Prepared by

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Expect More. Experience Better.

2013-2021 Housing Element Update

Environmental Assessment

May 2018

Prepared for

City of Encinitas

Environmental Assessment

2013-2021 Housing Element Update

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May 25, 2018

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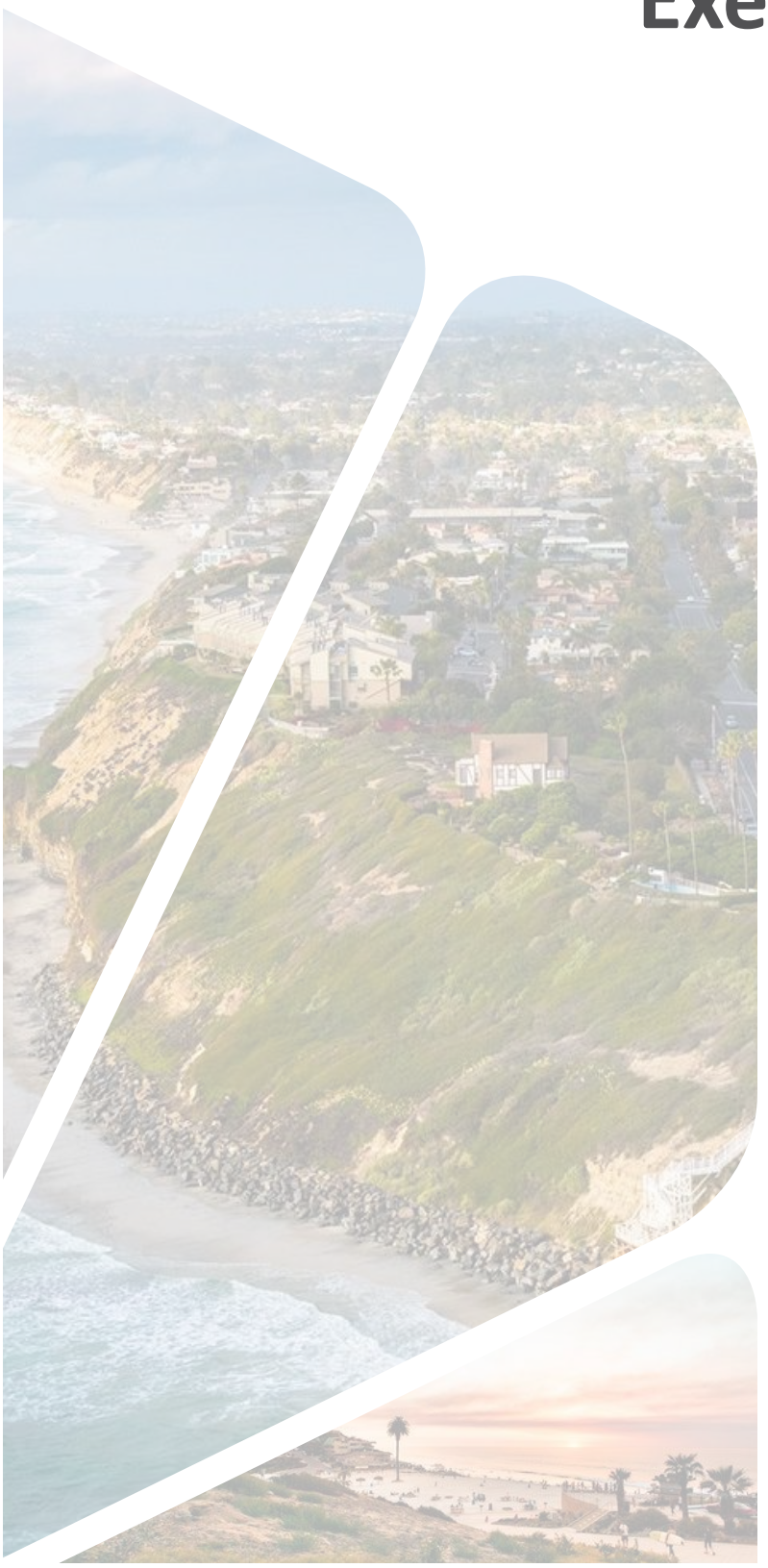

ES EXECUTIVE SUMMARY

ES.1 PROJECT LOCATION

The City of Encinitas (City) and Sphere of Influence are composed of approximately 13,328 acres of land in the County of San Diego, roughly 20 miles north of downtown San Diego and 95 miles south of Los Angeles. The jurisdictions that surround the City include: on its north side, the City of Carlsbad; on its south side, the City of Solana Beach; and on the east side, the unincorporated area of Rancho Santa Fe. On the City's west side lies the Pacific Ocean. The Project area is within the Coastal Zone and encompasses five communities—Leucadia, New Encinitas, Olivenhain, Old Encinitas, and Cardiff. This Environmental Assessment (EA) considers 17 candidate sites for rezoning within the City's boundaries. The 17 candidate sites are comprised of 36 parcels and total approximately 111 gross acres.

ES.2 PROJECT SUMMARY

GENERAL PLAN HOUSING ELEMENT

As required by State housing law, the City of Encinitas Draft 2013-2021 Housing Element Update (HEU or Project) is proposed to make adequate provision for the existing and projected housing needs of all economic segments of the Encinitas community. To ensure consistency with current State housing law, the Project updates the existing Encinitas Housing Element and includes revised goals and policies, and new, modified, and continuing implementation programs. The HEU also integrates/updates supporting socioeconomic, demographic, and household data.

The Project proposes General Plan, Zoning Code, and Specific Plan Amendments to as many as 17 low- and very-low income candidate sites (as many as 36 parcels). The proposed General Plan, Zoning Code, and Specific Plan Amendments are specifically intended to accommodate the City's remaining RHNA allocation of 1,511 DU. The candidate sites' maximum realistic yield (MRY), based on the proposed amendments permitted a maximum density of 30 dwelling units (DU) per net acre, would be 2,494 DU.[1] As compared to the adopted zoning MRY,[2] the Project's MRY could result in a net increase of as many as 2,312 DU. The Project also proposes various conforming amendments to the Encinitas General Plan (EGP), Encinitas Municipal Code (EMC) Title 30, *Zoning Code*, Local Coastal Plan, Specific Plans (North 101 Specific Plan and Encinitas Ranch Specific Plan), and ancillary amendments to other planning documents, as necessary for clarification and consistency purposes. Appendix B, *Candidate Sites Table*, describes the 17 candidate sites that comprise the "proposed Project" reviewed in this EA, and presents the proposed General Plan land use designations and zoning for each. Section 3.5, *Project Characteristics*, discusses the proposed Project components in detail.

[1] The MRY is based on "candidate" sites and estimated solely for environmental analysis purposes. Additionally, due to differing sets of governing regulations, these yields are greater than the yields that the California Department of Housing and Community Development (HCD) will credit the City in providing an adequate sites inventory.

[2] The candidate sites' existing land use designations and zoning are detailed in Appendix B, *Candidate Sites Table*.

HOUSING IMPLEMENTATION PLAN

Housing Element objectives and policies are implemented through various actions (tools) included in the Housing Implementation Plan and specifically intended to encourage housing/neighborhood maintenance, improvement, development, and conservation. The Housing Implementation Plan describes the housing programs from which the quantified objectives are derived, and which are intended to accommodate the City's remaining RHNA allocation. The Housing Implementation Plan specifies the following key actions, among others:

- *PROGRAM 1: ADEQUATE SITES:*
  - *Program 1A: Accommodate the City's Regional Housing Needs Assessment Allocation*
  - *Program 1B: Adopt Amendments to the Zoning Code to Accommodate Lower Income Housing*
  - *Program 1C: Promote the development of accessory housing units*
  - *Program 1D: Ensure that adequate sites remain available throughout the planning period*
  - *Program 1E: Energy conservation and energy efficiency opportunities*
- *PROGRAM 2: AFFORDABLE HOUSING*
  - *Program 2A: Continue and improve inclusionary housing policies*
  - *Program 2B: Facilitate affordable housing for all income levels*
  - *Program 2C: Utilize Section 8 housing choice vouchers*
  - *Program 2D: Ensure that the density bonus ordinance continues to be consistent with State law*
  - *Program 2E: Accommodate specialized housing types*
  - *Program 2F: Continue programs to reduce homelessness*
- *PROGRAM 3:* MITIGATION OF CONSTRAINTS
  - *Program 3A: Establish parking standards appropriate for different kinds of housing*
  - *Program 3B: Modify regulations that constrain the development of housing*
  - *Program 3C: Right to Vote Amendment*
  - *Program 3D: Rescind Obsolete Growth Management Policies and Programs*
  - *Program 3E: Improve the efficiency of the development review process for housing projects*
  - *Program 3F: Review nongovernmental constraints impending development of approved housing projects*
  - *Program 3G: Seek to create community support for housing at a variety of income levels*
- *PROGRAM 4:* CONSERVATION OF EXISITNG HOUSING STOCK
  - *Program 4A: Pursue opportunities to create safe and healthy housing*
  - *Program 4B: Assist in rehabilitating housing*
- *PROGRAM 5:* EQUAL HOUSING OPPORTUNIES
  - *Program 5A: Reasonably accommodate housing for the disabled*
  - *Program 5B: Promote fair housing*
- *PROGRAM 6:* AT RISK HOUSING
  - *Program 6A: Monitor publicly assisted housing projects*
  - *Program 6B: Explore providing credit under the inclusionary ordinance for preservation of at-risk housing*

ES.3 PROJECT OBJECTIVES

In substantial conformance with State CEQA Guidelines § 15124, the following primary objectives support the Project's purpose, assist the Lead Agency in developing a reasonable range of alternatives to be evaluated in this EA, and ultimately aid the decision-makers in preparing findings and overriding considerations, if necessary. The Project's purpose is to address the City's housing needs and objectives and meet State law requirements. The Project objectives are to:

1. **Housing Choice.** Accommodate a variety of housing types to meet the needs of all Encinitas residents, creating opportunities for attainably-priced housing for all income groups.
2. **Adequate Supply.** Provide adequate sites with corresponding density to meet the City's RHNA allocation, inclusive of prior planning cycle carryover housing units. Include a buffer sufficient to accommodate the RHNA during the entire planning period given the requirements of the "no net loss" statute.
3. **Effective Implementation.** Adopt State-mandated and locally desired programs to implement the City's Housing Element.
4. **Maintain Community Character.** Integrate future development using a blend of two- and three-story buildings or building elements into the City's community character through project design.
5. **Distribute Multi-Family Housing.** Distribute attached and multi-family housing to the City's five communities.

