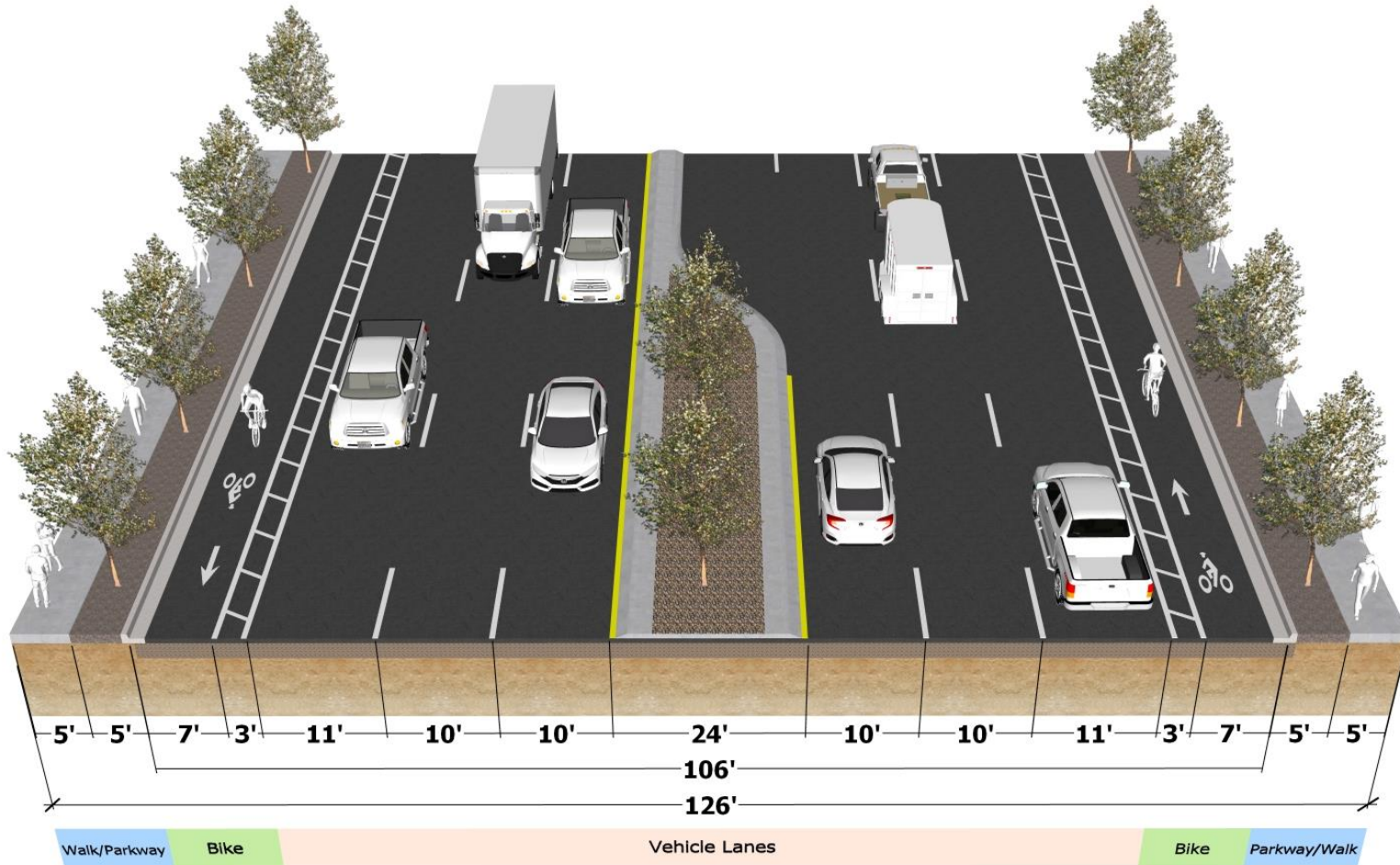


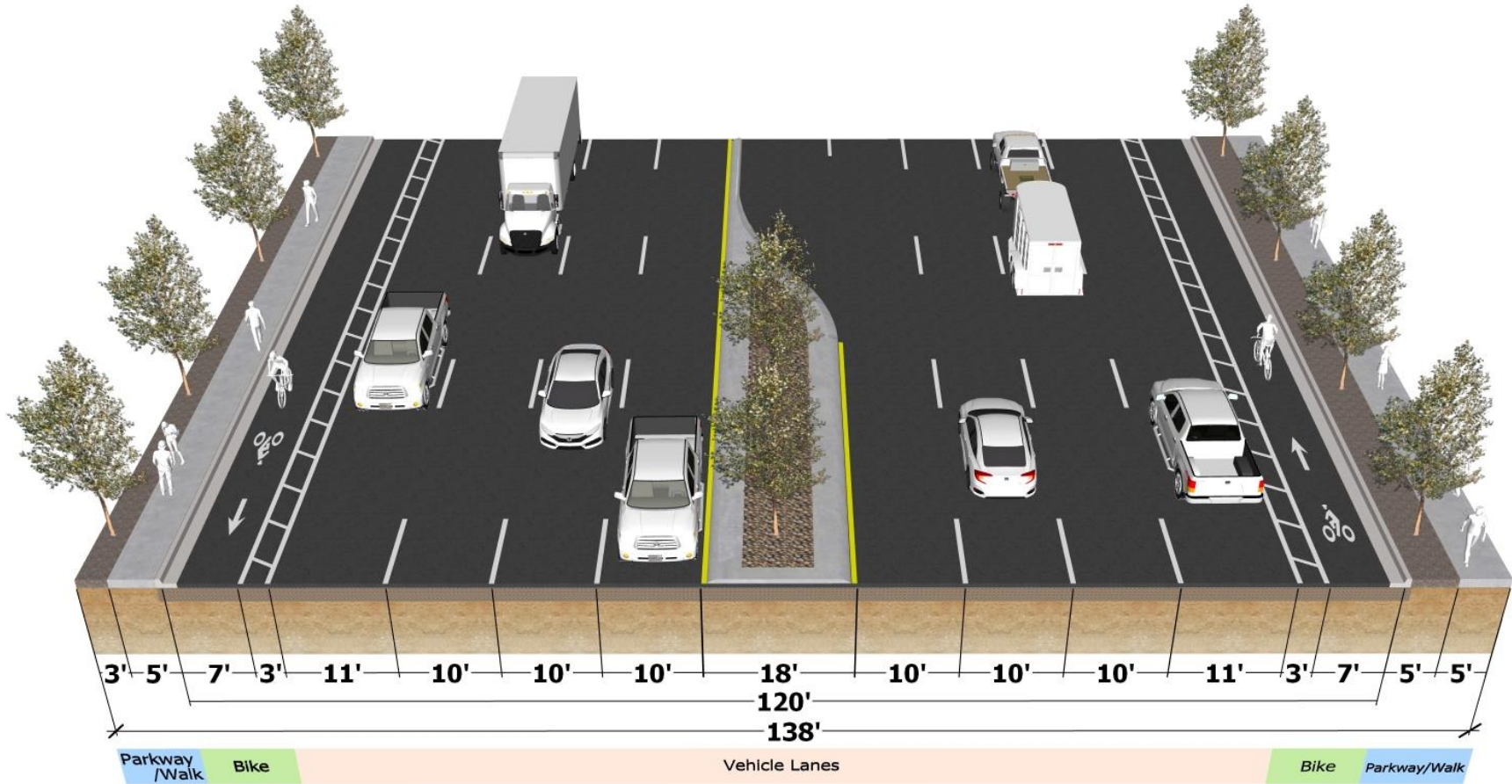
Figure 5-2: Constrained El Camino Real Cross-section



Footnotes:

1. A range of buffer options will be decided at a later date, as approved by City Engineer and Development Services Department. Options may include raised dikes, bollards, or other physical barriers with a vertical element.
2. Where there is additional public ROW width beyond the five (5) foot sidewalk, the sidewalk shall be shifted to the outside of the public ROW, and the parkway (varies in width) shall be placed between the sidewalk and the curb. Exemptions from this requirement include significant slope conditions, environmentally sensitive areas, and existing major utilities within the parkway. When sites are redeveloped adjacent to the ROW with significant slopes, ROW shall be redesigned to have the parkway adjacent to the curb.

Figure 5-3: Unconstrained El Camino Real Cross-section



Footnotes:

1. Additional ROW width will go to the bike buffer and/or the travel lane(s).
2. A range of buffer options will be decided at a later date, as approved by City Engineer and Development Services Department. Options may include raised dikes, bollards, or other physical barriers with a vertical element.
3. Where there is additional public ROW width beyond the five (5) foot sidewalk, the sidewalk shall be shifted to the outside of the parkway, and the parkway shall be placed between the sidewalk and the curb, as shown in Figure 5-3. Exemptions from this requirement include significant slope conditions, environmentally sensitive areas, and existing major utilities within the parkway. When sites are redeveloped adjacent to the ROW with significant slopes, ROW shall be redesigned to have the parkway adjacent to the curb, and a non-contiguous sidewalk.

5.2.2 Travel Speeds

Historically, speed limits within the SPA have been set by utilizing the '85 percent rule' where-as an Engineering and Traffic survey has used the top 15 percent of prevailing speeds, among other factors, to identify recommended speed limits. This has resulted in high-speed limits where these may not be appropriate.

