RESOLUTION NO. 2024-83

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF ENCINITAS, CALIFORNIA, ADOPTING THE MITIGATED NEGATIVE DECLARATION AND MITIGATION MONITORING AND REPORTING PROGRAM FOR THE EL CAMINO REAL SPECIFIC PLAN PROJECT

WHEREAS, on June 10, 2020, the City Council of the City of Encinitas, adopted Resolution No. 2020-44 to authorize the City Manager to apply for and receive Local Early Action Planning (LEAP) Grant funds from the California Department of Housing and Community Development (HCD) to develop the El Camino Real Specific Plan (ECRSP); and

WHEREAS, the ECRSP project was prepared based on City Council direction and public outreach and input through several community workshops and pop-up outreach events at various locations within the ECRSP corridor and at community events such as the Leucadia Farmer's Market, Cyclovia, and EcoFest; and

WHEREAS, pursuant to California Environmental Quality Act (CEQA) Guidelines Section 15105(b) the City prepared an Initial Study (IS) that determined that no significant environmental impacts would result from the proposed project with mitigation measures incorporated into the project; therefore, a Mitigated Negative Declaration (MND) was prepared for the ECRSP project, that includes mitigation measures for Biological Resources and Tribal Cultural Resources; and

WHEREAS, on May 31, 2024, a notice of availability for the MND was published in a newspaper of general circulation for a 30-day public review period that occurred from June 3, 2024, through July 2, 2024, and the draft Initial Study and Mitigated Negative Declaration (IS/MND) were made available for public review pursuant to State California Environmental Quality Act (CEQA) guidelines including being posted on the City's environmental notices webpage, provided to the County Clerk-recorder's Office for posting, and submitted and uploaded to the State Clearinghouse (State Clearinghouse No. 2024060039); and

WHEREAS, on July 2, 2024, the written public review comment period concluded for the MND with comments received from three members of the public, Caltrans, and North County Transit District (NCTD) that resulted in updated discussions for the transportation (Section XVII.a and c), air quality (Section III.b), greenhouse gas (Section VIII.a), and noise (Section XIII.a) topics of the MND, consistent with State CEQA Guidelines; and

WHEREAS, on August 15, 2024, and August 22, 2024, the Planning Commission conducted a duly noticed public hearing to discuss and consider the ECRSP project and recommended that the City Council adopt the MND; and

WHEREAS, the City Council conducted a public hearing on September 11, 2024, for the purpose of considering the ECRSP project; and

WHEREAS, the City Council has duly considered the totality of the record and all evidence submitted into the record, including public testimony and the evaluation and recommendations by staff and Planning Commission, presented at said hearings; and

WHEREAS, notices of said public hearings were made at the time and in the manner required by law.

NOW, THEREFORE, BE IT RESOLVED, by the City Council of the City of Encinitas, California, that:

Section 1. The recitals above are each incorporated by reference and adopted as findings by the City Council.

Section 2. Based on the whole of the record, including the Initial Study, Mitigated Negative Declaration (MND), and public comments received, the City Council finds in its independent judgment and analysis that, with the incorporation of mitigation measures identified in the Mitigation Monitoring and Reporting Program (MMRP), there is no substantial evidence that the project will have a significant effect on the environment. The City Council hereby adopts the MND and MMRP included as 'Exhibit A' herein.

Section 3. The agenda report, project documents, and other related materials that constitute the record of the proceedings upon which this decision is based shall be made available at the Development Services Department of the City of Encinitas, 505 South Vulcan Avenue, Encinitas, California, and in other locations the Department deems appropriate to facilitate public access to the record of the proceedings.

PASSED, APPROVED, AND ADOPTED this 11th day of September 2024 by the City Council of the City of Encinitas, State of California.

DocuSigned by:
A.T. Kranz
DEA18C6BB88E438...
Tony Kranz, Mayor

ATTEST:

DocuSigned by:
Kathy Hollywood
43EC63D34D2448C...
Kathy Hollywood, City Clerk

APPROVED AS TO FORM:

Signed by:
Tarquin Preziosi
160D99692D9741B...
Tarquin Preziosi, City Attorney

CERTIFICATION: I, Kathy Hollywood, City Clerk of the City of Encinitas, California, do hereby certify under penalty of perjury that the foregoing Resolution was duly adopted at a regular meeting of the City Council on the 11th day of September, 2024, by the following vote:

AYES: **Blackwell, Ehlers, Kranz, Lyndes**

NOES: **None**

ABSENT: **Hinze**

ABSTAIN: **None**

DocuSigned by:
Kathy Hollywood
43EC63D34D2448C...
Kathy Hollywood, City Clerk

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

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FIGURE 1
Regional Location

Map Source: USGS 7.5 minute topographic map series, Encinitas quadrangle, 1997, T13S R04W

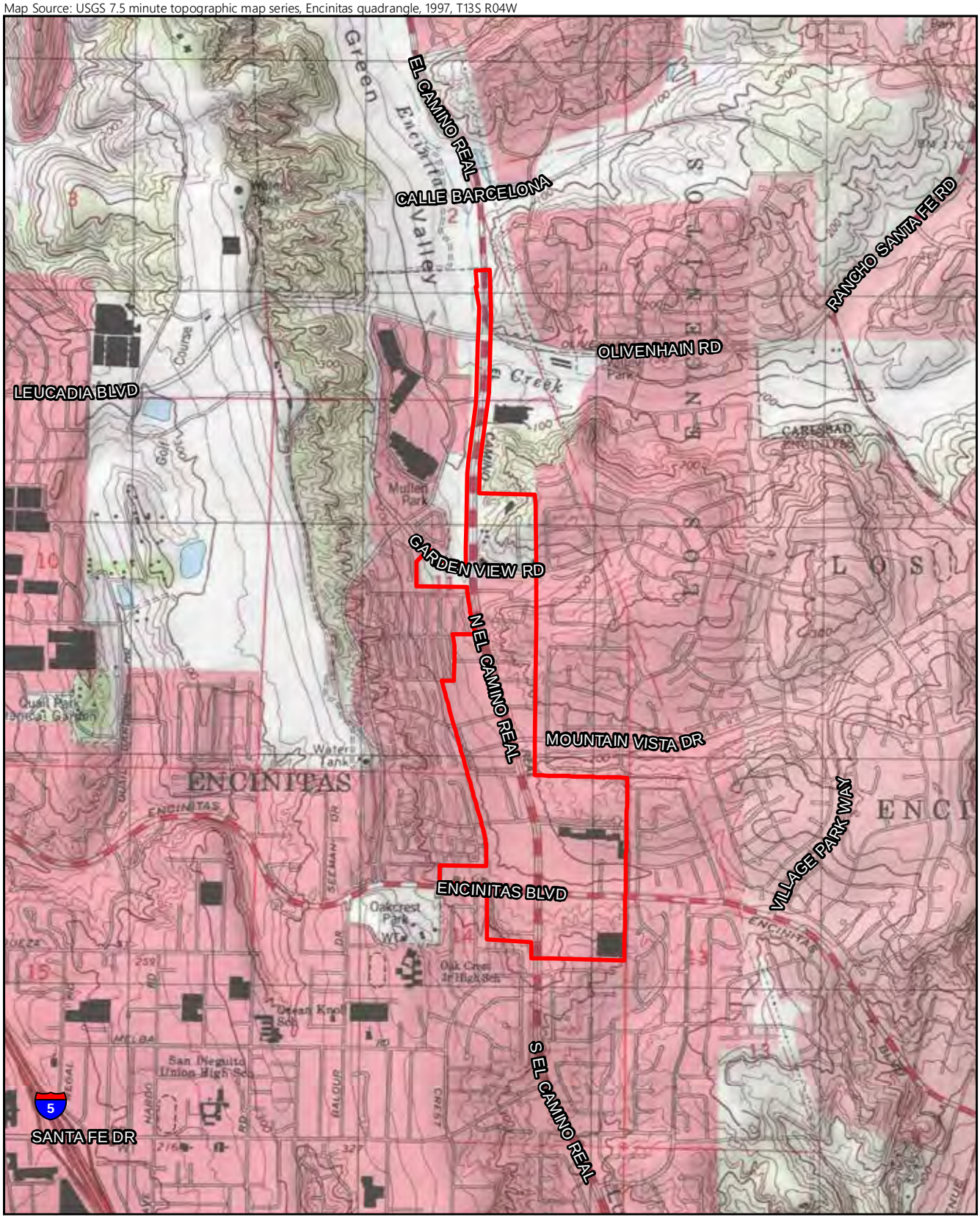

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FIGURE 2
Project Location on USGS Map

Image Source: NearMap (flown January 2024)

ECRSP Boundary

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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~~ Require 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 plantings that reach a mature height of 20 feet or greater 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, including substantial use of native plants.

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, ~~a~~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
Life Sciences	GC, PSP, OP	X	~~P~~C

GC = General Commercial
[1]Ancillary to commercial plaza area
PSP = Public/Semi-Public
OP = Office Professional
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.

Map Source: City of Encinitas

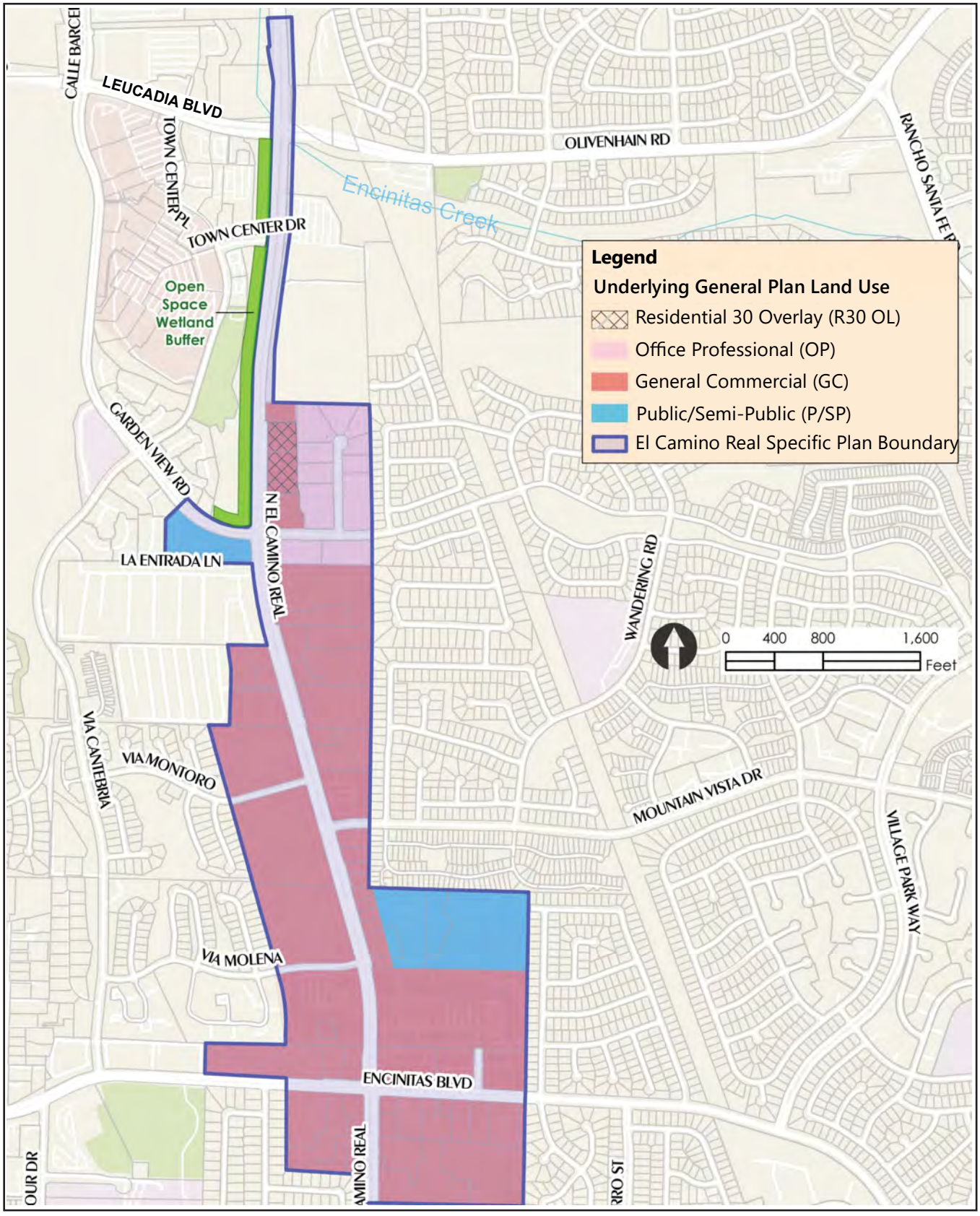

FIGURE 4
Land Use Map

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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.

Map Source: City of Encinitas

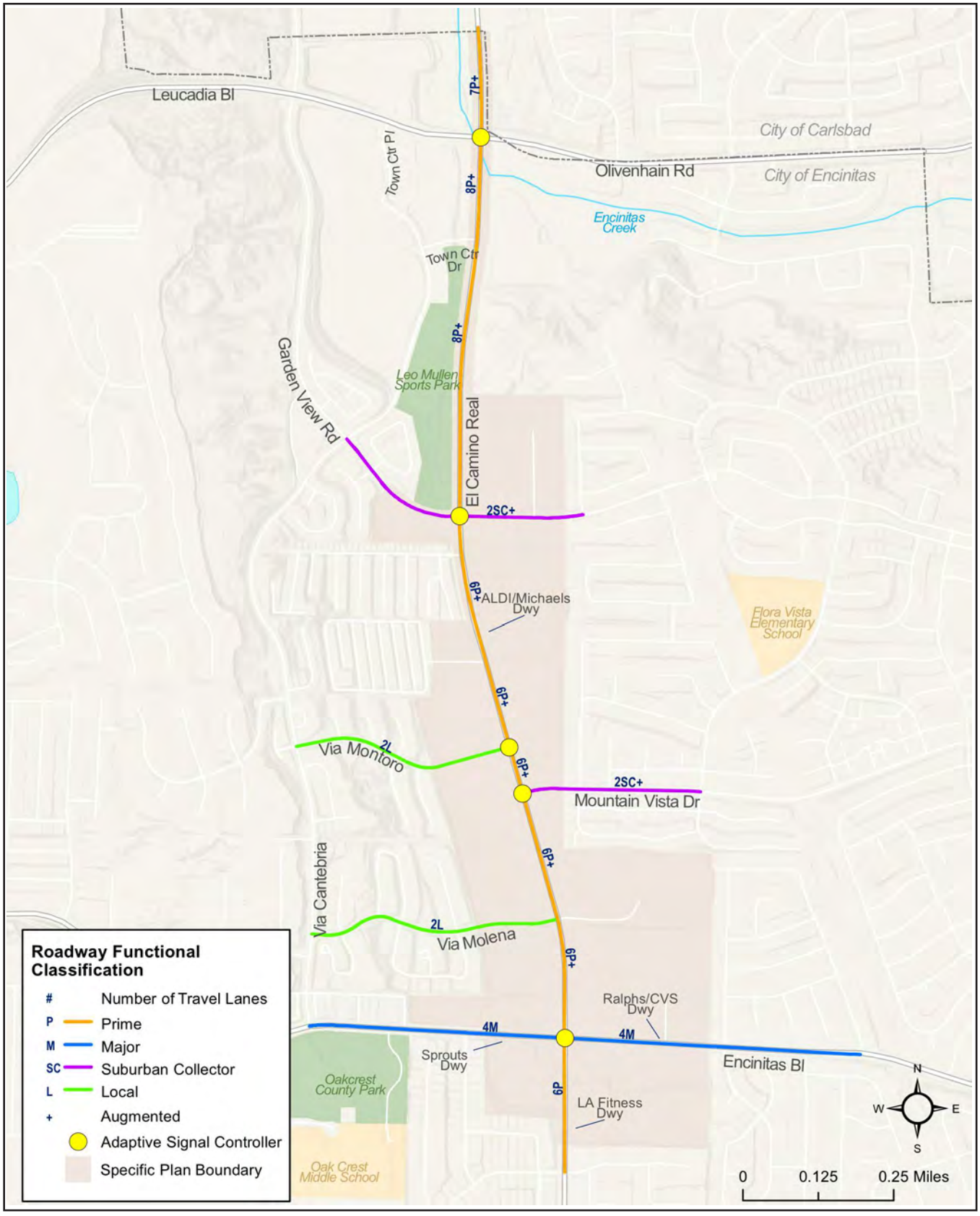

FIGURE 5
Roadway Network

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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.

Map Source: City of Encinitas

FIGURE 6
Recommended Bus Stop Amenities

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Map Source: City of Encinitas

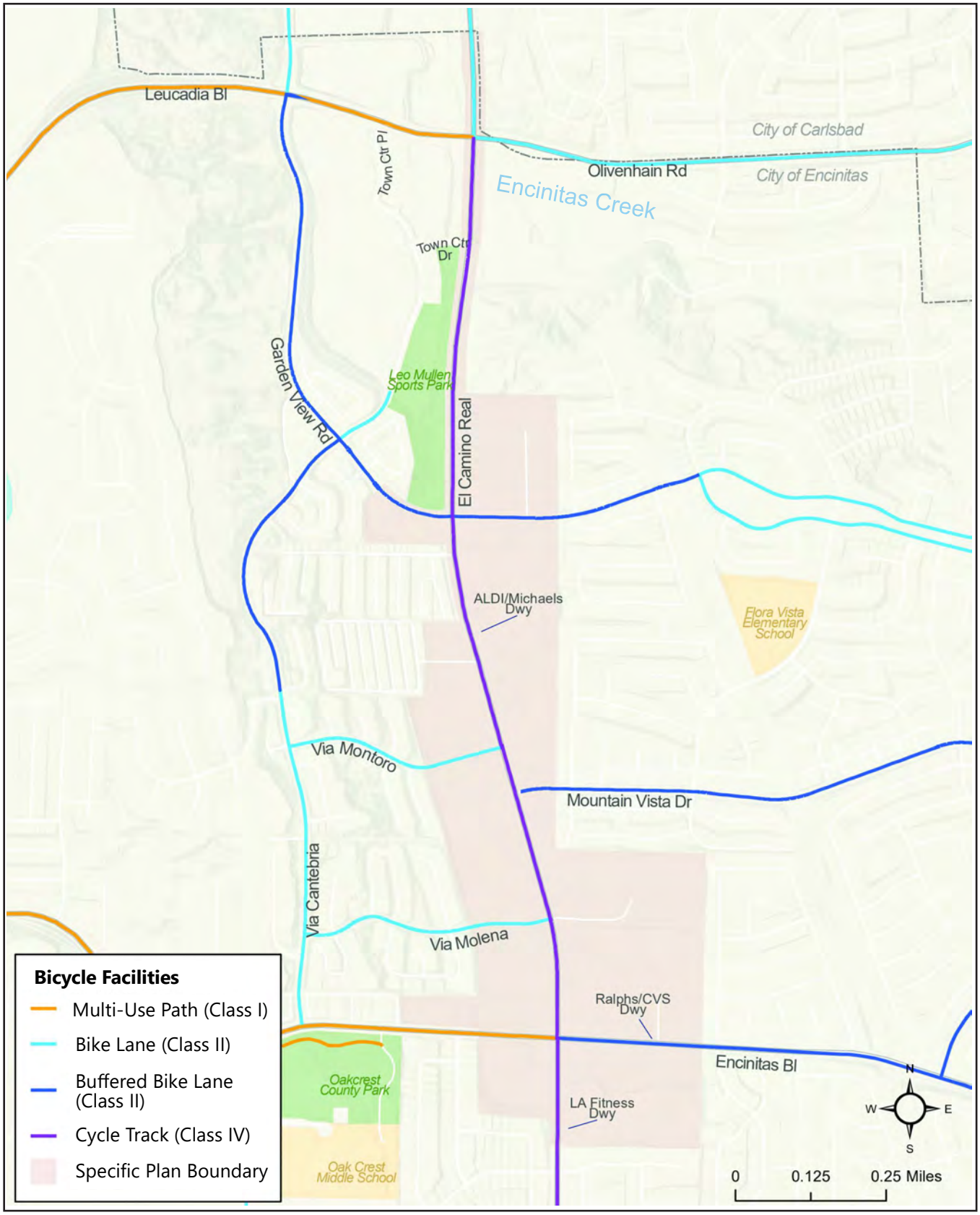

FIGURE 7
Bicycle Network

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Map Source: City of Encinitas

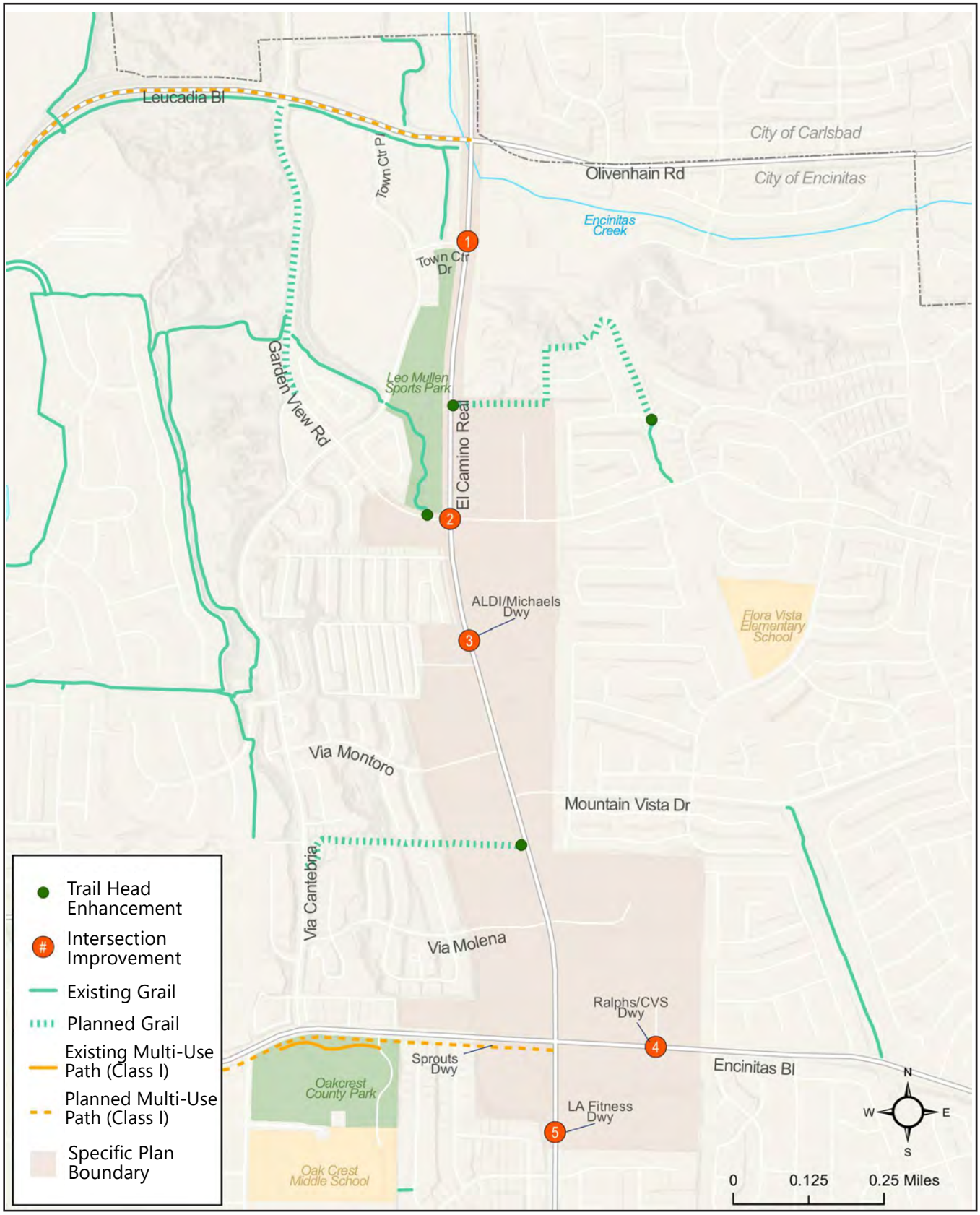

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FIGURE 8
Pedestrian Network

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.

☐ Aesthetics	☐ Agriculture and Forest Resources	☐ Air Quality
☒ Biological Resources	☐ Cultural Resources	☐ Energy
☐ Geology & Soils	☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials
☐ Hydrology & Water Quality	☐ Land Use & Planning	☐ Mineral Resources
☐ Noise	☐ Population & Housing	☐ Public Services
☐ Recreation	☐ Transportation	☐ Utilities & Service Systems
☐ Wildfire	☒ Tribal Cultural Resources	☒ Mandatory Findings of Significance

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 5/31/2024

Signature Date

Melinda Dacey Housing Services Manager

Printed Name 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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.

Image Source: NearMap (flown January 2024)

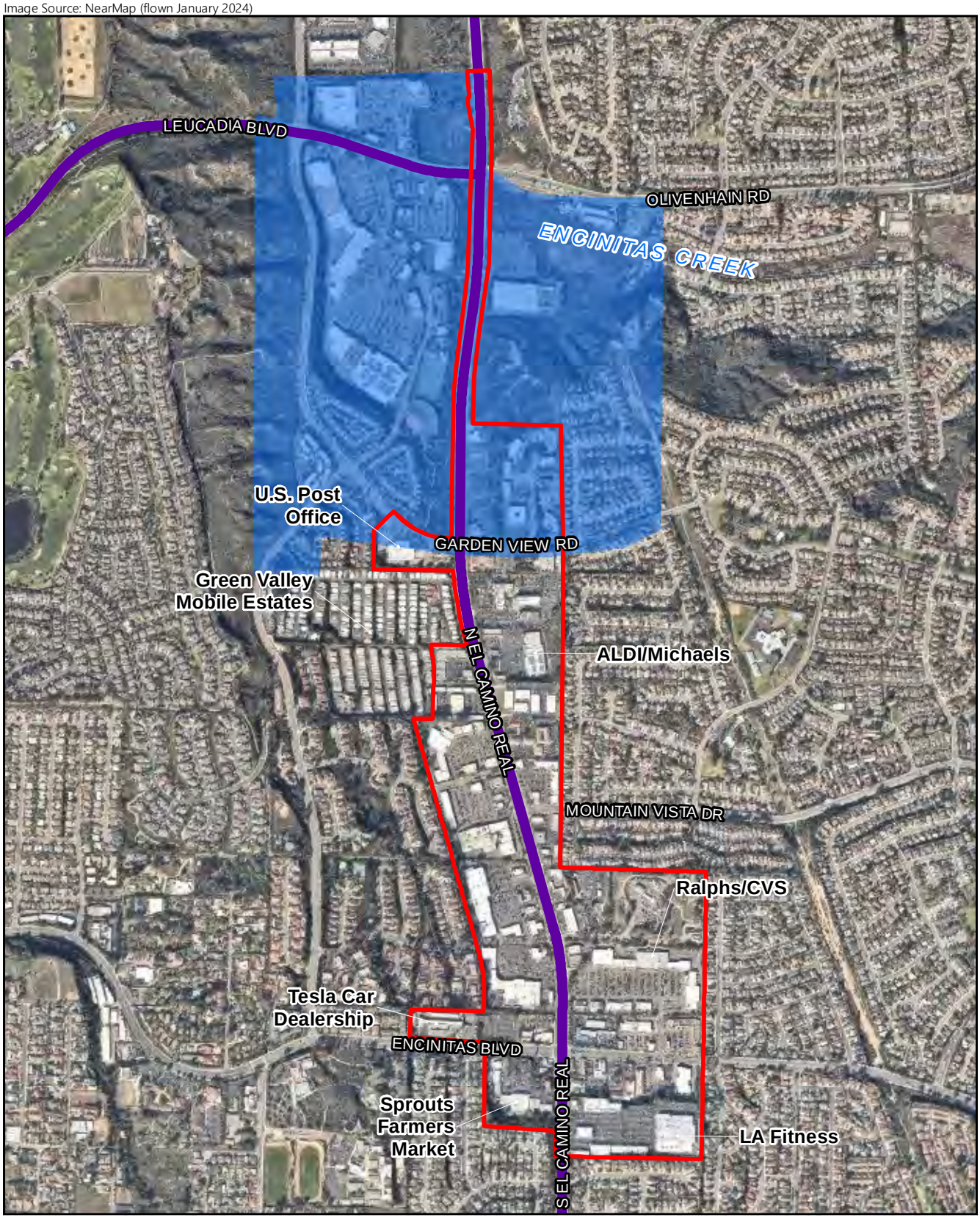

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FIGURE 9
Scenic Resources

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?

☐ Potentially Significant Impact	☒ Less than Significant Impact
☐ Less Than Significant With Mitigation Incorporated	☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☐ Less than Significant Impact
☒ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☐ Less than Significant Impact
☒ 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))?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☐ Less than Significant Impact
☒ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☐ Less than Significant Impact
☒ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☐ Less than Significant Impact
☒ 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)?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact	☒ Less than Significant Impact
☐ Less Than Significant With Mitigation Incorporated	☐ 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 (O_3); carbon monoxide (CO); NO_X; sulfur oxides (SO_X); PM up to 10 microns in diameter (PM_{10}); 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, PM_{10}, 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. PM_{10} 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?