ES.4 ENVIRONMENTAL ISSUES/MITIGATION SUMMARY

Table ES-1, *Environmental Issues/Mitigation Summary*, which is provided at the end of this Section, summarizes the Project's impacts, mitigation measures, and unavoidable significant impacts identified and analyzed in Section 4.0, *Environmental Analysis*. The mitigation measures identified in the 2016 PEIR are also included, with the additions/changes necessary for the revised Project indicated by "~~deleted text~~" / "underlined text." Refer to the appropriate EA section for detailed information.

ES.5 SIGNIFICANT UNAVOIDABLE IMPACTS

Compliance with the established regulatory framework and recommended mitigation measures outlined in Table ES-1 would avoid/reduce many significant effects to a less than significant level. However, despite implementation of feasible mitigation, the Project could nonetheless result in effects which cannot be fully mitigated. This EA identified the significant environmental effects summarized below, which cannot be avoided if the proposed Project is implemented; see State CEQA Guidelines § 15126(b). Various benefits would accrue from Project implementation, which would be weighed against the Project's potential adverse effects, in deciding whether to approve the Project. These potential benefits will be set forth in a "Statement of Overriding Considerations," which CEQA requires prior to approving a project with significant unavoidable impacts; see State CEQA Guidelines § 15093.

AESTHETICS

- Despite compliance with the established regulatory framework, future development on Candidate Sites #3 and #10 would be dissimilar to the existing neighborhoods and could negatively impact the neighborhoods' characters. Therefore, future development of Candidate Sites #3 and #10 would result in significant unavoidable impacts concerning visual character.

AIR QUALITY

Despite compliance with the established regulatory framework and recommended mitigation measures, the Project would result in significant unavoidable air quality impacts concerning the following:

- Regional Air Quality Strategy Consistency: The candidate sites' combined emissions (Project buildout) would exceed the SDAPCD significance thresholds for criteria pollutants at the plan level. Exceeding these thresholds at the plan level has the potential to hinder the region's compliance with each RAQS.
- Criteria Pollutants:
    - Short-Term Construction Emissions: Neither the degree of concurrent construction nor project-specific details are known, and it cannot be determined with certainty that construction emissions would be reduced to below regulatory thresholds. Therefore, the Project would result in a significant unavoidable impact concerning construction emissions at the plan level. Following compliance with the established regulatory framework and recommended mitigation measures, impacts at the Project level would be less than significant.
    - Long-Term Operational Emissions: All future development projects would operate concurrently at buildout, and buildout operational emissions would exceed significance thresholds for all criteria pollutants. Therefore, at the plan level the Project would result in a significant unavoidable impact. Following compliance with the established regulatory framework, impacts at the Project level would be less than significant.

CULTURAL

Despite compliance with EGP Policies 7.1 and 7.2, EMC §30.34.050, and Mitigation Measure CUL-2, the Project would have potential to result in significant and unavoidable impacts concerning the alteration/ destruction of an archaeological/prehistoric structure, object, or site, and adverse change in the significance of a tribal cultural resource.

GREENHOUSE GAS EMISSIONS

Despite compliance with the established regulatory framework and recommended mitigation measures, Project implementation would result in significant and unavoidable impacts concerning the following:

- Greenhouse Gas Emissions: The total greenhouse gas (GHG) emissions from Candidate Site #9 (largest site) long-term operations would be approximately 3,333.20 $MTCO_2e$/yr, which would exceed the City's 900 $MTCO_2e$/yr interim screening threshold for individual projects. Since several other candidate sites would involve similar MRY, their operational emissions would similarly exceed significance thresholds.
- Compliance with the City's CAP: Although the Project would not directly conflict with the policies and reduction measures within the City's CAP, the potential exceedance of the City's interim screening threshold would potentially conflict with the City's ability to achieve the CAP's GHG emissions reduction targets. Impacts would be significant and unavoidable despite the implementation of Mitigation Measures GHG-1 and GHG-2 at the plan level.
- Cumulative GHG Emissions: Because GHG emission are global in nature, the Project's potential exceedance of the City's interim GHG screening threshold would also result in a cumulative impact despite compliance with the established regulatory framework and recommended mitigation measures.

LAND USE AND PLANNING

Despite compliance with the established regulatory framework, future development on Candidate Sites #3 and #10 would be dissimilar to the existing neighborhoods and could negatively impact the neighborhoods' very low-density characters. Therefore, consistent with the significance criteria set forth in the 2016 PEIR, future development of Candidate Sites #3 and #10 would result in significant unavoidable neighborhood compatibility impacts from the Project's effects on visual character. Future development of Candidate Site #9 would result in a significant unavoidable impact to agricultural resources.

TRANSPORTATION AND TRAFFIC

Despite compliance with the established regulatory framework and recommended mitigation measures, the Project would result in significant unavoidable transportation and traffic impacts concerning the following facilities:

Roadway Segments

- La Costa Avenue: North Coast Highway 101 to Vulcan Avenue – LOS F
- La Costa Avenue: Vulcan Avenue to Sheridan Road – LOS F
- Encinitas Boulevard: I-5 SB Ramps to I-5 NB Ramps – LOS F
- Encinitas Boulevard: I-5 NB Ramps to Saxony Road – LOS F
- Encinitas Boulevard: Quail Gardens Drive to Delphinium Street – LOS F
- Encinitas Boulevard: Delphinium Street to Balour Drive – LOS F
- Encinitas Boulevard: Balour Drive to Via Cantebria – LOS F
- Santa Fe Drive: Nardo Road to Windsor Road/Bonita Drive – LOS E
- Santa Fe Drive: Windsor Road/Bonita Drive to Balour Drive – LOS E
- Santa Fe Drive: Balour Drive to Lake Drive – LOS E
- Santa Fe Drive: Lake Drive to Crest Drive – LOS E
- Santa Fe Drive: Crest Drive to El Camino Real – LOS E
- South Rancho Santa Fe Road: City of Encinitas Limits to El Mirlo – LOS F

Intersections

- # 6 – Vulcan Avenue at La Costa Avenue – AM: LOS E, PM: LOS E
- # 17 – Saxony Road at Leucadia Boulevard – AM: LOS E, PM: LOS E
- # 45 – Balour Drive at Santa Fe Drive – AM: LOS F, PM: LOS F

Ramp Intersections

- I-5 Northbound Ramps/Leucadia Boulevard – over capacity during the PM peak hour
- I-5 Southbound Ramps/Encinitas Boulevard – over capacity during the AM and PM peak hours

Ramp Meters

- I-5 Northbound on-ramp at Encinitas Boulevard – 20 minutes during PM peak hour
- I-5 Southbound on-ramp at Encinitas Boulevard – 17.0 minutes during AM peak hour
- I-5 Southbound on-ramp at Santa Fe Drive – 34.0 minutes during AM peak hour

ES.6 SUMMARY OF PROJECT ALTERNATIVES

In substantial conformance with State CEQA Guidelines § 15126.6, this Section is a summary of the alternatives to the Project, which could feasibly attain most of the Project's basic objectives, while avoiding or substantially lessening its significant effects. The evaluation provided in Chapter 9.0, *Alternatives to the Proposed Project*, considers the comparative merits of each alternative. The analysis also focuses on alternatives capable of avoiding or substantially lessening the Project's significant environmental effects, even if the alternative would impede, to some degree, the attainment of the proposed Project objectives. The following alternatives are considered in Chapter 9.0:

- "No Project" Alternative
- "Alternative Sites" Alternative

Throughout Chapter 9.0, the alternatives' impacts are analyzed for each environmental issue area, as examined in Sections 4.1 through 4.14. In this manner, each alternative was compared to the Project on an issue-by-issue basis. *Table 9-7, Comparison of Alternatives*, outlines the alternatives analyzed and provides a summary comparison of each alternative's impacts in relation to the Project. The following is a summary description of each of the alternatives evaluated in Section 9.0.

ES.6.1 "No Project/Adopted General Plan" Alternative

According to State CEQA Guidelines § 15126.6(e), the specific alternative of "no project" shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed Project with impacts of not approving the proposed Project. The no project analysis is required to discuss the existing conditions (at the time the Notice of Preparation is published, as well as what would be reasonably expected to occur in the foreseeable future, if the Project were not approved, based on current plans and consistent with available infrastructure and community services.

The "No Project/Adopted General Plan" Alternative assumes that the Project (HEU) would not be implemented. Under this Alternative, the Project's proposed General Plan/Zoning Code/Specific Plan Amendments to the 17 candidate sites would not occur. The approximately seven dwelling units (7 DU) and approximately 793,757 square feet (SF) of non-residential land uses located on the candidate sites would not be removed/replaced by future residential development. Overall, the future development accommodated through Project implementation of as many as 2,494 DU, with a resultant population growth of approximately 6,250 persons (see Table 3-4, *Candidate Sites' Forecast Population*), would not occur.

This Alternative assumes the City's buildout land use and population growth projections for the City and its sphere of influence (SOI) area consistent with the EGP Land Use Element. The candidate sites' maximum realistic yield (MRY) based on existing/adopted EGP land use designations for each of the 36 parcels that make up the 17 candidate sites would be 191 DU and approximately 831,016 square feet (SF) of non-residential land uses. With this Alternative, the forecast population growth would be approximately 479 persons. This Alternative would result in 2,303 fewer DU as compared to the proposed Project. When compared to existing on-the-ground (OTG) land uses, this Alternative would result in an additional 184 DU and an additional 37,259 SF of non-residential land uses.