California Assembly Bill 43 (AB 43) provides the City with increased control over deciding how speed limits should be set and whether they should be reduced on certain roads and highways without having to follow the 85 percent rule mandated by State Law. AB 43 allows the City to lower speed limits on roads in business and residential areas, and other stretches identified as "safety corridors." This will allow the City to investigate lower speed limits areas along local roads that may be more prone to traffic safety concerns, particularly areas of the City with frequent pedestrian or bicycle traffic, such as Via Montoro, Mountain Vista Drive, and Via Molena.

5.2.3 Recommended Roadway Improvements

Figure 5-1 illustrates the proposed roadway network and improvements to support future growth and a multimodal network. Improvements include:

- Incorporation of adaptive signal controllers to accommodate heavy left-turn demands and to respond to changing travel patterns. The resulting improved operations may reduce the length or quantity of required left-turn pockets.

- Conducting speed surveys, parking utilization studies, utility presence, sight distance surveys, and discussions with emergency service personnel and community members. As a result of such surveys and studies, locations for traffic calming structures such as chicanes and traffic circles can be determined.

5.3 Transit Network

The North County Transit District (NCTD) provides transit service within the SPA, with nearly all developed land accessible within a quarter mile walk or bike ride from a transit stop. Bus Route 304 offers service to Downtown Encinitas to the west and Palomar College to the east. Bus Route 309 offers services to San Luis Rey Transit Center in Oceanside to the north and Downtown Encinitas to the south. However, most of the bus stops within the SPA lack amenities such as benches, shelters, trash cans, bus schedules, and lighting to make transit an attractive transportation alternative to private vehicles.

The SPA is not within a 2021 SANDAG Regional Plan Mobility Hub Area. However, this segment of El Camino Real is identified in SANDAG's Adopted Regional Bike Network for on-street facilities, and Encinitas Boulevard, west of El Camino Real, is identified as a Complete Corridor – Regional Arterial.

The ECRSP does not include any specific changes to the transit network or connections. However, as development occurs within the SPA, an expanded public transit system, including greater frequency and connections, may be required to accommodate growth. Should the El Camino Real Corridor be designated for the Flexible Fleet locations, consideration should be made to the format of the technology and avoid blocking transit access. Flexible fleet categories include small low speed vehicles such as e-scooters, bikes or other electric rideable, rideshare, carpool, vanpool, and other services such as uberpool and Lyft.

5.3.1 Recommended Transit Improvements

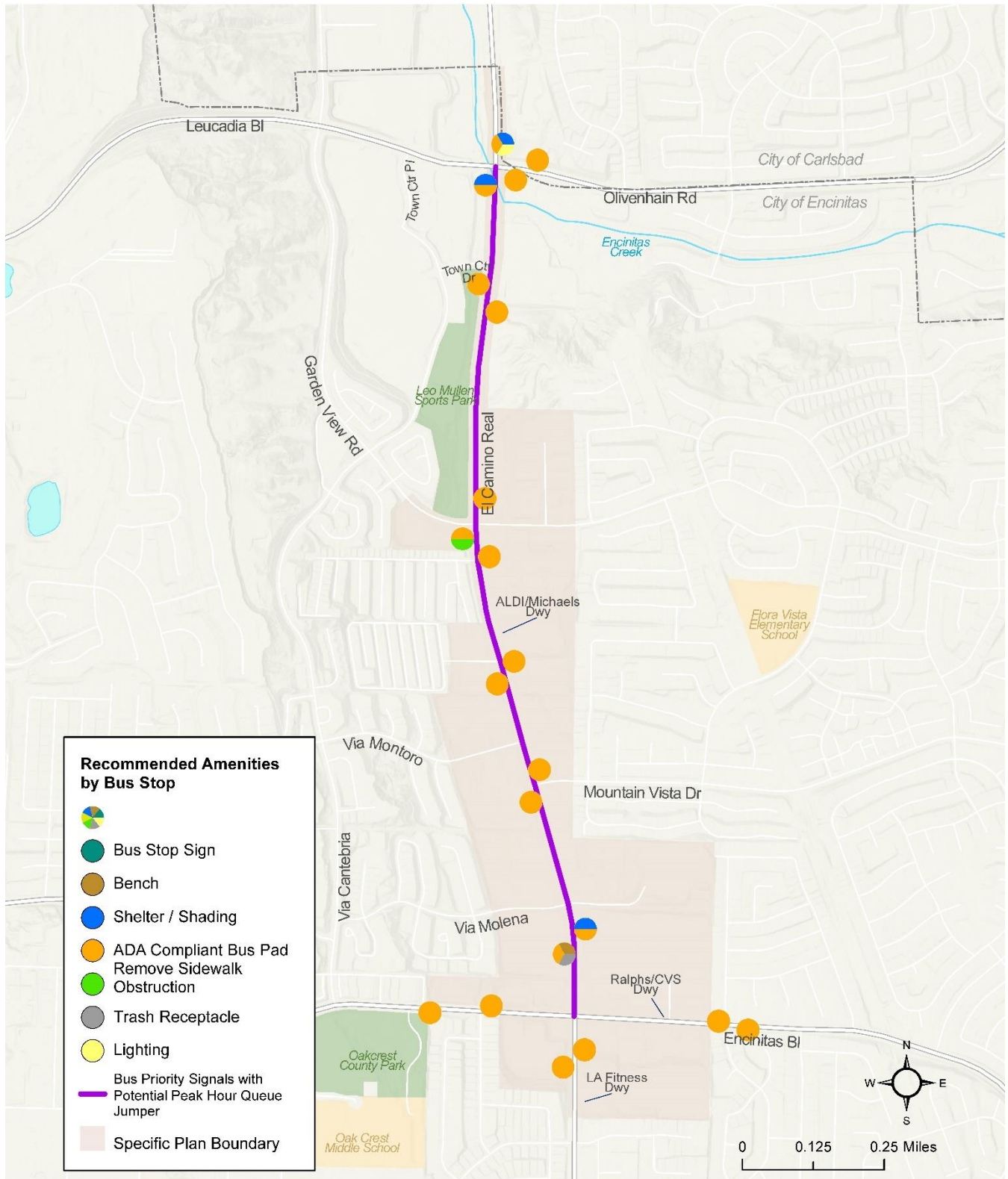
All established or future bus stops shall provide adequate shelter from the weather, including sun and rain, and shall comply with accessibility requirements and NCTD design standards. Bus stops shall be allowed in the Frontage Zone, as described in Section 4.4.3 Frontage Zone. Bus shelters shall have a serviceable trash receptacle and sign to designate the stop information. Bus shelters shall follow similar design theme as streetscape furniture exemplified in Figure 4-3, Example Street Furniture.

To ensure the established bus stops provide the recommended amenities, Figure 5-4, Recommended Amenities by Bus Stop, identifies the recommended transit-related amenities to be added to existing bus stops throughout the SPA. These recommendations consist of bus stop amenities such as signage, benches, shelter, accessibility-compatible bus pads, removal of sidewalk obstructions, trash receptacles, and lighting. In addition, a future micro-transit or local shuttle service is encouraged within the SPA, with consideration to all future transit service facilities and vehicle parking throughout the SPA.

Route 309 is planned for enhanced frequency as part of the 2021 Regional Plan. As the improved headways come into service, the City should consider implementing transit priority signals with peak hour queue jumpers to further improve transit performance and reliability. Peak hour queue jumper lanes are programmed by a light signal which provide a phase specifically within a queue jump. Buses in the queue jump lane get a head-start over the other queued vehicles and can therefore merge into the regular travel lanes immediately beyond the signal.

Additionally, as stated in Chapter 1, the City of Encinitas is updating its Climate Action Plan (CAP). One CAP measure is to implement a local shuttle system. The CAP update includes an analysis of a future micro-transit system to serve the SPA to improve multi-modal choices and reduce vehicle miles traveled. All future micro-transit facilities are permitted and encouraged throughout the SPA, as articulated in Table 3-2, Allowed Uses contained in Chapter 3, Land Use and Development Regulations.

Figure 5-4: Recommended Amenities by Bus Stop



5.4 Bicycle Network

The SPA currently has a bicycle network providing good coverage and connectivity throughout the SPA. As shown in Figure 5-5, Existing Bicycle Network, this network is provided by way of existing Class II Bike Lanes which provide connectivity and coverage along existing roadways which link into connections outside the SPA. However, it is noted that while there is good coverage, the existing facilities may not be inviting to most users. El Camino Real is a 6 - to 8-lane roadway with posted speed limits ranging from 35 to 45 miles per hour. This environment, in addition to the lack of physical separation between the bike lane and vehicular travel lane, may discourage both experienced cyclists and those seeking to take up cycling as a regular mode of transportation.

The following bikeway classifications are included in Figure 5-5, Existing Bicycle Network, and in Figure 5-6, Proposed Bicycle Network. These are classifications defined by Caltrans and should be utilized within the SPA to facilitate greater uptake in cycling.

Class I Bikeways: Class I bikeways, also known as bike paths or shared-use paths, are corridors with exclusive right-of-way for bicyclists and pedestrians, away from the roadway and with cross flows by motor traffic minimized. Class I facilities support both recreational and commuting opportunities and are typically provided along rivers, shorelines, canals, utility rights-of-way, abandoned railroad rights-of-way, within school campuses, or within and between parks.

Class II Bikeways: Class II bikeways, also known as bike lanes, are established along roadways, and are defined by pavement

striping and signage to delineate a portion of a roadway for bicycle travel. Bike lanes are one-way facilities, typically striped adjacent to motor traffic travelling in the same direction. Contraflow bike lanes can be provided on one-way streets for bicyclists travelling in the opposite direction.