☐	Potentially Significant Impact	☒	Less than Significant Impact
☐	Less Than Significant With Mitigation Incorporated	☐	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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

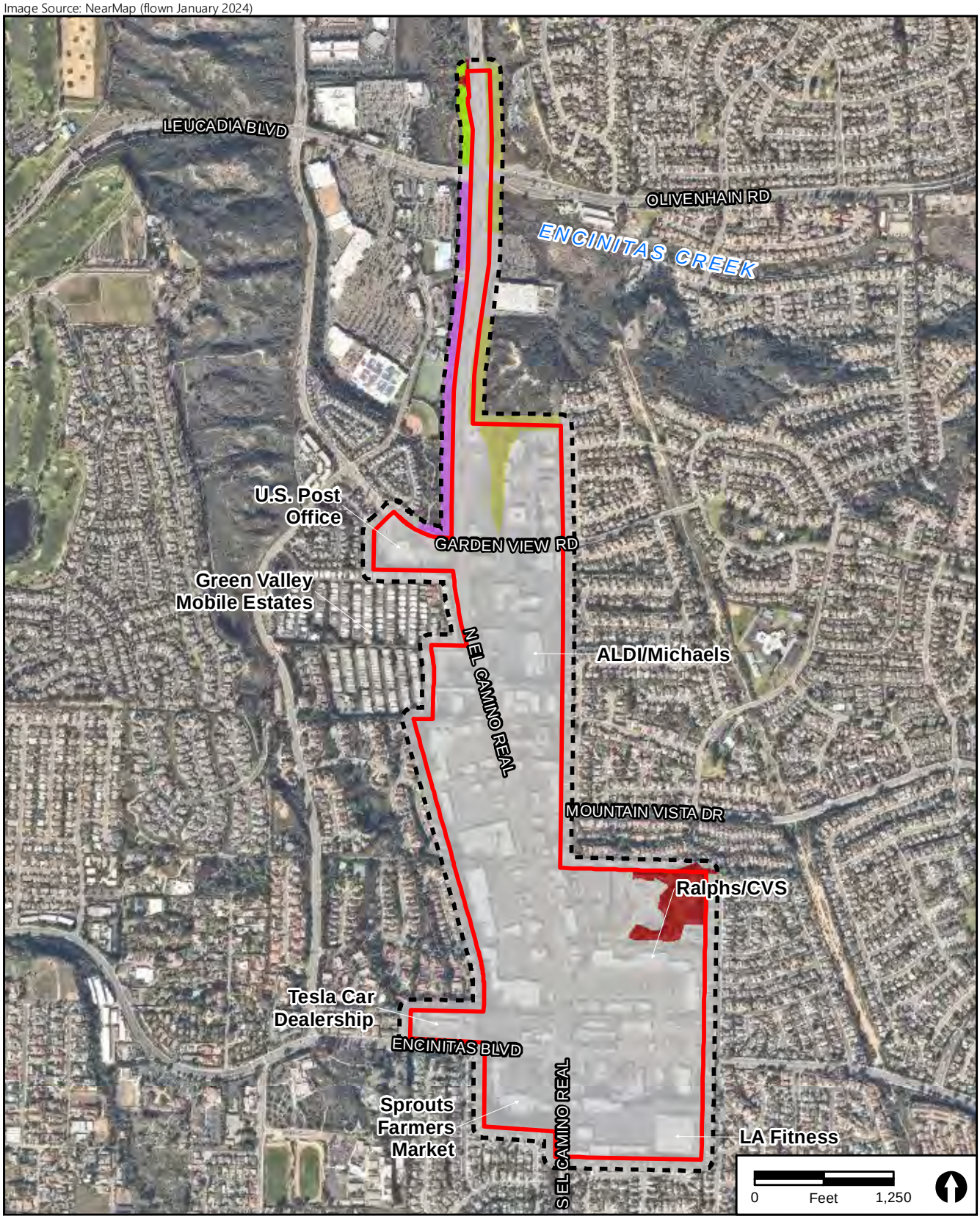
☐ Potentially Significant Impact	☐ Less than Significant Impact
☒ Less Than Significant With Mitigation Incorporated	☐ No Impact

Discussion/Explanation:

Less than Significant with Mitigation Incorporated: As shown in Figure 10, small amounts of riparian and southern maritime chapparal 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.

Image Source: NearMap (flown January 2024)



ECRSP Boundary
100-foot Buffer

Vegetation Communities and Land Cover Types

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

RECON

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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?

☐ Potentially Significant Impact
☒ Less Than Significant With Mitigation Incorporated
☐ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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.

Image Source: NearMap (flown January 2024)

ECRSP Boundary

Focused Planning Areas identified in the MSCP

Hardline

Softline

0 Feet 1,250

RECON

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FIGURE 11
MSCP Focused Planning Areas

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.

[1]The 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?

- ☐ Potentially Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated
- ☒ Less than Significant Impact
- ☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐	Potentially Significant Impact	☒	Less than Significant Impact
☐	Less Than Significant With Mitigation Incorporated	☐	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.

☐	Potentially Significant Impact	☐	Less than Significant Impact
☐	Less Than Significant With Mitigation Incorporated	☒	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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☐ Less than Significant Impact
☒ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☐ Less than Significant Impact
☒ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☐ Less than Significant Impact
☒ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☐ Less than Significant Impact
☒ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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;

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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;

☐	Potentially Significant Impact	☒	Less than Significant Impact
☐	Less Than Significant With Mitigation Incorporated	☐	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

☐	Potentially Significant Impact	☒	Less than Significant Impact
☐	Less Than Significant With Mitigation Incorporated	☐	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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☐ Less than Significant Impact
☒ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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. 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☐ Less than Significant Impact
☒ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☐ Less than Significant Impact
☒ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

- ☐ Potentially Significant Impact
- ☐ Less Than Significant With Mitigation Incorporated
- ☒ Less than Significant Impact
- ☐ 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		
	Vibration Level (inches per second)	
Adjacent Zone	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 With Mitigation Incorporated
☐ Less than Significant Impact
☒ 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)?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☐ Less than Significant Impact
☒ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☐ Less than Significant Impact
☒ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ No Impact

Discussion/Explanation:

i. Fire protection?

Less than Significant Impact: Fire protection services within the SPA are provided by Stations4 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?

☐	Potentially Significant Impact	☒	Less than Significant Impact
☐	Less Than Significant With Mitigation Incorporated	☐	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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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)?

☐	Potentially Significant Impact	☒	Less than Significant Impact
☐	Less Than Significant With Mitigation Incorporated	☐	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)?

☐	Potentially Significant Impact	☒	Less than Significant Impact
☐	Less Than Significant With Mitigation Incorporated	☐	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?

☐	Potentially Significant Impact	☒	Less than Significant Impact
☐	Less Than Significant With Mitigation Incorporated	☐	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.

☐ Potentially Significant Impact	☐ Less than Significant Impact
☒ Less Than Significant With Mitigation Incorporated	☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐	Potentially Significant Impact	☒	Less than Significant Impact
☐	Less Than Significant With Mitigation Incorporated	☐	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?

☐ Potentially Significant Impact	☒ Less than Significant Impact
☐ Less Than Significant With Mitigation Incorporated	☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☒ Less Than Significant With Mitigation Incorporated
☐ Less than Significant Impact
☐ 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)?

☐ Potentially Significant Impact
☒ Less Than Significant With Mitigation Incorporated
☐ Less than Significant Impact
☐ 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?

☐ Potentially Significant Impact
☐ Less Than Significant With Mitigation Incorporated
☒ Less than Significant Impact
☐ 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.

Image Source: NearMap (flown January 2024)

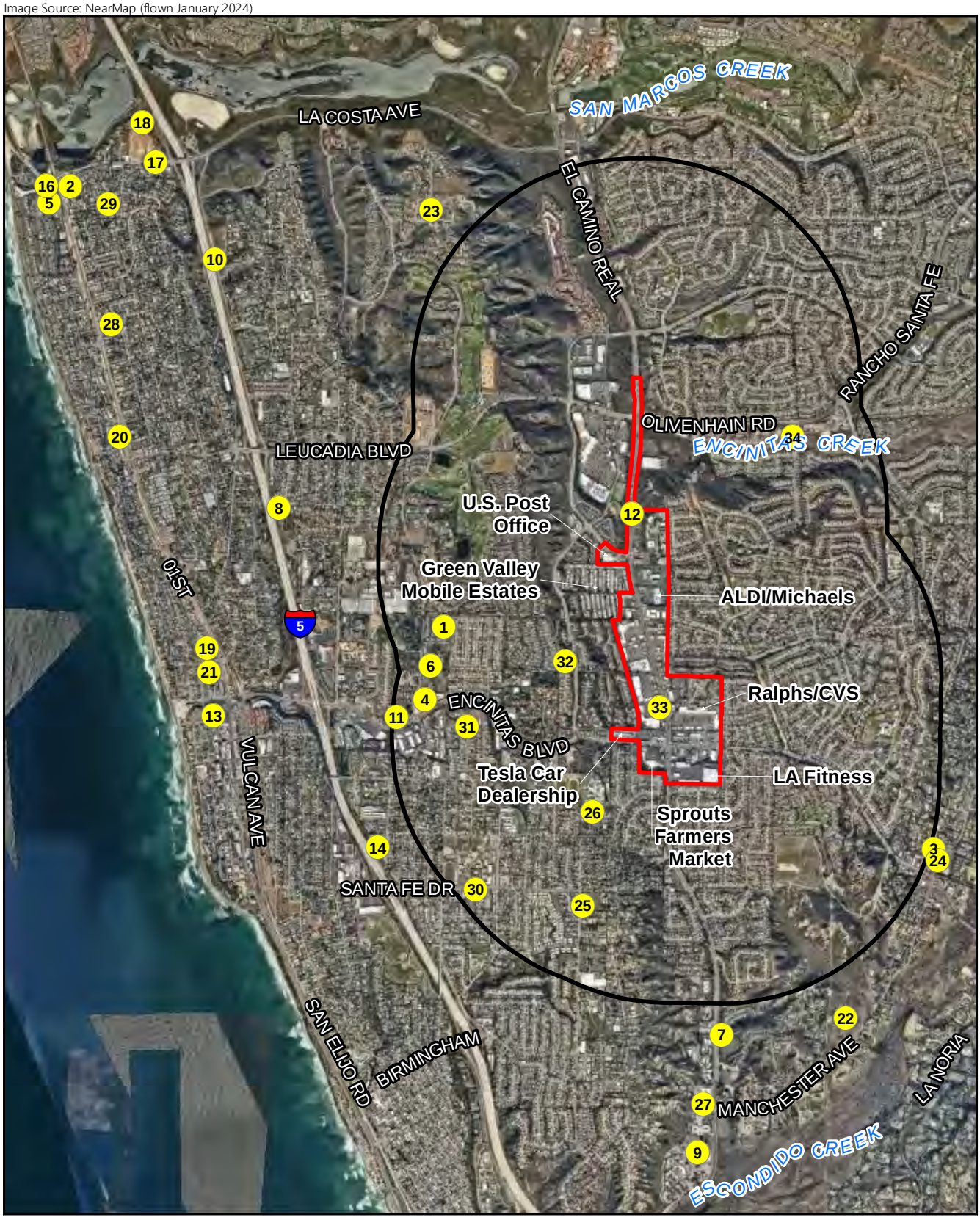

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FIGURE 12
Cumulative Projects

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
[1]For 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.
[2]For 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

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XXIII. MITIGATION MONITORING AND REPORTING PROGRAM

The California Environmental Quality Act (CEQA) requires the adoption of feasible mitigation measures to reduce the severity and magnitude of potentially significant environmental impacts associated with project development. In order to ensure that the mitigation measures and project revisions identified in an Environmental Impact Report (EIR) or Mitigated Negative Declaration (MND) are implemented, the Lead Agency is required to adopt a program for monitoring and reporting on the measures it has imposed to mitigate or avoid significant effects (CEQA Guidelines Section 15097[a]). The CEQA Guidelines require that a Mitigation Monitoring and Reporting Program (MMRP) be adopted upon certification of an EIR or adoption of an MND to ensure mitigation measures identified in the EIR or MND are implemented.

According to CEQA Guidelines Section 15097(c), "reporting" generally consists of a written compliance review that is presented to the decision-making body or authorized staff person. A report may be required at various stages during project implementation or upon completion of the mitigation measure. "Monitoring" is generally an ongoing or periodic process of project oversight. This program identifies, at a minimum, the entity responsible for the monitoring, what is to be monitored, how the monitoring shall be accomplished, and the monitoring and reporting schedule.

The MMRP assigns responsibility for monitoring mitigation measures incorporated into the El Camino Real Specific Plan (ECRSP; project). Under this program, the City of Encinitas (City) and the construction contractor under the direction of the City would be responsible for the implementation and monitoring of these measures before, during, and immediately following construction phases of the project unless otherwise stated herein, in accordance with CEQA Guidelines Section 15097. A record of the MMRP will be maintained at City Hall, located at 505 South Vulcan Avenue, Encinitas, CA 92024.

The Initial Study/MND (State Clearinghouse Number 2024060039) analyzed the potential environmental effects of the proposed project and identified measures to mitigate potentially significant impacts associated with construction of the project. The MMRP table presented below documents the mitigation measures to be implemented by the City.

EL CAMINO REAL SPECIFIC PLAN
MITGATION MONITORING AND REPORTING PROGRAM

Mitigation No.	Mitigation Measure	Timing of Verification	Responsible Person	Date of Completion/ Initials
Biological Resources				
BIO-1	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.	Prior to grading permit issuance and during construction activities.	Qualified Biologist approved by City of Encinitas Planning Division	
Tribal Cultural Resources				
TCR-1	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	Prior to grading permit issuance, during grading and excavation activities, and upon completion of monitoring activities.	Qualified archaeologist and Native American monitor approved by TCA Native American Tribes, and City of Encinitas Planning Division	

Mitigation No.	Mitigation Measure	Timing of Verification	Responsible Person	Date of Completion/ Initials
	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.			

ATTACHMENTS

Under Separate Cover

Road Construction Emissions Model, Version 9.0.1

Daily Emission Estimates for -> El Camino Real Specific Plan

Project Phases (Pounds)	ROG (lbs/day)	CO (lbs/day)	NOx (lbs/day)	Total PM10 (lbs/day)	Exhaust PM10 (lbs/day)	Fugitive Dust PM10 (lbs/day)	Total PM2.5 (lbs/day)	Exhaust PM2.5 (lbs/day)	Fugitive Dust PM2.5 (lbs/day)	SOx (lbs/day)	CO2 (lbs/day)	CH4 (lbs/day)	N2O (lbs/day)	CO2e (lbs/day)
Grubbing/Land Clearing	0.98	10.54	7.89	5.37	0.37	5.00	1.36	0.32	1.04	0.02	2,193.52	0.59	0.02	2,215.23
Grading/Excavation	2.26	29.08	19.29	5.91	0.91	5.00	1.83	0.79	1.04	0.06	5,411.37	1.51	0.06	5,466.37
Drainage/Utilities/Sub-Grade	1.95	23.20	16.89	5.71	0.71	5.00	1.69	0.65	1.04	0.04	4,207.84	0.71	0.04	4,238.08
Paving	1.29	18.14	11.26	0.56	0.56	0.00	0.49	0.49	0.00	0.03	2,829.40	0.76	0.03	2,857.48
Maximum (pounds/day)	2.26	29.08	19.29	5.91	0.91	5.00	1.83	0.79	1.04	0.06	5,411.37	1.51	0.06	5,466.37
Total (tons/construction project)	0.25	3.14	2.14	0.66	0.10	0.56	0.20	0.09	0.12	0.01	573.04	0.14	0.01	578.35

Notes:

Project Start Year ->	2025
Project Length (months) ->	12
Total Project Area (acres) ->	50
Maximum Area Disturbed/Day (acres) ->	0
Water Truck Used? ->	No

	Total Material Imported/Exported Volume (yd^3/day)		Daily VMT (miles/day)			
Phase	Soil	Asphalt	Soil Hauling	Asphalt Hauling	Worker Commute	Water Truck
Grubbing/Land Clearing	0	0	0	0	360	0
Grading/Excavation	0	0	0	0	960	0
Drainage/Utilities/Sub-Grade	0	0	0	0	720	0
Paving	0	0	0	0	560	0

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

Total Emission Estimates by Phase for -> El Camino Real Specific Plan

Project Phases (Tons for all except CO2e. Metric tonnes for CO2e)	ROG (tons/phase)	CO (tons/phase)	NOx (tons/phase)	Total PM10 (tons/phase)	Exhaust PM10 (tons/phase)	Fugitive Dust PM10 (tons/phase)	Total PM2.5 (tons/phase)	Exhaust PM2.5 (tons/phase)	Fugitive Dust PM2.5 (tons/phase)	SOx (tons/phase)	CO2 (tons/phase)	CH4 (tons/phase)	N2O (tons/phase)	CO2e (MT/phase)
Grubbing/Land Clearing	0.01	0.14	0.10	0.07	0.00	0.07	0.02	0.00	0.01	0.00	28.95	0.01	0.00	26.53
Grading/Excavation	0.13	1.73	1.15	0.35	0.05	0.30	0.11	0.05	0.06	0.00	321.44	0.09	0.00	294.57
Drainage/Utilities/Sub-Grade	0.08	0.92	0.67	0.23	0.03	0.20	0.07	0.03	0.04	0.00	166.63	0.03	0.00	152.25
Paving	0.03	0.36	0.22	0.01	0.01	0.00	0.01	0.01	0.00	0.00	56.02	0.02	0.00	51.33
Maximum (tons/phase)	0.13	1.73	1.15	0.35	0.05	0.30	0.11	0.05	0.06	0.00	321.44	0.09	0.00	294.57
Total (tons/construction project)	0.25	3.14	2.14	0.66	0.10	0.56	0.20	0.09	0.12	0.01	573.04	0.14	0.01	524.68

PM10 and PM2.5 estimates assume 50% control of fugitive dust from watering and associated dust control measures if a minimum number of water trucks are specified.

Total PM10 emissions shown in column F are the sum of exhaust and fugitive dust emissions shown in columns G and H. Total PM2.5 emissions shown in Column I are the sum of exhaust and fugitive dust emissions shown in columns J and K.

CO2e emissions are estimated by multiplying mass emissions for each GHG by its global warming potential (GWP), 1 , 25 and 298 for CO2, CH4 and N2O, respectively. Total CO2e is then estimated by summing CO2e estimates over all GHGs.

The CO2e emissions are reported as metric tons per phase.

Road Construction Emissions Model
Data Entry Worksheet

Version 9.0.1

Note: Required data input sections have a yellow background.
Optional data input sections have a blue background. Only areas with a yellow or blue background can be modified. Program defaults have a white background.
The user is required to enter information in cells D10 through D24, E28 through G35, and D38 through D41 for all project types.
Please use "Clear Data Input & User Overrides" button first before changing the Project Type or begin a new project.

To begin a new project, click this button to clear data previously entered. This button will only work if you opted not to disable macros when loading this spreadsheet.

SACRAMENTO METROPOLITAN AIR QUALITY MANAGEMENT DISTRICT

Input Type

Project Name	El Camino Real Specific Plan	
Construction Start Year	2025	Enter a Year between 2014 and 2040 (inclusive)
Project Type	2	1) New Road Construction : Project to build a roadway from bare ground, which generally requires more site preparation than widening an existing roadway 2) Road Widening : Project to add a new lane to an existing roadway 3) Bridge/Overpass Construction : Project to build an elevated roadway, which generally requires some different equipment than a new roadway, such as a crane 4) Other Linear Project Type: Non-roadway project such as a pipeline, transmission line, or levee construction
Project Construction Time	12.00	months
Working Days per Month	22.00	days (assume 22 if unknown)
Predominant Soil/Site Type: Enter 1, 2, or 3 (for project within "Sacramento County", follow soil type selection instructions in cells E18 to E20 otherwise see instructions provided in cells J18 to J22)	2	1) Sand Gravel : Use for quaternary deposits (Delta/West County) 2) Weathered Rock-Earth : Use for Laguna formation (Jackson Highway area) or the Ione formation (Scott Road, Rancho Murieta) 3) Blasted Rock : Use for Salt Springs Slate or Copper Hill Volcanics (Folsom South of Highway 50, Rancho Murieta)
Project Length	1.90	miles
Total Project Area	50.00	acres
Maximum Area Disturbed/Day	0.25	acres
Water Trucks Used?	2	1. Yes 2. No

Please note that the soil type instructions provided in cells E18 to E20 are specific to Sacramento County. Maps available from the California Geologic Survey (see weblink below) can be used to determine soil type outside Sacramento County. NEW LINK 8-2-2022.

https://maps.conservation.ca.gov/cgs/gmc/

Material Hauling Quantity Input

Material Type	Phase	Haul Truck Capacity (yd^3) (assume 20 if unknown)	Import Volume (yd^3/day)	Export Volume (yd^3/day)
Soil	Grubbing/Land Clearing			
	Grading/Excavation			
	Drainage/Utilities/Sub-Grade			
	Paving			
Asphalt	Grubbing/Land Clearing			
	Grading/Excavation			
	Drainage/Utilities/Sub-Grade			
	Paving			

Mitigation Options

On-road Fleet Emissions Mitigation		Select "2010 and Newer On-road Vehicles Fleet" option when the on-road heavy-duty truck fleet for the project will be limited to vehicles of model year 2010 or newer
Off-road Equipment Emissions Mitigation		Select "20% NOx and 45% Exhaust PM reduction" option if the project will be required to use a lower emitting off-road construction fleet. The SMAQMD Construction Mitigation Calculator can be used to confirm compliance with this mitigation measure (http://www.airquality.org/Businesses/CEQA-Land-Use-Planning/Mitigation). Select "Tier 4 Equipment" option if some or all off-road equipment used for the project meets CARB Tier 4 Standard

The remaining sections of this sheet contain areas that can be modified by the user, although those modifications are optional.

Note: The program's estimates of construction period phase length can be overridden in cells D50 through D53, and F50 through F53.

Construction Periods	User Override of Construction Months	Program Calculated Months	User Override of Phase Starting Date	Program Default Phase Starting Date
Grubbing/Land Clearing		1.20		1/1/2025
Grading/Excavation		5.40		2/7/2025
Drainage/Utilities/Sub-Grade		3.60		7/22/2025
Paving		1.80		11/9/2025
Totals (Months)	12			

Note: Soil Hauling emission default values can be overridden in cells D61 through D64, and F61 through F64.

Soil Hauling Emissions User Input	User Override of Miles/Round Trip	Program Estimate of Miles/Round Trip	User Override of Truck Round Trips/Day	Default Values Round Trips/Day	Calculated Daily VMT
Miles/round trip: Grubbing/Land Clearing		30.00		0	0.00
Miles/round trip: Grading/Excavation		30.00		0	0.00
Miles/round trip: Drainage/Utilities/Sub-Grade		30.00		0	0.00
Miles/round trip: Paving		30.00		0	0.00

Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing (grams/mile)	0.03	0.41	3.06	0.11	0.05	0.02	1,672.88	0.00	0.26	1,751.28
Grading/Excavation (grams/mile)	0.03	0.41	3.06	0.11	0.05	0.02	1,672.88	0.00	0.26	1,751.28
Draining/Utilities/Sub-Grade (grams/mile)	0.03	0.41	3.06	0.11	0.05	0.02	1,672.88	0.00	0.26	1,751.28
Paving (grams/mile)	0.03	0.41	3.07	0.11	0.05	0.02	1,671.86	0.00	0.26	1,750.21
Grubbing/Land Clearing (grams/trip)	0.00	0.00	4.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading/Excavation (grams/trip)	0.00	0.00	4.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Draining/Utilities/Sub-Grade (grams/trip)	0.00	0.00	4.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving (grams/trip)	0.00	0.00	4.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Hauling Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Grading/Excavation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grading/Excavation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons per construction project	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Note: Asphalt Hauling emission default values can be overridden in cells D91 through D94, and F91 through F94.

Asphalt Hauling Emissions User Input	User Override of Miles/Round Trip	Program Estimate of Miles/Round Trip	User Override of Truck Round Trips/Day	Default Values Round Trips/Day	Calculated Daily VMT
Miles/round trip: Grubbing/Land Clearing		30.00		0	0.00
Miles/round trip: Grading/Excavation		30.00		0	0.00
Miles/round trip: Drainage/Utilities/Sub-Grade		30.00		0	0.00
Miles/round trip: Paving		30.00		0	0.00

Emission Rates	ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Grubbing/Land Clearing (grams/mile)	0.03	0.41	3.06	0.11	0.05	0.02	1,672.88	0.00	0.26	1,751.28
Grading/Excavation (grams/mile)	0.03	0.41	3.06	0.11	0.05	0.02	1,672.88	0.00	0.26	1,751.28
Draining/Utilities/Sub-Grade (grams/mile)	0.03	0.41	3.06	0.11	0.05	0.02	1,672.88	0.00	0.26	1,751.28
Paving (grams/mile)	0.03	0.41	3.07	0.11	0.05	0.02	1,671.86	0.00	0.26	1,750.21
Grubbing/Land Clearing (grams/trip)	0.00	0.00	4.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading/Excavation (grams/trip)	0.00	0.00	4.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Draining/Utilities/Sub-Grade (grams/trip)	0.00	0.00	4.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving (grams/trip)	0.00	0.00	4.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Grading/Excavation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grading/Excavation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons per construction project	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Note: Worker commute default values can be overridden in cells D121 through D126.

Worker Commute Emissions	User Override of Worker			
User Input	Commute Default Values	Default Values		
Miles/ one-way trip		20	Calculated	Calculated
One-way trips/day		2	Daily Trips	Daily VMT
No. of employees: Grubbing/Land Clearing		9	18	360.00
No. of employees: Grading/Excavation		24	48	960.00
No. of employees: Drainage/Utilities/Sub-Grade		18	36	720.00
No. of employees: Paving		14	28	560.00

Emission Rates	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Grubbing/Land Clearing (grams/mile)	0.01	0.78	0.06	0.05	0.02	0.00	295.84	0.00	0.01	297.52
Grading/Excavation (grams/mile)	0.01	0.78	0.06	0.05	0.02	0.00	295.84	0.00	0.01	297.52
Draining/Utilities/Sub-Grade (grams/mile)	0.01	0.78	0.06	0.05	0.02	0.00	295.84	0.00	0.01	297.52
Paving (grams/mile)	0.01	0.77	0.06	0.05	0.02	0.00	295.33	0.00	0.01	297.01
Grubbing/Land Clearing (grams/trip)	0.93	2.56	0.25	0.00	0.00	0.00	63.73	0.06	0.03	73.77
Grading/Excavation (grams/trip)	0.93	2.56	0.25	0.00	0.00	0.00	63.73	0.06	0.03	73.77
Draining/Utilities/Sub-Grade (grams/trip)	0.93	2.56	0.25	0.00	0.00	0.00	63.73	0.06	0.03	73.77
Paving (grams/trip)	0.92	2.56	0.25	0.00	0.00	0.00	63.62	0.06	0.03	73.63
Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.05	0.72	0.05	0.04	0.02	0.00	237.32	0.00	0.01	239.06
Tons per const. Period - Grubbing/Land Clearing	0.00	0.01	0.00	0.00	0.00	0.00	3.13	0.00	0.00	3.16
Pounds per day - Grading/Excavation	0.12	1.91	0.14	0.10	0.04	0.01	632.86	0.01	0.01	637.49
Tons per const. Period - Grading/Excavation	0.01	0.11	0.01	0.01	0.00	0.00	37.59	0.00	0.00	37.87
Pounds per day - Drainage/Utilities/Sub-Grade	0.09	1.43	0.11	0.07	0.03	0.00	474.65	0.01	0.01	478.12
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.06	0.00	0.00	0.00	0.00	18.80	0.00	0.00	18.93
Pounds per day - Paving	0.07	1.11	0.08	0.06	0.02	0.00	368.54	0.01	0.01	371.24
Tons per const. Period - Paving	0.00	0.02	0.00	0.00	0.00	0.00	7.30	0.00	0.00	7.35
Total tons per construction project	0.01	0.20	0.02	0.01	0.00	0.00	66.82	0.00	0.00	67.31

Note: Water Truck default values can be overridden in cells D153 through D156, I153 through I156, and F153 through F156.

Water Truck Emissions	User Override of	Program Estimate of	User Override of Truck	Default Values	Calculated	User Override of	Default Values	Calculated
User Input	Default # Water Trucks	Number of Water Trucks	Round Trips/Vehicle/Day	Round Trips/Vehicle/Day	Trips/day	Miles/Round Trip	Miles/Round Trip	Daily VMT
Grubbing/Land Clearing - Exhaust		0		5	0		8.00	0.00
Grading/Excavation - Exhaust		0		5	0		8.00	0.00
Drainage/Utilities/Subgrade		0		5	0		8.00	0.00
Paving		0		5	0		8.00	0.00

Emission Rates	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Grubbing/Land Clearing (grams/mile)	0.03	0.41	3.06	0.11	0.05	0.02	1,672.88	0.00	0.26	1,751.28
Grading/Excavation (grams/mile)	0.03	0.41	3.06	0.11	0.05	0.02	1,672.88	0.00	0.26	1,751.28
Draining/Utilities/Sub-Grade (grams/mile)	0.03	0.41	3.06	0.11	0.05	0.02	1,672.88	0.00	0.26	1,751.28
Paving (grams/mile)	0.03	0.41	3.07	0.11	0.05	0.02	1,671.86	0.00	0.26	1,750.21
Grubbing/Land Clearing (grams/trip)	0.00	0.00	4.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Grading/Excavation (grams/trip)	0.00	0.00	4.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Draining/Utilities/Sub-Grade (grams/trip)	0.00	0.00	4.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Paving (grams/trip)	0.00	0.00	4.46	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Emissions	**ROG**	**CO**	**NOx**	**PM10**	**PM2.5**	**SOx**	**CO2**	**CH4**	**N2O**	**CO2e**
Pounds per day - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grubbing/Land Clearing	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Grading/Excavation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Grading/Excavation	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Drainage/Utilities/Sub-Grade	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Pounds per day - Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Tons per const. Period - Paving	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Total tons per construction project	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Note: Fugitive dust default values can be overridden in cells D183 through D185.