ES.6.2 "Alternative Candidate Sites" Alternative

The "Alternative Candidate Sites" Alternative's characteristics are generally, as described for the proposed Project, with certain exceptions described below. This Alternative involves General Plan, Zoning Code, and Specific Plan Amendments to as many as 20 low- and very-low income candidate sites (as many as 46 parcels totaling approximately 107 acres); see Appendix H, *"Alternative Candidate Sites" Alternative Table*. Like the Project, this Alternative also proposes various conforming amendments to the EGP, EMC Title 30, *Zoning Code*, Local Coastal Plan, Specific Plans (North 101 Specific Plan, Encinitas Ranch Specific Plan, and Downtown Specific Plan), and ancillary amendments to other planning documents, as necessary for clarification and consistency purposes.

The candidate sites' MRY, based on the proposed zoning under this Alternative would be 2,201 DU and 697,489 SF of non-residential land uses. With this Alternative, the forecast population growth would be approximately 5,516 persons. Because this Alternative proposes only to add the R-30 Overlay on each candidate site, the existing underlying zoning would remain on all 20 sites. Thus, as compared to the adopted zoning, the non-residential land uses' MRY under this Alternative would be the same, and the comparative analyses focus on the change in residential uses.

As compared to existing OTG land uses, this Alternative's MRY could result in a net increase of as many as 2,191 DU and a net decrease of as much as 750,805 SF of non-residential land uses. As compared to the proposed Project's adopted zoning MRY, this Alternative could result in a net decrease of as many as 293 DU, or approximately 12 percent less than the proposed Project.

As compared to the proposed Project, this Alternative:

- Involves 20 candidate sites (the Project involves 17)
- Involves 46 parcels totaling approximately 107.3 gross acres (the Project involves 36 parcels totaling approximately 111.2 gross acres)
- Excludes two Candidate Sites: #AD06 and #10
- Includes five new Candidate Sites:
    - #AD11 - Manchester Avenue West Sites
    - #AD12 - Rancho Santa Fe East
    - #AD14 - Harrison
    - #AD31 - New Meyer Property (Meyer No & So)
    - #AD32 - New Garden View Court (previously Frog's Gym)
- Candidate Site #3: Proposes: revised gross and net site areas; and RR-3 instead of R-30 Overlay
- Candidate Site #AD09: Proposes: revised net site area; and R-35 Overlay, instead of R-30 Overlay

"ENVIRONMENTALLY SUPERIOR" ALTERNATIVE

According to State CEQA Guidelines § 15126.6(e), *"No Project" Alternative*, "if the environmentally superior alternative is the "No Project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." The "No Project/Adopted General Plan" Alternative is the environmentally superior alternative, because it would avoid many of the proposed Project's impacts. Therefore, in compliance with CEQA requirements, an environmentally superior alternative among the other alternatives is identified. The environmentally superior alternative is the "Alternative Candidate Sites" Alternative, given it would achieve the greatest impact reductions in various environmental issue areas. Additionally, the "Alternative Candidate Sites" Alternative would satisfy all Project Objectives.

ES.7 AREAS OF CONTROVERSY AND ISSUES TO BE RESOLVED

The State CEQA Guidelines require a summary that identifies: areas of controversy known to the Lead Agency, including issues raised by agencies and the public (State CEQA Guidelines § 15123(b)(2)); and issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects (State CEQA Guidelines § 15123(b)(3)).

Based on the City's review of available information and comments received from the public and public agencies, as well as informational City of Encinitas public meetings regarding Project implementation, the following issues may either be controversial or require resolution:

- Candidate Site Siting
- Overall impacts from development and whether development should be allowed: The environmental impacts resulting from the proposed Project are evaluated in Sections 4.1 through 4.14.
- Impacts to existing schools: Evaluated in Section 4.12, *Public Services and Recreation*.
- Proposed candidate sites which would permit owner-occupied and rental multi-family residential "by right" uses pursuant to GOV § 65583.2(h) (e.g., without a Conditional Use Permit, Planned Unit Development permit, or other discretionary action): The environmental impacts resulting from potential "by right" uses are evaluated in Sections 4.1 through 4.14.

These issues have been considered in this EA, where applicable.

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
AESTHETICS			
4.1.4 – Issue 1	**Plan Consistency:** *Would the Project conflict with any City policy or regulation relative to the protection of visual resources (i.e., General Plan/LCP policies, Hillside/Inland Bluff Overlay Zone, Scenic Visual Corridor Overlay Zone/ Design Review Guidelines) thereby resulting in a negative aesthetic/visual impact?*	None	Less Than Significant Impact
4.1.4 - Issues 2 & 3	**Public Views:** *Would the Project result in development that:* a. *Is incompatible in shape, form, or intensity, such that public views from designated open space areas, view corridors or scenic highways, or to any significant visual landmarks or scenic vistas would be substantially blocked?* b. *Is in a highly visible area (e.g., on a canyon edge, hilltop or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive height, bulk, signage, or architectural projections?*	None	Less Than Significant Impact
4.1.4 - Issue 4	**Community Character:** *Would the project introduce features which would conflict with important visual elements or the quality of the community/neighborhood (such as theme, style, setbacks, density, size, massing, coverage, scale, color, architecture, building materials, light/glare, etc.) and would thereby negatively and substantially alter the existing character of neighborhoods?*	None	Significant Unavoidable Impact

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
4.1.4 - Issue 5	**Scenic Resources:** *Would the project result in the physical loss, isolation, degradation or destruction of a visual resource or community identification symbol or landmark or other feature that contribute to the valued visual character or image of the neighborhood, community, or localized area (e.g., a stand of mature trees, coastal bluff, native habitat, historic landmark)?*	None	Less Than Significant Impact
AIR QUALITY			
4.2.4 - Issue 1	**Regional Air Quality Strategy Consistency:** *Would the Project conflict with the primary goals of the Regional Air Quality Strategy Consistency?*	AQ-1: Prior to the next update to the Regional Housing Needs Assessment and within six months within six months of the certification of the final EIR, the City shall provide a revised housing forecast to SANDAG to ensure that any revisions to the population and employment projections used by SDAPCD in updating the RAQS and the SIP will accurately reflect anticipated growth due to the HEU.	Significant Unavoidable Impact
4.2.4 - Issue 2	**Criteria Pollutants:** *Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including release emissions which exceed quantitative thresholds for ozone precursors)?*	AQ-2: ~~For future development of housing sites consistent with the new zone program, wherein the City has determined a potential for ROG emissions impacts could occur, the Planning and Building Department shall require that the construction contractor be limited to the use of architectural coating (paint and primer) products that have a low- to no-VOC rating.~~ Construction Emissions. Prior to demolition, grading, or building permit approval, and in accordance with SDAPCD's promulgated methodology protocols, an *Air Quality Assessment for Construction-Related Emissions* shall be prepared for projects that would exceed the following SDAPCD significance thresholds for construction-related emissions (or those in place at the time of the development application). Future development shall mitigate	Significant Unavoidable Impact

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
		construction emissions to below SDAPCD's thresholds of significance.	
4.2.4 - Issue 3	**Sensitive Receptors:** *Would the Project expose sensitive receptors to substantial pollutant concentrations?*	AQ-3: Diesel Particulate Matter. In order to reduce impacts associated with exposure to diesel particulate matter, the following mitigation is recommended. • Future development under the new zone program shall be designed to minimize exposure to roadway-related pollutants and exposure shall be mitigated to the maximum extent feasible. Design features may include but are not be limited to: maximizing the distance between the roadway and sensitive receptors; locating air intake at the non-roadway facing sides of buildings, and ensuring that windows nearest to the roadway do not open. The orientation and placement of outdoor facilities designed for moderate physical activity shall be placed as far from the emission source as possible. Mitigation may also include installing mechanical ventilation systems with fresh air filtration and constructing a physical barrier between the roadway source and receptors of pollutants (e.g., sound wall or vegetative planting). • New parks with athletic fields, courts, and other outdoor facilities designed for moderate to vigorous activity under the new zone program should be sited at least 500 feet from the freeway. Exceptions to this recommended practice should be made only upon a written finding from a decision-making body that the benefits of such development outweigh the public health risks or that a site-specific analysis demonstrates a less than significant risk.	Less Than Significant with Mitigation Incorporated

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
		• Ventilation Systems: Ventilation systems that are rated at Minimum Efficiency Reporting Value of "MERV13" or better for enhanced particulate removal efficiency shall be provided on all residential units within the new zone, located within 500 feet of I-5. • City staff shall ensure that the aforementioned requirements are included on plans associated with any permit for future development consistent with the new zone program and submitted for approval. The City shall verify compliance on-site prior to occupancy clearance. Staff shall also review the future Covenants, Conditions and Restrictions for inclusion of guidelines pertaining to the proper maintenance/ replacement of filters.	
BIOLOGICAL RESOURCES			
4.3.4 - Issue 1	**Sensitive Species:** *Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS?*	BIO-1: Applications for future development of housing sites consistent with the new zone program, wherein the City has determined a potential for significant impacts to sensitive biological resources, shall be required to comply with the following mitigation framework: a) A site-specific general biological resources survey shall be conducted to identify the presence of any sensitive biological resources, including any sensitive plant or wildlife species. A biological resources report shall be submitted to the City to document the results of the biological resources survey. The report shall include (1) the methods used to determine the presence of sensitive biological resources; (2) vegetation mapping of all vegetation communities and/or land cover types; (3) the locations of any sensitive plant or wildlife species; (4) an evaluation of the potential for	Less Than Significant With Mitigation Incorporated

