

10.0 GENERAL PLAN AND COASTAL ACT COMPLIANCE

The Downtown Encinitas Specific Plan was prepared in accordance with applicable goals, policies and provisions of the Encinitas General Plan, which calls for the preparation of a specific plan for the beach-side commercial corridor within the Old Encinitas community, and Coastal Act Land Use Plan (LUP).

The following are applicable goals and policies listed under each element of the General Plan/LUP followed by a discussion of the specific plan's consistency. Any future amendment of General Plan/LUP goals and policies should also include consideration of corresponding amendment of this Specific Plan.

10.1 Land Use

GOAL 1: ENCINITAS WILL STRIVE TO BE A UNIQUE SEASIDE COMMUNITY PROVIDING A BALANCE OF HOUSING, COMMERCIAL, LIGHT INDUSTRIAL/OFFICE DEVELOPMENT, RECREATION, AGRICULTURE AND OPEN SPACE COMPATIBLE WITH THE PREDOMINANT RESIDENTIAL CHARACTER OF THE COMMUNITY.

POLICY 1.8: Encourage the types of commercial activities which will supply the community with a diverse economic base.

POLICY 1.9: Maintain a proper balance between acreage of commercial land and population served.

POLICY 1.10: Encourage the reasonable regulation of signs to preserve the basic character of the communities and to avoid adverse effect on property values. New pole and roof signage shall be prohibited. Detailed regulation and limitation shall be specified in the City's zoning regulations. (Coastal Act/30251/Visual Protection)

POLICY 1.11: Encourage the rehabilitation and redevelopment of obsolete or declining commercial development, in ways consistent with community design and development objectives.

POLICY 1.14: The City will maintain and enhance the Hwy 101 commercial corridor by providing appropriate community-serving tourist-related and pedestrian-oriented uses. (Coastal Act/30250)

Proposal

The specific plan provides a broader mix of commercial uses which include commercial, visitor commercial, and office professional mixed use zones which will allow residential as a secondary use in conjunction with commercial, visitor commercial or office professional as described in detail in Chapter 3.0

The specific plan design recommendations chapter includes a section on general commercial sign recommendations that encourages signs that are scaled and illuminated more appropriately to the pedestrian's environment and which reflect the character of the downtown Encinitas community (see Section 4.5.6).

Commercial zones within the specific plan area have been custom-tailored in order to encourage the rehabilitation and redevelopment of existing buildings in the commercial districts. Setbacks, minimum lot sizes, landscape and parking requirements have been reduced and maximum lot coverage has been increased in order to encourage a more realistic development of the existing properties in the downtown commercial district (refer to Chapter 3.0, Use and Development Regulations).

As mentioned above, the specific plan is proposing mixed use zones in the commercial districts which will provide a more balanced mix of commercial uses that will serve both visitors and plan area residents. The Commercial Mixed (First Street) Zone is emphasizing more visitor-serving commercial types uses along First Street (Old Highway 101) and the Commercial Mixed (Second Street) Zone is emphasizing more local commercial uses, along Second Street, which will serve local community residents. The existing visitor-serving and limited visitor-serving commercial will be maintained, however, the specific plan is proposing to expand the uses allowed in these zones as described in Chapter 3.0, Use and Development Regulations.

GOAL 3: TO ASSURE SUCCESSFUL PLANNING FOR FUTURE FACILITIES AND SERVICES, AND A PROPER BALANCE OF USES WITHIN THE CITY, THE CITY OF ENCINITAS WILL ESTABLISH AND MAINTAIN A MAXIMUM DENSITY AND INTENSITY OF RESIDENTIAL AND COMMERCIAL USES OF LAND WITHIN THE CITY WHICH WILL:

- (a) provide a balance of commercial and residential uses which creates and maintains the quality of life and small-town character of the individual communities; and
- (b) protect and enhance the City's natural resources and indigenous wildlife.

POLICY 3.3: The City will designate land use categories/zones for commercial development which provide for the commercial needs of the community with use and intensity regulations consistent with the goals of this Element.

POLICY 3.4: The City will allow those commercial uses which are necessary to satisfy the current and projected needs of the individual communities as indicated on the Land Use Map and under the policies of this plan.

- POLICY 3.5: Commercial areas/zones shall be designated to avoid undue concentrations of commercial development which would increase traffic to levels beyond the current and projected capability of the City's services and facilities to deal with the increased traffic.
- POLICY 3.7: With the exceptions described in Policy 3.12, once acknowledged as being consistent with the General Plan and Local Coastal Program, the allowable maximum density of any property designated for residential use shall not be increased except by the affirmative vote of a majority of those voting in the election approving the proposed increase.
- POLICY 3.8: With the exceptions described in Policy 3.12, once acknowledged as being consistent with the General Plan and Local Coastal Program, property designated/zoned for non-residential uses shall not be redesignated/rezoned to allow residential uses except by the affirmative vote of a majority of those voting in the election approving the proposed change.
- POLICY 3.10: With the exceptions described in Policy 3.12, once acknowledged as being consistent with the General Plan and Local Coastal Program, property designated/zoned for non-residential use shall not be redesignated/rezoned to allow more non-residential uses or a greater intensity of use except by the affirmative vote of four or more City Council members based upon a finding that the proposed redesignation/rezoning will not substantially reduce revenues to the City and will not substantially increase traffic burdens on roads and highways.

Proposal

The specific plan is not proposing to change the existing residential and commercial uses in such a manner that will impact future facilities and services, with the exception of school and library facilities (see Chapter 6.0). One of the major goals of the specific plan is to maintain the small scale and beachtown character of the downtown Encinitas plan area which will be implemented through the plan's design recommendations (Chapter 4.0) and use and development regulations (Chapter 3.0).

The beaches, bluffs, mature trees, and Moonlight Creek are important resources in need of protection and enhancement. The specific plan is proposing a street tree master plan in order to protect existing mature trees as well as establishing a street tree program for some streets within the plan area. The bluffs and beaches within the plan area are protected by development standards pursuant to Section 30.34.020 of Title 30 of the Encinitas Municipal Code.

