

City of Encinitas

505 South Vulcan Avenue, Encinitas, California 92024-3633

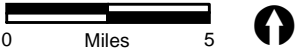
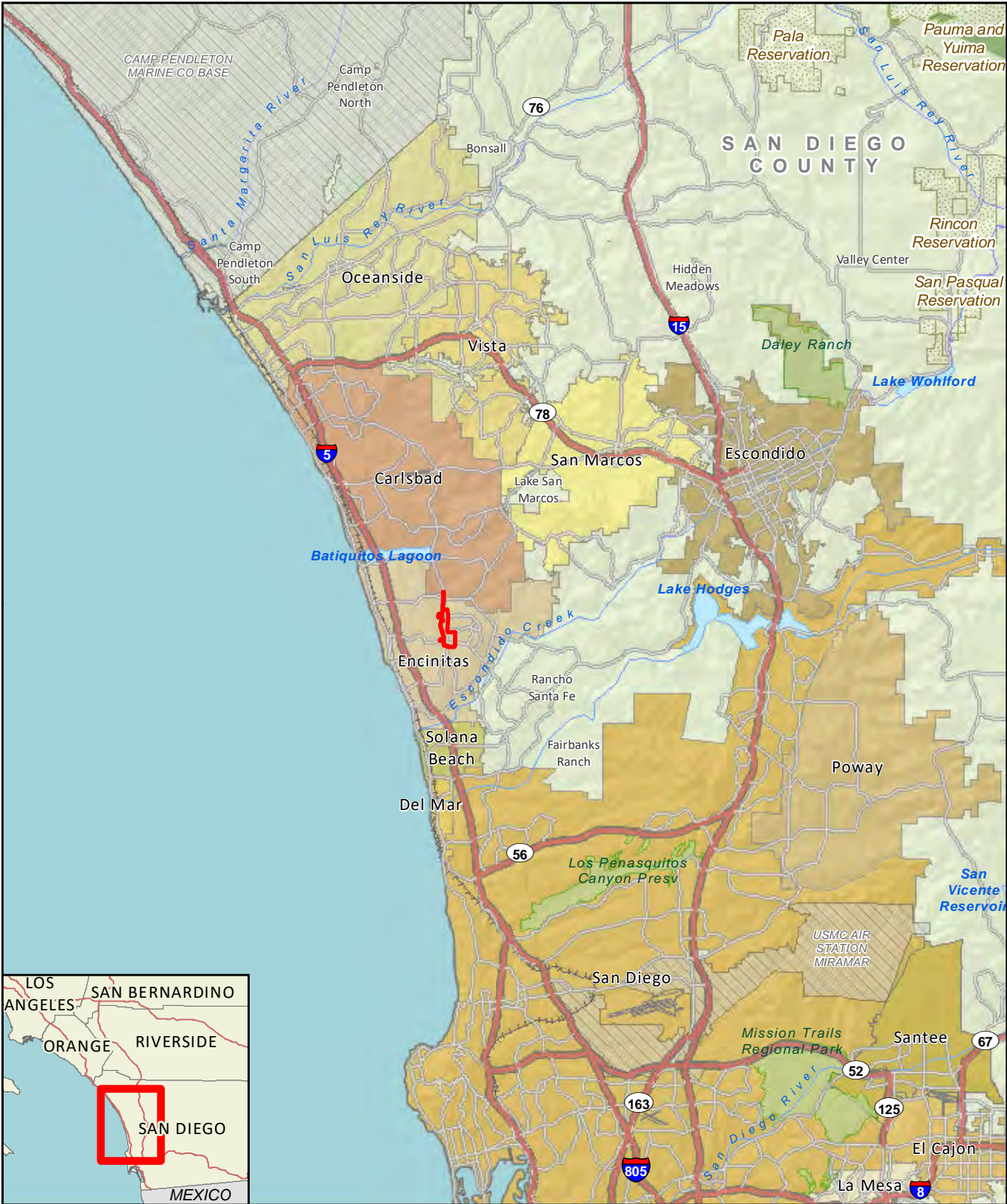
Tel: (760) 633-2710; Fax: (760) 633-2818

July 19, 2024

CEQA Initial Study - Environmental Checklist Form (Based on the State CEQA Guidelines, Appendix G)

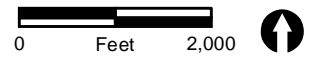
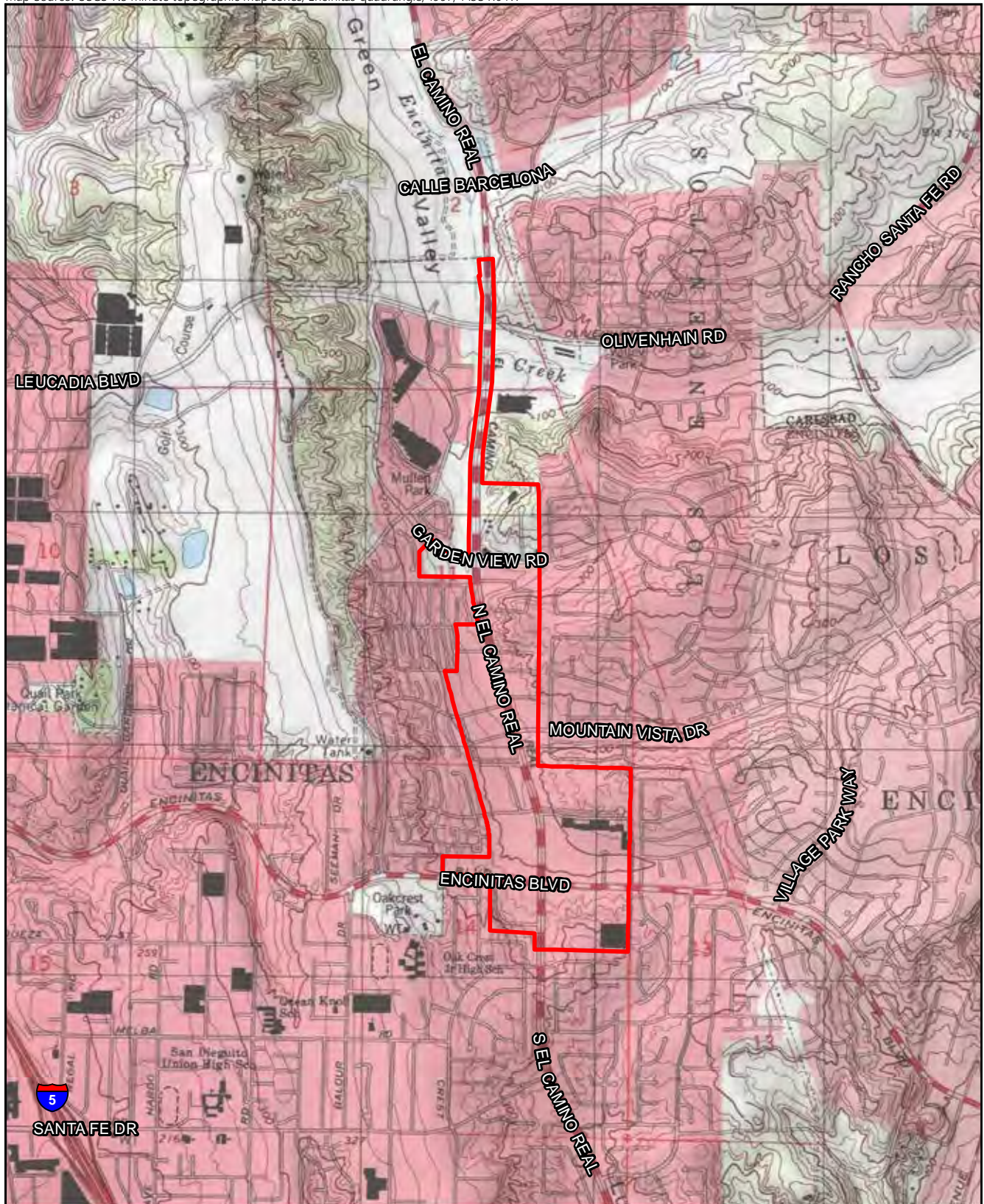
1. Title: El Camino Real Specific Plan
Project Number(s): PLCY-007016-2024
2. Lead agency name and address:
City of Encinitas
505 South Vulcan Avenue
Encinitas, CA 92024
3.
 - a. Contact: Melinda Dacey, Housing Services Manager
 - b. Phone number: (760) 633-2711
 - c. E-mail: mdacey@encinitasca.gov
4. Project location:

The El Camino Real Specific Plan (ECRSP; project) is located within the City of Encinitas (City), which is an approximately 19.6-square-mile City located along approximately 6 miles of Pacific Ocean coastline in the northern portion of San Diego County. The ECRSP Specific Plan Area (SPA) encompasses approximately 228 acres, covering the geographic area along El Camino Real from roughly Encinitas Boulevard to the south to Olivenhain Road to the north (Figure 1). The project is located within Section 17, Township 13 South, Range 4 West of the U.S. Geological Survey (USGS) 7.5-minute topographic map, Encinitas quadrangle (USGS 1997; Figure 2). Figure 3 illustrates the boundaries of the SPA on an aerial photograph. Moving north to south, the eastern boundary of the SPA consists of the east side of the El Camino Real right-of-way (ROW) and the commercial land uses, where it then runs the parcel line split between residential land uses to the east and commercial land uses to the west, south to the shopping center anchored by LA Fitness at 201 South El Camino Real. The shopping center anchored by LA Fitness establishes the southern boundary south of Encinitas Boulevard and 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 car dealership at 1302 Encinitas Boulevard. Moving south to north, the western boundary follows the parcel lines separating the commercial shopping centers to the east and the residential uses to the west, until it reaches the mobile home park and turns east, excluding these mobile homes from the SPA. The western boundary follows the west side of the El Camino Real ROW northward to just beyond Leucadia Boulevard/Olivenhain Road to the northern Specific Plan boundary, with the exception of extending westward to include the U.S. Post Office off Garden View Road; refer to Figure 3.



Project Location

FIGURE 1
Regional Location



 ECRSP Boundary

FIGURE 2
Project Location on USGS Map



 ECRSP Boundary

FIGURE 3
Project Location on Aerial Photograph

5. Project Applicant name and address:

City of Encinitas
505 South Vulcan Avenue
Encinitas, CA 92024

6. General Plan: Office Professional (OP), General Commercial (GC), Public/Semi-Public (P/SP)
Density: N/A
Lot Coverage: 40 percent (OP), 30 percent (GC), and 50 percent (P/SP)
Floor Area Ratio (FAR): 0.75 (OP), 1.0 (GC), and 0.50 (P/SP)

7. Zoning
Use Regulation: Office Professional (OP), General Commercial (GC), Residential-30 Overlay (R30 OL), and Public/Semi-Public (P/SP)
Minimum Lot Size: Multiple Lot Sizes
Special Area Regulation: N/A

8. Description of project:

The project includes adoption of the ECRSP. The purpose of the ECRSP is to provide a framework to guide future site-specific development and improvements within the corridor. The ECRSP does not propose any changes to underlying land use allowances within the corridor. A key goal of the ECRSP is to support revitalization of the SPA through implementation of streetscape improvements and implementation of objective design standards that would ensure future site-specific development and redevelopment achieve the land use vision and design objectives intended for the SPA.

As detailed in the implementation section of the ECRSP, the following types of projects would be required to demonstrate consistency with the ECRSP:

- All buildings, grading, landscaping, or construction projects requiring a permit, with exception to projects listed as exempt in Section 23.08.030B of the City of Encinitas Municipal Code (EMC) and projects that receive exemptions to certain development standards through state housing legislation;
- Rezoning; and
- Public Works Projects.

The ECRSP establishes objective design standards to ensure future site-specific development and redevelopment complies with the City's design standards. While the ECRSP and City allowable land uses support commercial, office professional, and public/semi-public land uses, future residential development that relies on state housing legislation may occur within the SPA. While future potential housing implemented under

state housing law is outside the scope of this project, the ECRSP objective design standards would apply to all development, including housing, except where in conflict with applicable state legislation.

The ECRSP identifies goals and objectives related to land use, urban design, parks and open space, streetscape, transportation, and sustainable infrastructure that would set the foundation for future site-specific development and redevelopment within the SPA. A summary of each chapter of the ECRSP is presented below.

Community Participation, Goals and Objectives Chapter

The established vision for the ECRSP is to encourage and facilitate revitalization of the El Camino Real corridor while retaining the suburban, close-knit community and beach character of Encinitas. The ECRSP would ensure future site-specific development and redevelopment complements the existing commercial uses throughout the corridor including an emphasis on improving the El Camino Real streetscape within the SPA. Streetscape improvements would include expanding and creating safe multi-modal transportation options, creating a more pleasant pedestrian-oriented walking environment and reducing vehicle miles traveled, and creating high-quality public spaces that are supported by adequate infrastructure. Through the planning process, the City developed the following goals and objectives for the ECRSP.

Land Use Goals

LU-1: A revitalized El Camino Real Corridor is achieved.

- 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.
- Objective LU1.3: 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: 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: 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 SB 6 and AB 2011 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.

Mobility Goals

M-1: A safe multi-modal environment is created.

- 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.
- Objective M-1.4: Potential implementation of a future micro-transit system to serve the Specific Plan Area to improve multi-modal choices.

M-2: Vehicle miles traveled (VMT) are reduced.

- Objective M-2.1: 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-2.2: 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-2.3: Encourage and promote the use of public transportation as an alternative to private vehicles.
- Objective M-2.4: Include buffered cycleways and sidewalks in streetscape upgrades to reduce reliance on automobiles for transportation around the SPA and create safer multi-modal environments.
- Objective M-2.5: Implement a Local Shuttle System to help achieve the Climate Action Plan greenhouse gas reduction goals.

- Objective M-2.6: Potential implementation of a future micro-transit system to serve the Specific Plan Area.

M-3: 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: Efficient parking strategies are established.

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

Community Benefit Goals

CB-1: A connected pedestrian and trail network along El Camino Real is created.

- Objective CB-1.1: Maintain existing pedestrian trails in open space zones.
- Objective CB-1.2: Encourage and facilitate the connection between existing trails and new trails between each other and new developments.

CB-2: Plentiful and high-quality public spaces along El Camino Real are provided.

- 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: Community facilities are enhanced and supported.

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

CB-4: Spaces for cultural and youth activities are provided.

- 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.

Resource Management Goals

RM-1: 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.
- Objective RM-1.5: Consider use of public lands within the Leo Mullen Sports Park, adjacent to the open space wetland buffer, to be used for increased storm water management and containment.

RM-2: Development is sensitive toward water conservation.

- 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: Air quality is improved.

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

Infrastructure Goals

Goal IF-1: Infrastructure capacities are adequate and maintained.

- 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.

Goal 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.

Goal IF-3: El Camino Real provides sufficient infrastructure for all development.

- Objective IF-3.1: Require projects to provide assessments demonstrating adequate infrastructure.
- Objective IF-3.2: Where adequate infrastructure does not exist, require developers to construct adequate infrastructure as part of their development.

Land Use and Development Regulations Chapter

The Land Use and Development Regulations Chapter establishes a framework for realization of the ECRSP community vision, goals, and objectives. This chapter sets forth the allowed, conditionally allowed, and prohibited uses within the existing land use designations within the SPA. This chapter also sets forth the development standards for future site-specific development and redevelopment within the SPA.

The requirements of this chapter supersede the requirements of the Zoning Regulations of the EMC (Title 30). If there is a conflict between the regulations provided in the EMC and the ECRSP, the regulations provided in the ECRSP shall prevail, except when in conflict with state legislation. Where direction is not provided in the ECRSP, 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 percent residential as permitted by the City's Housing Element.

Figure 4 presents the ECRSP Land Use Map, which shows the existing General Plan Land Uses and R30 Overlay within the SPA. Table 3-1 of the ECRSP identifies allowed uses within the General Commercial, Office Professional, and Public/Semi-Public designations including whether the use is allowed by right, allowed with a conditional use permit or not allowed. The allowed land uses as defined by the ECRSP for each designation are shown in Table 3-1 of the ECRSP and some uses were prohibited as they are not consistent with the goals and vision of the SPA. As shown in Table 1, a number of uses that were previously allowed with a conditional use permit under the existing EMC would be permitted without a conditional use permit under the ECRSP. ~~One~~Three uses, open air theatre, tutoring center, and life science, would be permitted, where previously they were not allowed.

Table 1 Changes in Allowed Land Uses in the ECRSP			
Use	Zone	Existing Municipal Code	Proposed ECRSP
Garage, Public Parking	GC	C	P
Open Air Theater	GC	X	C ¹
Recreational Facilities Private	GC	C	P
Recreational Facilities Public	GC	C	P
Tutoring Center	PSP	X	P
<u>Life Science</u>	<u>GC, PSP, OP</u>	X	P
GC = General Commercial ¹ Ancillary to commercial plaza area PSP = Public/Semi-Public <u>OP = Office Professional</u> P = Permitted by right C = Conditional use permit required (major) X = Prohibited			

A land use permitted by right requires approval by the Development Services Director whereas a conditional use permit requires approval by the Planning Commission. Uses not listed in the ECRSP are 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 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 and to implement a goal of the City’s Climate Action Plan, 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.

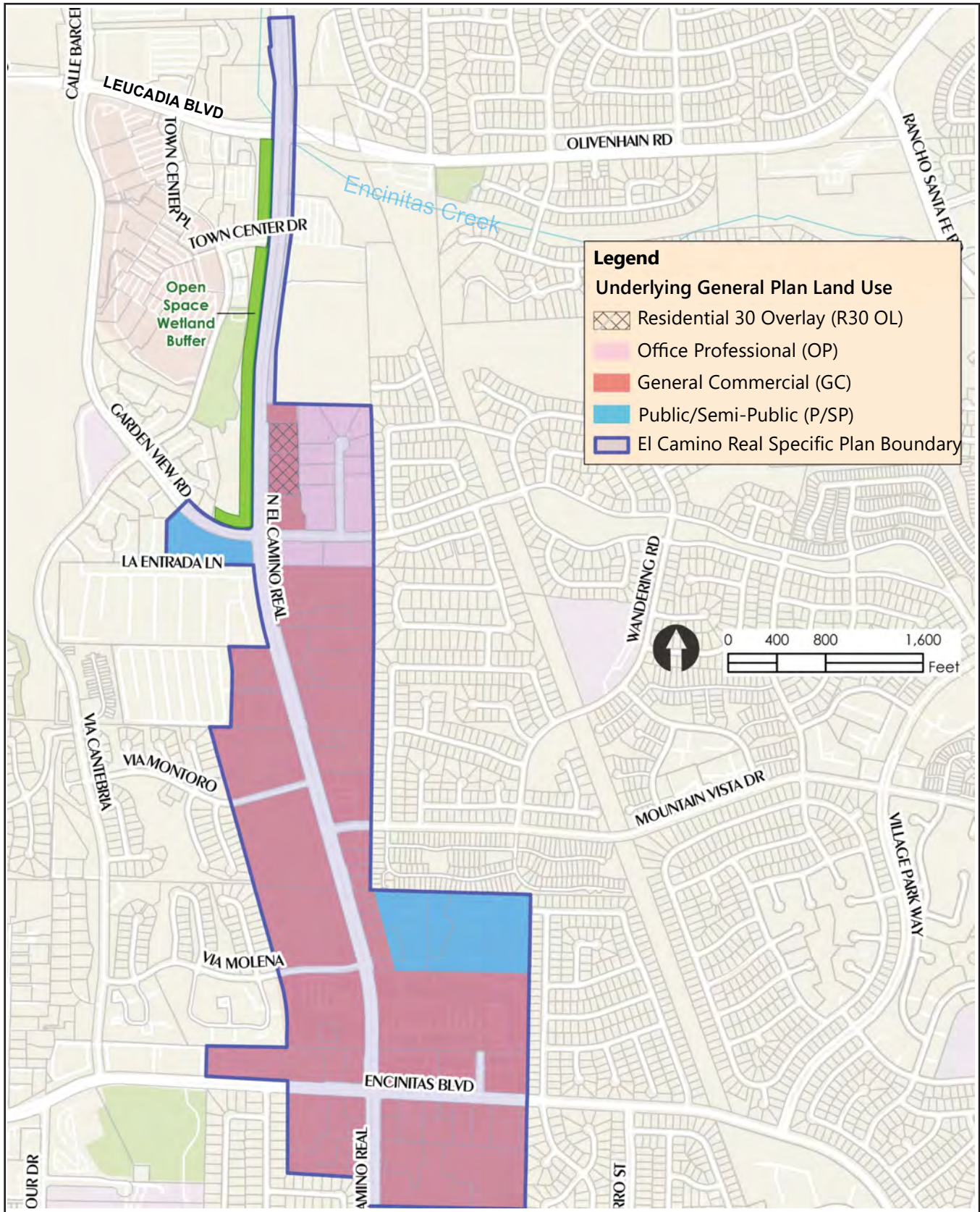


FIGURE 4
Land Use Map

The ECRSP Land Use and Development Regulations Chapter also includes development standards that shall apply to all development proposals within the SPA, including all building additions, remodels, and residential and mixed-use development proposed under state housing legislation, except where in conflict with the applicable legislation. These development regulations address setbacks, step backs, neighborhood adjacency standards, El Camino Real streetscape amenity standards, usable open space standards, frontage zone and cycleway standards.