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
		occurrence of any listed, rare, and narrow endemic species; and (5) an evaluation of the significance of any potential direct or indirect impacts from the proposed project. If potentially significant impacts to sensitive biological resources are identified, future project-level grading and site plans shall incorporate project design features to minimize direct impacts on sensitive biological resources to the extent feasible, and the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance. b) If suitable habitat for sensitive species is identified within the housing site based on the general biological survey, then focused presence/absence surveys shall be conducted in accordance with applicable resource agency survey protocols. BIO-2: Prior to issuance of a permit for grading or vegetation removal, future development of housing sites consistent with the new zone program, wherein the City has determined ~~to~~ the potential for significant impacts to least Bell's vireo, shall require USFWS protocol surveys for least Bell's vireo should project construction occur within 300 feet of riparian habitat during the breeding season (April 10 to July 31). If least Bell's vireo is identified during the protocol surveys, then noise attenuation measures shall be required to ensure that noise levels from construction do not exceed a 60 A-weighted decibels [dB(A)] hourly average per hour at the edge of the riparian habitat or to the ambient noise level if it exceeds 60 dB(A) prior to construction. Construction noise monitoring shall be required to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly	

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
		average unless an analysis completed by a qualified acoustician shows that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat. BIO-3: Prior to issuance of a permit for grading or vegetation removal, future development of housing sites consistent with the new zone program, wherein the City has determined the presence of mature trees and/or native vegetation suitable for nesting birds in the future, shall require a preconstruction survey to determine the presence of active bird nests if vegetation clearing is proposed during the typical bird breeding season (January 15– September 15). The nesting bird survey shall be performed by a qualified biologist within one week prior to the start of vegetation clearing or construction activities. No direct impacts shall occur to any nesting birds or their eggs, chicks, or nests. If an active nest is located, nest avoidance measures would be required in accordance with the MBTA and CDFW code.	
4.3.4 - Issue 2	**Sensitive Vegetation Communities:** *Would the Project have a substantial adverse effect on any sensitive natural community identified in local or regional plans, policies, and regulations or by CDFW or USFWS?*	BIO-4: Prior to issuance of a permit for grading or vegetation removal, future development of housing sites consistent with the new zone program which result~~ing~~ in significant impacts to sensitive vegetation communities, shall implement avoidance and minimization measures and provide suitable mitigation in accordance with the MHCP. Future project-level grading and site plans shall incorporate project design features to minimize ~~direct~~ significant impacts on sensitive vegetation communities including but not limited to riparian habitats, wetlands, non-native grassland, and coastal sage scrub. Mitigation	Less Than Significant With Mitigation Incorporated

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
		for significant impacts to sensitive upland habitats shall occur in accordance with the mitigation ratios identified in Tables 4-6 and 4-7 of the MHCP. Mitigation for significant impacts to sensitive vegetation communities shall be implemented at the time future development projects are proposed.	
4.3.4 - Issue 3	**Wetlands:** *Would the Project have a substantial adverse effect on wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, march, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?*	BIO-5: Prior to issuance of a permit for grading or vegetation removal, future development of housing sites consistent with the HEU new zone program, wherein the City has determined the potential for impacts to sensitive biological resources, shall be required to prepare a site-specific biological resources survey. Should any potential jurisdictional waters be identified on-site during the general biological resources survey, then a jurisdictional wetlands delineation of the housing site shall be conducted following the methods outlined in the USACE's 1987 *Wetlands Delineation Manual* and the *Regional Supplement to the Corps of Engineers Delineation Manual for the Arid West Region*. The limits of any riparian habitats on-site under the sole jurisdiction of CDFW shall also be delineated, as well as any special aquatic sites (excluding vernal pools) that may not meet Federal jurisdictional criteria but are regulated by CCC and the RWQCB. Avoidance measures based on project-level grading and site plans shall be incorporated into the project design to minimize direct impacts to jurisdictional waters consistent with Federal, State, and City guidelines. Unavoidable impacts to wetlands shall be minimized to the maximum extent practicable and would be subject to alternatives and mitigation analyses consistent with U.S. Environmental Protection Agency 404(b)(1) findings and procedures under the USACE's permit process.	

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
		Unavoidable impacts would require the in-kind creation of new wetland of the same type lost, at a ratio determined by the applicable regulatory agencies that would prevent any net loss of wetland functions and values. Wetland creation on-site or within the same wetland system shall be given preference over replacement off-site or within a different system. The City shall also control use and development in surrounding areas of influence to wetlands with the application of buffer zones. At a minimum, 100-foot-wide buffers shall be provided upland of tidal wetlands ~~with the exception of~~ except for non-tidal riparian vegetation areas which will require 50-foot-wide buffers, unless the applicant demonstrates that a buffer of lesser width would protect the resources of the wetland based on site-specific information. Use and development within buffer areas shall be limited to minor passive recreational uses with fencing, delitation or erosion control facilities, or other improvements deemed necessary to protect the habitat, to be ~~located~~ in the upper (upland) half of the buffer when feasible. All wetlands and buffers shall be permanently conserved or protected through the application of an open space easement or other suitable device. All new development adjacent to wetlands and waters shall be required to adhere to measures outlined in the City's Grading, Erosion, and Sediment Control Ordinance to avoid degradation of lagoons, other wetland habitats, and upland habitats from erosion and sedimentation. These measures include restrictions on the timing and amount of grading and vegetation removal. For example, grading or vegetation removal shall be prohibited during the rainy season (October 1 through April 15) without an approved erosion control plan and program in place. In addition, all necessary erosion control devices must be in	

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
		place, and appropriate monitoring and maintenance must be implemented during the grading period.	
4.3.4 - Issue 4	**Wildlife Corridors:** *Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?*	None	Less than Significant Impact
4.3.4 - Issue 5	**Habitat Conservation Planning:** *Would the Project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), NCCP, or other approved local, regional, or State HCP?*	None	Less than Significant Impact
4.3.4 - Issue 6	**Policies and Ordinances Protecting Biological Resources:** *Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?*	None	Less than Significant Impact
CULTURAL RESOURCES			
4.4.4 - Issue 1	**Historical Resources:** *Would the Project result in the alteration, including the adverse physical or aesthetic effects, and/or the destruction of a prehistoric or historic structure, object or site?*	CUL-1: Applications for future development of housing sites consistent with the new zone program, wherein the City has determined a potential for impacts to historical resources, shall be required to comply with the following mitigation framework: a) Prior to the issuance of any permit for a future development project, the age and original structural integrity and context of any buildings/structures occurring on the housing sites shall be verified. The project applicant shall submit in conjunction with the development permit application, verification of the age and original structural integrity of all on-site structures.	Less than Significant with Mitigation Incorporated

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
		b) For any building/structures in excess of 50 years of age having its original structural integrity intact, a qualified professional historian shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in CEQA Guidelines Section 15064.5. A historical resource report shall be submitted by the project applicant to the City and shall include the methods used to determine the presence or absence of historical resources, identify potential impacts from the proposed project, and evaluate the significance of any historical resources identified.	
4.4.4 - Issue 2	**Archaeological Resources:** *Would the Project result in the alteration, including the adverse physical or aesthetic effects, and/or the destruction of a prehistoric or historic structure, object or site?* *Would the Project result in any impact to existing religious or sacred uses within the potential impact area?*	CUL-2: Applications for future development of housing sites consistent with the new zone program, wherein the City has determined a potential for impacts to ~~historical~~ archaeological and tribal cultural resources, shall be required to comply with the following mitigation framework: Prior to the issuance of any permit for future development consistent with the new zone program located on a previously undisturbed housing site, an archaeological survey shall be conducted by a qualified archaeologist to evaluate the presence of archaeological and tribal cultural resources and the need for project impact mitigation by preservation, relocation, or other methods. An archaeological resource report shall be submitted by the project applicant to the City and shall include the methods used to determine the presence or	Significant and Unavoidable

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
		absence of archaeological/tribal cultural resources, identify potential impacts from the proposed project, and evaluate the significance of any archaeological/tribal cultural resources identified. If potentially significant impacts to an identified archaeological/tribal cultural resources are identified, the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance. ~~The archaeological survey should include a records search at the South Coastal Information Center branch of the California Historical Research Information System, to determine if previously recorded prehistoric or historic archaeological resources exist on the housing site. In addition, the Native American Heritage Commission should be contacted to perform a Sacred Lands File Search. An archaeological resource report detailing the results of the record search, Sacred Lands Search, and the field survey of the housing site shall be submitted by the project applicant to the City. The report shall include the methods used to determine the presence or absence of archaeological resources, identify potential impacts from the proposed project, and evaluate the significance of any archaeological resources identified. If potentially significant impacts to an identified archaeological resource are identified, the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure. Reports shall be submitted to the South Coastal Information Center upon finalization.~~	

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
4.4.4 - Issue 3	**Paleontological Resources:** *Allow development to occur that could significantly impact a unique paleontological resource or a geologic formation possessing a moderate to high fossil bearing potential?*	CUL-3: Applications for future development of housing sites consistent with the new zone program, wherein the City has determined a potential for impacts to paleontological resources, shall be required to comply with the following mitigation framework: A qualified paleontological monitor shall be present during grading on housing sites where development would require the excavation of over 1,000 cubic yards of a geologic formation with high resource potential to contain paleontological resources, excavation depths within the geologic formation of 10 feet or greater, or over 2,000 cubic yards of a geologic formation with moderate resource potential to contain paleontological resources. Geologic formations would be determined by a site-specific geotechnical study. The monitor shall have the authority to stop and/or divert grading, trenching, or excavating if a significant paleontological resource is encountered. An excavation plan shall be implemented to mitigate the discovery. Excavation shall include the salvage of the fossil remains (simple excavation or plaster-jacketing of larger and/or fragile specimens); recording stratigraphic and geologic data; and transport of fossil remains to laboratory for processing and curation.	Less than Significant with Mitigation Incorporated
4.4.4 - Issue 4	**Human Remains:** *Result in the disturbance of any human remains, including those interred outside of formal cemeteries?*	None	Less than Significant Impact
4.4.4 - Issue 5	**Tribal Cultural Resources:** *Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section*	See Mitigation Measure CUL-2 above	Significant and Unavoidable Impact

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
	21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: *a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?* *b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*		
GEOLOGY AND SOILS			
4.5.4 - Issue 1	**Seismic Hazards:** *Impacts related to geology and soils would be significant if the Project would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:* *a. Rupture of a known earthquake fault, as delineated on the most recent Alquist Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42);* *b. Strong seismic ground shaking;* *c. Seismic-related ground failure, including liquefaction; or*	None	Less than Significant Impact

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
	d. *Landslides.*		
4.5.4 - Issue 2	**Soil Erosion:** *Impacts related to geology and soils would be significant if the Project would result in substantial soil erosion or the loss of topsoil.*	None	Less than Significant Impact
4.5.4 - Issues 3 & 4	**Unstable and Expansive Soils:** *Impacts related to geology and soils would be significant if the Project would:* • *Be located on a geologic unity or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; or* • *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.*	None	Less than Significant Impact
GREENHOUSE GAS EMISSIONS			
4.6.4 - Issue 1	**GHG Emissions:** *Would the Project generate GHG emissions that may have a significant impact on the environment?*	GHG-1: ~~Within six months of adopting the HEU, the City shall provide a revised land use plan to SANDAG to ensure that any revisions to the population and employment projections used in updating the SCS will accurately reflect anticipated growth due to the HEU.[3]~~ Prior to demolition, grading, or building permit approval, and in accordance with City and SDAPCD promulgated methodology protocols, a Greenhouse Gas Emissions Assessment shall be prepared for future developments that would exceed the applicable 900 metric tons of CO_2e interim screening threshold of significance (or those in place at the time of the development application). Future	Significant Unavoidable Impact
4.6.4 - Issue 2	**Policies, Plans, and Regulations Intended to Reduce GHG Emissions:** *Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?*		

[3] The City adopted its Climate Action Plan (CAP) in January 2018, thus, has already complied with this measure.