The proposed commercial mixed use zones will provide a balance between commercial uses which will serve both the surrounding residents as well as visitors to the downtown area.

The proposed commercial areas do not differ significantly from existing commercially designated areas, and the proposed commercial zones will not pose significant traffic impacts as discussed in Chapter 5.0, Circulation Plan.

No increases in the allowable maximum density will result on properties designated for residential use within the specific plan area. The Residential East Subdistrict expands the existing zone of Residential 11 to allow duplex units as discussed in Chapter 3.0. This will result in an increase in the number of units for this area, but the maximum density will remain the same.

The proposed rezone of property zoned for general commercial along the east side of Third Street, between E and F Streets, to a mixed use zone which will allow residential uses, will require a general plan amendment. Two other areas which are zoned general commercial, Vulcan Square and property on the east side of Vulcan Avenue, between E Street and McNeill Avenue, are proposed to be rezoned to non-residential uses that are less intense, civic center and office professional respectively.

GOAL 4: THE CITY OF ENCINITAS WILL ENSURE THAT THE RATE OF RESIDENTIAL GROWTH:

- (a) does not create a demand which exceeds the capability of available services and facilities;
- (b) does not destroy the quality of life and small town character of the individual communities;
- (c) does not exceed a rate which excludes the public from meaningful participation in all aspects of land use decision making regarding proposed projects;
- (d) provides the City with the ability to plan ahead for the location, timing and financing of required services and facilities; and
- (e) does not exceed an annual allotment of dwelling units based on the projected ultimate buildout of dwellings in the City of Encinitas assuming a 25-year buildout period.

POLICY 4.2: The City will plan to provide services and facilities concurrent with projected need, sufficient to allow issuance of the maximum annual number of dwelling unit building permits. To guard against an unforeseen shortfall of services or facilities, the City will determine adequacy of services and facilities for each residential development at the discretionary review stage.

For dwellings not subject to discretionary review, such determination shall be made with the earliest development permit submittal. No unit shall be approved or permitted for which inadequate services or facilities are available.

Proposal

The specific plan land use build-out proposals will increase the number of dwelling units by approximately 548 dwelling units over the projected general plan build-out for the planning area. However, this increase will not significantly impact public services or facilities with the possible exception of school and library facilities (see Chapter 6.0).

GOAL 5: THE CITY OF ENCINITAS WILL ENSURE THAT THE RATE OF COMMERCIAL GROWTH:

- (a) does not create a demand which exceeds the capability of existing services and facilities;
- (b) does not destroy the quality of life and small town character of the individual communities;
- (c) does not exceed a rate which excludes the public from meaningful participation in all aspects of land use decision making regarding proposed projects;
- (d) provides the City with the ability to plan ahead for the location, timing and financing of required services and facilities; and
- (e) provides for the City's commercial needs during growth and thereafter as part of a fully-developed city.

POLICY 5.1: Commercial growth within the City should be sufficient to support residential growth and provide adequate services to the citizens of the individual communities.

POLICY 5.2: Proposed commercial growth should reflect a general balance of uses within the community.

POLICY 5.3: The City shall develop and implement commercial zoning and development standards which will accomplish the goals and policies of the General Plan, emphasizing quality, community character, and community needs.

Proposal

Although it appears that the specific plan land use proposals are reducing the total property which is zoned general commercial, in actuality the total allowable commercial building floor area increases by 17.9 thousand square

feet over the general plan build-out projection for general commercial. This is due to the custom-tailored development standards established for the commercial areas in order to help maintain the existing character of the downtown commercial district as described in Chapter 3.0.

The specific plan commercial land use proposals will not pose a significant impact to public services and facilities within the planning area, and are consistent with the general plan land use policies for the Old Encinitas Community. The allowance for residential development in selected commercial zones is also consistent with General Plan land use policy; however, the increased residential potential may cause a significant impact to public school and library services. This impact must be resolved, and is addressed in Chapter 6 of this specific plan.

GOAL 6: EVERY EFFORT SHALL BE MADE TO ENSURE THAT THE EXISTING DESIRABLE CHARACTER OF THE COMMUNITIES IS MAINTAINED.

POLICY 6.1: Permit commercial land uses and other types of non-residential development only in those areas where such development presently is concentrated or where indicated by the General Plan as long as such development does not result in land use conflicts with surrounding residential development.

POLICY 6.5: The design of future development shall consider the constraints and opportunities that are provided by adjacent existing development. (Coastal Act/30251)

POLICY 6.6: The construction of very large buildings shall be discouraged where such structures are incompatible with surrounding development. (Coastal Act/30251/30252/30253)

POLICY 6.7: Require commercial development to provide sufficient landscaping to soften the visual impact of commercial buildings and parking areas.

Proposal

Chapters 3.0 and 4.0 include use and development regulations and design recommendations, respectively, that consider the opportunities and constraints and visual and physical impacts to surrounding development within the planning area.

GOAL 7: DEVELOPMENT IN THE COMMUNITY SHOULD PROVIDE AN IDENTITY FOR THE CITY WHILE MAINTAINING THE UNIQUE IDENTITY OF THE INDIVIDUAL COMMUNITIES. (Coastal Act/30253)

POLICY 7.1: Establish design themes for commercial districts located within individual communities.

- POLICY 7.3: Although common themes for each of the communities may be established, each community may also promote variety in the design of individual projects.
- POLICY 7.4: Develop regulations and incentives for residential, commercial, and industrial developers to vary design, setbacks, driveways, rooflines, materials, colors, landscaping, etc. to ensure variation in the design of individual residential units within larger subdivisions and commercial/ industrial projects.
- POLICY 7.5: A streetscape specific plan(s) for the Hwy 101 corridor and El Camino Real corridor shall be prepared (Coastal Act/30251)
- POLICY 7.6: Private development shall coordinate with street/public improvements, i.e. streetscape, landscape, site design and the like.
- POLICY 7.9: The downtown area of Old Encinitas including the residential area west of the downtown area is designated a Specific Plan area. Development shall be allowed prior to the completion of the Specific Plan.
- Establish standards that will help to revitalize the commercial corridor.
 - Provide for residential uses in commercial zones along the corridor provided the residential uses are accessory and incidental to the principal commercial use.
 - Develop standards for development to vary design, setbacks, materials, colors, landscaping and the like to ensure a variation in the design of individual projects that can be tied together via common parking and internal circulation, and a common streetscape design.
 - Development standards shall be established to promote commercial development complimentary to the existing pattern of development relative to height, building bulk and mass, setbacks, open space and the like.
 - Commercial development standards and uses shall promote high pedestrian activity.
 - Residential, recreation and commercial uses shall be complimentary in design and use.
- POLICY 7.10: Both residential and non-residential development shall be limited to a maximum height of two stories and 30 feet. Limited exceptions for non-residential development may be

allowed, but only for designated specific sites as developed and adopted through area specific plans. Exceptions may also be made for Medical Complex development projects at the discretion of the City pursuant to conditional use permit applications as provided by the Zoning Code, to allow building heights up to a maximum height of three stories.