Fugitive Dust	User Override of Max	Default	PM10	PM10	PM2.5	PM2.5
	Acreage Disturbed/Day	Maximum Acreage/Day	pounds/day	tons/per period	pounds/day	tons/per period
Fugitive Dust - Grubbing/Land Clearing		0.25	5.00	0.07	1.04	0.01
Fugitive Dust - Grading/Excavation		0.25	5.00	0.30	1.04	0.06
Fugitive Dust - Drainage/Utilities/Subgrade		0.25	5.00	0.20	1.04	0.04

Off-Road Equipment Emissions

Grubbing/Land Clearing	Default Number of Vehicles	Mitigation Option Override of	Default		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Override of Default Number of Vehicles	*Program-estimate*	Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Equipment Tier	Type	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	1		Model Default Tier	Crawler Tractors	0.37	2.10	3.96	0.15	0.14	0.01	758.27	0.25	0.01	766.45
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2.00	2		Model Default Tier	Excavators	0.33	6.52	2.44	0.12	0.11	0.01	1,000.68	0.32	0.01	1,011.46
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Graders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pumps	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rollers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Scrapers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4.00	4		Model Default Tier	Signal Boards	0.23	1.20	1.44	0.06	0.06	0.00	197.25	0.02	0.00	198.26
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Tractors/Loaders/Backhoes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment	If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Number of Vehicles	Equipment Tier	Type	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Grubbing/Land Clearing	pounds per day	0.94	9.83	7.84	0.33	0.31	0.02	1,956.20	0.59	0.02	1,976.17
Grubbing/Land Clearing	tons per phase	0.01	0.13	0.10	0.00	0.00	0.00	25.82	0.01	0.00	26.09

Grading/Excavation	Default Number of Vehicles	Mitigation Option Override of Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Default Equipment Tier		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Override of Default Number of Vehicles	*Program-estimate*		Equipment Tier	Type	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	0		Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	1		Model Default Tier	Crawler Tractors	0.37	2.10	3.96	0.15	0.14	0.01	758.27	0.25	0.01	766.45
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3.00	3		Model Default Tier	Excavators	0.50	9.78	3.66	0.18	0.17	0.02	1,501.02	0.49	0.01	1,517.20
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	2		Model Default Tier	Graders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pumps	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2.00	2		Model Default Tier	Rollers	0.27	3.69	2.89	0.15	0.13	0.01	508.12	0.16	0.00	513.60
			Model Default Tier	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	1		Model Default Tier	Rubber Tired Loaders	0.23	1.47	1.86	0.06	0.06	0.01	605.62	0.20	0.01	612.16
0.00	2		Model Default Tier	Scrapers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4.00	4		Model Default Tier	Signal Boards	0.23	1.20	1.44	0.06	0.06	0.00	197.25	0.02	0.00	198.26
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4.00	4		Model Default Tier	Tractors/Loaders/Backhoes	0.53	8.92	5.34	0.22	0.20	0.01	1,208.22	0.39	0.01	1,221.22
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment	If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Number of Vehicles	Equipment Tier	Type	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Grading/Excavation	pounds per day	2.14	27.17	19.15	0.81	0.75	0.05	4,778.51	1.50	0.04	4,828.88
Grading/Excavation	tons per phase	0.13	1.61	1.14	0.05	0.04	0.00	283.84	0.09	0.00	286.84

Drainage/Utilities/Subgrade	Default Number of Vehicles	Mitigation Option Override of	Default		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Override of Default Number of Vehicles	*Program-estimate*	Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Equipment Tier		pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	1		Model Default Tier	Air Compressors	0.23	2.41	1.53	0.07	0.07	0.00	375.26	0.02	0.00	376.62
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crawler Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Excavators	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	1		Model Default Tier	Generator Sets	0.27	3.66	2.40	0.10	0.10	0.01	623.04	0.02	0.00	625.01
	1		Model Default Tier	Graders	0.31	1.59	3.46	0.11	0.10	0.01	640.24	0.21	0.01	647.14
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipm	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pavers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Paving Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	1		Model Default Tier	Plate Compactors	0.04	0.21	0.25	0.01	0.01	0.00	34.48	0.00	0.00	34.65
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	1		Model Default Tier	Pumps	0.29	3.72	2.43	0.10	0.10	0.01	623.04	0.03	0.00	625.06
			Model Default Tier	Rollers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	1		Model Default Tier	Rough Terrain Forklifts	0.10	2.29	1.28	0.04	0.03	0.00	333.72	0.11	0.00	337.31
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	1		Model Default Tier	Scrapers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4.00	4		Model Default Tier	Signal Boards	0.23	1.20	1.44	0.06	0.06	0.00	197.25	0.02	0.00	198.26
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3.00	3		Model Default Tier	Tractors/Loaders/Backhoes	0.40	6.69	4.01	0.16	0.15	0.01	906.17	0.29	0.01	915.91
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment	If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab			ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Number of Vehicles	Equipment Tier	Type		pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
0.00	N/A	0		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

			ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Drainage/Utilities/Sub-Grade	pounds per day		1.85	21.77	16.78	0.64	0.62	0.04	3,733.19	0.70	0.03	3,759.96
Drainage/Utilities/Sub-Grade	tons per phase		0.07	0.86	0.66	0.03	0.02	0.00	147.83	0.03	0.00	148.89

Paving	Default Number of Vehicles	Override of	Mitigation Option Default		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Override of Default Number of Vehicles	*Program-estimate*	Default Equipment Tier (applicable only when "Tier 4 Mitigation" Option Selected)	Equipment Tier	Type	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
			Model Default Tier	Aerial Lifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Air Compressors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Bore/Drill Rigs	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cement and Mortar Mixers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Concrete/Industrial Saws	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Cranes	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crawler Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Crushing/Proc. Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Excavators	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Generator Sets	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Graders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Tractors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Off-Highway Trucks	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Construction Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other General Industrial Equipn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Other Material Handling Equipn	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
1.00	1		Model Default Tier	Pavers	0.17	2.90	1.58	0.07	0.07	0.00	454.99	0.15	0.00	459.90
1.00	1		Model Default Tier	Paving Equipment	0.15	2.55	1.26	0.06	0.06	0.00	394.32	0.13	0.00	398.57
			Model Default Tier	Plate Compactors	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pressure Washers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Pumps	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
2.00	2		Model Default Tier	Rollers	0.27	3.69	2.89	0.15	0.13	0.01	508.12	0.16	0.00	513.60
			Model Default Tier	Rough Terrain Forklifts	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Dozers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Rubber Tired Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Scrapers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
4.00	4		Model Default Tier	Signal Boards	0.23	1.20	1.44	0.06	0.06	0.00	197.25	0.02	0.00	198.26
			Model Default Tier	Skid Steer Loaders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Surfacing Equipment	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Sweepers/Scrubbers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
3.00	3		Model Default Tier	Tractors/Loaders/Backhoes	0.40	6.69	4.01	0.16	0.15	0.01	906.17	0.29	0.01	915.91
			Model Default Tier	Trenchers	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
			Model Default Tier	Welders	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

User-Defined Off-road Equipment	If non-default vehicles are used, please provide information in 'Non-default Off-road Equipment' tab		ROG	CO	NOx	PM10	PM2.5	SOx	CO2	CH4	N2O	CO2e
Number of Vehicles	Equipment Tier	Type	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day	pounds/day
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
0.00	N/A	0	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Paving	pounds per day	1.22	17.03	11.18	0.50	0.46	0.03	2,460.86	0.75	0.02	2,486.24
Paving	tons per phase	0.02	0.34	0.22	0.01	0.01	0.00	48.72	0.01	0.00	49.23
Total Emissions all Phases (tons per construction period) =>		0.24	2.94	2.13	0.09	0.08	0.01	506.22	0.14	0.00	511.04

Equipment default values for horsepower and hours/day can be overridden in cells D403 through D436 and F403 through F436.

Equipment	User Override of Horsepower	Default Values Horsepower	User Override of Hours/day	Default Values Hours/day
Aerial Lifts		63		8
Air Compressors		78		8
Bore/Drill Rigs		221		8
Cement and Mortar Mixers		9		8
Concrete/Industrial Saws		81		8
Cranes		231		8
Crawler Tractors		212		8
Crushing/Proc. Equipment		85		8
Excavators		158		8
Forklifts		89		8
Generator Sets		84		8
Graders		187		8
Off-Highway Tractors		124		8
Off-Highway Trucks		402		8
Other Construction Equipment		172		8
Other General Industrial Equipment		88		8
Other Material Handling Equipment		168		8
Pavers		130		8
Paving Equipment		132		8
Plate Compactors		8		8
Pressure Washers		13		8
Pumps		84		8
Rollers		80		8
Rough Terrain Forklifts		100		8
Rubber Tired Dozers		247		8
Rubber Tired Loaders		203		8
Scrapers		367		8
Signal Boards		6		8
Skid Steer Loaders		65		8
Surfacing Equipment		263		8
Sweepers/Scrubbers		64		8
Tractors/Loaders/Backhoes		97		8
Trenchers		78		8
Welders		46		8

END OF DATA ENTRY SHEET

TO: Shannon Baer, Rick Engineering

FROM: Phuong Nguyen, PE; CR Associates

DATE: December 15, 2023

RE: El Camino Real Specific Plan – Transportation Impact Analysis Technical Memorandum

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This technical memorandum documents the results of the transportation impact analysis conducted for the El Camino Real Specific Plan (the "Project").

Project Description

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

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

The ECRSP sets the foundation for how the SPA will operate, based upon identified goals and regulations relating to a range of topics, including land use, urban design, parks and open space, streetscape, transportation, and sustainable infrastructure. The intent of the ECRSP is to facilitate revitalization in the SPA through the creation of a vibrant, diverse, and pedestrian-friendly area that becomes a destination for residents and visitors to live, work and shop. This will be achieved through encouraging new development that is sensitive and compatible to the context of the surrounding residential community.

Existing development patterns have resulted in the SPA being heavily oriented towards vehicular travel, generally designed for drive-up shopping. This has resulted in adjacent parcels largely disconnected as there is a lack of circulation and access between commercial centers throughout the SPA. This is exacerbated by the high volumes of traffic that currently use El Camino Real as a main north/south thoroughfare with high levels of both through and local traffic. The high volumes of traffic, in combination with a lack of protected bicycle facilities and indirect pedestrian connections, results in a vehicle-oriented corridor that discourages multimodal transportation. It became evident during the ECRSP development process that further development could exacerbate these issues,

depending on the design approach. As such, the ECRSP prioritizes an integrated, multimodal network of streets, bike paths, sidewalks, and trails that provide connections between sites along El Camino Real.

The multimodal-oriented approach supports the community's vision of El Camino Real as a place that has enhanced pedestrian, cyclist, and transit infrastructure. Additionally, this approach will facilitate mobility connections between adjacent land parcels that have historically been disconnected and reduce a dependance on drive-up shopping. The overall intent is to make travel throughout the El Camino Real corridor safe and accessible to all users, while balancing the need to provide vehicular access and through travel.

The ECRSP offers design guidelines and parking standards but does not seek to modify the zoning or land use densities within the SPA. Therefore, the transportation impact analysis is limited to the proposed changes in the transportation network. Detailed descriptions and visuals of these improvements, categorized by travel mode, are available in Chapter 5 of the ECRSP.

For **vehicle** and roadway changes, the ECRSP suggests introducing adaptive signal controllers to better manage heavy left-turn demands and adapt to fluctuating travel patterns. This could lead to shorter or fewer left-turn lanes. Consistent with the Mobility Element update, the plan also involves reclassifying Mountain Vista Drive and Garden View Drive (east of El Camino Real) from Local Streets to Suburban Collectors (augmented) to better match their current characteristics, without increasing their capacity. Proposed roadway network classifications are shown in **Figure 1**.

Regarding **transit**, the Project does not specify alterations to the existing network or its connections. Nevertheless, future development within the SPA might necessitate an expanded public transit system with increased frequency and connectivity. The plan advocates for improved transit facilities across the SPA, including enhanced bus stops with amenities such as signage, benches, shelters, ADA-compliant pads, unobstructed sidewalks, trash cans, and lighting. Proposed improvements to transit stops are shown in **Figure 2.**

For **bicycles**, the Project plans to install cycle tracks along El Camino Real, from Leucadia Boulevard/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. The design phase should focus on minimizing conflicts between cyclists and motorists at driveways, right-turn lanes, and intersections. Other planned bicycle infrastructure includes buffered bike lanes on Garden View Road and Mountain Vista Drive, bike lanes on Via Montoro and Via Molena, and 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 also to the west of El Camino Real. Proposed bicycle network recommendations are shown in **Figure 3.**

For **pedestrians**, the Project aims to enhance intersection safety and accessibility. This includes upgrading crosswalks to high-visibility designs, adding advanced stop bars, curb extensions, pedestrian countdown signals, and ADA-compliant surfaces. Trailheads are also set to be improved with clearer entrances and signage. Proposed pedestrian improvements are shown in **Figure 4**.

Figure 1 Roadway Network

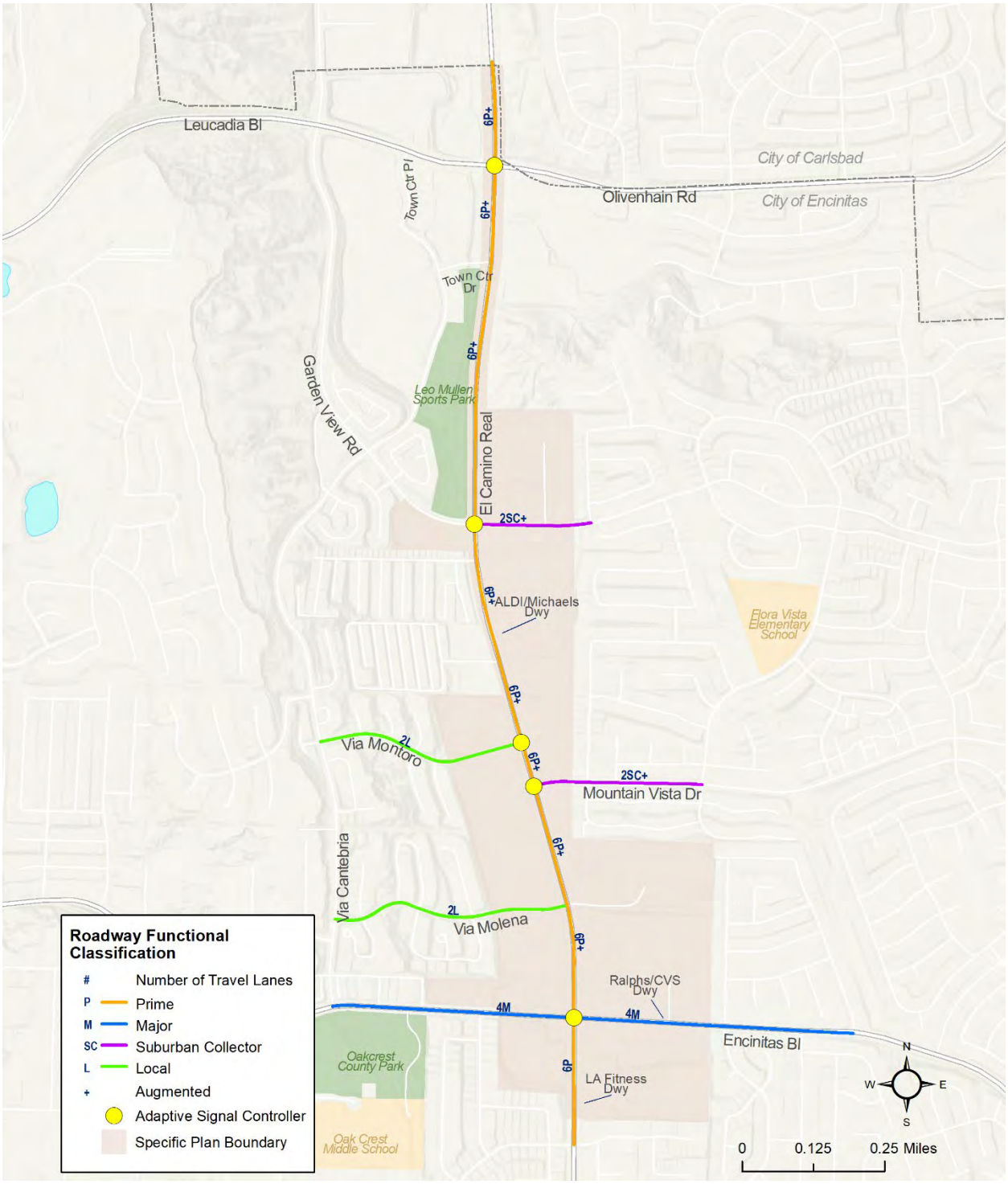


Figure 2 Transit Network

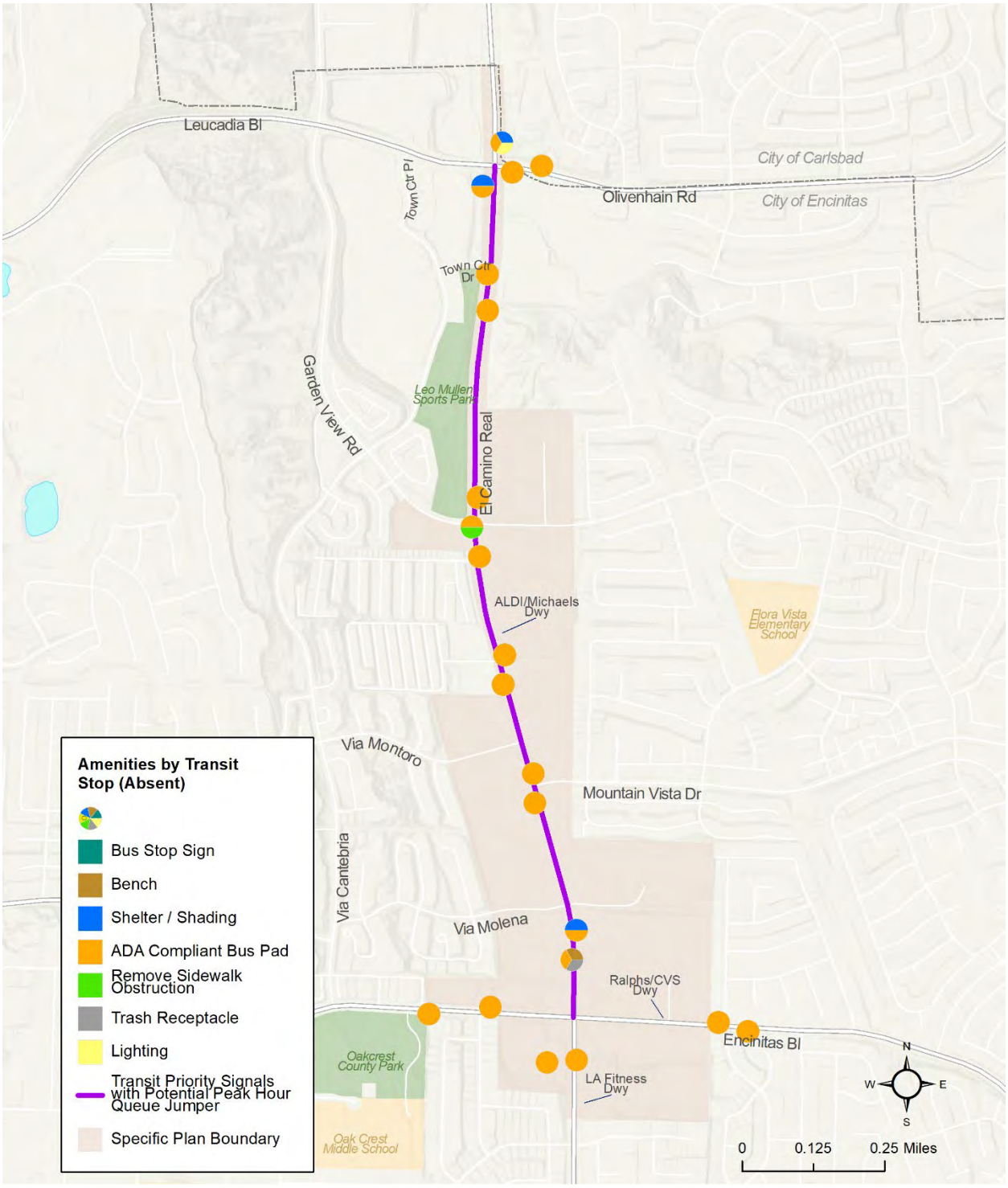


Figure 3 Bicycle Network

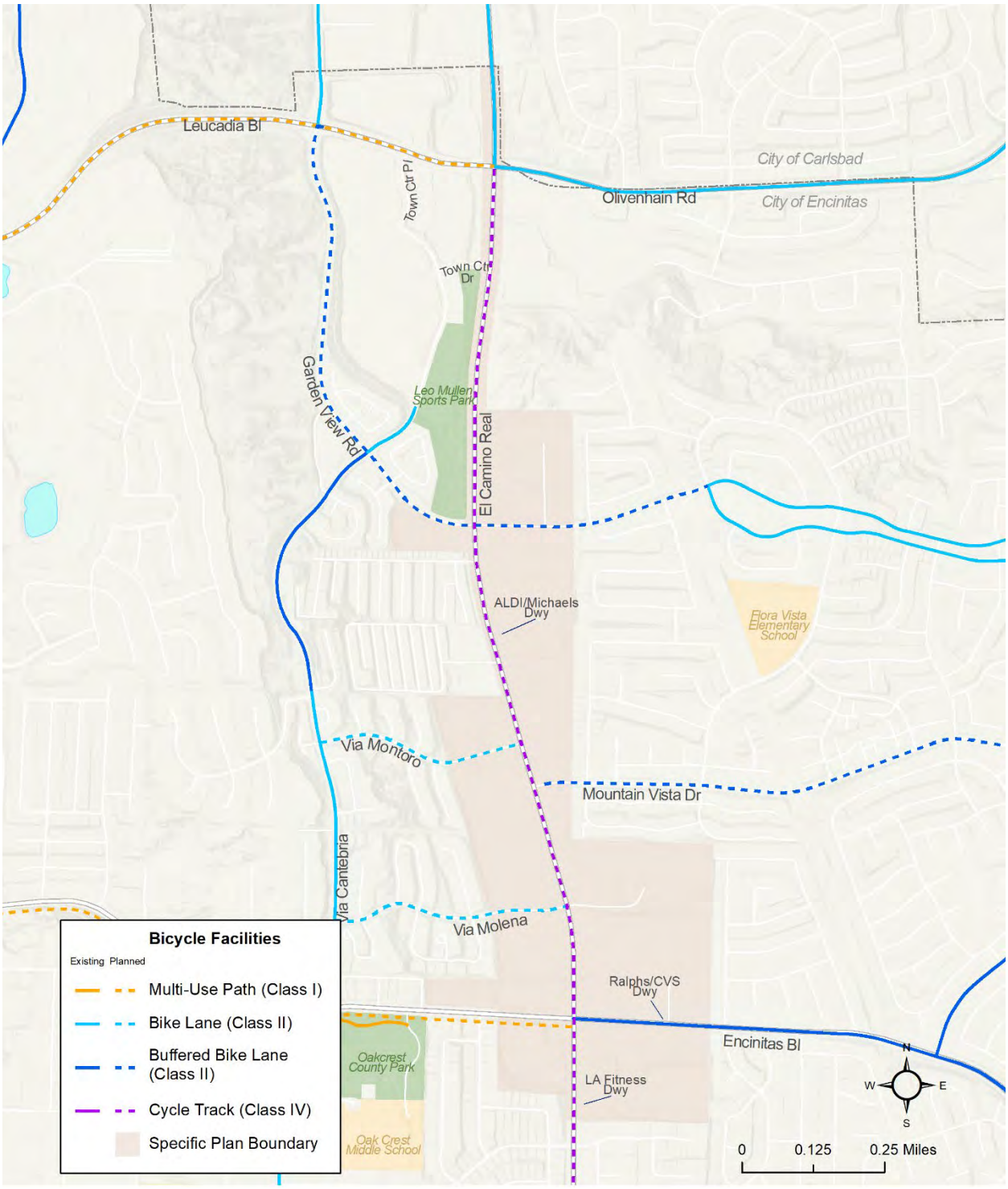
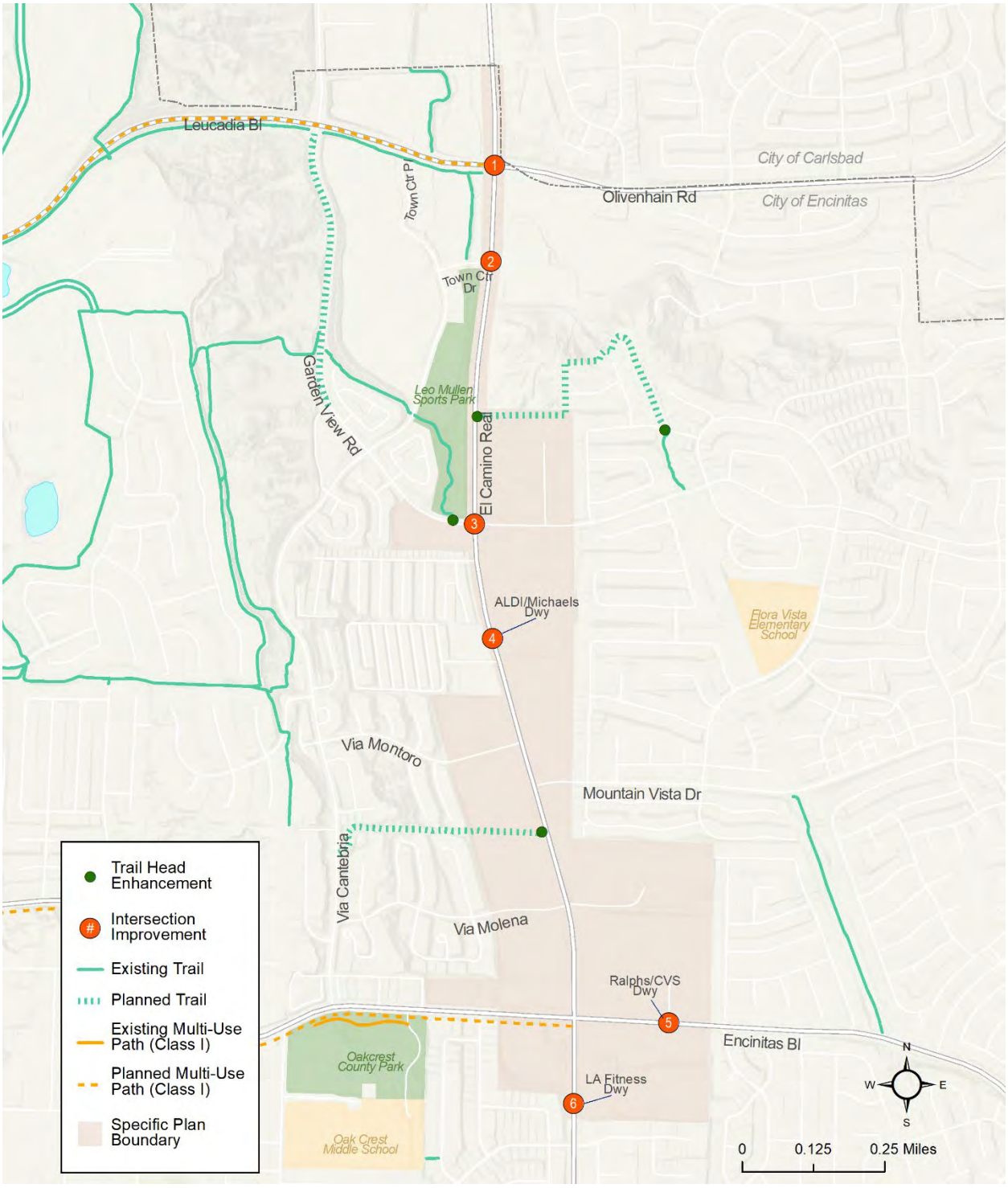


Figure 4 Pedestrian Network



Analysis Methodology

This memorandum was prepared in accordance with the City of Encinitas SB-743 VMT Analysis Guidelines (November 2023) and in compliance with California Code of Regulations Title 14 Section 15064.3.

Appendix E of the VMT Analysis Guidelines provides a list of transportation projects that are presumed to have a less than significant impact on transportation. Transportation projects that are not presumed to have a less than significant impact on transportation are required to conduct a VMT analysis. A significant transportation impact occurs if the project results in a net increase in VMT. Relevant excerpt of the VMT Analysis Guidelines is provided in **Attachment A.**

Note that the ECRSP is a project that is presumed to have a less than significant impact due to it not proposing a change or intensity in land use and providing multi-modal and streetscape improvements, supporting analysis are provided in the next section.

Transportation Impact Analysis

The findings regarding the Project, based on its features, recommendations, and the screening checklist in Appendix E of the VMT Analysis Guidelines, are as follows:

The Project is consistent with the City of Encinitas Mobility Element and proposes additional enhancements to the multimodal transportation network. Consequently, it does not conflict with any existing program, plan, ordinance, or policy related to the circulation system, including transit, roadways, and bicycle and pedestrian facilities.

In light of the VMT Analysis Guidelines' screening criteria for transportation projects, the Project's focus on improving traffic signal operations through adaptive signal controllers at six intersections within the SPA suggests it is unlikely to cause a notable increase in vehicle travel. Therefore, the Project is not expected to have a significant impact on transportation. Furthermore, the Project's emphasis on enhancing multimodal environments may reduce VMT by promoting the use of alternative transportation modes. All of the Project's features met the screening criteria in Appendix E of the VMT Analysis Guideline, as such the Project would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis. Hence, the Project would not conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b).

The Project does not include the construction of new roadways within the SPA. Multi-modal and roadway recommendations are provided at the programmatic level, with no actual designs proposed. All recommended improvements will be evaluated during the design phase and will adhere to prevailing standards, such as those in the California Manual of Uniform Traffic Control Devices (CA-MUTCD) and any applicable environmental review. As such, the Project would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment). For the same reasons as above, the Project would not result in inadequate emergency access.

Based on these considerations, it can be concluded that the (ECRSP would not result in significant transportation-related impacts under the California Environmental Quality Act (CEQA).

Attachment A - VMT Analysis Guidelines Screening Criteria

Transportation Project Screening Criteria

The following complete list is provided in the OPR Technical Advisory (December 2018, Pages 20-21) and refined for the City of Encinitas for transportation projects that, "would not likely lead to a substantial or measurable increase in vehicle travel, and therefore generally should not require an induced travel analysis."

