



El Camino Real

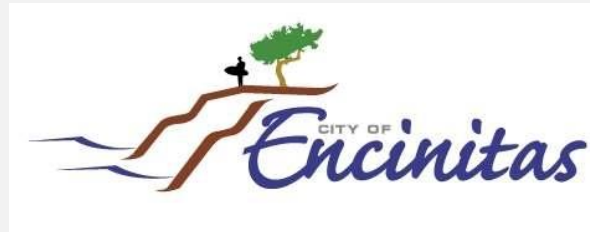
SPECIFIC PLAN

City of
ENCINITAS

El Camino Real Specific Plan

Workshop #3: Public Review Draft

June 11, 2024



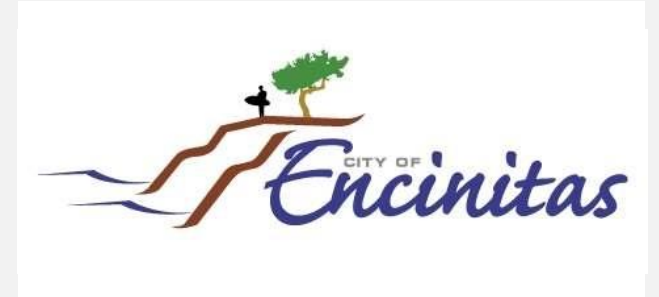
Project Team

City of Encinitas

