2 PROJECT DESCRIPTION

The City is updating the Mobility Element of its General Plan to set a long-term vision for regional mobility by establishing goals, multimodal networks, and supporting policies. The proposed City of Encinitas Mobility Element Update (MEU; Project) would provide a long-term blueprint that guides transportation decision-making, plans for diverse modes and mobility options, envisions future mobility improvements and would accommodate future growth for all modes of transportation including vehicular travel in an organized and planned manner. The MEU would revise the City's existing Circulation Element policies to account for changes made to state law to create a single cohesive mobility framework. The MEU would also include changes to the City's roadway classifications to better accommodate all modes of travel.

2.1 Project Background and History

California State law requires each city and county to adopt a general plan for its physical development. A general plan is a key tool that addresses a variety of subject areas and expresses the community's development goals related to future land uses in the jurisdiction. The Mobility Element update proposes goals, policies, and a mobility network intended to guide future mobility improvements. Furthermore, the Mobility Element update would serve as a blueprint to guide transportation-related decision-making collectively with other general plan elements for buildout of the City. The updated Mobility Element (formerly the Circulation Element) would be consistent with and become part of the Encinitas General Plan, which provides both policy and regulatory direction.

The current City of Encinitas Circulation Element was adopted in 1989 by City of Encinitas City Council Resolution No. 89-17, which adopted the Circulation Element as a part of the City's General Plan. At the time of the adoption, the 1989 General Plan included all elements mandated by California Planning and Zoning Laws: Land Use, Circulation, Housing, Public Safety, Resource Management (Open Space and Conservation elements), and Noise; and an optional Recreation Element.

Since the adoption of the General Plan in 1989, Encinitas has experienced both changes in land use intensity and increases in population. Encinitas' population has grown nearly 12% between 1990 and 2020, and several residential areas have developed within that same timeframe. To accommodate their growing population, the City of Encinitas authored but did not approve, a General Plan update in 2013, which would have been in effect until 2035 and rezoned parts of the City. As a result of these physical changes within the City, the original Circulation Element is out of date and no longer adequately addresses how Encinitas's circulation network might best serve all users.

In addition to these local changes, there have also been regulatory changes that affect the City's current Circulation Element. Assembly Bill (AB) 1358, also known as the 2008 Complete Streets Act,

requires that a Mobility Element plan for a balanced and multimodal transportation network that addresses the need of all users of streets, roads, and highways in a manner suitable for the rural, suburban, or urban context of the general plan. Assembly Bill (AB) 43 was adopted in September 2021 and focuses on Traffic Safety. This bill allows City Governments to drop speed limits and to set limits in certain "Safety Zones" aiming to increase pedestrian safety.

Senate Bill 375 was also adopted in 2008 to support the implementation of AB 32—also known as the Global Warming Solutions Act of 2006—which requires California to lower statewide greenhouse gas (GHG) emissions to 1990 levels by 2020. SB 375 requires that state Metropolitan Planning Organizations (MPOs) develop a Sustainable Communities Strategy (SCS) as part of their regional transportation plans (RTPs). The SCS must demonstrate how the region would meet its goals for reducing GHG emissions from automobiles and light trucks (SANDAG 2021a). Assembly Bill 1279 (AB 1279), the California Climate Crisis Act, codified the carbon neutrality target as 85% below 1990 levels by 2045. The 2022 Scoping Plan was adopted in December 2022. The 2022 Scoping Plan lays out a path to achieve targets for carbon neutrality and reduce anthropogenic GHG emissions by 85% below 1990 levels no later than 2045.

Approved in September 2016, SB 32 updates the California Global Warming Solutions Act of 2006 and enacts Executive Order (EO) B-30-15. EO B-30-15 establishes a GHG emission reduction of 40% below 1990 levels by 2030 for the State of California. This EO also directed all state agencies with jurisdiction over GHG-emitting sources to implement measures designed to achieve the 2030 goal, as well as the preexisting, long-term required state-wide GHG reduction targets to 80% below 1990 levels by 2050 identified in EO S-3-05.

In the San Diego region, the San Diego Association of Governments (SANDAG) serves as the regional MPO and transportation planning agency. In 2019, SANDAG adopted the Federal Regional Transportation Plan, which incorporated the 2015 SCS and serves as a guide for future development of the regional transportation network through the year 2050. The 2021 Regional Plan was adopted two years later and provides a comprehensive blueprint for the San Diego region that seeks to meet regulatory requirements, address traffic congestion, and create equal access to jobs, education, healthcare, and other community resources. It builds from older versions of the Regional Plan (2004 and 2015) and incorporates the SCS. As a result, the latest plan is compliant with SB 375 as it identifies how the region would address GHG emissions to meet State-mandated levels and focuses on land use planning and transportation issues to develop sustainable growth patterns on a regional level.

To address these changes, a draft update to the Mobility Element was proposed in 2016 but was never adopted. In the spring of 2021, the City began a project to update its Mobility Element and create a framework to implement SB 743, a new State law governing transportation analysis, and to account for mobility, population, and land use changes not reflected in the original 1989 Element.

SB 743 was passed by the legislature and signed into law in the fall of 2013. This legislation led to a change in the way that transportation impacts are measured under the California Environmental Quality Act (CEQA). The California Natural Resources Agency updated the Guidelines for the Implementation of the CEQA Guidelines in December 2018. Per the CEQA Guidelines, starting on July 1, 2020, automobile delay and level of service (LOS) were no longer permitted to be used as the performance measure to determine the transportation impacts of land development projects under CEQA.