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
		development shall mitigate GHG emissions to below this threshold. GHG-2: To mitigate citywide GHG impacts at the program-level, the City shall update and adopt ~~a qualified climate action plan~~ the City's Climate Action Plan, as needed, within 20 months after the date the HEU becomes effective. The ~~c~~Climate ~~a~~Action ~~p~~Plan shall contain the following components: 1. The City's goals for reducing GHG emissions consistent with the statewide reduction goals outlined in Assembly Bill (AB) 32, Senate Bill (SB) 32 and expressed in Executive Orders S-03-05, and B-30-15; 2. Quantified community and municipal GHG emissions inventories for a baseline year and business as usual emissions ~~through 2050~~ consistent with the California Air Resources Board's 2017 Climate Change Scoping Plan; 3. Identification of emission reduction required to meet GHG emissions targets consistent with the California Air Resources Board's 2017 Climate Change Scoping Plan and related statewide policies and regulations; and 4. GHG reduction measures consisting of project-level implementation measures as well as citywide policies, standards, and programs. The project-level and citywide measures will be designed to achieve emissions reductions that would collectively meet or exceed the established GHG reduction targets in line with statewide goals expressed in AB 32, SB 32 and Executive Order B-30-15.	

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
		Upon update of the Climate Action Plan, future development shall be reviewed for consistency with the CAP, and projects may utilize the project implementation checklist to ensure compliance with the City's GHG reduction targets. GHG-3: ~~Until the adoption of a qualified climate action plan (or in the event a climate action plan is not adopted), a~~ All discretionary projects that exceed the CAPCOA 900 $MTCO_2E$ screening threshold shall prepare a project-specific GHG analysis that identifies an appropriate project-level significance threshold and project-specific mitigation measures. Mitigation measures that may be applied at the future project-level include, but are not limited to those identified in Table A ~~4.6-10 below~~ *Menu of Potential Project-Level GHG Reduction Measures*. The project-level analysis shall demonstrate that, with implementation of the applicable mitigation measures ~~identified in Table 4.6 that are applicable to the project~~, the project will not impede implementation of AB 32 or SB 32 ~~Executive Order B-30-15~~.	
HAZARDS AND HAZARDOUS MATERIALS			
4.7.4 - Issues 1, 2 & 3	**Hazardous Materials – Use, Transport, Disposal; Accidental Release; and Emissions near a School:** *Impacts related to hazards and hazardous materials would be significant if the project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; or emit hazardous emissions or handle hazardous or acutely*	HAZ-1 Future projects on Candidate Sites #5, #6, #8, #9, #11, #12, #AD2, #AD6, #AD7, #AD8, #AD9 shall be required to identify potential conditions, which require further regulatory oversight and demonstrate compliance based on the following measures prior to issuance of any permits: A. A Phase I Environmental Site Assessment (ESA) shall be completed in accordance with the American Society of Testing and Materials (ASTM)	Less Than Significant With Mitigation Incorporated

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
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	hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school.	Standards. If hazardous materials are identified requiring remediation, a Phase II ESA and remediation effort shall be conducted in conformance with Federal, State, and local regulations. B. If the Phase II ESA identifies the need for remediation, then the following shall occur prior to the issuance of grading permits: 1. The applicant shall retain a qualified environmental engineer to develop a soil and/or groundwater management plan to address the notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances (soil, groundwater). The qualified environmental consultant shall monitor excavations and grading activities in accordance with the plan. The groundwater management and monitoring plans shall be approved by the City prior to development of the site. 2. The applicant shall submit documentation showing that contaminated soil and/or groundwater on proposed development parcels have been avoided or remediated to meet cleanup requirements established by appropriate local regulatory agencies (Regional Water Quality Control Board [RWQCB]/DTSC/DEH) based on the future planned land use of the specific area within	

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
		the boundaries of the site (i.e., commercial, residential), and that the risk to human health of future occupants of these areas therefore has been reduced to below a level of significance. 3. The applicant shall obtain written authorization from the appropriate regulatory agency (RWQCB/DTSC/DEH) confirming the completion of remediation. A copy of the authorization shall be submitted to the City to confirm that all appropriate remediation has been completed and that the proposed development parcel has been cleaned up to the satisfaction of the regulatory agency. In the situation where previous contamination has occurred on a site that has a previously closed case or on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the DEH shall be notified of the proposed land use. ***4.*** All cleanup activities shall be performed in accordance with all applicable Federal, State, and local laws and regulations, and required permits shall be secured prior to commencement of construction to the satisfaction of the City and compliance with applicable regulatory agencies such as but not limited to the Encinitas Municipal Code.	

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
4.7.4 - Issue 4	**Hazardous Materials – Sites:** *Impacts related to hazards and hazardous materials would be significant if the project would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment.*	None	No Impact
4.7.4 - Issue 5	**Emergency Response and Evacuation Plans:** *Impacts related to hazards and hazardous materials would be significant if the project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.*	None	Less Than Significant Impact
4.7.4 - Issue 6	**Wildland Fires:** *Impacts related to hazards and hazardous materials would be significant if the project would exacerbate the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas, within brush fire management zones, or where residences are intermixed with wildlands.*	None	Less Than Significant Impact
HYDROLOGY AND WATER QUALITY			
4.8.4 - Issues 1 & 6	**Water Quality:** *Impacts related to water quality would be significant if the Project would:* *Violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality.*	None	Less Than Significant Impact
4.8.4 - Issue 2	**Groundwater:** *Impacts related to groundwater would be significant if the Project would:* *Substantially deplete ground water supplies or interfere substantially with ground water recharge such that there would be a net deficit in aquifer volume or a lowering of the local ground water table level (e.g., the production rate of*	None	Less Than Significant Impact

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
	pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).		
4.8.4 - Issues 3, 4 & 5	**Drainage Pattern/Runoff:** *Impacts related to drainage and runoff would be significant if the Project would:* *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site;* *Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; or* *Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.*	None	Less Than Significant Impact
4.8.4 - Issues 7, 8, 9 & 10	**Flooding/Inundation:** *Impacts related to flooding and inundation would be significant if the Project would:* *Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or FIRM or other flood hazard delineation map;* *Place within a 100-year flood hazard area structures which would impede or redirect flood flows;* *Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam; or*	HYD-1 Applications for future development of housing sites consistent with the new zone program, wherein the City has determined a potential for flooding impacts, shall be reviewed by the City for compliance with applicable components of the City's Floodplain Management Regulations, specifically Section 23.40.051, which includes standards for construction in areas of special flood hazard. All future development on housing sites consistent with the new zone program, located within mapped flood problem areas or dam inundation areas, shall be designed to reduce potential flooding hazards subject to the satisfaction of the City Engineer.	Less Than Significant With Mitigation Incorporated

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
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	Result in inundation by seiche, tsunami, or mudflow.		
LAND USE AND PLANNING			
4.9.4 - Issue 1	**Land Use Plans or Policies Plan Consistency:** *Would the Project conflict with any applicable land use plan or policy of an agency with jurisdiction over the Project?*	None	Less Than Significant Impact
4.9.4 - Issue 2	**State Planning Initiatives:** *Would the Project conflict with State Planning Initiatives?*	None	Less Than Significant Impact
4.9.4 - Issue 3	**Neighborhood Compatibility:** *Would the Project result in substantial neighborhood compatibility impacts associated with significant traffic, traffic, noise, or aesthetics impacts?*	Refer to Noise, and Transportation and Traffic below.	Significant Unavoidable Impact
4.9.4 - Issue 4	**Proximity to Agricultural Sites:** *Would the Project result in land use conflicts in relation to the proximity of housing to existing agricultural uses/commodity sites (i.e., indirect impacts associated with pesticides, fugitive dust, noise, etc.)?* *Would the Project:* a. *Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use? or* b. *Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? (Issue 4)*	LU-1 As part of the City's design review and entitlement process for Candidate Site #9, the City shall require the preparation of a Land Evaluation and Site Assessment (LESA) to determine the significance of development on agricultural resources. Should the LESA determine that site development would result in a significant impact to agricultural resources, the City shall determine if feasible mitigation is available. The absence of feasible mitigation shall not preclude development of Candidate Site #9 consistent with the Housing Element Update.	Significant Unavoidable Impact