Proposal

The primary goal of the specific plan is to maintain the unique and desirable characteristics of the area and its subdistricts, while providing continued private land use, public improvements, and the economic success of the downtown commercial district. The specific plan provides custom-tailored zoning to replace the standard citywide zoning regulations. Use allowances and development standards have been created to fit the particular circumstances of each subdistrict which are consistent with the above goal and policies (see Chapter 3.0).

Design recommendations and streetscape concept plan, as described in Chapter 4.0, also are consistent with the above goal and policies. Chapter 11.0 describes the improvement projects, cost estimates, coordination, and potential funding sources that will enable subsequent capital facility programming to choose and carry out the best options in implementing the improvement projects.

Environmental Sensitivity: A number of areas within the City either contain resources that are sensitive to development or there are constraints present that will affect future development. The following goals and policies establish guidelines in how development is to proceed in those areas subject to any limitations that might be present. The following policies are also important in implementing Coastal Commission directives concerned with the management or preservation of significant resources in the Coastal Zone. (Coastal Act 30240)

GOAL 8: ENVIRONMENTALLY AND TOPOGRAPHICALLY SENSITIVE AND CONSTRAINED AREAS WITHIN THE CITY SHOULD BE PRESERVED TO THE GREATEST EXTENT POSSIBLE TO MINIMIZE THE RISKS ASSOCIATED WITH DEVELOPMENT IN THESE AREAS. (Coastal Act/30240/30253)

POLICY 8.1: Require that any improvement constructed in an area with a slope of more than 25% and other areas where such analysis is at issue to submit soils and geotechnical studies to the City for review and approval. (Coastal Act/30253)

POLICY 8.5: The Special Study Overlay designation shall be applied to lands which, due to their sensitive nature, should only be developed with consideration of specific constraints and features related to drainage courses, bluffs, slopes, geology

and soils, biotic habitat, viewsheds and vistas, and cultural resources. Development within the overlay area shall be reviewed and approved in accordance with criteria and standards, which protect coastal and inland resources. (Coastal Act/30240/30253)

POLICY 8.6: Significant natural features shall be preserved and incorporated into all development. Such features may include bluffs, rock outcroppings, natural drainage courses, wetland and riparian areas, steep topography, trees, and views. (Coastal Act/30240/30250/30251)

POLICY 8.7: Non-developable or constrained areas should be evaluated for possible use as open space or recreational use. (Coastal Act/30240)

Proposal

Development within the specific plan area shall comply with Sections 30.34.020, 30.34.030, 30.34.050, and 30.34.080 of Title 30 of the Encinitas Municipal Code.

Specific objectives of the specific plan include the restoration of Cottonwood Creek as part of the Moonlight Beach Master Plan, which is subject to environmental review, and development of additional vista points at street ends (see Section 2.3).

GOAL 9: PRESERVE THE EXISTENCE OF PRESENT NATURAL OPEN SPACES, SLOPES, BLUFFS, LAGOON AREAS, AND MAINTAIN THE SENSE OF SPACIOUSNESS AND SEMIRURAL LIVING WITHIN THE I-5 VIEW CORRIDOR AND WITHIN OTHER VIEW CORRIDORS, SCENIC HIGHWAYS AND VISTA/VIEW SHEDS AS IDENTIFIED IN THE RESOURCE MANAGEMENT ELEMENT. (Coastal Act/30240/30251)

POLICY 9.3: Prohibit and eliminate billboards and obtrusive advertising media along freeway corridors, Highway 101/First Street and other scenic corridors and routes as specified in the Resource Management Element. (Coastal Act/30251)

Proposal

Section 4.5.6, General Commercial Sign Recommendations, discourages large signs that are out of scale along the First Street commercial district. Sign recommendations are provided that are consistent with the above goal and policy.

10.2 Housing

GOAL 1: THE CITY WILL ENCOURAGE THE PROVISION OF A WIDE RANGE OF HOUSING BY LOCATION, TYPE OF UNIT, AND PRICE TO MEET THE EXISTING AND FUTURE HOUSING NEEDS IN THE REGION AND CITY. [I-a through h; II-a through d; III-c and d; IV-a through f; V-b through g; VI-a, c through I; VII-c; VIII-c]

POLICY 1.2: Strive to provide a wide variety of housing types so that a range of housing needs and tastes will be made available to existing and future residents. [I-a through h; II-b, c, d; IV-e, f; V-b, c; VI-a, e, j, k, l; VII-e; VIII-c]

POLICY 1.3: When existing residential units are replaced, they should be replaced with units that are compatible in design with the surrounding residential neighborhood as planned by the City. [I-a]

Proposal

The specific plan implements the City's General Plan and the commitment of the Housing Element to provide a range and balance of housing opportunities. The specific plan area includes the Residential East and Residential West Subdistricts, which are primarily residential in nature and will continue to contribute to the City's housing stock. Other subdistricts, such as the First Street and Second Street Corridor Subdistricts, introduce mixed use zoning in the downtown area which includes residential (see Chapter 3.0).

Section 4.6 discusses residential design recommendations which encourage good design that is compatible with other well designed buildings without severely restricting the building owner's preference or the dictates of economics regarding materials and style.

