3.4 Land Use and Planning

This section identifies existing land use conditions in the City of Encinitas and analyzes the consistency of the City's Mobility Element Update (MEU; Project) of its General Plan with relative land use planning documents and policies. This section is based on land use and technical data developed by the City and the adopted City of Encinitas General Plan and City Municipal Code.

3.4.1 Existing Conditions

3.4.1.1 Environmental Setting

Located along six miles of Pacific Ocean coastline, the City of Encinitas is approximately 25 miles north of the City of San Diego. It encompasses approximately 20 square miles and is considered almost fully developed. It is bordered by the City of Carlsbad to the north, unincorporated San Diego County to the east, the City of Solana Beach to the South, and the Pacific Ocean to the west. The City includes five designated communities and was incorporated in 1986. At its inception, the City joined together the communities of New Encinitas, Old Encinitas, Cardiff-by-the-Sea, Olivenhain, and Leucadia to create a single city. Furthermore, the City is well connected within San Diego County with access to all modes of transportation including regional rail services, transit services, state routes, bicycle networks, trails, and pedestrian networks.

3.4.1.2 Existing Characteristics

In the coastal communities of Leucadia, Old Encinitas, and Cardiff, development intensity generally decreases from west to east into New Encinitas and becomes semi-rural in the hills of Olivenhain. The City is developed with a range of land uses that includes a mix of single-family, multifamily (condominiums, apartments, duplexes) units and estate residential homes spread through coastal, inland, and rural residential neighborhoods. Retail, office, and service commercial uses in the City are primarily located along transportation corridors and are generally characterized as automobile-oriented strip commercial, Main Street/downtown, Village Center, and neighborhood service commercial.

The City has a significant number of agricultural greenhouses along both sides of Interstate 5 in Leucadia, Old and New Encinitas, and Cardiff. There are also mixed public facilities, including educational, institutional, public utility, and governmental offices—and other land uses, including agricultural field crops, recreational parks, trails, and open space, as well as public beaches, habitat areas, watersheds, and vacant lands. Lower-density uses, including agriculture, recreational uses, and low-density residential uses are largely located within the eastern portion of the City.

3.4.1.3 Existing Land Use Detail

The City encompasses 13,328 acres within the Planning Area. The Planning Area includes the City's incorporated limits and Sphere of Influence, with a distribution of uses including residential, commercial and office, industrial, public and quasi-public, parks and open space, agriculture, vacant uses, roads, and 240 acres of water (bays/lagoons, ponds).

Residential

Residential uses are primarily located in the City's residential neighborhoods. The types of single-family housing range from historic single-family bungalows in Cardiff-by-the- Sea and Old Encinitas to post-World- War II homes located in the hills of Olivenhain. Old Encinitas has a variety of park, public, and residential uses along its Pacific coastline. The coastal edge is generally urbanized, primarily as single-family with some multifamily residential units. Residential zoning in Old Encinitas includes high density along the coast, with high, medium, and low density east of Coast Highway 101 and Interstate 5.

The inland residential area in the northeast of Old Encinitas features a single-family residential subdivision, typical of the late 1970s through the mid-1990s suburban style with curvilinear streets and cul-de-sacs with larger homes set back from the street. The inland residential neighborhoods east and west of Interstate 5 in Old Encinitas were developed in the 1960s and 1970s and feature grid streets. The neighborhoods are comprised mainly of single-family dwellings with some "twin homes" and condominiums dispersed throughout. Current zoning allows for attached single-family and multifamily infill along major arterials.

Most of the residential neighborhoods in New Encinitas include suburban housing styles typical of the 1980s and 1990s. The community's residential areas were mainly developed through planned developments and are generally characterized by low-density, single-family neighborhoods with pockets of medium-density, single-family and multifamily residential with greenbelt and natural open space networks. New Encinitas is primarily zoned for attached and detached single-family residential.

Almost all the City's mobile home parks are located in the beach-oriented community of Leucadia. Leucadia is generally urbanized, primarily with single-family residential and some multifamily residential uses. Residential uses predominate, with limited commercial and specialty retail along Highway 101. Residential zoning density is higher along Coast Highway 101, with the remaining residential areas of Leucadia containing lower-density zoning.

The coastal community of Cardiff-by-the-Sea is comprised primarily of single-family residential uses, and can be characterized as a vibrant, walkable beach village.

Olivenhain is characterized by rural, low-density residential uses on large lots, which is considerably different than the coastal communities to the west. Olivenhain is reminiscent of a semirural or country community with a pastoral setting, a trail system, and historic buildings that reinforce its relaxed and open theme.

Residential land use currently accounts for 44.5% of all land area in the City, which is more than any other land use. The primary existing housing type in the City (81.3%) is single-family homes. Multifamily condominiums, townhomes, and apartments currently comprise 15.8% of the existing housing supply. Mobile homes make up 2.9% of the supply.

Commercial and Office

Commercial and office uses account for 417 acres (approximately 3%) of total land area in the City. These uses are located along commercial corridors, including El Camino Real, Encinitas Boulevard and Highway 101, and in the commercial districts of downtown at Old Encinitas and Cardiff-by-the-Sea. Local-serving commercial uses, such as restaurants, cafes, supermarkets, and other types of retail, are

located along the commercial corridors, while a mix of tourist and local-serving uses are located downtown. Motels and hotels, which are also assigned to this category, are mostly along the Highway 101 corridor. There are primarily two mixed-use corridor locations in the City, where residential and commercial land uses can be mixed on the same parcel or site. One is on 1st Street (Coast Highway 101) and 2nd Street in the downtown area, and the other is on N. Coast Highway 101 in the community of Leucadia.

Light Industrial

Light industrial and warehousing use accounts for 21 acres (less than 1/2%) of total land area in the City. These uses include storage facilities and some service-related uses, such as auto body repair.

Public and Quasi-Public

Public and quasi-public uses include schools, public facilities, churches, medical facilities, and utilities, among others. These uses account for 787 acres (approximately 6%) of the total land area in the City. Specific uses include the Encinitas Civic Center and Library, San Elijo Water Reclamation Facility, and the City's five fire stations.

Parks and Open Space

Encinitas' diverse range of parks and open space includes regional, community, and neighborhood parks, as well as open space areas designated for wildlife habitat. These public and private uses account for 2,945 acres (approximately 22%) of land area in the City.

Agriculture

Agricultural uses include greenhouses, small orchards, and crops. These uses account for 419 acres (approximately 3%) of land area in the City. Agricultural uses are dispersed within the inland flat areas, mostly east of Interstate 5. The City has significant agricultural greenhouses along both sides of Interstate 5 in Leucadia, Old and New Encinitas, and Cardiff-by-the-Sea.

Vacant and Undeveloped

Vacant and undeveloped lands account for 1,075 acres (approximately 8%) of the total land area in the City. These areas are dispersed throughout the City and are located primarily nearby public facilities and utilities or single-family residential land use areas of each community. Although over 200 vacant and undeveloped lots are located throughout the City, only housing sites L-4, L-7, Alt-5, OE-7, O-2, O-4, O-6, and C-6 (study area portion) are currently vacant.

3.4.1.4 Regional Land Use (Adjacent Land Uses and Surrounding Communities)

City of Carlsbad

The City of Carlsbad is located to the north of the City of Encinitas. Between the cities is the 610-acre Batiquitos Lagoon State Marine Reserve, and northwest of the Batiquitos Lagoon is the Ponto Beach area. The community surrounding the Ponto Beach area primarily consists of small lot, single-family homes, mobile homes, and a mixture of nonresidential uses. These nonresidential uses include South Carlsbad State Beach campgrounds on Highway 101, general commercial uses along Avenida Encinas, and vacant and underutilized commercial properties on Ponto Drive.

Efforts are ongoing to envision a variety of new uses in the 50-acre Ponto Beach area, which may include a mixture of recreation, visitor-serving commercial, and residential uses. The Ponto Beach area is in the master planned Aviara community, which is inland, north, and overlooks portions of the Batiquitos Lagoon. The Aviara community comprises large single-family homes and features an 18-hole golf course, a resort, and a spa.

Most of the land uses in the southeast quadrant of the City of Carlsbad consist of single-family residential. The La Costa community consists of several master planned communities—La Costa Oaks and La Costa Valley are closest to the City. Some commercial/office uses are located along El Camino Real, Calle Barcelona, and Rancho Santa Fe Road. An assisted living/retirement community is located at the southeast corner of El Camino Real and La Costa Avenue.

The City of Carlsbad has a total area of approximately 24,788 acres. The majority of existing land uses in Carlsbad, 14,194 acres (57%), are residential uses. There are approximately 43,844 total housing units citywide. Approximately 4,134 acres (17%) of Carlsbad's land is devoted to nonresidential uses such as retail, commercial, and/or industrial use.

City of Solana Beach

The City of Solana Beach (total population of 13,872) is located just south of Encinitas. Land uses adjacent to the City of Encinitas include single-family residential and recreation/open space. Most of the San Elijo Lagoon Reserve is located in the City of Encinitas, but a small portion of the lagoon is within the City of Solana Beach. Solana Beach's predominant commercial land uses are along Highway 101—a key focus areas of Solana Beach's business activity. Along Highway 101, there are many family-owned and operated stores, restaurants and businesses. While some office/professional land uses are on the west side of Highway 101, just south of the City of Solana Beach, most of the uses on this north-south corridor are commercial.

The incorporated area of Solana Beach is about 2,211 acres, with approximately 1,200 acres (54%) dedicated to some type of residential development. There are approximately 6,521 total housing units citywide. There are mixes of other land uses in Solana Beach, such as recreation/open space (12%), commercial/office (6%), and public/institutional (6%). Solana Beach has been extensively developed—less than 1% of its land is vacant.

County of San Diego

To the east of the City of Encinitas are unincorporated areas of San Diego County, including the San Dieguito Community Planning Area. The San Dieguito Community Planning Area is generally a low-density estate residential area with a population of about 28,815. There are approximately 10,987 total housing units in the San Dieguito Community Planning Area.

Prior to the incorporation of the Cities of Encinitas and Solana Beach in 1986, urbanized coastal areas were the core of the unincorporated community planning area. Today, the focus has shifted to inland communities including Elfin Forest, Fairbanks Ranch, Harmony Grove, Ranch Santa Fe, and Whispering Palms.

The most developed communities of unincorporated San Diego County are located along its westernmost boundaries and include the community planning areas of Spring Valley, Sweetwater,

Valle de Oro, Lakeside, San Dieguito, portions of North County Metro, and Fallbrook. There are approximately 503,320 people living in unincorporated areas of San Diego County.

3.4.2 Regulatory Framework

Several State, regional, and local plans, programs, and regulations are applicable to the Project and are discussed below.

3.4.2.1 Federal

There are no federal regulations for land use planning applicable to the Mobility Element.

3.4.2.2 State

Assembly Bill 1358 Complete Streets Act

Assembly Bill 1358 (AB 1358) (2008) requires all cities and counties, upon the next update of their circulation element, to plan for the development of multimodal transportation networks. AB 1358 places the planning, designing, and building of complete streets into the larger planning framework of the General Plan by requiring jurisdictions to amend their circulation elements to plan for multimodal transportation networks. These networks should allow for all users to effectively travel by motor vehicle, foot, bicycle, and transit to reach key destinations within their community and the larger region.

SB 743

State Senate Bill 743 (SB 743) (2013) created a process to change the way projects analyze transportation impacts pursuant to California Environmental Quality Act (CEQA). Currently, an environmental review of transportation impacts focuses on the delay that vehicles experience at intersections and on roadway segments. That delay is often measured using a metric known as "level of service," or LOS. Under SB 743, the focus of transportation analysis will shift from driver delay to reduction of greenhouse gas (GHG) emissions, creation of multimodal networks, and promotion of a mix of land uses.

SB 743 requires the Governor's Office of Planning and Research (OPR) to amend the CEQA Guidelines to provide an alternative to level of service for evaluating transportation impacts. The alternative criteria must promote the reduction of GHG emissions, the development of multimodal transportation networks, and a diversity of land uses (OPR 2014). According to the legislative intent contained in SB 743, these changes to current practice were necessary to more appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of GHG emissions.

General Plan and Mobility Element Law

California state law (Government Code Section 65032(b)) requires that a general plan include a circulation element that consists of "the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals... and other local public utilities and facilities, all correlated with the land use element of the [general] plan."

California Coastal Act

The California Coastal Act (Public Resources Code, Division 20, sections 30000 et seq., was adopted by the California legislature on January 1, 1977. The Coastal Act established the following goals for the coastal zone affecting land use:

a. Protect, maintain and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and artificial resources.

b. Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the State.

c. Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resources conservation principles and constitutionally protected rights of private property owners.

d. Assure priority for coastal-dependent and coastal-related development over other development on the coast.

e. Encourage State and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone (California Coastal Act, Section 30001.5).

The Coastal Act also established the California Coastal Commission (CCC), which has land use authority in the coastal zone.

3.4.2.3 Regional

San Diego Association of Governments

The San Diego Association of Governments (SANDAG) is comprised of elected representatives of the 18 cities in San Diego County and the County itself. SANDAG serves as the forum for regional decision-making and long-term transportation plans to meet future growth and community needs. SANDAG builds consensus, makes strategic plans, obtains/allocates resources, plans/engineers/builds public transportation, and provides information on a broad range of topics pertinent to the region's quality of life.

SANDAG Regional Transportation Improvement Program

The Regional Transportation Improvement Program (RTIP) is also a multiyear program that includes all proposed major highway, arterial, transit, and non-motorized projects in the region. The 2014 RTIP was adopted in September 2014 by the SANDAG Board of Directors and received federal approval in December 2014, and eight RTIP amendments have been approved as of December 2, 2015.

San Diego Forward: The Regional Plan (San Diego Forward) December 2021

San Diego Forward was adopted by the SANDAG Board of Directors on December 10, 2021. San Diego Forward combines and updates the region’s two big-picture planning documents: the Regional Comprehensive Plan and the RTP/SCS. The intent of SB 375 is to use the RTP/SCS to integrate regional land use, RHNA, environmental, and transportation planning to ensure efficient regional planning in the future that leads to reduced GHG emissions from land and transportation uses. Based on the

principles of sustainability and smart growth, the Regional Plan develops an overarching strategy for future growth in the County.

In 2023, an amendment to the 2021 Region Plan was adopted to remove the regional road usage charge. The amendment updated the financial strategies necessary to demonstrate sufficient revenues to pay for the planned transportation improvements. The amendment also documents federal Air Quality Planning and Transportation Conformity and evaluates consistency with state targets to reduce GHG emissions consistent with Senate Bill 375 (SB 375) (SANDAG, 2023).

San Diego Forward provides a big-picture vision for the region's growth through the year 2050. The Regional Plan reflects a strategy for a more sustainable future, which includes investing in a transportation network that will provide people more travel choices, protect the environment, create healthy communities, and stimulate economic growth (SANDAG 2015c). The goals of the Regional Plan are to provide innovative mobility choices and planning to support a sustainable and healthy region, a vibrant economy, and an outstanding quality of life for all.

To meet these broad goals, the Regional Plan offers six general categories of policy objectives with two to three specific policy objectives therein:

Habitat and Open Space Preservation

- Focus growth in areas that are already urbanized, allowing the region to set aside and restore more open space in our less developed areas.
- Protect and restore our region's urban canyons, coastlines, beaches, and water resources.

Regional Economic Prosperity

- Invest in transportation projects that provide access for all communities to a variety of jobs with competitive wages.
- Build infrastructure that makes the movement of freight in our community more efficient and environmentally friendly.

Environmental Stewardship

- Make transportation investments that result in cleaner air, environmental protection, conservation, efficiency, and sustainable living.
- Support energy programs that promote sustainability.

Mobility Choices

- Provide safe, secure, healthy, affordable, and convenient travel choices between the places where people live, work, and play.
- Take advantage of new technologies to make the transportation system more efficient and accessible.

Partnerships/Collaboration

- Collaborate with Native American tribes, Mexico, military bases, neighboring counties, infrastructure providers, the private sector, and local communities to design a transportation system that connects to the megaregion and national network, works for everyone, and fosters a high quality of life for all.
- As we plan for our region, recognize the vital economic, environmental, cultural, and community linkages between the San Diego region and Baja California.

Healthy and Complete Communities

- Create great places for everyone to live, work, and play.
- Connect communities through a variety of transportation choices that promote healthy lifestyles, including walking and biking.
- Increase the supply and variety of housing types—affordable for people of all ages and income levels in areas with frequent transit service and with access to a variety of services.

3.4.2.4 Local

Local Coastal Program

The Coastal Act established the CCC, which has land use authority in the coastal zone. The California Coastal Act requires each coastal city to adopt a Local Coastal Program (LCP) to protect coastal resources and to manage coastal development. The LCP is a basic planning tool to guide development in the Coastal Zone. While each LCP reflects unique characteristics of individual local coastal communities, both regional and State interests and concerns must also be addressed in conformity with Coastal Act goals and policies.

Approximately two-thirds of the City of Encinitas is located within the Coastal Zone and falls under CCC jurisdiction. In compliance with the Coastal Act, the City has adopted and implemented an LCP. The LCP is included in the General Plan and consists of a coastal land use plan and supporting ordinances that are incorporated into each of the General Plan elements. The goals of the LCP are to protect, maintain, and enhance the Coastal Zone environment; ensure balanced utilization and conservation; maximize public access to and along the coast; prioritize coastal-dependent and related development; and encourage coordinated State and local initiatives to implement beneficial programs and other educational uses.

An LCP has two parts: a Land Use Plan (LUP) and an Implementation Plan (IP). The City's LUP is combined with the General Plan and Land Use Policy Map. Those portions of the adopted General Plan that comprise the LUP are indicated by back shaded text and span across most elements. Under Section 30500.1 of the Coastal Act, no LCP shall be required to include housing policies and programs. For that reason, the City's currently adopted Housing Element is not included in the current LCP; and an update to the Housing Element portion of the General Plan will not trigger LCP amendment. However, the implementation of those housing policies and programs, as well as Project-conforming amendments, would require CCC certification through LCP amendment. The IP portion of the City's LCP is composed of the various portions of the Municipal Code (Titles 24 and 30, Chapters 23.08 and 23.24), the various Specific Plans (Downtown Encinitas, North 101 Corridor, Encinitas Ranch), and the zoning map.

Under the City's LCP, a coastal development permit is required for all development within the City's Coastal Zone, except for the following:

- Improvements to an existing structure or a public works facility.
- Repair and maintenance activities to existing structures or facilities that do not result in an addition to, or enlargement or expansion of, the structures or facilities.
- The installation, testing, and placement in service or the replacement of any necessary utility connection between an existing service facility and any development which has been approved under the California Coastal Act.
- The replacement of any structure other than a public works facility destroyed by a disaster.
- Temporary uses or events.
- Signs which are exempted from provisions of the Municipal Code.

Development within the Coastal Zone may not commence until a coastal development permit has been issued by either the CCC or a local government that has a certified LCP. After certification of an LCP, coastal development permit authority is generally delegated to the local government, with some exceptions.

Table 3.4-1 provides the LCP's relevant land use goals and policies.

Table 3.4-1 Goals and Policies Related to Land Use

Goal/Policy	Description
Policy 2.17	The County shall undertake planning efforts that promote infill and redevelopment of uses that accommodate walking and biking within communities.
Policy 2.18	The County will support increased public transportation service and funding in relation to the County's Coastal Zone within the unincorporated County boundary.
Policy 2.21	Safely separate pedestrian, bicycle and vehicular traffic when these modes share rights-of-way, as development occurs and improvements are implemented.
Policy 2.23	The County will support the development of additional bicycle facilities in the County's Coastal Zone, with the construction of bicycle routes on El Camino Real from the San Diego City Boundary to Linea Del Cielo, and on Linea Del Cielo Drive from San Valley Road to El Camino Real.
Policy 2.27	The provision of bicycle and other Complete Streets improvements on County Mobility Element roads within the Coastal Zone shall be maximized to provide a safe and continuous bicycle and pedestrian network in rural areas that can be used for recreation or transportation purposes, while retaining rural character.
City of Encinitas Local Coastal Program: Land Use	

City of Encinitas General Plan

The City of Encinitas' General Plan serves as a blueprint for physical development and contains goals and policies which aim to maintain the City's seaside community character, provide a balance of land uses and services, and to preserve environmentally sensitive areas. All zoning ordinances, specific

plans, individual projects, and land use regulations and decisions within the jurisdiction must be consistent with the General Plan.

In June 2013, the voters in the City approved Proposition A, an initiative called the Encinitas Right to Vote Amendment placed on the ballot by local citizens. Codified in the Encinitas Municipal Code 30.00.010 as the Community Character and Voters' Rights Initiative, Proposition A requires future voter approval for any major amendments to planning policy documents by the Planning Commission and City Council, including the Land Use Element, Land Use Policy Maps of the General Plan, Zoning Code, Zoning Map, any specific plan, and development agreements. Proposition A specifically requires an affirmative majority vote of the City's voters to allow for any redesignation of land, as follows:

- The allowable maximum density of any property designated for residential use to be increased. Property designated/zoned for nonresidential use to be redesignated/rezoned to allow residential uses.
- Property designated/zoned for residential use to be redesignated/rezoned for any nonresidential use.
- Property designated/zoned for nonresidential use shall not be redesignated/rezoned to allow more nonresidential uses or greater intensity of use.

Exceptions to the requirements of City voter approval for specified General Plan and land use map amendments include minor adjustments in land use boundaries, minor changes to land use designations for corrections, and any change in any land use designation to ecological resource/open space/parks.

Land Use Element

The Land Use Element of the General Plan serves as a guide for future development in the City of Encinitas. The Land Use Element affects several key issues that are addressed in the remaining elements. For example, land use policies have a direct bearing on the local system of streets and roadways, which is planned for in the Circulation Element. The General Plan's Land Use Element goals and policies related to land use and mobility that apply to the Project are described below in **Table 3.4-2.**

Table 3.4-2 Goals and Policies Related to Land Use and Mobility

City of Encinitas General Plan Land Use Element	
Policy 7.5	A streetscape specific plan(s) 101 for the Hwy corridor and E1 Camino Real corridor shall be prepared (Coastal Act/ 30251)
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.
Policy 9.5	Discourage development that would infringe upon scenic views and vistas within the I-5 corridor.
Policy 9.6	Where it is necessary to construct retaining or noise-attenuating walls along the I-5 corridor, they should be constructed with natural-appearing materials and generously landscaped with vines, trees and shrubbery.

Source: City of Encinitas General Plan

Noise Element

The City has established Noise Land Use Compatibility Guidelines in its adopted General Plan Noise Element. These guidelines identify compatible exterior noise levels for various land use types. **Table 3.4-3** shows the City Exterior Noise Limits. The accompanying discussion set forth the existing criteria for siting new development in the City. Any project which would be located in a "normally unacceptable" noise exposure area, based on the Land Use Compatibility Guidelines, shall require an acoustical analysis. Noise mitigation in the future shall be incorporated in the project as needed.

Table 3.4-3 City of Encinitas Exterior Noise Limits – Adopted Noise Element	
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.
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 1.6	Include noise mitigation measures in the design of new roadway projects recognizing that driveways, street openings, and other existing site conditions make noise mitigation impossible.

City of Encinitas Specific Plans

The City has adopted the following specific plans:

- Downtown Encinitas Specific Plan (Adopted February 9, 1994)
- Encinitas Ranch Specific Plan (Adopted September 28, 1994)
- North 101 Corridor Specific Plan (Adopted May 21, 1997)
- Cardiff-by-the-Sea Specific Plan (Adopted July 21, 2010) – approved by the Coastal Commission in 2012
- Home Depot Specific Plan (Adopted September 22, 1993)
- El Camino Real Specific Plan (Adopted August 15, 2024)

The City anticipates that much of its new residential growth will occur in these specific plan areas, especially as mixed-use developments.

Downtown Encinitas Specific Plan

The Downtown Encinitas Specific Plan area consists of approximately 198.6 acres located within the community of Old Encinitas. The area is bound by the Pacific Ocean to the west, B Street to the north, Cornish Drive to the east, and K Street to the south. The purpose of this Specific Plan was to address the

unique aspects, problems, and opportunities of the Downtown Encinitas area, as well as to maintain its identity, community character, and scale while fostering rehabilitation and successful economic restructuring.

The Downtown Encinitas Specific Plan outlines strategies for increasing mobility potential in the Specific Plan area. Relevant land use and circulation goals and objectives contained within the text of the Downtown Encinitas Specific Plan are listed in **Table 3.4-4.**

Table 3.4-4 Downtown Encinitas Specific Plan 1994 (2010)	
Land Use Goals and Objectives	
Goal 1	Maintain the small scale and beach town character of the Downtown Encinitas specific plan area.
Goal 4	Identify under-utilized land and propose potential land uses
4.1	Change the zoning of the property designated as limited visitor-serving commercial located at 112 C Street and 371 Second Street to a mixed-use zone that would allow more development flexibility of the property
Goal 6	Provide for mixed-use land opportunities in the specific plan area
6.1	Rezone First Street to allow mixed-use development which would enable properties to develop as either commercial or a mix of primarily commercial with secondary residential uses.
6.2	Rezone portions of Second Street to allow mixed use development which would enable properties to develop as residential, commercial, office professional, or a mix of these uses.
Goal 7	Maintain and enhance a pedestrian-oriented environment and economically viable downtown by limiting ground floor uses along the First Street Corridor (S. Coast Hwy 101) to pedestrian oriented uses only.
7.3	Pedestrian activity at the street level should be strongly encouraged to create and maintain a compact, uninterrupted walking experience that represents a unique, attractive, and memorable destination for residents and visitors.
Circulation Goals and Objectives	
Goal 1	Promote a pedestrian oriented circulation system in the specific plan area.
Policy 1.3	Minimize conflicts between pedestrians and other transportation modes, and protect the pedestrian orientation of the plan area.
Goal 2	Provide for safer pedestrian and bicycle circulation.
Goal 3	Promote mass transit and multi-transportation systems and minimize impacts of these systems on the community.
Policy 3.1	Encourage a local motor trolley system which services the community, visitors, and the commuter rail station.
Policy 3.2	Encourage and coordinate with future public transportation systems that are consistent with community character.
Goal 4	Manage traffic flow along First Street.
Policy 4.1	Analyze the traffic circulation patterns and intersection levels of service within the plan area relative to the following alternatives:
Policy 4.2	Identify street and alley improvements that will provide efficient and safe movement of people and goods within the downtown Encinitas area.

Encinitas Ranch Specific Plan

The Encinitas Ranch Specific Plan is designed to allow agricultural uses to continue operating as a viable business while permitting a mix of residential, commercial, mixed use, recreation, and open space uses to develop on the remaining portions of the ranch. The Encinitas Ranch Specific Plan provides residential, commercial, and mixed-use development, in addition to a substantial amount of natural open space, recreational area, and agricultural uses on a total of 852.8 acres, which includes the 29.8-acre Magdalena Ecke Park.

The area of densest development within Encinitas Ranch is in the Green Valley Planning Area, adjacent to El Camino Real. This area includes a 73.8-acre Regional Commercial Center (straddling Leucadia Boulevard) and approximately 24.8 acres of multifamily housing including townhomes, condominiums and apartments in proximity to the planned commercial and office uses. Residential densities of up to 25 dwelling units per acre are permitted for free-standing residential structures.

Besides the mixed-use development in Green Valley, there is a total of 13 acres of mixed-use development planned on the west side of Saxony Road in the southwestern portion of the project site. The West Saxony Planning Area is designed with the ability to contain community-serving uses (theater, museum). If developments with these uses are not built, then the area would develop with a mix of traditional residential and office uses. The Encinitas Ranch project also includes single-family residential development. Single-family dwelling units will be constructed in the Quail Hollow East, North Mesa, South Mesa, and Sidonia East planning areas.

Relevant goals and objectives contained within the text of the Encinitas Ranch Specific Plan are listed in **Table 3.4-5**.

Table 3.4-5 Encinitas Ranch Specific Plan 1994 (2005)

Land Use Goals and Objectives	
Policy 1.15	Commercial and industrial uses shall be required to provide easy and safe pedestrian, bicycle and handicapped access. (Coastal Act/30250)
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.
Circulation Goals and Objectives	
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 1.1	Ensure that the arterial circulation system provides adequate connections across the freeway for convenient circulation and rapid emergency access.
Policy 1.4	Require, where feasible, interconnecting off-street 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.
Policy 1.8	Locate major roads and prime arterials where they will bypass rather than divide residential neighborhoods.
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.

Table 3.4-5 Encinitas Ranch Specific Plan 1994 (2005)	
Policy 1.11	Construct roads following the natural contours to minimize cuts and fills; avoid grid street patterns where feasible.
Policy 1.15	The City will actively support an integrated transportation program that encourages and provides for mass-transit, bicycle transportation, pedestrians, equestrians, and carpooling. (Coastal Act/30252)
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 principles, to assure traffic safety and preservation of community character.

North 101 Corridor Specific Plan

The North 101 Corridor planning area consists of approximately 231 acres within the communities of Leucadia and Old Encinitas. The specific plan allocates 83.1 acres of residential-only zoning, which includes 10.4 acres of Residential 3 (N-R3), 28.4 acres of Residential 8 (N-R8), 1.4 acres of Residential 11 (N-R11), 4.9 acres of Residential 15 (NR15), 15.8 acres of Residential 20 (N-R20), 10.6 acres of Residential 25 (N-R25), and 11.6 acres of Mobile Home Park (NMHP).

The specific plan has also expanded previous commercial zoning in the North Highway 101 Corridor Specific Plan area to allow residential use. There are five distinct commercial mixed-use zoning classifications in the Plan area. The N-CM-1, N-CM-2, and N-CM-3 zones provide for stand-alone commercial or commercial and residential uses at a maximum density of 25.0 dwelling units per net acre on the same property or in the same structure. The N-CRM-1 zone provides for a variety of development opportunities including standalone commercial, stand-alone residential (at a maximum density of 25 dwelling units per net acre), and mixed use (at a maximum density of 25 dwelling units per net acre). The N-CRM-2 zone provides for the same development opportunities as the N-CRM-1 zone except that the maximum density is set at 15 dwelling units per net acre. Relevant goals and objectives contained within the text of the North 101 Corridor Specific Plan are listed in **Table 3.4-6.**

Table 3.4-6 North 101 Corridor Specific Plan 1997 (2005)	
Land Use Goals and Objectives	
Goal C	Provide for flexible land use opportunities such as mixed-use.
Goal E	Identify land use opportunities for under-utilized land.
Goal H	Enhance the overall image and streetscape in order to attract more visitors and shoppers to the corridor.
Goal I	Encourage land use buffers between incompatible uses such as commercial frontage adjacent to residential development.
Circulation Goals and Objectives	
Goal A	Provide for safe pedestrian circulation.
Goal B	Improve parking opportunities.
Goal C	Improve vehicular traffic circulation.
Goal D	Promote and encourage the use of public transportation.

Cardiff-by-the-Sea Specific Plan

The Cardiff-by-the-Sea Specific Plan focuses on a small but highly visible and valued portion of the Cardiff community. Generally considered the "business district" or sometimes "Downtown Cardiff," the area is principally a mix of low-rise retail, office, institutional, and residential uses. Boundaries of the Cardiff-by-the-Sea Specific Plan are irregular but generally include properties between the west side of San Elijo Avenue and the west side of the alley between Newcastle Avenue and Manchester Avenue; and from the south side of Mozart Avenue to the north side of Orinda Drive.

Within the Cardiff-by-the-Sea Specific Plan area are four separate planning areas, two of which allow residential uses of up to 11 dwelling units per acre. Planning Area 1 is roughly bound by Mozart Avenue on the north, Montgomery Avenue on the east, Birmingham Drive on the south, and San Elijo Avenue on the west. Single- and multi-family housing, professional and administrative offices, and restaurants define this planning area. This planning area functions as a transition between the residential area to the south and the commercial area to the north. More than half the area is developed residentially. Relevant goals and objectives contained within the text of the Cardiff-by-the-Sea Specific Plan are listed in **Table 3.4-7.**

Table 3.4-7 Cardiff-by-the-Sea Specific Plan 2010 (2013)	
Policy 2.6	Define rights-of-way and typical street sections widths along all streets.
Goal 4	Enhance pedestrian access and orientation.
Policy 4.2	Create a network of pedestrian routes that link parks, public spaces, public facilities, and landmarks in direct and indirect ways.
Policy 4.4	Develop a streetscape program that incorporates the beach town feel to include pedestrian paths, landscaping, and street rights-of-way, all of which should strengthen pedestrian orientation and use.
Policy 4.5	Require that all north-south and east-west streets have pedestrian paths so that pedestrians can move freely and safely through the Specific Plan area.
Policy 4.7	Create intersection enhancements to create pedestrian crossings to enhance safety, slow traffic, add visual interest, and signify entry into the specific plan area.
Policy 4.8	Enhance and increase safety for pedestrians crossing the railroad tracks.
Goal 5	Incorporate alleys with the pedestrian/vehicular network.
Policy 5.1	Support the use of alleyways as a linkage element within the Specific Plan area.

The City of Encinitas Municipal Code

Volume II, Titles 20-30 of the City's Municipal Code, contains the primary zoning implementation mechanisms for the Land Use Element. The policies contained in the zoning ordinances classify and regulate the uses of land and structures within the City, consistent with the General Plan. The Zoning Code (Chapter 30) is adopted to protect and to promote the public health, safety, comfort, convenience, prosperity, and general welfare of residents and businesses in the City. The City's Zoning Code also regulates the physical development of land by imposing minimum standards on lot size, lot width and depth, setbacks, as well as by placing maximum limits on lot coverage and floor area ratio. These development standards are intended to control for unacceptable mass and bulk, ensure proper scale of development, provide minimum light, air, and open space for every lot, and minimize the potential for spillover and edge effects between uses. Citywide, the standards vary among zoning categories and are

adjusted for the specific plan areas. The City's determination of realistic site capacity reflects these standards.

Coastal Development Permit

For all development within the City's Coastal Zone, the reviewing authority for the coastal development permit varies depending on the type of application submitted. Furthermore, specific findings may be required for decisions on coastal development permits that include the following:

- Project effects on demand for access and recreation
- Shoreline processes
- Historic public use
- Physical obstructions
- Other adverse impacts on access and recreation

City of Encinitas Design Guidelines

Adopted in 2005 and amended in January 2022, the City's current Design Guidelines include provisions that are applicable to all development subject to design review (as identified in the Municipal Code). Chapter 4 of the Design Guidelines provides guiding principles to ensure the streetscape remains consistent to the community, as well as supports the overall goals of the City.

3.4.3 Significance Determination Thresholds

Consistent with Appendix G of the CEQA Guidelines, impacts related to land use would be significant if the Project would:

1. Physically divide an established community; or
2. Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

3.4.4 Issue 1: Physically divide an established community

3.4.4.1 Impact

The MEU is a policy document and serves as an implementation framework for future transportation projects. The overall objective of the MEU is to improve the safety, interconnectivity, accessibility, and comfort of all multimodal corridors throughout the City. The MEU provides an update to the City's existing multimodal circulation network, including cross sections and street classifications. The MEU does not propose to expand, extend, or change the width of any existing roadways within the City.

Furthermore, the City is predominately urbanized and largely developed with residential and commercial uses. Other uses include industrial, offices, health care, schools, recreation and open space, and transportation facilities. Implementation of the MEU and future proposed projects are anticipated to improve connectivity without physically dividing an established community.

As subsequent projects are proposed, a design review would be required to ensure a proposed project would not physically divide an established community. Therefore, implementation of the Project would not result in a community division, and impacts would be less than significant.

3.4.4.2 Significance of Impacts

The Project would not physically divide an established community; therefore, impacts would be less than significant, and no mitigation is required.

3.4.4.3 Mitigation Measures

Impacts would be less than significant. No mitigation is required.

3.4.5 Issue 2: Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect

3.4.5.1 Impact

State Plans and Policies

As detailed in Chapter 2, Project Description, the Project includes an update to the Mobility Element of the City's General Plan. Adoption of the Mobility Element would ensure the City's General Plan is consistent with recently adopted regulations that require mobility elements to include new policy and analysis per Government Code Section 65032(b). As described in the Regulatory Framework section above, applicable State plans and policies include the Complete Streets Act (AB 1358) and Senate Bill 743. The MEU would be consistent with the Complete Streets Act and SB 743 by creating a set of goals and policies aimed to prioritize multimodal mobility options, including bicycling and walking. The MEU also outlines a set of multimodal Complete Streets design standards that align with both of these State plans. The MEU would be consistent with SB 743 specifically by identifying a goal to reduce automobile vehicle miles traveled by providing time-competitive alternatives to automobile travel, including public transportation, bicycling, walking, micromobility, microtransit, and on-demand mobility services. For more detail on consistency with transportation related state plans, please refer to Section 3.6, Transportation and Circulation.

Regional Plans and Policies

San Diego Forward

The San Diego Forward Plan (Regional Plan) reflects a strategy for a more sustainable future, which includes investing in a transportation network that will provide more travel choices, protect the environment, create healthy communities, and stimulate economic growth. Overall, the MEU reflects this strategy by providing a plan to accommodate anticipated future growth in the City with an emphasis on multimodal improvements and incorporating key principals for smart growth.

The MEU identifies policies that align with the vision of the Regional Plan, including the following:

- Policy ME 4.8: Regional Mobility Planning - Collaborate with federal, State, regional, and local agencies to help plan and implement a regional, multimodal mobility system that is accessible to all potential users and achieves state and regional goals. Share information regarding mobility plans and studies with other agencies to support regional planning and coordination.
- Policy ME 4.9: Regional Connectivity for Pedestrian, Bicycle and Micromobility Modes - Collaborate with regional and State agencies to plan and develop multijurisdictional facilities for pedestrian, bicycle, and micromobility modes (such as the Coastal Rail Trail, California Coastal Trail, and Inland Rail Trail) and their associated connections to local facilities. Refer to the Active Transportation Plan and other relevant mobility plans for detailed guidance.
- Policy ME 4.10: Regional Connectivity for Intelligent Transportation Systems (ITS) - Collaborate with state, regional, and other agencies to conduct ITS studies and seek funding to implement ITS improvements to increase the safety and efficiency of the mobility system.
- Policy ME 4.11: Regional Connectivity for Transit Priority - Collaborate with public transit providers and adjacent jurisdictions to implement transit priority measures on existing and planned bus corridors.

The Project incorporates policies from the Regional Plan and supports the Regional Plan's vision towards a sustainable future. Therefore, the Project is consistent with the Regional Plan, and impacts would be less than significant.

Local Plans

Local Coastal Program

As previously described, two-thirds of the City is within the Coastal Zone and under CCC jurisdiction. Several policies identified in the MEU are provided or enhanced from the City's LCP. Specifically, Policy ME 4.5 was developed to support the LCP and prioritizes access to shoreline recreation areas among all models of travel. Additionally, the policy requires that any modification to major coastal access be accompanied by public access benefit enhancements promoting multimodal access.

Policies ME 2.3 and 2.4 incorporates requirements of the LCP, which states that coordination and cooperation with State and regional agencies is required to ensure that lateral and vertical beach access is protected and enhanced. Furthermore, the policies outline how coastal access can be enhanced, encouraged, and maintained. Policy ME 2.5 provides feasibility measures to address parking needs in high-demand locations, including coastal and recreational areas.

The Project does not propose any transportation improvements that restricts or impedes access to the coastline. Future development projects within CCC jurisdiction would be required to be consistent with the MEU and LCP policies, as well as obtain a coastal development permit, as applicable. Therefore, the Project would be consistent with the LCP, and impacts would be less than significant.

City of Encinitas General Plan

As set forth by State law, the General Plan serves as the primary planning document for the City, and subordinate documents and plans would be updated to be consistent with the General Plan. Overall, the Mobility Element is consistent with the General Plan as it focuses on a balanced and cohesive multimodal mobility network that accommodates anticipated future development under the General Plan. The MEU carries forward and enhances policies from the General Plan that would not remove or conflict with City plans, policies, or regulations. Below is a detailed discussion regarding the MEU's consistency with individual elements of the General Plan.

Land Use and Housing Elements

The Land Use Element of the General Plan provides all land-use and zoning designations for the City. The goals and policies identified in the Land Use Element aim to establish a balanced and functional mix of development, provide guidance regarding new development, identify land use opportunities and constraints, and preserve valuable undeveloped portions of the City. The Housing Element of the General Plan identifies projected housing needs within the City and provides goals and policies to meet those needs. The Housing Element works cohesively with the Land Use Element in identifying the types, intensities, and distribution of land uses throughout the City. Reviews of the Land Use and Housing Elements were completed as part of the MEU. These General Plan elements were an important consideration when classifying the City's circulation network, as they inform the Mobility Element in determining what an effective and sustainable transportation network will look like.

The MEU aligns with the land use and zoning designations set forth in the General Plan and ensures residents and visitors can access key destinations by all modes of transportation, including bicycling, walking, public transport, and automobiles. Specifically, Policy 1.3 of the MEU addresses consistency with the Land Use and Housing Element by ensuring the mobility system accommodates planned growth including areas identified in the Land Use Element, Housing Element, and adopted specific plans.

Public Safety Element

The Public Safety Element identifies appropriate actions needed to respond to a crisis, and ways that hazards can be avoided through prudent planning. The MEU is consistent with the Public Safety Element of the General Plan by ensuring that emergency responders can move throughout the City efficiently. The MEU includes Policy ME 1.1, which ensures mobility decisions are consistent with the City's General Plan and other guiding documents, including the overarching vision to provide safe, accessible, and comfortable transportation for all modes of movement and all demographics.

As previously stated, the MEU does not propose to expand, extend, or change the width of any existing roadways within the City. Thereby, no changes to the circulation network that could result in additional congestion and an increased delay for emergency responders would occur. For more detail on how the MEU is consistent with the Public Safety Element, please refer to Section 3.6, Transportation and Circulation.

Resource Management Element

The Resource Management Element identifies goals and policies that are designed to preserve significant natural resources within the City, including cultural resources and clean air. The MEU is consistent with the Resource Management Element of the General Plan through incorporation of Goal

ME 6, which strives to balance mobility benefits with impacts to the environment and community. Furthermore, Policy ME 6.1 requires new development projects requiring discretionary approval to be reviewed in accordance with the Mobility Analysis Guidelines' supporting multimodal plans and standards, the Climate Action Plan, and the CEQA. Goal ME 6 is also supported by policies ME 6.2 through 6.5, which are intended to develop and maintain resilient and sustainable mobility systems and reduce GHG emissions, thereby creating a more reliable and healthier environment for City residents and visitors.

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

As previously described, the City is located along six miles of coastline and the City's park system encompasses approximately 184 acres of open space, 46 acres of both developed and undeveloped parks, 48 acres of beaches, and 41 miles of trails. Providing safe, equitable, and convenient access to recreational opportunities is an overall goal throughout the MEU. The MEU identifies a network of trail facilities that are intended to encourage active transportation and to provide access to recreational facilities. In addition, Policies ME 2.3, 2.4, 3.6, 3.7, and 3.8 aim to create and maintain a mobility network that emphasizes access to key destinations, such as recreational facilities.

Noise Element
The Noise Element of the General Plan quantifies the community noise environment in terms of noise exposure contours. These contours serve as guidelines to ensure future development will be compatible with land use designations identified in the General Plan. These contours are relevant to MEU as traffic-related noise is one of the principal disturbances listed in the Noise Element. The MEU considers and is consistent with the General Plan land use designations, noise contours, and policies. Policy 6.3 of the MEU aims to "develop and maintain a sustainable mobility system that … reduces the pollution, noise, and energy consumption associated with mobility activities."

Conclusion
For the reasons stated above, the Project would be consistent with all elements of the General Plan. Additionally, future development would be required to be consistent with all applicable policies, standards, and regulations—including those land use plans, policies, and regulations adopted to mitigate environmental effects by the City—and those adopted by agencies with jurisdiction over components of future projects. If there are any potential environmental impacts associated with conflicts with land use plans, policies, or regulations adopted for the purpose of avoiding or mitigating an environmental effect, they would be less than significant.

3.4.5.2 Significance of Impacts
Implementation of the Project would be consistent with applicable State, local, and regional plans. Impacts would be less than significant.

3.4.5.3 Mitigation Measures

Impacts would be less than significant. No mitigation is required.

3.4.5.4 Conclusion

The MEU provides an update to the City's existing multimodal circulation network, including cross sections and street classifications and not propose to expand, extend, or change the width of any existing roadways within the City. The Project would not physically divide an established community and implementation of the Project would be consistent with applicable State, local, and regional plans. Therefore, impacts would be less than significant.