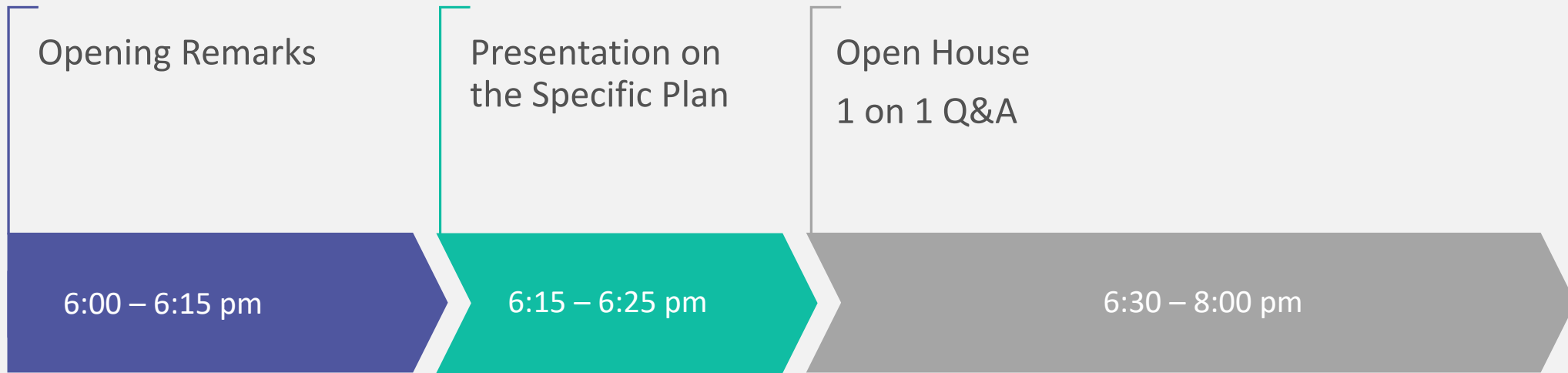
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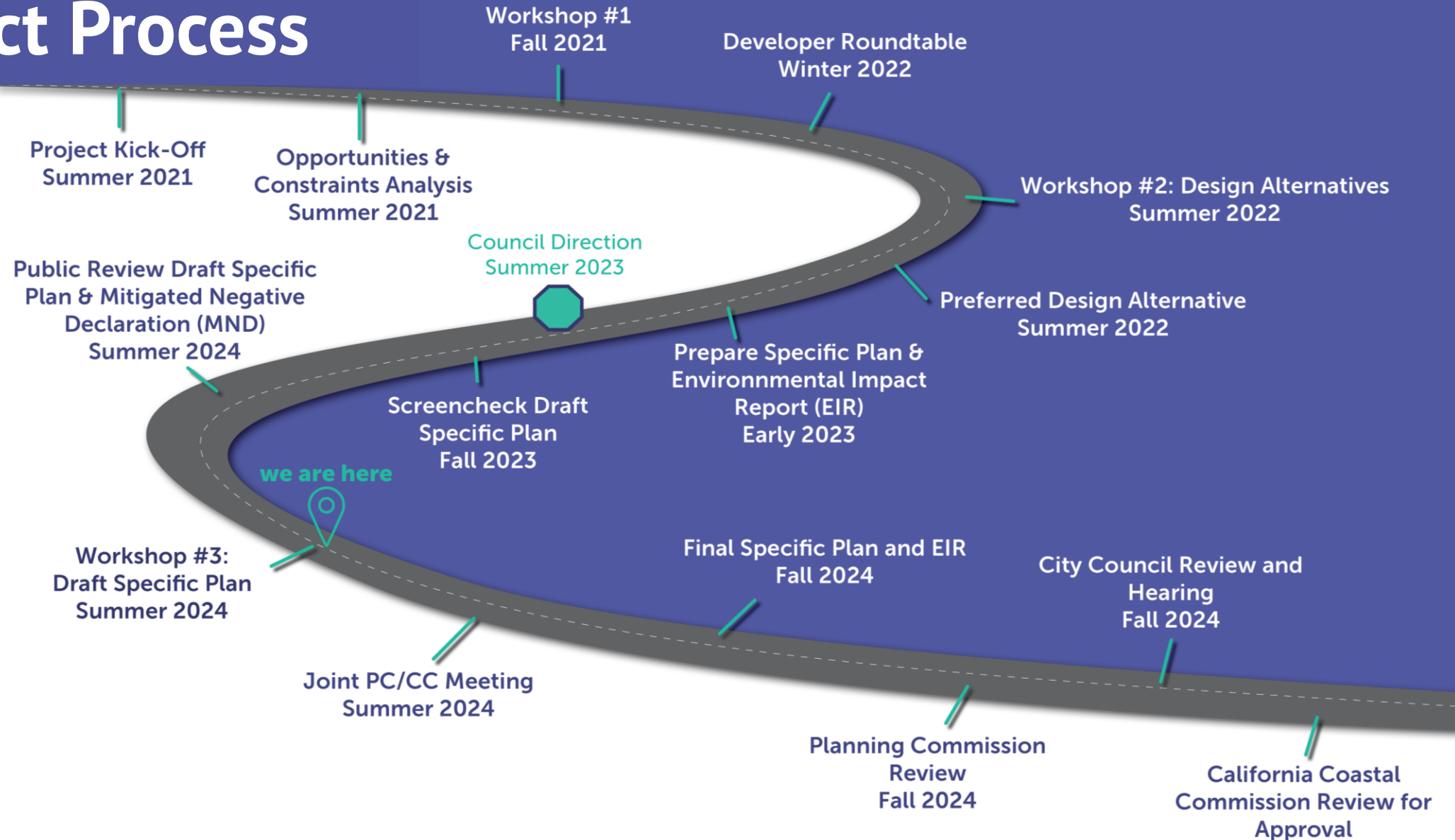
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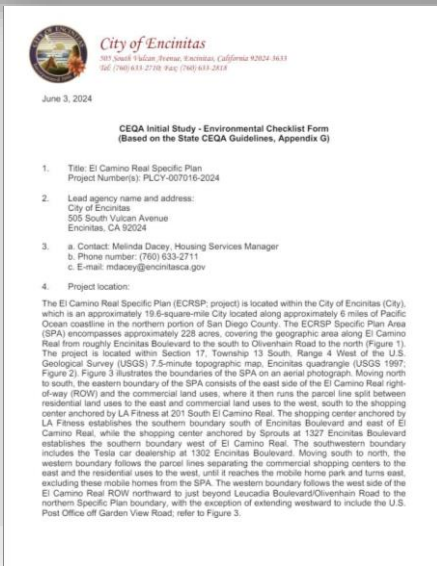
Workshop Agenda