GOAL 3: THE CITY WILL ENCOURAGE THE MAINTENANCE AND PRESERVATION OF THE EXISTING HOUSING STOCK AS WELL AS QUALITY WORKMANSHIP IN NEW HOUSING.

POLICY 3.9: Encourage street planting, landscaping, and undergrounding of utilities. [I-a]

POLICY 3.10: Encourage high standards of design, materials, and workmanship in all construction and developments. [I-a]

Proposal

A street tree master plan and landscape guidelines have been established for the entire specific plan area (see Chapter 7.0 and Section 4.8 respectively).

Section 4.6 discusses residential design recommendations which encourage good design that is compatible with other well designed buildings without severely restricting the building owner's preference or the dictates of economics regarding materials and style.

10.3 Circulation

GOAL 1: ENCINITAS SHOULD HAVE A TRANSPORTATION SYSTEM THAT IS SAFE, CONVENIENT AND EFFICIENT, AND SENSITIVE TO AND COMPATIBLE WITH SURROUNDING COMMUNITY CHARACTER. (Coastal Act/30252)

POLICY 1.2: Endeavor to maintain Level of Service C as a basic design guideline for the local system of roadways understanding that the guideline may not be attainable in all cases.

POLICY 1.3: Prohibit development, which results in Level of Service E or F at any intersection unless no alternatives exist and an overriding public need can be demonstrated.

POLICY 1.4: Require, where feasible, interconnecting offstreet pedestrian and vehicular circulation between adjacent commercial and office land uses. This policy should be required along major transportation corridors to minimize traffic conflicts associated with pedestrian and vehicular movement to and from these properties. (Coastal Act/30252)

POLICY 1.7: Encourage adjacent properties to use common access points to access prime arterials, major roads, collectors and augmented local streets.

POLICY 1.9: Minimize private driveway access onto both major and collector roads.

POLICY 1.12: The City will promote increased off-street parking for existing and future commercial and residential uses in the near coast area, will minimize curb cuts for new development in the vicinity of beach access points in order that the maximum amount of curb parking will be available to beach users, and will encourage remote parking/shuttle service and park-and-ride facilities in the Coastal Zone. Generally, the City will require that all commercial, industrial and residential uses be designed and constructed with sufficient off-street parking and loading facilities as specified and detailed in the City's Zoning Code and in implementing Specific Plans. (Coastal Act/30252)

POLICY 1.15: The City will actively support an integrated transportation program that encourages and provides for mass-transit, bicycle transportation, pedestrians, equestrians, and car-pooling. (Coastal Act/30252)

POLICY 1.17: Standards shall be established and implemented to provide for adequate levels of street lighting, based on criteria of safety and related to volumes of vehicular, pedestrian and bicycle activity and potential points of conflict. Such standards shall be designed to respect different community and neighborhood needs for lighting, different community standards for design and special attention given to preservation of dark sky.

POLICY 1.18: Standards shall be established and implemented to provide for a comprehensive system of traffic control devices and signing, based on sound traffic engineering principals, to assure traffic safety and preservation of community character.

Proposal

The analysis of the existing circulation system based upon current land uses (1990) indicates that the Level of Service for various intersections located within the specific plan area is LOS A, B, or C in both the a.m. and p.m. peak hour flow conditions (see Technical Appendix B). These values are consistent with the goals for Level of Service criteria outlined in the City of Encinitas General Plan. Within the downtown Encinitas specific plan area, the circulation model has revealed that the Level of Service for various intersections in this area is expected to be between LOS A and LOS C based on the land uses projected by the City of Encinitas General Plan and the land uses projected by the specific plan. Therefore, no mitigation measures are recommended.

Section 4.0, Design Recommendations, provides recommendations that encourage more efficient and compatible circulation patterns within the specific plan area. Alley access for delivery trucks and vehicular access also is encouraged.

Parking along Second Street is proposed to be diagonal along the east side of the street in order to provide an increase in off-street parking for downtown businesses (see Sections 3.3 and 4.7).

Streetscape and circulation proposals include street improvements that will promote the efficient and safe movement of people and goods within the specific plan area (see Section 4.7 and Chapter 5.0).

GOAL 2: THE CITY WILL MAKE EVERY EFFORT TO DEVELOP A VARIED TRANSPORTATION SYSTEM THAT IS CAPABLE OF SERVING BOTH THE EXISTING POPULATION AND FUTURE RESIDENTS WHILE PRESERVING COMMUNITY VALUES AND CHARACTER. (Coastal Act/30252/30253)

POLICY 2.1: Adopt and implement standards for rural, semi-rural, and urban roadways within the City consistent with community character.

- POLICY 2.4: When considering circulation patterns and standards, primary consideration will be given to the preservation of character and safety of existing residential neighborhoods. Where conflicts arise between convenience of motorists and neighborhood safety/community character preservation, the latter will have first priority.
- POLICY 2.9: Develop new alternate road and intersection standards to promote retention of existing neighborhood atmosphere.
- POLICY 2.12: Encourage unique characteristic community design standards for traffic signals and intersection signing and other street improvements, structures and furniture.
- POLICY 2.13: Encourage landscaped medians and parkways on all roadways where practical.
- POLICY 2.14: Develop rural, semi-rural, and urban standards and criteria for private streets including a mechanism for on-going maintenance.
- POLICY 2.16: Develop a program to improve alleyways with paving and drainage improvements.
- POLICY 2.18: Where possible, functioning of the street system should be improved by the installation of intersection improvements.

Proposal

Streetscape and street improvements outlined in Section 4.7 and in Chapter 5.0, respectively, will reduce congestion, provide increased on-street parking, improve bicycle facilities, and create a safe pedestrian environment. In addition, specific street standards are proposed for the plan area streets, which are more reflective of the neighborhood characteristics.