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
4.9.4 - Issue 5	**Noise/Land Use Compatibility:** *Would the Project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan?*	LU-2 As part of the City's design review and entitlement process for housing sites, to the extent practicable, the City should avoid siting sensitive exterior areas associated with future residential uses within the 70 Ldn exterior traffic noise contour distances to the extent practicable and in consideration of other Zoning Standards and Design Guidelines. If sensitive receptors are to be located within the 70 Ldn exterior noise contour, outdoor activity areas shall be shielded from the noise source using site design measures such as building orientation or sound walls to maintain a 70 Ldn exterior noise level for noise sensitive exterior areas.	Less Than Significant With Mitigation Incorporated
NOISE			
4.10.4 - Issue 1	**Ambient Noise Levels:** *Would the project result in a substantial permanent increase in ambient traffic noise levels in the project vicinity above levels existing without the project?*	None	Less Than Significant Impact

4.10.4 - Issue 2 4.10.4 - Issue 3	**On-Site Generated Noise:** *Would the project result in exposure of persons to or generation of noise levels in excess of limits established in the noise ordinance?* **Temporary Noise:** *Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?*	NOS-1 Operational Noise. Prior to the issuance of any permit for future development consistent with the new zone program, wherein residential development would be located adjacent to commercial uses, the City shall require a site-specific noise study. The study shall determine if on-site generated noise levels exceed the property line noise level limits in the Noise Ordinance and to present appropriate mitigation measures, where feasible.~~, which may include, but are not limited to the following:~~ ~~• Require the placement of loading and unloading areas so that commercial buildings shield nearby residential land uses from noise generated by loading dock and delivery activities. If necessary, additional sound barriers shall be constructed on the commercial sites to protect nearby noise sensitive uses and hours of delivery can be limited if determined as needed through the study.~~ ~~• Require the placement of all commercial HVAC machinery to be placed within mechanical equipment rooms wherever possible.~~ ~~• Require the provision of localized noise barriers or rooftop parapets around HVAC, cooling towers, and mechanical equipment so that line-of-sight to the noise source from the property line of the noise sensitive receptors is blocked.~~ NOS-2 Construction Noise Reduction Program. Project applicants shall require construction contractors to implement a site-specific Noise Reduction Program, which includes the following measures, ongoing through demolition, grading, and/or construction, where feasible: • Equipment and trucks used for project construction shall utilize the best available noise control techniques	Less Than Significant With Mitigation Incorporated

		(e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds), wherever feasible. • Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler shall be used (this muffler can lower noise levels from the exhaust by up to approximately 10 dBA). External jackets on the tools themselves shall be used where feasible (this can achieve an approximately 5.0-dBA reduction. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible. • Stationary construction-related noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and incorporate insulation barriers, or other measures to the extent feasible. NOS-3 Construction Noise Control Plan. Prior to demolition, grading, or building permit approval, a Construction Noise Control Plan shall be submitted to the City's Development Services Department for review and approval. The Plan shall demonstrate that all construction activity complies with Encinitas Municipal Code Section 9.32. The Construction Noise Control Plan can include, but is not limited to, the following: • That construction equipment is properly muffled according to industry standards and in good working condition.	

		• Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible. • Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources. • Use electric air compressors and similar power tools rather than diesel equipment, where feasible. • Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes. • Construction shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday. No construction is permitted on Sundays or legal holidays. • Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party. Project developers shall require by contract specifications that heavily loaded trucks used during construction be routed away from residential streets to the extent feasible. Contract specifications shall be included in construction documents, which shall be reviewed by the City prior to demolition, grading, or building permit approval.	

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
4.10.4 - Issue 4	**Groundborne Noise and Vibration:** *Would the project result in the generation of excessive groundborne vibration or groundborne noise levels in the project vicinity above levels existing without the project?*	None	Less Than Significant Impact
POPULATION AND HOUSING			
4.11.4 - Issue 1	**Population Growth:** *Would the project unduly concentrate population growth to an area not capable of supporting it?*	None	Less Than Significant Impact
4.11.4 - Issue 2	**Displacement of People:** *Would the Project displace substantial numbers of existing housing or people through redevelopment, necessitating the construction of replacement housing elsewhere?*	None	Less Than Significant Impact
PUBLIC SERVICES AND RECREATION			
4.12.4 - Issue 1a	**Fire Service:** *Would the Project promote growth patterns resulting in the need for and/or provision of new or physically altered fire emergency facilities in order to maintain service ratios, response times, or other performance objectives and the construction of which could cause significant environmental impacts?*	None	Less Than Significant Impact
4.12.4 - Issue 1b	**Police Service:** *Would the Project promote growth patterns resulting in the need for and/or provision of new or physically altered police facilities in order to maintain service ratios, response times, or other performance objectives and the construction of which could cause significant environmental impacts?*	None	Less Than Significant Impact
4.12.4 - Issue 1c	**Schools:** *Would the Project promote growth patterns resulting in the need for and/or provision of new or physically altered school facilities in order to maintain*	None	Less Than Significant Impact

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SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
	service ratios, response times, or other performance objectives and the construction of which could cause significant environmental impacts?		
4.12.4 - Issue 1d	**Library Services:** *Would the Project promote growth patterns resulting in the need for and/or provision of new or physically altered library facilities in order to maintain service ratios, response times, or other performance objectives and the construction of which could cause significant environmental impacts?*	None	Less Than Significant Impact
4.12.4 - Issues 2 & 3	**Recreation:** *Would the Project have substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered park and recreation facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives associated with recreation?*	None	Less Than Significant Impact
TRANSPORTATION AND TRAFFIC			
4.13.4 - Issues 1 & 2	**Circulation System Capacity and Operations:** *Would the Project result in buildout of land uses, which would generate an increase in projected traffic that is substantial in relation to the capacity of the existing circulation system (with the addition of funded CIP improvements)?* *Would the Project conflict with other standards establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways*	**TRF-~~27~~1**: ~~Within 12 months after the date the HEU becomes effective, the City shall complete a nexus study and adopt a HEU fee mitigation program, as follows:~~ a. ~~To establish this mitigation program, the City shall identify the costs associated with feasible traffic improvements identified in Table 4.13-21. Once the costs are established, the City shall undertake a nexus study to identify how the funds will be collected on a per project basis (e.g., by trip generated, unit, etc.). Costs funded may include program administration, project administration and management, design and engineering, regulatory compliance, and construction.~~	Significant Unavoidable Impact

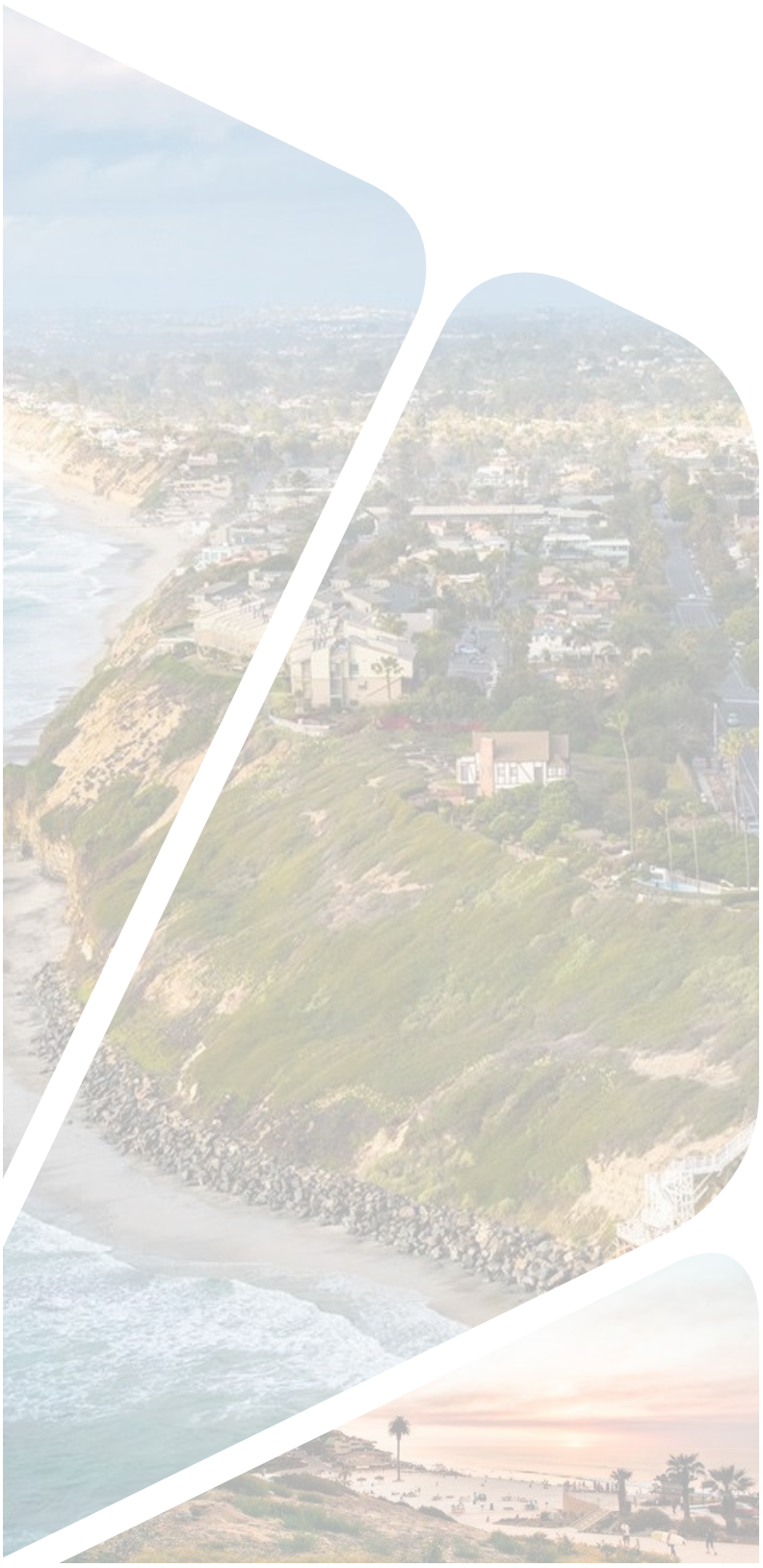
TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
	and freeways, pedestrian and bicycle paths, and mass transit?	~~b. Once the HEU traffic mitigation program is established, each project shall contribute its fair share of the traffic improvements as identified in the program prior to Certificate of Occupancy Permit.~~ ~~c. The City shall deposit the funds in a specific account dedicated for the use of completing the improvements identified in the HEU traffic mitigation program. The funds shall be used exclusively for the purpose of implementing mitigation for the impacts associated with buildout of the HEU however, upon completion of a citywide nexus study, this program could include additional improvements related to multi-model facilities as well.~~ ~~d. The City shall complete an annual public report on the HEU traffic mitigation program within 180 days of the completion of the fiscal year pursuant to the Mitigation Fee Act (California Government Code Section 66000 et seq.).~~ Prior to approval of discretionary permits for future development at a housing site, a site-specific study shall be conducted for the purposes of determining whether a fair-share contribution is warranted to mitigate any significant traffic impacts resulting from build-out of the development. The study shall be prepared if a Capital Improvement Program has been adopted by the City that includes any of the traffic improvements identified in Table A or if a similar program is approved by Caltrans for future improvements to a roadway facility significantly impacted by the site-specific development's buildout trips. The fair-share contribution shall be based upon a proportionate share of the development's build-out trips	

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
		and shall be subject to the satisfaction of the Development Services Department or Caltrans, as applicable. The fair-share contribution, if warranted, shall be made a condition of project approval and collected prior to issuance of a Certificate of Occupancy Permit.	
4.13.4 - Issue 3	**Alternative Transportation Modes:** *Would the Project conflict with the City's adopted General or Specific Plan policies supporting alternative transportation modes (e.g., bus turnouts, trolley extensions, bicycle lanes, bicycles racks, etc.)?*	None	Less Than Significant Impact
4.13.4 - Issues 4 & 5	**Traffic Hazards and Emergency Access:** *Would the project result in an increase in traffic hazards for motor vehicles, bicyclists, or pedestrians?* *Would the project result in inadequate emergency access?*	None	Less Than Significant Impact
PUBLIC UTILITIES AND SERVICE SYSTEMS			
4.14.4 - Issue 1a	**Stormwater System:** *Would the Project result in a need for new systems, or require substantial alterations to existing stormwater infrastructure, the construction of which would create physical impacts?*	None	Less Than Significant Impact
4.14.4 - Issues 1b & 3	**Wastewater:** *Would the Project:* • *Result in a need for new systems, or require substantial alterations to existing utilities, including wastewater, or reclaimed water infrastructure, the construction of which would create physical impacts?* • *Result in a demand for wastewater treatment such that local wastewater treatment provider(s) have inadequate capacity to serve Project buildout in addition to the*	None	Less Than Significant Impact

TABLE ES-1: ENVIRONMENTAL ISSUES / MITIGATION SUMMARY			
SECTION - ISSUE	**IMPACTS**	**MITIGATION MEASURES**	**SIGNIFICANCE AFTER MITIGATION**
	provider's existing commitments and new or expanded facilities are needed?		
4.14.4 - Issue 1c	**Water System:** *Would the Project require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?*	None	Less Than Significant Impact
4.14.4 - Issue 2	**Water Supply:** *Would the Project require or result in the need for new water supply entitlements and resources?*	None	Significant Unavoidable Impact
4.14.4 - Issue 4	**Solid Waste Disposal:** *Would the Project:* • *Be served by a landfill without sufficient permitted capacity to accommodate the Project's waste disposal needs; or* • *Not comply with the Federal, State, and local statutes and regulations regarding solid waste?*	None	Less Than Significant Impact

Chapter 1.0

Introduction



Chapter 1 | Introduction

Pursuant to California Government Code (GOV) § 65759, this Environmental Assessment (EA) has been prepared to identify the potentially significant environmental effects from the proposed City of Encinitas ("Encinitas" or "City") Draft 2013-2021 Housing Element Update (HEU or Project). To ensure consistency with current State housing law, the Project updates the existing Encinitas Housing Element (EHE) and includes revised goals and policies, and new, modified, and continuing implementation programs. A housing element is one of seven State-mandated General Plan elements. GOV § 65583 details the content and process by which a housing element is prepared. Among other requirements, housing elements must identify, analyze, and make adequate provision for the existing and projected housing needs of all economic segments of the community. Thus, as required by State housing law, the proposed HEU makes adequate provision for the existing and projected housing needs of all economic segments of the community. Therefore, a major focus of this HEU is to address the provisions of accommodating future housing growth and identifying specific sites suitable for residential development. The HEU integrates/ updates supporting socioeconomic, demographic, and household data.

The Project involves General Plan, Zoning Code, and Specific Plan Amendments to as many as 17 low- and very-low income candidate sites (as many as 36 parcels). The candidate sites' maximum realistic yield (MRY), based on the proposed amendments permitted a maximum density of 30 dwelling units (DU) per net acre, would be 2,494 DU.[1] As compared to the adopted zoning MRY,[2] the Project's MRY could result in a net increase of as many as 2,312 DU. The Project also proposes various conforming amendments to the Encinitas General Plan (EGP), Encinitas Municipal Code (EMC) Title 30, *Zoning Code*, Local Coastal Plan, Specific Plans (North 101 Specific Plan and Encinitas Ranch Specific Plan), and ancillary amendments to other planning documents, as necessary for clarification and consistency purposes. Chapter 3.0, *Project Description*, discusses the Project in detail.

GOV §§ 65580–65589.8 require that jurisdictions evaluate their housing elements every eight years. The current statutory update in the San Diego Association of Governments (SANDAG) region covers the eight-year Fifth Housing Element Cycle (January 1, 2013 to December 31, 2020). The currently proposed HEU (Fifth Cycle), subject of this EA, represents a comprehensive update to the City's existing Housing Element, and is specifically proposed to update the EHE. The HEU is proposed to comply with State housing law and reflect SANDAG's Regional Housing Needs Assessment (RHNA) Plan Fifth Housing Element Cycle.[3] The HEU includes revised goals and policies, and new, modified, and continuing implementation programs. The HEU is included in its entirety in Appendix C, *Draft 2013-2021 Housing Element Update*.

The Project's proposed General Plan, Zoning Code, and Specific Plan Amendments are specifically intended to accommodate the City's remaining RHNA allocation of 1,511 DU. The HEU includes other conforming EGP and EMC amendments, as necessary for consistency purposes. Specifically, the HEU includes: General Plan Land Use Plan amendments; rezoning of housing sites; Zoning Code amendments; amendments to the North 101 Corridor Specific Plan and Encinitas Ranch Specific Plan; a Local Coastal

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1 The MRY is based on "candidate" sites and estimated solely for environmental analysis purposes. Additionally, due to differing sets of governing regulations, these yields are greater than the yields that the HCD will credit the City in providing an adequate sites inventory.

2 The candidate sites' existing land use designations and zoning are detailed in Appendix B, *Candidate Sites Table*.

3 San Diego Association of Governments *Website, Regional Housing Needs Assessment Plan Fifth Housing Element Cycle Planning for Housing in the San Diego Region 2010-2020*, http://www.sandag.org/uploads/publicationid/publicationid_1661_14392.pdf, Accessed April 5, 2018.

Program Amendment; and adoption of other programs necessary to implement the EHU, as set forth in the Implementation Program. A detailed description of the HEU, including the required discretionary approvals, is provided in Chapter 3.

The Final Environmental Assessment/Program Environmental Impact Report for At Home in Encinitas, the City of Encinitas Housing Element Update (SCH #2015041044) (2016 PEIR) (RECON, May 12, 2016)[4] was prepared to address the potentially significant environmental effects from At Home in Encinitas, a proposed City of Encinitas Housing Element for the Fifth Cycle 2013-2021 planning period. The 2016 PEIR analyzed three housing strategies, including the Modified Mixed-Use Places (MMUP) strategy (i.e., the strategy with the greatest development yield). The MRY under the MMUP strategy was estimated to include 3,261 DU and 1,610,066 square feet (SF) of non-residential land uses.[5] As compared to the MMUP strategy's MRY, the Project's MRY represents a net decrease of 767 DU (-24% DU) and a net decrease of 1,610,066 SF of non-residential uses (-100% SF). The City adopted the environmentally preferred alternative, as the City's Housing Element and placed it on the November 2016 ballot, along with required General Plan, Specific Plan, and Zoning Code amendments, for voter approval, as required by the EGP Land Use Element and Proposition A adopted by the voters in 2013. The voters did not approve the ballot measure.

Since completion of the 2016 PEIR, the City has invested a considerable amount of effort into further updating the Fifth Cycle Housing Element, as described in Chapter 3, and has modified the April 2016 Draft Fifth Cycle 2013-2021 HEU, the 2016 PEIR's original project to arrive at the current proposed Project: the HEU.

1.1 ENVIRONMENTAL ASSESSMENT PURPOSE

This document is intended to provide an EA pursuant to GOV § 65759 in the form of a Draft Environmental Impact Report (EIR), to provide public agency decision-makers and the public with an analysis of the Project's potentially significant environmental effects, and identify feasible alternatives and mitigation measures that would avoid or substantially lessen any significant effects.

On July 14, 2015, the City and the Building Industry Association of San Diego County (BIA) entered into a Settlement Agreement to resolve litigation filed by the BIA. The BIA Settlement Agreement provided, in part, that the City must adopt: (1) an updated Housing Element; (2) conforming amendments to other General Plan elements; and (3) Zoning Ordinance amendments needed to implement the Housing Element.

On June 24, 2016, the City and DCM Properties Inc. (DCM) entered into a Settlement Agreement to resolve litigation filed by DCM. The DCM Settlement Agreement provided, in part, that the City must adopt: (1) an updated Housing Element; (2) zoning program to rezone sites consistent with the updated Housing Element. The proposed Housing Element, and the other General Plan Zoning Ordinance amendments described in the two settlement agreements are all included in Project Description; see Chapter 3.0.

The above Settlement Agreements (with DCM and the BIA) were incorporated into "Judgments Pursuant to Stipulation," approved by the San Diego County Superior Court on July 28, 2015 (BIA) and August 11,

[4]Document is available for review at the City of Encinitas Planning & Building Department, 505 South Vulcan Avenue, Encinitas, CA 92024-3633, and on the City's website at: http://www.ci.encinitas.ca.us/I-Want-To/Housing-Plan-Update.