Class III Bikeways: Class III bikeways, or bike routes, designate a preferred route for bicyclists on roadways shared with motor traffic not served by dedicated bikeways to provide continuity to the bikeway network. However, bike routes are generally not appropriate for roadways with higher motor traffic speeds or volumes. Routes are established by placing signage, road surface striping, and wayfinding along roadways.

Class IV Bikeways: Class IV bikeways are also referred to as separated bikeways, protected bikeways, or cycle tracks, provide a right-of-way designated exclusively for bicycle travel within the roadway and are physically protected from vehicular traffic. Class IV bikeways can provide for one-way or two-way travel. Types of separation include, but are not limited to, grade separation, flexible posts, or on-street parking.

5.4.1 Recommended Bicycle Improvements

Figure 5-6, Proposed Bicycle Network, illustrates the proposed bicycle improvements to support future growth and a multimodal network. Improvements include:

- Cycle tracks (Class IV Bikeways) are proposed along El Camino Real south of Leucadia Boulevard/Olivenhain Road to south of Encinitas Boulevard. These cycle tracks can be implemented by minimizing vehicular travel lane width and using the existing buffer.

- Further planned bicycle facilities include buffered Class II bike lanes along Garden View Road and Mountain Vista Drive, un-buffered Class II bicycle lanes along Via Montoro and Via Molena, and Class I multi-use paths along the south side of Encinitas Boulevard to the west of El Camino Real and along the south side of Leucadia Boulevard to the west of El Camino Real.
- Driveways, right turn only lanes, and intersection approaches should be emphasized during the project design to minimize conflicts between bicyclists and drivers.

Figure 5-5: Existing Bicycle Network

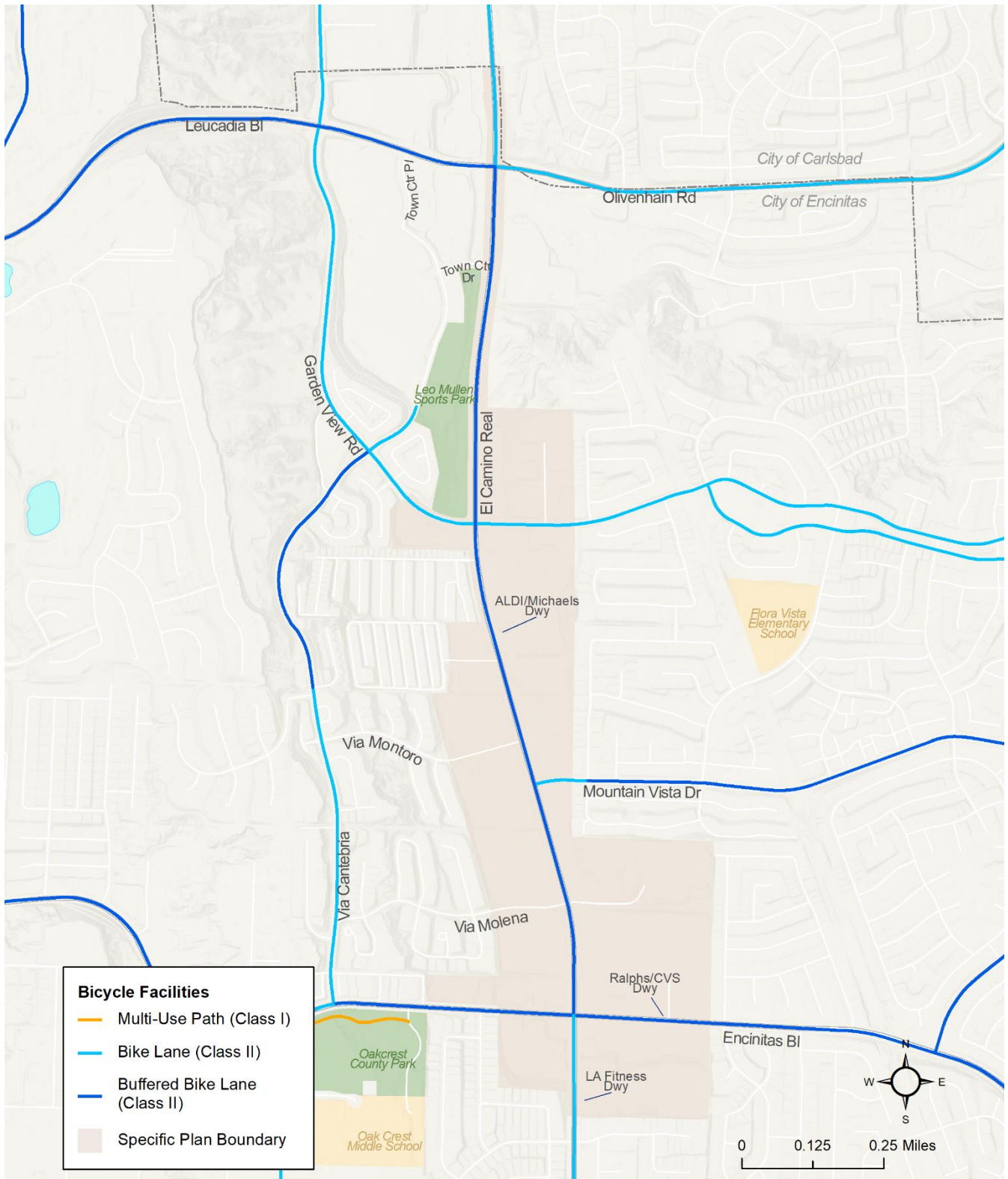
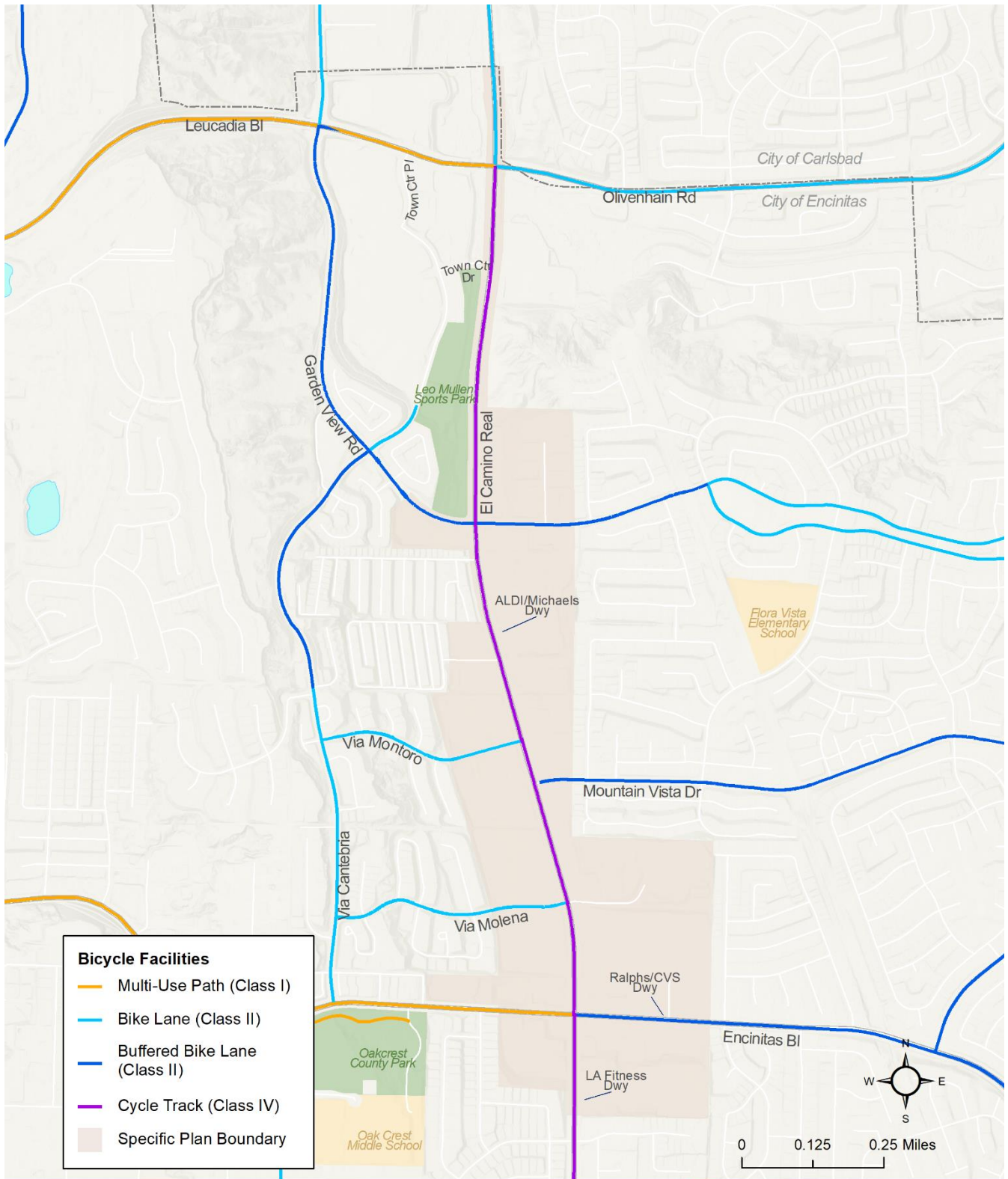


Figure 5-6: Proposed Bicycle Network



5.5 Pedestrian Network

Pedestrian facilities within the SPA include sidewalks along public roadways and connections to offsite existing trails. The ECRSP includes a network of sidewalks, trails, and linear connections such as paseos that seek to improve pedestrian comfort and accessibility.