- Rehabilitation, maintenance, replacement, safety, and repair projects designed to improve the condition of existing transportation assets (e.g., highways; roadways; bridges; culverts; Transportation Management System field elements such as cameras, message signs, detection, or signals; tunnels; transit systems; and assets that serve bicycle and pedestrian facilities) and that do not add additional motor vehicle capacity
- Roadside safety devices or hardware installation, such as median barriers and guardrails
- Roadway shoulder enhancements to provide "breakdown space," dedicated space for use only by transit vehicles, to provide bicycle access, or to otherwise improve safety, but which will not be used as automobile vehicle travel lanes
- Addition of an auxiliary lane of less than one mile in length designed to improve roadway safety
- Installation, removal, or reconfiguration of traffic lanes that are not for through traffic, such as left, right, and U-turn pockets, two-way left-turn lanes, or emergency breakdown lanes that are not utilized as through lanes
- Addition of roadway capacity on local or collector streets, provided the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit
- Closing gaps in the transportation network in conformance with the Circulation Element of the General Plan where the project also substantially improves conditions for pedestrians, cyclists, and, if applicable, transit.
- Conversion of existing general purpose lanes (including ramps) to managed lanes or transit lanes, or changing lane management in a manner that would not substantially increase vehicle travel
- Addition of a new lane that is permanently restricted to use only by transit vehicles
- Reduction in number of through lanes
- Grade separation to separate vehicles from rail, transit, pedestrians or bicycles, or to replace a lane in order to separate preferential vehicles (e.g., HOV, HOT, or trucks) from general vehicles
- Installation, removal, or reconfiguration of traffic control devices, including Transit Signal Priority (TSP) features
- Installation of traffic metering systems, detection systems, cameras, changeable message signs, and other electronics designed to optimize vehicle, bicycle, or pedestrian flow
- Timing of signals to optimize vehicle, bicycle, or pedestrian flow
- Installation of roundabouts, or traffic circles
- Traffic signal modifications and new traffic signals where warrants are met by existing levels of traffic and the project improves accessibility for active transportation
- Installation or reconfiguration of traffic calming devices
- Adoption of or increase in tolls

- Addition of tolled lanes, where tolls are sufficient to mitigate VMT increase
- Initiation of new transit service
- Conversion of streets from one-way to two-way operation with no net increase in number of traffic lanes
- Removal or relocation of off-street or on-street parking spaces
- Adoption or modification of on-street parking or loading restrictions (including meters, time limits, accessible spaces, and preferential/reserved parking permit programs)
- Addition of traffic wayfinding signage
- Rehabilitation and maintenance projects that do not add motor vehicle capacity
- Addition of new or enhanced bike or pedestrian facilities on existing streets/highways or within existing public rights-of-way
- Addition of Class I bike paths, trails, multi-use paths, or other off-road facilities that serve non-motorized travel
- Installation of publicly available alternative fuel/charging infrastructure
- Addition of passing lanes, truck climbing lanes, or truck brake-check lanes in rural areas that do not increase overall vehicle capacity along the corridor

APPENDIX C

Records Search
(Confidential – Not for Public Review)

El Camino Real Specific Plan Final IS/MND

Letters of Comment and Responses

The following letters of comment were received from agencies, organizations, and individuals during the 30-day Public Review period (June 3, 2024, to July 2, 2024) of the Draft Initial Study/Mitigated Negative Declaration (IS/MND). A copy of each comment letter along with corresponding staff responses is included here. The California Environmental Quality Act (CEQA) requires that the lead agency consider the proposed Mitigated Negative Declaration, together with comments received during the public comment period, prior to reaching a final decision on the project (Title 14, CCR § 15074). None of the comments provide substantial evidence that the project would have significant environmental effects which would require preparation of an Environmental Impact Report (EIR). Some of the comments did not address the accuracy or adequacy of the environmental document; however, staff has attempted to provide appropriate responses to all comments as a courtesy to each commenter. Where responses to comments required minor revisions to the Draft IS/MND, changes to the text are shown in strikeout and underline format. Such format shows deletions as ~~strikeout~~ text and additions as <u>underline</u> text. Revisions to the Draft IS/MND are intended to correct minor discrepancies and provide additional clarification. The revisions do not affect the conclusions of the document.

Letter A

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

California Department of Transportation

DISTRICT 11
4050 TAYLOR STREET, MS-240
SAN DIEGO, CA 92110
(619) 985-1587 | FAX (619) 688-4299 TTY 711
www.dot.ca.gov

July 2, 2024

11-SD-5
PM VAR
El Camino Real Specific Plan
MND/SCH#2024060039

Ms. Melinda Dacey
Housing Services Manager
City of Encinitas
505 S. Vulcan Ave.
Encinitas, CA 92024

Dear Ms. Dacey:

A-1 Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the Mitigated Negative Declaration (MND) for the El Camino Real Specific Plan located near Interstate 5 (I-5). The mission of Caltrans is to provide a safe and reliable transportation network that serves all people and respects the environment. The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities.

Safety is one of Caltrans' strategic goals. Caltrans strives to make the year 2050 the first year without a single death or serious injury on California's roads. We are striving for more equitable outcomes for the transportation network's diverse users. To achieve these ambitious goals, we will pursue meaningful collaboration with our partners. We encourage the implementation of new technologies, innovations, and best practices that will enhance the safety on the transportation network. These pursuits are both ambitious and urgent, and their accomplishment involves a focused departure from the status quo as we continue to institutionalize safety in all our work.

Caltrans is committed to prioritizing projects that are equitable and provide meaningful benefits to historically underserved communities, to ultimately improve transportation accessibility and quality of life for people in the communities we serve.

We look forward to working with the City of Encinitas in areas where the City and Caltrans have joint jurisdiction to improve the transportation network and connections between various modes of travel, with the goal of improving the experience of those

A-1 Introductory comment. See responses to specific comments below.

who use the transportation system. As individual projects for the El Camino Real Specific Plan are reviewed, please include Caltrans in all future project reviews.

A-2

Traffic Impact Study
New development resulting from the Specific Plan should provide a Vehicle Miles of Travel (VMT) based Traffic Impact Study (TIS). Please use the Governor's Office of Planning and Research Guidance to identify VMT related impacts.[1]

The TIS may also need to identify the proposed project's near-term and long-term safety or operational issues, on or adjacent any existing or proposed State facilities.

A-3

Complete Streets and Mobility Network
Caltrans views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian and transit modes as integral elements of the transportation network. Caltrans supports improved transit accommodation through the provision of Park and Ride facilities, improved bicycle and pedestrian access and safety improvements, signal prioritization for transit, bus on shoulders, ramp improvements, or other enhancements that promotes a complete and integrated transportation network. Early coordination with Caltrans, in locations that may affect both Caltrans and the City of Encinitas is encouraged.

To reduce greenhouse gas emissions and achieve California's Climate Change target, Caltrans is implementing Complete Streets and Climate Change policies into State Highway Operations and Protection Program (SHOPP) projects to meet multi-modal mobility needs. Caltrans looks forward to working with the City to evaluate potential Complete Streets projects.

Bicycle, pedestrian, and public transit access during construction is important. Mitigation to maintain bicycle, pedestrian, and public transit access during construction is in accordance with Caltrans' goals and policies.

A-4

Land Use and Smart Growth
Caltrans recognizes there is a strong link between transportation and land use. Development can have a significant impact on traffic and congestion on State transportation facilities. In particular, the pattern of land use can affect both local vehicle miles traveled and the number of trips. Caltrans supports collaboration with local agencies to work towards a safe, functional, interconnected, multi-modal

[1] California Governor's Office of Planning and Research (OPR) 2018. "Technical Advisory on Evaluating Transportation Impacts in CEQA." https://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf

A-2 As described in Section XVII.b) of the IS/MND, future site-specific development would be subject to independent environmental review, which would include a Vehicle Miles Traveled (VMT) Analysis and/or Transportation Impact Study (TIS) as necessary. Preparation of a TIS for future site-specific development would include near-term and long-term safety and operational issues on, or adjacent to, any existing or proposed state facilities.

A-2 As described in Section XVII.b) of the IS/MND, future site-specific development would be subject to independent environmental review, which would include a Vehicle Miles Traveled (VMT) Analysis and/or Transportation Impact Study (TIS) as necessary. Preparation of a TIS for future site-specific development would include near-term and long-term safety and operational issues on, or adjacent to, any existing or proposed state facilities.

A-3 Section XVII.a) of the Final IS/MND, which has been slightly revised for the sake of clarity since public review, states the following regarding how the project would be consistent with Caltrans' goals related to complete streets and mobility:

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

A-3 (cont.)

roadway lane adjacent to the proposed cycle track along the segment of El Camino Real within the SPA. 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.

A-4 Comment noted. The City shares Caltrans' goal land use and smart growth, and will continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction.

transportation network integrated through applicable "smart growth" type land use planning and policies.

The City should continue to coordinate with Caltrans to implement necessary improvements at intersections and interchanges where the agencies have joint jurisdiction.

A-5 **Environmental**
Should future projects based upon the changes enacted from the Specific Plan have elements and/or mitigation measures that affect Caltrans' Right-of-Way (R/W), Caltrans would welcome the opportunity to be a Responsible Agency under the California Environmental Quality Act (CEQA).

A-6 **Sustainability**
Caltrans recommends collaboration between our agency and the City of Encinitas on the proposed transportation related topics including adaptation strategies to help improve the City's resilience to potential climate change impacts and strategies to reduce VMT, and off-road and on-road greenhouse gas (GHG) emissions.

Caltrans recognizes that transportation is a leading contributor to GHG emissions in the region and is dedicated to reducing and mitigating transportation related emissions. This would be a great opportunity for increasing the use of zero emission vehicles, installing electric vehicle (EV) charging stations, identifying R/W areas to be used for carbon sequestration, and complete streets.

A-7 **Broadband**
Caltrans recognizes that teleworking and remote learning lessen the impacts of traffic on our roadways and surrounding communities. This reduces the amount of VMT and decreases the amount of GHGemissions and other pollutants. The availability of affordable and reliable, high-speed broadband is a key component in supporting travel demand management and reaching the state's transportation and climate action goals.

A-8 **Right-of-Way**
Per Business and Profession Code 8771, perpetuation of survey monuments by a licensed land surveyor is required, if they are being destroyed by any construction. Any work performed within Caltrans' R/W will require discretionary review and approval by Caltrans and an encroachment permit will be required for any work within the Caltrans' R/W prior to construction.

Additional information regarding encroachment permits may be obtained by contacting the Caltrans Permits Office at (619) 688-6158 or emailing

A-5 Comment noted. Should future site-specific development or mitigation affect Caltrans' right-of-way, the City will notify Caltrans and invite them to participate as a Responsible Agency under the California Environmental Quality Act (CEQA).

A-6 Comment noted. The City shares the goal of reducing VMT and greenhouse gas emissions in order to address climate change, and looks forward to collaborating with Caltrans as applicable.

A-7 Comment noted. The City recognizes the importance of affordable and reliable, high speed broadband as a key component in supporting travel demand management and reaching the state's transportation and climate action goals.

A-8 Comment noted. The City understands that an encroachment permit would be required for any work within Caltrans' right-of-way (ROW) prior to construction.

D11.Permits@dot.ca.gov or by visiting the website at https://dot.ca.gov/programs/traffic-operations/ep. Early coordination with Caltrans is strongly advised for all encroachment permits.

A-9 If you have any questions or concerns, please contact Shannon Aston, LDR Coordinator, at (619) 992-0628 or by e-mail sent to shannon.aston@dot.ca.gov.

Sincerely,

Kimberly D. Dodson

Kimberly D. Dodson, GISP
Branch Chief
Local Development Review

A-9 Conclusory remarks. See responses to specific comments above.

Letter B

NORTH COUNTY TRANSIT DISTRICT

810 Mission Avenue
Oceanside, CA 92054
(760) 966-6500
(760) 967-2001 (fax)
GoNCTD.com

June 26, 2024

Ms. Melinda Dacey
Housing Services Manager
City of Encinitas
505 S. Vulcan Ave
Encinitas, CA 92024
Sent Via Electronic Mail: mdacey@encinitasca.gov

Re: Public Review of the Draft El Camino Real Specific Plan

Dear Ms. Dacey:

B-1 Thank you for the opportunity to comment on the Public Review of the Draft El Camino Real Specific Plan, based on the notice of community workshop received by North County Transit District (NCTD) on May 24, 2024. NCTD previously corresponded with the City on September 14, 2022, upon notice of the scoping meeting and preparation of a draft EIR. This letter (Attachment 1) listed the stops NCTD anticipated would be impacted by the El Camino Real Specific Plan.

B-2 **Bus Stops Standards:**
Upon review of the Public Review of the Draft El Camino Real Specific Plan, NCTD has determined that there are BREEZE Routes 304, 604, 309, and 609 bus stops on the Figure 5-4 "Recommended Amenities by Bus Stop".

NCTD requires the construction of ADA-compliant bus stop pads for passenger boarding. The design should be consistent with NCTD standards and include the following:

- An 8-foot-deep by 5-foot-wide concrete boarding and alighting area that meets standards set forth by the Americans with Disabilities Act (ADA).
- Additional desirable amenities include trash receptacles, lighting, seating, bike parking, shelter for shade, and pullouts for buses. Installation of trash cans are up to the discretion of the City, who will be responsible for waste removal. NCTD is available to provide advice on feedback as site specific designs are developed.
- While planning the Class IV bikeway on El Camino Real between Leucadia Boulevard/Olivenhain Road and Encinitas Boulevard, ensure that such improvements do not interfere with loading or unloading of passengers. Do not block bus access to the bus stop. Please refer to standards in bullet 1 above.
- Consider exploration of bus stop relocations closer to safe pedestrian crossings.

B-1 Introductory comment. See responses to specific comments below.

B-2 Comment noted. The City acknowledges the North County Transit District (NCTD) design requirements for bus stops provided in this comment and will construct bus stops identified in the specific plan consistent with these requirements. Section XVII.a of the Final IS/MND has been revised to state that the following:

~~*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. 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.*

Text added to Section XVII.a has also been added to Section XVII.c of the Final IS/MND.

- NCTD is supportive of collocation and/or facilitating accessibility to micro-mobility services within a 1–2-minute walk from existing bus stops.
- For any roadway improvements that narrow lanes, require new/different turning radiuses, or otherwise may constrain operations, including from a visibility perspective, NCTD respectfully requests that it be given the opportunity to review for compatibility with existing bus operations.
- Refer to the Impacted Bus Stop List (Attachment 2) for more details of each stop.
- Refer to our Bus Stop Development Handbook (Attachment 3), and the current NCTD Shelter Standard (Attachment 4) for more information.
- Any changes or impacts to bus stops will require coordination, review, and approval from NCTD. NCTD requests to meet with the City Planning team to discuss the Specific Plan in more detail focused on the potential for bus stop improvements and operational efficiencies to ensure continuation, or improvement upon, quality service.
- On page 104, Table 8-1, the City proposed requiring branding the El Camino Real logo on transit stop improvements. NCTD would like to discuss with the City to learn more about what the City is envisioning for stop maintenance and responsibilities.

B-3

Detours Required:
Upon review of the notice received by North County Transit District (NCTD), NCTD has determined that the construction may take place in the right-of-way of NCTD BREEZE Routes 309, 609, 304, and 604.

NCTD requests that you or your contractor provide notice two (2) weeks prior to starting work so that we may send a supervisor to meet with your construction crew to determine if your traffic control methods affect NCTD's stops. Notice should be provided via e-mail to detours@nctd.org.

B-4

City of Encinitas:
The City of Encinitas' Climate Action Plan outlines measures to "Reduce Vehicle Miles Traveled" by supporting infrastructure for modes of alternative transportation (pg. 3-10), and to "pursue partnerships" with NCTD (3-12). Improvements in transit access at this site will also support walkability initiatives designated by the El Camino Real Specific Plan. Enhanced transit access will help fulfill both City and Statewide climate action goals.

Thank you again for allowing NCTD to review and comment on this project.

B-5

Should you have any questions related to this review, feel free to contact me at (760) 967-2807 or via e-mail at planning@nctd.org.

Sincerely,

Chris Orlando
Chief of Planning and Communications

B-3 Comment noted. The construction contractor for future implementing projects that may affect NCTD bus routes will provide notification to NCTD via the email provided in this comment two weeks prior to construction. The construction contractor will also meet with an NCTD supervisor to determine whether construction would affect NCTD bus~~t~~ stops.

B-4 Comment noted. The City acknowledges that enhanced transit access will help fulfill both Citywide and Statewide climate action plan goals.

B-5 Conclusory remarks. See responses to specific comments above.

B-6

Attachments: Previous Correspondence on September 14, 2022
Impacted Bus Stop List
Bus Stop Development Handbook
NCTD Shelter Standard

cc: Katie Persons, Director of Service Planning, NCTD
Derrick Wojick-Damers, Director of Bus Operations, NCTD
Lillian Doherty, Director of Planning and Development, NCTD
Esther Rivers, Manager – Service Management, Bus Operations, NCTD
David Ramon-Garcia, Senior Quality Control Supervisor, Facilities, NCTD
Mary Balderrama, Transit Planner, Service Planning, NCTD
Ioni Tcholakova, Transit Planner, Service Planning, NCTD

B-6 The attachments to this comment letter do not introduce any new comments that address the accuracy or adequacy of the IS/MND. No further responses are necessary.

Letter B, Attachment 1

NORTH COUNTY TRANSIT DISTRICT

810 Mission Avenue
Oceanside, CA 92054
(760) 966-6500
(760) 967-2001 (fax)
GoNCTD.com

September 14, 2022

Ms. Melinda Dacey
Planner IV
505 S. Vulcan Ave
Encinitas, CA 92024
Sent Via Electronic Mail: mdacey@encinitasca.gov

Re: El Camino Real Specific Plan

Dear Ms. Gates:

Thank you for the opportunity to review the notice on the El Camino Real Specific Plan, based on the notice of scoping meeting and preparation of a draft EIR received by NCTD on August 16, 2022.

Bus Stops:

Upon review of the notice received by North County Transit District (NCTD), NCTD has determined that there are seventeen (17) BREEZE Routes 304, 604, 309, and 609 bus stops within the Specific Plan Boundary, shown below.

Stop ID	Stop Name	Direction	Lat	Long
21876	Encinitas Bl & Beechtree Dr	WB	33.046164	-117.262098
20910	El Camino Real & Encinitas Blvd	SB	33.044644	-117.259785
96011	El Camino Real & Encinitas Bl	NB	33.044819	-117.259413
96030	El Camino Real & Encinitas Blvd	SB	33.04742	-117.25978
21644	El Camino Real & Encinitas Bl	NB	33.047681	-117.259423
21151	El Camino Real & Mountain Vista Dr	SB	33.05150	-117.26095
21643	El Camino Real & Mountain Vista Dr	NB	33.052145	-117.260777
21950	El Camino Real & Camino Encinitas Plaza (318)	SB	33.05439	-117.261931
21402	El Camino Real & 317	NB	33.054702	-117.261649
22371	El Camino Real & Garden View Rd (499)	NB	33.057641	-117.262482
21949	El Camino Real & Garden View Rd	SB	33.058042	-117.262894
21640	El Camino Real & Garden View Rd (501)	NB	33.059126	-117.262543
22205	El Camino Real & Town Center Dr	NB	33.063906	-117.262384
21149	El Camino Real & Town Center Dr	SB	33.064595	-117.262622
22488	El Camino Real & Leucadia Bl	SB	33.067083	-117.262512
22835	Leucadia Bl & Town Center Pl	EB	33.06771	-117.26426
22836	Leucadia Bl & Town Center Pl	WB	33.068174	-117.265344

NCTD recommends the construction of Americans with Disabilities Act-compliant (ADA) bus stop pads for passenger boarding. The design should be consistent with NCTD standards and include the following:

- An 8-foot-deep by five-foot-wide concrete boarding and alighting area that meets standards set forth by the ADA (sample shown in Attachment 1).
- Additional desirable amenities include trash receptacles, lighting, seating, bike parking, shelter for shade, and pullouts for buses. NCTD recommends that the design of such facilities be done in such a way as to highlight the amenity to expand public awareness of the site and the availability of such services. NCTD is available to provide advice on feedback as site specific designs are developed.
- To the extent that protected bike lanes may be planned, please ensure that such improvements do not interfere with loading or unloading of passengers. Please refer to standards in bullet 1 above.
- NCTD is supportive of collocation and/or facilitating accessibility to micro-mobility services within a 1–2-minute walk from existing bus stops.
- For any roadway improvements that narrow lanes, require new/different turning radiuses, or otherwise may constrain operations, including from a visibility perspective, NCTD respectfully requests that it be given the opportunity to review for compatibility with existing bus operations.
- Please refer to our Bus Stop Development Handbook (Attachment 2) for more information.

Detours Required:

Upon review of the notice received by North County Transit District (NCTD), NCTD has determined that the construction may take place in the right-of-way of NCTD BREEZE Routes 309, 609, 304, and 604.

NCTD requests that you or your contractor provide notice two (2) weeks prior to starting work so that we may send a supervisor to meet with your construction crew to determine if your traffic control methods affect NCTD's stops. Notice should be provided via e-mail to detours@nctd.org.

City of Encinitas:

The City of Encinitas' Climate Action Plan outlines measures to "Reduce Vehicle Miles Traveled" by supporting infrastructure for modes of alternative transportation (pg. 3-10), and to "pursue partnerships" with NCTD (3-12). Improvements in transit access at this site will also support walkability initiatives designated by the El Camino Real Specific Plan. Enhanced transit access will help fulfill both City and Statewide climate action goals.

Thank you again for allowing NCTD to review and comment on this project. If possible, NCTD would like to meet with the City Planning team to discuss the Specific Plan in more detail focused on the potential for bus stop improvements and operational efficiencies.

Should you have any questions related to this review, feel free to contact me at (760) 966-6683 or via e-mail at kpersons@nctd.org.

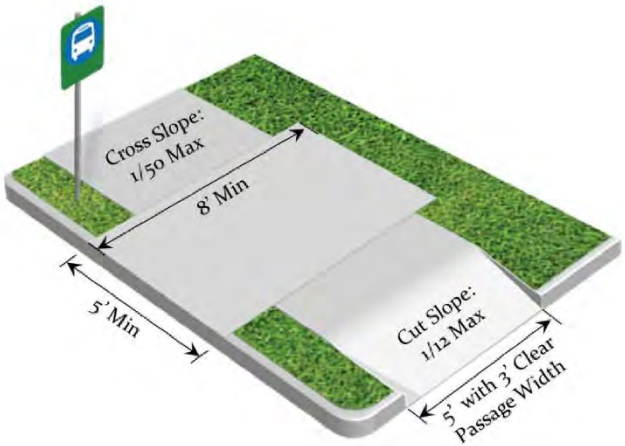
Sincerely,

Katie Persons
Director of Service Planning

Attachments
(1) 8-Foot-Deep by Five-Foot-Wide Concrete Boarding
(2) Bus Stop Development Handbook

cc: Jill Bankston, Director of Engineering/City Engineer, City of Encinitas
Chris Orlando, Chief of Planning, Marketing, and Communications, NCTD
Damon Blythe, Chief of Bus Operations, NCTD
Lillian Doherty, Director of Planning and Development, NCTD
Derrick Wojcik-Damer, Director of Bus Operations, NCTD
Mary Balderrama, Transit Planner, NCTD

Attachment 1:
Photo courtesy of National Center for Transit Research
https://www.nctr.usf.edu/2014/05/analysis-of-movable-bus-stop-boarding-and-alighting-areas/



NORTH COUNTY TRANSIT DISTRICT

NORTH COUNTY TRANSIT DISTRICT

Bus Stop Development Handbook

March 2018

NORTH COUNTY TRANSIT DISTRICT

Table of Contents

NORTH COUNTY TRANSIT DISTRICT

Section 1: Description

1.0 Introduction

This guidebook has been designed to help planners, developers, architects, and engineers understand the physical requirements of public transportation and to provide a uniform guide for the design and placement of various bus-related facilities and amenities. The transit system's stops and facilities are an important feature of the transit system, as they provide the "first impression" for customers. Additionally, when done correctly, proper stop and amenity placement throughout the service area helps to improve customer satisfaction as well as encourage the use of the transit system and, in turn, help communities achieve established sustainability goals and improve the overall quality of life.

The guidelines provided in this document are consistent with North County Transit District's (NCTD) policies to ensure that public transportation is included as a part of the early stages of the planning process. Coordination between public transit and land development at the beginning of the planning process can prevent the need for costly, less effective modifications later on, as well as ensure that safety considerations and transit customer needs reflected in the design.

We have included specific design standards for public transportation facilities and vehicles. These guidelines were developed primarily for application in areas where new bus transit services are proposed or where modifications or improvements to existing service are necessary to facilitate safe and efficient bus operations, in addition to a safe and comfortable environment for passengers and adequate pedestrian and bicycle facilities. Overall, these guidelines consider the transit system as a whole, including the importance of mobility options, safety, aesthetics, and community context.

The guidelines for providing these transit facilities and amenities are based on the following considerations:

1. Basic bus operations and safety requirements;
2. Current engineering practices in North San Diego County;
3. Amenities necessary for attracting and increasing transit ridership;
4. Anticipated benefits to developers or agencies in providing transit services to their future residents, tenants, and customers;
5. Compatibility of the improvements with other roadway uses; and
6. The Americans with Disabilities Act (ADA)

We at NCTD want to work with you to develop an environment that will be more conducive to and more accessible by public transit. Please feel free to contact our Transit Planning and Bus Operations Division with questions or to schedule an appointment with a planner.

Principal Contact: Damon Blythe - Chief Operations Officer - Transit Planning and Bus Operations
North County Transit District
810 Mission Avenue
Oceanside, CA 92054
Phone (760)-966-6708
Email dblythe@nctd.org

2.0 NCTD Service Overview

The North County Transit District (NCTD) provides public transportation services to North County San Diego across a 1,000 sq.mi. area, connecting residents and visitors to jobs, schools, medical centers, and other points of interests. In addition to expanding modal choice across the community, NCTD services enable mobility for those who have limited travel options, including seniors and persons with disabilities. Serving as the coastal gateway to the San Diego region, the NCTD multi-modal system consists of COASTER commuter rail, SPRINTER hybrid rail, BREEZE fixed-route bus, FLEX demand response, and LIFT complementary paratransit services. In calendar year 2016, NCTD carried more than 11.5 million passengers throughout North San Diego County.

NCTD's service area spans across nine cities, unincorporated areas of San Diego County, tribal lands, and a major military base that serves as the largest employer in San Diego County. Each of these entities contain diverse populations with differing community visions and land use plans, resulting in differing types of service levels and modes to best meet the area's travel needs. Development projects must take into consideration the characteristics of NCTD services and associated vehicles when designing infrastructure. Roadways, intersections, stops, and other facilities, as outlined in this guidebook, must be designed in a manner that accommodates NCTD's transit vehicles to ensure safety for both the passenger and service provider.

3.0 Bus Stop Guidelines

Obstacles to improving transit infrastructure – lack of sidewalk and bike network, available space for stop infrastructure (including ADA), accessible neighborhood sidewalks connecting to stops, accessible street crossings. Work with city departments to make improvements and encourage continued upgrades to complete the networks, especially during other construction projects.

3.1 Curb-Side Improvements

Passenger comfort, safety, and convenience are all impacted by bus stop features that are located off the street or roadway, commonly referred to as curbside improvements. This section outlines how developers and jurisdictions can appropriately locate bus stops and choose the correct stop type, as well as information on general preferred and recommended curbside improvements.

3.1.1 Bus Stop Types

The design of a bus stop can often impact the amount of ridership at that particular location. A stop must be accessible, safe, and convenient for passengers. NCTD has developed three distinct bus stop types – the basic stop, the bench stop, and the shelter stop – as well as stops associated with transit stations/centers.

BASIC STOPS are characterized by the presence of a bus stop sign only, and do not contain passenger amenities like benches or shelters. These stops are generally utilized in rural areas or those areas with lower density and lower ridership. Basic stops are required to meet ADA design requirements.

BENCH STOPS are basic transit stops with the addition of a bench for waiting passengers and trash receptacles. In some cases, additional amenities such as lighting or bicycle racks may be warranted. Bench stops are best suited for areas with low to medium density and ridership.

	Required Amenities	Recommended Amenities	Optional Amenities
Bench Stops	• Bus stop sign • ADA accessible pad • Bench • Connection to adjacent sidewalks/pathways • Trash receptacle	• Lighting • Bicycle racks/lockers • Transit route information	• Screening from sun / elements (landscaping) • Transit system information

SHELTER STOPS are located in areas with higher ridership and medium to high density developments. In addition to a sign, ADA compliant concrete pad, and bench, these stops include a shelter and trash receptacle, at a minimum. Additional amenities like lighting and bicycle racks are highly encouraged. The design of a shelter stop is dependent upon the existing features of the site, including sidewalk design, right-of-way, and proximity to existing structures.

	Required Amenities	Recommended Amenities	Optional Amenities
Shelter Stops	• Bus stop sign • ADA accessible pad • Bench • Shelter • Connection to adjacent sidewalks/pathways • Trash receptacle	• Lighting • Bicycle racks/lockers • Transit route information • Screening from sun / elements (landscaping) • Transit system information	• Digital messaging signs

STATION STOPS are associated with branded services like BREEZE Rapid. These stops have enhanced passenger amenities, including more robust transit system information signage and branded shelters.

	Required Amenities	Recommended Amenities
Station Stops (BREEZE Rapid)	• All requirements of shelter stops, plus: • Single shelter or double shelter with integrated station marker • Station marker with integrated seats • Solar-powered LED lighting	• Transit route and schedule information • Transit system information • Wayfinding signage • Digital messaging signs

The dimensions for each stop type above have been provided as guidelines for the development of new bus stops. District staff understands that some stops may not be able to be retrofitted to meet these standards, or alternative designs may be more feasible based on existing conditions. When a developer has been required to upgrade an existing stop, District staff should be contacted to help create an appropriate design.

3.1.2 Bus Stop Type Selection Criteria

The type of stop provided is primarily driven by route frequency and land use density – routes with higher frequency are typically located in areas with more intensive development, and generally result in more daily boardings. The table below shows the recommended attributes for each of the four stop types. District staff will assist developers in determining the appropriate stop type on a case-by-case basis.

Table 1: Bus Stop Type Location Recommendations

Criteria	Basic Stop	Bench Stop	Shelter Stop
Minimum Daily Boardings			
Rural Stop	<5 daily boardings	5 – 10 daily boardings	10+ daily boardings
Suburban Stop	<10 daily boardings	10 – 20 daily boardings	>20 daily boardings
Urban Stop	<20 daily boardings	20 – 30 daily boardings	>30 daily boardings
Density Considerations	Low density residential; Rural	Low to Medium Density Residential; Commercial; Industrial	Medium to High Density Residential; Mixed-Use; Commercial Core
Land Use and Development: Located ¼-mile (max.) from employment center, retail/commercial center, mixed use development or other major activity center			✓
Population Considerations: Youths, seniors, disabled persons, low-income households		Within ¼-mile of population concentrations	Within 1/8-mile of population concentrations
Connections with other NCTD mode or transit provider		✓	✓
Located within Planned Enhanced Development Corridor			✓

In addition, NCTD's system also includes Station Stops, which are generally characterized by service from multiple routes and/or providers, enhanced facilities, and higher ridership. Stops that are served by BREEZE Rapid are also categorized as Station Stops. New stations should be focused in urban and more developed suburban areas with a mix of uses, commercial core development, and medium to higher density housing, particularly with affordable and multi-family housing, in addition to the provision of enhanced transit service or connections to multiple transit options. In suburban settings, a minimum of 100 daily boardings may warrant a general station, while in urban settings, a minimum of 500 daily boardings should be generated.