To implement SB 743, the CEQA Guidelines were revised to require the use of VMT as the most appropriate measure of transportation impacts. VMT is a metric that accounts for the number of vehicle trips generated and the length or distance of those trips. VMT does not directly measure traffic operations but instead is a measure of network use or efficiency, especially if expressed as a function of population or employment (e.g., VMT/capita or VMT/employee). SB 743 did not prevent an agency from continuing to analyze local mobility in terms of delay or LOS as part of other plans (e.g., general plans), studies, congestion management plans, or transportation improvement plans—but these metrics may no longer constitute the basis for CEQA transportation impacts as of July 1, 2020.

To comply with the new legislation, the City adopted its SB 743 VMT Analysis Guidelines on November 8, 2023, with the following intentions:

- Enable proposed development projects to comply with current CEQA requirements as a result of the implementation of SB 743.
- Outline the City's VMT significance thresholds, screening criteria, and methodology for conducting the transportation VMT analysis.
- Determine if mitigation is required to offset a project's significant VMT impacts.
- Identify VMT reduction measures and strategies to mitigate potential impacts below a level of significance.
- Reduce the need to widen or build roads through effective use of the existing transportation network and maximize the use of alternative modes of travel throughout the City.

Within its Guidelines, the City of Encinitas has identified a VMT analysis methodology, established VMT thresholds for CEQA transportation impacts, and identified possible mitigation strategies. The requirements to prepare a detailed transportation VMT analysis apply to all land development projects, except those that meet at least one of the screening criteria. The significance thresholds and specific VMT metrics used to measure VMT are described by land use type below:

- **Residential**: 15% below the existing City-wide average.
- **Employment (includes all employment types—office, commercial, hotel, industrial):** At or below the regional average.
- **Mixed-Use:** Each project component is evaluated per the appropriate metric based on land use type (e.g., residential, employment, and retail).
- **Regional Retail, Regional Recreational, or Regional Public Facilities:** A net increase in total regional VMT using the boundary method.
- **Specific Plans or General Plan Amendments:** Comparison to the region is appropriate because large land use plans can have an effect on regional VMT (akin to how a regional retail project affects regional VMT). The significance thresholds described above apply to specific plans or general plan amendments. In addition, plan buildout/cumulative analysis is needed.

- **Transportation Projects:** Projects that increase motor vehicle capacity (such as constructing a new roadway or adding more vehicle travel lanes to an existing roadway) have the potential to increase vehicle travel, referred to as "induced vehicle travel." These projects must prepare a VMT analysis.

The City's Guidelines require that the project applicant must reduce VMT, which can be done by either reducing the number of automobile trips generated by a project or by reducing the distance that people drive.

2.2 Project Objectives

In accordance with CEQA Guidelines Section 15124, the following primary objectives support the purpose of the Project, assist the lead agency in developing a reasonable range of alternatives to be evaluated in this PEIR, and ultimately aid decision-makers in preparing findings and overriding considerations. The primary objective of the Project is to address the mobility needs of the City for all modes of travel and to meet the requirements of State law.

The Project objectives are as follows:

1. Improve the safety, interconnectivity, accessibility, and comfort of all multimodal corridors to maximize the number of trips made by foot, transit/microtransit, micromobility, and bicycle to schools, parks, neighborhoods, the coast, and shopping areas.
2. Provide for, expand, and sustain a mix of transportation modes that meets the existing and future transportation needs of all Encinitas residents and visitors and minimizes impacts to the community and environmental character.
3. Promote a long-term, coordinated program that provides standards and direction for improvements to the public right-of-way to enhance the identity of specific areas and create street design solutions to accommodate all modes of travel.
4. Update existing classifications within the Mobility Element so that the Encinitas circulation network responds to the present and future circulation needs of all users.
5. Consolidate existing and new policies in its various mode-specific, strategic plans—including the Climate Action Plan, Modal Alternatives Plan, Rail Corridor Cross Connect Implementation Plan, and the Active Transportation Plan—into one cohesive citywide framework.

2.3 Project Location and Regional Setting

The Planning Area for the MEU is the City of Encinitas, which is in northern San Diego County, approximately 25 miles north of the City of San Diego. It encompasses approximately 20 square miles and is considered almost fully developed. The City is bordered by the City of Carlsbad to the north, the City of Solana Beach to the south, unincorporated San Diego County to the east, and the Pacific Ocean to the west. Interstate 5 and Coast Highway 101 both cut north south through the western half of the City of Encinitas. **Figure 2-1** shows the Project's regional location, and **Figure 2-2** shows the Project's location within City boundaries.