Project Process



Purpose of Workshop 3



- Summary of Project change in scope
- Overview of Draft El Camino Real Specific Plan
- Present design elements of streetscape improvements and objective design standards
- Receive written comments on the Specific Plan and Mitigated Negative Declaration (MND)
 - Public Review ends July 2, 2024

How Did We Get Here?

— HCD's Local Early Action Planning (LEAP) Grant Program

- Expedite permit approvals and objective design standards for the El Camino Real corridor

— Community Surveys, Workshop 1 & 2

- Better understanding of the community's needs and values

— Developer Roundtable

- Key understanding of development feasibility to inform standards

— El Camino Real Task Force

- Created by City Council to assist in development of Specific Plan



Changes in Project Direction

— AB 2011 and SB 6:

- Cities must approve by-right high-density affordable housing projects of 5 units or more if it meets certain eligibility criteria.

— City Council Direction 6-21-23:

- Remove the Mixed-Use Overlay Zone from the Specific Plan, allow AB2011 and SB6 to replace the allowance for residential, create objective design standards for residential projects, plan for streetscape improvements and CIPs.

⇒ Which lead to...

— Project Boundary Changes:

- Removed Encinitas Ranch Specific Plan and Mobile Home Park from boundary.

— No More Mixed-Use Overlay:

- Retains existing land use and zoning designations (e.g., General Commercial, Office Professional).

— New Emphasis on Streetscape:

- Will add new standards within the public right-of-way (e.g., pavement types, lighting, seating).