Pedestrian counts identified activity as generally higher in the southern part of the SPA where parcel sizes are smaller, and buildings are more concentrated. This was also anecdotally confirmed through engagement with the community. However, due to its large roadway width, fast moving vehicles, and narrow sidewalks, El Camino Real currently lacks a comfortable, and engaging pedestrian experience. The pedestrian network, as shown in Figure 5-7, Pedestrian Network, and recommended pedestrian improvements are intended to enhance pedestrian comfort and create a more vibrant and enticing environment that encourages walking. It is recommended that the trailheads to the Encinitas Creek Trail be enhanced through more visible signage at entries that build upon existing and planned signage along the El Camino Real Corridor.

5.5.1 Recommended Pedestrian Improvements

Table 5-2, Recommended Pedestrian Intersection Improvements, identifies and describes the pedestrian improvements necessary to enhance the pedestrian experience and support future growth within the SPA. Improvements include intersection enhancements to improve safety and accessibility for people walking. Table 5-2 identifies the recommended specific improvements for each intersection,

including retrofitting existing marked crosswalks to high visibility crosswalks, advanced stop bars, curb extensions, pedestrian countdown signal heads, and accessibility-detectable warning surfaces. The recommended pedestrian improvements were designed and assessed by transportation professionals to enhance safety, and connectivity along the El Camino Real Corridor. All recommended pedestrian improvements are subject to approval by the City Engineer and may require future project-specific traffic analysis to determine feasibility, cost, and impact prior to approval. Table 5-2 does not preclude the City from making additional improvements, if needed, to improve the overall roadway network within the SPA.

High Visibility Crosswalks

High visibility crosswalks are designed to enhance the visibility of pedestrians and improve pedestrian safety. These crosswalks are typically painted with bold, high-contrast markings and can include islands or flashing lights to help alert drivers to the presence of pedestrians. These crosswalks are often located in high traffic areas where there is a high volume of pedestrian traffic.



Figure 5-7: Pedestrian Network

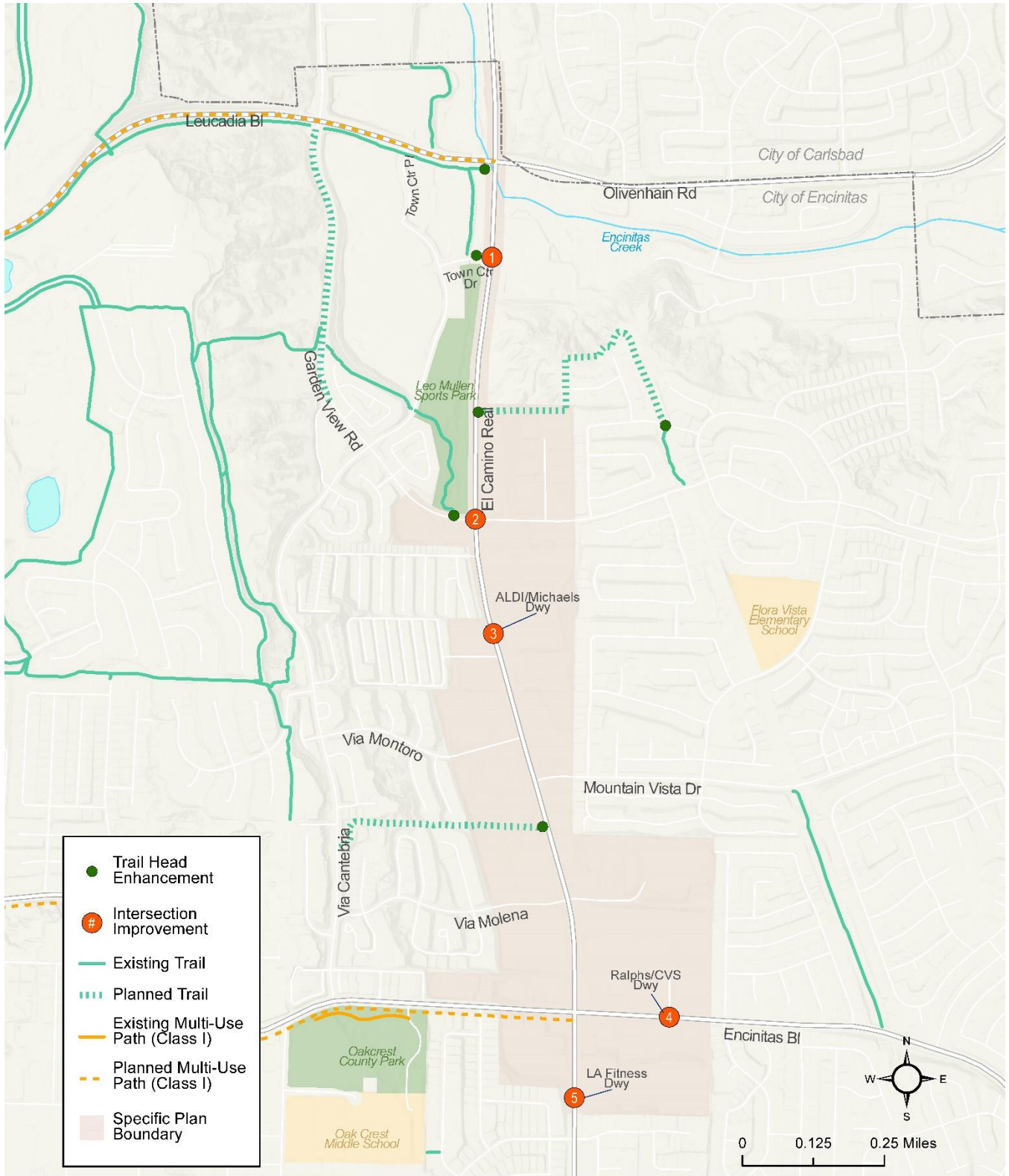


Table 5-2: Recommended Pedestrian Intersection Improvements

ID	High Visibility Crosswalk	Advanced Stop Bar	Curb Extensions	Pedestrian Countdown Signal	ADA: Detectable Warning Surface
1. El Camino Real & Town Center Drive	West Leg	West Leg	-	-	All Corners
2. El Camino Real & Garden View Road	West Leg	-	-	-	-
3. El Camino Real & Aldi/Michael's Driveway	-	-	-	South Leg	-
4. Ralphs/CVS Driveway & Encinitas Boulevard	South Leg	South Leg	-	South Leg	Southwest & Southeast Corners
5. El Camino Real & LA Fitness Driveway	North & East Legs	North & East Legs	-	-	Northeast & Southeast Corners

6.0 COMMUNITY BENEFITS

6.1 Introduction

The El Camino Real Specific Plan (ECRSP) vision, as outlined in Section 2.4, Community Vision, calls for revitalization of the Specific Plan Area (SPA) while retaining the suburban, close-knit community and beach character of Encinitas, complemented with multi-modal transportation, high-quality public spaces, and adequate infrastructure.

The SPAs current park network consists of formal public parks and recreational facilities, manmade and natural open spaces, and pedestrian and bicycle trails. The manmade facilities are predominantly located on the western side of the El Camino Real right-of-way between Garden View Road and Leucadia Boulevard as shown in Chapter 5, Mobility, Figure 5-7, Pedestrian Network. The natural open spaces are located on the east side of El Camino Real, surrounding the Home Depot. These amenities give a base upon which to build a more expansive, vibrant, and desired public realm network. Facilitating the development and enhancement of both public and private park space throughout the SPA is a high priority for the Encinitas community.

6.1.1 Community Engagement Input

The community engagement process emphasized the importance of incorporating community benefits into the fabric of the El Camino Real corridor. More specifically, community members sought greater attention to parks and public realm

improvements, weaving these into new developments and creating an El Camino Real environment that is more friendly towards pedestrians beyond the right-of-way.

6.1.2 Desired Amenities for the Public Realm

The public realm consists of publicly accessible space that allows for human interaction and activity. Public realm spaces should offer a range of amenities for the community to utilize and enjoy. This may be in the form of public right-of-way, parks, trails, pedestrian linkages, and plazas, courtyards, squares, outdoor dining areas, and public facilities. The ECRSP seeks to enhance the existing, and create new, high-quality public realm amenities throughout the SPA. Through creating a high-quality public realm, the SPA will become a more attractive place and thus spur economic development and revitalization. High quality public realm investments may be led by both public investment such as streetscape improvements and incentivized through a Community Benefits Program for private investment.

6.2 Community Benefits Program

This section establishes a framework for a win-win approach to redevelopment of the SPA in which development can respond to market demands and reflect community aspirations. Driven by community input received through the various outreach efforts for the ECRSP, the Community Benefits Program detailed in this chapter provides a mechanism for development

to provide enhancements that benefit the community. The Community Benefits Program provides incentives for developers to provide or fund community needs, priorities, and economic prosperity and equity. It provides an opportunity for a developer to receive additional development incentives for a project in exchange for providing certain amenities or improvements desired by the community, such as a small park or public plaza. Through a Community Benefits Program, the City can recapture a portion of the increased land values afforded to developers. The Community Benefits Program also allows incoming projects within the SPA to receive a streamlined permitting process in exchange for community benefits.

6.2.1 Applicability

The Community Benefits Program is applicable to redevelopment projects within the SPA that utilize the underlying uses of Office Professional, General Commercial, and Public/Semi-Public. Residential and mixed-use projects utilizing State housing legislation may not receive these additional incentives but are strongly encouraged to incorporate these types of community benefits into their plans.