Figure 2-1 Regional Location

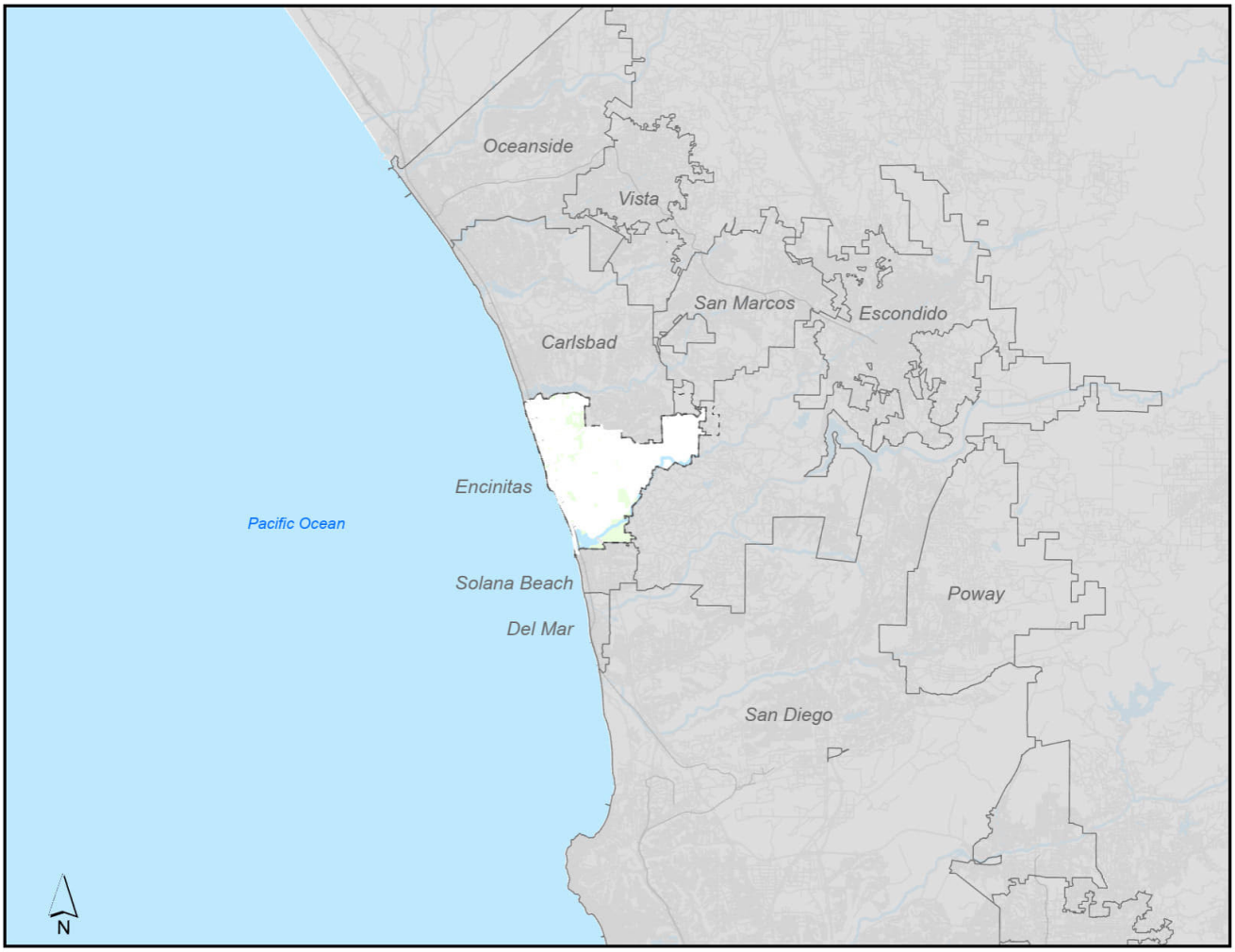
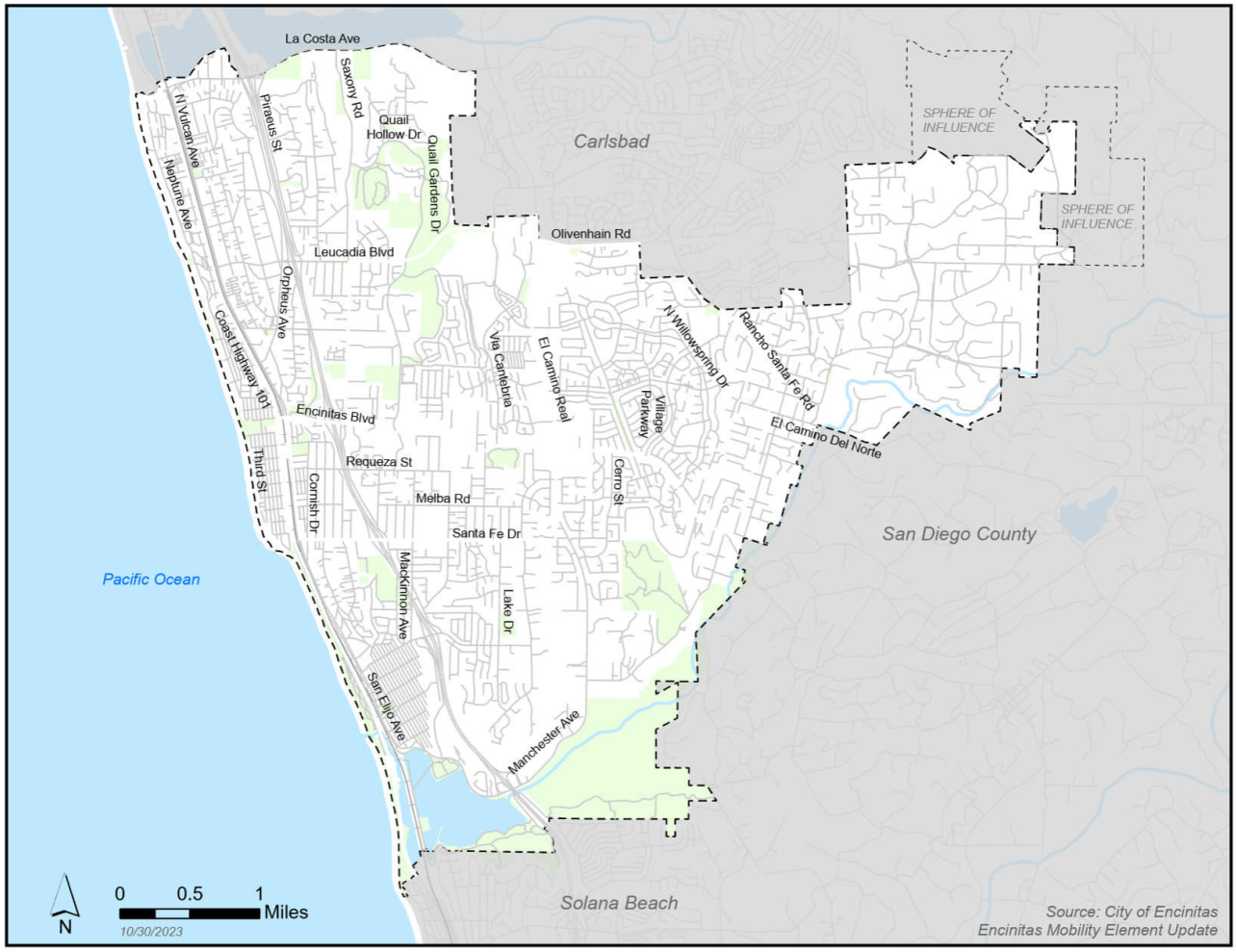