Design Standards Chapter

The Design Standards Chapter seeks to achieve high-quality, well-designed development throughout the SPA. The overall intent of this chapter is to encourage design that accomplishes the community's desired vision for the SPA, which 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. This chapter includes objective design standards which supersede and replace the City of Encinitas Design Standards and Guidelines within the SPA that shall apply to all new development and redevelopment projects, except where in conflict with relevant state law.

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 pursuant to Section 23.08.030 (B) of the EMC. Design Review applications are processed according to the procedures indicated in Chapter 23.08 of the EMC.

Mobility Chapter

The Mobility Chapter describes the mobility network for the movement of people, goods, and services throughout the 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.

Figure 5 presents the proposed roadway network and improvements to support future growth and a multi-modal network. Improvements would 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.

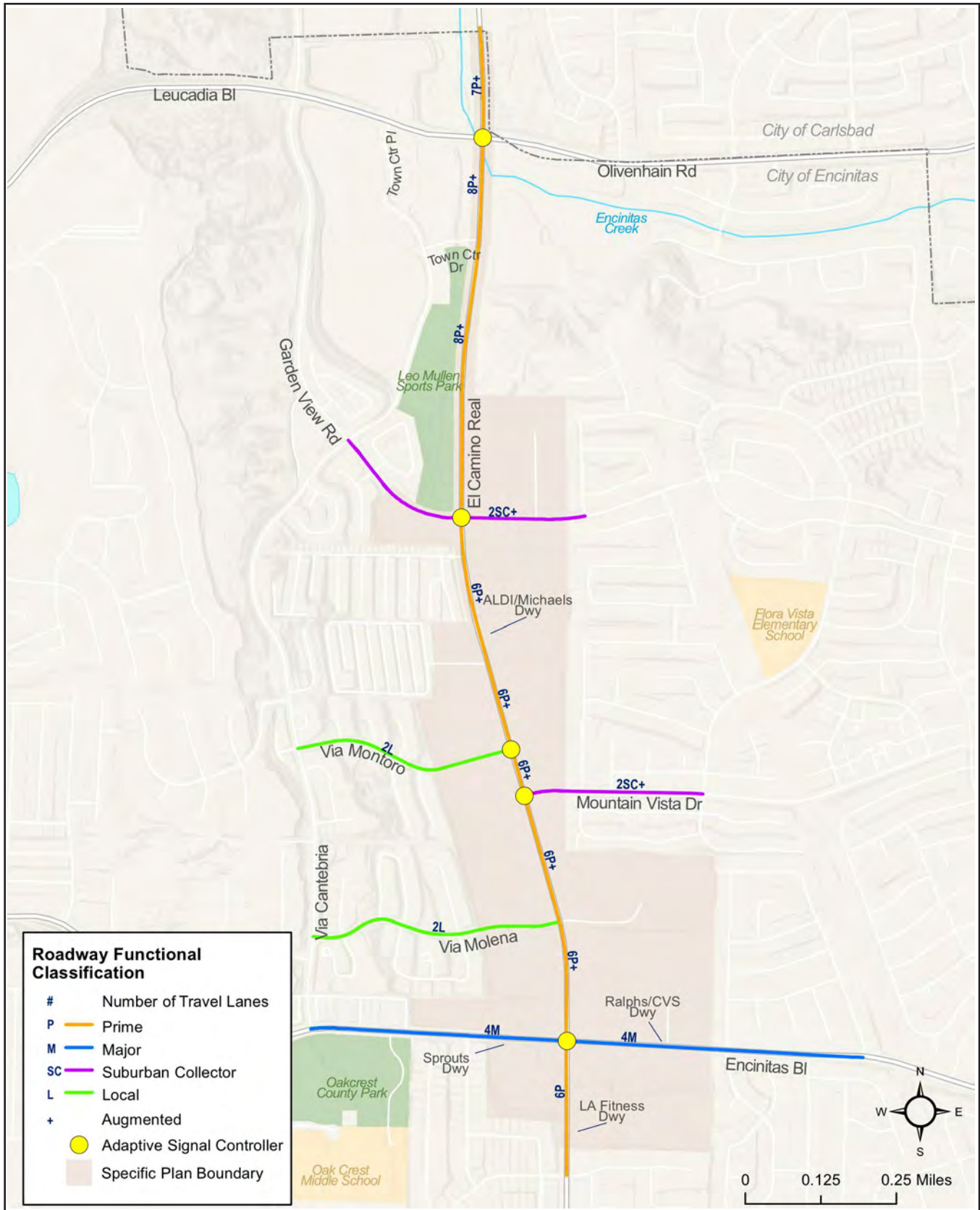


FIGURE 5
Roadway Network

Figure 6 presents recommended bus stop amenities, such as signage, benches, shelter, accessibility compatible bus pads, removal of sidewalk obstructions, trash receptacles, and lighting. Route 309 is planned for enhanced frequency as part of the San Diego Association of Governments (SANDAG) 2021 Regional Plan. As the improved headways come into service, the ECRSP encourages the City to consider implementing transit priority signals which adjust the timing of red and green cycles to reduce the amount of time a transit vehicle spends waiting at a red light, with peak hour queue jumpers which are dedicated lanes at a signalized intersection that allows public transit vehicles to avoid traffic queues, to further improve transit performance and reliability.

Although not a part of this project, the City is in the process of updating its Climate Action Plan (CAP). The ECRSP includes a mobility network that aligns with the draft CAP. For example, the draft CAP includes a measure to implement a local shuttle system and discusses the potential for a future micro-transit system to serve the SPA to improve multi-modal choices and reduce vehicle miles traveled (VMT), helping to achieve the CAP greenhouse gas reduction goals.

Figure 7 presents the proposed bicycle network that would support future growth and a multi-modal network, including the following:

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

Figure 8 presents the proposed pedestrian network intended to enhance pedestrian comfort and create a vibrant and enticing environment that encourages walking. Table 2 identifies specific improvements for intersections along the affected corridor, including retrofitting existing marked crosswalks to high visibility crosswalks, advanced stop bars, curb extensions, pedestrian countdown signal heads, and accessibility detectable warning surfaces. Proposed pedestrian improvements would be subject to approval by the City Engineer and may require future project-specific traffic analysis prior to approval. Additional improvements not specified in Table 2 may also be pursued to improve the overall roadway network within the SPA. Figure 8 also presents existing and planned trails. Trail heads could be further enhanced through more formal entries that build upon existing signage.

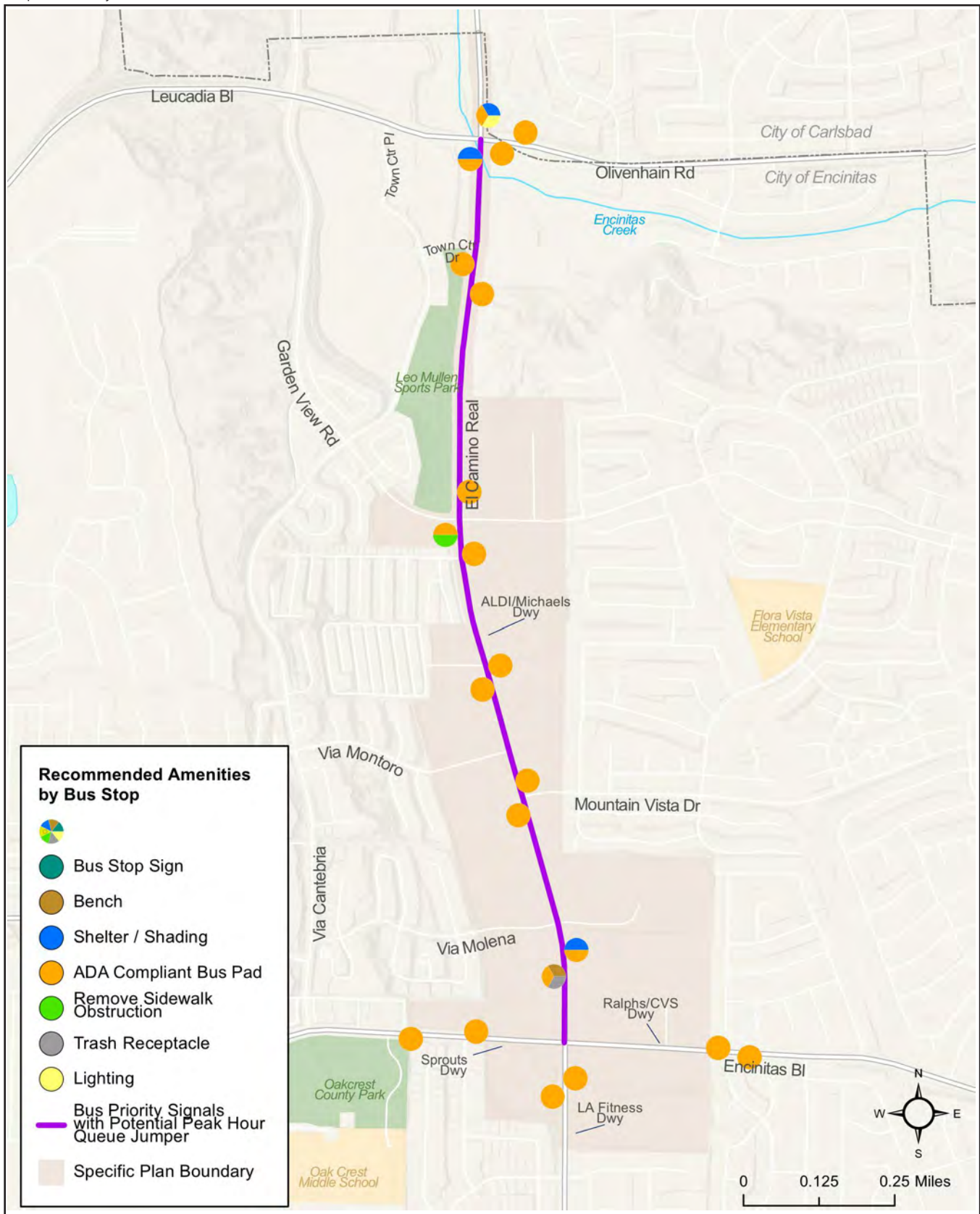


FIGURE 6
Recommended Bus Stop Amenities

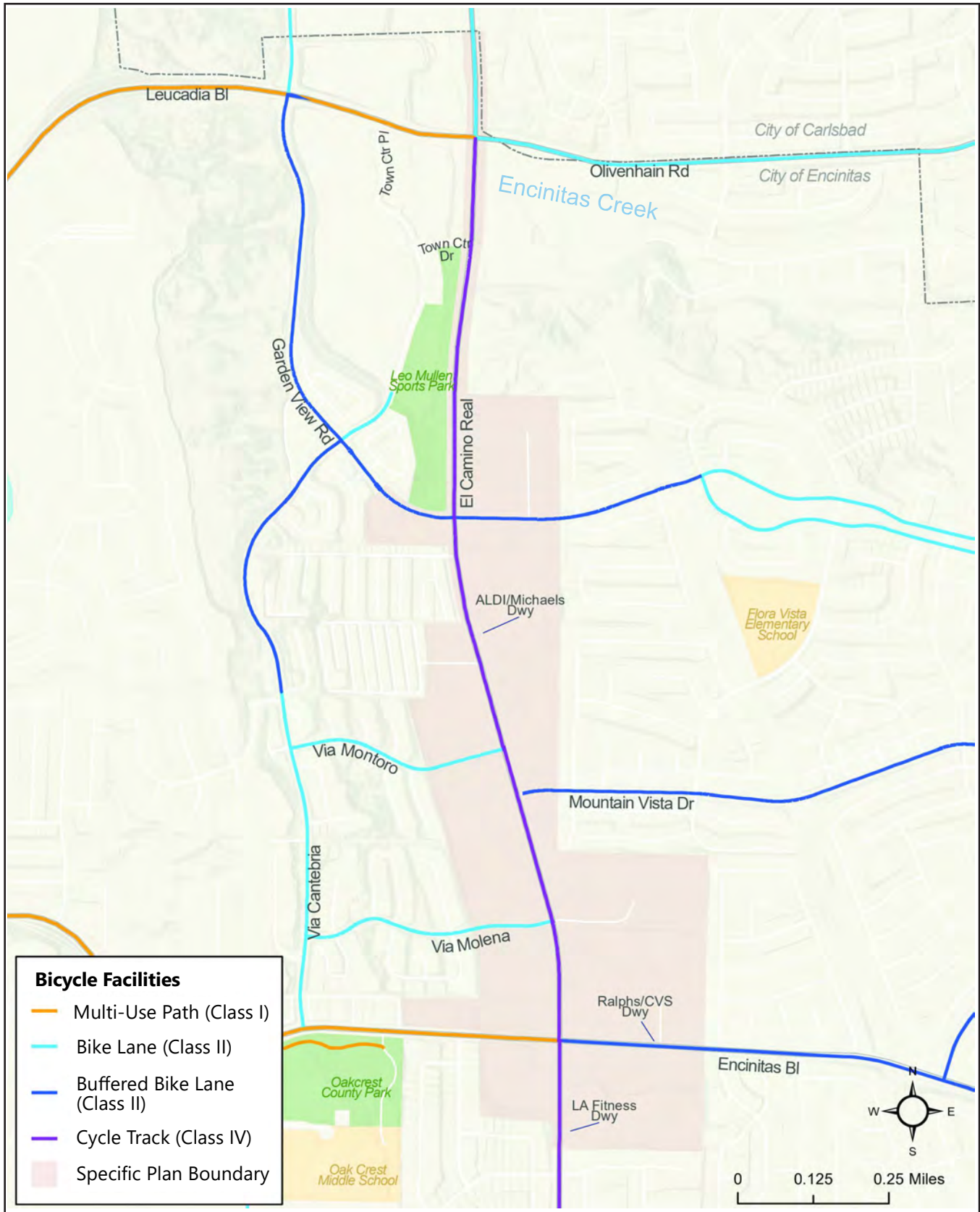


FIGURE 7
Bicycle Network

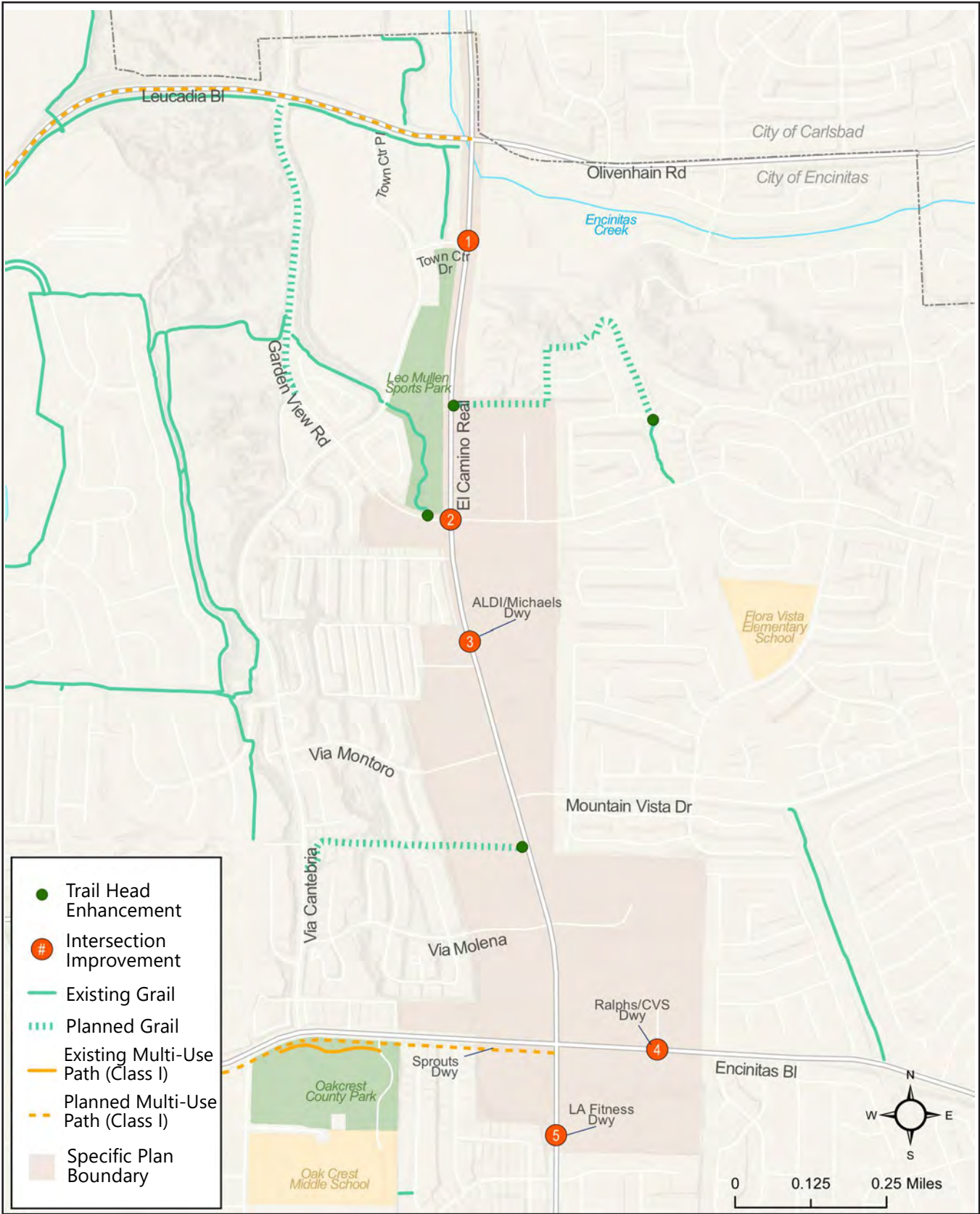


FIGURE 8
Pedestrian Network

Table 2 Recommended Pedestrian Intersection Improvements					
Figure 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

Community Benefits Chapter

The Community Benefits Program establishes a framework to incentivize developers to provide or fund community needs such as small parks or public plazas. The program would provide development incentives in exchange of public amenities. Incentives would include reduced parking requirements for new development and redevelopment located within a 0.25-mile radius of a bus stop within the SPA or streamlined permit processing. Development proposing to use the program would be required to submit a Community Benefits Program Application to identify the proposed community benefit and the requested development incentive. Community benefits may include publicly accessible common open space, bicycle lockers, electric vehicle charging stations beyond state and local requirements, Encinitas creek trail extensions/enhancements, paseos, public seating, murals/public art, public fountains, signage, and other benefits detailed in the Community Benefits Chapter of the ECRSP.

Public Services and Infrastructure Chapter

The Public Services and Infrastructure Chapter identifies existing public services and infrastructure within the SPA and the anticipated requirements that would be required of new development and redevelopment in relation to services and infrastructure. The SPA is predominantly developed and the supporting facilities and infrastructure already exist. However, as future new development or redevelopment within the SPA occurs, infrastructure and service improvements and expansions may be needed.

Implementation Chapter

Implementation of the standards of the ECRSP will occur through subsequent development permits and approvals by the City to ensure any future site-specific development and redevelopment is consistent with the ECRSP and other applicable requirements. The Implementation Chapter describes the applicability of the ECRSP to future site-specific development and redevelopment, defines how it would be administered, identifies exemptions to the ECRSP standards and policies, and outlines the processing and review procedures that would be followed for future site-specific development and redevelopment within the SPA. The Implementation Chapter also identifies the regulatory procedures that would be followed to amend the Specific Plan, including both administrative amendments and Specific Plan Amendments. Financing strategies and an implementation action plan area also identified.

Future Discretionary Actions

Discretionary actions are those actions taken by an agency that call for the exercise of judgment in deciding whether to approve or how to carry out a project. Implementation of the ECRSP would require the following discretionary actions:

- Adoption of an Ordinance or Resolution approving the ECRSP
- Adoption of the ECRSP Initial Study/Mitigated Negative Declaration (IS/MND)

After adoption of the ECRSP, future site-specific development within the SPA would require independent environmental review. Additional analysis (i.e., relative to transportation, drainage, and stormwater) may be required to demonstrate consistency with CEQA requirements.

9. Surrounding land uses and setting (Briefly describe the project's surroundings):

The SPA is largely developed within an urbanized setting. Many buildings and existing land uses were developed before the City was incorporated in 1986 when there was no comprehensive plan guiding development. The SPA primarily consists of a series of commercial shopping centers with varying depths and uses. Additionally, the SPA is surrounded by well-established residential neighborhoods with a mixture of housing types, as well as two mobile home parks (Park Encinitas and Green Valley Mobile Estates) along the western boundary. The primary reason people visit the SPA is for grocery shopping, followed by retail and other shopping. The SPA plays an important function within Encinitas, being the primary commercial corridor in the City.