3.1.3 Design and Access

Providing defined, safe, and direct access to a bus stop is critical to maintaining and increasing transit usage. Access to a bus stop from an intersection or land use should be as direct as possible, and provide essential security and safety along the route. General guidelines for access are as follows:

General Access and Site Design

- Pedestrian access should be finished with impervious, non-slip material (such as concrete or asphalt) and be well drained, and should not require passengers to walk through grass or exposed soil.
- All sidewalks and pathways should be designed to accommodate wheelchair and other mobility devices
- Intersections near bus stops should include defined pedestrian crosswalks and signals at intersections to allow for safe access. In situations where there is no signalized intersection, pedestrian signals may be warranted based upon the stop usage and development type.
- In areas with disjointed sidewalk networks, new bus stops should include new sidewalks or pedestrian pathways that connect the stop with existing intersections, at a minimum.
- Defined pathways from the sidewalk and/or bus stop waiting area to the curb (bus loading area) should be provided in compliance with ADA requirements.
- A minimum of 5 feet should be kept clear between bus stops and utility poles, fire hydrant, and other similar features.

Landscaping

- Landscaping near the passenger area should be used to maximize shade and overall aesthetics, however should be located so as not to interfere with bus operations or obstruct shelters or lines of sight.
  - Preferred locations for larger landscape elements, like shade trees, are at the back of a sidewalk, behind shelters and/or benches.
- The use of landscaping is encouraged to help define pathways, buffer pedestrians from adjacent traffic, and provide shade; however, landscaping should be designed in a manner that eliminates barriers and impediments to pedestrian access, visibility, or safety.
  - Plants should be kept open and trimmed low to enhance line of site for passengers. Dense hedges that restrict view are discouraged.
  - Visibility around and through landscaping should be maintained for surveillance and security.

Security

- Bus stops and sidewalks should be coordinated with existing streetlights to provide a minimum level of lighting and security.
  - In areas without existing lighting, new stops should provide solar lighting, where feasible.
- Views to and from sidewalks or pathways through bus stops and waiting areas should not be blocked by walls, structures, or landscaping.

New Developments

- New developments should be designed to provide clear and direct access to bus stops (existing or new), and should emphasize pedestrian access, activity, and safety.
  - Gated or walled developments should provide openings through walls to minimize the walk distance and provide a more direct route to bus stops.
  - Developments with parking lots should be designed with clear pedestrian walkways.
  - Distinct walkway networks should be provided where bus stops and/or transit centers can be linked with building entrances.

- Entrances to buildings should face the street with pedestrian access located close to the nearest bus stop.

Rural areas may present challenges for bus stop design and placement, as many areas are lacking sidewalk networks or have other potential impediments such as drainage ditches along the roadway. In these cases, efforts should be made to find the most level and open area for the bus stop to ensure customer safety for access and waiting. When funding is available, at a minimum, new stops should include ADA accessible waiting pads and any necessary ramps constructed of concrete or asphalt, and where feasible, connections to existing intersections or developments. When funding is not available, waiting areas along the shoulder should be comprised of compacted and stabilized decomposed granite, if feasible.

Compliance with Americans with Disabilities Act

The Americans with Disabilities Act of 1990 (ADA) "prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, State and local government services, public accommodations, commercial facilities, and transportation."

28 CFR § 36.402 – Alterations: General (1): Any alteration to a place of public accommodation or a commercial facility, after January 26, 1992, shall be made so as to ensure that, to the maximum extent feasible, the altered portions of the facility are readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs.

*The quoted text above is an excerpt. The full CFR text shall be considered when performing any alterations.

The following bus stop specifications are to be used as guidance when constructing or improving bus stops. A complete list of enforceable accessibility standards shall be referenced from https://www.ada.gov/index.html.

810 Transportation Facilities

810.1 General. Transportation facilities shall comply with 810.

810.2 Bus Boarding and Alighting Areas. Bus boarding and alighting areas shall comply with 810.2.

Advisory 810.2 Bus Boarding and Alighting Areas. At bus stops where a shelter is provided, the bus stop pad can be located either within or outside of the shelter.

810.2.1 Surface. Bus stop boarding and alighting areas shall have a firm, stable surface.

810.2.2 Dimensions. Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.

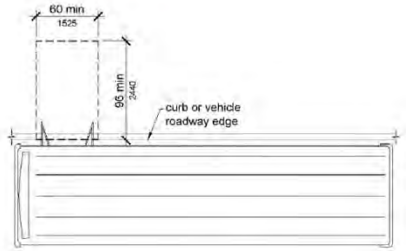


Figure 810.2.2 Dimensions of Bus Boarding and Alighting Areas

810.2.3 Connection. Bus stop boarding and alighting areas shall be connected to streets, sidewalks, or pedestrian paths by an accessible route complying with 402.

810.2.4 Slope. Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.

810.3 Bus Shelters. Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.

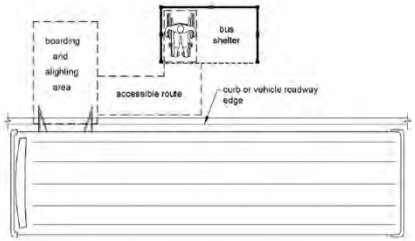


Figure 810.3 Bus Shelters

903 Benches

903.1 General. Benches shall comply with 903.

903.2 Clear Floor or Ground Space. Clear floor or ground space complying with 305 shall be provided and shall be positioned at the end of the bench seat and parallel to the short axis of the bench.

903.3 Size. Benches shall have seats that are 42 inches (1065 mm) long minimum and 20 inches (510 mm) deep minimum and 24 inches (610 mm) deep maximum.

903.5 Height. The top of the bench seat surface shall be 17 inches (430 mm) minimum and 19 inches (485 mm) maximum above the finish floor or ground.

402 Accessible Routes

402.2 Components. Accessible routes shall consist of one or more of the following components: walking surfaces with a running slope not steeper than 1:20, doorways, ramps, curb ramps excluding the flared sides, elevators, and platform lifts. All components of an accessible route shall comply with the applicable requirements of Chapter 4.

Advisory 402.2 Components. Walking surfaces must have running slopes not steeper than 1:20, see 403.3. Other components of accessible routes, such as ramps (405) and curb ramps (406), are permitted to be more steeply sloped.

403 Walking Surfaces

403.1 General. Walking surfaces that are a part of an accessible route shall comply with 403.

403.2 Floor or Ground Surface. Floor or ground surfaces shall comply with 302.

403.3 Slope. The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

403.4 Changes in Level. Changes in level shall comply with 303.

403.5 Clearances. Walking surfaces shall provide clearances complying with 403.5.

EXCEPTION: Within employee work areas, clearances on common use circulation paths shall be permitted to be decreased by work area equipment provided that the decrease is essential to the function of the work being performed.

403.5.1 Clear Width. Except as provided in 403.5.2 and 403.5.3, the clear width of walking surfaces shall be 36 inches (915 mm) minimum.

EXCEPTION: The clear width shall be permitted to be reduced to 32 inches (815 mm) minimum for a length of 24 inches (610 mm) maximum provided that reduced width segments are separated by segments that are 48 inches (1220 mm) long minimum and 36 inches (915 mm) wide minimum.

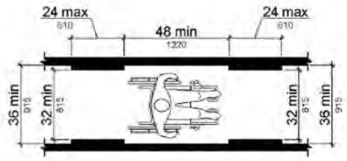


Figure 403.5.1 Clear Width of an Accessible Route

403.5.2 Clear Width at Turn. Where the accessible route makes a 180 degree turn around an element which is less than 48 inches (1220 mm) wide, clear width shall be 42 inches (1065 mm) minimum approaching the turn, 48 inches (1220 mm) minimum at the turn and 42 inches (1065 mm) minimum leaving the turn.

EXCEPTION: Where the clear width at the turn is 60 inches (1525 mm) minimum compliance with 403.5.2 shall not be required.

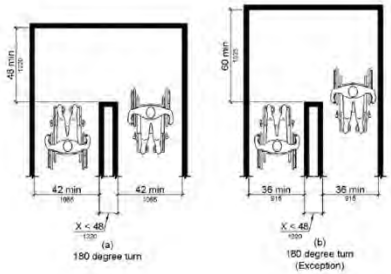


Figure 403.5.2 Clear Width at Turn

403.5.3 Passing Spaces. An accessible route with a clear width less than 60 inches (1525 mm) shall provide passing spaces at intervals of 200 feet (61 m) maximum. Passing spaces shall be either: a space 60 inches (1525

mm) minimum by 60 inches (1525 mm) minimum; or, an intersection of two walking surfaces providing a T-shaped space complying with 304.3.2 where the base and arms of the T-shaped space extend 48 inches (1220 mm) minimum beyond the intersection.

305 Clear Floor or Ground Space

305.1 General. Clear floor or ground space shall comply with 305.

305.2 Floor or Ground Surfaces. Floor or ground surfaces of a clear floor or ground space shall comply with 302. Changes in level are not permitted.

305.3 Size. The clear floor or ground space shall be 30 inches (760 mm) minimum by 48 inches (1220 mm) minimum.

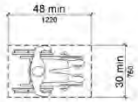


Figure 305.3 Clear Floor or Ground Space

305.4 Knee and Toe Clearance. Unless otherwise specified, clear floor or ground space shall be permitted to include knee and toe clearance complying with 306.

305.5 Position. Unless otherwise specified, clear floor or ground space shall be positioned for either forward or parallel approach to an element.

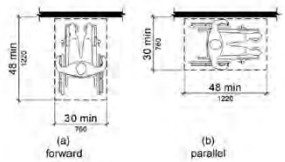


Figure 305.5 Position of Clear Floor or Ground Space

305.6 Approach. One full unobstructed side of the clear floor or ground space shall adjoin an accessible route or adjoin another clear floor or ground space.

305.7 Maneuvering Clearance. Where a clear floor or ground space is located, an alcove or otherwise confined on all or part of three sides, additional maneuvering clearance shall be provided in accordance with 305.7.1 and 305.7.2.

305.7.1 Forward Approach. Alcoves shall be 36 inches (915 mm)wide minimum where the depth exceeds 24 inches (610 mm).

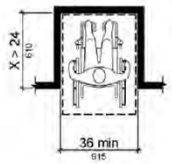


Figure 305.7.1 Maneuvering Clearance in an Alcove, Forward Approach

305.7.2 Parallel Approach. Alcoves shall be 60 inches (1525 mm) wide minimum where the depth exceeds 15 inches (380 mm).

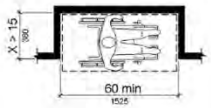


Figure 305.7.2 Maneuvering Clearance in an Alcove, Parallel Approach

304 Turning Space

304.1 General. Turning space shall comply with 304.

304.2 Floor or Ground Surfaces. Floor or ground surfaces of a turning space shall comply with 302. Changes in level are not permitted.

Advisory 304.2 Floor or Ground Surface Exception. As used in this section, the phrase "changes in level" refers to surfaces with slopes and to surfaces with abrupt rise exceeding that permitted in Section 303.3. Such changes in level are prohibited in required clear floor and ground spaces, turning spaces, and in similar spaces where people using wheelchairs and other mobility devices must park their mobility aids such as in wheelchair spaces, or maneuver to use elements such as at doors, fixtures, and telephones. The exception permits slopes not steeper than 1:48.

304.3 Size. Turning space shall comply with 304.3.1 or 304.3.2.

304.3.1 Circular Space. The turning space shall be a space of 60 inches (1525 mm) diameter minimum. The space shall be permitted to include knee and toe clearance complying with 306.

304.3.2 T-Shaped Space. The turning space shall be a T-shaped space within a 60 inch (1525 mm) square minimum with arms and base 36 inches (915 mm) wide minimum. Each arm of the T shall be clear of obstructions 12 inches (305 mm) minimum in each direction and the base shall be clear of obstructions 24 inches (610 mm) minimum. The space shall be permitted to include knee and toe clearance complying with 306 only at the end of either the base or one arm.

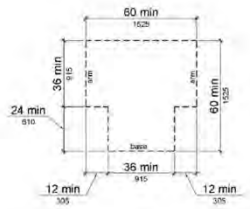


Figure 304.3.2 T-Shaped Turning Space

3.1.4 Bus Stop Amenities

In addition to stop type, the amenities provided are highly dependent upon the number of passengers that use the stop. As activity and ridership increase, expanded amenities beyond the required bench or shelter are typically warranted. District staff will assist developers in determining the appropriate amenities on a case-by-case basis.

In an attempt to standardize the look of street furniture, as well as minimize potential damage from the elements and vandalism, NCTD has identified the following standards for certain stop amenities:

Bus Stop Sign – Bus stop signs must be placed at all designated stops, and must include service type (BREEZE, LIFT, and/or FLEX) and route number associated with the stop. All bus stop signs, including dimensions and

placement, must comply with ADA requirements as defined in Sections 810.4 of the ADA Accessibility Guidelines, to the maximum extent feasible.

ADA Accessible Pad – All bus stops should be designed to comply with ADA requirements. When new development activity occurs adjacent to a non-compliant bus stop, efforts shall be made to upgrade the stop to comply with ADA.

Bench –ADA guidelines for benches are not enforceable, but shall comply with ADA Standards where applicable, (903). New benches should be constructed of perforated metal with no back, and of solid welded construction using heavy-duty pipe. Benches must be 4-, 6-, or 8-feet in length, and may either have center or multiple divider tubes. Finishes must be sandblasted and powder coated, and ground smooth with no sharp corners. Each bench should be surface mounted. Colors selected for benches should be consistent with the design requirements of the appropriate jurisdiction where the stop is located. In some cases, specific designs may be approved to ensure consistency with overall project design.

Figure 2: Bench Stop Examples

Shelter – New shelters should be consistent with NCTD's standard specifications, unless the shelter is part of a larger project with an approved design. Dimensions are dependent upon the specific installation location, but generally should range between 8-feet and 13-feet in length. Additionally, design styles are dependent upon the specific project environment, however the dome style is the standard acceptable design. Walls (back and sides) should be constructed of perforated metal with vertical columns, and where required, should include LED lighting

(conventional or solar powered). Roofing should be comprised of durable materials, such as LEXAN or aluminum. Each shelter must include a built-in ADA compliant aluminum bench and the overall structure must be surface mounted. Colors selected for the shelters should be consistent with the design requirements of the appropriate jurisdiction where the stop is located.

Figure 3: Shelter Stop Examples

TRASH RECEPTACLE – All ground-mounted trash receptacles located at bench and shelter stop locations are required to be 32-gallon perforated metal construction with a flat bar top and bottom pedestal mount. Trash receptacles must be constructed of aluminum, steel, or stainless steel, and finished with a galvanized powder primer and secondary powder coat. Lids must be 11-gauge thick laser cut with a 10-inch center hole and locking hasp. To comply with ADA requirements, trash receptacles should not be placed within the required minimum clear area or in a manner that would obstruct walking paths. Colors for the trash receptacles should be consistent with the design requirements of the appropriate jurisdiction where the stop is located.

LIGHTING – For shelter stops, solar lighting panels mounted on the roof of approved shelter designs are recommended. Bench stops may provide pole mounted lighting if located in an area with limited lighting, or instead, may take advantage of existing street lights or lighting from adjacent buildings by located the stop appropriately.

BIKE RACKS / LOCKERS – Bike racks and secured storage lockers should be designed to complement other street furniture used at the stop in terms of construction, style, and colors. All bicycle facilities should be placed outside of the required minimum ADA clear area.

TRANSIT ROUTE AND SYSTEM INFORMATION – Transit route schedules and maps (for stops served by a specific route) are recommended to be displayed at bench stops with higher daily boardings and shelter stops. For shelter stops with higher ridership and/or served by multiple routes, it is recommended that system map and schedule information be displayed. For bench stops, route information should be displayed with pole-mounted cases; approved shelter designs incorporate mountings for map and system information display cases.

SCREENING FROM SUN / ELEMENTS – Weather in San Diego County is associated with exposure to sun year-round, with increased intensity during the summer months. When shelters are not provided or warranted, other shade-

providing elements should be installed, where feasible, such as trees or other fixed screens. If additional screening is provided, safety of passengers must also be considered – dense hedges or non-transparent materials are not recommended.

WAYFINDING SIGNAGE – Wayfinding signage is recommended at high ridership stops that serve multiple transit modes, such as Station Stops/Transit Centers. Signage should provide clear direction for passengers to key features, such as boarding areas for different modes and fare payment resources (i.e. TVMs).

DIGITAL MESSAGE SIGNS – Electronic messaging information should be included at BREEZE Rapid stops, as well as Station Stops/Transit Centers and high ridership shelter stops that serve multiple routes. Signs may be LED panels and/or LCD screens and should display bus arrival/departure information and passenger alerts.

3.2 Street-Side Improvements

Improvements within the roadway that may impact bus operations are considered street-side improvements. This includes adequate stop spacing, stop location and placement, stop design, and other roadway characteristics like intersection design. While developers and jurisdictions are encouraged to follow the guidelines below, NCTD understands that in some cases, existing roadway design and characteristics may present challenges; in these cases, NCTD can advise on acceptable solutions.

3.2.1 Stop Spacing

The spacing between bus stops can impact both transit vehicles and the overall system's performance, as it can impact overall travel time and, as a result, demand for transit. Stops that are located closer together (such as every block or ¼-mile apart or less) provide for short walk distances but more frequent stops and longer bus trips. Stops that are farther apart result in longer walk distances but higher speeds and shorter bus trips.

These tradeoffs will impact where a bus stop is located along a route, in addition to other factors such as development type and potential ridership generated. In a dense residential or commercial environment, closer stop spacing may be required in order to serve passenger demand. Conversely, the street network in suburban or rural may force stops to be located further apart than desired. Higher frequency services like BREEZE Rapid generally have increased stop spacing in order to minimize travel times.

NCTD's general recommended stop spacing for BREEZE and BREEZE Rapid is as follows:

Table 3: Recommended Bus Stop Spacing

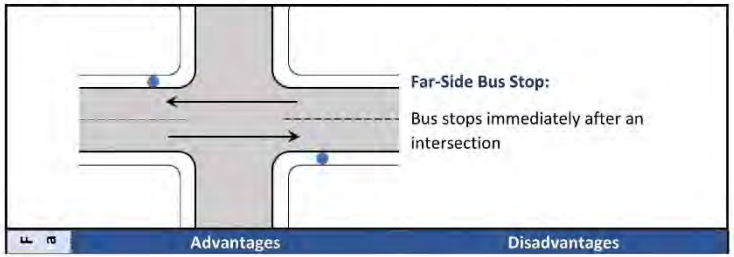
Service Type	Area Type	Distance Between Stops
BREEZE	Rural	0.5 miles
	Suburban	0.3 miles
	Urban	0.25 miles
BREEZE Rapid		0.5 – 2.0 miles

3.2.2 Stop Location and Placement

A bus stop is a linear curbside area that is specially designed for bus passenger boardings and alightings. It is identified by a bus stop sign and may be accompanied by a red curb zone and/or no-parking sign, as well as amenities like benches or shelters. ***NCTD staff must be consulted before placing, relocating, removing, or enhancing a bus stop.*** The placement of new bus stops should not only consider spacing and ridership potential, but also safety to pedestrians, bicyclists, and vehicle traffic, as well as the right-of-way's ability to accommodate the required stop type and associated amenities. In general, the following factors[1] should be considered when determining the appropriate bus stop location and placement:

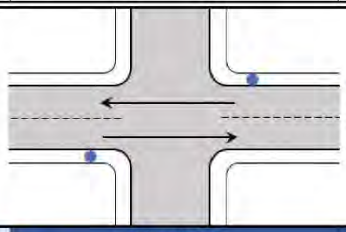
- Adjacent land use and activities
- Bus route operations and movements
- Bus signal priority
- Impact on intersection operations
- Intersecting transit routes
- Intersection geometry
- Parking restrictions and requirements
- Passenger origins and destinations
- Pedestrian access, including accessibility for disabled persons
- Physical roadside constraints, such as trees, utility poles, or driveways
- Potential ridership
- Presence of bus bypass lane
- Traffic control devices

Stop locations fall within three categories: far-side, near-side, and mid-block . ***Far-side*** stops are characterized by bus stops located after an intersection. ***Near-side*** stops are located immediately before an intersection. ***Mid-block*** stops are located within the block. NCTD staff will determine which stop location is the most appropriate based on individual situations.



[1] *TCRP Report 19: Guidelines for the Location and Design of Bus Stops*

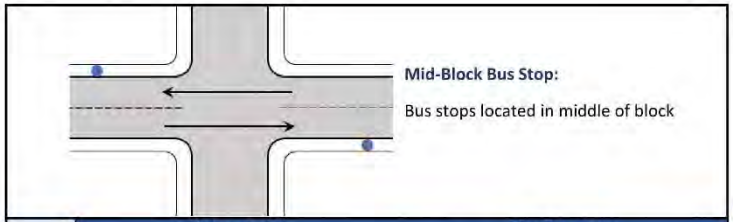
	• Minimizes conflicts between right turning vehicles and buses • Provides additional right turn capacity by making curb lane available for traffic • Minimizes sight distance problems on approaches to intersection • Encourages pedestrians to cross behind the bus • Creates shorter deceleration distances for buses since the bus can use the intersection to decelerate • Results in bus drivers being able to take advantage of the gaps in traffic flow that are created at signalized intersections	• May result in the intersections being blocked during peak periods by stopping buses • May obscure sight distance for crossing vehicles • May increase sight distance problems for crossing pedestrians • Can cause a bus to stop far-side after stopping for a red light, which interferes with both bus operations and all other traffic • May increase the number of rear-end accidents since drivers do not expect buses to stop again after stopping at a red light • Could result in traffic queued into intersection when a bus is stopped in travel lane



Near-Side Bus Stop:

Bus stops immediately before an intersection

	Advantages	Disadvantages
Near-Side	• Minimizes interferences when traffic is heavy on the far side of the intersection • Allows passengers to access buses closest to crosswalk • Results in the width of the intersection being available for the driver to pull away from the curb • Eliminates the potential of double stopping • Allows passengers to board and alight while the bus is stopped at a red light • Provides driver with the opportunity to look for oncoming traffic, including other buses with potential passengers	• Increases conflicts with right-turning vehicles • May result in stopped buses obscuring curbside traffic control devices and crossing pedestrians • May cause sight distance to be obscured for cross vehicles stopped to the right of the bus • May block the through lane during peak period with queuing buses • Increases sight distance programs for crossing passengers



	Advantages	Disadvantages
Mid-Block	• Minimizes sight distance problems for vehicles and pedestrians • May result in passenger waiting areas experiences less pedestrian congestion	• Requires additional distance for no-parking restrictions • Encourages patrons to cross street at midblock • Increases walking distance for patrons crossing at intersections

Whenever possible, bus stops should be located at the far-side of an intersection to facilitate bus and traffic operations, and to maximize pedestrian safety. Under the following special circumstances, near-side stops may be necessary:

1. If accumulation of buses occasionally exceed the length of bus zones, far-side stops should be avoided and the zone placed on the near-side.
2. At transfer points of two crossing routes, placing one stop on the near-side and the stop for the crossing route on the far-side is an advantageous arrangement. This places both stops on the same corner and minimizes street crossings by transferring passengers.
3. When a large percentage of bus passengers using a stop destined to a single large generator, the bus stop should be located so that pedestrian traffic is minimized in the intersection. The proper bus stop location could be either near-side or far-side.

NCTD staff should be consulted whenever special circumstances regarding bus stop placement arise. Bus stop zones can usually be accommodated on-street in the parking lane or bike lane.

3.2.3 In-Street Bus Stop Design

NCTD utilizes three main types of bus stop designs – curbside stops, bus bulb (curb extension), and bus turnout (bus bay). The application of each stop design type is dependent upon the current or planned roadway conditions and design, as required stop zone lengths and operational impacts vary.

Curbside Stop Design

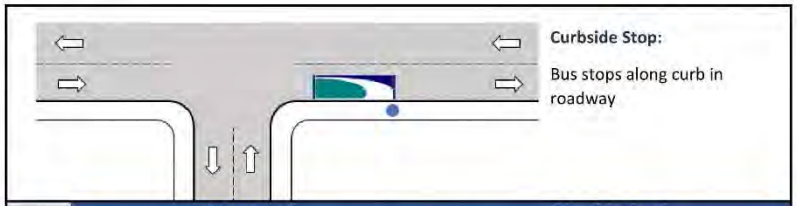
Bus stops located directly along the roadway curb and within a travel lane are referred to as curbside stops. Curbside stops can allow one or multiple buses to be stopped at a given time, depending on the length of curb

available, passenger service time at the stop, and the rate of bus arrivals. To ensure that adequate space is provided for the bus, no parking zones must be included at curbside stops as follows:

- **Near-side stops:** 100 ft. minimum no parking zone
- **Far-side stops:** 90 ft. minimum no parking zone
  - *Stop after a bus turn:* 130 ft. minimum no parking zone, including 60' clear space from the rear of the bus at the stop to the curbline of the intersecting street.
- **Mid-block stops:** 130 ft. minimum no parking zone

New curbside stop locations must ensure that adequate space is available for ADA design requirements, as well as any warranted passenger amenities. Additionally, where feasible, connections to existing pedestrian and bicycle facilities should be incorporated to increase access to the stop. In general, curbside stops should be located in a manner that considers the following:

- Stop does not result in passengers waiting for a bus in the middle of a driveway, or so that the stopped bus does not block a driveway.
- Stop is near a major intersection that is signalized, includes a stop sign, or near an existing pedestrian crossing signal to increase passenger safety.
- Stop allow passengers to board or alight the bus directly from a curb (where present) rather than from a driveway.



	Advantages	Disadvantages
Curbside	• Provides easy access for bus drivers and results in minimal delay to the bus. • Simple design is easy and inexpensive to install. • Easy to relocate.	• Can cause traffic to queue behind stopped bus, thus causing traffic congestion. • May cause drivers to make unsafe maneuvers when changing lanes in order to avoid a stopped bus.

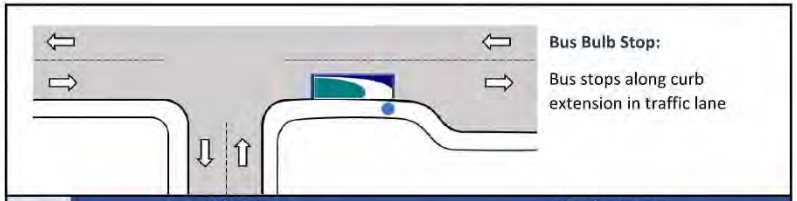
Bus Bulb Stop Design

A bus bulb is a section of sidewalk that extends from the curb of a parking lane to the edge of a through lane, and are also known as curb extensions. A bus bulb allows buses to stop in the traffic lane instead of weaving in and out of a parking lane or shoulder. The following list outlines reasons for constructing bus bulbs:

- Additional space for bus passengers, benches, shelters, and other amenities are needed;
- Reduces congestion at busy sidewalks;

- Shortens crossing distance for pedestrians at intersections and crosswalks;
- Reduces bus stop spacing requirements at bus stop (shared traffic lane and stop);
- Improves safety by eliminating bus-weaving maneuver in and out of traffic; and/or
- Saves time by reducing conflicts between bus and through traffic.

NCTD recommends bus bulbs at bus stops that have high passenger volumes, crowded sidewalks, and at streets with permit curbside parking.



Bus Bulb	Advantages	Disadvantages
	• Removes fewer parking spaces for the bus stop. • Decreases the walking distance (and time) for pedestrians crossing the street. • Provides additional sidewalk area for passengers to wait. • Results in minimal delay for bus since it is not turning out of the travel lane.	• Installation costs are higher compared to curbside stops. • Can cause traffic to queue behind stopped bus, thus causing traffic congestion. • May cause drivers to make unsafe maneuvers when changing lanes in order to avoid a stopped bus.

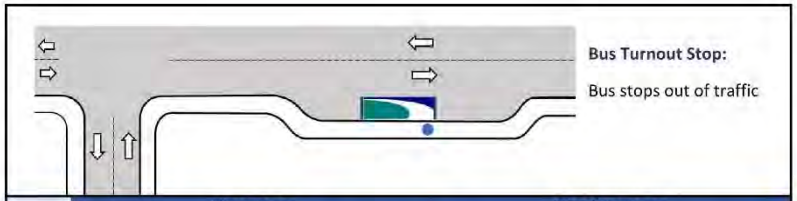
Bus Turnout / Bus Bay Stop Design

Bus turnouts are widened sections of roadway designed for buses to pull out of the traffic stream. In cases where there are no parking or right-turn lanes, or where traffic speeds or passenger boardings/bus volumes are high, a bus turnout may be necessary. Bus turnouts should be considered at a location when the following factors are present:

- Traffic in the curb lane exceeds 250 vehicles during the peak hour;
- Traffic speed is greater than 45 mph;
- Bus volumes are 10 or more at peak hour period on the roadway;
- Passenger volumes exceed 25 boardings per hour;
- Potential for auto/bus conflict warrants separation of transit and passenger vehicles;
- History of repeated traffic and/or pedestrian accidents at stop location; and/or
- Sight distances (i.e. hills, curves) prevent traffic from stopping safely behind a stopped bus.

NCTD suggests installing bus turnouts sparingly and only when assessing the issues mentioned above. Buses removed from the roadway will often have difficulty merging back into traffic, thus negatively impacting on-time performance and the quality of transit service. NCTD staff can provide more information regarding when construction of a bus turnout is necessary.

Due to the large amount of stress that buses place on our roadways, NCTD recommends that concrete bus pads be installed at all bus turnouts. This will reduce the amount of necessary street maintenance due to pavement damage at bus stops.



	Advantages	Disadvantages
Bus Turnout	• Allows passengers to board and alight out of the travel lane. • Provides a protected area away from moving vehicles for the stopped bus and passengers. • Minimizes delay to through traffic by pulling out of the travel lane to stop.	• May present problems to bus drivers when attempting to re-enter traffic, especially during periods of peak travel, that result in on-time performance issues. • Installation costs are higher compared to curbside stops. • Difficult and expensive to relocate.

3.2.4 Vehicle and Roadway Design Considerations

Roadway design is a critical consideration when siting and developing bus stops. The following section outlines various general characteristics related to roadway design.