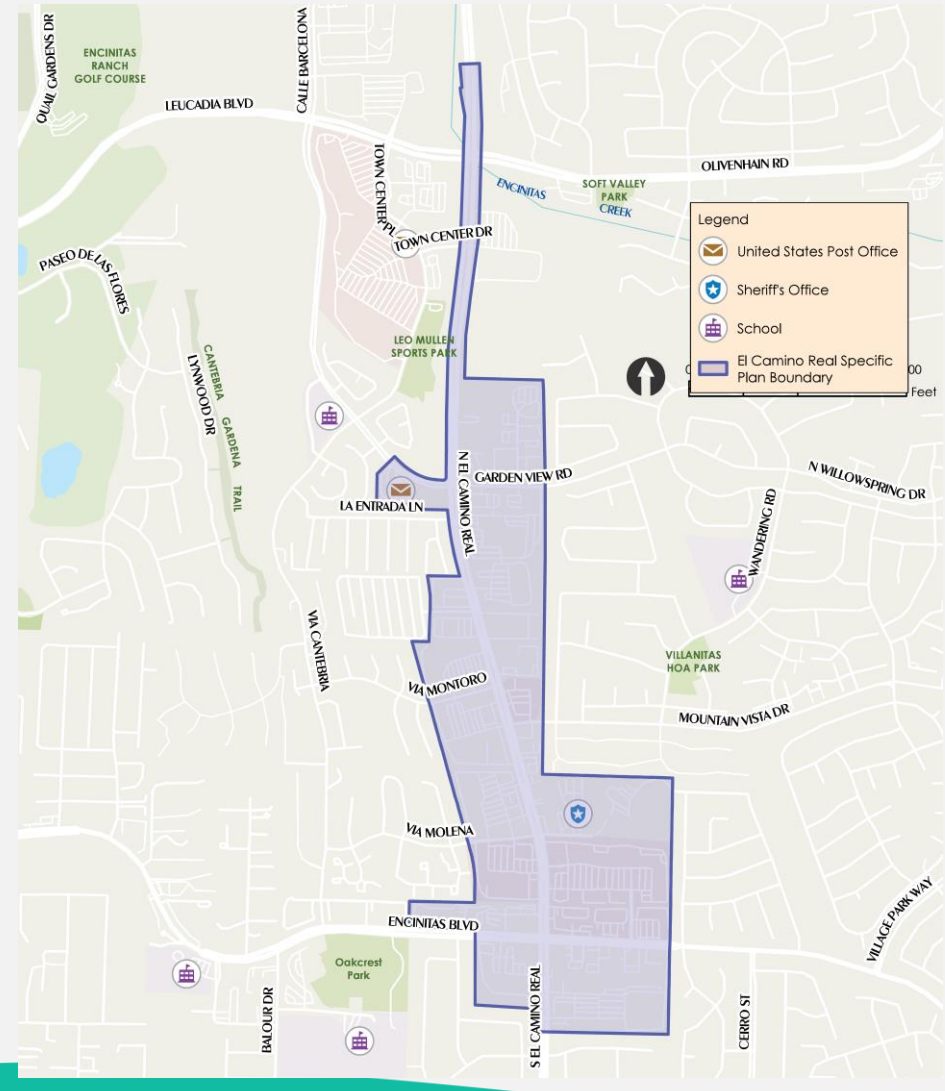
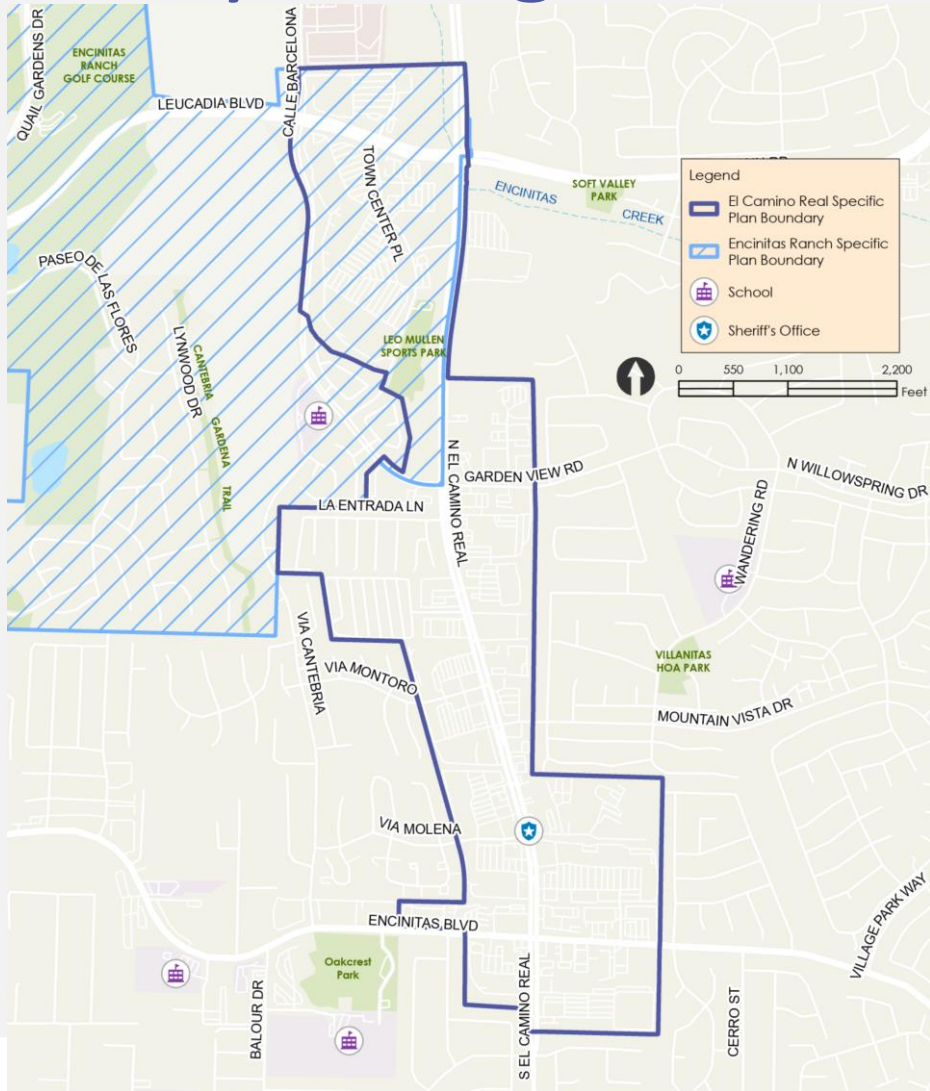
— Emphasis on Objective Design Standards:

- Objective Design Standards were kept in the Plan that will apply to ALL projects, even those using State law.

Separate AB 2011 and SB 6 Efforts

- Eligible Sites Mapping Tool: *Expected Summer 2024*
- Implementation Ordinance: *Expected 2025*

Boundary Change



Public Review Draft El Camino Real Specific Plan

Specific Plan Contents

1. Introduction
2. Community Vision, Goals, and Objectives
3. Land Use and Development Regulations
4. Design Standards
5. Mobility
6. Community Benefits
7. Public Services and Infrastructure
8. Implementation

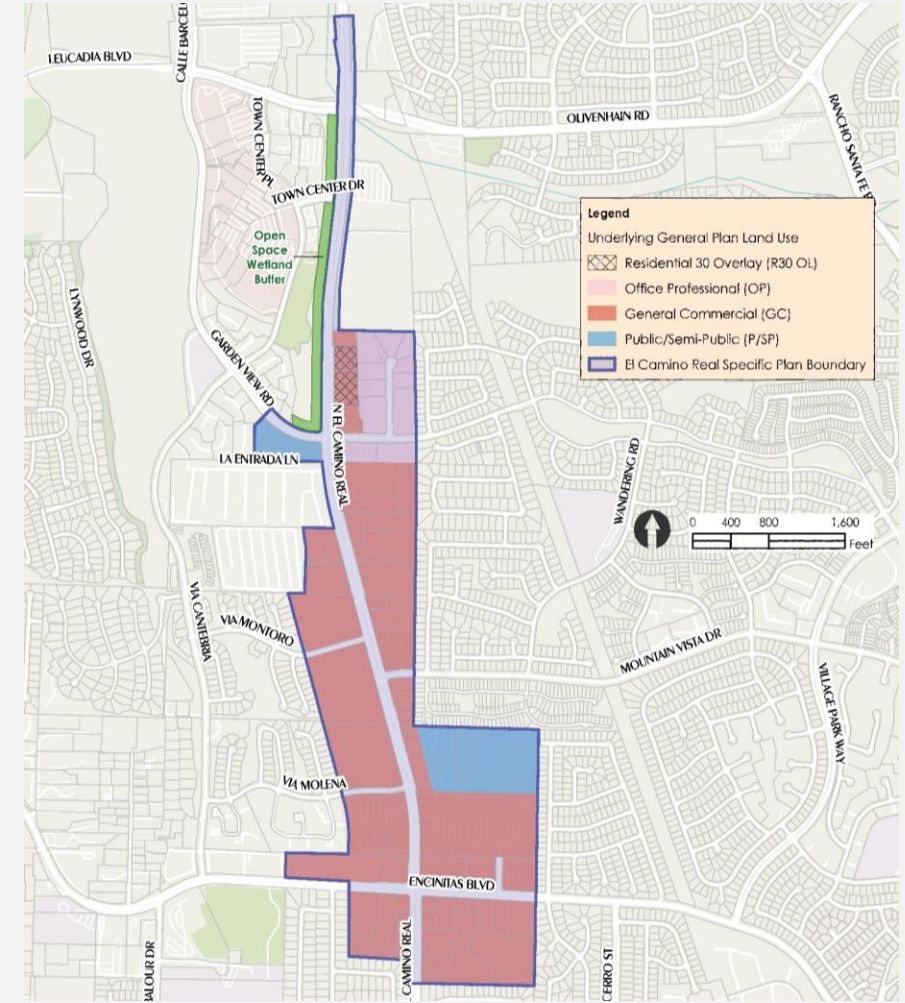


Land Use and Development Standards

— Allowed Uses

— Development Standards

- FAR
- Building Height
- Setbacks/Stepbacks
- Neighborhood Adjacency
- Useable Open Space
- Parking



Objective Design Standards

- Site Design
- Buffers and Screening
- Streetscape and Public Realm
- Frontage Zone
- Building Scale, Massing, and Articulation
- Architectural Design
- Building Materials

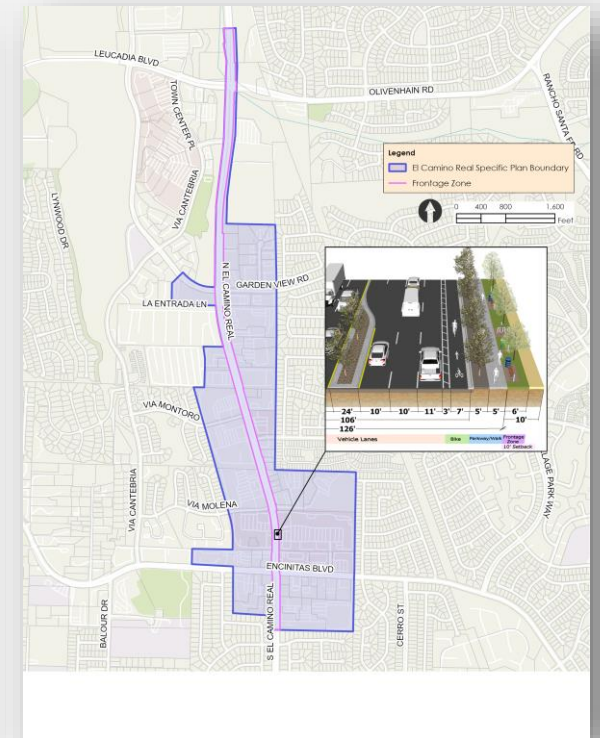
4.4.3 Frontage Zone

Intent:

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

Standards:

1. As shown in Figure 4-4, Frontage Zone, directly outside the public right-of-way, a six (6)-foot wide Frontage Zone (that may occur within the 10-foot El Camino Real setback) shall be provided.
 - a. The Frontage Zone shall include a combination of paved area for pedestrian mobility using pavers, concrete, or stabilized decomposed granite and landscaping and/or planters.