The segment of El Camino Real within the SPA consists of a 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 the City, as well as the cities of Carlsbad and Oceanside to the north. Land uses along the eastern SPA boundary consist of the Home Depot Specific Plan Area and one- to two-story single-

family homes. Land uses along the western SPA boundary consists of the Encinitas Ranch Specific Plan, which includes open space, low-density residential, and the Encinitas Ranch Golf Course. Land uses south of the SPA consist primarily of low density one- to two-story single-family homes. Land uses north of the SPA consist of The Forum Shopping Centre, followed by Glenbrook Health Center, then green space that continues northward along El Camino Real towards the Batiquitos Lagoon State Marine Conservation Area.

- 10. Other public agencies whose approval is required (e.g., permits, financing approval, or participation agreement):

No approvals from other public agencies are required for the project.

- 11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code §21080.3.1? If so, has consultation begun?

YES

NO

Note: Conducting consultation early in the CEQA process allows tribal governments, public lead agencies, and project proponents to discuss the level of environmental review, identify and address potential adverse impacts to tribal cultural resources, and to reduce the potential for delay and conflict in the environmental review process (see Public Resources Code §21083.3.2). Information is also available from the Native American Heritage Commission’s Sacred Lands File per Public Resources Code §5097.96 and the California Historical Resources Information System administered by the California Office of Historic Preservation. Please also note that Public Resources Code §21082.3(e) contains provisions specific to confidentiality. On August 15, 2022, the City sent consultation notification letters to Native American tribes on the City’s Master List pursuant to the requirements of AB 52 pertaining to government-to-government consultation regarding the project. The City received requests for tribal consultation from the San Luis Rey Band of Mission Indians, the San Pasqual Band of Mission Indians, and the Rincon Band of Luiseno Indians. Consultation meetings were held with the San Luis Rey Band of Mission Indians on August 25, 2022, the San Pasqual Band of Mission Indians on September 29, 2022, and the Rincon Band of Luiseno Indians on October 7, 2022. On January 9, 2024, follow-up consultation letters were sent to the three consulting tribes with project information updates which included a request for a response by February 9, 2024, if further consultation with the City was desired, otherwise consultation would be considered concluded. The City received additional consultation requests from the Rincon Band of Luiseno Indians on January 30, 2024, and the San Pasqual Band of Mission Indians on February 6, 2024. The City did not receive a request for consultation from the San Luis Rey Band of Mission Indians; therefore, consultation is considered concluded. Additional consultation meetings were held with representatives of the Rincon Band of Luiseno Indians on February 28, 2024, and the San Pasqual Band of Mission

Indians on March 5, 2024. The Rincon Band of Luiseno Indians concluded consultation with the City on March 19, 2024, stating that the area is culturally sensitive, and requested that future site-specific development be conditioned with archaeological and tribal monitoring unless the independent environmental review demonstrates that a project has low likelihood to disturb cultural materials. The San Pasqual Band of Mission Indians concluded consultation with the City on March 20, 2024, stating that they would like to provide cultural monitoring for all ground disturbance activities.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED: The environmental factors checked below would be potentially affected by this project and involve at least one impact that is a “Potentially Significant Impact” or a “Less Than Significant With Mitigation Incorporated,” as indicated by the checklist on the following pages.

- | | | |
|---|--|---|
| <input type="checkbox"/> <u>Aesthetics</u> | <input type="checkbox"/> <u>Agriculture and Forest Resources</u> | <input type="checkbox"/> <u>Air Quality</u> |
| <input checked="" type="checkbox"/> <u>Biological Resources</u> | <input type="checkbox"/> <u>Cultural Resources</u> | <input type="checkbox"/> <u>Energy</u> |
| <input type="checkbox"/> <u>Geology & Soils</u> | <input type="checkbox"/> <u>Greenhouse Gas Emissions</u> | <input type="checkbox"/> <u>Hazards & Hazardous Materials</u> |
| <input type="checkbox"/> <u>Hydrology & Water Quality</u> | <input type="checkbox"/> <u>Land Use & Planning</u> | <input type="checkbox"/> <u>Mineral Resources</u> |
| <input type="checkbox"/> <u>Noise</u> | <input type="checkbox"/> <u>Population & Housing</u> | <input type="checkbox"/> <u>Public Services</u> |
| <input type="checkbox"/> <u>Recreation</u> | <input type="checkbox"/> <u>Transportation</u> | <input type="checkbox"/> <u>Utilities & Service Systems</u> |
| <input type="checkbox"/> <u>Wildfire</u> | <input checked="" type="checkbox"/> <u>Tribal Cultural Resources</u> | <input checked="" type="checkbox"/> <u>Mandatory Findings of Significance</u> |

DETERMINATION: (To be completed by the Lead Agency)

On the basis of this initial evaluation:

- I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Melinda Dacey
 Signature

5/31/2024
 Date

Melinda Dacey
 Printed Name

Housing Services Manager
 Title

INSTRUCTIONS ON EVALUATION OF ENVIRONMENTAL IMPACTS

1. A brief explanation is required for all answers except “No Impact” answers that are adequately supported by the information sources a lead agency cites in the parentheses following each question. A “No Impact” answer is adequately supported if the referenced information sources show that the impact simply does not apply to projects like the one involved (e.g., the project falls outside a fault rupture zone). A “No Impact” answer should be explained where it is based on project-specific factors as well as general standards (e.g., the project will not expose sensitive receptors to pollutants, based on a project-specific screening analysis).
2. All answers must take account of the whole action involved, including off-site as well as on-site, cumulative as well as project-level, indirect as well as direct, and construction as well as operational impacts.
3. Once the lead agency has determined that a particular physical impact may occur, then the checklist answers must indicate whether the impact is potentially significant, Less Than Significant With Mitigation Incorporated, or less than significant. “Potentially Significant Impact” is appropriate if there is substantial evidence that an effect may be significant. If there are one or more “Potentially Significant Impact” entries when the determination is made, an EIR is required.
4. “Less Than Significant With Mitigation Incorporated” applies where the incorporation of mitigation measures has reduced an effect from “Potentially Significant Impact” to a “Less Than Significant Impact.” The lead agency must describe the mitigation measures, and briefly explain how they reduce the effect to a less than significant level.
5. Earlier analyses may be used where, pursuant to the tiering, program EIR, or other CEQA process, an effect has been adequately analyzed in an earlier EIR or negative declaration. Section 15063(c)(3)(D). In this case, a brief discussion should identify the following:
 - a) Earlier Analysis Used. Identify and state where they are available for review.
 - b) Impacts Adequately Addressed. Identify which effects from the above checklist were within the scope of and adequately analyzed in an earlier document pursuant to applicable legal standards, and state whether such effects were addressed by mitigation measures based on the earlier analysis.
 - c) Mitigation Measures. For effects that are “Less Than Significant With Mitigation Incorporated,” describe the mitigation measures that were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project.
6. Lead agencies are encouraged to incorporate into the checklist references to information sources for potential impacts (e.g., general plans, zoning ordinances). Reference to a previously prepared or outside document should, where appropriate, include a reference to the page or pages where the statement is substantiated.
7. The explanation of each issue should identify:
 - a) The significance criteria or threshold, if any, used to evaluate each question; and
 - b) The mitigation measure identified, if any, to reduce the impact to less than significance

I. AESTHETICS. Except as provided in Public Resources Code §21099 -- Would the project:

a) Have a substantial adverse effect on a scenic vista?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

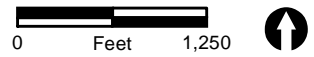
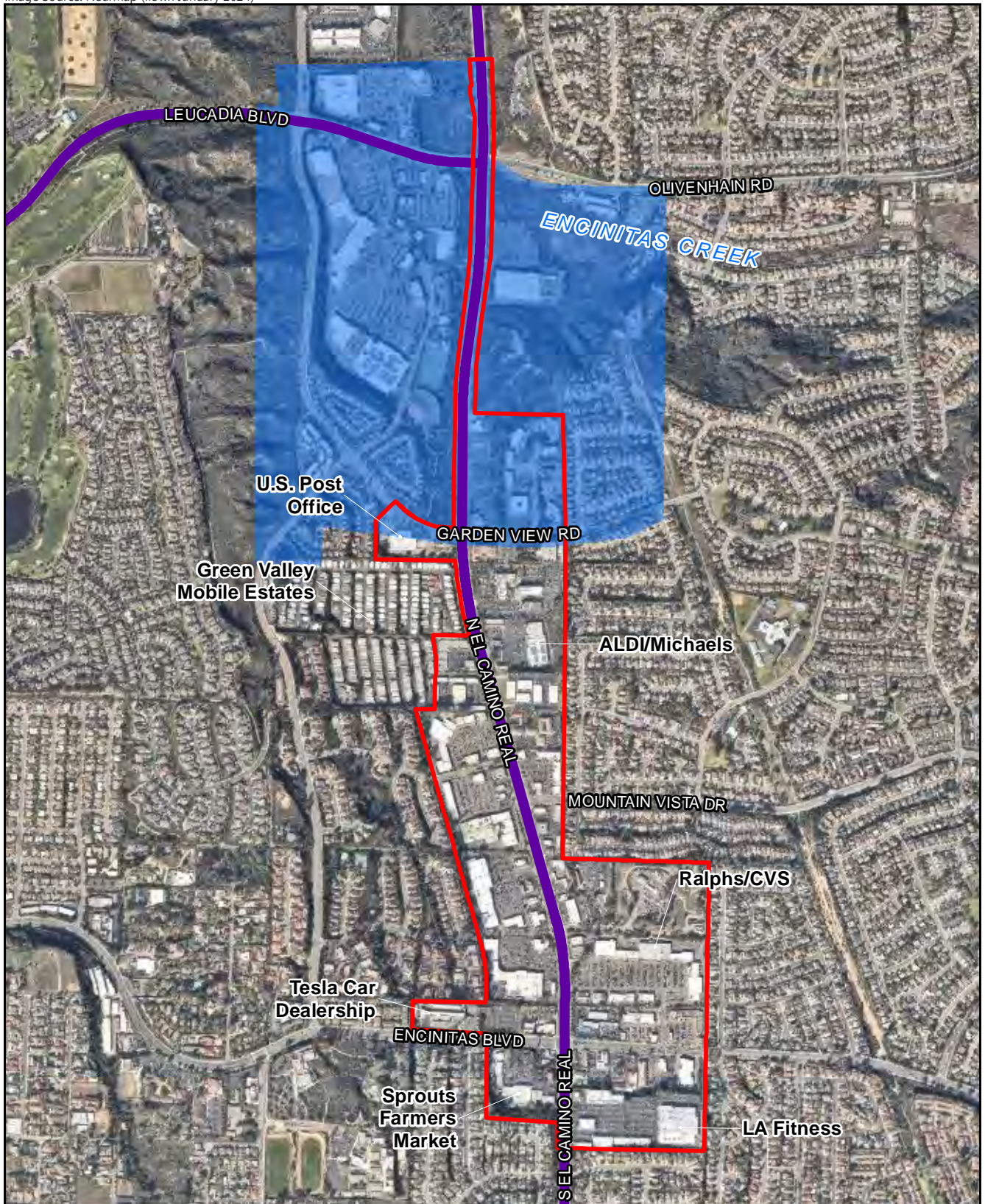
Discussion/Explanation:

Background: A vista is a view from a particular location or composite views along a roadway or trail. Scenic vistas often refer to views of natural lands but may also be compositions of natural and developed areas, or even entirely of developed and unnatural areas, such as a scenic vista of a rural town and surrounding agricultural lands. What is scenic to one person may not be scenic to another, so the assessment of what constitutes a scenic vista must consider the perceptions of a variety of viewer groups.

The items that can be seen within a vista are visual resources. Adverse impacts to individual visual resources or the addition of structures or developed areas may or may not adversely affect the vista. Determining the level of impact to a scenic vista requires analyzing the changes to the vista as a whole and to individual visual resources.

Less than Significant Impact: As described in the General Plan, the City places a high value on the protection of visual resources and preservation of scenic vistas throughout the community. To this end, the Resource Management Element of the General Plan encourages the City’s establishment of a Scenic/Visual Corridor Overlay to ensure identified views as identified in the General Plan are not compromised by future development (City of Encinitas 2011). The General Plan includes a Visual Resource Sensitivity Map (Figure 3 of the Resources Management Element). Consistent with the General Plan, EMC Section 30.34.080 applies Scenic/Visual Corridor Overlay Zone regulations to all properties within the scenic view corridor along scenic highways and adjacent to significant viewsheds and vista points as described in the visual resource sensitivity map of the Resources Management Element of the General Plan. New development could have the potential to obstruct, interrupt, or detract from a scenic vista.

As shown in Figure 9, the Resources Management Element of the Encinitas General Plan identifies land surrounding a segment of El Camino Real within the SPA as a Scenic Corridor, and identifies segments of El Camino Real and Leucadia Boulevard within the SPA as scenic roads. Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. These facilities would not introduce structures that could block public views, and therefore would not adversely affect these scenic corridors. Additionally, the Land Use and Development Regulations Chapter of the ECRSP includes streetscape amenity standards that would ensure that proposed transportation improvements are implemented in a way that would improve visual quality.






-  ECRSP Boundary
-  Scenic Roads
-  Scenic View Corridor

FIGURE 9
Scenic Resources

Future site-specific development and redevelopment within the SPA could result in land use changes within the scenic corridor including improvements along El Camino Real. However, future site-specific development and redevelopment would be designed in compliance with ECRSP design standards. Furthermore, future site-specific development and redevelopment would be subject to independent environmental review to ensure conformance with CEQA regulations. Additionally, the Design Standards Chapter includes guidance that would ensure future site-specific development and redevelopment is designed to improve scenic quality along both roadway segments that have been designated as scenic roads. Therefore, the project would not result in an adverse effect on a scenic vista, and impacts would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: State scenic highways refer to those highways that are officially designated by the California Department of Transportation as scenic (California Department of Transportation - California Scenic Highway Program). Generally, the area defined within a state scenic highway is the land adjacent to and visible from the vehicular ROW. The dimension of a scenic highway is usually identified using a motorist’s line of vision, but a reasonable boundary is selected when the view extends to the distant horizon. The scenic highway corridor extends to the visual limits of the landscape abutting the scenic highway.

The SPA is not within an area visible from a state-designated scenic highway. The nearest state-designated scenic highway is Interstate 5 which is approximately one and a half to two miles from the SPA (California Department of Transportation 2024). Pursuant to Policy 4.7 of the Resource Management Element of the General Plan, segments of El Camino Real and Leucadia Boulevard within the SPA are designated as local scenic roadways (City of Encinitas 2011); refer to Figure 9.

However, as described in Section I.a above, future site specific development and redevelopment within the SPA would be subject to streetscape amenity standards that are intended to improve the scenic quality of the corridor. The SPA is largely built out and does not possess rock outcroppings. Trees within the SPA consist primarily of ornamental species. Future transportation improvements that would be allowed with project approval would not involve removal of mature trees located within roadways, roadway ROW, or other public ROW where such improvements may be constructed. As described in Section IV.a below, the project would not impact any historic resources. Therefore, the project would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state-designated scenic highway, and impacts would be less than significant.

c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: According to Appendix G of the CEQA Guidelines, potential aesthetic impacts are evaluated differently based on whether a project is in a non-urbanized or urban area. Per this threshold, projects located in non-urbanized areas would result in a significant aesthetic impact if the project substantially degraded the existing visual character or quality of public views of the site and its surroundings (public views are those that are experienced from publicly accessible vantage points). Projects located in urbanized areas would result in a significant aesthetic impact if a project would conflict with applicable zoning and other regulations governing scenic quality. Because the project is located within an urbanized area, the latter criterion is applied for analyzing potential effects of the project on aesthetic resources.

Future site-specific development and redevelopment within the SPA would be subject to the development standards of the ECRSP Land Use and Development Regulations Chapter. The requirements of the Land Use and Development Regulations Chapter would supersede the requirements of the Zoning Ordinance of the City’s EMC (Title 30). Many buildings and existing land uses within the SPA were developed before the City was incorporated in 1986 without comprehensive planning to guide development. As future site-specific development and redevelopment occurs, implementation of the intensity standards, setbacks, step backs, neighborhood adjacency standards, streetscape amenity standards, and useable open space standards would create a more cohesive and aesthetically pleasing visual environment compared to the existing condition. Guidance in the Land Use and Development Regulations Chapter has been tailored specifically to the aesthetic needs of the SPA, and therefore would achieve the goals related to scenic quality as envisioned in the City’s zoning code. Therefore, the project would not conflict with applicable zoning and other regulations governing scenic quality, and impacts would be less than significant.

d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Transportation facility improvements approved under the project, such as crosswalk enhancements, streetscape improvements, and monument signage, may include lighting. Similarly, future site-specific development and redevelopment within the SPA would potentially introduce new sources of light and glare. Section 4.4.7 of the Design Standards Chapter of the ECRSP includes the following general design standards that would reduce impacts associated with lighting:

- Lighting placed upon the building should be architecturally integrated.
- Lighting should be sensitive to adjacent land uses and viewsheds.
- Lighting shall be shielded and not spill over onto adjacent parcels.

Additionally, Section 4.4.2 of the Design Standards Chapter states that lighting fixtures for walkways, roadways, and cycleways must utilize cutoff or full cutoff luminaires to eliminate light spillover and glare into adjacent properties, and that the use of smart lighting technology is encouraged. Adherence to the recommended design standards, along with required design and independent environmental review of future site-specific development and redevelopment projects within the SPA, would reduce the potential for significant impacts related to light and glare to occur. Therefore, the project would not create a significant new source of substantial light or glare that would adversely affect daytime or nighttime views in the area. Impacts would be less than significant.

II. AGRICULTURE AND FORESTRY RESOURCES -- Would the project:

- a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide or Local Importance (Important Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, or other agricultural resources, to non-agricultural use?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The SPA is largely built out and the small amounts of undeveloped land within the SPA are not utilized for agricultural production. The Department of Conservation “California Important Farmland Finder” classifies the SPA as “other land” and surrounding properties as a mix of “urban and built up land” or “other land” (State of California Department of Conservation 2022). Therefore, the project would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to non-agricultural use. No impact would occur.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: None of the parcels within the SPA are zoned for agricultural use or subject to a Williamson Act contract. Therefore, the project would not conflict with existing zoning for agricultural use or a Williamson Act Contract. No impact would occur.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code §12220(g)), or timberland (as defined by Public Resources Code §4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: None of the parcels within the SPA are zoned as forest land as defined in Public Resources Code §12220(g), timberland as defined by Public Resources Code §4526, or timberland zoned Timberland Production as defined by Government Code §51104(g). No impact would occur.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The SPA does not contain any forest land as defined by Public Resources Code §12220(g). Therefore, the project would not result in the loss of forest land or convert forest land to non-forest use. No impact would occur.

- e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Important Farmland or other agricultural resources, to non-agricultural use or conversion of forest land to non-forest use?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: There are no agricultural uses or forest lands within the SPA or surrounding area. Therefore, the project would not result in the conversion of farmland to a non-agricultural use or convert forestland to a non-forest use. No impact would occur.

III. AIR QUALITY -- Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:

- a) Conflict with or obstruct implementation of the San Diego Regional Air Quality Strategy (RAQS) or applicable portions of the State Implementation Plan (SIP)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Project consistency is based on whether a project would conflict with or obstruct implementation of the Regional Air Quality Standards (RAQS; SDAPCD 2022) and/or applicable portions of the State Implementation Plan (SIP; CARB 2018, SDAPCD 2020), which would lead to increases in the frequency or severity of existing air quality violations. The RAQS is the applicable regional air quality plan that sets forth the San Diego County Air Pollution Control District’s (SDAPCD) strategies for achieving the National Ambient Air Quality Standards (NAAQS) and California Ambient Air Quality Standards (CAAQS) (CARB 2016). The San Diego Air Basin (SDAB) is designated a non-attainment area for the federal and state ozone standard. Accordingly, the RAQS was developed to identify feasible emission control measures and provide expeditious progress toward attaining the standards for ozone. The two pollutants addressed in the RAQS are reactive organic gases (ROG) and oxides of nitrogen (NO_x), which are precursors to the formation of ozone. Projected increases in motor vehicle usage, population, and growth create challenges in controlling emissions and, by extension, to maintaining and improving air quality. The RAQS was most recently updated in 2022 (SDAPCD 2022).

The growth projections used by the SDAPCD to develop the RAQS emissions budgets are based on the population, vehicle trends, and land use plans developed in general plans and used by SANDAG in the development of the regional transportation plans and sustainable communities

strategy. As such, projects that propose development that is consistent with the growth anticipated by SANDAG’s and/or the General Plan would not conflict with the RAQS. In the event that a project would propose development that is less dense than anticipated by the growth projections, the project would likewise be consistent with the RAQS. In the event a project proposes development that is greater than anticipated in the growth projections, further analysis would be warranted to determine if the project would exceed the growth projections used in the RAQS for the specific subregional area.

Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Future site-specific development within the SPA, including potential residential development implemented by-right through state legislation, would be subject to independent environmental review, including an evaluation of consistency with the RAQS. Furthermore, the project would not change any of the land use or zoning designations within the SPA to allow for increased density or unplanned development. Although the ECRSP would change some uses that were previously prohibited to either conditionally permitted or permitted, such uses would be consistent with the air emissions budgets developed for these land use designations because they would not result in an increase in SANDAG’s growth projections. Therefore, the project would not obstruct or conflict with implementation of the RAQS or SIP, and impacts would be less than significant.

b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Both the state and the federal government have established health-based ambient air quality standards for the following criteria air pollutants: ozone (O₃); carbon monoxide (CO); NO_x; sulfur oxides (SO_x); PM up to 10 microns in diameter (PM₁₀); PM up to 2.5 microns in diameter (PM_{2.5}); and lead (Pb). Ozone is formed by a photochemical reaction between NO_x and ROG. The net increase in pollutant emissions of a project determines the impact on regional air quality.

The region is classified as an attainment area for all criterion pollutants except ozone, PM₁₀, and PM_{2.5}. The SDAB is a non-attainment area for the eight-hour federal and state ozone standards. Ozone is not emitted directly but is a result of atmospheric activity on precursors. NO_x and ROG are known as the chief “precursors” of ozone. These compounds react in the presence of sunlight to produce ozone. PM_{2.5} includes fine particles that are found in smoke and haze and are emitted from all types of combustion activities (motor vehicles, power plants, wood burning, etc.) and

certain industrial processes. PM₁₀ includes both fine and coarse dust particles, and sources include crushing or grinding operations and dust from paved or unpaved roads.

Air quality impacts can result from the construction and operation of a project which results in emissions above air quality standards. Construction impacts are short-term and result from fugitive dust, equipment exhaust, and indirect effects associated with construction workers and deliveries. Operational impacts can occur on two levels: regional impacts resulting from development, or local effects stemming from sensitive receivers being placed close to roadways or stationary sources.

Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Future site-specific development within the SPA, including potential residential development implemented by-right through state legislation, would be subject to independent environmental review.

Construction: Construction-related activities are temporary, short-term sources of air emissions. Sources of construction-related air emissions associated with transportation facility improvements include fugitive dust from ground-disturbing activities, construction equipment exhaust, and construction-related trips from worker commute, hauling, and materials delivery.

Representative construction emissions associated with these improvements were modeled using the Sacramento Metropolitan Air Quality Management District's (SMAQMD) Roadway Construction Emissions Model (RCEM) Version 9.0.1 (SMAQMD 2022). The RCEM is a spreadsheet-based model that is able to use basic project information (e.g., total construction months, project type, total project area) to estimate a construction schedule and quantify exhaust emissions from heavy-duty construction equipment, haul trucks, and worker commute trips associated with linear construction projects. Version 9.0.1 of the model incorporates the 2017 Emission Factor (EMFAC2017) model and Off-Road emissions factors model. Although RCEM was developed by SMAQMD, it is appropriate for use in the SDAPCD jurisdiction because it is applicable for all statewide construction projects that involve construction equipment that is subject to the California Air Resources Board (CARB) construction equipment emissions standards and incorporates statewide emission factor models (EMFAC2017 and Off-Road). RCEM calculates fugitive dust, exhaust, and off-gas emissions from grubbing/land clearing, grading/excavation, drainage/utilities/sub-grade, and paving activities associated with construction projects that are linear in nature (e.g., road or levee construction, pipeline installation, transmission lines). The construction equipment associated with bike lanes and crosswalk enhancements, streetscape improvements, and monument signage would be similar to the equipment required for linear roadway projects and could include excavators, tractors/loaders/backhoes, concrete saws, pavers, rollers, and signal boards. The default construction equipment, phasing, and worker assumptions for a road widening project were modeled, with the exception of graders and scrapers which would not be required for project improvements. This is a conservative assessment since road widening would require more equipment and more excavation than needed for the improvements recommended with the

project. Maximum construction emissions are summarized in Table 3, and RCEM input and output is provided in Appendix A.

Table 3 Summary of Maximum Construction Emissions (pounds per day)						
	Pollutant					
	ROG	NO _x	CO	SO ₂	PM ₁₀	PM _{2.5}
Maximum Construction Emissions	2	19	29	<1	6	2
Significance Threshold (pounds/day)	250	250	550	250	100	67
Significant Impact?	No	No	No	No	No	No
ROG = reactive organic gases; NO _x = oxides of nitrogen; CO = carbon monoxide; SO ₂ = sulfur dioxide; PM ₁₀ = particulate matter less than 10 microns; PM _{2.5} = particulate matter less than 2.5 microns SOURCE: Appendix A.						

As shown in Table 3, maximum representative construction emissions associated with transportation facility improvements would be less than the applicable thresholds for all criteria pollutants, and impacts would be less than significant.

Future site-specific development within the SPA, including potential residential development implemented by-right through state legislation, would be subject to independent environmental review. All projects would be required to adhere to all existing regulations during construction to protect air quality including SDAPCD rules and regulations (SDAPCD 2024), and existing state regulations which include, but are not limited to:

- The California Airborne Toxics Control Measure (Title 13, Section 2485 of the California Code of Regulations [CCR], CARB 2004), which requires that construction contractors shall minimize equipment idling times either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes; and
- SDAPCD Rule 50 (Visible Emissions) prohibits the discharge of any air contaminant other than uncombined water vapor for a period aggregating more than 3 minutes in any 60-minute period that is of a certain opacity specified in the rule. This regulation addresses diesel emissions associated with diesel pile driving, asphalt paving, among other activities that can result in visible emissions.
- SDAPCD Rule 51 (Nuisance) prohibits discharge of air contaminants or other material which cause injury, detriment, nuisance or annoyance to a considerable number of persons or which endanger the comfort, repose, health or safety of such persons or cause injury or damage to business or property.
- SDAPCD Rule 52 (Particulate Matter) prohibits discharge of particulate matter in excess of 0.10 grain per dry standard cubic foot (0.23 gram per dry standard cubic meter) of gas.
- SDAPCD Rule 54 (Dust and Fumes) prohibits discharge of specified quantities of pollutants into the atmosphere within any one hour, including lead and lead compounds, as specified in the regulation.
- SDAPCD Rule 55 (Fugitive Dust Control) prohibits airborne dust beyond the property line for a period aggregating more than 3 minutes in any 60-minute period. This is typically achieved by watering during grading activities, installing erosion control measures and

track-out grates or gravel beds and egress points to preventing dirt “track out” onto streets, using soil stabilizers, mulching or seeding, in addition to other measures.

- SDAPCD Rule 67.0.1 (Architectural Coatings) establishes volatile organic compounds (VOC) limits on architectural coatings that are produced, sold, or applied within San Diego County.

Therefore, project construction would not result in a cumulatively considerable net increase of any non-attainment criteria pollutant, and impacts would be less than significant.

Operation: Operational sources of emissions associated with a project include mobile sources, area sources (consumer products, architectural coatings, and landscaping equipment), and energy sources (natural gas). However, the project would not include any stationary sources of air emissions, increases in traffic capacity, or increases in traffic volumes or VMT.

As described in the Transportation Impact Analysis Technical Memorandum completed for the project (Appendix B), the ECRSP recommends introduction of adaptive signal controllers to better manage left-turn demands and adapt to fluctuating travel patterns, which could lead to shorter or fewer left-turn lanes, thereby improving traffic flow and reducing congestion, resulting in decreased mobile emissions. Recommended transportation improvements would also expand access to public transit, as well as bicycle and pedestrian facilities. Introduction of proposed multi-modal improvements within the SPA may reduce VMT by promoting the use of alternative transportation modes, and thereby reduce criteria pollutant emissions. Future site-specific development and redevelopment within the SPA, including potential residential development implemented by-right through state legislation, would be subject to independent environmental review. All projects would be required to implement measures, if necessary, to reduce operational sources of emissions. Furthermore, the project would not change any of the land use or zoning designations within the SPA to allow for increased density or unplanned development. Although the ECRSP would change some uses that were previously prohibited to either conditionally permitted or permitted, such uses would be consistent with the air emissions associated with projects that are currently permitted in those zones and they would be subject to independent environmental review. Therefore, the project would not result in a cumulatively considerable net increase of any non-attainment criteria pollutant during operation, and impact would be less than significant.

c) Expose sensitive receptors to substantial pollutant concentrations?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Air quality regulators typically define sensitive receptors as schools (Preschool–12th Grade), hospitals, resident care facilities, or day-care centers, or other

facilities that may house individuals with health conditions that would be adversely impacted by changes in air quality. Residential uses can also be considered sensitive receptors.

The SPA primarily consists of a series of commercial shopping centers with varying depths and uses. Additionally, the SPA is surrounded by well-established residential neighborhoods with a mixture of housing types, as well as two mobile home parks (Park Encinitas and Green Valley Mobile Estates) along the western boundary. The North Coast Health Center is located within the SPA east of El Camino Real and south of Garden View Road, and the Leo Mullen Sports Park is located with the SPA west of El Camino Real and north of Garden View Road.

The two primary emissions of concern regarding health effects for land development projects are diesel particulate matter (DPM) and CO. Projects that would have site sensitive receptors near potential CO hotspots or would contribute vehicle traffic to local intersections where a CO hotspot could occur would be considered as having a potentially significant impact.

Diesel Particulate Matter – Construction

Construction activities associated with the future recommended transportation facility improvements would result in short-term diesel exhaust DPM emissions from the use of off-road diesel equipment and on-road diesel equipment used to bring materials to and from the project site. Generation of DPM from construction projects typically occurs in a single area for a short period. The dose to which the receptors are exposed is the primary factor used to determine health risk. Dose is a function of the concentration of a substance or substances in the environment and the extent of exposure that person has with the substance. Dose is positively correlated with time, meaning that a longer exposure period would result in a higher exposure level. The risks are higher if a fixed exposure occurs over a longer period of time. According to the Office of Environmental Health Hazard Assessment (OEHHA), health risk assessments, which determine the exposure of sensitive receptors to toxic emissions, should be based on a 30-year exposure period; however, such assessments should be limited to the period/duration of activities associated with the project (OEHHA 2015). Although there are sensitive receptors located within and adjacent to the SPA, construction equipment would only be located adjacent to a particular sensitive receptor for a short period of time. Thus, the duration of construction activities associated with future site-specific development within the SPA near any specific sensitive receptor would be minimal and would be significantly less than the 30-year exposure period used in health risk assessments.

Additionally, with ongoing implementation of U.S. Environmental Protection Agency (U.S. EPA) and CARB requirements for cleaner fuels; off-road diesel engine retrofits; and new, low-emission diesel engine types, the DPM emissions of individual equipment would be reduced over time. All construction equipment is subject to the CARB In-Use Off-Road Diesel-Fueled Fleets Regulation, which limits unnecessary idling to five minutes, requires all construction fleets to be labeled and reported to CARB, bans Tier 0 equipment and phases out Tier 1 and 2 equipment (thereby replacing fleets with cleaner equipment), and requires that fleets comply with Best Available Control Technology requirements.

Due to the limited scope and duration of construction activities required for transportation facility improvements, the limited amount of time equipment would be located adjacent to any specific sensitive receptor, and implementation of the In-Use Off-Road Diesel-Fueled Fleets Regulation, DPM generated by construction occurring with future site-specific development and redevelopment within the SPA is not expected to create conditions where the probability is greater than ten in one million of contracting cancer, or to generate ground-level concentrations of non-carcinogenic TACs that exceed a Hazard Index greater than one for the Maximally Exposed Individual. Therefore, project construction would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

Carbon Monoxide Hot Spots

A CO hot spot is an area of localized CO pollution that is caused by severe vehicle congestion on major roadways, typically near intersections. CO hot spots have the potential to violate state and federal CO standards at intersections, even if the broader basin is in attainment for federal and state levels. CO hot spots occur nearly exclusively at signalized intersections operating at level of service (LOS) E or F. Due to increased requirements for cleaner vehicles, equipment, and fuels, CO levels in the state have dropped substantially. All air basins are attainment or maintenance areas for CO.

The project would not result in an increase in traffic volumes at SPA intersections. Rather, the ECRSP proposes to introduce adaptive signal controllers to better manage left-turn demands and adapt to fluctuating travel patterns, which could lead to shorter or fewer left-turn lanes, thereby improving traffic flow and reducing congestion. This would result in a decrease in CO concentrations at busy intersections. Therefore, project implementation would not result in a CO hot spot. Therefore, operation of the project would not expose sensitive receptors to substantial pollutant concentrations, and impacts would be less than significant.

d) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Individual responses to odors are highly variable and can result in various effects, including psychological (i.e., irritation, anger, or anxiety) and physiological (i.e., circulatory and respiratory effects, nausea, vomiting, and headache). Generally, the impact of an odor results from a variety of interacting factors such as frequency, duration, offensiveness, location, and sensory perception.

The project does not include heavy industrial or agricultural uses that are typically associated with odor complaints. Construction of transportation facility improvements, diesel equipment may

generate some nuisance odors. However, exposure to odors associated with project construction would be short-term and temporary in nature and would disperse quickly as it leaves the construction area. Further, per CARB’s Airborne Toxic Control Measures 13 (CCR Chapter 10 Section 2485, CARB 2004), idling time shall not exceed five minutes unless more time is required per engine manufacturers’ specifications or for safety reasons. Compliance with this regulation would reduce odors from equipment exhaust. Therefore, the project would not result in other emissions (such as those leading to odors) adversely affecting a substantial number of people, and impacts would be less than significant.

IV. BIOLOGICAL RESOURCES -- Would the project:

- a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife or U.S. Fish and Wildlife Service?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact:

Sensitive Habitat

Figure 10 presents the distribution of vegetation communities and land cover types within the SPA and a 100-foot buffer based on San Diego Geographic Information Source (SanGIS) generalized vegetation communities. As shown in Figure 10, the majority of the SPA consists of developed and disturbed land that does not possess natural habitat nor support wildlife and plant species. Small amounts of southern maritime chaparral habitat are present in the northern portion of the SPA, as well as within 100 feet of the eastern side of the northernmost segment of El Camino Real within the SPA. Similarly, riparian habitat and an open space wetland buffer are present within 100 feet of the western side of the northernmost segment of El Camino Real within the SPA.

Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. These facilities would be constructed within roadways, roadway ROW, and other public ROW, which consists of developed land that does not possess sensitive habitat, nor support sensitive species. However, should development of these facilities along the northernmost segment of El Camino Real within the SPA occur during the avian breeding season, construction activities would have the potential to result in indirect impacts to migratory and nesting birds. However, adherence to the requirements of the Migratory Bird Treaty Act (MBTA) would reduce these impacts to a level less than significant. Compliance would include

conducting a pre-construction survey for nesting birds and special-status avian species by a qualified biologist (experienced in the identification of avian species and conducting nesting bird surveys) if activities with the potential to disrupt nesting birds or special-status avian species are scheduled to occur. If active nests are observed during the bird breeding season of January 15 to September 15, a qualified biologist (biological monitor) with experience monitoring for and identifying sensitive biological resources known to occur in the area shall be present during all site preparation, vegetation clearing, and ground-disturbing activities related to the project. Future site-specific development and redevelopment within the SPA would be subject to independent environmental review, including an evaluation of potential impacts to sensitive habitat and sensitive species. Therefore, the project would not have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species, and impacts would be less than significant.

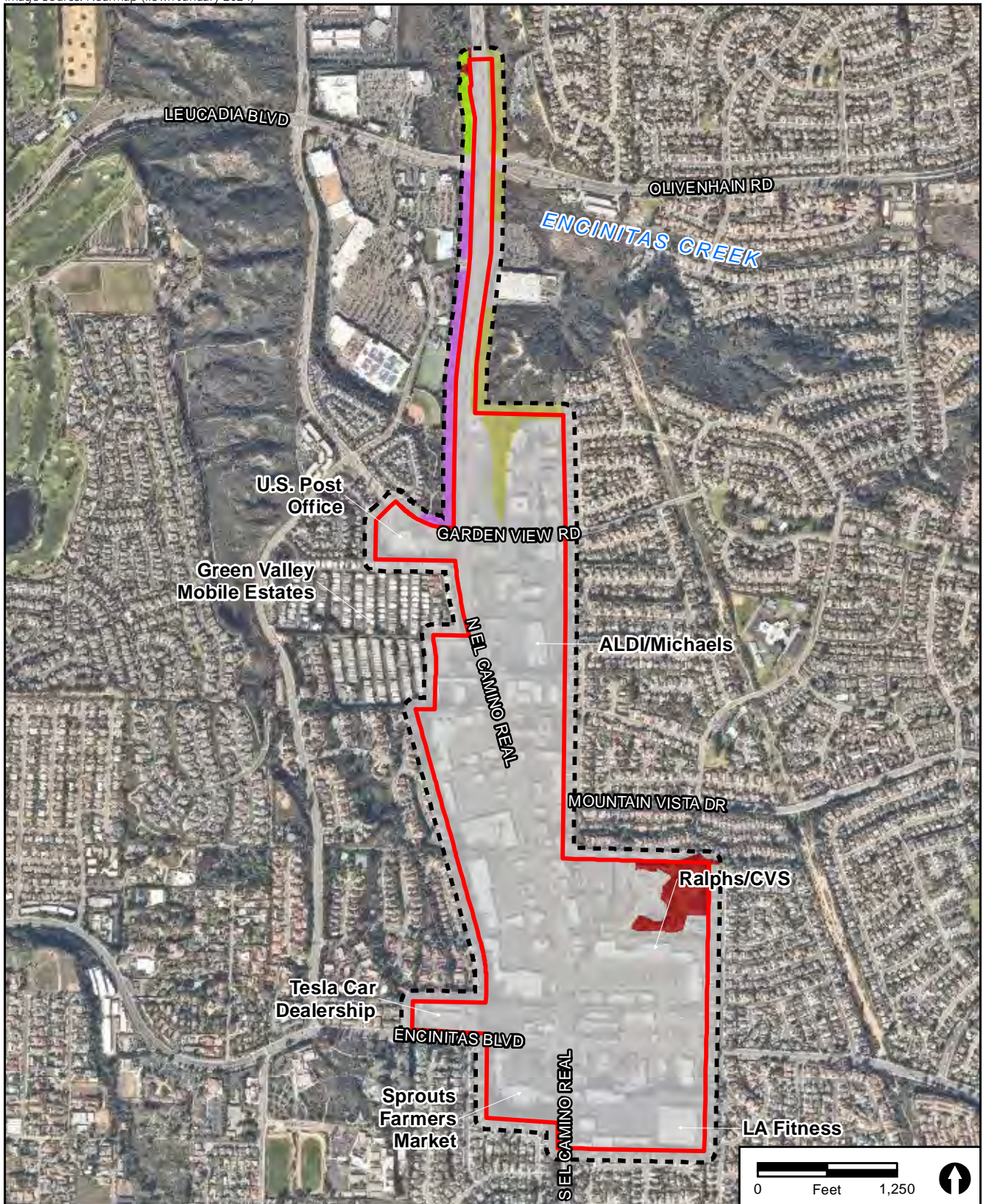
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife or US Fish and Wildlife Service?



- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant with Mitigation Incorporated: As shown in Figure 10, small amounts of riparian and southern maritime chaparral habitat are present in the northern portion of the SPA, as well as within 100 feet of the northernmost segment of El Camino Real within the SPA. Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. These facilities would be constructed within roadways, roadway ROW, and other public ROW, which consists of developed land that does not possess riparian or other sensitive vegetation communities.

Although unlikely, construction activities would have the potential to result in indirect impacts to sensitive habitats adjacent to the northernmost segment of El Camino Real within the SPA. Implementation of standard construction avoidance measures such as installation of silt fencing and orange construction fencing would avoid adverse impacts associated with runoff, siltation, or erosion into sensitive habitats. Despite these required measures, construction of the proposed transportation improvements that would be approved under the project adjacent to sensitive habitats could result in indirect impacts to sensitive habitats due to invasive species or inadvertent disturbance, which would be considered a significant impact. Implementation of mitigation measure **BIO-1** would reduce this impact to a level less than significant.



-  ECRSP Boundary
-  100-foot Buffer

Vegetation Communities and Land Cover Types




-  Disturbed Land
-  Riparian
-  Southern Maritime Chaparral
-  Developed
-  Open Space Wetland Buffer

FIGURE 10
Existing Vegetation Communities
and Land Cover Types

Future site-specific development and redevelopment within the SPA would be subject to independent environmental review. The ECRSP includes landscape standards including recommending the use of riparian native species for areas adjacent to Encinitas Creek. Although future site-specific development and redevelopment is not anticipated to occur within any riparian area, it may occur adjacent to riparian habitat. Future site-specific development and redevelopment proposed within 100 feet of riparian habitat would require independent environmental review, including evaluation of potential impacts to such habitat. Future site-specific development and redevelopment would be subject to mitigation measure **BIO-1**, as applicable, as well as any other appropriate mitigation identified during future environmental review evaluation as development occurs.