- GOAL 3: THE CITY OF ENCINITAS WILL PROMOTE THE USE OF OTHER MODES OF TRANSPORT TO REDUCE THE DEPENDENCE ON THE PERSONAL AUTOMOBILE. (Coastal Act/30252)**
- POLICY 3.2: Continue to assist in expanding public transportation and emphasize public transportation in future development with preference given to cost-effective alternatives. (Coastal Act/30252)
- POLICY 3.3: Create a safe and convenient circulation system for pedestrians. (Coastal Act/30252)
- POLICY 3.4: Cooperate with San Diego County, SANDAG, and other jurisdictions to help plan and implement a regional multi-modal transportation system that is accessible to residents in the City. (Coastal Act/30252)

- POLICY 3.5: Encourage development of mass transit and transit access points along the existing I-5 freeway corridor or along the railroad right-of-way. (Coastal Act/30252)
- POLICY 3.6: The City should provide and encourage efficient links between possible rail transit service and other transportation modes, including rerouting of bus service to interface with transit stops.
- POLICY 3.8: A program shall be developed to install sidewalks or paths, where appropriate, around schools, churches, active parks, commercial and other areas of pedestrian activity where public safety or welfare is at issue (Coastal Act/30252)
- POLICY 3.9: A program to install handicapped access ramps at all corners with sidewalks shall be developed.
- POLICY 3.10: Standards shall be established for the location and design of newsracks, signs, walls and other improvements which encroach into the public right-of-way. (Coastal Act/30251)
- POLICY 3.11: The City will strive to implement a safe, direct, and convenient circulation system for commuting and recreational bicycle traffic. The City will support the development of additional bicycle facilities in the Coastal Zone, including the following:
- all Circulation Element roads will include provisions for bicycle lanes unless precluded by design and safety considerations in which cases, alternative routes shall be provided to form a continuous network.
 - the provision of secure bicycle storage facilities at all beaches designated for high and moderate levels of use; and
 - the installation of bicycle and surfboard racks on all buses serving the Coastal Zone. (Coastal Act/30252)

Proposal

Streetscape and street improvements outlined in Section 4.7 and in Chapter 5.0, respectively, will improve bicycle facilities and create a safer pedestrian environment. A proposed transit center which will feature a commuter rail station and bus interfac, also is planned for the downtown area, however, this project is not a part of the specific plan process. The specific plan anticipates the transit center and the streetscape concept plan provides coordination between concept plans for the transit center and proposed specific plan area streetscape plans.

GOAL 4: THE CITY SHOULD MAKE EVERY EFFORT TO DEVELOP A CIRCULATION SYSTEM THAT HIGHLIGHTS THE ENVIRONMENTAL AND SCENIC AMENITIES OF THE AREA. (Coastal Act/30251)

POLICY 4.4: Where possible, establish a separate system of hiking trails, bicycle paths and equestrian trails from which motorized vehicles shall be banned.

POLICY 4.11: Keep street lighting, curbs, and gutter requirements consistent with individual neighborhood character.

POLICY 4.12: Encourage undergrounding of utilities within street rights-of-way and transportation corridors. (Coastal Act/30251)

POLICY 4.14: Where feasible, minimize the dependence on private motor vehicles. (Coastal Act/30252)

Proposal

As mention above, if feasible, every effort should be made to develop a multi-purpose trail along the railroad right-of-way.

Streetscape and street improvements outlined in Section 4.7 and in Chapter 5.0, respectively, will reduce congestion, provide increased on-street parking, improve bicycle facilities, and create a safer pedestrian environment. In addition, specific street standards are proposed for plan area streets, which are more reflective of the neighborhood characteristics.

First Street, Encinitas Boulevard, and Vulcan Avenue have been identified as streets within the specific plan area that require the undergrounding of utilities (see Chapter 11.0).

The proposed mixed use development in the specific plan area will provide more opportunities for live/work situations to occur, as well as residential uses which are closer to the commercial and office professional uses. This may help reduce dependence on the private motor vehicle.

GOAL 6: THE CITY WILL MAKE EVERY EFFORT TO PROVIDE PUBLIC ACCESS AND CIRCULATION TO THE SHORELINE, THROUGH PRIVATE DEDICATIONS, EASEMENTS OR OTHER METHODS, AND PUBLIC TRANSPORTATION OR OTHER FACILITIES. (Coastal Act/30211/30212/30212.5/30221)

POLICY 6.6: The City will consider improved pedestrian crossings of Pacific Coast Highway. (Coastal Act/30252)

Proposal

Proposed streetscape improvements along Encinitas Boulevard, D Street, and E Street will enhance pedestrian access from the highway (First Street) to Moonlight Beach.

10.4 Public Safety

GOAL 1: PUBLIC HEALTH AND SAFETY WILL BE CONSIDERED IN FUTURE LAND USE PLANNING. (Coastal Act/30253)

POLICY 1.3: The City will rely on the Coastal Bluff and Hillside/Inland Bluff Overlay Zones to prevent future development or redevelopment that will represent a hazard to its owners or occupants, and which may require structural measures to prevent destructive erosion or collapse. (Coastal Act/30240/30251/30253)

POLICY 1.6: The City shall provide for the reduction of unnatural causes of bluff erosion, as detailed in the Zoning Code, by:

- a. Only permitting public access stairways and no private stairways, and otherwise discouraging climbing upon and defacement of the bluff face;
- b. Improving local drainage systems to divert surface water away from the bluff;
- c. Studying the underground water system and looking for potential solution to bluff instability/erosion caused by such water;
- d. Reducing the infusion of ground water from domestic sources through, among other actions, requiring the removal of existing irrigation systems within forty feet of the bluff edge and prohibiting the installation of such systems in new development;
- e. Permitting pursuant to the Coastal Bluff Overlay Zone, bluff repair and erosion control measures on the face and at the top of the bluff that are necessary to repair human-caused damage to the bluff, and to retard erosion which may be caused or accelerated by land-based forces such as surface drainage or ground water seepage, providing that no alteration of the natural character of the bluff shall result from such measures, where such measures are designed to minimize encroachment onto beach areas through an alignment at and parallel to the toe of the coastal bluff, where such measures receive coloring and other exterior treatments and provided that such measures

shall be permitted only when required to serve coastal-dependent uses or to protect existing principal structures or public beaches in danger from erosion, and when designed to eliminate or mitigate adverse impacts on local shoreline sand supply; and

- f. Requiring new structures and improvements to existing structures to be set back 40 feet from bluff top edge (both inland and coastal bluffs) with exceptions to allow a minimum setback of no less than 25 feet, subject to a site-specific geotechnical report indicating that such a reduced setback will not result in risk of foundation damage resulting from bluff erosion or retreat to the structure within its economic life and with other engineering evidence to allow this exception. This does not apply to minor structures that do not require a building permit, except that no structures, including walkways, patios, patio covers, cabanas, windscreens, sundecks, lighting standards, walls, temporary accessory buildings not exceeding 200 square feet in area, and similar structures shall be allowed within five feet from the bluff top edge; and
- g. Permanently conserving the bluff face within an open space easement or other suitable instrument. (Coastal Act/30210/30235/30240/30251/30253)

Standards for the justification of preemptive erosion control devices and limits on location of shoreline devices shall be as detailed in the Zoning Code.