 - b. The Frontage Zone shall include outdoor furnishings that compliments the City-installed street furnishings described in Section 4.4.2 item 9, such as additional benches and bike racks where high pedestrian and bicycle traffic are anticipated, permitted outdoor dining, dog waste stations with waste bags, and trash receptacles.
 - c. Frontage Zone site furnishings shall be installed at a minimum interval of 300 feet to





[Example]

- Where there is additional public ROW width beyond the five-foot sidewalk, a parkway (varies in width) shall be placed between the sidewalk and the curb to create a more pleasant and safe walking experience for pedestrians. Exemptions may be provided from this requirement where significant slope conditions, environmentally sensitive areas, and/or existing major utilities within the parkway exist as determined by the Director of Development Services.

Streetscape Standards

Mobility Improvements

- Bus stop improvements: Signage, benches, shelter, accessibility-compatible bus pads, removal of sidewalk obstructions, trash receptacles, and lighting
- Bicycle improvements: Cycle tracks (Class IV Bikeways) along El Camino Real; buffered Class II bike lanes along Garden View Road and Mountain Vista Drive



- Pedestrian improvements: high visibility crosswalks, advance stop bar, pedestrian countdown signals, and ADA detectable warning surfaces



Community Benefits

— Depending on the number of points the community benefits will achieve, the project will be granted up to the equivalent incentives.