BIO-1: Sensitive Habitat Indirect Impact Avoidance

Future development with the potential to result in indirect impacts to sensitive habitat shall be evaluated by a qualified biologist (biological monitor) and site-specific design recommendations implemented to ensure avoidance of indirect impacts to sensitive habitats. Typical measures that may be implemented, to avoid indirect impacts, as determined applicable by the qualified biologist, include the following:

- Requirement for a biological monitor at the pre-construction meeting, during installation of construction fencing, and during construction.
- If installation of new landscaping is proposed adjacent to sensitive habitat areas, ensure the landscape plant palette includes native species consistent with the adjacent vegetation community.

c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact with Mitigation Incorporated: Encinitas Creek crosses beneath the intersection of El Camino Real and Leucadia Boulevard in the northernmost segment of the SPA. However, the creek is constrained by existing development associated with El Camino Real. Future improvements would not include further encroachment toward the creek. Indirect impacts to wetlands would be avoided through implementation of mitigation measure **BIO-1**. Therefore, the project would not have a substantial adverse effect on state or federally protected wetlands. Impacts would be less than significant with mitigation incorporated.

d) Interfere substantially with the movement of any native resident or migratory Fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

A wildlife corridor can be defined as a linear landscape feature allowing animal movement between two larger patches of habitat. Connections between extensive areas of open space are integral to maintaining regional biodiversity and population viability. In the absence of corridors, habitats become isolated islands surrounded by development. Fragmented habitats support significantly lower numbers of species and increase the likelihood of local extinction for select species when they are restricted to small, isolated areas of habitat. Areas that serve as wildlife movement corridors are considered biologically sensitive.

Wildlife corridors can be defined in two categories: regional wildlife corridors and local corridors. Regional corridors link large sections of undeveloped land and serve to maintain genetic diversity among wide-ranging populations. Local corridors permit movement between smaller patches of habitat. These linkages effectively allow a series of small, connected patches to function as a larger block of habitat and perhaps result in the occurrence of higher species diversity or numbers of individuals than would otherwise occur in isolation.

To assess the function and value of a particular site as a wildlife corridor, it is necessary to determine what areas of larger habitats it connects, and to examine the quality of the corridor as it passes through a variety of settings. High-quality corridors connect extensive areas of native habitat and are not degraded to the point where free movement of wildlife is significantly constrained. Typically, high-quality corridors consist of an unbroken stretch of undisturbed native habitat.

Less than Significant Impact: As shown in Figure 10, the majority of the SPA consists of developed and disturbed land that does not possess natural habitat nor support wildlife or plant species. Encinitas Creek crosses beneath the intersection of El Camino Real and Leucadia Boulevard in the northernmost segment of the SPA. However, future site-specific development and redevelopment would not impede ongoing use of that habitat area. Furthermore, due to the lack of habitat connectivity south of Garden View Road, to other patches of habitat, the SPA is not considered a wildlife corridor, although it may support local wildlife movement. The SPA is largely surrounded by other development and paved roads that do not connect to larger open space areas. Although construction noise could potentially impede the use of native wildlife nursery sites within habitats adjacent to planned bike lanes and crosswalk enhancements, streetscape improvements, and monument signage, compliance with the requirements of the MBTA described under Section IV.a above would reduce impacts to a level less than significant. Therefore, the project would not interfere substantially with the movement of any native resident

or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites, and impacts would be less than significant.

e) Conflict with any local policies or ordinances that protect biological resources, such as a tree preservation policy or ordinance?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The project does not conflict with any local policies or ordinances for biological resources. Policy 3.6 of the Resource Management Element of the City’s General Plan states “Future development shall maintain significant mature trees to the extent possible and incorporate them into the design of development projects.” Transportation improvements that would be allowed with project approval would not involve removal of mature trees located within roadways, roadway ROW, and other public ROW where such improvements would be constructed. Therefore, the project would not conflict with any local policies or ordinances that protect biological resources, such as a tree preservation policy or ordinance, and impacts would be less than significant.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, or other approved local, regional, or state habitat conservation plan?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |


Discussion/Explanation:

Less than Significant Impact: The City is part of the San Diego Natural Communities Conservation Plan through the North County Multiple Species Conservation Plan (MSCP), and currently has a Draft Subarea Plan. The SPA is within the boundaries of the North County MSCP. However, as shown in Figure 11, there are no hardline focused planning areas identified within the SPA. Only one softline focused planning area is identified in the northern portion of the SPA. Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. These facilities would be constructed within roadways, roadway ROW, and other public ROW, which would avoid the softline focused planning area identified in the northern portion of the SPA. Therefore, the project would not conflict with the provisions of an adopted habitat conservation plan or natural community conservation plan for the City or other approved local, regional, or state habitat conservation plan, and impacts would be less than significant.



 ECRSP Boundary

Focused Planning Areas identified in the MSCP

 Hardline

 Softline



V. CULTURAL RESOURCES -- Would the project:

a) Cause a substantial adverse change in the significance of a historical resource pursuant to 15064.5?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Less than Significant Impact: There are no listed national, state, or local landmarks that exist within the SPA. Additionally, a records search was conducted at the South Coastal Information Center in October 2022 that did not identify any historic addresses within the SPA.¹ Future site-specific development and redevelopment within the SPA would require independent environmental review. Therefore, the project would not cause a substantial adverse change in the significance of a historical resource pursuant to 15064.5, and impacts would be less than significant.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?

- Potentially Significant Impact
- Less Than Significant With Mitigation Incorporated
- Less than Significant Impact
- No Impact

Discussion/Explanation:

Background: The following General Plan goals are relevant in protecting cultural and paleontological resources in the City:

RM GOAL 7: The City will make every effort to ensure significant scientific and cultural resources in the Planning Area are preserved for future generations.

RM GOAL 7.1: Require that paleontological, historical, and archaeological resources in the planning area are documented, preserved or salvaged if threatened by new development.

¹The records search completed in October 2022 for the SPA encompassed a slightly larger boundary for the SPA than is currently being evaluated under the project. However, the slight reduction in size of SPA has not changed the location of any of the identified resources in relation to the SPA. The areas removed from the SPA were not located in proximity to the resources identified in the records search completed in October 2022.

RM GOAL 7.2: Conduct a survey to identify historic structures and archaeological/cultural sites throughout the community and ensure that every action is taken to ensure their preservation.

Less than Significant Impact: A portion of the northern SPA and a portion south of Mountain Vista Drive are mapped as having ‘moderate sensitivity’ for archaeological resources by the General Plan Resource Management Element (City of Encinitas 2011). However, these areas of the SPA have subsequently been developed and would no longer have a “moderate sensitivity.” The remainder of the SPA has been mapped as “low sensitivity” for archaeological resources.

The records search conducted at the South Coastal Information Center identified five archaeological resources within or immediately adjacent to the SPA (Appendix C – Confidential). Four of these are prehistoric in age, and the final resource is a trash scatter that is over 50 years old. Two of the prehistoric sites within the SPA have been destroyed by development. The other prehistoric site within the SPA is not developed but has been graded in the past. The prehistoric site adjacent to the SPA has been partially impacted by grading. All four of these prehistoric resources have been heavily impacted in the past, and therefore lack integrity. The historic trash scatter has not been developed and may have intact portions of cultural material remaining. However, the trash scatter, and the remaining prehistoric resources described above, are located near the periphery of the SPA and would not be affected by the project’s proposed improvements.

Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. These facilities would be constructed within roadways, roadway ROW, and other public ROW that were disturbed during previous grading and earthwork activities. Additionally, the prehistoric sites and trash scatter described above are not located within these roadways, roadway ROW, or other public ROW (see Appendix C – Confidential). Furthermore, these types of facilities would require limited amounts of grading and earthwork that would not exceed the depths of ground disturbance that occurred during previous development, and would not disturb intact native soil that may possess buried unknown archaeological resources. Future site-specific development and redevelopment within the SPA would require independent environmental review. Therefore, the project would not cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5, and impacts would be less than significant.

c) Disturb any human remains, including those interred outside of dedicated cemeteries?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: There are no known burial sites or cemeteries within the SPA. Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. These facilities would be constructed within roadways, roadway ROW, and other public ROW that were disturbed during previous grading and earthwork activities. Furthermore, these types of facilities would require limited amounts of grading and earthwork that would not exceed the depths of ground disturbance that occurred during previous development, and would not disturb intact native soil that may possess human remains. In the unlikely event that human remains are encountered during construction, adherence to Public Resources Code §5097.98 and California Health and Safety Code Section 7050.5 would ensure that impacts remain less than significant.

VI. ENERGY -- Would the project:

a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage, which would consume energy during both construction and operation. Energy use during future construction would occur within two general categories: vehicle fuel used by workers commuting to and from the construction site, and fuel use by vehicles and other equipment to haul materials and conduct construction activities. While construction activities would consume fuels, consumption of such resources would be temporary and would cease upon the completion of construction. In addition, mobile equipment energy usage during construction would be minimized through compliance with CARB’s idling regulations, which restrict idling diesel vehicles and equipment to five minutes. Additionally, consistent with state requirements, all construction equipment would meet CARB Tier 3 In-Use Off-Road Diesel Engine Standards (CARB 2022a). Engines are required to meet certain emission standards, and groups of standards are referred to as Tiers. A Tier 0 engine is unregulated with no emission controls, and each progression of standard level (i.e., Tier 1, Tier 2, Tier 3, etc.) generates lower emissions, uses less energy, and is more advanced technologically than the previous tier. CARB’s Tier 3 In-Use Off-Road Diesel Engine Standards requires that construction equipment fleets become cleaner and use less energy over time. The fuel consumed during construction would also be typical of similar construction projects and would not require the use of new energy resources beyond what are typically consumed in California. Operational energy usage would consist of fuel consumption associated with vehicles

used for future maintenance activities and electricity consumption associated with the operation of adaptive signal controllers, which would be negligible. The project would not directly or indirectly result in an increase in VMT. The ECRSP allows for the introduction of adaptive signal controllers to better manage left-turn demands and adapt to fluctuating travel patterns, which could lead to shorter or fewer left-turn lanes, thereby improving traffic flow and reducing congestion which would improve fuel efficiency. Therefore, the project would not result in a wasteful, inefficient, or unnecessary consumption of energy resources, and impacts would be less than significant.

b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Equipment required for future construction of transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage, would be subject to CARB’s idling regulations and Tier 3 In-Use Off-Road Diesel Engine Standards. Operational energy usage would consist of fuel consumption associated with vehicles used for future maintenance activities and electricity consumption associated with the operation of adaptive signal controllers, which would be negligible. Therefore, implementation of the project would not conflict with any state or local plans for renewable energy or energy efficiency, and impacts would be less than significant.

VII. GEOLOGY AND SOILS -- Would the project:

a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:

i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Development of these transportation facility

improvements would be subject to applicable state and local geologic and safety design standards. Future site-specific development and redevelopment within the SPA would require independent environmental review and completion of geotechnical investigations as required by the state Building Code. Moreover, no known Alquist-Priolo Earthquake Fault Zones are located within the SPA, nor within the City of Encinitas municipal boundary. The nearest mapped fault line is associated with the Newport-Inglewood-Rose Canyon Fault Zone, located approximately 3.7 miles west of the SPA within the Pacific Ocean (California Geological Survey 2010). Therefore, the project would not expose of people or structures to rupture of a known earthquake fault. No impact would occur.

ii. Strong seismic ground shaking?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Development of these transportation facility improvements would be subject to applicable state and local geologic and safety design standards. Future site-specific development and redevelopment within the SPA would require independent environmental review and completion of geotechnical investigations as required by the state Building Code to ensure structures do not result in impacts related to seismic activity. Therefore, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving strong seismic ground shaking, and impacts would be less than significant.

iii. Seismic-related ground failure, including liquefaction?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Development of these transportation facility improvements would be subject to applicable state and local geologic and safety design standards. Moreover, the SPA is not within a liquefaction zone, as mapped in Figure S-3 in the Encinitas General Plan Safety Element. Additionally, future site-specific development and redevelopment within the SPA would require independent environmental review and completion of geotechnical investigations as required by the state Building Code. Therefore, the project

would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving seismic-related ground failure, including liquefaction. No impact would occur.

iv. Landslides?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: As shown on Figure S-4 of the Encinitas General Plan Safety Element, some areas within the SPA have been designated as having the potential for landslides. However, development of the transportation facility improvements approved under the project would be subject to applicable state and local geologic and safety design standards. Similarly, future site-specific development and redevelopment within the SPA would require independent environmental review and completion of geotechnical investigations as required by the state Building Code. Therefore, the project would not directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving landslides, and impacts would be less than significant.

b) Result in substantial soil erosion or the loss of topsoil?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Future construction of these facilities would require preparation and implementation of a storm water pollution prevention plan (SWPPP) consistent with the requirements of the National Pollutant Discharge Elimination System (NPDES) permit program, which would include erosion control measures. Future site-specific development and redevelopment within the SPA would also implement structural best management practices (BMPs) for operational erosion control. Therefore, the project would not result in substantial soil erosion or the loss of topsoil, and impacts would be less than significant.

c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in an on- or offsite landslide, lateral spreading, subsidence, liquefaction or collapse?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Development of these transportation facility improvements would be subject to applicable geologic and safety design standards. Similarly, future site-specific development and redevelopment within the SPA would require independent environmental review and completion of geotechnical investigations as required by the state Building Code. Therefore, the project would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and impacts would be less than significant.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Development of the transportation facility improvements would be subject to applicable state and local geologic and safety design standards. Similarly, future site-specific development and redevelopment within the SPA would require independent environmental review and completion of geotechnical investigations as required by the state Building Code. Therefore, the project would not be located on expansive soil, creating substantial direct or indirect risks to life or property, and impacts would be less than significant.

e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage, none of which would require use of septic tanks or alternative wastewater disposal systems. Therefore, the project would not have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater. No impact would occur.

f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The SPA is largely developed with existing structures and roadways. Consequently, the majority of soils within the SPA were disturbed during previous grading and earthwork activities. Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. These facilities would be constructed within roadways, roadway ROW, and other public ROW that were disturbed during previous grading and earthwork activities. Furthermore, these transportation facilities would require limited amounts of grading and earthwork that would not exceed the depths of ground disturbance that occurred during previous development, and would not disturb intact native soil that may possess paleontological resources. Future site-specific development and redevelopment within the SPA would require independent environmental review. Therefore, the project would not directly or indirectly destroy a unique paleontological resource or site or unique geologic feature, and impacts would be less than significant.

VIII. GREENHOUSE GAS EMISSIONS -- Would the project

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: State CEQA Guidelines Section 15064.4 states that “the determination of the significance of greenhouse gas emissions (GHG) calls for careful judgment by the lead agency, consistent with the provisions in Section 15064. A lead agency should make a good-faith effort, based to the extent possible on scientific and factual data, to describe, calculate, or estimate the amount of greenhouse gas emissions resulting from a project.” Section 15064.4(b) further states that a lead agency should consider the following non-exclusive factors when assessing the significance of GHG emissions:

1. The extent to which the project may increase or reduce GHG emissions as compared to the existing environmental setting;
2. Whether the project emissions exceed a threshold of significance that the lead agency applies to the project; and
3. The extent to which the project complies with regulations or requirements adopted to implement a statewide, regional, or local plan for the reduction or mitigation of GHG emissions.

State CEQA Guidelines Section 15064(h)(1) states that “the lead agency shall consider whether the cumulative impact is significant and whether the effects of the project are cumulatively considerable.” A cumulative impact may be significant when the project’s incremental effect, though individually limited, is cumulatively considerable.

The City General Plan incorporates smart growth and land planning principles intended to reduce VMT, and thereby reduce GHG emissions. Specifically, the General Plan directed preparation of a CAP with reduction targets; development of regulations to encourage energy efficient building design and construction; and development of regulations that encourage energy recovery and renewable energy facilities, among other actions. These planning and regulatory efforts are intended to ensure that actions of the City do not impede AB 32 and SB 375 mandates.

The City adopted a CAP in January 2018, an interim revision in November 2020 (City of Encinitas 2020), and as of March 2023 is in the process of updating the CAP. The CAP outlines actions that the City will undertake to meet its GHG emissions reduction targets. Implementation of the

CAP requires that new development projects incorporate more sustainable design standards and implement applicable reduction measures consistent with the CAP. Project consistency with CAP strategies and goals is summarized in Table 4.

Table 4 Project Consistency with CAP Strategies and Goals		
Strategy	Goals	Project Consistency
Strategy 1: Building Efficiency	Goal 1.1: Reduce Building Energy Consumption	Consistent. CAP measures associated with this goal include adopting a residential energy efficiency ordinance, decarbonizing new residential and commercial buildings, and adopting higher energy efficiency standards for new buildings. The project does not include the construction of new buildings; however, it includes design standards for future site-specific development and redevelopment, including standards for energy efficient buildings.
	Goal 1.2: Reduce Municipal Operation Energy Consumption	Consistent. CAP measures associated with this goal include implementing energy efficient projects in municipal facilities. To implement this measure, the City will convert streetlights, traffic signals, and outdoor lighting to LED or other efficient lighting technology and monitor with energy management system. Development would include bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. All new lighting would be consistent with this measure.
Strategy 2: Renewable Energy	Goal 2.1: Achieve 100% Renewable Electricity Supply in Homes and Businesses	Consistent. CAP measures associated with this goal include establishing a community choice energy program, installing solar on new homes and commercial buildings, and supplying municipal buildings with onsite renewable energy. Any additional energy consumption associated with new lighting and signals would be negligible. The project does not include the construction of new buildings; however, it includes design standards for future site-specific development and redevelopment, including standards for energy efficient buildings. Development shall be subject to the California Green Building Standards Code—Part 11, Title 24, California Code of Regulation.
Strategy 3: Water Efficiency	Goal 3.1: Reduce City-wide Potable Water Consumption	Consistent. CAP measures associated with this goal include conducting water rate studies and implementing approved water rates. The project would not result in any direct increase in water consumption. The project includes design standards for future site-specific development and redevelopment, including standards for drought-tolerant landscaping. All development would be subject to the water efficiency requirements of California Green Building Standards (CALGreen).

Table 4 Project Consistency with CAP Strategies and Goals		
Strategy	Goals	Project Consistency
Strategy 4: Clean and Efficient Transportation	Goal 4.1: Reduce Vehicle Miles Traveled	Consistent. CAP measures associated with this goal include implementing a Citywide Active Transportation Plan and implementing a local shuttle program. The project would improve access to public transit and improve bicycle and pedestrian access. Introduction of proposed multi-modal improvements within the SPA may reduce VMT by promoting the use of alternative transportation modes. The project also includes design standards for future site-specific development and redevelopment that would improve pedestrian and bicycle facilities. Additionally, consistent with this goal, 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. The City has obtained a grant to conduct a study on the feasibility of and associated costs to implement such a program.
	Goal 4.2: Reduce On-road Fuel Use	Consistent. CAP measures associated with this goal include improving traffic flow. The project would directly implement this measure. The project proposes to introduce adaptive signal controllers to better manage left-turn demands and adapt to fluctuating travel patterns, which could lead to shorter or fewer left-turn lanes, thereby improving traffic flow and reducing congestion which would improve fuel efficiency.
	Goal 4.3: Increase Use of Alternative Fuels.	Consistent. CAP measures associated with this goal include requiring residential and commercial electric vehicle (EV) stations, transitioning to a Zero Emission Vehicle (ZEV) municipal fleet, and adopting a municipal employee telecommute policy. All future site-specific development and redevelopment would be required to install EV parking consistent with CALGreen. The project would not interfere with transitioning to a ZEV municipal fleet or adopting a telecommute policy.
Strategy 5: Reduce Off-Road Equipment	Goal 5.1: Reduce Off-Road Fuel Use	Consistent. The CAP measure associated with this goal is to adopt a leaf blower ordinance to limit use of two-stroke leaf blowers. The project would not conflict with adoption of this goal. Future site-specific development and redevelopment would be required to implement all City ordinances including those related to leaf blowers.
Strategy 6: Zero Waste	Goal 6.1: Divert Solid Waste	Consistent. The CAP measure associated with this goal is to implement a zero waste program. The project would not result in a direct increase in solid waste generation. The project includes design standards for future site-specific development and redevelopment, including standards for refuse and recycling.
Strategy 7: Carbon Sequestration	Goal 7.1: Increase Urban Tree Cover	Consistent. The CAP measure associated with this goal is to implement an urban tree planting program. The project includes design standards for future site-specific development and redevelopment, including standards related to landscaping and tree cover.

As shown in Table 4, the project would be consistent with the City’s CAP strategies and goals. The project includes design standards that are in line with these CAP strategies. Future site-

specific development and redevelopment would also be required to implement all applicable California Green Building Standards (CALGreen) standards (CCR, Title 24, Part 11). Additionally, the project would improve access to public transit and improve bicycle and pedestrian access. Introduction of proposed multi-modal improvements within the SPA may reduce VMT by promoting the use of alternative transportation modes. Future site-specific development and redevelopment, including potential residential development implemented by-right through state legislation, would be subject to independent environmental review. Although the ECRSP would change some uses that were previously prohibited to either conditionally permitted or permitted, such uses would be consistent with the GHG emissions associated with projects that are currently permitted in those zones and they would be subject to independent environmental review. All future site-specific development and redevelopment would be required to demonstrate consistency with the CAP and the ECRSP design standards. Therefore, the project would not generate GHG emissions, either directly or indirectly, that would have a significant impact on the environment, and impacts would be less than significant.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Executive Order (EO) S-3-05 and EO B-30-15 established GHG emission reduction targets for the state, and AB 32 launched the CARB Climate Change Scoping Plan that outlined the reduction measures needed to reach the 2020 target, which the state has achieved. As required by SB 32, CARB’s 2017 Climate Change Scoping Plan (CARB 2017) outlines reduction measures needed to achieve the interim 2030 target. AB 1279, the California Climate Crisis Act, codified the carbon neutrality target as 85 percent below 1990 levels by 2045. The 2022 Scoping Plan was adopted in December 2022 (CARB 2022b). The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85 percent below 1990 levels no later than 2045, as directed by AB 1279.