The photos shown in Figure 6-1, Sample Types and Quality of Community Benefits, are provided to reflect and inspire the quality and types of improvements intended as a result of this Community Benefits Program. The photos included in Figure 6-1, are conceptual and only intended as reference for the types and quality of community benefits listed in Table 6-1, Menu of Community Benefit Options.

6.2.2 Process

Incoming projects that intend to use this program shall complete a Community Benefits Program Application to identify what community benefits will be provided as part of the project, and what increased development potential option they wish to pursue. Depending on the number of points the community benefits will achieve, the project will be granted up to the equivalent incentives. City staff will assess the Community Benefits Program Application and the project's ability to fulfill the description and parameters of the proposed community benefits. Points may be prorated to the equivalent number to best match the community benefit provided. There is no maximum number of development points that a project can be granted via community benefits.

6.2.3 Community Benefit Options

A menu of community benefit options is provided in Table 6-1, Menu of Community Benefit Options, along with a description of required parameters to meet, and the allocated points for that community benefit. Figure 6-1, Sample Types and Quality of Community Benefits, provides example images of community benefits that are to be incentivized for the SPA.

The community benefits listed in Table 6-1 are based on community input received at workshops. The points assigned to the community benefits are based on the associated cost to provide and maintain the community benefit, and the benefit's ability to provide the greatest public good and help reach City-wide goals.

Table 6-1: Menu of Community Benefit Options

Community Benefit	Description	Points Per Unit	Granted	Maximum Points Granted
For Sale Housing ¹	To increase homeownership opportunities, construction of <u>at least 50 percent of units as</u> For Sale housing units that cater to a range of income levels encourages long-term residency, increases local investment, and contributes to the overall stability in a community.	N/A	30	
Common Open Space	Development of 300 square feet of new publicly accessible, privately maintained common open spaces such as plazas, parklets, play areas, dog parks, splash pads, recreational facilities, community gardens, or other spaces consistent with the design guidelines in Section 4.4.7, Common Open Space in Chapter 4. This must be in addition to what is required in Section 3.4.5, Useable Open Space Standards, of Chapter 3 of the ECRSP.	10 points for every 300 square feet		30
Additional Biofiltration System	The addition of an on-site biofiltration system that goes above and beyond the State and local regulations for storm sewer systems and stormwater runoff.	15 points for every biofiltration system		15
Bicycle Locker	Additional bicycle lockers, beyond what is required by State or local regulations, shall provide an enclosed space to securely store an individual bicycle that is weather-resistant and theft-proof. Bicycle lockers are allowed on development sites located adjacent to transit stations, workplaces. Bicycle lockers shall be sited within 100 feet of the public right-of-way.	5 points for every bicycle locker		40
EV Charging Station	Additional electric vehicle (EV) charging stations, beyond what is required by State or local regulations, shall be placed in publicly accessible parking lots.	5 points for every Level 1 charging station; 10 pts for every Level 2 or higher charging station. ²		60

¹ Residential and mixed-use projects utilizing State housing legislation may not receive these additional incentives but are strongly encouraged to incorporate these types of community benefits into their plans.

² Level 1 EV charging stations operate on 120 volt. Level 2 EV charging stations operate on 208/240 volt (2022 California Green Building Code or as amended).

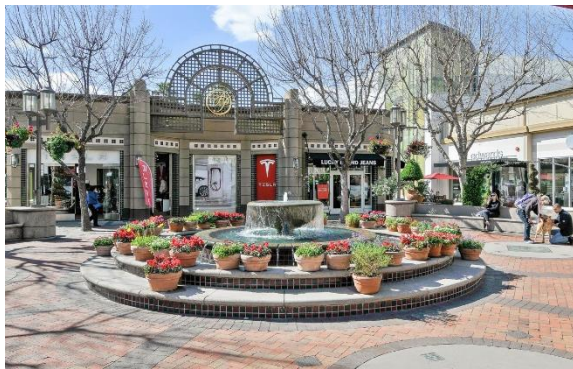
Extension of Encinitas Creek Trail Or Encinitas Creek Trail Enhancement	Extension of the pedestrian or multi-use passages along Encinitas Creek Trail west of El Camino Real, north of Garden View Road. This could also include the enhancement of the Encinitas Creek Trail with interactive trail amenities. This could also include upgrading the established Encinitas Creek Trail network of pedestrian trails near the Leo Mullen Sports Park to cater to a wider range of people with more restrictive mobility considerations. Enhancements may also expand the types of recreational and social interaction along the trail, providing innovative strategies intended to offer a modern day recreational experience, such as interpretive signage, community gardens, physical activity equipment, creative seating, or public art.	10 points for every new ¼ mile of new trail connection or trail upgrade; 10 points for every 200 square feet of trail enhancement with amenities.	40
Paseo Connection	A publicly accessible meandering public pathway at least eight (8) feet wide that connects publicly accessible destinations/facilities such as shopping centers, sidewalks, pocket parks, or restaurants. Paseos shall be lined with landscaping consistent with the landscaping standards and guidelines included in Chapter 4.	10 points for every 200 linear feet of paseo.	40
Public Seating	Inclusion of public seating, beyond what is required by State of local regulations, shall be placed within 10 feet of public right-of-way. Public seating shall be in the form of benches, platforms, steps, or ledges, and shall include an artistic, or aesthetically unique element to it, including El Camino Real branding.	5 points for every public seating unit.	15
Mural	Inclusion of a mural, or large piece of artwork illustrated on the surface of a public-facing building façade. The public mural shall be designed to enhance the character of the SPA, promote cultural identity or a sense of place, and inspire positivity and shall not include signage or a business logo or identification.	5 points for every 400 square feet of public mural	15
Public Fountain or Splash Pad	Inclusion of a decorative or functional water feature in the form of a fountain, splash pad, or other youth-oriented water feature in a publicly accessible space such as a pocket park or plaza.	15 points for every water feature	15
Public Art	Inclusion of a three-dimensional piece of artwork shall be sited in a public space, such as a park, plaza, or center. Public art or sculptures can take many forms and may be made of a variety of materials, including but not limited to metal, stone, wood, and	5 points for every public art piece greater than 10 square feet	10

	concrete. Public art or sculptures shall be designed to provide aesthetic or cultural value to the community.		
Local Public Art	Inclusion of a <u>A</u> three-dimensional piece of local artwork shall be sited in a public space, such as a park, plaza, or center. Local public art or sculptures can take many forms and may be made of a variety of materials, including but not limited to metal, stone, wood, and concrete. Local Public Art or sculptures shall be designed to provide aesthetic or cultural value to the community, created by local artists to facilitate a sense of place and pride.	5 points for every local art piece greater than 10 square feet	
Wayfinding Signage	Inclusion of wayfinding signage designed to help visitors navigate to various destinations within and near the SPA. Destinations may include shopping centers, recreational spaces, landmarks, and plazas. Wayfinding signage should include directional signs, maps, diagrams, and/or other visual aids. Wayfinding signage shall be located with 10 feet of public right-of-way.	5 points for every wayfinding signage unit	10
New Dedicated Small Business Space with Reduced Rent	Inclusion of designated building space for supporting small businesses and providing a 10 percent discount on rent for the first 5 years.	30 points for every 10,000 square feet in building space	60
Small Business Financial Assistance to Existing Commercial Tenants	On development sites proposing horizontal mixed use that wish to retain existing commercial, providing a financial assistance program that helps existing small business tenants pay a portion of their rent for the first five (5) years. Rent subsidies may be in the form of discounted rent or an ongoing financial assistance at the equivalent of 10 percent discount.	20 points for every existing small business given financial assistance	80
Relocation Assistance for Displaced	Provide relocation assistance or services to help existing commercial tenants and small businesses in the SPA facing threat of displacement by new development to locate elsewhere within the SPA or the City.	5 points for every existing small business offered relocation assistance	30
Youth-Oriented Community Space	Provide youth-oriented community space on-site in the form of designated building square footage, or youth-oriented outdoor recreational amenities such as publicly accessible skate parks and	30 points for every 10,000 square feet in	60

	<p>sport courts. Designated building square-footage can be in the form of flexible space that offers youth art programs, dance classes, indoor recreational sports teams, youth counselling, tutoring and trainings, and cultural activities.</p>	<p>building space, or 20,000 square feet in outdoor youth space.</p>	
Branded Public Lighting	<p>Branded public lighting refers to lighting fixtures adjacent to public right-of-way or paseos that have custom branding for the El Camino Real Corridor that celebrates the historic importance of the road. The City of Encinitas shall provide an approved custom brand for use on public lighting fixtures. El Camino Real branding should be hung from, or structured into the light pole base, with approval from the City Engineer. No more than one branded light fixture shall be placed every 40 feet.</p>	<p>5 points for every branded public light fixture</p>	<p>20</p>
Branded Bike Racks	<p>Inclusion of addition bike racks beyond what is required by State or local regulations that are branded bike racks, meaning custom bike racks that display a City-approved El Camino Real logo that celebrates the historic importance of the royal road. Branded bike racks shall be located within 20 feet of public right-of-way or multi-use paseos.</p>	<p>5 points for every one contiguous bike rack unit</p>	<p>10</p>
LEED Certification, or Equivalent	<p>Construction of a new commercial, or office building that is consistent with LEED Certification to at least the Gold level for non-residential buildings or LEED for Neighborhood Development (LEED-ND). Showing consistency with LEED criteria is acceptable, without structure receiving official certification.</p>	<p>30 points</p>	<p>30</p>
GreenPoint Rated, or Equivalent	<p>Construction of a new commercial, or office building that is consistent with GreenPoint Rated with at least 75 points. Showing consistency with GreenPoint criteria is acceptable, without structure receiving official certification.</p>	<p>20 points</p>	<p>20</p>
Contribution to ECRSP Community Benefits Fund	<p>A variety of community benefits have been identified within the public realm or would be considered off-site improvements. To ensure these community benefits can be implemented efficiently, an El Camino Real Specific Plan Community Benefits Fund (Fund) will be set up by the City to allow development applicants to communally contribute to these off-site community benefits as a way to gain</p>	<p>30 points for every \$10,000 contributed</p>	<p>60</p>