Vehicle Considerations

NCTD Fleet Characteristics – Currently, NCTD operates vehicles ranging in length, with the largest bus extending 40 feet. NCTD may purchase larger articulated buses in the future for specific routes and corridors. All vehicles are equipped with bicycle racks and wheelchair lifts. NCTD's vehicles are fueled with either CNG, gasoline, or diesel; vehicle height varies depending on the fueling type, and is an important consideration due to horizontal clearance requirements. In addition to height, the vehicles width, weight, and turning radius are all additional features that can influence a bus stop design. NCTD recommends that new bus stops be designed to accommodate 40 foot vehicles, with the following specifications:

- **Length:** 40'-0"
- **Width:** 102"
- **Height**: 11'-1"

However, certain corridors may warrant stops that can accommodate larger buses to remain consistent with longer-range NCTD service plans. As such, planners and developers should coordinated with NCTD to ensure that the most appropriate specifications are considered during the planning stage.

Turning Radii – In order for buses to safely execute turning movements in and out of bus stops, adequate roadway clearances, and more specifically, bus turning radii, are required. Bus turning radii refers to an outside and inside turning arc, both of which must be considered when designing any turning movements associated with bus stops. Below is a sample template for a turning radius for a 40-foot bus.

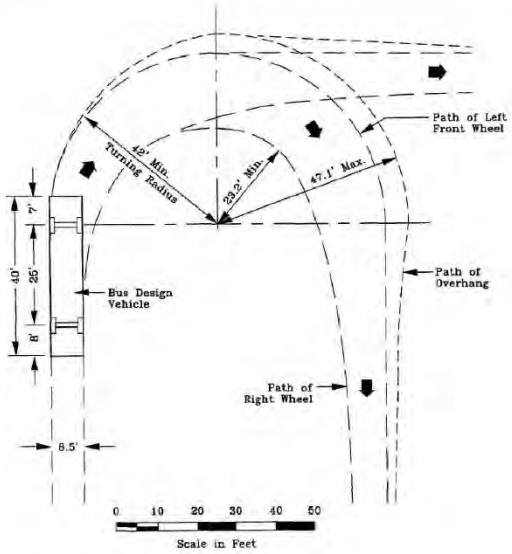


Figure 4: Bus Turning Radii Specifications

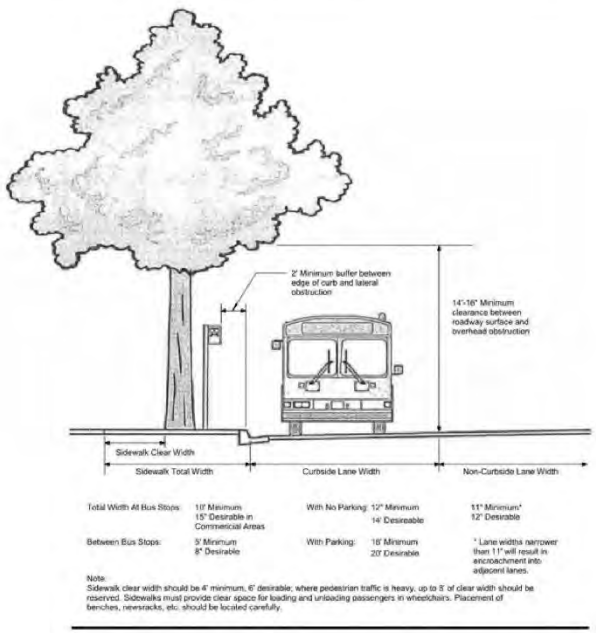
Roadway Considerations

ROADWAY DESIGN – Bus stops should be designed in a manner that accommodates the size, weight, and turning requirements of NCTD's buses. Doing so helps to improve the safety and operation of the overall roadway, not just the transit vehicle. Frequent stops along the roadway necessitate buses to travel in the lane that is closest to the curb, resulting in bus clearance and other design requirements, as follows:

- Minimum 14 ft. vertical clearance for overhead obstructions (i.e. trees, signs, or utilities) above the street surface
- Minimum 2 ft. horizontal clearance from the edge of the street to avoid strikes from bus mirrors
- Minimum 12 ft. traffic lane for lanes used by buses to accommodate total maximum bus width (body + mirrors)
- Ideal total width (travel lane + curb + gutter) of 14 ft.
- Maximum 6 percent grade for uphill roadways and 12 percent grade for downhill roadways
- Maximum 6 percent grade change between street and driveway
- Ideal curb height of 6 to 9 in.

VERTICAL AND HORIZONTAL CLEARANCES FOR BUSES

Scale 1" = 6" (approximate)



Total Width At Bus Stops:	10' Minimum 15' Desirable in Commercial Areas	With No Parking:	12' Minimum 14' Desireable	11' Minimum* 12' Desirable
Between Bus Stops:	5' Minimum 8' Desirable	With Parking:	18' Minimum 20' Desirable	* Lane widths narrower than 11' will result in encroachment into adjacent lanes.

Note:
Sidewalk clear width should be 4' minimum, 6' desirable; where pedestrian traffic is heavy, up to 8' of clear width should be reserved. Sidewalks must provide clear space for loading and unloading passengers in wheelchairs. Placement of benches, newsracks, etc. should be located carefully.

Figure 5: Specifications for Vertical and Horizontal Clearances

PAVEMENT – To accommodate the repetitive bus axle loads of 25,000 pounds, roadways pavements must be of sufficient strength. Concrete is the preferred material for bus pads to avoid failure problems that are common with asphalt, and is more apt to withstand the load and sheer force applied during bus starting and stopping movements.

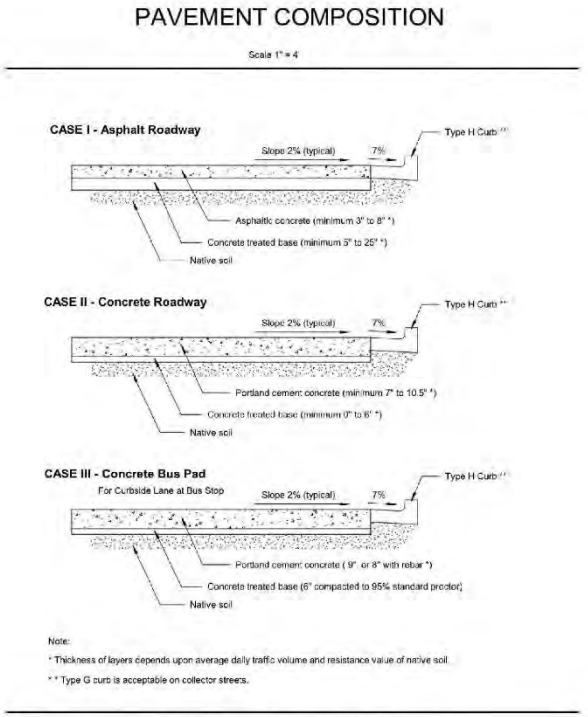


Figure 6: Pavement Composition Specifications

4.0 Coordinating Transit and Land Use

When transit and land use work seamlessly together, the quality of life for residents and visitors increases. NCTD places a priority on coordinating transportation and land use decisions as a means to increase transit access, and to ensure that development considers and plans for transit from the very beginning. With nine separate jurisdictions in NCTD's service area, this coordination is essential, as each community has a unique vision for how their community will be shaped over time.

Those in the private sector proposing new development at or adjacent to existing transit stops and stations, as well as new development with new transit facilities, should become familiar with the standards throughout this document to ensure that their projects will accommodate transit. Alternately, as transit accessibility and pedestrian accessibility are closely linked, developments should at a minimum, provide pedestrian and bicycle access to existing transit facilities. The design of our communities must recognize possibilities that may exist several years into the future. Ideally, land use development and planning professionals should work together with the transit agency to ensure that the new development is well positioned in relation to transit services. When buses do not serve a proposed project at the present time, designing for buses is still desirable by considering the transit program's short-term and long-term plans for service and expansion. Proper location decision-making during the planning stage of a project will assure that future extensions of service, if needed, are consistent with the transit agency's service plans and can be accommodated economically.

There are many ways in which the design of new development can encourage greater use of public transit. Most involve little cost or effort if they are followed early enough.

4.1 Location

The location of a development is an especially important consideration when thinking about transit usage and service. Developments with high intensity uses, for example, are incredibly valuable to the economic health and quality of life within a community, however when located in areas with minimal to no transit service, this value is greatly diminished. As a result, developers and planners should include transit as a decision-making criteria when selecting development sites or broader planning initiatives to ensure that the value of both the transit service and the community's health are fully realized.

New developments should carefully consider what the transit needs may be based upon the uses involved. Uses that would generate transit ridership, such as employment centers, social services/community resources, or multifamily residential, should ideally be located within ½-mile of an existing bus route so that passengers can easily access the service, or so that transit service may be realigned (if possible) to serve the development. Planners and developers should take care not to site large-scaled developments far from existing (or planned) transit service, highlighting the importance of involving NCTD early on in the planning process to assess 1) whether transit can easily be provided within a cost efficient manner, 2) what types of amenities would be required, or 3) whether future transit service plans would positively or negatively impact the success of the development.

4.2 Density and Land Use

4.2.1 Transit-Supportive Design and Development

Transit-supportive development not only includes mixed land use and higher densities, but also incorporates design strategies that bring the development to a pedestrian scale. The design and orientation of buildings can both contribute to or discourage transit usage in ways which are not always obvious. Most suburban buildings are oriented to people arriving by automobile, with parking facilities located along the street and buildings set back. In contrast, buildings and developments should be designed and sited in ways that cater to transit riders, pedestrians, and cyclists, as well as those arriving by car. Building entrances should be clearly visible to those arriving on foot, bicycle, or transit, and access to entrances should include clearly defined and direct pedestrian paths from the street. Further, public spaces that include pedestrian walkways, bicycle routes, street furniture, and streetscaping are vital to transit supportive developments and should be integrated into developments at or adjacent to bus stops and stations.

Figure 7: Vista TOD with affordable housing

Quite often, transit service is relegated to the periphery of a development as a practical necessity. A bolder approach is to bring transit service to the heart of a community, integrated into its fabric and treated as an asset to be embraced rather than a nuisance. Neighborhoods with attributes that lend to potential transit success – efficient street networks, adequate pedestrian and bicycle facilities, mixed uses, and/or transit supportive densities – should be prioritized. Transit should be incorporated in the developments where it "makes sense" – pulling transit onto streets that are difficult for buses to navigate, such as winding through walled communities or through low-density developments – is not good practice and should be avoided. Instead, developments should be designed for transit service, or at a minimum, be located adjacent to quality bus service with direct and clear access to existing stops and stations.

Figure 8: Carlsbad Poinsettia Station TOD

Transit-oriented developments (TODs) focus on providing a mix of elements that are conducive to transit usage, and incorporate many (if not all) of the concepts discussed in this section.

Key Transit Supportive Design and Development Guidelines Supported by NCTD
• Orient developments towards the street, with parking located to the rear of buildings rather than along the street frontage.
• Building design and circulation plans should minimize the need for parking and increase the opportunity for transit and active transportation.
• Bus stop and station elements should be incorporated into the design, in addition to other public spaces like walkways, bicycle paths, and street furniture.
• Emphasize compatible and compact land uses that enable convenient access to and from bus routes, and that are designed to provide connections to a variety of uses (i.e. residential, employment, educational, and commercial).
• Minimize walk distances through developments to bus stops, especially those with walls or gates, so that transit is accessible to most patrons or residents.

4.2.2 Transit Supportive Densities

Higher density development, particularly when paired with mixed-use development, is a factor that is often associated with high transit ridership. Appropriate levels of density vary between neighborhoods and communities, and does not mean that only high-rise apartments and office buildings should be constructed near bus stops. Instead, certain thresholds of development should be encouraged that complement the surrounding area and community goals. As the relationship between transit usage and density varies by mode and frequency of service, development must consider the both the existing and planned land uses in concert with the available and planned transit services.

Figure 9: North City Master Plan rendering, San Marcos

Figure 10: North Beach Promenade development rendering, Oceanside

NCTD encourages development of at least 12 to 18 residential dwelling units per acre to generate transit ridership, ideally within ¼-mile of a bus or rail stop/station. Where densities of a project vary, the highest densities should be located closest to existing or potential bus stops to encourage transit usage. Please check with local Planning Departments to determine appropriate project density.

Key Development Density Strategies Supported by NCTD
• Low-density development or developments with low rates of employment are discouraged from locating near existing bus stops and stations.
• Higher density developments with affordable housing and a mix of uses are encouraged at or near existing bus stops and stations.
• Land use density should be maximized within transit walksheds/bikesheds and should minimize parking requirements.
• Densities should be matched to the available and planned services in order to maximize ridership potential generated by new developments. For example, employment and service-related development densities may be more appropriate near COASTER stations, while higher residential densities may be more beneficial near BREEZE stations and stops.

4.2.3 Land Use Diversity

A basic element often overlooked in creating a more multimodal focused environment is the importance of mixing different types of land use – housing, retail commercial, restaurants, office, etc. Mixed use developments increase connectivity between these elements, in turn strengthening the potential for transit success, as well as pedestrian and bicycle activities. Providing a mix of uses reduces the need for car ownership, increases opportunities to walk or cycle for everyday trips, promotes transit usage, and creates an overall public transit friendly environment vital to community sustainability. Important to public transit usage, diverse uses along a street increase foot traffic that lends a sense of security for those waiting for a bus.

Figure 11: North City Master Plan, San Marcos

Figure 12: Pacific Station Development, Encinitas

Retail uses are a key component of effective mixed-use developments, and in particular, ground floor retail. These uses optimally should be located as close to a bus stop as possible in order to generate ridership. Additionally, a mix of uses that combines retail and restaurant within close proximity to employment centers can greatly encourage a shift towards transit for both lifestyle and commute trips. Employees are more likely to use transit services when they have walkable access to other amenities during the day. For other residents or visitors, a mix of uses allows for the ability to

combine multiple errands or activities together in a single location, further reducing the need for an automobile to complete their trip.

Key Land Use Guidelines Supported by NCTD
• Limit auto-oriented uses near transit. For developments already in place, incorporate shared parking strategies like park-and-ride lots near transit stops with existing parking lots to encourage transit usage.
• Encourage TOD development at or near existing transit stops or stations, especially those with multimodal options, higher frequency transit routes, or with service by multiple bus routes/providers.
• Street corners should be developed with transit supportive commercial uses, like restaurants, services, and shopping, along with bus stops.
• When evaluating new developments near existing bus stops or along designated/planned development corridors, mixed-use developments should be provided within ½-mile of a bus stop or station, with retail uses as close to the stop as possible.
• Concentrate employment centers near existing or planned transit routes, as well as near other services like retail and restaurant uses.

4.3 Access and Walksheds

The simplest way of increasing the use of public transportation is to establish communities where walking and biking are more attractive. Transit combined with pedestrian and bicycle access is critical not only for creating a complete and sustainable transportation network, but also to encourage passengers to use transit to complete daily trips and activities. The factors that encourage people to walk are often subtle, but they all focus upon the creation of a pleasant environment for the pedestrian. New or existing developments that are within close proximity to transit should incorporate plans for improved pedestrian access to nearby bus stops, which may include pedestrian walkways/entrances separate from the street network.

Adequate sidewalks, pathways, and crosswalks will assist in the creation of a pedestrian and bicycle environment, and will reinforce safety for users. Sidewalks in residential areas should be of sufficient width for two people to walk side-by-side comfortably, and multiuse pathways should be designed to accommodate both pedestrians and bicyclists safely. Please check with the local jurisdiction, as required sidewalk and bicycle facility widths may vary.

The walkable area surrounding a bus stop or station (or "walkshed") differs between pedestrian and bicyclists, as well as between general transit modes. In general, acceptable pedestrian walksheds are ¼-mile for local fixed route bus (BREEZE, FLEX) and ½-mile for higher capacity transit (BREEZE Rapid, SPRINTER, COASTER), while a 3-mile radius is suitable for bicycles, regardless of mode. To ensure connectivity with land uses, new developments with transit supportive densities and associated bus stops should be focused within these walkshed targets, and investments should be made to expand stop area walksheds at existing stops. Combined with investments like street furniture, lighting, and landscaping, clear and direct pathways from the bus stop to employment centers or other high-intensity uses within the walkshed often help to improve the public's perception of transit and serve as a catalyst to usage.

Major streets and arterials accommodate and encourage high levels of traffic, and also pose special problems for transit. Many of the streets in North County are wide, lack access to abutting land uses, cater to high-speed traffic, are difficult places for buses to stop, and present safety challenges for pedestrians and bicyclists to cross.

Street crossings must be allowed at frequent intervals to increase safety and include pedestrian access to all abutting land uses.

Key Access Guidelines Supported by NCTD
• Focus developments within ¼-mile to ½-mile of existing bus routes to provide walkable access to transit.
• While walled and gated developments are generally discouraged from a transit perspective, new such developments should include openings for pedestrian and bicycle access to major corridors with transit service.
• Provide designated pathways for pedestrians to access existing bus stops and stations.

Letter B, Attachment 2

NORTH COUNTY TRANSIT DISTRICT

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Oceanside, CA 92054
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(760) 967-2001 (fax)
GoNCTD.com

Attachment 2: Impacted Bus Stop List

Stop ID	Stop Name	Direction	Existing bus stop infrastructure	Requested Additional Improvements
21876	Encinitas Bl & Beechtree Dr	WB	Bus stop sign, lighting (on light-post)	ADA compliant boarding pad, bench
20910	El Camino Real & Encinitas Blvd	SB	Bus stop sign, lighting (on light-post)	ADA compliant boarding pad
96011	El Camino Real & Encinitas Bl	NB	Bus stop sign, lighting (on light-post)	ADA compliant boarding pad
96030	El Camino Real & Encinitas Blvd	SB	Bus stop sign, Lighting (on light-post)	Shelter/Shading, ADA compliant boarding pad
21644	El Camino Real & Encinitas Bl	NB	Bus stop sign, Bench, Trash receptacle, ADA compliant boarding pad (if trash receptacle placement is adjusted	Shelter/Shading, Lighting
21151	El Camino Real & Mountain Vista Dr	SB	Bus stop sign, Bench, Trash receptacle, ADA compliant boarding pad (if trash receptacle placement is adjusted)	N/A
21643	El Camino Real & Mountain Vista Dr	NB	Bus stop sign, Bench, Trash receptacle	Shelter/Shading, Lighting, ADA compliant boarding pad
21950	El Camino Real & Camino Encinitas Plaza (318)	SB	Bus stop sign, Lighting (on light-post)	ADA compliant boarding pad
21402	El Camino Real & 317	NB	Bus stop sign, Lighting (on light-post)	ADA compliant boarding pad
22371	El Camino Real & Garden View Rd (499)	NB	Bus stop sign, Bench, Trash receptacle, ADA compliant boarding pad	Lighting
21949	El Camino Real & Garden View Rd	SB	Bus stop sign, Bench, Trash Receptacle	ADA compliant boarding pad, Lighting
21640	El Camino Real & Garden View Rd (501)	NB	Bus stop sign, Bench, Trash Receptacle, ADA compliant, Lighting (on light-post)	N/A

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June 26, 2024
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22205	El Camino Real & Town Center Dr	NB	Bus stop sign, Bench, Trash Receptacle, ADA compliant boarding pad	Shelter/Shading, Lighting
21149	El Camino Real & Town Center Dr	SB	Bus stop sign, Trash Receptacle, ADA compliant boarding pad	Shelter/Shading, Lighting
22488	El Camino Real & Leucadia Bl	SB	Bus stop sign, Bench, Trash Receptacle, ADA compliant boarding pad	Shelter/Shading, Lighting
22835*	Leucadia Bl & Town Center Pl	EB	Bus stop sign, Bench, Trash Receptacle, ADA compliant boarding pad	N/A
22836*	Leucadia Bl & Town Center Pl	WB	Bus stop sign, Bench, ADA compliant boarding pad	N/A
21642	El Camino Real & Olivenhain Rd	NB	Bus stop sign, Bench	Shelter/Shading, Lighting, ADA compliant boarding pad
22807	Olivenhain Rd & El Camino Real	SB	Bus stop sign, Lighting (on a light-post)	ADA compliant boarding pad
22837	Olivenhain Rd & El Camino Real	NB	Bus stop sign, Bench, Trash Receptacle	ADA compliant boarding pad, Shelter/Shading/ Lighting
20669	Encinitas Blvd & Turner Av	WB	Bus stop sign, Lighting (on a light-post), Bench, Trash Receptacle	ADA compliant boarding pad
20258	Encinitas Blvd & Camino De Las Flores	EB	Bus stop sign, Bench, Trash Receptacle, ADA compliant boarding pad	
20248	Encinitas Blvd & Beechtree Dr	EB	Bus Stop Sign, Trash Receptacle	ADA complaint boarding pad

*These stops were not included in the City's Figure 5-4 "Recommended Amenities by Bus Stop" map. Please clarify if these stops fall within sufficient proximity to the project site.

Installation of new trash cans are optional amenities up to the discretion of the City, as local jurisdictions are responsible for waste removal.

Commented [TT1]: These weren't included in the plan

Letter B, Attachment 3

NORTH COUNTY TRANSIT DISTRICT

NORTH COUNTY TRANSIT DISTRICT

Bus Stop Development Handbook

March 2018

NORTH COUNTY TRANSIT DISTRICT

Table of Contents

NORTH COUNTY TRANSIT DISTRICT

Section 1: Description

1.0 Introduction

This guidebook has been designed to help planners, developers, architects, and engineers understand the physical requirements of public transportation and to provide a uniform guide for the design and placement of various bus-related facilities and amenities. The transit system's stops and facilities are an important feature of the transit system, as they provide the "first impression" for customers. Additionally, when done correctly, proper stop and amenity placement throughout the service area helps to improve customer satisfaction as well as encourage the use of the transit system and, in turn, help communities achieve established sustainability goals and improve the overall quality of life.

The guidelines provided in this document are consistent with North County Transit District's (NCTD) policies to ensure that public transportation is included as a part of the early stages of the planning process. Coordination between public transit and land development at the beginning of the planning process can prevent the need for costly, less effective modifications later on, as well as ensure that safety considerations and transit customer needs reflected in the design.

We have included specific design standards for public transportation facilities and vehicles. These guidelines were developed primarily for application in areas where new bus transit services are proposed or where modifications or improvements to existing service are necessary to facilitate safe and efficient bus operations, in addition to a safe and comfortable environment for passengers and adequate pedestrian and bicycle facilities. Overall, these guidelines consider the transit system as a whole, including the importance of mobility options, safety, aesthetics, and community context.

The guidelines for providing these transit facilities and amenities are based on the following considerations:

1. Basic bus operations and safety requirements;
2. Current engineering practices in North San Diego County;
3. Amenities necessary for attracting and increasing transit ridership;
4. Anticipated benefits to developers or agencies in providing transit services to their future residents, tenants, and customers;
5. Compatibility of the improvements with other roadway uses; and
6. The Americans with Disabilities Act (ADA)

We at NCTD want to work with you to develop an environment that will be more conducive to and more accessible by public transit. Please feel free to contact our Transit Planning and Bus Operations Division with questions or to schedule an appointment with a planner.

Principal Contact: Damon Blythe - Chief Operations Officer - Transit Planning and Bus Operations
North County Transit District
810 Mission Avenue
Oceanside, CA 92054
Phone (760)-966-6708
Email dblythe@nctd.org

2.0 NCTD Service Overview

The North County Transit District (NCTD) provides public transportation services to North County San Diego across a 1,000 sq.mi. area, connecting residents and visitors to jobs, schools, medical centers, and other points of interests. In addition to expanding modal choice across the community, NCTD services enable mobility for those who have limited travel options, including seniors and persons with disabilities. Serving as the coastal gateway to the San Diego region, the NCTD multi-modal system consists of COASTER commuter rail, SPRINTER hybrid rail, BREEZE fixed-route bus, FLEX demand response, and LIFT complementary paratransit services. In calendar year 2016, NCTD carried more than 11.5 million passengers throughout North San Diego County.

NCTD's service area spans across nine cities, unincorporated areas of San Diego County, tribal lands, and a major military base that serves as the largest employer in San Diego County. Each of these entities contain diverse populations with differing community visions and land use plans, resulting in differing types of service levels and modes to best meet the area's travel needs. Development projects must take into consideration the characteristics of NCTD services and associated vehicles when designing infrastructure. Roadways, intersections, stops, and other facilities, as outlined in this guidebook, must be designed in a manner that accommodates NCTD's transit vehicles to ensure safety for both the passenger and service provider.

3.0 Bus Stop Guidelines

Obstacles to improving transit infrastructure – lack of sidewalk and bike network, available space for stop infrastructure (including ADA), accessible neighborhood sidewalks connecting to stops, accessible street crossings. Work with city departments to make improvements and encourage continued upgrades to complete the networks, especially during other construction projects.

3.1 Curb-Side Improvements

Passenger comfort, safety, and convenience are all impacted by bus stop features that are located off the street or roadway, commonly referred to as curbside improvements. This section outlines how developers and jurisdictions can appropriately locate bus stops and choose the correct stop type, as well as information on general preferred and recommended curbside improvements.

3.1.1 Bus Stop Types

The design of a bus stop can often impact the amount of ridership at that particular location. A stop must be accessible, safe, and convenient for passengers. NCTD has developed three distinct bus stop types – the basic stop, the bench stop, and the shelter stop – as well as stops associated with transit stations/centers.

BASIC STOPS are characterized by the presence of a bus stop sign only, and do not contain passenger amenities like benches or shelters. These stops are generally utilized in rural areas or those areas with lower density and lower ridership. Basic stops are required to meet ADA design requirements.

BENCH STOPS are basic transit stops with the addition of a bench for waiting passengers and trash receptacles. In some cases, additional amenities such as lighting or bicycle racks may be warranted. Bench stops are best suited for areas with low to medium density and ridership.

	Required Amenities	Recommended Amenities	Optional Amenities
Bench Stops	• Bus stop sign • ADA accessible pad • Bench • Connection to adjacent sidewalks/pathways • Trash receptacle	• Lighting • Bicycle racks/lockers • Transit route information	• Screening from sun / elements (landscaping) • Transit system information

SHELTER STOPS are located in areas with higher ridership and medium to high density developments. In addition to a sign, ADA compliant concrete pad, and bench, these stops include a shelter and trash receptacle, at a minimum. Additional amenities like lighting and bicycle racks are highly encouraged. The design of a shelter stop is dependent upon the existing features of the site, including sidewalk design, right-of-way, and proximity to existing structures.

	Required Amenities	Recommended Amenities	Optional Amenities
Shelter Stops	• Bus stop sign • ADA accessible pad • Bench • Shelter • Connection to adjacent sidewalks/pathways • Trash receptacle	• Lighting • Bicycle racks/lockers • Transit route information • Screening from sun / elements (landscaping) • Transit system information	• Digital messaging signs

STATION STOPS are associated with branded services like BREEZE Rapid. These stops have enhanced passenger amenities, including more robust transit system information signage and branded shelters.

	Required Amenities	Recommended Amenities
Station Stops (BREEZE Rapid)	• All requirements of shelter stops, plus: • Single shelter or double shelter with integrated station marker • Station marker with integrated seats • Solar-powered LED lighting	• Transit route and schedule information • Transit system information • Wayfinding signage • Digital messaging signs

The dimensions for each stop type above have been provided as guidelines for the development of new bus stops. District staff understands that some stops may not be able to be retrofitted to meet these standards, or alternative designs may be more feasible based on existing conditions. When a developer has been required to upgrade an existing stop, District staff should be contacted to help create an appropriate design.

3.1.2 Bus Stop Type Selection Criteria

The type of stop provided is primarily driven by route frequency and land use density – routes with higher frequency are typically located in areas with more intensive development, and generally result in more daily boardings. The table below shows the recommended attributes for each of the four stop types. District staff will assist developers in determining the appropriate stop type on a case-by-case basis.

Table 1: Bus Stop Type Location Recommendations

Criteria	Basic Stop	Bench Stop	Shelter Stop
Minimum Daily Boardings			
Rural Stop	<5 daily boardings	5 – 10 daily boardings	10+ daily boardings
Suburban Stop	<10 daily boardings	10 – 20 daily boardings	>20 daily boardings
Urban Stop	<20 daily boardings	20 – 30 daily boardings	>30 daily boardings
Density Considerations	Low density residential; Rural	Low to Medium Density Residential; Commercial; Industrial	Medium to High Density Residential; Mixed-Use; Commercial Core
Land Use and Development: Located ¼-mile (max.) from employment center, retail/commercial center, mixed use development or other major activity center			✓
Population Considerations: Youths, seniors, disabled persons, low-income households		Within ¼-mile of population concentrations	Within 1/8-mile of population concentrations
Connections with other NCTD mode or transit provider		✓	✓
Located within Planned Enhanced Development Corridor			✓

In addition, NCTD's system also includes Station Stops, which are generally characterized by service from multiple routes and/or providers, enhanced facilities, and higher ridership. Stops that are served by BREEZE Rapid are also categorized as Station Stops. New stations should be focused in urban and more developed suburban areas with a mix of uses, commercial core development, and medium to higher density housing, particularly with affordable and multi-family housing, in addition to the provision of enhanced transit service or connections to multiple transit options. In suburban settings, a minimum of 100 daily boardings may warrant a general station, while in urban settings, a minimum of 500 daily boardings should be generated.

3.1.3 Design and Access

Providing defined, safe, and direct access to a bus stop is critical to maintaining and increasing transit usage. Access to a bus stop from an intersection or land use should be as direct as possible, and provide essential security and safety along the route. General guidelines for access are as follows:

General Access and Site Design

- Pedestrian access should be finished with impervious, non-slip material (such as concrete or asphalt) and be well drained, and should not require passengers to walk through grass or exposed soil.
- All sidewalks and pathways should be designed to accommodate wheelchair and other mobility devices
- Intersections near bus stops should include defined pedestrian crosswalks and signals at intersections to allow for safe access. In situations where there is no signalized intersection, pedestrian signals may be warranted based upon the stop usage and development type.
- In areas with disjointed sidewalk networks, new bus stops should include new sidewalks or pedestrian pathways that connect the stop with existing intersections, at a minimum.
- Defined pathways from the sidewalk and/or bus stop waiting area to the curb (bus loading area) should be provided in compliance with ADA requirements.
- A minimum of 5 feet should be kept clear between bus stops and utility poles, fire hydrant, and other similar features.