Table 6-1: Menu of Community Benefit Options

Community Benefit	Description	Points (pts) Granted Per Unit	Maximum Points Granted
Common Open Space	Development of 300 square feet of new publicly accessible, privately maintained common open spaces such as plazas, parklets, play areas, dog parks, splash pads, recreational facilities, community gardens, or other spaces consistent with the design guidelines in Section 4.4.7, Common Open Space in Chapter 4. This must be in addition to what is required in Section 3.4.5, Useable Open Space Standards, of Chapter 3 of the ECRSP.	10 pts for every 300 square feet	30
Additional Biofiltration System	The addition of an on-site biofiltration system that goes above and beyond the State and local regulations for storm sewer systems and stormwater runoff.	15 pts for every biofiltration system	15
Bicycle Locker	Additional bicycle lockers, beyond what is required by State or local regulations, shall provide an enclosed space to securely store an individual bicycle that is weather-resistant and theft-proof. Bicycle lockers are allowed on development sites located adjacent to transit <u>stations</u> , workplaces. Bicycle lockers shall be sited within 100 feet of the public right-of-way.	5 pts for every bicycle locker	40
EV Charging Station	Additional electric vehicle (EV) charging stations, beyond what is required by State or local regulations, shall be placed in publicly accessible parking lots.	5 pts for every Level 1 charging station; 10 pts for every Level 2 or higher charging station. ¹	60
Extension of Encinitas Creek Trail Or Encinitas Creek Trail Enhancement	Extension of the pedestrian or multi-use passages along Encinitas Creek Trail west of El Camino Real, north of Garden View Road. This could also include the enhancement of the Encinitas Creek Trail with interactive trail amenities. This could	10 pts for every new ¼ mile of new trail connection or trail upgrade; 10	40

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

6.3.1 Reduced Parking Requirements

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

Table 6-2: Reduced Parking Requirements

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

6.3.2 Streamlined Permit Processing

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

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

Open House Stations

Overview

Mobility

Streetscape
Renderings

Objective
Design
Standards

Community
Benefits

Written
Comments

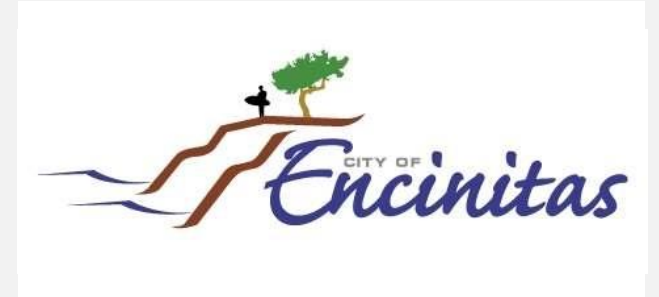
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Submit electronic
comments here

Project Contact Information

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Project Website

encinitasca.gov/El-Camino-Real-SP



El Camino Real

S P E C I F I C P L A N

City of
ENCINITAS

Relevant State Housing Law

— AB2011:

- City must approve by-right high-density affordable housing projects of 5 units or more if:
 - 100% affordable proposed in commercial zones (parking, retail, office); or
 - Mixed income housing proposed in commercial zone along a commercial corridor
- Projects must be at least 30 du/ac
- Projects must comply with objective zoning, subdivision and design review standards
- Prevailing wage must be paid
- Projects which meet all requirements are exempt from CEQA

- Housing allowed in commercial (parking, retail, office)
- Must be at least 30 du/ac
- May obtain density bonus

— Different from AB 2011:

- Does not automatically require affordable housing
- Prevailing wage is required + skilled and trained workforce
- Not necessarily exempt from CEQA

— SB6: Similar to AB 2011: