
9.0 GENERAL PLAN AND LOCAL COASTAL PROGRAM COMPLIANCE

The North 101 Corridor Specific Plan was prepared in accordance with applicable goals, policies and provisions of the general plan, which calls for the preparation of a specific plan for the beach-side commercial corridor within the Leucadia community.

The following are applicable goals and policies listed under each element category of the general plan, followed by a discussion which addresses the specific plan's consistency with the general plan.

9.1 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. Freestanding monument signs shall be permitted, but shall be limited to a maximum height of eight feet. A variance from this height limitation may be granted by the City based on extreme topographic constraints and a demonstration that all other reasonable alternatives have been considered to provide site/business identification. 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 Highway 101 commercial corridor by providing appropriate community-serving tourist-related and pedestrian-oriented uses. (Coastal Act/30250)

SPECIFIC PLAN COMPLIANCE

The specific plan provides a broader mix of commercial uses which includes commercial mixed use zones allowing residential as a secondary use in conjunction with commercial uses.

The specific plan design recommendations chapter includes a section on general commercial sign recommendations that encourages signs that promote the desired village scale and pedestrian orientation, while acknowledging and servicing the vehicular element which passes by on Vulcan Avenue and on North Highway 101 at speeds of up to 45 mph (see Section 4.5.6).

9.0 General Plan and LCP Compliance

Commercial and mixed use 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, maximum lot coverage and parking requirements have been modified in order to encourage a more realistic development of the existing properties in the North 101 Corridor Specific Plan area (refer to 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 3.9: 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 residential use shall not be redesignated/rezoned to any non-residential use 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

9.1 Land Use

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.

POLICY 3.12: The following may be considered as exceptions to the requirements for voter approval for specified general plan land use map amendments:

1. Minor adjustments in land use boundaries to correctly reflect property or development site boundaries, which adjustments do not substantially change intended area development potential - as approved by Council by unanimous vote.
2. Changes to land use designations to correct (a) map omissions and (b) mapping errors which are clearly demonstrated to be errors contrary to the intent of the General Plan - as approved by a unanimous Council vote.
3. A change from any land use designation to the Ecological Resource/Open Space/Parks designation, when property has been purchased or land development rights have been secured for land for open space or parks purposes - as approved by a unanimous Council vote.
4. Minor land use designation changes when approved by affirmative vote of four or more City Council members. For purposes of this paragraph, "minor" is defined as changes for which certified environmental review per the California Environmental Quality Act has determined that there will be no unmitigable significant negative environmental impacts, and one of the following apply:

(a) Exception for Decrease in Intensity:

The change is to a category of lower land use intensity or density than the existing category that results in a reduction in intensity. For purposes of this determination the following hierarchy of categories, from higher to lower, is established: Light Industrial, General Commercial, Visitor-Serving Commercial, Transportation Corridor, Local Commercial, Public/Semi-Public, Office Professional, Residential 25, Residential 15, Residential 11, Mobilehome Park, Residential 8, Residential 5, Residential 3, Rural Residential 2, Rural Residential 1, Rural Residential, Ecological Resource/Open Space/Parks.

(b) Exception for Residential Density:

The change applies to 5 acres of land area or less, and is a change from a non-residential to a residential category, or from a residential to another higher-density residential category, which would result in the allowance of ten or fewer additional dwelling units (prior to consideration of any density bonus) for the 5 acre site. The change shall also be determined to be compatible with, and generally not exceeding the density of, surrounding planned land use residential densities.

(c) Exception for Change Within Land Use Class:

The change applies to 5 acres of land area or less, and is a change from one land use category to another when both are within the same class of

9.0 General Plan and LCP Compliance

categories. For purposes of this determination the following classes of categories are established:

1. Rural Residential, Rural Residential 1, Rural Residential 2
 2. Residential 3, Residential 5, Residential 8
 3. Residential 11, Residential 15, Residential 25
 4. Office Professional, Local Commercial
 5. Visitor Serving Commercial, General Commercial
5. Changes in land use designations when approved by affirmative vote of four or more City Council members, to allow projects that provide a significant public benefit. A "significant public benefit" shall be determined by the City Council.

SPECIFIC PLAN COMPLIANCE

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. One of the major goals of the specific plan is to maintain the village atmosphere and pedestrian character of the North 101 Corridor Specific Plan area which will be implemented through the plan's design recommendations (Chapter 4.0) and use and development regulations (Chapter 3.0).

The bluffs to the north of La Costa Avenue and the mature trees along Vulcan Avenue and North Highway 101 are important resources in need of protection and enhancement and specific goals and objectives have been established which address these resources (see Chapter 2.0 and Section 4.8). The bluffs within the plan area are protected by development standards pursuant to Section 30.34.020 of Title 30 of the Encinitas Municipal Code.

The Specific Plan is proposing to amend the general plan land use designation on fifteen distinct areas within the North Highway 101 Corridor Specific Plan area. Eight of the fifteen proposed general plan land use changes are consistent with Policies 3.7 through 3.11, pursuant to the exception provisions of Policy 3.12.4 as follows: a) the change will result in a decrease in the land use intensity; b) the change applies to 5 acres of land area or less, and is a change from a non-residential to a residential category, or from a residential to another higher-density residential category, which would result in fewer than 10 dwelling units; or c) the change applies to 5 acres of land area or less, and is a change from one land use category to another when both are within the same class of categories.

Seven of the fifteen proposed land use changes are consistent with Policies 3.7 through 3.12, pursuant to the exception provision of Policy 3.12.5, as the changes have been determined to provide a "significant public benefit" and have been approved by affirmative vote of four or more City Council members. The "significant public benefits" provided by these land use changes include the following: 1) the allowance of mixed use and higher density residential development which will provide more opportunities for a variety of housing types; 2) design recommendations directed at preserving and enhancing the village atmosphere and pedestrian character of the North 101 Corridor Specific Plan area, 3) specifically tailored development standards to allow flexibility in the development of new projects and the rehabilitation of existing development; 4) the allowance of mixed use as an incentive for commercial and economic development, and 5) increasing the land area designated for Visitor-Serving Commercial would increase the opportunity for economic benefit to the City. At buildout, the overall land use intensity of the proposed land use plan, as measured from a traffic generation standpoint, is less than at buildout under the current general plan land use plan. The proposed commercial, mixed use and residential zone changes will not pose significant traffic impacts

as discussed in Chapter 5.0, Circulation Plan and the Environmental Impact Report (EIR) and Addendum certified by the Encinitas City Council.

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.

SPECIFIC PLAN COMPLIANCE

The specific plan land use build-out proposals will increase the number of dwelling units by approximately 871 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 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

9.0 General Plan and LCP Compliance

- (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.

Specific Plan Compliance

The specific plan build-out proposals may reduce the total general commercial square footage over the general plan build-out projection for general commercial. This is based on assumptions that a certain portion of each property in the commercial mixed use zones would develop with residential as described in Chapter 3.0. However, these proposals are consistent with Goal 5 and Policies 5.1, 5.2 & 5.3 of the General Plan listed above.

The specific plan commercial and mixed use land use proposals will not pose a significant impact to public services and facilities within the planning area, with the exception of school and library facilities, and are consistent with the general plan land use policies for the Leucadia Community.

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. The building height of both residential and non-residential structures shall be compatible with surrounding development, given topographic and other considerations, and shall protect public views of regional or statewide significance. (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.

Specific Plan Compliance

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.

9.1 Land Use

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 Highway 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 7.8: The 101 corridor from the north City boundary to Encinitas Boulevard is designated a Specific Plan area. Development shall be allowed prior to the completion of the Specific Plan.

- Establish standards and uses that compliment adjacent residential uses, enhance the appearance of Highway 101 streetscape and railroad right-of-way, and create an attractive commercial district that would serve the needs of both local residents and visitors to the Community.
- 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.

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.

Specific Plan Compliance

The primary goal of the specific plan is to maintain the unique and desirable characteristics of the specific plan area, while providing continued private land use and public improvements. 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 the area which are consistent with the above goal and policies (see Chapter 3.0).

Design recommendations have been established which address streetscape, landscape, commercial and residential development (see Chapter 4.0).

The specific plan has established a building height limit of 33 feet or three stories, whichever is less, to allow additional design flexibility for commercial, mixed use, and residential development projects.

GOAL 9: Preserve the existence of present natural open spaces, slopes, bluffs, lagoon areas, and maintain the sense of spaciousness and semi-rural 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)

SPECIFIC PLAN COMPLIANCE

Section 4.5.6, General Commercial Sign Recommendations, encourage signs that achieve and promote the desired village scale and pedestrian orientation as well as acknowledge and service the vehicular element which passes by on North Highway 101 and Vulcan Avenue at speeds of up to 45 mph. Sign recommendations are provided that are consistent with the above goal and policy.

A streetscape concept and street tree master plan have been established for North Highway 101 (see Sections 4.7 and 4.8 respectively).

9.2 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 l; 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]

POLICY 1.6: Encourage retention of all existing, viable mobile home parks through use of a mobilehome/trailer park overlay zone, a permanent mobilehome park zone, and the application of incentives. [I-d; II-c; IV-e, f; V-c]

SPECIFIC PLAN COMPLIANCE

The North 101 Corridor 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 residentially zoned properties along Vulcan Avenue , which will continue to contribute to the City's housing stock. The North 101 Corridor Specific Plan utilizes mixed use zoning which includes residential uses along with commercial uses. (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.

Section 8.5.B. summarizes specific plan strategies for the retention of the Riveria Mobile Home Park within the specific plan area.

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]

SPECIFIC PLAN COMPLIANCE

Landscape recommendations and a street tree master plan for North Highway 101 and Second Street have been established for the specific plan area (see Section 4.8).

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.

9.3 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

9.0 General Plan and LCP Compliance

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 1.10: Encourage the design of roads and traffic controls to optimize safe traffic flow by minimizing turning, curb parking, uncontrolled access, and frequent stops.
- 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. The City will require that all commercial, industrial and residential uses be designed and constructed with sufficient off-street parking and loading facilities to assure adequate parking is provided with new development such that no adverse impacts on coastal access are documented. Parking ratios shall be utilized as specified and detailed in the City's Zoning Code and in implementing Specific Plans which provide sufficient parking spaces so as not to require patrons/employees/residents to utilize parking which is necessary/required for other approved uses or street and other public parking that should otherwise be available for public use. (Coastal Act/30252)
- POLICY 1.14: A coordinated traffic signal system shall be developed and implemented.
- 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.
- POLICY 1.19: The City will provide for adequate levels of maintenance of all improved components of the circulation system, such as roadways, sidewalks, bicycle facilities, roadway drainage systems, pedestrian, recreational trails, bicycle trails and facilities.

SPECIFIC PLAN COMPLIANCE

The circulation model indicates that two intersections (North Highway 101/La Costa Avenue and Vulcan Avenue/La Costa Avenue) within the North 101 Corridor specific plan area are deficient under both the previous General Plan buildout conditions and the land uses projected by the specific plan. The lane configurations used to determine the levels of service are consistent with the geometrics outlined in the City of Encinitas General Plan.

9.2 Housing

Recommendations for intersection mitigation are offered in Section 5.2.2. With the implementation of the mitigation measures, the level of service for the North Highway 101/La Costa Avenue intersection will improve from LOS D (a.m.) and LOS E (p.m.) to LOS A (a.m.) and LOS B (p.m.) at buildout under the Specific Plan. The level of service for the Vulcan Avenue/La Costa Avenue intersection improves from LOS A (a.m.) and LOS D (p.m.) to LOS A (a.m.) and LOS A (p.m.) at buildout under the Specific Plan.

Two additional intersections (Southbound I-5 Ramp/Leucadia Boulevard and Piraeus/Northbound I-5 Ramps/Leucadia Boulevard) located outside of the Plan Area boundary experience a deficient level of service. Recommendations for intersection mitigation are offered in Section 5.2.2. With the implementation of the intersection mitigation measures the southbound I-5 Ramp/Leucadia Boulevard and the Piraeus/NB I-5 Ramp/Leucadia Boulevard intersections will operate at acceptable levels of service.

Chapter 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 alcoves along the railroad right-of-way are proposed in order to provide an increase in off-street parking for commercial businesses along North Highway 101 (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 2.8: Where necessary, require acquisition of right-of-way as a condition of approval of all final subdivision maps. Encourage landscaping of rights-of-way if not being used for public roads, hiking/riding trails or beach access trails.
- POLICY 2.9: Develop new alternate road and intersection standards to promote retention of existing neighborhood atmosphere.
- POLICY 2.10: Establish landscaping buffer and building setback requirements along all roads which are local augmented status or larger, except where inappropriate. (Coastal Act 30252)
- 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.

9.0 General Plan and LCP Compliance

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.

SPECIFIC PLAN COMPLIANCE

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 3.1: The needs of the handicapped will be considered in new development plans including handicapped parking, loading, etc.

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 3.6: 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 3.10 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

9.3 Circulation

- the installation of bicycle and surfboard racks on all buses serving the Coastal Zone. (Coastal Act/30252)

SPECIFIC PLAN COMPLIANCE

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.

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 4.1: Design roads to enhance scenic areas. (Coastal Act/30251)

POLICY 4.2: Promote and encourage roadside and median landscaping. (Coastal Act/30251)

POLICY 4.3: Separate pedestrian, bicycle, and vehicular traffic by encouraging adequate space for walking and biking by striping roadways, excepting freeways. Coastal Act/30252)

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 4.9: Prohibit whenever legally possible, or strictly regulate billboards on city streets, roads, freeways, railroad rights-of-way, and lagoons. (Coastal Act/30251/30253)

POLICY 4.10: Develop street lighting standards, where appropriate, consistent with neighborhood/community character and night sky viewing.

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)

SPECIFIC PLAN COMPLIANCE

As mentioned above, a linear park with a multi-modal recreational path extending from La Costa Avenue to Encinitas Boulevard is proposed within 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.

Vulcan Avenue and North Highway 101 have been identified as streets within the specific plan area that require the undergrounding of utilities (see Chapter 10.0).

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 will help reduce dependence on the private motor vehicle.

9.4 PUBLIC SAFETY

GOAL 1: Public health and safety will be considered in future land use planning. (Coastal Act/30253)

POLICY 1.4: Develop a master plan for drainage and flood control. (Coastal Act/30236)

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 25 feet from the inland blufftop edge , and 40 feet from coastal bluff-top edge with exceptions to allow a minimum coastal bluff-top setback of no less than 25 feet. For all development proposed on coastal bluff-tops, a site-specific geotechnical report shall be required. The report shall indicate 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 justify the coastal bluff-top setback.

In all cases, all new construction shall be specifically designed and constructed such that it could be removed in the event of endangerment and the applicant shall agree to participate in any comprehensive plan adopted by the City to address coastal bluff recession and shoreline erosion problems in the City.

9.0 General Plan and LCP Compliance

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.

POLICY 1.15: The City shall establish and implement standards, based on the 50- or 100-year storm, for flood control and drainage improvements, and the maintenance of such improvements, designed to assure adequate public safety. Such standards and improvements shall be consistent with the policies of this Plan to respect community character and maintain natural or natural-appearing drainage courses whenever feasible.

SPECIFIC PLAN COMPLIANCE

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.

9.5 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.

SPECIFIC PLAN COMPLIANCE

General landscape recommendations 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 Act 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.

SPECIFIC PLAN COMPLIANCE

An 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. Landscape recommendations (see Section 4.8) have been established for the specific plan area which encompass street tree design/planting and management/maintenance recommendations.

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 4.5: The City will designate "Scenic/Visual Corridor Overlay" areas within which the character of development would be regulated to protect the integrity of the Vista Points according to the following criteria:

- Critical viewshed areas should meet the following requirements:
 - extend radially for 2,000 feet (610M) from the Vista Point; and
 - cover areas upon which development could potentially obstruct, limit, or degrade the view.
- Development within the critical viewshed area should be subject to design review based on the following:
 - building height, bulk, roof line and color and scale should not obstruct, limit or degrade the existing views;
 - landscaping should be located to screen adjacent undesirable views (parking lot areas, mechanical equipment, etc.) (Coastal Act/30251/30253)

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. to La Costa Ave.