Figure 2-2 Project Location



2.4 Project Description

The Mobility Element sets a long-term vision for Encinitas through the establishment of goals, multimodal networks, and supporting policies. It complements regional and state mobility plans and works with the other elements of the Encinitas General Plan, particularly the Land Use Element, to plan for and accommodate the City's mobility needs into the future. The purpose of updating the Mobility Element is to define a safe and efficient circulation system that responds to the mobility needs of all modes and users, as well as to incorporate changes in transportation needs, new technologies, and other projects and General Plan Elements. The City's circulation system, which targets equity among all modes of travel, consists of freeways, streets, bicycle routes, sidewalks, and trails, as well as modes of transportation including cars, buses, trucks, trains, bicycles, e-bicycles and e-scooters, ridesharing, and walking.

2.4.1 Mobility Element Update

The MEU would establish improved mobility for all modes in the City. Evolving community needs and new regulations are changing the way the region and local agencies plan transportation and land use. As a result of these changes, cities are developing ways to target equity among all modes of travel and to accommodate all roadway users, including pedestrians, cyclists, automobiles, and transit riders of all ages and abilities. This Element would analyze the City's transportation network through a new framework that accomplishes the following:

- Prioritizes the movement of people safely and across all modes
- Focuses on full right-of-way widths, including parkways and sidewalks
- Considers land use and context

Within the City boundaries, the MEU would focus on the City's five communities as well as addressing the City as a whole. These communities include Cardiff-by-the-Sea, Old Encinitas, Leucadia, New Encinitas, and Olivenhain. The Mobility Element and the SB 743 VMT Analysis Guidelines make citywide recommendations as they include key centers for housing, recreation, education, and shopping within Encinitas. The Mobility Element is provided in Appendix B.1. to the DEIR.

2.4.1.1 Goals and Policies

The Mobility Element's goals and policies outline future mobility system improvements and provide direction for developing implementation documents. They also guide landowners and City reviews in developing and reusing properties. The Element articulates a plan that is based on established communities, emerging planning themes, recent legislation, equity, and citizen input. The Element's policies include a mix of programmatic and physical strategies that can be implemented over the course of the City's General Plan.

The Mobility Element goals and policies are organized under the following themes:

- Strategic Vision for Mobility. Goal 1: Develop and maintain a mobility system that accommodates the City's diverse needs and land uses, including planned growth.

- Multimodal Options. Goal 2: Provide multimodal mobility options that are safe, accessible, and comfortable for all types of users including residents, visitors, and the movement of goods.
- Vehicle-Miles Traveled and Mode Share. Goal 3: Reduce automobile vehicle-miles traveled and related impacts to air quality and congestion by providing time-competitive alternatives to automobile travel, including public transit, cycling, walking, micromobility, and on-demand mobility services.
- System Connectivity. Goal 4: Improve system connectivity by adopting multimodal standards, eliminating gaps in mobility networks, and increasing the ease of multimodal and interjurisdictional travel.
- System Safety. Goal 5: Maximize the safety of the mobility system through design best practices, regular maintenance, community education, and consistent enforcement.
- Environmental and Community Impacts. Goal 6: Balance mobility benefits with minimized impacts to the environment and community.

Refer to the Mobility Element in Appendix B.1. for a comprehensive discussion of each mobility goal and supporting policy. The update to the Element includes a focus on equitable access. For example, Policy 2.1, Equitable Access for All Modes, Ages and Abilities, requires multi-modal options to provide equitable access for all users across all modes, ages, and abilities. This includes accommodations for senior, youth, disabled, low-income, minority, and multi-lingual populations. In addition, Policy 4.5, Coastal Circulation Network, requires system connectivity to foster access to shoreline recreation areas, while maintaining adequate circulation on major coastal access roadways. Future development pursuant to this policy shall target equity among all modes of travel, including automobile, bicycle, micromobility, microtransit, pedestrian, and public transportation. Modification to major coastal access roadways shall be accompanied by public access benefit enhancements promoting multi-modal access, which may include, but is not limited to, increased public transportation services; improved bicycle and pedestrian access; and increased public parking.

2.4.1.2 Mobility Networks

This section presents the City's multimodal mobility networks. It begins by defining a typology for the street right-of-way based on each street type's mobility functions, modal priorities, and land use context. The section concludes with maps of each major modal network, including streets, bicycle/micromobility, trails, and public transit.

2.4.1.3 Street Typology

Streets and public rights-of-way comprise a large portion of the land in Encinitas, and how they are utilized has tremendous influence on mobility, safety, economic development, and overall quality of life. Street typology defines a hierarchy of street types that incorporate not just the street's mobility function, but also its character and adjacent land uses and context. This typology provides a classification system that helps guide future land development, street improvements, and road design projects. **Table 2-1** lists the street types in Encinitas.

Table 2-1 Street Type	
Connector (Prime & Major)	Connects neighborhoods & destinations across longer distances (beyond typical bike/walk distance)
Collector	Provides mobility in, out & through neighborhoods & destinations
Residential Neighborway	Provides local access to residential streets. Often within walksheds of key destinations
Local Street (Unclassified)	Provides direct access to individual residences
Special Designation Corridors	Provides mobility along Coast Highway 101 and El Camino Real, often in accordance with specific plans or other focused plans

Table 2-2 contains additional details, listing all street types in Encinitas, including their contextual settings (urban village, suburban, rural). The table also specifies each street type's vehicular function, number of lanes, median treatment, and typical right-of-way width. Two-way, -left turn lane median treatments are shown in the table as TWLTL. Refer to the City of Encinitas Mobility Analysis Guidelines for additional details including typical cross-sections and multimodal quality standards found in Appendix B.2.

Table 2-2 Detailed Street Typology					
No.	**Street Type**	**Vehicular Function**	**Lanes** (# up to) [1]	**Median**	**Preferred ROW**
Connectors Prime (CNP) and Connector Major (CNM) connect neighborhoods and destinations across longer distances (beyond typical bike/walk distance).					
CNP-6M	Suburban Connector	Prime Arterial	6	Raised median	135'
CNP-4N	Suburban Connector	Prime Arterial	4	None	135'
CNM-4M	Suburban Connector	Major Arterial	4	Raised median	100'
CNM-4L	Suburban Connector	Major Arterial	4	TWLTL	100'
Suburban Collectors (SC), Urban Village Collectors (UVC) and Rural Collectors (RC) provide mobility in, out, and through neighborhoods and destinations.					
SC-4M	Suburban Collector	Collector	4	Raised median	75'
SC-4L	Suburban Collector	Collector	4	TWLTL	75'
SC-2M	Suburban Collector	Collector	2	Raised median	75'
SC-2L	Suburban Collector	Collector	2	TWLTL	75'
SC-2N	Suburban Collector	Collector	2	None	75'
SC-1N	Suburban Collector	Collector	1	None	75'
UVC-2M	Urban Village Collector	Collector	2	Raised median	85'
UVC-2L	Urban Village Collector	Collector	2	TWLTL	85'
UVC-2N	Urban Village Collector	Collector	2	None	85'

[1] Any lane count listed for a given roadway classification or street typology represents a notional capacity based on maximum traffic volumes. City Council retains the discretion to reduce lane counts within the classified network, and the lane count within this table is not prescriptive.

Table 2-2 Detailed Street Typology					
No.	**Street Type**	**Vehicular Function**	**Lanes** (# up to) [1]	**Median**	**Preferred ROW**
RC-2N	Rural Collector	Collector	2	None	81'
Residential Neighborways (RN) provide local access to residential streets, often within walksheds of key destinations.					
RN-2M	Residential Neighborway	Local	2	Raised median	70'
RN-2L	Residential Neighborway	Local	2	TWLTL	70'
RN-2N	Residential Neighborway	Local	2	None	70'
RN-1N	Residential Neighborway	Local	1	None	70'
Special Designation Corridors provide mobility along Coast Highway 101 (CC) and the El Camino Real (E), often in accordance with specific plans or other focused plans.					
E-6M	El Camino Real Suburban Corridor	Prime Arterial	6	Raised median	150'
CCM--4M	Coast Highway 101 Urban Village Corridor	Major Arterial	4	Raised Median	125'
CC-4M	Coast Highway 101 Urban Village Corridor	Collector	4	None	125'
CC-4L	Coast Highway 101 Urban Village Corridor	Collector	4	TWLTL	125'
CC-3M	Coast Highway 101 Urban Village Corridor	Collector	3	Raised Median	125'
Ft = feet; ROW = right-of-way; TWLTL = Two-way, left-turn lane '=feet					

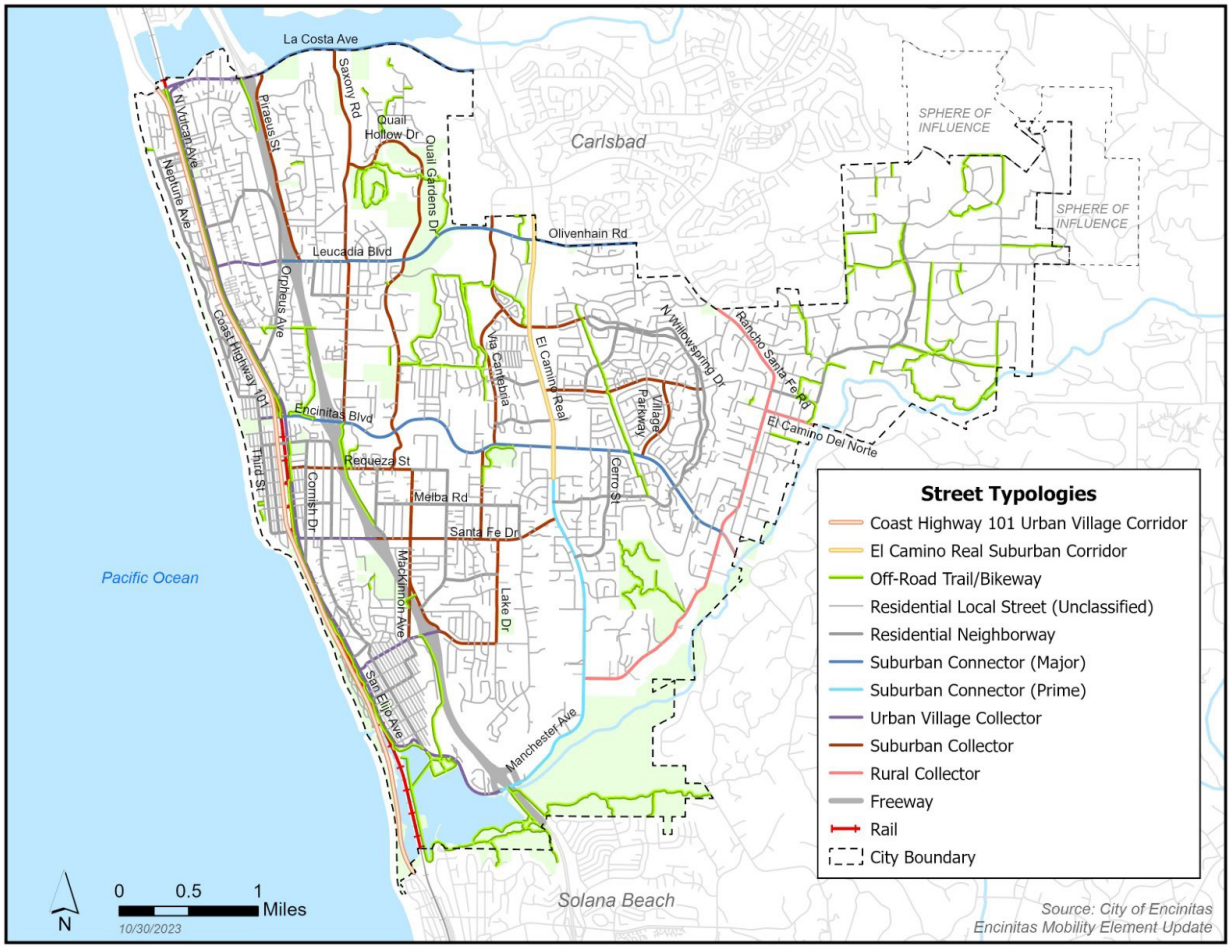
2.4.1.4 Multimodal Networks

The maps below show the proposed major multimodal networks in Encinitas, including streets, bicycle/micromobility, trails, and public transit.

Street Network

Figure 2-3 shows that the street network is the backbone of the City's multimodal networks, comprising most of the City's right-of-way and accommodating multiple modes.

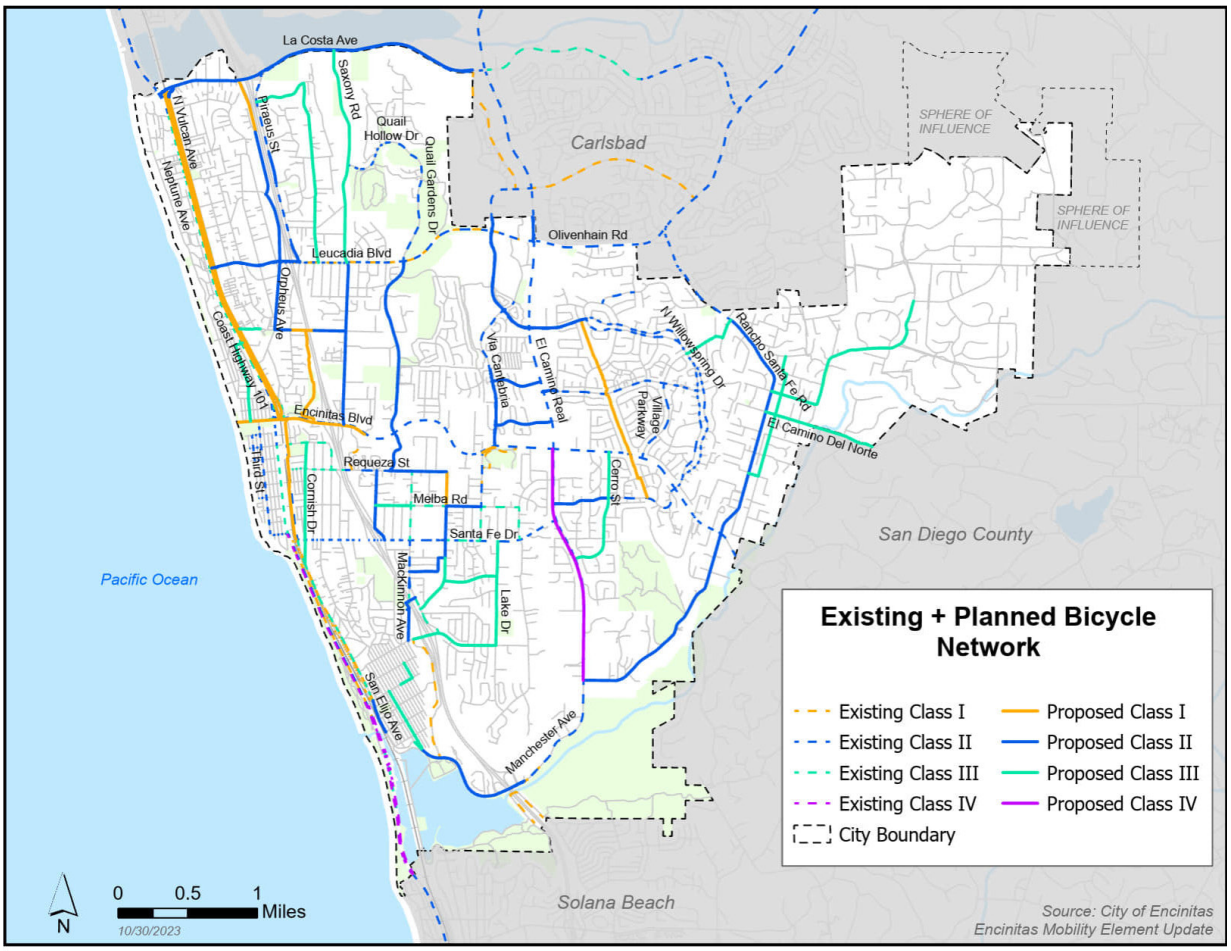
Figure 2-3 Street Network



Bicycle/ Micromobility Network

Figure 2-4 shows the bicycle/micromobility network, which facilitates active transportation for bicycles and micromobility, including scooters, skateboards, other wheeled and assistive devices.