As detailed above, the project would be consistent with the City’s CAP strategies and goals. As the project would be consistent with the CAP, it would not conflict with statewide goals to reduce GHG emissions as required by SB 32 and the 2017 Scoping Plan. Further, the project would provide its “fair share” contribution towards the statewide goal of carbon neutrality by 2045. Based on guidance developed by the Bay Area Air Quality Management District (BAAQMD), if a land use project incorporates all the design elements necessary for it to be carbon neutral by 2045, then it would contribute its portion of what is needed to achieve the state’s climate goals and would be considered to do its “fair share” to mitigate the cumulative problem (BAAQMD 2022). A new land use development project being built today needs to incorporate the following design elements to do its “fair share” of implementing the goal of carbon neutrality by 2045:

- A) Projects must include, at a minimum, the following project design elements:
- 1) Buildings
 - a) The project will not include natural gas appliances or natural gas plumbing (in both residential and nonresidential development).
 - b) The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.
 - 2) Transportation
 - a) Achieve a reduction in project-generated VMT below the regional average consistent with the current version of the California Climate Change Scoping Plan (currently 15 percent) or meet a locally adopted Senate Bill 743 VMT target, reflecting the recommendations provided in the Governor's Office of Planning and Research's Technical Advisory on Evaluating Transportation Impacts in CEQA:
 - (i) Residential projects: 15 percent below the existing VMT per capita
 - (ii) Office projects: 15 percent below the existing VMT per employee
 - (iii) Retail projects: no net increase in existing VMT
 - b) Achieve compliance with off-street electric vehicle (EV) requirements in the most recently adopted version of CALGreen Tier 2.

Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Such improvements would include expanding and creating safe multi-modal transportation options, creating a more pleasant pedestrian oriented walking environment, reducing vehicle miles traveled, and creating high-quality public spaces that are supported by adequate infrastructure. These improvements would not result in an increase in building energy usage, result in the inefficient use of energy, or increase parking requirements. Further, introduction of the recommended multi-modal improvements within the SPA may reduce VMT by promoting the use of alternative transportation modes.

The project would not result in significant VMT impacts; refer also to Section XVII, Transportation. The project would provide its "fair share" contribution towards the statewide goal of carbon neutrality by 2045 and would not conflict with implementation of AB 1279 or the 2022 Scoping Plan. Future site-specific development and redevelopment, including potential residential development implemented by-right through state legislation, would be subject to independent environmental review pursuant to CEQA regulations. Future site-specific development and redevelopment would be required to demonstrate consistency with the City's CAP and the 2022 Scoping Plan as updated and approved by the City. Therefore, the project would not conflict with implementation of statewide GHG reduction goals or a plan adopted for the purposes of reducing GHG, and impacts would be less than significant.

IX. HAZARDS AND HAZARDOUS MATERIALS -- Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes or through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage, none of which would operationally involve the routine transport, use, or disposal of significant hazardous materials. Construction of proposed facilities may involve the use of small amounts of solvents, cleaners, paint, oils, and fuel for equipment. However, use of these common hazardous materials in small quantities would not represent a significant hazard to the public or environment and would not involve the routine transport or disposal of hazardous materials. Therefore, the project would not create a significant hazard to the public or the environment through the routine transport, storage, use, or disposal of hazardous materials or wastes, and impacts would be less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage, none of which would operationally involve handling of hazardous materials. Future construction would be conducted consistent with all applicable safety regulations and would not introduce accident conditions that could result in the release of hazardous materials into the environment. Changes to the circulation network would be limited to the introduction of signal controllers, bicycle lanes, and pedestrian access improvements, all of which would increase safety within the SPA. Therefore, the project would not create upset and accident conditions that could result in the release of hazardous materials, and impacts would be less than significant.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Two schools are located within one-quarter mile of the SPA: Oak Crest Middle located at 675 Balour Drive and Lingua Natal located at 1104 Garden View Road. However, development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage, none of which would operationally involve the handling of hazardous materials. Future construction would be conducted consistent with all applicable safety regulations. Therefore, the project would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school, and impacts would be less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, or is otherwise known to have been subject to a release of hazardous substances and, as a result, would it create a significant hazard to the public or the environment?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. These facilities would be constructed within roadways, roadway ROW, and other public ROW. Review of the State Water Resources Control Board (SWRCB) Geotracker (SWRCB 2024) and California Department of Toxic Substances Control (DTSC) Envirostor (DTSC 2024) databases determined that there are no contaminated sites on or adjacent to the El Camino Real corridor within the SPA. Therefore, the project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5. No impact would occur.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No impact: There are no public or private airports within two miles of the project site. The closest (public) airport is McClellan-Palomar Airport, approximately 4.0 miles north of the project site. As shown in Exhibit III-5, Compatibility Policy Map: Airport Influence Area, the project is not within the Airport Influence Area for McClellan-Palomar Airport (Airport Land Use Commission 2010, amended 2021). Therefore, the project would not result in a safety hazard or excessive noise for people residing or working in the project area. No impact would occur.

f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

The following sections summarize the project’s consistency with applicable emergency response plans or emergency evacuation plans.

Less than Significant Impact: The San Diego County Operational Area Emergency Plan (OAEP) is a comprehensive emergency plan that defines responsibilities, establishes an emergency organization, defines lines of communications, and is designed to be part of the statewide Standardized Emergency Management System. The County of San Diego Office of Emergency Services prepares, coordinates, publishes, and distributes the OAEP to the participating County departments/agencies, incorporated cities, and special districts/other organizations. The OAEP provides guidance for emergency planning and requires subsequent plans to be established by each jurisdiction that has responsibilities in a disaster situation. The Multi-Jurisdictional Hazard Mitigation Plan (MJHMP) includes an overview of the risk assessment process, identifies hazards present in the jurisdiction, hazard profiles, and vulnerability assessments. The MJHMP also identifies goals, objectives, and actions for each jurisdiction in San Diego County, including all cities and the county unincorporated areas.

Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Other changes to the circulation network would be limited to the

introduction of adaptive signal controllers and reclassifying Garden View Drive (east of El Camino Real) from Local Street to Suburban Collector to better match its current characteristics, without increasing capacity. Furthermore, the project would not alter any established emergency vehicle routes. Segments of El Camino Real and Encinitas Boulevard within the SPA are designated as evacuation routes on Figure S-1 of the General Plan Safety Element. Introduction of adaptive signal controllers may improve traffic flow and reduce congestion, thereby reducing emergency evacuation times. All future site-specific development and redevelopment would require independent environmental review to ensure that adequate emergency access is maintained. Therefore, the project would not impair implementation of or physically interfere with the OAEP and MJHMP, and impacts would be less than significant.

g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The SPA is largely built out and possesses minimal amounts of natural habitat that could be subject to a wildfire. Additionally, review of Figure S-7 of the General Plan Safety Element determined that no land within the SPA is designated by the California Department of Forestry and Fire (CAL FIRE) as a Very High Fire Hazard Severity Zone (VHFHSZ), or locally designated by the City of Encinitas Fire Department. Highly urbanized areas such as the SPA are unlikely to be affected by wildfire. Therefore, the project would not expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires, and impacts would be less than significant.

X. HYDROLOGY AND WATER QUALITY -- Would the project:

a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or groundwater quality?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. These facilities would be constructed consistent with the requirements of Chapter 20.08 and Chapter 23.24 of the EMC, which implement the City’s General Plan policies regarding protection of waterways, including

polluted discharge into the Pacific Ocean. Construction of these facilities would also require preparation and implementation of a SWPPP consistent with the requirements of the NPDES permit program. These projects would also implement structural BMPs for operational pollutant control and runoff management. Therefore, the project would not violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality, and impacts would be less than significant.

b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. These facilities would be constructed within roadways, roadway ROW, and other public ROW, which consist of impervious surfaces that do not allow for groundwater recharge. Furthermore, these facilities would not consume groundwater. Therefore, the project would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin, and impacts would be less than significant.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or through the addition of impervious surface, in a manner which would:

(i) result in substantial erosion or siltation on- or offsite;

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. These facilities would be constructed within roadways, roadway ROW, and other public ROW, which consist of impervious surfaces. As described in Section X.a above, future site-specific development and redevelopment within the corridor would implement BMPs for pollutant control and storm water runoff management. Therefore, the project would not substantially alter the drainage pattern of

the site or the surrounding area in a manner that would result in substantial erosion or siltation on- or off-site, and impacts would be less than significant.

- (ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. These facilities would be constructed within roadways, roadway ROW, and other public ROW, which consist of impervious surfaces. As described in Section X.a above, future site-specific development and redevelopment within the SPA would implement BMPs for pollutant control and storm water runoff management. Therefore, the project would not substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off site, and impacts would be less than significant.

- (iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. These facilities would be constructed within roadways, roadway ROW, and other public ROW, which consist of impervious surfaces. As described in Section X.a above, the project would implement BMPs for pollutant control and storm water runoff management. Therefore, the project would not create or contribute runoff water that would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff, and impacts would be less than significant.

(iv) impede or redirect flood flows?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. These facilities would be constructed within roadways, roadway ROW, and other public ROW, which consist of impervious surfaces. As described in Section X.a above, the project would implement BMPs for pollutant control and storm water runoff management. Therefore, the project would not impede or redirect flood flows, and impacts would be less than significant.

d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: Olivenhain Dam and Reservoir is located approximately 6.8 miles east of the SPA and San Dieguito Reservoir is located approximately 3.5 miles east of the SPA. However, review of Figure S-6 of the General Plan Safety Element determined that the SPA is not located within the inundation zone of either dam. Additionally, review of Figure S-5 of the General Plan Safety Element determined that the SPA is not designated as being within the 100-year floodplain. Although segments of Encinitas Creek adjacent to the intersection of El Camino Real and Leucadia Boulevard are designated as being within the 100-year floodplain, the storm drain facilities beneath the intersection of El Camino Real and Leucadia Boulevard have been sized to accommodate the 100-year storm event. Furthermore, the project site is not located within a tsunami or seiche inundation zone. Therefore, the project would not result in risks associated with a flood hazard, tsunami, or seiche zones, or risk release of pollutants due to project inundation. No impact would occur.

e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: As described in Section X.a above, future facilities approved under the project would be constructed consistent with the requirements of Chapter 20.08 and Chapter 23.24 of the EMC, which implement the City’s General Plan policies regarding protection of waterways, including polluted discharge into the Pacific Ocean. Construction of these facilities would also require preparation and implementation of a SWPPP consistent with the requirements of the NPDES permit program. These projects would also implement structural BMPs for operational pollutant control and runoff management. These facilities would also implement structural BMPs for operational pollutant control and runoff management. As described in Section X.b above, facilities approved under the project would be constructed within roadways, roadway ROW, and other public ROW, which consist of impervious surfaces that do not allow for groundwater recharge. Furthermore, these facilities would not consume groundwater. Therefore, the project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan, and impacts would be less than significant.

XI. LAND USE AND PLANNING -- Would the project:

a) Physically divide an established community?

- | | |
|--|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation | <input type="checkbox"/> No Impact |
| <input type="checkbox"/> Incorporated | |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Future site-specific development and redevelopment, including potential residential development implemented by-right through state legislation, would be subject to independent environmental review. Furthermore, the project would not change any of the land use, or zoning designations within the SPA to allow for increased density or unplanned development. Although the ECRSP would change some uses that were previously prohibited to either conditionally permitted or permitted, these uses would be consistent with the typical uses already allowed under the existing land use and zoning designations, and would therefore not result in development that would be out of character with the surrounding environment. Furthermore, the project would include objective design standards and policies that would retain existing community character and functionality within the SPA, while providing for pedestrian connectivity. Therefore, the project would not significantly disrupt or divide an established community, and impacts would be less than significant.

b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. These facilities would be constructed within roadways, roadway ROW, and other public ROW, and would have minimal environmental impacts. Future site-specific development and redevelopment within the SPA, including potential residential development implemented by-right through state legislation, would be subject to independent environmental review. Furthermore, the project would not change any of the land use or zoning designations within the SPA to allow for increased density or unplanned development. Therefore, the project would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect, and impacts would be less than significant.

XII. MINERAL RESOURCES -- Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The SPA is largely built out, and the limited amounts of undeveloped land within the SPA could not be utilized for mineral resource recovery. Therefore, the project would not result in the loss of availability of a known mineral resource that would be of value to the region and residents of the state. No impact would occur.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: The SPA does not support any parcels designated as a mineral resource recovery site, nor are any parcels within the SPA utilized for mineral resource production. Therefore, the project would not result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. No impact would occur.

XIII. NOISE -- Would the project result in:

- a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact:

General Plan Noise Element

The City’s General Plan is the primary source of long-range planning and policy direction used to guide growth and preserve the quality of life in the City. The General Plan states that a goal of the City is to analyze proposed land uses to ensure that the designations would contribute to a proper balance of land uses within the community. The Noise Element of the City’s General Plan contains policies to serve as guides for identifying noise levels and reducing or avoiding adverse noise effects on residents. The Noise Element (City of Encinitas 1994) contains Land Use Compatibility Guidelines that establish normally acceptable, conditionally acceptable, normally unacceptable, and clearly unacceptable noise levels standards for various uses. For noise sensitive land uses such as residential uses, the normally acceptable noise level standard is 60 community noise equivalent level (CNEL) and the interior noise level limit is 45 CNEL.

Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Future site-specific development and redevelopment, including potential residential development implemented by-right through state legislation as well as uses that were previously prohibited and would be changed to conditionally permitted or permitted, would be subject to independent environmental review. As a part of the environmental review process, future site-specific development and redevelopment would be required to demonstrate consistency with the City’s Noise Element. The ECRSP also includes design standards, including the provision of low patio walls adjacent to residential units along high-traffic streets to

reduce noise impacts. Demonstration of consistency with the City’s noise compatibility standards would ensure that impacts would be less than significant.

EMC

Operational Noise

The EMC establishes noise criteria to prevent noise and vibration that may jeopardize the health or welfare of the City’s citizens or degrade their quality of life. Chapter 9.32, Noise Abatement and Control, and Chapter 30.40, Performance Standards, establish property line noise level limits. These limits apply to future site-specific development and redevelopment within the SPA. The property line noise limits are summarized in Table 5. As stated in Section 30.40.10, “Every use shall be so operated that the noise generated does not exceed the following levels at or beyond the lot line and does not exceed the limits of any adjacent zone.”

Table 5 Noise Abatement and Control Exterior Noise Limits		
Adjacent Zone	Noise Level Limit [dB(A) L_{eq}]	
	7:00 a.m. to 10:00 p.m.	10:00 p.m. to 7:00 a.m.
Rural Residential (RR), Rural Residential-1 (RR-1), Rural Residential-2 (RR-2), Rural Residential-3 (RR-3), Rural Residential-5 (RR-5), Rural Residential-8 (RR-8)	50	45
Residential-11 (R-11), Residential Single Family-11 (RS-11), Residential-15 (R-15), Residential-20 (R-20), Residential-25 (R-25), Mobile Home Park (MHP)	55	50
Office Professional (OP), Limited Local Commercial (LLC), Local Commercial (LC), General Commercial (GC), Limited Visitor Serving Commercial (L-VSC), Visitor Serving Commercial (VSC)	60	55
Light Industrial (L-I), Business Park (BP)	60	55
SOURCE: Chapter 9.32 and 30.40 of the EMC dB(A) L_{eq} = A-weighted decibels average sound level		

As discussed, development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. As a part of the independent environmental review process, future site-specific development and redevelopment would be required to demonstrate consistency with the EMC. Through enforcement of the EMC, impacts would be less than significant.

Construction Noise

Chapter 9.32.410 states that it shall be “unlawful for any person, including the City, to operate construction equipment at any construction site on Sundays, and days appointed by the President, Governor or the City Council for a public fast, thanksgiving, or holiday. Notwithstanding the above, a person may operate construction equipment on the above specified days between the hours of 10:00 a.m. and 5:00 p.m. No such equipment, or

combination of equipment regardless of age or date of acquisition, shall be operated to cause noise at a level in excess of 75 decibels for more than eight hours during any 24-hour period when measured at or within the property lines of any property which is developed and used either in part or in whole for residential purposes.”

Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. These facilities would be constructed within roadways, roadway ROW, and other public ROW. Furthermore, these types of facilities would require limited amounts of grading and earthwork activities that typically generate the loudest construction noise levels. Intersection improvements would occur at six intersections as identified in Table 2 and Figure 8 above. Residential uses are located 200 feet or more from these intersections. The simultaneous operation of an excavator and loader would generate a noise level of 82 A-weighted decibels average sound level [dB(A) L_{eq}] at 50 feet (Federal Highway Administration [FHWA] 2006). This noise level would attenuate to 70 dB(A) L_{eq} at 200 feet. Other roadway, bicycle, and pedestrian construction activities would also occur throughout the SPA area, and could be located near residential uses. As a part of the independent environmental review process, future site-specific development and redevelopment would be required to demonstrate consistency with the EMC. As such, impacts would be less than significant.

b) Generation of excessive groundborne vibration or groundborne noise levels?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Human reaction to vibration is dependent on the environment the receiver is in, as well as individual sensitivity. For example, outdoor vibration is rarely noticeable and generally not considered annoying. Typically, humans must be inside a structure for vibrations to become noticeable and/or annoying (Federal Transit Authority [FTA] 2018).

The property line ground vibration limits for operational sources are summarized in Table 6. As stated in Section 30.40.10 (B), “Every use shall be so operated that the ground vibration generated at any time and measured at any point along the lot line of the lot on which the use is located shall not be perceptible and shall not exceed the following.”

Table 6 Ground Vibration Limits		
Adjacent Zone	Vibration Level (inches per second)	
	Impact	Steady-State
Residential	0.006	0.003
Commercial	0.010	0.005
Light Industrial	0.040	0.020
Public/Semi-Public	0.010	0.005
SOURCE: Chapter 30.40 Section 30.40.010(B) of the EMC		

For construction activities, based on best available data, impacts for hydraulic breakers, or hammers, and other non-transient sources such as those associated with project construction shall be considered significant if the peak particle velocity (PPV) exceeds 0.2 inch per second (in/sec).

Construction activities produce varying degrees of ground vibration depending on the equipment and methods employed. While ground vibrations from typical construction activities rarely reach levels high enough to cause damage to structures, special consideration must be made when sensitive or historic land uses are near the construction site. Construction activities that typically generate the highest levels of vibration are blasting and impact pile driving. Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage, and would not require pile driving or blasting. The equipment that would be used during construction with the greatest potential to generate vibration would be a jack hammer. According to the FTA, jack hammers generate vibration levels of 0.035 in/sec PPV at 25 feet, which would be 0.2 PPV in/sec at 5 feet. Construction activities are not anticipated to occur this close to structures.

Future site-specific development and redevelopment within the SPA would include residential and commercial uses that are not anticipated to be a significant source of operational vibration levels. All future site-specific development and redevelopment would require independent environmental review to identify potential adverse noise effects and appropriate mitigation measures to reduce noise levels to acceptable levels in conformance with the EMC. Through enforcement of the EMC, the project would not generate excessive groundborne vibration or groundborne noise levels, and impacts would be less than significant.

- c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

- Potentially Significant Impact
- Less Than Significant Impact
- Less Than Significant With Mitigation Incorporated
- No Impact

Discussion/Explanation:

No Impact: The project site is not located within the vicinity of a private airstrip. The closest (public) airport is McClellan-Palomar Airport, approximately 4.0 miles north of the project site. Furthermore, as shown in Exhibit III-5, Compatibility Policy Map: Airport Influence Area, the project is not within the Airport Influence Area for McClellan-Palomar Airport (Airport Land Use Commission 2010, amended 2021). Therefore, the project would not expose people residing or working in the project area to excessive noise levels. No impact would occur.

XIV. POPULATION AND HOUSING -- Would the project:

- a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Future site-specific development and redevelopment, including potential residential development implemented by-right through state legislation, would be subject to independent environmental review. Furthermore, the project would not change any of the land use or zoning designations within the SPA to allow for increased density or unplanned development. Therefore, the project would not induce substantial unplanned population growth in an area. No impact would occur.

- b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?

- | | |
|---|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input checked="" type="checkbox"/> No Impact |

Discussion/Explanation:

No Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. These facilities would be constructed within roadways, roadway ROW, and other public ROW, and therefore would not impact existing housing. Future site-specific development and redevelopment, including potential residential

development implemented by-right through state legislation, would be subject to independent environmental review, including an evaluation of the existing capacity of public facilities to serve the project. Furthermore, the project would not change any of the land use or zoning designations within the SPA to allow for increased density or unplanned development. Therefore, the project would not displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No impact would occur.