Proposal

Development within the specific plan area shall comply with Sections 30.34.020 and 30.34.030 of Title 30 of the Encinitas Municipal Code.

10.5 Resource Management

GOAL 1: THE CITY WILL CONSERVE, PROTECT, AND ENHANCE THE WATER RESOURCES IN THE PLANNING AREA. (Coastal Act/30231)

POLICY 1.1: Require new development to utilize measures designed to conserve water in their construction.

POLICY 1.10: Promote the use of water efficient sprinkling and gardening systems to include ordinances and technology to encourage drought tolerant plants.

Proposal

General landscape guidelines have been established which address water conservation (see Section 4.8).

GOAL 3: THE CITY WILL MAKE EVERY EFFORT POSSIBLE TO PRESERVE SIGNIFICANT MATURE TREES, VEGETATION AND WILDLIFE HABITAT WITHIN THE PLANNING AREA. (Coastal 30240)

POLICY 3.1: Mature trees of community significance cannot be removed without City authorization.

POLICY 3.2: Mature trees shall not be removed or disturbed to provide public right-of-way improvements if such improvements can be deferred, redesigned, or eliminated. This policy is not meant to conflict with the establishment of riding/hiking trails and other natural resource paths for the public good, or with the preservation of views.

POLICY 3.3: The City will examine ways to aesthetically trim street trees and vegetation within the public right-of-way including the possibility of using contract services or City personnel. (Coastal Act/30240/30251)

POLICY 3.4: A program shall be developed to trim roots and replace sidewalks and other public facilities which may be damaged by roots. (Coastal Act/30251/30254)

POLICY 3.5: A street tree planting program shall be developed and implemented.

POLICY 3.6: Future development shall maintain significant mature trees to the extent possible and incorporate them into the design of development projects.

Proposal

A major objective of the specific plan is to establish a street tree master plan which includes preservation of mature trees, planting additional street trees, and a regular maintenance program. A Street Tree Master Plan (see Section 7.0) has been established for the specific plan area which encompasses street tree design/planting and management/maintenance guidelines and a street tree concept plan.

GOAL 4: THE CITY, WITH THE ASSISTANCE OF THE STATE, FEDERAL AND REGIONAL AGENCIES, SHALL PROVIDE THE MAXIMUM VISUAL ACCESS TO COASTAL AND INLAND VIEWS THROUGH THE ACQUISITION AND DEVELOPMENT OF A SYSTEM OF COASTAL AND INLAND VISTA POINTS. (Coastal Act/30251)

POLICY 4.2: The following Vista Points will be developed and maintained as feasible:

- West end of "D" Street
- West end of "F" Street
- West end of "J" Street (Coastal Act/30251)

POLICY 4.6: The City will maintain and enhance the scenic highway/visual corridor viewsheds. (Coastal Act/30251)

POLICY 4.7: The City will designate the following view corridors as scenic highway/visual corridor viewsheds:

- Highway 101 from Encinitas Blvd. south to Santa Fe Drive
-

POLICY 4.9: It is intended that development would be subject to the design review provisions of the Scenic/ Visual Corridor Overlay Zone for those locations within Scenic View Corridors, along scenic highways and adjacent to significant viewsheds and vista points with the addition of the following design criteria:

- Road Design
- Type and physical characteristics of roadway should be compatible with natural character of corridor, and with the scenic highway function.
- Development Design
- Building and vegetation setbacks, scenic easements, and height and bulk restrictions should be used to maintain existing views and vistas from the roadway.
- Off-site signage should be prohibited and existing billboards removed.
- Development should be minimized and regulated along any bluff silhouette line or on adjacent slopes within view of the lagoon areas and Escondido Creek.
- Where possible, development should be placed and set back from the bases of bluffs, and similarly, set back from bluff or ridge top silhouette lines; shall leave lagoon areas and floodplains open, and shall be sited to provide unobstructed view corridors from the nearest scenic highway.
- Development that is allowed within a viewshed area must respond in scale, roof line, materials, color,

massing, and location on site to the topography, existing vegetation, and colors of the native environment. (Coastal Act/30251/30253)

Proposal

A recreation/open space objective of the specific plan includes the development of an additional vista point at the west end of F Street and a mini-park/vista point at the west end of J Street. Future vista points and view corridors, specifically North Highway 101 through downtown Encinitas (First Street), shall comply with Chapter 30.32 and Section 30.34.080 of Title 30 of the Encinitas Municipal Code respectively.

GOAL 5: THE CITY WILL MAKE EVERY EFFORT TO PARTICIPATE IN PROGRAMS TO IMPROVE AIR AND WATER QUALITY IN THE SAN DIEGO REGION. (Coastal Act/30231)

Proposal

The introduction of mixed use development in the specific plan area will provide more opportunities for live/work situations to occur, as well as residential uses which are closer to the commercial and office professional uses. This may reduce automobile trips, therefore, improving future air quality.

Other development in progress in the Downtown area, such as the proposed transit center and the new city hall location at the new Civic Center, will provide more centralized community and mass transit services within walking distance to higher density residential neighborhoods.