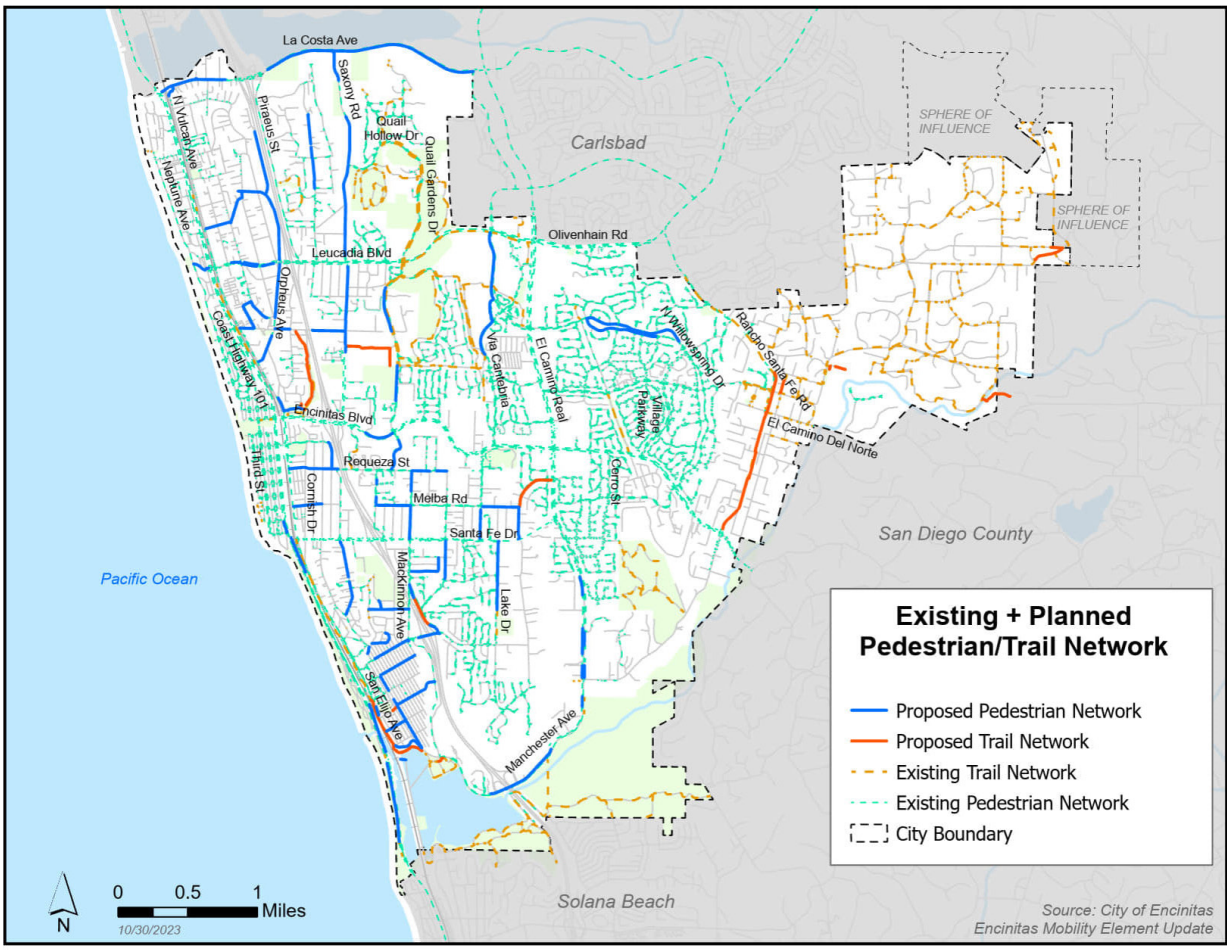
Figure 2-4 Bicycle/Micromobility Network



Trail Network

Figure 2-5 shows the trail network, which facilitates active transportation for pedestrians, and also in many cases for bicycles and micromobility including scooters, skateboards, other wheeled and assistive devices.

Figure 2-5 Trail Network



2.4.2 Mobility Element Implementation (Local Mobility Analysis Guidelines)

The Mobility Analysis Guidelines, or MAGs, are the implementation documents for the Mobility Element and can be found in Appendix B.2. The MAGs outline thresholds and identify when development projects are required to prepare a non-CEQA Local Mobility Analysis (LMA), otherwise known as a Level of Service (LOS) traffic study. The LMA would evaluate the effects of a proposed development project on the safety, operation, access, and mobility of circulation network users (automobiles, bicycles, pedestrians, and transit users) in proximity of the Project. The authority for requiring non-CEQA transportation analysis and requiring project improvement conditions to address identified deficiencies is established in the City's project review authority and General Plan policies, which shape the long-term development of the City, as well as protect its environmental, social, cultural, and economic resources.

The LMA would accomplish the following:

- Specify the City's screening criteria and determine when a study is required, confirm the study area, and establish the methodologies to assess the potential need for off-site operation improvements to the project study area multi-modal transportation network.
- Ensure that local transportation facilities have sufficient capacity to accommodate the project's demand on various modes of travel and ensure that improvements identified by the City are constructed when needed and consistent with the City's standards and policies.
- Ensure consistency with transportation planning documents (such as the Active Transportation Plan (ATP), Trails Master Plan, or an equivalent document).
- Establish measures of effectiveness to maintain vehicular LOS consistent with the Mobility Element of the City's General Plan, which may be amended as needed.
- Facilitate project site access and roadway frontage infrastructure improvements to serve the Project area.

The MAGs include LMA requirements and methodologies, as well as the process for identifying the amount and type of mobility improvement required for each development project. Additionally, the MAGs include a full list of street classifications and typical cross sections for each different type of street classification, consistent with those included in the Mobility Element.

The MAGs would also include the City's SB 743 VMT Analysis Guidelines as a chapter. The City's VMT Analysis Guidelines were adopted by the City Council on November 8, 2023, in advance of and separate from the Mobility Element and MAGs. Once the MAGs are adopted, the VMT Analysis Guidelines would become a part of that implementation document, so that requirements for all types of traffic studies (CEQA VMT and non-CEQA LMA) are contained in the same document.

2.5 Relationship to Regional and Local Plans

2.5.1 Regional Plans

In accordance with federal and State law, SANDAG prepares long-range transportation plans for the San Diego region. These plans include the following:

- A broad regional transportation plan (currently branded as the SANDAG Regional Plan) that is typically updated every four years. It contains regionally significant transportation facilities including highways, railroads, public transit, and active transportation, plus input from local jurisdictions on their own locally focused mobility plans.
- A Regional Transportation Improvement Program (RTIP) that contains a subset of high-priority RTP projects with major regional or state significance. The RTIP is typically updated every two years and serves as an input to the statewide planning and project development process.

2.5.2 Other General Plan Elements

The Mobility Element accounts for the goals and policies of several other General Plan elements to produce an equitable, forward-thinking, and well-balanced plan for the City's transportation network. Goals and policies in the Mobility Element are designed to support and complement those of other elements. Below are descriptions of the other General Plan elements and how they support the Mobility Element.

Land Use Element. The Encinitas Land Use Element provides the background information for all land use-related decisions within Encinitas. The Land Use Element aims to establish a balanced and functional mix of development, provide guidance regarding new development, identify land use opportunities and constraints, and preserve valuable underdeveloped portions of the City. The Element includes several goals and policies, as well as both City-wide and community-specific land use policies, information on zoning, and several overlays/specific plans. The Land Use Element is an important consideration when classifying a circulation network, as land uses and the seating of key destinations determines where and how bikes, pedestrians, transit, and automobiles move throughout the City.

Housing Element. The Housing Element identifies and analyzes the City's existing and projected housing needs and contains a detailed outline and work program of the City's goals, policies, quantified housing objectives, and programs for preservation, improvement, and development of housing for a sustainable future. The Housing Element works in conjunction with the Land Use Element, which establishes the type, intensity, and distribution of land uses, including housing, throughout the City. In turn, the Housing Element also plays a key role in developing a circulation network, as housing and an effective transportation system are imperative to the vitality of the other.

Safety Element. The Safety Element identifies goals and policies that minimize the risks associated with natural and human-made hazards. In addition, the Element identifies the appropriate actions that are needed to respond to a crisis and ways that hazards can be avoided through prudent planning. The Mobility Element works in conjunction with the Safety Element by ensuring that emergency services can move through the City on the circulation network efficiently.

Resource Management Element. The Resource Management Element identifies goals and policies that are designed to preserve significant natural resources within the City. This includes protecting cultural, archeological, and found paleontological resources, as well as ensuring clean air and a healthy environment for all Encinitas residents and visitors. The Mobility Element works with the Resource Management Element by promoting active transportation—and thus cleaner air—and ensuring that the circulation network prioritizes improvements on existing roads, rather than constructing new roads.

Recreation Element. The Recreation Element addresses the City's existing and future recreational resources, including parks, beaches, trails, and more. The Recreation Element also addresses goals and policies related to the development of new facilities, preserving open space, sustainable coastal development, and recreational access, as well as broadening the range of recreational services that the City provides. The Mobility Element would ensure that residents and visitors to Encinitas are able to utilize the mobility network to access key destinations, including a variety of recreational resources.

Noise Element. The Noise Element quantifies the community noise environment in terms of noise exposure contours. These contours serve as guidelines for the development as outlined in the Land Use, Housing, and Mobility Element to achieve noise-compatible land uses. These quantified noise contours are particularly relevant to the Mobility Element, as traffic-related noise is one of the principal disturbances listed in the Noise Element. The Mobility Element considers context when classifying the circulation network in Encinitas as well as areas with sensitive receptors, where people might be impacted by traffic noise.

2.6 Discretionary Actions

Adopting the MEU would require an amendment to the General Plan and would require approval of the following discretionary actions:

- Adopting a resolution that certifies the PEIR for the General Plan Amendment and adopting the CEQA Findings of Fact.
- Adopting an amendment to the General Plan.

2.7 Future Actions

As allowed in CEQA Guidelines Section 15168, future capital projects and development proposals within the Project area would be reviewed considering the Final PEIR by the City. The PEIR and subsequent Project review process allow a PEIR to serve as the basis for environmental review of subsequent projects. Sections 15182 and 15183 of the CEQA Guidelines provide additional review guidance for projects proposed in accordance with an adopted specific plan, or consistent with an adopted community plan, general plan, or zoning.

Typical projects that could be implemented as envisioned by the MEU include the following:

- Roadway improvements, such as paving and restriping.
- Facilities to support public transit, such as bus lanes, transit priority signal systems, managed curb space, passenger shelters, and transportation kiosks.
- Facilities to support bicycle and micromobility, such as multiuse paths, lanes, signals, loop detectors, parking, and other infrastructure and operational accommodations.
- Facilities to support pedestrian travel such as crossings, signals, sidewalks, paths, plazas, furniture, signage, and landscaping.
- Other mobility-related improvement projects.

If any future projects within the MEU area have potentially significant adverse environmental effects that were not examined in this PEIR, an Initial Study would be prepared for that project, leading to the preparation of either a Negative Declaration, Mitigated Negative Declaration, focused EIR, or addendum or supplement to this PEIR. When additional environmental documentation for a new project is necessary, this PEIR may be incorporated by reference to address regional context, secondary effects, cumulative impacts, alternatives, and other factors that apply to the program.