	<p>community benefit points. The Fund will collect contributions of \$10,000 to go towards any of, but not limited to, the following public improvements within the SPA:</p> <ul style="list-style-type: none"> - Replace the Encinitas Creek concrete wall with a see-through fence at the approval of the City Engineer. - Upgrade sewer line as demand reaches pipe capacity. - Update dated traffic signals to include traffic signal detection, adaptive signal control, or coordinated signal systems. - Devote space towards and construct a new youth-oriented community center within the SPA. - Install high visibility crosswalks at existing highly utilized intersections. - Gateway signage into the SPA that denotes the entrance into a place or destination. Signage shall be approved by the Development Services Director and City Engineer. Upgrade of bus stops with amenities such as shelters, seating, trash receptacles, and lighting. Bus stop amenities are encouraged to be branded with City-approved El Camino Real logo that celebrates the historic importance of the road. - Relocation of historic El Camino Real bells from the median to the parkway. 		
Daylighting of Cottonwood Creek	Daylighting of at least 60% of the length of the creek within the project site. This includes dismantling of the underground channeling for that segment, inclusion of riparian restoration and biofiltration devices as appropriate. Such plans are subject to review and approval of the City and applicable regulatory agencies.	30 points	
Other Benefit(s)	Provision of an amenity, design feature, or other element considered to serve as an enhancement that provides a benefit to the community and contribute to the overall quality of the corridor.	To be determined by Planning Commission based on level of community benefit value achieved.	

Figure 6-1: Sample Types and Quality of Community Benefits



6.2.4 Reduced Parking Requirements

For projects within a 0.25 mile radius of a bus stop, or projects that include micro-transit facilities (such as bikeshare stations, micro-transit mobility hubs, local shuttle, rideshare pickup-drop-off zones, or other City approved program), applicants may choose to redeem a maximum of **60 community benefit points** on reduced parking requirements described in Table 6-2, Reduced Parking Requirements.

Table 6-2: Reduced Parking Requirements

Use	Allowed Reduction (15 points)	Allowed Reduction (30 points)	Allowed Reduction (60 points)
Office Professional	5%	10%	15%
General Commercial	5%	10%	20%
Public/Semi-Public	5%	10%	20%

6.2.5 Streamlined Permit Processing

As an incentive for incoming projects to utilize the Community Benefits Program, applicants may choose to redeem **30 community benefit points** on streamlined permit processing.

For projects utilizing the Community Benefits Program, Design Review Permit applications will be expedited to a 30-day review period for intake staff and for the project to be scheduled for hearing for a determination to be made by the Planning Commission.

7.0 PUBLIC SERVICES AND INFRASTRUCTURE

7.1 Overview

The Public Services and Infrastructure chapter of this Specific Plan is intended to demonstrate how public services and infrastructure may be utilized, improved, or enhanced with the implementation of the El Camino Real Specific Plan (ECRSP). The Specific Plan Area (SPA) has predominantly been developed and the supporting facilities and infrastructure already exist. However, as redevelopment of the SPA occurs, infrastructure and service improvements and expansions may be required to support the redevelopment. This chapter summarizes the ability of the existing service or infrastructure to support current demand as well as identifies what requirements or triggers are in place to ensure appropriate capacities.

The community engagement process highlighted the community's priority of ensuring adequate infrastructure within the SPA to support future development, and concern over required upgrades. The ECRSP does not propose a change in land use or zoning. Future development within the SPA would be subject to the California Environmental Quality Act (CEQA) which would require further analysis on the development's impact on the existing infrastructure.

The public services and infrastructure covered in this chapter include Fire Protection and Police Services, Water, Sewer, Stormwater, and Grading.

7.2 Fire Protection and Police Services

Fire protection to the SPA is serviced by the Encinitas Fire Department through Stations No. 4 and 5, which are located at 2011 Village Park Way and 540 Balour Drive respectively. According to the City of Encinitas Resolution 2022-21, for 90 percent of all Emergency Medical Service incidents in the urban areas within the City of Encinitas, the first due ALS unit, with a minimum of two personnel, shall arrive within eight minutes total response time; for 90 percent of all other fire incidents in the urban areas within the City of Encinitas, the first-due unit shall arrive, with a minimum of three personnel, within nine minutes total response time. Service levels are planned based on population and intensity of land use. Existing Citywide fire service impact fees are in place to cater to any changes to service demand created by changed development intensities in this SPA.

Police protection for the SPA is currently serviced by the San Diego County Sheriff's Department under contract with Encinitas. The Sheriff's Department Substation is located at 175 North El Camino Real, within the SPA. In addition to patrol

and traffic enforcement, the station has a Community Oriented Policing and Problem Solving (COPPS) team and a Crime Suppression Team. The Crime Prevention Unit provides an array of services including assisting communities in starting neighborhood and/or business watch groups, conducting a variety of community safety presentations, community alerts, Crime Prevention Through Environmental Design (CPTED) reviews, and security consultations for commercial and residential properties.

As development occurs within the SPA, future projects shall comply with the City's required development impact fees and General Plan policies, which would reduce impacts on fire, police, and emergency services, as well as school, community center, and library facilities. Collection of fair share development impact fees would incrementally fund expansion or construction of new public facilities to accommodate new development. Coordination with the applicable agencies is required during environmental discretionary review of a project to ensure the project complies with codes and requirements regarding fire protection, police protection, education, and community services.

7.3 Water

The SPA is primarily served by the Olivenhain Municipal Water District (OMWD) with small sections to the southwest and northwest served by the San Dieguito Water District. The OMWD 2020 Urban Water Management Plan (UWMP) states that peak demand for potable water was 25,000 acre-feet (AF) in 2008 and has declined to approximately 17,100 AF in 2020 due to increased water efficiency. Customer demand for

recycled water in 2020 was approximately 2,500 AF and OMWD forecasts the demand to grow to approximately 2,800 AF by 2030 and 2,900 by 2040. OMWD is approximately 95 percent built out and expects to be fully developed within approximately 10 years. OMWD obtains 100 percent of its potable water supply from the San Diego County Water Authority (SDCWA). SDCWA has analyzed its supplies under normal, single-dry, and five consecutive dry-year conditions through the year 2045 and has concluded there will be no shortages. Overall, water supply within the SPA is considered to be reliable, but will require further case-by-case analysis for subsequent development within the SPA.

Existing water lines in the City are generally pressurized and therefore have a higher capacity than sewer pipes of the same sizes. Given that the existing pressure of each water main is unknown, additional modeling will need to take place for a true capacity assessment. Public water mains and fire flow capacity would need to be evaluated on a case-by-case basis for subsequent development within the SPA to determine if the existing systems could support additional new development. Finally, irrigation demand for new parks and greenspace areas may need to be evaluated to determine if the water district can support the usage requirements.

7.4 Sewer

The SPA falls within the Leucadia Wastewater District (LWD). The LWD covers a total service area of 16 square miles and provides services to approximately 61,000 residents in a boundary that includes Leucadia as well as the La Costa area in Carlsbad and the northeastern area of Encinitas. Wastewater

within the SPA is collected and conveyed to the Leucadia Pump Station (PS) by the El Camino Real gravity trunk system. The Leucadia PS contains three pumps with a capacity of 4,000 gallons per minute (gpm) and two pumps with a capacity of 720 gpm and received station improvements and pump replacements in 2022³. LWD relies on the Encina Water Pollution Control Facility (Encina WPCF) for the majority of its wastewater treatment and disposal needs. LWD owns a treatment capacity of 7.1 million gallons per day (mgd) from Encina WPCF.

The SPA falls within LWD's drainage basin number 9, which per the 2023 Asset Management Plan, has approximately 5,709 connected equivalent dwelling units (EDUs). The 2018 Asset Management Plan assumed an ultimate buildout year of 2050, in which drainage basin number nine (9) was anticipated to have 6,201 EDUs. This buildout assumption was based on the SANDAG Series 13 Growth Forecast.

Drainage basins five (5), six (6), and seven (7) are all upstream of the SPA and have a combined existing EDU count of 5,127 and a combined buildout EDU count of 5,553 EDUs. The flow from these EDUs flows through the SPA via the El Camino Real trunk sewer. It is anticipated that LWD will have sufficient capacity to serve the SPA, and subsequent development would include site-specific evaluation to confirm capacity.

7.5 Stormwater

The City of Encinitas provides storm water drainage for the SPA. The existing storm and surface water drainage system serving the SPA is a combination of surface street/alley drainage and underground drainage pipes. This system drains via gravity northwards towards a 100-year floodplain located within the green open space at the northern extent of the SPA, adjacent to east of the Plaza Encinitas Ranch shopping center.

The existing predominant land use throughout the SPA is commercial and comprises extensive swaths of impervious coverage. The SPA does not call for extensive new impervious areas. Conversely, the ECRSP calls for expanded areas of green space and parks through common open space and landscape standards, thus increasing permeable surface area within the SPA. Given this, it is anticipated that the existing drainage infrastructure will continue to perform as it does today with implementation of the ECRSP.

As the SPA gets redeveloped over time, storm drainpipes along El Camino Real would need to be studied to determine if increases to surface run-off based on updated manual requirements and/or increased hardscape development would be supported by the existing pipe size and outlet conditions. On-site detention restrictions in conjunction with water quality improvements may be required.

³ Dexter Wilson 2023. Leucadia Wastewater District. Leucadia Wastewater District Asset Management Plan.

Site specific hydraulic studies may be required for new development to determine if there is adequate capacity for future project demands on the stormwater system.

For projects that redevelop more than 10,000 square feet of impervious area or 5,000 square feet on an existing site of 10,000 square feet or more of impervious area, water quality and hydromodification (HMP) best management practices (BMPs) will be required to comply with stormwater requirements consistent with the City of Encinitas BMP Design Manual. If a project proposes to increase the amount of impervious area on site compared to the existing site, analysis of the downstream storm drain system to show it has adequate capacity for an increase in peak flow or the mitigation of the post-project peak flow rates back to pre-project levels will also be required.

7.6 Grading

The SPA is located within a canyon and any new development may require grading to establish suitable building platforms, underground parking structures, public parks, and amenities. On portions of sites that are flat or gently sloping, cut and fill operations will be minimized. However, more significant grading operations may be required in areas with more topography to achieve development. All grading activities shall demonstrate conformance with all applicable grading, erosion, and sediment control requirements as set forth in the Encinitas Municipal Code (EMC).

Utility systems are currently above-ground, which are more susceptible to natural disasters and outages while also imposing a scenic view of the environment. Pursuant to Title 23

of the EMC, undergrounding of utilities is required to reduce their susceptibility to natural disasters and outages, as well as eliminate sidewalk hazards and visual blight.

8.0 IMPLEMENTATION

8.1 Purpose

The El Camino Real Specific Plan (ECRSP) provides a framework for the future of the Specific Plan Area (SPA). Implementation of the standards and guidelines of the ECRSP will occur through subsequent development permits and approvals by the City to ensure any future development is consistent with the ECRSP and other applicable requirements. This chapter describes the processes, procedures, and financing strategies to achieve the visions and goals of the ECRSP. Further, this chapter establishes regulatory procedures that allow flexibility in the SPA to respond to market conditions over the anticipated lifetime of this Plan while ensuring consistency with the purpose and intent of the ECRSP.

8.2 Applicability

All incoming development applications for new construction, modifications to existing buildings, and changes in land use or zoning, shall be reviewed for conformance with the City of Encinitas General Plan, the ECRSP, the Zoning Regulations, and all other applicable City policy and regulatory documents. Proposed projects utilizing State housing legislation shall comply with the ECRSP, except when in conflict with the applicable legislation.

The types of projects that are required by law to be consistent with the ECRSP are:

- All buildings, grading, landscaping, or construction projects requiring a permit, with exception to projects listed as exempt in Section 8.4, Exemptions;
- Rezoning; and
- Public Works Projects.

Unless otherwise specified, where the provisions of this Specific Plan differ from those in the Zoning Regulations (Title 30), the provisions of this Specific Plan shall take precedence. Where the ECRSP is silent on a topic, the requirements of the Zoning Regulations (Title 30) shall remain applicable.

8.3 Administration

The requirements of this chapter shall be administered and enforced by the City of Encinitas Development Services Department, or its successor, and other City departments in the same manner as the provisions of the City of Encinitas Zoning Regulations (Title 30), and in conjunction with the policies contained in this Specific Plan.

The Director of Development Services, or “Director,” is responsible for interpretation of the ECRSP, including each of

its appendices. The Director is also responsible for determination of Allowable Use for similar or future uses not listed in Table 3-1, Allowed Uses, and for substantial conformance determinations. Substantial conformance means that the proposed development is generally consistent with the ECRSP. The Director should consider the following factors when determining substantial conformance:

- The proposed development is consistent with the vision, intent, and purpose of the ECRSP.
- The proposed development does not alter the intent of the ECRSP as defined by policy and regulatory framework for development, consistent with the goals, policies, standards, and/or other ECRSP provisions.
- The proposed development is consistent with sound planning practices related to the topics included in Section 4.4, Objective Design Standards.
- The proposed development is consistent with the design guidelines provided in the ECRSP.
- The proposed development does not create a potentially significant environmental impact.

8.4 Exemptions

Exemptions to the ECRSP standards and policies include development applications that:

- Receive exemptions to certain development standards from the State through housing legislation.

- Exemptions listed in Section 23.08.030B of the Encinitas Municipal Code (EMC) shall be deemed exempt from the City's Design Review Permit process.

Exemptions to the standards and regulations of the California Coastal Act include development applications that:

- Are outside the Coastal Zone;
- Exemptions listed throughout Public Resources Code, Division 20, California Coastal Act.

8.5 Severability

If any section, text, exhibit, attachment, table, or portion of this Specific Plan is found to be invalid or unconstitutional by any court of competent jurisdiction, that portion shall be deemed a separate, distinct, and independent provision and the invalidity of that provision shall not affect the validity of the remaining portions of the ECRSP.

8.6 Processing and Review

Future development within the SPA will be subject to Design Review Permit process and obtaining the necessary development permits for division of a parcel of land into two or more parcels; parcel consolidation; and the construction, reconstruction, conversion, structural alteration, relocation, or enlargement of any structure, excavation, landfill, or land disturbance. City review of these permit applications will ensure consistency of the proposed improvements with the design and development standards outlined in the ECRSP, and the City's Local Coastal Program (where applicable).

8.6.1 Design Review Permit

As part of the Design Review Permit process, a project must show general compliance with the ECRSP, or where the ECRSP is silent, the City of Encinitas Objective Design Standards, or the EMC.

Design Review applications shall be processed according to the procedures indicated in Chapter 23.08 (with the exception of Section 23.08.100) of the EMC.

Development applications that cannot show substantial consistency with the ECRSP standards shall not be permitted or must pursue a Specific Plan Amendment (as defined further below in Section 8.7 Specific Plan Amendments).

8.6.2 Appeals

Any person wishing to appeal a final determination made under the authority of the ECRSP may file an appeal pursuant to the EMC.

8.6.3 Coastal Commission Appeals

The City has a Local Coastal Program (LCP) that was certified by the California Coastal Commission on May 15, 1995. The California Coastal Act provides a project appeal process that allows individuals or organizations to challenge a permit decision made by a local government or a coastal development permit (CDP) issued by the City. Appeals shall be subject to Section 30602 of the California Coastal Act.

8.6.4 California Environmental Quality Act (CEQA) Compliance

The ECRSP Mitigated Negative Declaration (MND) provides a programmatic analysis of the environmental impacts of the policies and standards of the ECRSP. As such, it does not clear future development projects from their obligations to comply with the California Environmental Quality Act (CEQA). Additional technical studies such as greenhouse gas emissions, air quality, transportation, or parking, etc. studies may be required to demonstrate consistency with CEQA requirements.

8.7 Specific Plan Amendments

Development applications that are not exempt and cannot show substantial consistency with the ECRSP standards, shall pursue a Specific Plan Amendment. Any amendments to this Specific Plan shall take place in accordance with the process described in this section. Projects within the Coastal Zone are subject to California Coastal Commission review and approval through the Local Coastal Program Amendment process.

Amendments to the ECRSP that require a modification to the ECRSP maps and/or text shall be subject to the procedures as indicated in Chapter 30.72 of the EMC. Specific Plan Amendments to the ECRSP also shall be consistent with vision, goals, and objectives of the ECRSP.

The amendment applicant shall satisfy the following criteria:

- a. Demonstrate the proposed amendment meets the vision, goals, and objectives of the ECRSP and General

Plan and provisions of the EMC, except as otherwise superseded by the ECRSP.

- b. Ensure that any impacts from the amendment are consistent with the approved Mitigated Negative Declaration; or update any ECRSP technical studies and/or provide additional environmental studies or analysis deemed necessary by the Development Services Director.
- c. Provide a revised Specific Plan text and map as necessary.

8.8 Financing Strategies

The following is a summary of possible methods for financing the ECRSP improvements described in Section 8.9, Implementation Action Plan. This listing is not intended to exclude any other available funding source.

8.8.1 Special Assessment Districts (1911, 1913, 1915 Act)

California law provides procedures to levy assessments against benefiting properties and issue tax exempt bonds to finance public facilities and infrastructure improvements. Assessment districts, also known as improvement districts, are initiated by the legislative body (e.g. city), subject to majority protest of property owners or registered voters. Assessments are distributed in proportion to the benefits received by each property and represent a lien against property. The assessments are fixed dollar amounts and may be prepaid. Only improvements with property specific benefits (e.g., roads,

and sewer and water improvements) may be financed with assessments.

8.8.2 Area of Benefit Fees

Area of Benefit fees may be enacted by the City Council through adoption of an ordinance, without voter approval. The fee must be directly related to the benefit received. It does not create a lien against property but must be paid in full as a condition of approval. Its principal use is for encumbering properties that do not voluntarily enter into an assessment of a Community Facilities District (CFD), so that they pay their fair share at the time the site is ready to be developed. Proceeds may be used to reimburse property owners who pay up-front costs for facilities benefiting other properties. Benefiting properties may be given the option to finance the fees by entering into an assessment district (1913/1911 Act).

8.8.3 Mello-Roos Community Facilities Districts

The Mello-Roos Community Facilities Act of 1982 allows for the creation of special districts authorized to levy a special tax and issue tax exempt bonds to finance public facilities and services. A CFD may be initiated by the legislative body or by property owner petition and must be approved by a 2/3 majority of either property owners or registered voters (if there are more than 12 registered voters living in the area).