Landscaping

- Landscaping near the passenger area should be used to maximize shade and overall aesthetics, however should be located so as not to interfere with bus operations or obstruct shelters or lines of sight.
  - Preferred locations for larger landscape elements, like shade trees, are at the back of a sidewalk, behind shelters and/or benches.
- The use of landscaping is encouraged to help define pathways, buffer pedestrians from adjacent traffic, and provide shade; however, landscaping should be designed in a manner that eliminates barriers and impediments to pedestrian access, visibility, or safety.
  - Plants should be kept open and trimmed low to enhance line of site for passengers. Dense hedges that restrict view are discouraged.
  - Visibility around and through landscaping should be maintained for surveillance and security.

Security

- Bus stops and sidewalks should be coordinated with existing streetlights to provide a minimum level of lighting and security.
  - In areas without existing lighting, new stops should provide solar lighting, where feasible.
- Views to and from sidewalks or pathways through bus stops and waiting areas should not be blocked by walls, structures, or landscaping.

New Developments

- New developments should be designed to provide clear and direct access to bus stops (existing or new), and should emphasize pedestrian access, activity, and safety.
  - Gated or walled developments should provide openings through walls to minimize the walk distance and provide a more direct route to bus stops.
  - Developments with parking lots should be designed with clear pedestrian walkways.
  - Distinct walkway networks should be provided where bus stops and/or transit centers can be linked with building entrances.

- Entrances to buildings should face the street with pedestrian access located close to the nearest bus stop.

Rural areas may present challenges for bus stop design and placement, as many areas are lacking sidewalk networks or have other potential impediments such as drainage ditches along the roadway. In these cases, efforts should be made to find the most level and open area for the bus stop to ensure customer safety for access and waiting. When funding is available, at a minimum, new stops should include ADA accessible waiting pads and any necessary ramps constructed of concrete or asphalt, and where feasible, connections to existing intersections or developments. When funding is not available, waiting areas along the shoulder should be comprised of compacted and stabilized decomposed granite, if feasible.

Compliance with Americans with Disabilities Act

The Americans with Disabilities Act of 1990 (ADA) "prohibits discrimination and ensures equal opportunity for persons with disabilities in employment, State and local government services, public accommodations, commercial facilities, and transportation."

28 CFR § 36.402 – Alterations: General (1): Any alteration to a place of public accommodation or a commercial facility, after January 26, 1992, shall be made so as to ensure that, to the maximum extent feasible, the altered portions of the facility are readily accessible to and usable by individuals with disabilities, including individuals who use wheelchairs.

*The quoted text above is an excerpt. The full CFR text shall be considered when performing any alterations.

The following bus stop specifications are to be used as guidance when constructing or improving bus stops. A complete list of enforceable accessibility standards shall be referenced from https://www.ada.gov/index.html.

810 Transportation Facilities

810.1 General. Transportation facilities shall comply with 810.

810.2 Bus Boarding and Alighting Areas. Bus boarding and alighting areas shall comply with 810.2.

Advisory 810.2 Bus Boarding and Alighting Areas. At bus stops where a shelter is provided, the bus stop pad can be located either within or outside of the shelter.

810.2.1 Surface. Bus stop boarding and alighting areas shall have a firm, stable surface.

810.2.2 Dimensions. Bus stop boarding and alighting areas shall provide a clear length of 96 inches (2440 mm) minimum, measured perpendicular to the curb or vehicle roadway edge, and a clear width of 60 inches (1525 mm) minimum, measured parallel to the vehicle roadway.

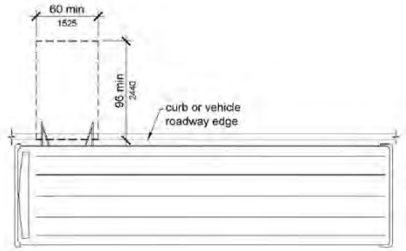


Figure 810.2.2 Dimensions of Bus Boarding and Alighting Areas

810.2.3 Connection. Bus stop boarding and alighting areas shall be connected to streets, sidewalks, or pedestrian paths by an accessible route complying with 402.

810.2.4 Slope. Parallel to the roadway, the slope of the bus stop boarding and alighting area shall be the same as the roadway, to the maximum extent practicable. Perpendicular to the roadway, the slope of the bus stop boarding and alighting area shall not be steeper than1:48.

810.3 Bus Shelters. Bus shelters shall provide a minimum clear floor or ground space complying with 305 entirely within the shelter. Bus shelters shall be connected by an accessible route complying with 402 to a boarding and alighting area complying with 810.2.

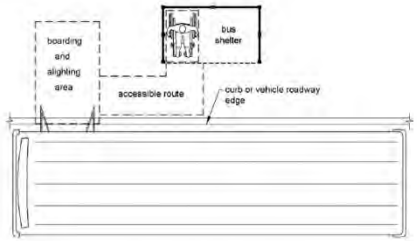


Figure 810.3 Bus Shelters

903 Benches

903.1 General. Benches shall comply with 903.

903.2 Clear Floor or Ground Space. Clear floor or ground space complying with 305 shall be provided and shall be positioned at the end of the bench seat and parallel to the short axis of the bench.

903.3 Size. Benches shall have seats that are 42 inches (1065 mm) long minimum and 20 inches (510 mm) deep minimum and 24 inches (610 mm) deep maximum.

903.5 Height. The top of the bench seat surface shall be 17 inches (430 mm) minimum and 19 inches (485 mm) maximum above the finish floor or ground.

402 Accessible Routes

402.2 Components. Accessible routes shall consist of one or more of the following components: walking surfaces with a running slope not steeper than 1:20, doorways, ramps, curb ramps excluding the flared sides, elevators, and platform lifts. All components of an accessible route shall comply with the applicable requirements of Chapter 4.

Advisory 402.2 Components. Walking surfaces must have running slopes not steeper than 1:20, see 403.3. Other components of accessible routes, such as ramps (405) and curb ramps (406), are permitted to be more steeply sloped.

403 Walking Surfaces

403.1 General. Walking surfaces that are a part of an accessible route shall comply with 403.

403.2 Floor or Ground Surface. Floor or ground surfaces shall comply with 302.

403.3 Slope. The running slope of walking surfaces shall not be steeper than 1:20. The cross slope of walking surfaces shall not be steeper than 1:48.

403.4 Changes in Level. Changes in level shall comply with 303.

403.5 Clearances. Walking surfaces shall provide clearances complying with 403.5.

EXCEPTION: Within employee work areas, clearances on common use circulation paths shall be permitted to be decreased by work area equipment provided that the decrease is essential to the function of the work being performed.

403.5.1 Clear Width. Except as provided in 403.5.2 and 403.5.3, the clear width of walking surfaces shall be 36 inches (915 mm) minimum.

EXCEPTION: The clear width shall be permitted to be reduced to 32 inches (815 mm) minimum for a length of 24 inches (610 mm) maximum provided that reduced width segments are separated by segments that are 48 inches (1220 mm) long minimum and 36 inches (915 mm) wide minimum.

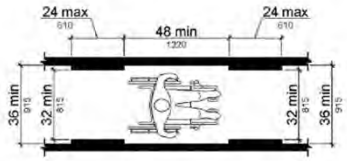


Figure 403.5.1 Clear Width of an Accessible Route

403.5.2 Clear Width at Turn. Where the accessible route makes a 180 degree turn around an element which is less than 48 inches (1220 mm) wide, clear width shall be 42 inches (1065 mm) minimum approaching the turn, 48 inches (1220 mm) minimum at the turn and 42 inches (1065 mm) minimum leaving the turn.

EXCEPTION: Where the clear width at the turn is 60 inches (1525 mm) minimum compliance with 403.5.2 shall not be required.

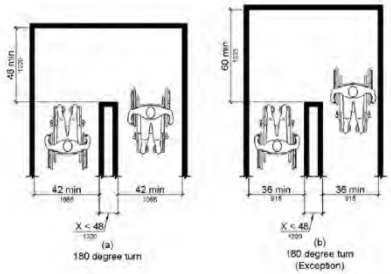


Figure 403.5.2 Clear Width at Turn

403.5.3 Passing Spaces. An accessible route with a clear width less than 60 inches (1525 mm) shall provide passing spaces at intervals of 200 feet (61 m) maximum. Passing spaces shall be either: a space 60 inches (1525

mm) minimum by 60 inches (1525 mm) minimum; or, an intersection of two walking surfaces providing a T-shaped space complying with 304.3.2 where the base and arms of the T-shaped space extend 48 inches (1220 mm) minimum beyond the intersection.

305 Clear Floor or Ground Space

305.1 General. Clear floor or ground space shall comply with 305.

305.2 Floor or Ground Surfaces. Floor or ground surfaces of a clear floor or ground space shall comply with 302. Changes in level are not permitted.

305.3 Size. The clear floor or ground space shall be 30 inches (760 mm) minimum by 48 inches (1220 mm) minimum.

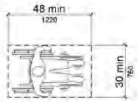


Figure 305.3 Clear Floor or Ground Space

305.4 Knee and Toe Clearance. Unless otherwise specified, clear floor or ground space shall be permitted to include knee and toe clearance complying with 306.

305.5 Position. Unless otherwise specified, clear floor or ground space shall be positioned for either forward or parallel approach to an element.

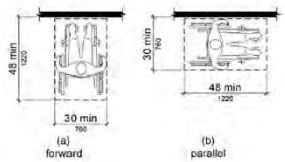


Figure 305.5 Position of Clear Floor or Ground Space

305.6 Approach. One full unobstructed side of the clear floor or ground space shall adjoin an accessible route or adjoin another clear floor or ground space.

305.7 Maneuvering Clearance. Where a clear floor or ground space is located, an alcove or otherwise confined on all or part of three sides, additional maneuvering clearance shall be provided in accordance with 305.7.1 and 305.7.2.

305.7.1 Forward Approach. Alcoves shall be 36 inches (915 mm)wide minimum where the depth exceeds 24 inches (610 mm).

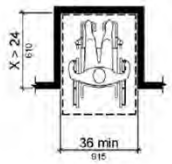


Figure 305.7.1 Maneuvering Clearance in an Alcove, Forward Approach

305.7.2 Parallel Approach. Alcoves shall be 60 inches (1525 mm) wide minimum where the depth exceeds 15 inches (380 mm).

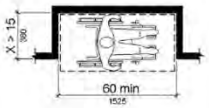


Figure 305.7.2 Maneuvering Clearance in an Alcove, Parallel Approach

304 Turning Space

304.1 General. Turning space shall comply with 304.

304.2 Floor or Ground Surfaces. Floor or ground surfaces of a turning space shall comply with 302. Changes in level are not permitted.

Advisory 304.2 Floor or Ground Surface Exception. As used in this section, the phrase "changes in level" refers to surfaces with slopes and to surfaces with abrupt rise exceeding that permitted in Section 303.3. Such changes in level are prohibited in required clear floor and ground spaces, turning spaces, and in similar spaces where people using wheelchairs and other mobility devices must park their mobility aids such as in wheelchair spaces, or maneuver to use elements such as at doors, fixtures, and telephones. The exception permits slopes not steeper than 1:48.

304.3 Size. Turning space shall comply with 304.3.1 or 304.3.2.

304.3.1 Circular Space. The turning space shall be a space of 60 inches (1525 mm) diameter minimum. The space shall be permitted to include knee and toe clearance complying with 306.

304.3.2 T-Shaped Space. The turning space shall be a T-shaped space within a 60 inch (1525 mm) square minimum with arms and base 36 inches (915 mm) wide minimum. Each arm of the T shall be clear of obstructions 12 inches (305 mm) minimum in each direction and the base shall be clear of obstructions 24 inches (610 mm) minimum. The space shall be permitted to include knee and toe clearance complying with 306 only at the end of either the base or one arm.

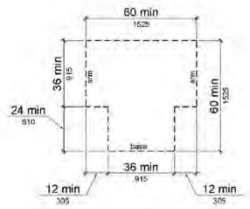


Figure 304.3.2 T-Shaped Turning Space

3.1.4 Bus Stop Amenities

In addition to stop type, the amenities provided are highly dependent upon the number of passengers that use the stop. As activity and ridership increase, expanded amenities beyond the required bench or shelter are typically warranted. District staff will assist developers in determining the appropriate amenities on a case-by-case basis.

In an attempt to standardize the look of street furniture, as well as minimize potential damage from the elements and vandalism, NCTD has identified the following standards for certain stop amenities:

Bus Stop Sign – Bus stop signs must be placed at all designated stops, and must include service type (BREEZE, LIFT, and/or FLEX) and route number associated with the stop. All bus stop signs, including dimensions and

placement, must comply with ADA requirements as defined in Sections 810.4 of the ADA Accessibility Guidelines, to the maximum extent feasible.

ADA Accessible Pad – All bus stops should be designed to comply with ADA requirements. When new development activity occurs adjacent to a non-compliant bus stop, efforts shall be made to upgrade the stop to comply with ADA.

Bench –ADA guidelines for benches are not enforceable, but shall comply with ADA Standards where applicable, (903). New benches should be constructed of perforated metal with no back, and of solid welded construction using heavy-duty pipe. Benches must be 4-, 6-, or 8-feet in length, and may either have center or multiple divider tubes. Finishes must be sandblasted and powder coated, and ground smooth with no sharp corners. Each bench should be surface mounted. Colors selected for benches should be consistent with the design requirements of the appropriate jurisdiction where the stop is located. In some cases, specific designs may be approved to ensure consistency with overall project design.

Figure 2: Bench Stop Examples

Shelter – New shelters should be consistent with NCTD's standard specifications, unless the shelter is part of a larger project with an approved design. Dimensions are dependent upon the specific installation location, but generally should range between 8-feet and 13-feet in length. Additionally, design styles are dependent upon the specific project environment, however the dome style is the standard acceptable design. Walls (back and sides) should be constructed of perforated metal with vertical columns, and where required, should include LED lighting

(conventional or solar powered). Roofing should be comprised of durable materials, such as LEXAN or aluminum. Each shelter must include a built-in ADA compliant aluminum bench and the overall structure must be surface mounted. Colors selected for the shelters should be consistent with the design requirements of the appropriate jurisdiction where the stop is located.

Figure 3: Shelter Stop Examples

TRASH RECEPTACLE – All ground-mounted trash receptacles located at bench and shelter stop locations are required to be 32-gallon perforated metal construction with a flat bar top and bottom pedestal mount. Trash receptacles must be constructed of aluminum, steel, or stainless steel, and finished with a galvanized powder primer and secondary powder coat. Lids must be 11-gauge thick laser cut with a 10-inch center hole and locking hasp. To comply with ADA requirements, trash receptacles should not be placed within the required minimum clear area or in a manner that would obstruct walking paths. Colors for the trash receptacles should be consistent with the design requirements of the appropriate jurisdiction where the stop is located.

LIGHTING – For shelter stops, solar lighting panels mounted on the roof of approved shelter designs are recommended. Bench stops may provide pole mounted lighting if located in an area with limited lighting, or instead, may take advantage of existing street lights or lighting from adjacent buildings by located the stop appropriately.

BIKE RACKS / LOCKERS – Bike racks and secured storage lockers should be designed to complement other street furniture used at the stop in terms of construction, style, and colors. All bicycle facilities should be placed outside of the required minimum ADA clear area.

TRANSIT ROUTE AND SYSTEM INFORMATION – Transit route schedules and maps (for stops served by a specific route) are recommended to be displayed at bench stops with higher daily boardings and shelter stops. For shelter stops with higher ridership and/or served by multiple routes, it is recommended that system map and schedule information be displayed. For bench stops, route information should be displayed with pole-mounted cases; approved shelter designs incorporate mountings for map and system information display cases.

SCREENING FROM SUN / ELEMENTS – Weather in San Diego County is associated with exposure to sun year-round, with increased intensity during the summer months. When shelters are not provided or warranted, other shade-

providing elements should be installed, where feasible, such as trees or other fixed screens. If additional screening is provided, safety of passengers must also be considered – dense hedges or non-transparent materials are not recommended.

WAYFINDING SIGNAGE – Wayfinding signage is recommended at high ridership stops that serve multiple transit modes, such as Station Stops/Transit Centers. Signage should provide clear direction for passengers to key features, such as boarding areas for different modes and fare payment resources (i.e. TVMs).

DIGITAL MESSAGE SIGNS – Electronic messaging information should be included at BREEZE Rapid stops, as well as Station Stops/Transit Centers and high ridership shelter stops that serve multiple routes. Signs may be LED panels and/or LCD screens and should display bus arrival/departure information and passenger alerts.

3.2 Street-Side Improvements

Improvements within the roadway that may impact bus operations are considered street-side improvements. This includes adequate stop spacing, stop location and placement, stop design, and other roadway characteristics like intersection design. While developers and jurisdictions are encouraged to follow the guidelines below, NCTD understands that in some cases, existing roadway design and characteristics may present challenges; in these cases, NCTD can advise on acceptable solutions.

3.2.1 Stop Spacing

The spacing between bus stops can impact both transit vehicles and the overall system's performance, as it can impact overall travel time and, as a result, demand for transit. Stops that are located closer together (such as every block or ¼-mile apart or less) provide for short walk distances but more frequent stops and longer bus trips. Stops that are farther apart result in longer walk distances but higher speeds and shorter bus trips.

These tradeoffs will impact where a bus stop is located along a route, in addition to other factors such as development type and potential ridership generated. In a dense residential or commercial environment, closer stop spacing may be required in order to serve passenger demand. Conversely, the street network in suburban or rural may force stops to be located further apart than desired. Higher frequency services like BREEZE Rapid generally have increased stop spacing in order to minimize travel times.

NCTD's general recommended stop spacing for BREEZE and BREEZE Rapid is as follows:

Table 3: Recommended Bus Stop Spacing

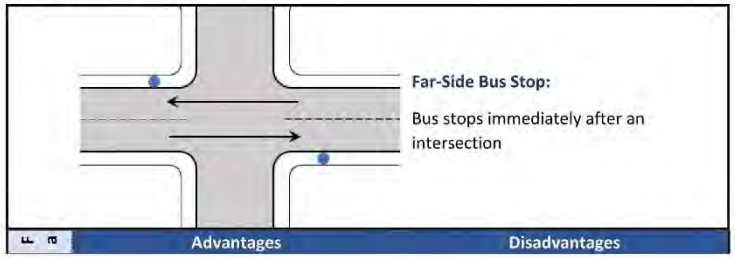
Service Type	Area Type	Distance Between Stops
BREEZE	Rural	0.5 miles
	Suburban	0.3 miles
	Urban	0.25 miles
BREEZE Rapid		0.5 – 2.0 miles

3.2.2 Stop Location and Placement

A bus stop is a linear curbside area that is specially designed for bus passenger boardings and alightings. It is identified by a bus stop sign and may be accompanied by a red curb zone and/or no-parking sign, as well as amenities like benches or shelters. ***NCTD staff must be consulted before placing, relocating, removing, or enhancing a bus stop.*** The placement of new bus stops should not only consider spacing and ridership potential, but also safety to pedestrians, bicyclists, and vehicle traffic, as well as the right-of-way's ability to accommodate the required stop type and associated amenities. In general, the following factors[1] should be considered when determining the appropriate bus stop location and placement:

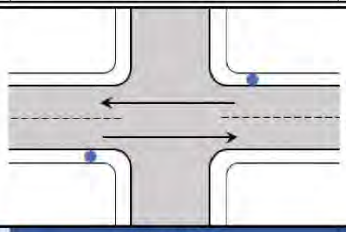
- Adjacent land use and activities
- Bus route operations and movements
- Bus signal priority
- Impact on intersection operations
- Intersecting transit routes
- Intersection geometry
- Parking restrictions and requirements
- Passenger origins and destinations
- Pedestrian access, including accessibility for disabled persons
- Physical roadside constraints, such as trees, utility poles, or driveways
- Potential ridership
- Presence of bus bypass lane
- Traffic control devices

Stop locations fall within three categories: far-side, near-side, and mid-block . ***Far-side*** stops are characterized by bus stops located after an intersection. ***Near-side*** stops are located immediately before an intersection. ***Mid-block*** stops are located within the block. NCTD staff will determine which stop location is the most appropriate based on individual situations.



[1] *TCRP Report 19: Guidelines for the Location and Design of Bus Stops*

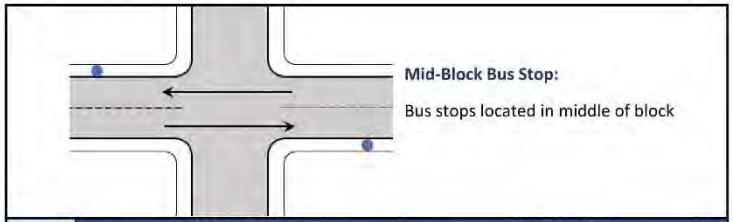
	• Minimizes conflicts between right turning vehicles and buses • Provides additional right turn capacity by making curb lane available for traffic • Minimizes sight distance problems on approaches to intersection • Encourages pedestrians to cross behind the bus • Creates shorter deceleration distances for buses since the bus can use the intersection to decelerate • Results in bus drivers being able to take advantage of the gaps in traffic flow that are created at signalized intersections	• May result in the intersections being blocked during peak periods by stopping buses • May obscure sight distance for crossing vehicles • May increase sight distance problems for crossing pedestrians • Can cause a bus to stop far-side after stopping for a red light, which interferes with both bus operations and all other traffic • May increase the number of rear-end accidents since drivers do not expect buses to stop again after stopping at a red light • Could result in traffic queued into intersection when a bus is stopped in travel lane



Near-Side Bus Stop:

Bus stops immediately before an intersection

	Advantages	Disadvantages
Near-Side	• Minimizes interferences when traffic is heavy on the far side of the intersection • Allows passengers to access buses closest to crosswalk • Results in the width of the intersection being available for the driver to pull away from the curb • Eliminates the potential of double stopping • Allows passengers to board and alight while the bus is stopped at a red light • Provides driver with the opportunity to look for oncoming traffic, including other buses with potential passengers	• Increases conflicts with right-turning vehicles • May result in stopped buses obscuring curbside traffic control devices and crossing pedestrians • May cause sight distance to be obscured for cross vehicles stopped to the right of the bus • May block the through lane during peak period with queuing buses • Increases sight distance programs for crossing passengers



	Advantages	Disadvantages
Mid-Block	• Minimizes sight distance problems for vehicles and pedestrians • May result in passenger waiting areas experiences less pedestrian congestion	• Requires additional distance for no-parking restrictions • Encourages patrons to cross street at midblock • Increases walking distance for patrons crossing at intersections

Whenever possible, bus stops should be located at the far-side of an intersection to facilitate bus and traffic operations, and to maximize pedestrian safety. Under the following special circumstances, near-side stops may be necessary:

1. If accumulation of buses occasionally exceed the length of bus zones, far-side stops should be avoided and the zone placed on the near-side.
2. At transfer points of two crossing routes, placing one stop on the near-side and the stop for the crossing route on the far-side is an advantageous arrangement. This places both stops on the same corner and minimizes street crossings by transferring passengers.
3. When a large percentage of bus passengers using a stop destined to a single large generator, the bus stop should be located so that pedestrian traffic is minimized in the intersection. The proper bus stop location could be either near-side or far-side.

NCTD staff should be consulted whenever special circumstances regarding bus stop placement arise. Bus stop zones can usually be accommodated on-street in the parking lane or bike lane.

3.2.3 In-Street Bus Stop Design

NCTD utilizes three main types of bus stop designs – curbside stops, bus bulb (curb extension), and bus turnout (bus bay). The application of each stop design type is dependent upon the current or planned roadway conditions and design, as required stop zone lengths and operational impacts vary.

Curbside Stop Design

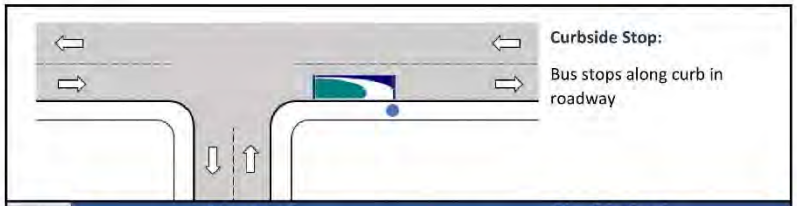
Bus stops located directly along the roadway curb and within a travel lane are referred to as curbside stops. Curbside stops can allow one or multiple buses to be stopped at a given time, depending on the length of curb

available, passenger service time at the stop, and the rate of bus arrivals. To ensure that adequate space is provided for the bus, no parking zones must be included at curbside stops as follows:

- **Near-side stops:** 100 ft. minimum no parking zone
- **Far-side stops:** 90 ft. minimum no parking zone
  - *Stop after a bus turn:* 130 ft. minimum no parking zone, including 60' clear space from the rear of the bus at the stop to the curbline of the intersecting street.
- **Mid-block stops:** 130 ft. minimum no parking zone

New curbside stop locations must ensure that adequate space is available for ADA design requirements, as well as any warranted passenger amenities. Additionally, where feasible, connections to existing pedestrian and bicycle facilities should be incorporated to increase access to the stop. In general, curbside stops should be located in a manner that considers the following:

- Stop does not result in passengers waiting for a bus in the middle of a driveway, or so that the stopped bus does not block a driveway.
- Stop is near a major intersection that is signalized, includes a stop sign, or near an existing pedestrian crossing signal to increase passenger safety.
- Stop allow passengers to board or alight the bus directly from a curb (where present) rather than from a driveway.



	Advantages	Disadvantages
Curbside	• Provides easy access for bus drivers and results in minimal delay to the bus. • Simple design is easy and inexpensive to install. • Easy to relocate.	• Can cause traffic to queue behind stopped bus, thus causing traffic congestion. • May cause drivers to make unsafe maneuvers when changing lanes in order to avoid a stopped bus.

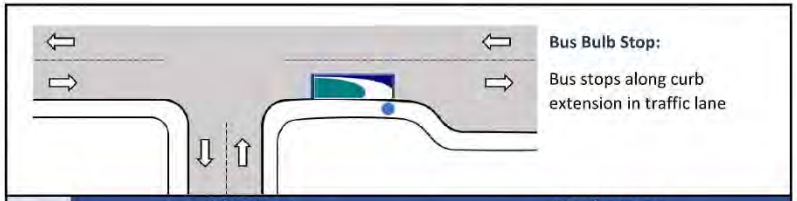
Bus Bulb Stop Design

A bus bulb is a section of sidewalk that extends from the curb of a parking lane to the edge of a through lane, and are also known as curb extensions. A bus bulb allows buses to stop in the traffic lane instead of weaving in and out of a parking lane or shoulder. The following list outlines reasons for constructing bus bulbs:

- Additional space for bus passengers, benches, shelters, and other amenities are needed;
- Reduces congestion at busy sidewalks;

- Shortens crossing distance for pedestrians at intersections and crosswalks;
- Reduces bus stop spacing requirements at bus stop (shared traffic lane and stop);
- Improves safety by eliminating bus-weaving maneuver in and out of traffic; and/or
- Saves time by reducing conflicts between bus and through traffic.

NCTD recommends bus bulbs at bus stops that have high passenger volumes, crowded sidewalks, and at streets with permit curbside parking.



Bus Bulb	Advantages	Disadvantages
	• Removes fewer parking spaces for the bus stop. • Decreases the walking distance (and time) for pedestrians crossing the street. • Provides additional sidewalk area for passengers to wait. • Results in minimal delay for bus since it is not turning out of the travel lane.	• Installation costs are higher compared to curbside stops. • Can cause traffic to queue behind stopped bus, thus causing traffic congestion. • May cause drivers to make unsafe maneuvers when changing lanes in order to avoid a stopped bus.

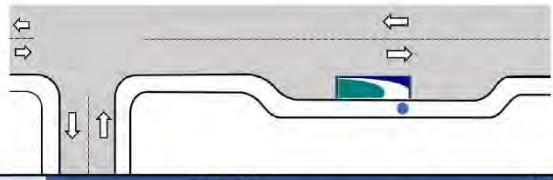
Bus Turnout / Bus Bay Stop Design

Bus turnouts are widened sections of roadway designed for buses to pull out of the traffic stream. In cases where there are no parking or right-turn lanes, or where traffic speeds or passenger boardings/bus volumes are high, a bus turnout may be necessary. Bus turnouts should be considered at a location when the following factors are present:

- Traffic in the curb lane exceeds 250 vehicles during the peak hour;
- Traffic speed is greater than 45 mph;
- Bus volumes are 10 or more at peak hour period on the roadway;
- Passenger volumes exceed 25 boardings per hour;
- Potential for auto/bus conflict warrants separation of transit and passenger vehicles;
- History of repeated traffic and/or pedestrian accidents at stop location; and/or
- Sight distances (i.e. hills, curves) prevent traffic from stopping safely behind a stopped bus.

NCTD suggests installing bus turnouts sparingly and only when assessing the issues mentioned above. Buses removed from the roadway will often have difficulty merging back into traffic, thus negatively impacting on-time performance and the quality of transit service. NCTD staff can provide more information regarding when construction of a bus turnout is necessary.

Due to the large amount of stress that buses place on our roadways, NCTD recommends that concrete bus pads be installed at all bus turnouts. This will reduce the amount of necessary street maintenance due to pavement damage at bus stops.



Bus Turnout Stop:

Bus stops out of traffic

Bus Turnout	Advantages	Disadvantages
	• Allows passengers to board and alight out of the travel lane. • Provides a protected area away from moving vehicles for the stopped bus and passengers. • Minimizes delay to through traffic by pulling out of the travel lane to stop.	• May present problems to bus drivers when attempting to re-enter traffic, especially during periods of peak travel, that result in on-time performance issues. • Installation costs are higher compared to curbside stops. • Difficult and expensive to relocate.

3.2.4 Vehicle and Roadway Design Considerations

Roadway design is a critical consideration when siting and developing bus stops. The following section outlines various general characteristics related to roadway design.

Vehicle Considerations

NCTD Fleet Characteristics – Currently, NCTD operates vehicles ranging in length, with the largest bus extending 40 feet. NCTD may purchase larger articulated buses in the future for specific routes and corridors. All vehicles are equipped with bicycle racks and wheelchair lifts. NCTD's vehicles are fueled with either CNG, gasoline, or diesel; vehicle height varies depending on the fueling type, and is an important consideration due to horizontal clearance requirements. In addition to height, the vehicles width, weight, and turning radius are all additional features that can influence a bus stop design. NCTD recommends that new bus stops be designed to accommodate 40 foot vehicles, with the following specifications:

- **Length:** 40'-0"
- **Width:** 102"
- **Height**: 11'-1"

However, certain corridors may warrant stops that can accommodate larger buses to remain consistent with longer-range NCTD service plans. As such, planners and developers should coordinated with NCTD to ensure that the most appropriate specifications are considered during the planning stage.