GOAL 7: THE CITY WILL MAKE EVERY EFFORT TO ENSURE SIGNIFICANT SCIENTIFIC AND CULTURAL RESOURCES IN THE PLANNING AREA ARE PRESERVED FOR FUTURE GENERATIONS. (Coastal Act/30250)

POLICY 7.1: Require that paleontological, historical and archaeological resources in the planning area are documented, preserved or salvaged if threatened by new development. (Coastal Act/30250)

POLICY 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. (Coastal Act/30250/30253(5))

POLICY 7.3: The City will pursue the development of a historic resources program to assist in the identification, preservation, and restoration of those buildings, structures, and places within the City that have historic significance.

POLICY 7.4: The City will encourage the development of cultural facilities to be made available to the public, such as performing arts theaters, museums, and libraries. (Coastal Act/30250)

Proposal

Paleontological, historical, and archaeological resources shall comply with development standards pursuant to Section 30.34.050 of Title 30 of the Encinitas Municipal Code.

An architectural and historic resources inventory was conducted as part of the specific plan process for the planning area (see Appendix C). The historic preservation program (see Chapter 8.0) offers incentives for preservation of historic and architectural resources, rather than establishing new regulatory limitations.

Specific goals identified to encourage the development of cultural facilities available to the public include: providing outdoor public plazas and/or an auditorium as part of the future civic center site; integrating the expansion of the existing library facility into the civic center design; and preserving the La Paloma Theater as a potential civic auditorium/theater.

GOAL 9: THE CITY WILL ENCOURAGE THE ABUNDANT USE OF NATURAL AND DROUGHT TOLERANT LANDSCAPING IN NEW DEVELOPMENT AND PRESERVE NATURAL VEGETATION, AS MUCH AS POSSIBLE, IN UNDEVELOPED AREAS. (Coastal Act/30240/30251)

POLICY 9.2: All drainage courses should be maintained in natural or semi-natural vegetation utilizing existing topography as opposed to concrete ditches or pipes. (Coastal Act/30231/30240)

POLICY 9.4: Encourage and adopt standards for the use of drought tolerant and/or natural landscaping and efficient irrigation systems throughout the City. (Coastal Act/30231/30240)

POLICY 9.5: Encourage and adopt standards for clean-up, landscaping, beautification, utility undergrounding, and additional landscaping in parking facilities where needed in existing commercial areas. (Coastal Act/30251/30252)

POLICY 9.6: Require landscaping in the design of new residential, commercial, and industrial areas and buildings as detailed in the City Zoning Code regulations. (Coastal Act/30251/30253)

POLICY 9.7: Encourage and adopt standards for landscaping of existing commercial and industrial uses to screen and buffer unsightly and congested commercial/industrial areas from surrounding land uses. (Coastal Act/30251)

Proposal

A recreation/open space objective of the specific plan encourages the restoration of Cottonwood Creek as part of the Moonlight Beach Master Plan development. Cottonwood Creek is now a registered Point of Historical Interest by the State Historical Resources Commission.

General landscape recommendations and design recommendations have been established which address landscape design and use of drought tolerant plants (see Chapter 4.0).

10.6 Recreation

GOAL 1: THE MAINTENANCE OF THE OPEN SPACE RESOURCES IN THE PLANNING AREA WILL CONTINUE TO BE EMPHASIZED. (Coastal Act/30240)

POLICY 1.1: Continue to cooperate with property owners, the County of San Diego, and others to preserve and maintain the riparian habitats within the planning area. (Coastal Act/30240)

POLICY 1.6: Establish mini-parks and playlots in high density areas where larger parks are inaccessible or impractical to provide, and only when the provision of neighborhood parks to serve local neighborhood park needs is not possible.

POLICY 1.7: Provide a neighborhood park within convenient, and where possible, walking distance for all urban area residents.

POLICY 1.9: Develop parks in conjunction with schools wherever possible and encourage joint use of facilities. (Coastal Act/30252)

POLICY 1.11: Develop an open space program that will link the various communities together with parks, recreation/pedestrian access and natural visual corridors.

POLICY 1.12: Active parks, passive parks, and natural open space shall be provided in each of the communities to the extent possible.

POLICY 1.14: The City shall attempt to acquire the Santa Fe railroad right-of-way, should it become available, for the development of recreational facilities and landscaping as well as transportation and other public needs.

POLICY 1.16: Future trails in addition to those planned for in this element may be added to the existing systems to enhance the recreational opportunities of the City.

POLICY 1.18: The City shall develop a program that will establish future park sites as identified in the Implementation Plan.

Proposal

The conceptual design for the Moonlight Beach Master Plan includes the restoration of Cottonwood Creek which dissects the existing park site.

An opportunity exists to develop a mini-park/vista point at the west end of J Street. The existing Pacific View Elementary School site has the potential to develop a joint school and neighborhood park facility which would serve the residential subdistricts of the planning area.

Proposed trails through the Moonlight Beach Park will link up with the proposed linear park multi-purpose trail along the railroad right-of-way. If feasible, a continuation of the trail is proposed through the downtown Encinitas specific plan area from Encinitas Boulevard to the southern boundary of the plan area.

GOAL 2: THE CITY WILL MAKE EVERY EFFORT TO PRESERVE OPEN SPACE AREAS THAT REPRESENT A SIGNIFICANT ENVIRONMENTAL RESOURCE IN THE COMMUNITY. (Coastal Act/30240)

POLICY 2.2: Provide and maintain an inter-linking network of trails for horseback riding, hiking, and bicycling; and minimize the cost of the trail system by encouraging the use of drainage channels, flood plains, existing trails, public lands, excess street rights-of-way, and major utility rights-of-way. (Coastal Act/30212.5/30252)

POLICY 2.5: Provide for early acquisition of park sites to insure proper location, adequate size, and lower costs through development of a program that identifies future park needs and possible future sites. (Coastal Act/30212.5)

POLICY 2.7: Encourage the use of appropriate public lands and facilities for park and recreation purposes to the maximum extent feasible consistent with the maintenance of natural resources. (Coastal Act/30212.5)

Proposal

A multi-purpose trail, if feasible, is proposed along the railroad right-of-way which would link with Moonlight Beach Park and other downtown destinations as well as providing linkage to a regional trail system proposed along the railway corridor.

An objective of the specific plan encourages the development of the Moonlight Beach Master Plan, which includes active and passive recreational uses, as well as the restoration of Cottonwood Creek.