9.0 General Plan and LCP Compliance

- Leucadia Blvd. between Highway 101 and El Camino Real

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)

SPECIFIC PLAN COMPLIANCE

A recreation/open space objective of the specific plan includes the development of a linear park within the railroad right-of-way which fronts along North Highway 101 (see Section 4.7). Designated existing vista points and view corridors, specifically North Highway 101 through Leucadia, 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)

SPECIFIC PLAN COMPLIANCE

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 uses. This should reduce automobile trips, therefore, improving future air quality.

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.

SPECIFIC PLAN COMPLIANCE

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. The historic preservation program (see Chapter 7.0) offers incentives for preservation of historic and architectural resources, rather than establishing new regulatory limitations.

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 9.1: The City will initiate and pursue the landscaping of appropriate median and parking areas with trees on all new and existing arterial streets. (Coastal Act/30251)

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)

SPECIFIC PLAN COMPLIANCE

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

GOAL 13: Create a desirable, healthful, and comfortable environment for living while preserving Encinitas' unique natural resources by encouraging land use policies that will preserve the environment. (Coastal Act/30250/30251)

POLICY 13.3: Encourage the use of buffer zones to separate major thoroughfares from adjacent areas and protect them from pollutants of noise, exhaust, and light. (Coastal Act/30250/30251)

POLICY 13.5: The City shall promote and require the conservation and preservation of natural resources and features of the area in their natural state and avoid the creation of a totally urbanized landscape. Encourage the planting of trees and other vegetation, especially native species, to enhance the environment. (Coastal Act/30240/30251)

SPECIFIC PLAN COMPLIANCE

The preservation of and additional planting of trees along scenic North Highway 101 is a major objective established for the specific plan area. A street tree master plan for North Highway 101 and landscape recommendations have been established for the specific plan area (see Section 4.8.)

9.6 RECREATION

GOAL 1: The maintenance of the open space resources in the planning area will continue to be emphasized. (Coastal Act/30240)

POLICY 1.6: 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 1.11: 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.

SPECIFIC PLAN COMPLIANCE

The nearest developed park sites to the residential areas within the specific plan area are Orpheus Park located at Orpheus Avenue and Union Street and Leucadia Roadside Park located at the west end of Leucadia Boulevard on North Highway 101. However, the Roadside Park is a very small passive park and Orpheus Park is not located within walking distance of most of the residential areas within the planning area.

The proposed linear park within the railroad right-of-way will provide an opportunity to provide needed open space and some active and passive recreational activity such as jogging, bicycling, and

walking. The large agricultural properties along Vulcan Avenue also provide an opportunity to develop parks which would be consistent with Policy 1.6 above.

The existing Leucadia Roadside Park has been identified as a significant historic resource by the historic resources inventory and is proposed to be rezoned to a Historic Park Zone in order to protect this resource.

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 2.3: Encourage the preservation and protection of areas for the recreational activities characteristic of Encinitas such as horseback riding, surfing, skin-diving, bicycling, walking, and jogging. (Coastal Act/30212.5/30252)

SPECIFIC PLAN COMPLIANCE

The existing Leucadia Roadside Park has been identified as a significant historic resource by the historic resources inventory and is proposed to be rezoned to a Historic Park Zone in order to protect this resource. Refer to Chapter 3.0 for use and development regulations.

The proposed linear park within the railroad right-of-way will provide an opportunity to provide needed open space and some active and passive recreational activity such as jogging, bicycling, and walking. The multi-modal recreational path within the linear park will provide linkage to a regional trail system both to the north and to the south of Encinitas as well as provide linkage to other recreational destinations within the surrounding area such as beach access points and Moonlight State Beach and Park.

9.7 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 recommendations 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.

SPECIFIC PLAN COMPLIANCE

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.**

SPECIFIC PLAN COMPLIANCE

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.**

SPECIFIC PLAN COMPLIANCE

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.

SPECIFIC PLAN COMPLIANCE

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

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