Turning Radii – In order for buses to safely execute turning movements in and out of bus stops, adequate roadway clearances, and more specifically, bus turning radii, are required. Bus turning radii refers to an outside and inside turning arc, both of which must be considered when designing any turning movements associated with bus stops. Below is a sample template for a turning radius for a 40-foot bus.

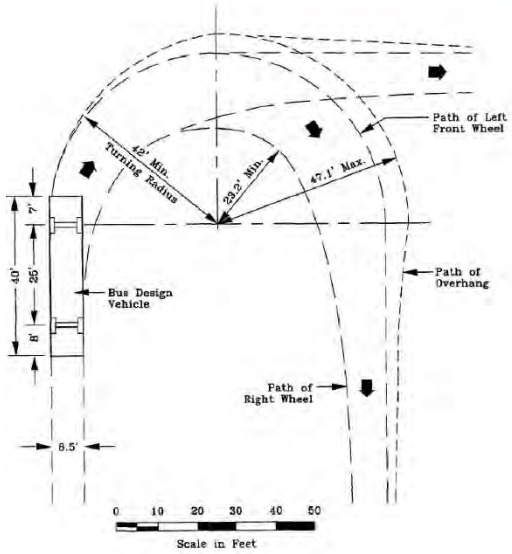


Figure 4: Bus Turning Radii Specifications

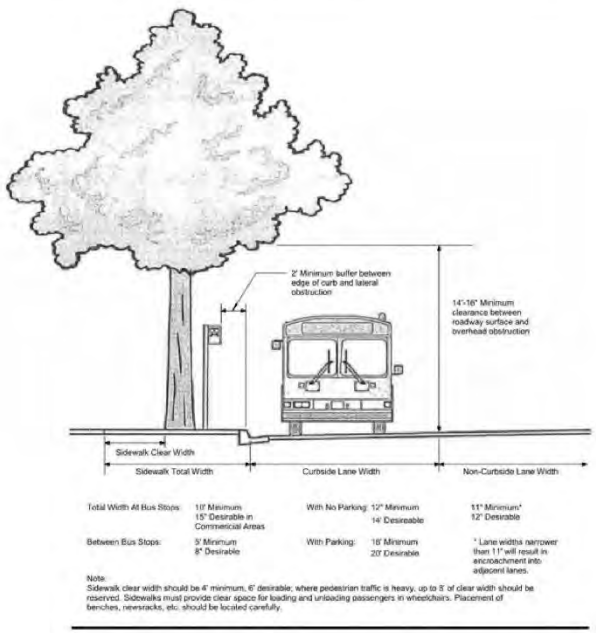
Roadway Considerations

ROADWAY DESIGN – Bus stops should be designed in a manner that accommodates the size, weight, and turning requirements of NCTD's buses. Doing so helps to improve the safety and operation of the overall roadway, not just the transit vehicle. Frequent stops along the roadway necessitate buses to travel in the lane that is closest to the curb, resulting in bus clearance and other design requirements, as follows:

- Minimum 14 ft. vertical clearance for overhead obstructions (i.e. trees, signs, or utilities) above the street surface
- Minimum 2 ft. horizontal clearance from the edge of the street to avoid strikes from bus mirrors
- Minimum 12 ft. traffic lane for lanes used by buses to accommodate total maximum bus width (body + mirrors)
- Ideal total width (travel lane + curb + gutter) of 14 ft.
- Maximum 6 percent grade for uphill roadways and 12 percent grade for downhill roadways
- Maximum 6 percent grade change between street and driveway
- Ideal curb height of 6 to 9 in.

VERTICAL AND HORIZONTAL CLEARANCES FOR BUSES

Scale 1" = 6" (approximate)



Total Width At Bus Stops:	10' Minimum 15' Desirable in Commercial Areas	With No Parking:	12' Minimum 14' Desireable	11' Minimum* 12' Desirable
Between Bus Stops:	5' Minimum 8' Desirable	With Parking:	18' Minimum 20' Desirable	* Lane widths narrower than 11' will result in encroachment into adjacent lanes.

Note:
Sidewalk clear width should be 4' minimum, 6' desirable; where pedestrian traffic is heavy, up to 8' of clear width should be reserved. Sidewalks must provide clear space for loading and unloading passengers in wheelchairs. Placement of benches, newsracks, etc. should be located carefully.

Figure 5: Specifications for Vertical and Horizontal Clearances

PAVEMENT – To accommodate the repetitive bus axle loads of 25,000 pounds, roadways pavements must be of sufficient strength. Concrete is the preferred material for bus pads to avoid failure problems that are common with asphalt, and is more apt to withstand the load and sheer force applied during bus starting and stopping movements.

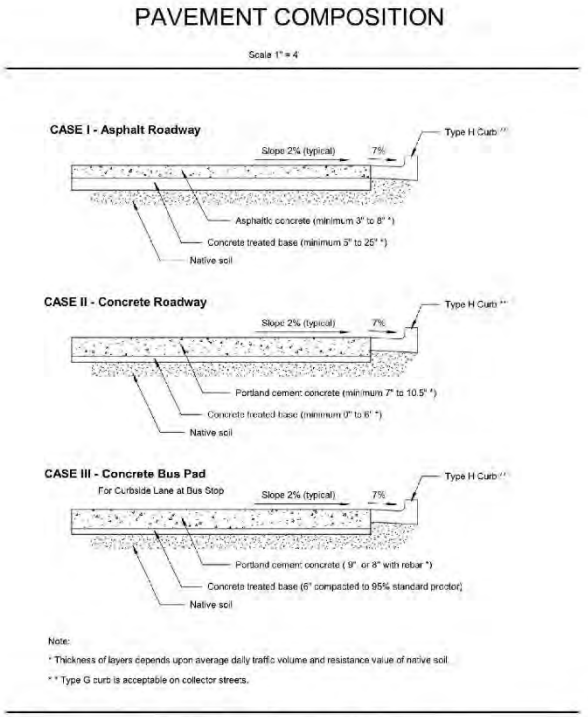


Figure 6: Pavement Composition Specifications

4.0 Coordinating Transit and Land Use

When transit and land use work seamlessly together, the quality of life for residents and visitors increases. NCTD places a priority on coordinating transportation and land use decisions as a means to increase transit access, and to ensure that development considers and plans for transit from the very beginning. With nine separate jurisdictions in NCTD's service area, this coordination is essential, as each community has a unique vision for how their community will be shaped over time.

Those in the private sector proposing new development at or adjacent to existing transit stops and stations, as well as new development with new transit facilities, should become familiar with the standards throughout this document to ensure that their projects will accommodate transit. Alternately, as transit accessibility and pedestrian accessibility are closely linked, developments should at a minimum, provide pedestrian and bicycle access to existing transit facilities. The design of our communities must recognize possibilities that may exist several years into the future. Ideally, land use development and planning professionals should work together with the transit agency to ensure that the new development is well positioned in relation to transit services. When buses do not serve a proposed project at the present time, designing for buses is still desirable by considering the transit program's short-term and long-term plans for service and expansion. Proper location decision-making during the planning stage of a project will assure that future extensions of service, if needed, are consistent with the transit agency's service plans and can be accommodated economically.

There are many ways in which the design of new development can encourage greater use of public transit. Most involve little cost or effort if they are followed early enough.

4.1 Location

The location of a development is an especially important consideration when thinking about transit usage and service. Developments with high intensity uses, for example, are incredibly valuable to the economic health and quality of life within a community, however when located in areas with minimal to no transit service, this value is greatly diminished. As a result, developers and planners should include transit as a decision-making criteria when selecting development sites or broader planning initiatives to ensure that the value of both the transit service and the community's health are fully realized.

New developments should carefully consider what the transit needs may be based upon the uses involved. Uses that would generate transit ridership, such as employment centers, social services/community resources, or multifamily residential, should ideally be located within ½-mile of an existing bus route so that passengers can easily access the service, or so that transit service may be realigned (if possible) to serve the development. Planners and developers should take care not to site large-scaled developments far from existing (or planned) transit service, highlighting the importance of involving NCTD early on in the planning process to assess 1) whether transit can easily be provided within a cost efficient manner, 2) what types of amenities would be required, or 3) whether future transit service plans would positively or negatively impact the success of the development.

4.2 Density and Land Use

4.2.1 Transit-Supportive Design and Development

Transit-supportive development not only includes mixed land use and higher densities, but also incorporates design strategies that bring the development to a pedestrian scale. The design and orientation of buildings can both contribute to or discourage transit usage in ways which are not always obvious. Most suburban buildings are oriented to people arriving by automobile, with parking facilities located along the street and buildings set back. In contrast, buildings and developments should be designed and sited in ways that cater to transit riders, pedestrians, and cyclists, as well as those arriving by car. Building entrances should be clearly visible to those arriving on foot, bicycle, or transit, and access to entrances should include clearly defined and direct pedestrian paths from the street. Further, public spaces that include pedestrian walkways, bicycle routes, street furniture, and streetscaping are vital to transit supportive developments and should be integrated into developments at or adjacent to bus stops and stations.

Figure 7: Vista TOD with affordable housing

Quite often, transit service is relegated to the periphery of a development as a practical necessity. A bolder approach is to bring transit service to the heart of a community, integrated into its fabric and treated as an asset to be embraced rather than a nuisance. Neighborhoods with attributes that lend to potential transit success – efficient street networks, adequate pedestrian and bicycle facilities, mixed uses, and/or transit supportive densities – should be prioritized. Transit should be incorporated in the developments where it "makes sense" – pulling transit onto streets that are difficult for buses to navigate, such as winding through walled communities or through low-density developments – is not good practice and should be avoided. Instead, developments should be designed for transit service, or at a minimum, be located adjacent to quality bus service with direct and clear access to existing stops and stations.

Figure 8: Carlsbad Poinsettia Station TOD

Transit-oriented developments (TODs) focus on providing a mix of elements that are conducive to transit usage, and incorporate many (if not all) of the concepts discussed in this section.

Key Transit Supportive Design and Development Guidelines Supported by NCTD
• Orient developments towards the street, with parking located to the rear of buildings rather than along the street frontage.
• Building design and circulation plans should minimize the need for parking and increase the opportunity for transit and active transportation.
• Bus stop and station elements should be incorporated into the design, in addition to other public spaces like walkways, bicycle paths, and street furniture.
• Emphasize compatible and compact land uses that enable convenient access to and from bus routes, and that are designed to provide connections to a variety of uses (i.e. residential, employment, educational, and commercial).
• Minimize walk distances through developments to bus stops, especially those with walls or gates, so that transit is accessible to most patrons or residents.

4.2.2 Transit Supportive Densities

Higher density development, particularly when paired with mixed-use development, is a factor that is often associated with high transit ridership. Appropriate levels of density vary between neighborhoods and communities, and does not mean that only high-rise apartments and office buildings should be constructed near bus stops. Instead, certain thresholds of development should be encouraged that complement the surrounding area and community goals. As the relationship between transit usage and density varies by mode and frequency of service, development must consider the both the existing and planned land uses in concert with the available and planned transit services.

Figure 9: North City Master Plan rendering, San Marcos

Figure 10: North Beach Promenade development rendering, Oceanside

NCTD encourages development of at least 12 to 18 residential dwelling units per acre to generate transit ridership, ideally within ¼-mile of a bus or rail stop/station. Where densities of a project vary, the highest densities should be located closest to existing or potential bus stops to encourage transit usage. Please check with local Planning Departments to determine appropriate project density.

Key Development Density Strategies Supported by NCTD
• Low-density development or developments with low rates of employment are discouraged from locating near existing bus stops and stations.
• Higher density developments with affordable housing and a mix of uses are encouraged at or near existing bus stops and stations.
• Land use density should be maximized within transit walksheds/bikesheds and should minimize parking requirements.
• Densities should be matched to the available and planned services in order to maximize ridership potential generated by new developments. For example, employment and service-related development densities may be more appropriate near COASTER stations, while higher residential densities may be more beneficial near BREEZE stations and stops.

4.2.3 Land Use Diversity

A basic element often overlooked in creating a more multimodal focused environment is the importance of mixing different types of land use – housing, retail commercial, restaurants, office, etc. Mixed use developments increase connectivity between these elements, in turn strengthening the potential for transit success, as well as pedestrian and bicycle activities. Providing a mix of uses reduces the need for car ownership, increases opportunities to walk or cycle for everyday trips, promotes transit usage, and creates an overall public transit friendly environment vital to community sustainability. Important to public transit usage, diverse uses along a street increase foot traffic that lends a sense of security for those waiting for a bus.

Figure 11: North City Master Plan, San Marcos

Figure 12: Pacific Station Development, Encinitas

Retail uses are a key component of effective mixed-use developments, and in particular, ground floor retail. These uses optimally should be located as close to a bus stop as possible in order to generate ridership. Additionally, a mix of uses that combines retail and restaurant within close proximity to employment centers can greatly encourage a shift towards transit for both lifestyle and commute trips. Employees are more likely to use transit services when they have walkable access to other amenities during the day. For other residents or visitors, a mix of uses allows for the ability to

combine multiple errands or activities together in a single location, further reducing the need for an automobile to complete their trip.

Key Land Use Guidelines Supported by NCTD
• Limit auto-oriented uses near transit. For developments already in place, incorporate shared parking strategies like park-and-ride lots near transit stops with existing parking lots to encourage transit usage.
• Encourage TOD development at or near existing transit stops or stations, especially those with multimodal options, higher frequency transit routes, or with service by multiple bus routes/providers.
• Street corners should be developed with transit supportive commercial uses, like restaurants, services, and shopping, along with bus stops.
• When evaluating new developments near existing bus stops or along designated/planned development corridors, mixed-use developments should be provided within ½-mile of a bus stop or station, with retail uses as close to the stop as possible.
• Concentrate employment centers near existing or planned transit routes, as well as near other services like retail and restaurant uses.

4.3 Access and Walksheds

The simplest way of increasing the use of public transportation is to establish communities where walking and biking are more attractive. Transit combined with pedestrian and bicycle access is critical not only for creating a complete and sustainable transportation network, but also to encourage passengers to use transit to complete daily trips and activities. The factors that encourage people to walk are often subtle, but they all focus upon the creation of a pleasant environment for the pedestrian. New or existing developments that are within close proximity to transit should incorporate plans for improved pedestrian access to nearby bus stops, which may include pedestrian walkways/entrances separate from the street network.

Adequate sidewalks, pathways, and crosswalks will assist in the creation of a pedestrian and bicycle environment, and will reinforce safety for users. Sidewalks in residential areas should be of sufficient width for two people to walk side-by-side comfortably, and multiuse pathways should be designed to accommodate both pedestrians and bicyclists safely. Please check with the local jurisdiction, as required sidewalk and bicycle facility widths may vary.

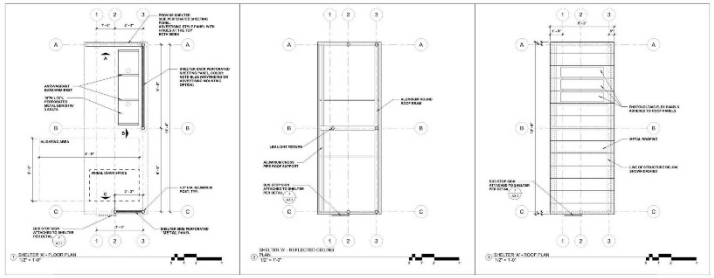
The walkable area surrounding a bus stop or station (or "walkshed") differs between pedestrian and bicyclists, as well as between general transit modes. In general, acceptable pedestrian walksheds are ¼-mile for local fixed route bus (BREEZE, FLEX) and ½-mile for higher capacity transit (BREEZE Rapid, SPRINTER, COASTER), while a 3-mile radius is suitable for bicycles, regardless of mode. To ensure connectivity with land uses, new developments with transit supportive densities and associated bus stops should be focused within these walkshed targets, and investments should be made to expand stop area walksheds at existing stops. Combined with investments like street furniture, lighting, and landscaping, clear and direct pathways from the bus stop to employment centers or other high-intensity uses within the walkshed often help to improve the public's perception of transit and serve as a catalyst to usage.

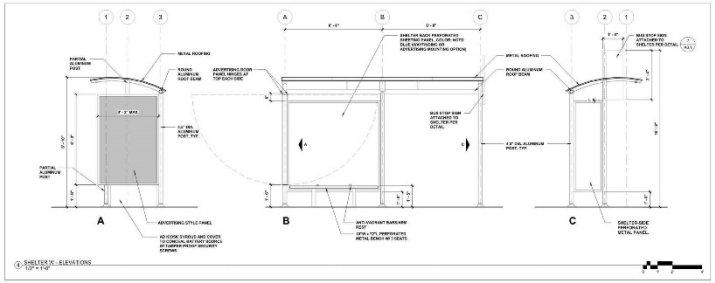
Major streets and arterials accommodate and encourage high levels of traffic, and also pose special problems for transit. Many of the streets in North County are wide, lack access to abutting land uses, cater to high-speed traffic, are difficult places for buses to stop, and present safety challenges for pedestrians and bicyclists to cross.

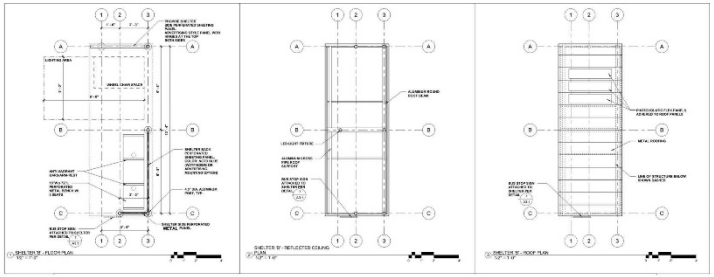
Street crossings must be allowed at frequent intervals to increase safety and include pedestrian access to all abutting land uses.

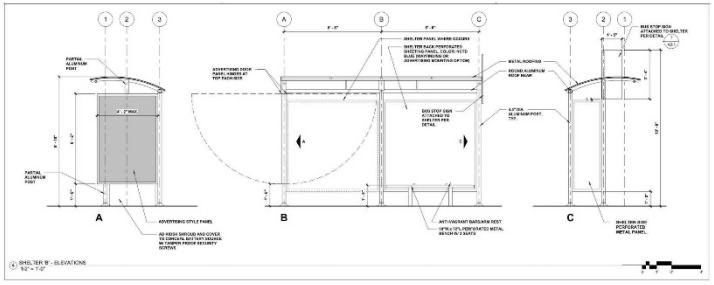
Key Access Guidelines Supported by NCTD
• Focus developments within ¼-mile to ½-mile of existing bus routes to provide walkable access to transit.
• While walled and gated developments are generally discouraged from a transit perspective, new such developments should include openings for pedestrian and bicycle access to major corridors with transit service.
• Provide designated pathways for pedestrians to access existing bus stops and stations.

Letter B, Attachment 4









Letter C

From: Bruce Kesler
Sent: Monday, June 3, 2024 7:01 PM
To: Melinda Dacey
Subject: Response Re: Draft of El Camino?

C-1 I just received the draft document. Thank you for also following up with me that it is finally available even though with such a short advance as to be really an insult and deletion of real public input and considerations.

It is impractical and contrary to transparency and public interest for there to be just a week to review the draft, particularly since also it refers to many other documents not presented. Also, the judgments of impacts are mostly self-serving and ignore or try to circumvent legitimate concerns

C-2 In short the draft should not be approved AT ALLI before extensive detailed public and concerned outreach and specific response and consideration of feedbacks. Also, the plan must incorporate specific detailed prohibitions, fees for public infrastucture (including schools), and requirement that NO residential development be treated as "right" without major locally affected public input and court challenges.

C-3 Just as an example, and a major one: the draft should incorporate specific development requirements, including impact of the neighborhoods and on traffic, particularly as to any residential development.

C-4 Another example is the ignored discussion of "shared parking". At an earlier public meeting the city planner asserted there was no impact. However, importantly and ignored is that work and shopping schedules do not coincide to make parking available. E.g., many people work from home and/or at irregular hours that conflicts with the shopping parking access which extends from 7AM-11PM, or more, depending on the site, and many need to shop at irregular hours (meaning up 24/7) due to work, family, and emergencies.

C-5 Another example is the ignoring of the many traffic and safety impacts of narrowing traffic lanes. Also, as seen along PCH south of Swamis there is a significant unconsidered danger to bikers and to passing cars and pedestrians.

Adding such biker setasides along additional residential corridors, like Mountain View and Garden View are destructive of safety along these necessary residential corridors.

Bruce Kesler

C-1 Comment noted. The Draft IS/MND was circulated for public review consistent with the requirements of CEQA. CEQA requires that an IS/MND be circulated to the public for a 30-day review and comment period. The IS/MND was distributed to interested agencies, organizations, and individuals, and a notice of the review period was posted in several places: the California Governor's Office of Planning and Research (OPR) Clearinghouse, County Clerk, and a local newspaper. The Draft IS/MND was posted on both the OPR State Clearinghouse website and City's website on June 3, 2024, and the public review period extended for 30 days, until July 2, 2024. The Draft IS/MND and the Public Notice of Availability included contact information for the City project manager for the public to submit comments.

C-2 Comment noted. This comment does not address the accuracy or adequacy of the IS/MND. This comment has been provided to the decision makers for consideration.

C-3 Comment noted. This comment does not address the accuracy or adequacy of the IS/MND, which discloses all potential impacts associated with the project. This comment has been provided to the decision makers for consideration.

C-4 Comment noted. This comment does not address the accuracy or adequacy of the IS/MND. Parking is not a topic that requires analysis under CEQA. This comment has been provided to the decision makers for consideration.

C-5 Section XVII.a of the Final IS/MND has been revised to state the following: ~~*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.*

C-5 (cont.)

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.

Text added to Section XVII.a has also been added to Section XVII.c of the Final IS/MND.

Furthermore, the project would increase safety by adding buffers to the existing Class II bike lanes along Garden View Road and Mountain Vista Drive.

Letter D

From: Bruce Kesler
Sent: Wednesday, June 12, 2024 1:14 PM
To: Melinda Dacey
Cc:
Subject: Defective Public Notice and June 11 Meeting

D-1 1. As I pointed out several times last night, there is still as of 5 minutes ago no link at the proposed Draft website. for public comments.
2. As I pointed out several times last night, July 2 as the deadline for public comments A) is less than 30 days since the Draft was published online and distributed to the public. As I wrote you before that just publishing it a few days before the June 11 Public meeting was inadequate for the public to read, digest, or question. B) There is no justification for rushing public comments. There should be far wider distribution and much longer opportunities to comment. July 2 is a wringful and artificial attempt to rush this defective Draft to the City Council.

D-2 3. A) Holding the June 11 meeting at the downtown library , far away from the affected area and the nearby residents, is a negligent or purposeful attempt to reduce awareness and opportunity for the directly affected residents to weigh in. B) Not allowing any public comments during the June 11 meeting was another blockage of sharing views by the public, or to the media.

D-3 4. It was revealed at the June 11 meeting that there is a separate effort to make City policy in support of the various State housing laws, to which the Draft repeatedly refers that the Specific Plan would commit this and future City Councils to accept whatever Sacramento says regardless of defects, local impacts, or the City Council's obligation to protect Encinitas by legal challenges. The Specifis Plan Draft is a thinly veiled attempt to still impose on ECR a residential overlay, and despite mostly opposition by residents.

D-4 5. There is NO need for the Specific Plan at all. Beautification and zoning changes already have a process. The Specific Plan draft and attempt is only aq payoff to builders and their donations to City Council members. Media and legal investigations will reveal the corruption at play here, and to the harm of Encinitas and its residents.

D-5 6. The Draft also contains many dangerous elements, such as the narrowing of traffic lanes despite no multiple independent measured proof that narrowed lanes increase safety rather than reduce safety. Narrowed lanes is just an ideological assertion without independent proof, and no such measurements within Encinitas.

D-6 7. The costs of the Draft are not disclosed, The $60-million spent on PCH in Leucadia and another $20-million plus needed there are indicative of the misuse of Encinitas funds, and no excuse for the Council's efforts to increase our sales taxes or other fees. The Draft is fiscally reckless and denies Encinitas true needs for other more pressing obligations.

Bruce Kesler

1

D-1 Comment noted. The Draft IS/MND was circulated for public review consistent with the requirements of CEQA. CEQA requires that an IS/MND be circulated to the public for a 30-day review and comment period. The IS/MND was distributed to interested agencies, organizations, and individuals, and a notice of the review period was posted in several places: the California Governor's OPR Clearinghouse, County Clerk, and a local newspaper. The Draft IS/MND was posted on both the OPR State Clearinghouse website and City's website on June 3, 2024, and the public review period extended for 30 days, until July 2, 2024. The Draft IS/MND and the Public Notice of Availability included contact information for the City project manager for the public to submit comments.

D-2 Comment noted. This comment does not address the accuracy or adequacy of the IS/MND. The City regularly holds meetings at the downtown Encinitas Library, which serves as public gathering space in the City. This comment has been provided to the decision makers for consideration.

D-3 Comment noted. This comment does not address the accuracy or adequacy of the IS/MND. This comment has been provided to the decision makers for consideration.

D-4 Comment noted. This comment does not address the accuracy or adequacy of the IS/MND. This comment has been provided to the decision makers for consideration.

D-5 Section XVII.a of the Final IS/MND has been revised to state the following:

~~*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. 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.*

Text added to Section XVII.a has also been added to Section XVII.c of the Final IS/MND.

D-6 Comment noted. This comment does not address the accuracy or adequacy of the IS/MND. This comment has been provided to the decision makers for consideration.

Letter E

Bruce Kessler, Social Pin-Point, June 29, 2024

E-1 1. There is no need or justification for a Specific Plan. The matters at issue are ordinary zoning matters.

2. A Specific Plan locks in Encinitas to the provisions, which may be inappropriate, need modifications in the future, are arbitrary, and/or lack reliable independent measurements and scientific polling of nearby residents affected.

3. The only polling has not been scientific, fully representative, and have been "push Polling" that obstruct or deny other alternatives and views.

4. Similarly, the few workshops have not been representative, and have been packed with City Council supporters. Similarly the City Council appointees to the Task Force were not representative but instead members already favorable to virtually anything the City Council does or says and/or to making profit from residential overlay.

5. A) The explicit residential overlay had to be excised as wrongful and inappropriate and unlawful. What remains is not necessary, except as a "backdoor" (as mentioned below about state laws) to locking in residential overlays to come. B) The remaining document is entirely useless and harmful as a Specific Plan, and should be rejected in entirety. C) The outside Planners are from San Diego City and in repeated questioning in public fail to actually understand Encinitas, have its character at heart, offer actual renderings from Encinitas but instead unidentified photos from other cities, and really seek urbanized notions inappropriate to Encinitas' suburban character.

E-2 6. Nonetheless, the overwhelming views expressed have been opposed to any residential along ECR, and to narrowed traffic lanes as dangerous and obstructing free and safe flows of traffic, and the addition of buffered bike lanes neither protect bikers and make auto traffic more unsafe.

E-3 7. All references to obeying State residence laws must be removed: A) This is not a residential plan, so it is unnecessary to be included; B) It locks this and future City Councils into blind and rigid obedience regardless the "grey" issues rather that legal and court challenges or to negotiations.

E-4 8. Adding bike bollards and narrowing lanes on Garden View will not add safety and will obstruct traffic that already backs up a block due to it being a main thoroughfare for residents and for the businesses and office buildings there. In addition, it is likely that in the future a large apartment building may be added at the current gym and parking site at the end of Garden View Drive.

E-1 Comment noted. This comment does not address the accuracy or adequacy of the IS/MND. This comment has been provided to the decision makers for consideration.

E-2 Section XVII.a of the Final IS/MND has been revised to state the following:
~~*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. 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.*
Text added to Section XVII.a has also been added to Section XVII.c of the Final IS/MND.
This comment does not provide any evidence that the addition of buffered bike lanes fails to protect bikers and/or makes auto traffic more unsafe.

E-3 Comment noted. This comment does not address the accuracy or adequacy of the IS/MND. This comment has been provided to the decision makers for consideration.

E-4 This comment does not provide any evidence that adding bike bollards would not increase safety, nor that narrowing lanes on Garden View Road would obstruct traffic. The introduction of buffers the existing Class II bike lanes along Garden View Road would increase safety. Regarding traffic congestion, Section XVII.a of the IS/MND states that 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.

E-5	9. Narrowed lanes as a safety measure is not a multi-studied independently measured multisite established fact but an ideological assertion. Instead, it leads to reduced safety, especially for elderly drivers as well as the common driver who is not and will not be always 100% attentive. It is an ageist disregard for senior residents, and a harmful risk for all others.	E-5	See response to comment E-2 above.

Letter F

Harriet Seldin, Social Pin-Point, July 2, 2024

F-1 As an Encinitas resident who lives in the Community of New Encinitas, I appreciate the City going through a process with input from residents and a concern about esthetics and updating the ECR corridor's appearance. However, I am very concerned about how this will play out in terms of congestion and impact on our economy and quality of life. Will people still be able to shop and visit medical and other facilities, or will they choose other communities/cities to spend their time and money? Will people, especially older people who don't feel safe on bicycles, still be able to drive and park in this corridor. How will this affect the economic engine of the city that is the ECR corridor?

F-2

F-3

F-1 As described in Section I of the Draft IS/MND, any future 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. 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. 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. 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.

F-2 As described in Section XVII.a of the IS/MND, 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.

F-3 Comment noted. This comment does not address the accuracy or adequacy of the IS/MND. Parking and economic considerations are not topics that requires analysis under CEQA. This comment has been provided to the decision makers for consideration.

Letter G

Susan Maria, Social Pin-Point, June 11, 2024

G-1 The one spot for housing makes sense by Armstrongs. The one main concern would be lowering the car lanes to 10'. Studies have shown this does not make it safer because it is too narrow and cars and trucks are not safe. A sense of community would be great amongst all of the commercial buildings.

G-1 Section XVII.a of the Final IS/MND has been revised to state the following:
~~*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 inner most lane by 0.5 feet 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.*

Text added to Section XVII.a has also been added to Section XVII.c of the Final IS/MND.

Furthermore, the project would increase safety by adding buffers to the existing Class II bike lanes along Garden View Road and Mountain Vista Drive.