An opportunity exists to develop a mini-park/vista point at the west end of J Street. The existing Pacific View Elementary School site has the potential to develop a joint school and neighborhood park facility, which would serve the residential subdistricts of the planning area.

GOAL 4: A CITYWIDE SYSTEM OF PARKS WHICH COMBINE ESTABLISHED STANDARDS AND COMMUNITY DESIRES SHALL BE ESTABLISHED AND MAINTAINED.

POLICY 4.2: Wherever possible, neighborhood parks should be associated with elementary schools.

POLICY 4.3: Neighborhood parks should be accessible by pedestrians living in the immediate area.

Proposal

The existing Pacific View Elementary School site has the potential to develop a joint school and neighborhood park facility, which would serve the residential subdistricts of the planning area and surrounding communities.

GOAL 5: THE CITY WILL CONTINUE TO PROVIDE OR COORDINATE WITH THE STATE TO PROVIDE FOR COASTAL/ShORELINE RECREATION AREAS, WITH EFFECTIVE ACCESS, INCLUDING SIGNING; AND WILL DESIGNATE VARIOUS BEACH AREAS FOR HIGH, MEDIUM AND LOW INTENSITY LEVELS OF USE BASED UPON THE CHARACTERISTICS OF THE BEACH RESOURCE AND SUPPORT FACILITIES, AND CHARACTER OF ADJACENT NEIGHBORHOOD. (Coastal Act/30211/30212/30212.5/30214)

POLICY 5.1: The City recognizes Cardiff Beach State Park, San Elijo Beach State Park, South Carlsbad Beach State Park and Moonlight Beach (future City) State Park, as the major visitor destination beaches in the Encinitas area. The City will work with the State to upgrade and promote access to these State beaches, and will act to upgrade and promote access to Moonlight Beach, in order that they may receive an increased proportion of visitor uses. (Coastal Act/30214)

Proposal

An objective of the specific plan encourages the development of the Moonlight Beach Master Plan which includes both active and passive recreational uses. The concept plan features picnic and viewing areas; volleyball courts; a tennis court; a basketball court; tot lot; fire rings; restroom, concession and maintenance building; Cottonwood Creek riparian zone and native planting; walkways; and approximately 231 parking spaces.

10.7 Noise

GOAL 1: PROVIDE AN ACCEPTABLE NOISE ENVIRONMENT FOR EXISTING AND FUTURE RESIDENTS OF THE CITY OF ENCINITAS.

POLICY 1.1: Review actions or projects that may have noise generation potential to determine what impact they may have on existing land uses. If a project would cause an increase in traffic noise levels, the policy of the City of Encinitas is to accept an increase up to an Ldn of 55 dB in outdoor residential use areas without mitigation. If a project would increase the traffic noise level by more than 5 dB and the resulting Ldn would be over 55 dB, then mitigation measures must be evaluated. If the project, or action, would increase traffic noise levels by 3 dB or more and the resulting Ldn would exceed 60 dB in outdoor use areas in residential development, noise mitigation must be similarly evaluated. The impact of non-transportation projects must generally be evaluated on a case-by-case basis. The following guidelines will aid in evaluating the impacts of commercial and industrial projects.

- a) Performance Standards Adjacent to Residential Areas. New commercial construction adjacent to residential areas should not increase noise levels in a residential area by more than 3 dB (Ldn) or create noise impacts which would increase noise levels to more than an Ldn of 60 dB at the boundary of the nearest residential area, whichever is more restrictive.
- b) Performance Standards Adjacent to Commercial and Industrial Areas. New commercial projects should not increase noise levels in a commercial area by more than 5 dB (Ldn) or increase noise levels to an Ldn in excess of 70 dB (office buildings, business and professional) or an Ldn of 75 dB (industrial) at the property line of an adjacent commercial/industrial use, whichever is more restrictive.

These criteria may be waived if, as determined by a noise analysis, there are mitigating circumstances (such as higher existing noise levels) and/or no uses would be adversely affected. Where conditions are unusual or where backgrounds are unusually low and the characteristics of a new noise source are not adequately described by using the Ldn noise descriptor, additional acoustical analysis is encouraged and the conclusions of such analysis will be considered by the City.

POLICY 1.2: An Ldn of 60 dB is the maximum acceptable outdoor noise level in residential outdoor use areas. The City recognizes that there are residential areas in which existing noise levels

exceed an acceptable level. The City will adopt a Noise Wall/Barrier Installation Policy for determining which areas should receive soundwalls along the major street system and to evaluate possible cost participation programs for constructing these soundwalls.

POLICY 1.4: The City will limit truck traffic in residential and commercial areas to designated truck routes. Limit construction, delivery, and through truck traffic to designated routes. Distribute maps of approved truck routes to City traffic officers.

POLICY 1.5: The City will establish and maintain coordination among City, County, and State agencies involved in noise abatement and other agencies to reduce noise generated from sources outside the City's jurisdiction.

POLICY 1.7: Apply Title 24 of the California Administrative Code, associated with noise insulation standards, to single-family dwellings.

Proposal

Future development within the specific plan area shall be required to comply with Title 24 of the California Administrative Code and other citywide regulations.

GOAL 2: REQUIRE THAT NEW DEVELOPMENT BE DESIGNED TO PROVIDE ACCEPTABLE INDOOR AND OUTDOOR NOISE ENVIRONMENTS.

Proposal

Future development within the specific plan area shall be required to comply with Title 24 of the California Administrative Code and other citywide regulations.

GOAL 3: ENSURE THAT RESIDENTS ARE PROTECTED FROM HARMFUL AND IRRITATING NOISE SOURCES TO THE GREATEST EXTENT POSSIBLE.

Proposal

Future development within the specific plan area shall be required to comply with Title 24 of the California Administrative Code and other citywide regulations.

GOAL 4: PROVIDE FOR MEASURES TO REDUCE NOISE IMPACTS FROM STATIONARY NOISE SOURCES.

POLICY 4.1: Ensure inclusion of noise mitigation measures in the design and operation of new and existing development.

Proposal

Future development within the specific plan area shall be required to comply with Title 24 of the California Administrative Code and other citywide regulations.