XV. PUBLIC SERVICES

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance service ratios, response times or other performance objectives for any of the public services:

- i. Fire protection?
- ii. Police protection?
- iii. Schools?
- iv. Parks?
- v. Other public facilities?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

i. Fire protection?

Less than Significant Impact: Fire protection services within the SPA are provided by Stations 4 and 5 of the Encinitas Fire Department, which are located at 2011 Village Park Way and 540 Balour Drive, respectively. For 90 percent of all emergency medical service incidents in the urban areas within the City, the first due advanced life support 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 (City of Encinitas 2022). Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Development of such facilities would have minimal requirements for fire protection services.

The SPA is predominantly developed, and supporting facilities and infrastructure already exist. However, subsequent development within the SPA may necessitate improvements and expansions of infrastructure and services. Future site-specific development and redevelopment

within the SPA, including potential residential development implemented by-right through state legislation, would be subject to independent environmental review, including an evaluation of existing capacity of fire protection services. As development occurs within the SPA, future site-specific projects shall comply with the City's required development impact fees and General Plan policies, which would reduce impacts on fire protection services. 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 would be required during environmental discretionary review of future site-specific projects to ensure compliance with codes and requirements regarding fire protection services. Therefore, impacts associated with new or expanded fire protection facilities would be less than significant.

i. Police protection?

Less than Significant Impact: Police protection services within the SPA is provided by the San Diego County Sheriff's Department under contract with the City. The Sheriff's Department Substation is located within the SPA at 175 North El Camino Real. In addition to patrol and traffic enforcement, the station has a Community Oriented Policing and Problem Solving team and a Crime Suppression Team. Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Development of such facilities would have minimal requirements for police protection services.

The SPA is predominantly developed, and supporting facilities and infrastructure already exist. However, subsequent development within the SPA may necessitate improvements and expansions of infrastructure and services. Future site-specific development and redevelopment within the SPA, including potential residential development implemented by-right through state legislation, would be subject to independent environmental review, including an evaluation of existing capacity of police services. As development occurs within the SPA, future site-specific projects shall comply with the City's required development impact fees and General Plan policies, which would reduce impacts on police protection services. 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 would be required during environmental discretionary review of future site-specific projects to ensure compliance with codes and requirements regarding police protection services. Therefore, impacts associated with new or expanded police protection facilities would be less than significant.

iii. Schools?

Less than Significant Impact: Elementary school services within the SPA are provided by the Encinitas Union School District, which operates nine elementary schools throughout the City. Middle school and high school services are provided by the San Dieguito Union High School District, which operates five middle schools and four high schools. Development that would be approved under the project would be limited to transportation facility improvements, such as bike

lanes and crosswalk enhancements, streetscape improvements, and monument signage. Development of such facilities would not require school services.

Future site-specific development and redevelopment within the SPA, including potential residential development implemented by-right through state legislation, would be subject to independent environmental review, including an evaluation of existing capacity of schools. As development occurs within the SPA, future site-specific projects shall comply with the City's required development impact fees and General Plan policies, which would reduce impacts on school services. 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 would be required during environmental discretionary review of future site-specific projects to ensure compliance with codes and requirements regarding school services. Therefore, impacts associated with new or expanded school facilities would be less than significant.

iv. Parks?

Less than Significant Impact: Park services within the SPA are provided by the City's Parks, Recreation and Cultural Arts Department. El Camino Real's 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 ROW between Garden View Road and Leucadia Boulevard. Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Development of such facilities would not increase demand for park facilities.

Future site-specific development and redevelopment within the SPA, including potential residential development implemented by-right through state legislation would be subject to independent environmental review, including an evaluation of existing capacity of park facilities. As development occurs within the SPA, future site-specific projects shall comply with the City's required development impact fees and General Plan policies, which would reduce impacts on park services. 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 would be required during environmental discretionary review of future site-specific projects to ensure compliance with codes and requirements regarding park services. Therefore, impacts associated with new or expanded park facilities would be less than significant.

V. Other public Facilities?

Less than Significant Impact: The San Diego County Library Department operates an Encinitas branch at 540 Cornish Drive. Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk

enhancements, streetscape improvements, and monument signage. Development of such facilities would not increase demand for library facilities.

Future site-specific development and redevelopment within the SPA, including potential residential development implemented by-right through state legislation, would be subject to independent environmental review, including an evaluation of existing capacity of other public facilities such as libraries. As development occurs within the SPA, future site-specific projects shall comply with the City’s required development impact fees and General Plan policies, which would reduce impacts on library services. 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 would be required during environmental discretionary review of future site-specific projects to ensure compliance with codes and requirements regarding library services. Therefore, impacts associated with new or expanded public facilities would be less than significant.

XVI. RECREATION

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Development of such facilities would not increase the use of existing neighborhood and regional parks or other recreational facilities. Future site-specific development and redevelopment within the SPA, including potential residential development implemented by-right through state legislation, would be subject to independent environmental review, including an evaluation of existing capacity of park and recreation facilities. As development occurs within the SPA, future site-specific projects shall comply with the City’s required development impact fees and General Plan policies, which would reduce impacts on park services. Collection of fair share development impact fees would incrementally fund maintenance of existing park and recreation facilities within the SPA. Coordination with the applicable agencies would be required during environmental discretionary review of future site-specific projects to ensure compliance with codes and requirements regarding park and recreation services. Therefore, impacts associated with an increase the use of existing neighborhood and regional parks or other recreational facilities would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Potential impacts associated with construction of these storm water facilities have been evaluated throughout this Draft IS/MND. Future site-specific development and redevelopment within the SPA, including potential residential development implemented by-right through state legislation, would be subject to independent environmental review, including an evaluation of impacts associated with park and recreation facilities that may be included in the design. Therefore, impacts associated with the construction or expansion of recreational facilities would be less than significant.

XVII. TRANSPORTATION -- Would the project:

a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle and pedestrian facilities?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Future site-specific development and redevelopment, including potential residential development implemented by-right through state legislation, would be subject to independent environmental review. Furthermore, the project would not change any of the land use or zoning designations within the SPA to allow for increased density or unplanned development. Therefore, the project would not introduce any land uses that would generate vehicle trips.

As described in the Transportation Impact Analysis Technical Memorandum completed for the project (see Appendix B), the ECRSP proposes to introduce adaptive signal controllers to better manage left-turn demands and adapt to fluctuating travel patterns, which could lead to shorter or fewer left-turn lanes, thereby improving traffic flow and reducing congestion. Consistent with the Mobility Element update, the plan also involves reclassifying Garden View Drive (east of El

Camino Real) from Local Street to Suburban Collector to better match its current characteristics, without increasing capacity.

The project would improve access to public transit by allowing for a future micro-transit system, integration of new bus stop amenities such as signage, benches, shelter, accessibility compatible bus pads, removal of sidewalk obstructions, trash receptacles, and lighting. The project would improve bicycle access through planned installation of cycle tracks along El Camino Real from the intersection of Leucadia Boulevard and Olivenhain Road to south of Encinitas Boulevard. These separated facilities would be implemented by placing physical separations within the existing marked buffer zone of the bicycle lane. ~~Additional lane narrowing may be considered to increase separation from vehicular traffic and further improve bicyclist comfort and safety.~~ Existing lane widths on the segment of El Camino Real within the SPA are 10.5 feet for the innermost lane, 10 feet in middle lane, and 11 feet in the outermost lane. The project would reduce the width of the innermost lane by 0.5 foot and retain the existing widths of the other two lanes. Therefore, the project would not change the width of the outermost roadway lane adjacent to the proposed cycle track along the segment of El Camino Real within the SPA. Regarding safety associated with reduction of the width of the innermost lane, the California Highway Design Manual allows for use of 10-foot-wide lanes in local jurisdictions. The project would also introduce Class II buffered bike lanes on Garden View Road and Mountain Vista Drive, Class II bike lanes on Via Montoro and Via Molena, and Class I multi-use paths along the south sides of Encinitas Boulevard side of Leucadia Boulevard extending westward of El Camino Real.

The project would improve pedestrian access by enhancing intersection safety and accessibility by upgrading crosswalks to high-visibility designs, adding advanced stop bars, implementing curb extensions, introducing pedestrian countdown signals, and introducing accessibility-compliant surfaces. The project would also improve trailheads by introducing clearer entrances and signage. Therefore, the project would not conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities, and impacts would be less than significant.

b) Would the project conflict or be consistent with CEQA Guidelines section 15064.3, subdivision (b)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

In December 2018, new CEQA guidelines were approved that shifted traffic analysis from delay and operations to VMT when evaluating transportation impacts under CEQA. This change in methodology was a result of SB 743, which changed the way that transportation impacts are analyzed under CEQA. Specifically, SB 743 requires the Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to LOS for evaluating transportation

impacts. Particularly within areas served by transit, those alternative criteria must promote the reduction of GHG emissions, the development of multi-modal transportation networks, and a diversity of land uses. CEQA Guidelines Section 15064.3 states that, generally, VMT is the most appropriate measure of transportation impacts, and a project’s effect on automobile delay shall not constitute a significant environmental impact. Land use projects that decrease VMT in the project area compared to existing conditions should be presumed to have a less than significant transportation impact. If existing models or methods are not available to estimate the VMT for the particular project being considered, a lead agency may analyze the project’s VMT qualitatively. A lead agency has discretion to choose the most appropriate methodology to evaluate a project’s VMT. To help clarify the CEQA Guidelines and SB 743, OPR developed the *Technical Advisory on Evaluating Transportation Impacts in CEQA* (December 2018). The advisory contains technical recommendations regarding assessment of VMT, thresholds of significance, and mitigation measures. The OPR provides this technical advisory as a resource for the public to use at their discretion. The OPR guidelines note the following: “... local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than significant transportation impact.” Locally serving retail/service projects generally improve the convenience of retail close to home and have the effect of reducing vehicle travel.

Less than Significant Impact: As described in the Transportation Impact Analysis Technical Memorandum completed for the project (see Appendix B), an evaluation of impacts related to VMT was completed for the project consistent with the City’s SB 743 VMT Analysis Guidelines (November 2023) and in compliance with California Code of Regulations Title 14 Section 15064.3. Per the applicable guidance cited above, projects that are presumed to have a less than significant impact on transportation are not required to conduct a VMT analysis. The project does not propose any physical development; rather, streetscape improvements and objective design standards are identified to guide future site-specific development that would be subject to independent environmental review. Recommended vehicular transportation improvements are limited to the introduction of signal controllers at six intersections which would not increase vehicle trips. Furthermore, introduction of proposed multi-modal improvements and a future local shuttle program within the SPA may reduce VMT by promoting the use of alternative transportation modes. Finally, all recommended transportation features would meet the screening criteria of the City’s SB 743 VMT Analysis Guidelines. Therefore, the project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b), and impacts would be less than significant.

c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. All of these facilities would be designed and constructed consistent with applicable safety regulations in the City’s zoning code. Existing lane widths on the segment of El Camino Real within the SPA are 10.5 feet for the innermost lane, 10 feet in middle lane, and 11 feet in the outermost lane. The project would reduce the width of the innermost lane by 0.5 foot and retain the existing widths of the other two lanes. Therefore, the project would not change the width of the outermost roadway lane adjacent to the proposed cycle track along the segment of El Camino Real within the SPA. Similarly, retention of the 11-foot width of the outermost roadway lane would preserve existing travel conditions for buses utilizing the segment of El Camino Real within the SPA. Regarding safety associated with reduction of the width of the innermost lane, the California Highway Design Manual allows for use of 10-foot-wide lanes in local jurisdictions. Furthermore, future site-specific development and redevelopment would require independent environmental review to ensure that an increase in transportation-related hazards does not occur. Therefore, the project would not significantly increase hazards due to design features or incompatible uses, and impacts would be less than significant.

d) Result in inadequate emergency access?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Other changes to the circulation network would be limited to the introduction of adaptive signal controllers and reclassification of Garden View Drive (east of El Camino Real) from Local Street to Suburban Collector to better match its current characteristics, without increasing capacity. None of the transportation improvements recommended for future implementation would affect emergency access. Furthermore, the project would not directly alter any established emergency vehicle routes. Segments of El Camino Real and Encinitas Boulevard within the SPA are designated as evacuation routes on Figure S-1 of the General Plan Safety Element. Introduction of adaptive signal controllers may improve traffic flow and reduce congestion, thereby improving emergency access. All future site-specific development and redevelopment would require independent environmental review to ensure that adequate emergency access is maintained. Therefore, the project would not result in inadequate emergency access, and impacts would be less than significant.

XVIII. TRIBAL CULTURAL RESOURCES -- Would the project:

- a) Cause a substantial adverse change in the significance of a tribal cultural resource, as defined in Public Resources Code §21074 as either a site, feature, place, or cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:
 - i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of Historical Resources as defined in Public Resources Code §5020.1(k), or
 - ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code §5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant with Mitigation Incorporated: The City initiated consultation with California Native American tribes traditionally and culturally affiliated with the project site consistent with the requirements of AB 52 on August 15, 2022. The City received requests for tribal consultation from the San Luis Rey Band of Mission Indians, the San Pasqual Band of Mission Indians, and the Rincon Band of Luiseno Indians. Consultation meetings were held with the San Luis Rey Band of Mission Indians on August 25, 2022, the San Pasqual Band of Mission Indians on September 29, 2022, and the Rincon Band of Luiseno Indians on October 7, 2022. On January 9, 2024, follow-up consultation letters were sent to the three consulting tribes with project information updates which included a request for a response by February 9, 2024, if further consultation with the City was desired, otherwise consultation would be considered concluded. The City received additional consultation requests from the Rincon Band of Luiseno Indians on January 30, 2024, and the San Pasqual Ban of Mission Indians on February 6, 2024. The City did not receive a request for consultation from the San Luis Rey Band of Mission Indians; therefore, consultation is considered concluded. Additional consultation meetings were held with representatives of the Rincon Band of Luiseno Indians on February 28, 2024, and the San Pasqual Band of Mission Indians on March 5, 2024. The Rincon Band of Luiseno Indians concluded consultation with the City on March 19, 2024, stating that the area is culturally sensitive, and requested that future site-specific development be conditioned with archaeological and tribal monitoring unless the independent environmental review demonstrates that a project has low likelihood to disturb cultural materials. Future projects within the SPA would be subject to independent environmental review, including an evaluation of potential impacts on tribal cultural resources, consistent with this request. The San Pasqual Band of Mission Indians

concluded consultation with the City on March 20, 2024, stating that they would like to provide cultural monitoring all ground disturbance activities.

Therefore, the project would have the potential to unearth previously unknown tribal cultural resources, which would be considered a significant impact. Implementation of mitigation measure TCR-1 would reduce impacts to less than significant.

TCR-1: Implement a Construction Monitoring Program

The project would implement a Construction Monitoring Program that would include the following:

- The Construction Monitoring Program would require both archaeological and Native American monitors to attend a pre-construction meeting and to be present during ground-disturbing activities. The frequency of inspections would be determined by the Project Archaeologist in consultation with the Native American monitor and would vary based on the rate of excavation, the materials excavated, and the presence and abundance of artifacts and features.
- If previously unidentified potentially significant cultural resources are discovered, construction activities would be diverted away from the discovery and the resources evaluated for significance. Isolates and non-significant deposits would be minimally documented in the field. Significant archaeological discoveries include intact features, stratified deposits, previously unknown archaeological sites, and human remains. The Principal Investigator would inform the County Archaeologist of the discovery and together determine its significance. To mitigate potential impacts to significant cultural resources, a Data Recovery Program for any newly discovered cultural resource would be prepared by the Principal Investigator, approved by the County Archaeologist, and implemented using professional archaeological methods. Construction activities would be allowed to resume after the completion of the recovery of an adequate sample or the recordation of features.
- All cultural material collected during the Data Recovery and Construction Monitoring Programs would be processed and curated at a San Diego County facility that meets federal standards per 36 Code of Federal Regulations Part 79 unless the tribal monitors request the collection.
- If human remains are discovered, work shall halt in that area and the procedures set forth in the California Public Resources Code (Section 5097.98) and state Health and Safety Code (Section 7050.5) will be followed. The Principal Investigator shall contact the County Coroner.
- After the completion of the monitoring, an appropriate report shall be prepared. If no significant cultural resources are discovered, a brief letter shall be prepared. If significant cultural resources are discovered, a report with the results of the monitoring and data

recovery (including the interpretation of the data within the research context) shall be prepared.

XIX. UTILITIES AND SERVICE SYSTEMS -- Would the project:

a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. These facilities approved under the project would require minimal utility services for lighting, operation of adaptive signal controllers, and irrigation of landscaped areas, which would be negligible. Additionally, implementation of the ECRSP may require that certain public services and related facilities be utilized, improved, or enhanced to support the recommended future improvements. The SPA has predominantly been developed and supporting facilities and infrastructure already exist. However, as redevelopment occurs, infrastructure and service improvements and expansions may be needed. Future site-specific development and redevelopment within the SPA, including potential residential development implemented by-right through state legislation, would be subject to independent environmental review, including an evaluation of utility service capacity, as well as impacts associated with construction of connections to existing infrastructure or development of new facilities. Therefore, impacts associated with the construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities would be less than significant.

b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Water service within the SPA is primarily provided by the Olivenhain Municipal Water District (OMWD) with areas to the southwest and northwest served

by the San Dieguito Water District (SDWD). 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 (OMWD 2021). Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Water consumption associated with these facilities would be limited to irrigation of landscaped areas, which would be negligible.

Future site-specific development and redevelopment within the SPA, including potential residential development implemented by-right through state legislation, would be subject to independent environmental review, including an evaluation of available water supply. 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). The OMWD 2020 UWMP states that SDCWA has analyzed its supplies under normal, single-dry, and five consecutive dry-year conditions through the year 2045 and has concluded there would be no shortages (OMWD 2021). Similarly, the SDWD 2020 UWMP determined that there would be no shortages through the year 2045 under normal, single-dry, and five consecutive dry-year conditions (SDWD 2021). Environmental review of future site-specific development and redevelopment would confirm that each project would not exceed this anticipated capacity. Therefore, existing water supplies would be adequate to serve the project, and impacts would be less than significant.

- c) Result in a determination by the wastewater treatment provider, which serves or may serve the project that it has adequate capacity to serve the project’s projected demand in addition to the provider’s existing commitments?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Wastewater service within the SPA is provided by the Leucadia Wastewater District (LWD). The LWD covers a total service area of 16 square miles and provides services to approximately 62,000 residents in a boundary that includes Leucadia as well as the La Costa area in Carlsbad and the northeastern area of Encinitas (LWD 2024). 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 and two pumps with a capacity of 720 gallons per minute and received station improvements and pump replacements in 2022 (LWD 2023). Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Development of such facilities would not require wastewater services.

Future site-specific development and redevelopment within the SPA, including potential residential development implemented by-right through state legislation, would be subject to independent environmental review, including an evaluation of wastewater service capacity. 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 from Encina WPCF (LWD 2023). Environmental review of future site-specific development and redevelopment would confirm that each project would not exceed this anticipated capacity. Therefore, the project would not interfere with any wastewater treatment provider’s service capacity, and impacts would be less than significant.

d) Generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Solid waste services are provided by EDCO Waste and Recycling Services, which operates through an exclusive franchise agreement with the City. Solid waste is collected and taken to a local transfer station and then to the Otay Landfill in Chula Vista or the Sycamore Landfill in Santee. The California Public Resources Code requires each city in the state to divert at least 50 percent of its solid waste from landfill disposal through source reduction, recycling, composting, and transformation. The City has developed solid waste and recycling requirements, which ensure compliance with state requirements through the implementation of numerous waste reduction and recycling programs, policies, and outreach projects. The City adopted a Construction & Demolition Debris (C&D) Ordinance (Chapter 11.22) that requires the conversion of construction waste from landfills in compliance with statewide mandates. Materials subject to the ordinance include, but are not limited to, asphalt, concrete, brick, dirt, rock, lumber, cardboard, metals and any vegetative or other land clearing/landscaping materials. Projects are required to reuse, salvage or recycle 60 percent of all C&D debris generated (City of Encinitas 2024).

Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Construction of these facilities approved under the project would comply with these requirements, thereby minimizing waste requiring disposal. Therefore, the project would not generate solid waste in excess of state or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals, and impacts would be less than significant.

e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: As described in Section XIX.d above, future construction of the recommended facilities approved under the project would comply with City solid waste and recycling requirements, which would ensure compliance with state requirements through the implementation of numerous waste reduction and recycling programs, policies, and outreach projects. Therefore, the project would comply with federal, state, and local management and reduction statutes and regulations related to solid waste, and impacts would be less than significant.

XX. WILDFIRE -- If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:

a) Substantially impair an adopted emergency response plan or emergency evacuation plan?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The SPA is largely built out and supports limited areas of natural habitat that could be subject to a wildfire. Additionally, review of Figure S-7 of the General Plan Safety Element determined that no land within the SPA is designated by CAL FIRE as a VHFHSZ or locally designated by the City of Encinitas Fire Department.

Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. Other changes to the circulation network would be limited to the introduction of adaptive signal controllers and reclassification of Garden View Drive (east of El Camino Real) from Local Street to Suburban Collector to better match its current characteristics, without increasing capacity. Segments of El Camino Real and Encinitas Boulevard within the SPA are designated as evacuation routes on Figure S-1 of the General Plan Safety Element. Introduction of adaptive signal controllers may improve traffic flow and reduce congestion, thereby reducing emergency evacuation times. All future site-specific development and redevelopment would require independent environmental review to ensure that adequate emergency access is maintained. Therefore, the project would not substantially impair an

adopted emergency response plan or emergency evacuation plan, and impacts would be less than significant.

- b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentration from a wildfire or the uncontrolled spread of a wildfire?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: The SPA is largely built out and supports limited areas of natural habitat that could be subject to a wildfire. Additionally, review of Figure S-7 of the General Plan Safety Element determined that no land within the SPA is designated by CAL FIRE as a VHFHSZ, or locally designated by the City of Encinitas Fire Department. Highly urbanized areas such as the SPA are unlikely to be affected by wildfire. Therefore, the project would not exacerbate wildfire risks and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire, and impacts would be less than significant.

- c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Development that would be approved under the project would be limited to transportation facility improvements, such as bike lanes and crosswalk enhancements, streetscape improvements, and monument signage. These transportation infrastructure improvements would be located within the highly urbanized SPA and would not exacerbate fire risk. All future site-specific development and redevelopment would require independent environmental review to ensure that installation or maintenance of associated infrastructure would not exacerbate fire risk, although it is not anticipated that such risk would occur due to the highly urbanized nature of the SPA. Therefore, the project would not require the installation or maintenance of infrastructure that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment, and impacts associated would be less than significant.

d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact: Review of Figure S-4 of the General Plan Safety Element determined that some areas within the SPA have been designated as having potential for landslides. However, development of the transportation facility improvements approved under the project would be subject to applicable geologic and safety design standards. Similarly, future site-specific development and redevelopment within the SPA would require independent environmental review and completion of geotechnical investigations as required by the state Building Code. Adherence to these requirements would maintain slope stability and minimize potential impacts associated with post-fire slope instability. Additionally, future site-specific development and redevelopment within the SPA would also be required to comply with the fire safety requirements presented in Title 10 of the EMC.

As described in Section X.d above, Olivenhain Dam and Reservoir is located approximately 6.8 miles east of the SPA and San Dieguito Reservoir is located approximately 3.5 miles east of the SPA. However, review of Figure S-6 of the General Plan Safety Element determined that the SPA is not located within the inundation zone of either dam. Additionally, review of Figure S-5 of the General Plan Safety Element determined that the SPA is not designated as being within the 100-year floodplain. Although segments of Encinitas Creek adjacent to the intersection of El Camino Real and Leucadia Boulevard as designated as being within the 100-year floodplain, the storm drain facilities beneath the intersection of El Camino Real and Leucadia Boulevard have been sized to accommodate the 100-year storm event. Consequently, future development within the SPA would not be at risk associated with downstream flooding associated with post-fire drainage changes. Therefore, the project would not expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes, and impacts would be less than significant.

XXI. MANDATORY FINDINGS OF SIGNIFICANCE:

a) Does the project have the potential to substantially degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of a rare or

endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant with Mitigation Incorporated: Implementation of the project has the potential to result in significant impacts to biological resources as discussed in Section IV of this Draft IS/MND. Given the implementation of the recommended mitigation measures, potential impacts to biological resources would be mitigated to less than significant. As evaluated in Section V, Cultural Resources, of this Draft IS/MND, the project would not have a significant impact on cultural resources. Therefore, the project would not have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory.

As a result of this evaluation, there is no substantial evidence that, after mitigation, significant effects associated with this project would result. Therefore, this project has been determined not to meet this Mandatory Finding of Significance.

b) Does the project have impacts that are individually limited, but cumulatively considerable? (“Cumulatively considerable” means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?

- | | |
|--|---|
| <input type="checkbox"/> Potentially Significant Impact | <input type="checkbox"/> Less than Significant Impact |
| <input checked="" type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant with Mitigation Incorporated. Cumulative impacts require consideration of development that may be occurring in the localized area to determine whether the project, in combination with other development, would significantly contribute to a cumulative impact. Past, present, and reasonably future projects were researched to identify projects that could contribute to a potentially significant cumulative impact. Table 7 presents projects that are either currently being processed by the City, were recently approved but have not been constructed yet, are under construction, or were recently constructed and now operational. Figure 12 identifies the location of each of these projects by the number listed in the table showing an approximate one-mile radius. As shown in Figure 12, two cumulative projects are located within the SPA. The Camino (Armstrong Parcels) Project that would develop 87 residential units on the east side of

El Camino Real and the Chick-Fil-A Expansion at 194 El Camino Real are both currently under City review. Both of these projects would be located on disturbed parcels that do not possess natural habitat within an urbanized environment. As shown on Figure 12, an additional 10 projects are located within an approximate one-mile radius of the project site, and are also located within a highly urbanized setting.

As described in Section III, Air Quality, impacts related to air quality would be less than significant. Air quality is a regional issue and the cumulative study area for air quality impacts encompasses the SDAB as a whole. Therefore, the cumulative analysis addresses regional air quality plans and policies, such as the RAQS, as well as the project's contribution to a net increase of any criteria pollutant for which the SDAB is listed as a non-attainment area. As described in Section III.b, maximum representative construction emissions associated with transportation facility improvements would be less than the applicable significance thresholds for all criteria pollutants. Additionally, introduction of proposed multi-modal improvements within the SPA may reduce VMT by promoting the use of alternative transportation modes, and thereby reduce criteria pollutant emissions from vehicles. Consequently, the project would not result in an increase in emissions that are not already accounted for in the RAQS and cumulative impacts would be less than significant.

As described in Section IV.f, the project would be consistent with the North County MSCP, which is a regional resource conservation document. Consequently, projects that are consistent with the North County MSCP would not contribute a cumulative impact to biological resources. Additionally, adherence to the requirements of the MBTA would reduce indirect impacts on migratory and nesting birds to a level less than significant. Furthermore, implementation of mitigation measure **BIO-1** would reduce potential impacts on riparian and wetland resources to a level less than significant, thereby avoiding cumulative impacts.

The analysis of GHG emissions in Section VIII is a cumulative analysis by nature as the issue of GHG emissions is a global issue. As detailed therein, the project would not contribute to a cumulatively considerable impact to the global cumulative GHG emissions impact.

No cumulative impact would result related to issues of geology and soils, hazards and hazardous materials, or hydrology and water quality because like the project, each cumulative project would be subject to local and state regulations that ensure impacts related to these issues are avoided. As described throughout this Draft IS/MND, all other project-level impacts not requiring mitigation would be less than significant or would have no impact. Therefore, the project would not result in any project-level significant impacts that could contribute to an existing cumulative impact on the environment.

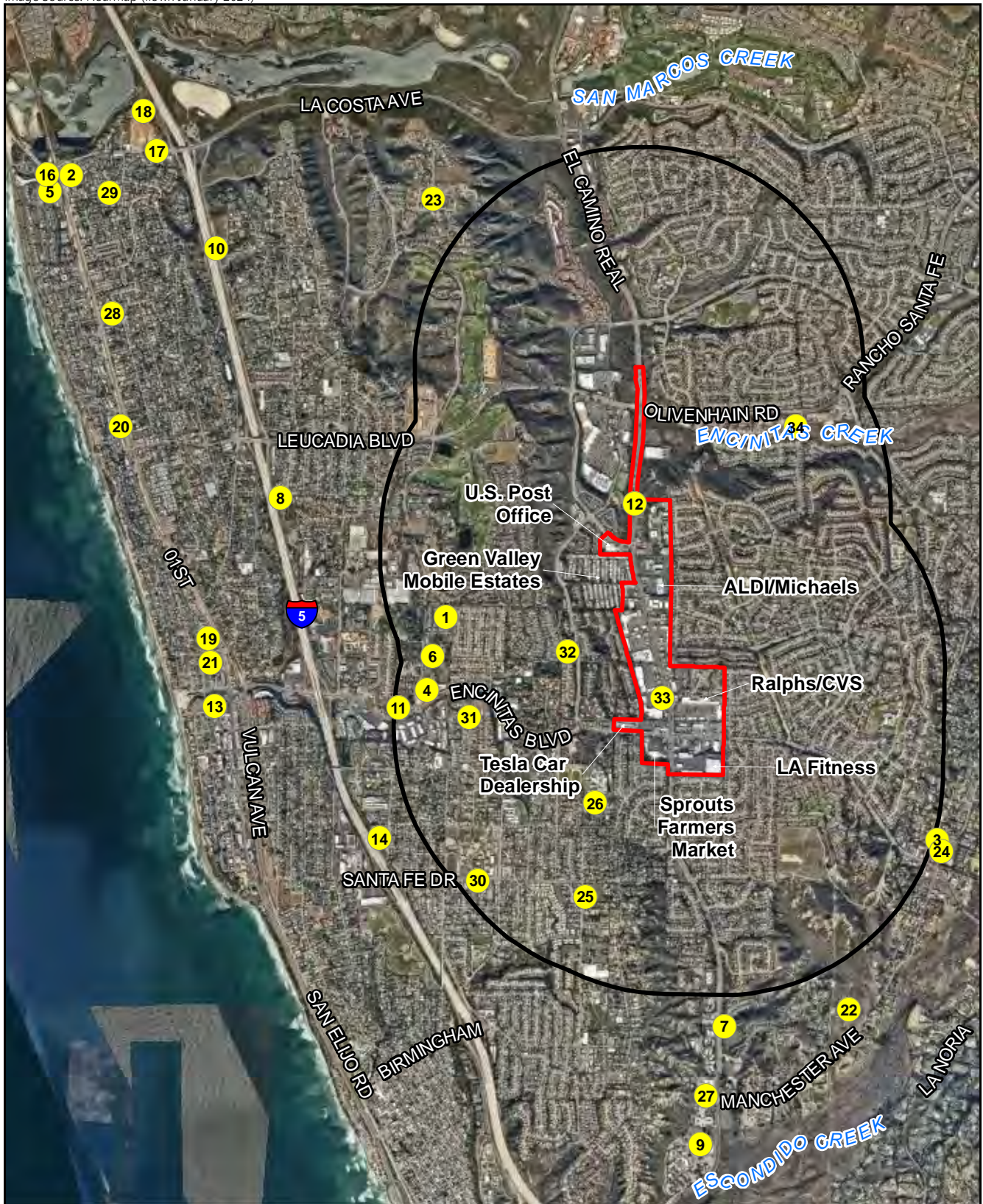
Therefore, the project's contribution to a potential cumulative impact would be less than significant and the project has been determined not to meet this Mandatory Findings of Significance.




c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?

- | | |
|---|--|
| <input type="checkbox"/> Potentially Significant Impact | <input checked="" type="checkbox"/> Less than Significant Impact |
| <input type="checkbox"/> Less Than Significant With Mitigation Incorporated | <input type="checkbox"/> No Impact |

Discussion/Explanation:

Less than Significant Impact. The project would not have a significant impact related to any issue areas that could result in adverse effects to human beings either directly or indirectly. Impacts related to air quality and noise would be less than significant. Construction of proposed facilities may involve the use of small amounts of solvents, cleaners, paint, oils, and fuel for equipment. However, use of these common hazardous materials in small quantities would not represent a significant hazard to the public or environment. Future construction would be conducted consistent with all applicable safety regulations and would not introduce accident conditions that could result in the release of hazardous materials into the environment. Review of the SWRCB Geotracker (SWRCB 2024) and California DTSC Envirostor (DTSC 2024) databases determined that there are no contaminated sites on or adjacent to the El Camino Real corridor within the SPA. Compliance with local and state regulations by future site-specific development and redevelopment within the SPA subject to independent environmental review would ensure that impacts related to geology and soils, hazards and hazardous materials, hydrology and water quality, and wildfire would be less than significant. Therefore, the project would not cause substantial adverse effects on human beings, either directly or indirectly, and the project has been determined not to meet this Mandatory Findings of Significance.



-  ECRSP Boundary
-  1 Mile Radius
-  Cumulative Projects

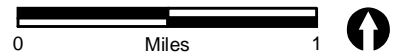


FIGURE 12
Cumulative Projects

Table 7 Cumulative Project List					
Map No.	HEU Site No. (if applicable) ¹	Project Name	Location	Development Proposed-Units ²	Status
1	09	Fox Point Farms (Echter Property)	1150 Quail Gardens Drive	250	Under Construction
2	AD8	Vulcan & La Costa Avenue	1967 North Vulcan Avenue	72	Under Construction
3	08 (a,b)	Encinitas Boulevard Apartments (Gaffey/Goodsen)	2220, 2228, and 2230 Encinitas Boulevard	250	Approved
4	12	Sunshine Gardens	630 Encinitas Boulevard	140	Under Construction
5	07	Marea Village (Jackel Properties)	1950 N. Coast Highway 101	94 for-lease apartments/ 30-room boutique hotel/ 18,261 sf mixed-use development	Approved
6	AD2	Quail Meadows	211 and 225 Quail Gardens Drive	485	In Review
7	AD1	Sage Canyon	Sage Canyon Drive	60	HE Site
8	AD31	Clark Avenue Apartments	662, 672, and 682 Clark Avenue and 556 Union Street	199	Approved
9	01	Saints Constantine & Helen Senior Apts. (Greek Church)	3459 Manchester Avenue	61	Approved
10	02	Piraeus Point (Cannon Property)	Piraeus Street and Plato Place	149	Approved
11	05	Moonlight Apartments	550-590, 696 Encinitas Boulevard	202	Approved
12	06a	Camino (Armstrong Parcels)	701 N. El Camino Real	87	Under Review
13	AD 14	Harrison	364 & 371 Second Street	25	HE Site
14	AD9	Seacoast Church	1050 Regal Road	42	HE Site
15	AD11	Manchester Avenue West	2951 & 2955 Manchester Avenue	50	HE Site
16	--	Encinitas Beach Resort (Alila Marea Resort)	Highway 101/La Costa Avenue	130-room hotel with 5,827 SF restaurant/bar	Constructed/Operational
17	--	516 La Costa Development	516 La Costa Avenue	17 room hotel/ 3,089 SF restaurant	Under Review
18	--	The Cove at Encinitas (La Costa 48)	510 La Costa Avenue	44 single-family residential units and 4 vacant lots	Under Construction
19	--	The Captain (Moonlight Mixed Use)	154, 184, and 196 North Coast Highway 101	50,934 SF commercial area and 45 residential units	Approved
20	--	NINE7ZERO PCH Leucadia	978 North Coast Highway 101	Mixed use with 9 residential units	Under Review
21	--	Burtech Mixed-Use	102 & 118 Second Street	2,694 SF commercial 16 residential units	Approved
22	--	The Preserve	Manchester Avenue (2620512300)	35 single-family residential units	Under Review

Table 7 Cumulative Project List					
Map No.	HEU Site No. (if applicable) ¹	Project Name	Location	Development Proposed-Units ²	Status
23	--	Bella Vista Subdivision	Bella Vista Drive, north of Blue Heron Avenue	17 single-family residential units	Under Review
24	--	Olivenhain Estates Subdivision	154 Rancho Santa Fe Road	14 single-family residential units	Under Review
25	--	The Summit	1255 Lake Drive	12 residential units	Under Review
26	--	Torrey Crest	1240 Melba Road	30 single-family residential units	Under Review
27	--	Westmont	1920 & 1942 S. El Camino Real	49 assisted living units	Under Review
28	--	Sanford 8	145 Sanford Street	8 residential units	Approved
29	--	241 Andrew Subdivision	241 Andrew Avenue	12 single-family residential units	Under Review
30	--	Santa Fe Subdivision	845 Santa Fe	35 single-family and 8 duplex units - Total 51 dwelling units	Under Review
31	--	Ocean Bluff	501 Ocean Bluff Way	27 single-family residential units	Under Review
32	--	Zona Gale Estates	Zona Gale Road (2574010900 & 2574011100)	9 single-family residential units	Under Review
33	--	Chick-Fil-A Expansion	194 ECR	1,980 SF restaurant expansion to existing 3,151 SF restaurant	Under Review
34	--	Carefield Living	1877 Olivenhain	70 units (22 memory care, 48 assisted living units)	Under Review

SOURCE: City of Encinitas, Development Services Department, email communication, May 13, 2024.
 SF = square feet; HEU = (General Plan) Housing Element Update
¹For projects identified with a HEU site number in this column, the number of DUs that would theoretically be constructed with application of the density bonus allowance and/or as previously approved by the City.
²For projects listed as "Under Review" in the Status column, the number of DUs is the amount proposed with the application as currently being processed through the City.

XXII. REFERENCES USED IN THE COMPLETION OF THE INITIAL STUDY CHECKLIST

Airport Land Use Commission, San Diego County, 2010 (amended 2011), *McClellan-Palomar Airport Land Use Compatibility Plan*.

Bay Area Air Quality Management District, 2022, California Environmental Quality Act Air Quality Guidelines. May.

California Air Resources Board (CARB), 2004, Title 13, Section 2485 of the California Code of Regulations. ATCM to Limit Minimize Diesel-Fueled Commercial Motor Vehicle Idling. Adopted July 22.

CARB, 2016, Ambient Air Quality Standards. California Air Resources Board. May 4.

CARB, 2017, 2017 Climate Change Scoping Plan Update: The Proposed Strategy for Achieving California's 2030 Greenhouse Gas Target. January 20.

CARB, 2018, 2018 Updates to the California State Implementation Plan. Adopted October 25.

CARB, 2022a, Amendments to the In-Use Off-Road Diesel-Fueled Fleets Regulation. November 17. <https://ww2.arb.ca.gov/our-work/programs/use-road-diesel-fueled-fleets-regulation>.

CARB, 2022b, Scoping Plan Update for Achieving Carbon Neutrality. December.

California Department of Toxic Substances Control, EnviroStor Database, 2024. <https://www.envirostor.dtsc.ca.gov/public/>.

California Department of Transportation, 2024, California State Scenic Highway System Map.

California Geological Survey, California Department of Conservation. Fault Activity Map of California, Quaternary Faults, 2010. <https://maps.conservation.ca.gov/cgs/fam/>.

City of Encinitas, 1994, General Plan Noise Element.

City of Encinitas, 2011, General Plan Resource Management Element.

City of Encinitas, 2020, Climate Action Plan, January 2018, Interim Revision November.

City of Encinitas, 2022, Resolution 2022-21: A Resolution of the City Council of the City of Encinitas Adopting Fire Department Response Time Benchmark Measurements. February 23.

City of Encinitas, 2023, General Plan Safety Element.

City of Encinitas, 2024, Construction & Demolition Debris. <https://www.encinitasca.gov/government/departments/public-works/trash-recycling/construction-demolition-debris#:~:text=On%20July%209%2C%202008%2C%20the,and%20comply%20with%20state%20wide%20mandates>.

Federal Highway Administration (FHWA), 2006, Roadway Construction Noise Model User's Guide. FHWA-HEP-05-054, SOT-VNTSC-FHWA-05-01. Final Report. January.

Federal Transit Administration (FTA), 2018, Transit Noise and Vibration Impact Assessment Manual. FTA Report No. 0123. Prepared by John A. Volpe National Transportation Systems Center. September.

Leucadia Wastewater District (LWD), 2023, Leucadia Wastewater District Asset Management Plan. https://www.lwwd.org/sites/default/files/2023-05/2023%20April%20LWD%20Asset%20Management%20Plan%2C%20Vol.%201_1-13.pdf.

LWD, 2024, Services and Service Area Map. Available online here: <https://www.lwwd.org/about/service-area-map>.

Office of Environmental Health Hazard Assessment (OEHHA), 2015, Air Toxics Hot Spots Program Guidance Manual for the Preparation of Risk Assessments (Guidance Manual), February.

Olivenhain Municipal Water District (OMWD), 2021, OMWD 2020 Urban Water Management Plan. https://www.olivenhain.com/wp-content/uploads/2020-UWMP_FINAL-2.pdf.

San Diego Air Pollution Control District (SDAPCD), 2020, 2020 Plan for Attaining the National Ambient Air Quality Standards for Ozone in San Diego County. October.

SDAPCD, 2022, 2022 Revision of the Regional Air Quality Strategy.

SDAPCD, 2024, SDAPCD Rules and Regulations. Accessed May 31, 2024. <https://www.sdapcd.org/content/sdapcd/rules.html>.

San Diego Association of Governments (SANDAG), 2021, 2021 Regional Plan.

San Dieguito Water District (SDWD), 2021, OMWD 2020 Urban Water Management Plan. <https://www.encinitasca.gov/home/showpublisheddocument/2322/638053342107130000>.

South Coast Air Quality Management District (SCAQMD), 2023, SCAQMD Air Quality Significance Thresholds. Updated March.

State of California Department of Conservation, 2022, California Important Farmland Finder. <https://maps.conservation.ca.gov/DLRP/CIFF/>.

State Water Resources Control Board–Geotracker Database, 2024. <http://geotracker.waterboards.ca.gov/>.

U.S. Geological Survey (USGS), 1997. 7.5-minute topographic map, Encinitas quadrangle.

ATTACHMENTS

Under Separate Cover