Taxes are collected annually with property taxes and may be prepaid if prepayment provisions are specified in the tax formula. The levy creates a tax lien against the property. There is no requirement that the tax be apportioned on the basis of benefit. Because there is no requirement to show special benefit, Mello-Roos levies may be used to fund improvements

of general benefit, such as fire and police facilities, libraries, and parks, as well as improvements that benefit specific properties. The provision also allows for the reallocation of cost burdens to alleviate untenable burdens on specific properties.

8.8.4 Landscaping and Lighting Districts

Landscaping and Lighting Districts (LLD) may be used for installation, maintenance, and servicing of landscaping and lighting, through annual assessments on benefiting properties. LLD's also may provide for construction and maintenance of appurtenant features, including curbs, gutters, walls, pathways or paving, and irrigation or drainage facilities. They may also be used to fund and maintain parks above normal park standards maintained from general fund revenues.

8.8.5 Development Impact Mitigation Fees

The City collects a variety of fees from new development to provide for infrastructure improvements required due to the increased demand caused by development. While impact fees may not be assessed to address existing deficiencies, fees collected from new development may be used to build new facilities or upgrade existing facilities that will serve the new development. The City collects fees that help fund parks, fire and medical emergencies, police, a public library, a senior citizen center, public works, drainage, and traffic improvements.

8.8.6 Community Grant Program

The Community Grant Program, which receives an annual General Fund allocation from the City of Encinitas, funds programs and projects across the City in two categories: 1) Civic – social, recreation, education, health, and environment;

and 2) Arts – visual art, performing arts, arts education, literary arts, etc. Requests for funding from nonprofit organizations in the community are made on an annual basis.

8.8.7 Façade Improvement Grant Program

The City of Encinitas could establish a Façade Improvement Grant Program tailored to the SPA. The program could assist businesses and property owners with creating attractive and inviting storefronts and exteriors of businesses along the El Camino Real Corridor and help support investment and improvement in properties within the SPA. The City of Encinitas has Façade Improvement Grant Programs to utilize for the following as eligible improvements:

- Exterior signs;
- Awnings;
- Canopies and sunshades;
- Painting or exterior surface treatment(s);
- Asphalt paving, replacement or repair of tiles or decorative pavers, and sidewalk or courtyard repaving;
- Repair or replacement of masonry walls or footings;
- Outdoor lighting;
- Installation, repair, or replacement of decorative or security fencing;
- Replacement of plate glass windows and window features; and
- Installation of outdoor landscaping features.

Many municipalities require that improvements covered by façade grant programs be visible from public rights-of-way. The City of Encinitas has offered Façade Improvement Grant Programs in other areas of the City and could replicate these programs for the SPA or could design a new Façade Improvement Grant Program tailored to this part of the community.

8.8.8 SDG&E Undergrounding Funds

Utility companies are required to budget funds each year for undergrounding. These budgets are approved by the Public Utilities Commission and assigned to specific projects in each area based on priorities developed by local government.

8.8.9 Surface Transportation Program Funds

The passage of the Intermodal Surface Transportation Efficiency Act of 1991 provides Surface Transformation Program (STP) funds to strengthen the national transportation system through “enhancement” projects. Transportation enhancement activities include pedestrian and bicycle facilities, acquisition of scenic and historic sites, scenic and historic highway programs, landscaping, rehabilitation of historic transportation facilities, preservation of abandoned transportation corridors, archeological planning and research, control and removal of outdoor advertising, and mitigation of water quality impacts from roadway runoff. Funding can be obtained through San Diego Association of Governments (SANDAG) on a regional basis and also directly through the State.

8.8.10 Other Funding Sources

There may be other sources available to finance improvement projects such as developer funding strategies, special assessment districts, community facilities districts, government grants, or various types of bonds not listed above that may be used to fund improvements.

8.9 Implementation Action Plan

The following matrix lists the implementation actions and programs necessary to achieve the vision for the ECRSP. The list of actions in Table 8-1, Implementation Action Plan, identifies the timeframe in which the implementation action should be implemented as well as distinguishes the responsible party, department, or agency for implementation of each action. The timing of actions may fluctuate depending on ECRSP adoption, market demands, and funding availability.

The timeframes included in Table 8-1 are broken into “Short-Term,” “Mid-Term,” and “Long-Term.” Short-Term actions should occur within three (3) years of ECRSP certification. Mid-Term actions should occur within five (5) years of ECRSP certification. Long-Term actions should occur within ten (10) years of ECRSP certification.

Table 8-1: Implementation Action Plan

Action	Description	Responsibility	Potential Funding Source(s)
Short-Term			
Commercial Linkage Nexus Study	To decide whether a commercial linkage program could apply to all of the SPA, or only to targeted locations (such as key “nodes” or particular areas where redevelopment is more strongly desired), a nexus study would need to be conducted. This would establish the relationship between new commercial development and the demands for housing, including affordable housing.	DSD	City of Encinitas
Traffic Improvements	Should traffic improvements not receive full funding through the ECRSP Community Benefits Fund outlined in Chapter 6, within 3 years of ECRSP approval, capital improvement funds shall be requested for the updating of dated traffic signals to include traffic signal detection, adaptive signal control, or coordinated signal systems	Engineering and Public Works	Capital Improvement Project (CIP), Development Impact Mitigation Fees, Surface Transformation Program (STP) funds
Traffic Calming	Traffic calming efforts such as speed surveys (that document speeding issues that warrant traffic calming improvements), parking utilization studies, utility presence, sight distance surveys, and discussions with emergency service personnel and community members. As a result of such surveys and studies, locations for traffic calming structures such as chicanes and traffic circles can be determined.	Engineering and Public Works	CIP, Development Impact Mitigation Fees, Surface Transformation Program (STP) funds

Action	Description	Responsibility	Potential Funding Source(s)
Community Benefits Program Application	Create an El Camino Real Community Benefits Program application for incoming projects that intent to use the program. City staff may then review the community benefits offered by the project, confirm the amount of points granted, and authorize the increased development potential requested by the applicant. Consider inclusion of an application fee for City review of the application.	DSD	City of Encinitas
Mid-Term			
Gateway Signage	Gateway signage into the SPA that denotes the entrance into a place or destination. Signage shall be vetted by community and City engineer. The branded logo shall be added to City Design Guidelines for the SPA. A street furnishings design palette for the SPA should supplement the branded logo to include benches, planters, lighting, public art, landscaping, and other streetscape amenities.	DSD and Public Works	City of Encinitas, Façade Improvement Grant Program
Pedestrian Improvements	Pedestrian facilities improvements detailed in Figure 5-7, Pedestrian Network, and Table 5-2, Recommended Pedestrian Intersection Improvements.	Engineering and Public Works	CIP, Development Impact Mitigation Fees, STP funds
Transit Stop Improvements	Upgrade of bus stops with amenities such as shelters, seating, trash receptacles, and lighting. Bus stop amenities are required to be branded with the City-approved El Camino Real logo that celebrates the historic importance of this road.	Engineering and Public Works	CIP, Development Impact Mitigation Fees, STP funds
Youth-Oriented Community Center	Construction of a youth-oriented community center in the Specific Plan Area. Should the community center not be achieved through the ECRSP Community Benefits Fund outlined in Chapter 6, within 5 years of ECRSP approval, capital improvement funds shall be	DSD, Parks and Recreation, and property owners	Community Grant Program, City of Encinitas

Action	Description	Responsibility	Potential Funding Source(s)
	requested for development of youth-oriented community space including amenities such as youth art programs, dance classes, indoor recreational sports teams, youth counselling, tutoring and trainings, and cultural activities. The City shall seek potential funding sources listed in Section 8.8, Financing Strategies.		
Replacement of Encinitas Creek Wall	Should this action not receive full funding through the ECRSP Community Benefits Fund outlined in Chapter 6, within 5 years of ECRSP approval, capital improvement funds shall be requested for the replacement of the creek wall with see-through fence that improves the visual aesthetic of the Creek while enabling degradation of the Creek. Replacement fencing shall be approved by the City Engineer.	Engineering, Public Works, and DSD	CIP, Façade Improvement Grant Program, City of Encinitas
Encinitas Creek Trail Enhancements	Should this action not receive full funding through the ECRSP Community Benefits Fund outlined in Chapter 6, within 5 years of ECRSP approval, capital improvement funds shall be requested for upgrading the established Encinitas Creek Trail network of pedestrian trails near the Leo Mullen Sports Park to cater to a wider range of people with more restrictive mobility considerations. Enhancements may also expand the types of recreational and social interaction along the trail, providing innovative strategies towards serving the modern day recreational, such as interpretive signage, community gardens, physical activity equipment, creative seating, public art.	DSD, Parks and Recreation, property owners, and developers	CIP, City of Encinitas

Action	Description	Responsibility	Potential Funding Source(s)
Long-Term			
Micro-transit Systems	Design and implement a micro-transit program. Program could include multi-passenger, on-demand, or circulator shared ride service via electric shuttles or neighborhood electric vehicles (NEVs). Continue coordination with SANDAG on their micro-transit mobility study that is underway.	DSD, Engineering, and Public Works	Development Impact Mitigation Fees, SANDAG Funding, Department of Transportation INFRA Grants Program
Student Busing Improvements	Coordinate with regional transit authorities and local school districts to improve student busing and public transit options. Support SANDAG iCommute Program for guaranteed ride home for the community.	DSD and Public Works	Development Impact Mitigation Fees, SANDAG Funding, City of Encinitas