[5] 2016 PEIR Table 3-4c.

2016 (DCM), respectively, which included similar language. The Judgments provide in part that environmental review will be completed under the terms of GOV § 65759 and the Judgment, as follows:

1. "This judgment expressly incorporates the terms of the attached Settlement Agreement, including but not limited to, the provisions of Government Code § 65759, which provides in part that the California Environmental Quality Act ("CEQA") "does not apply to any action necessary to brings its general plan or relevant mandatory elements of the plan into compliance with any court order or judgment under this article;" provided the City will conduct the environmental assessment required by that provision. Pursuant to GOV § 65759, CEQA does not apply to any discretionary actions necessary to bring the Housing Element and relevant mandatory elements of the General Plan into compliance with State Law." Therefore, CEQA does not apply to the discretionary actions detailed in Chapter 3.0, which are necessary to bring the EHE and relevant mandatory EGP elements into compliance with State Law.

2. Under § 65759 and the judgments, CEQA does not apply to "any discretionary actions necessary to bring the Housing Element and relevant mandatory elements of the General Plan into compliance with State Law." Therefore, CEQA does not apply to the following actions included in the Project Description (see Chapter 3.0):

    a. Adoption of the Housing Element;

    b. Adoption of all EGP amendments needed to bring the EGP into compliance with State law, including amendments to the Land Use Element for conformance with the densities provided in the EHE and to modify building height limits; and

    c. Adoption of Zoning Ordinance and Specific Plan amendments, as needed (including the North 101 Corridor Specific Plan and the Encinitas Ranch Specific Plan to provide sites that can ensure the continued availability to accommodate at least 1,141 lower income dwelling units throughout the entire Housing Element planning period. The California Department of Housing and Community Development (HCD) has stated that adoption of the zoning as proposed is required for the EHE to be found in conformance with State law.

3. Even though CEQA does not apply to these actions, the City must complete an Initial Study and prepare an "environmental assessment" in the form of a Draft Environmental Impact Report, if any of the proposed actions may have a significant effect on the environment (§ 65759(a)). This EA constitutes the "environmental assessment" required by Government Code § 65759.

4. Pursuant to Government Code § 65759 (a)(3), this EA is deemed to be part of the City's General Plan.

    As Lead Agency, the City has determined the proposed actions could have a significant effect on the environment and preparation of an "environmental assessment" that substantially conforms to the required content for a draft environmental impact report (DEIR) is required (GOV § 65759(a)). Therefore, this document constitutes the required "environmental assessment" and conforms to the required content for a DEIR found in State CEQA Guidelines Article 9 (§ 15120 et seq.).

    Based on the City's determination to prepare an EA pursuant to GOV § 65759, and as permitted by State CEQA Guidelines § 15060(d), an initial study was not prepared for the Project. Refer to

Section 1.2.2, *Environmental Assessment Scope*, below for a discussion concerning the "potentially significant impacts" addressed in detail in this EA.

As previously noted, the City has invested a considerable amount of effort into updating the EHE, since completion of the 2016 PEIR. The updates include, among others, different/ additional candidate sites for rezoning to comply with new State law provisions, as further described in Chapter 3.0. Because additions or changes are necessary to make the 2016 PEIR adequately apply to the proposed Project (e.g., the 17 candidate sites for rezoning currently being considered), this EA is presented in the form of a Draft EIR and substantially conforms to the content for a Supplemental EIR pursuant to State CEQA Guidelines § 15163, *Supplement to an EIR*:

a) The Lead or Responsible Agency may choose to prepare a supplement to an EIR rather than a subsequent EIR if:

1) Any of the conditions described in Section 15162 would require the preparation of a subsequent EIR, and

2) Only minor additions or changes would be necessary to make the previous EIR adequately apply to the project in the changed situation.

b) The supplement to the EIR need contain only the information necessary to make the previous EIR adequate for the project as revised.

c) A supplement to an EIR shall be given the same kind of notice and public review as is given to a draft EIR under Section 15087.

d) A supplement to an EIR may be circulated by itself without recirculating the previous draft or final EIR.

e) When the agency decides whether to approve the project, the decision-making body shall consider the previous EIR as revised by the supplemental EIR. A finding under Section 15091 shall be made for each significant effect shown in the previous EIR as revised.

5. Although CEQA does not apply to the proposed actions, the City will substantially conform to the CEQA process, to the extent it can be completed within the time limitations specified in GOV § 65754). The City intends to issue an EA, consider all comments, adopt all feasible mitigation measures, and prepare a Mitigation Monitoring and Enforcement Program (MMRP).

6. Pursuant to GOV § 65759(a)(3), this EA is deemed to be a part of the EGP and shall only be reviewable as provided in GOV § 65759.

1.1.2 ENVIRONMENTAL ASSESSMENT AUTHORITY

This EA has been prepared by the City as Lead Agency, in conformance with the provisions of GOV § 65759, and in substantial conformance with the criteria, standards, and procedures of the CEQA of 1970, as amended (Public Resources Code, § 21000 et seq.), and the State CEQA Guidelines (California Code of Regulations Title 14 § 15000 et seq.), as applicable to the preparation of an EA.

1.1.2.1 LEAD AGENCY

The City of Encinitas is the Lead Agency for the Project, pursuant to State CEQA Guidelines Article 4 (§§ 15050 and 15051). State CEQA Guidelines § 15367 defines Lead Agency as "the public agency which has

the principal responsibility for carrying out or approving a project." As Lead Agency, the City conducted a preliminary review of the Project and determined that an EA in the form of a Draft EIR that substantially conforms to the content for a Supplemental EIR was required. This EA's analysis and findings reflect the City's independent and impartial conclusions.

1.1.2.2 RESPONSIBLE AND TRUSTEE AGENCIES

Although CEQA does not apply to the proposed actions, certain Responsible and Trustee Agencies will either approve the Project or have jurisdiction over natural resources affected by the Project. State CEQA Guidelines § 15381 defines a Responsible Agency as "a public agency which proposes to carry out or approve a project, for which a Lead Agency is preparing or has prepared an EIR or Negative Declaration." For the purposes of CEQA, the term "Responsible Agency" includes all public agencies other than the Lead Agency which have discretionary approval power over the project." State CEQA Guidelines § 15381 defines a Trustee Agency as "a state agency having jurisdiction by law over natural resources affected by a project which are held in trust for the people of the State of California."

Responsible/Trustee Agencies for the Project include the following, among others:

- California Coastal Commission (CCC) - The CCC is responsible for determining whether to certify the Local Coastal Plan Amendment (LCPA). The CCC's certification of the LCPA would occur after the HEU's adoption. LCPA-relevant portions of the HEU and associated amendments would not take effect unless/until the LCPA is certified.
- California Department of Housing and Community Development: HCD is responsible for reviewing the HEU and finding whether the HEU substantially complies with State laws relating to housing elements.
- California Department of Transportation (Caltrans) - Caltrans has responsibility over the State highway system, including freeway entrance and exit ramps. Future improvements to Caltrans facilities may be required; see Section 4.13, *Transportation and Traffic*.
- San Diego County Air Pollution Control District (SDAPCD) - The SDAPCD regulates San Diego County's air pollution sources and would be responsible for issuing construction permits for future development.
- San Diego Regional Water Quality Control Board (RWQCB) – In the San Diego Region, the RWQCB regulates discharges from construction activities under the Construction General Permit and from Phase I municipal separate storm sewer systems (MS4s) under the Regional MS4 Permit. The RWQCB also regulates water quality through monitoring of compliance with the Clean Water Act (CWA) Section 401 certification process. The RWQCB would also be a Trustee Agency, as it holds regional water quality in its trust through the National Pollutant Discharge Elimination System (NPDES) compliance review process.

1.2 ENVIRONMENTAL ASSESSMENT TYPE, SCOPE, AND ORGANIZATION AND CONTENT

1.2.1 ENVIRONMENTAL ASSESSMENT TYPE

Although CEQA does not apply to the proposed Project, this EA substantially conforms to the required content for a DEIR found in State CEQA Guidelines Article 9 (§ 15120 et seq.) and the required content for

a Supplemental EIR found in State CEQA Guidelines § 15163. A Supplemental EIR need contain only the information necessary to make the previous EIR adequate for the project, as revised. The supplemental information could involve: 1) conditions requiring a Subsequent EIR, including changes in the project or circumstances under which the project is undertaken, or new information of substantial importance (State CEQA Guidelines § 16152); or 2) only minor additions or changes necessary to make the previous EIR adequately apply to the project in the changed situation.

1.2.2 ENVIRONMENTAL ASSESSMENT SCOPE

The scoping conducted as part of the 2016 PEIR is discussed in 2016 PEIR Section 1.2.2 (page 1-5). Based on the 2016 PEIR baseline data and findings, as well as the 2016 PEIR Notice of Preparation and response letters (see 2016 PEIR Appendix A-2), the following "potentially significant impacts" are addressed in detail in this EA:

- Aesthetics
- Air Quality
- Biological Resources
- Cultural Resources
- Geology and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation and Traffic
- Utilities and Service Systems

1.2.3 ENVIRONMENTAL ASSESSMENT ORGANIZATION AND CONTENT

1.2.3.1 ORGANIZATION AND CONTENT

This EA is organized in substantial conformance with the most recent State CEQA Guidelines for Draft EIRs. The following summarizes this EA's organization and content:

- **Executive Summary** contains a summary of the proposed Project and its consequences. Each significant effect is identified, along with the proposed mitigation measures to avoid or reduce that effect. The alternatives capable of reducing or avoiding the Project's effects are identified. The known areas of controversy and issues to be resolved are also identified.
- **Chapter 1.0 Introduction** contains an overview of the EA's legal authority, purpose, and intended uses, as well as its scope and organization.
- **Chapter 2.0 Environmental Setting** describes the Project's regional and local setting including its locational context; existing physical characteristics and land use; available public infrastructure and services; and relationship to other relevant plans. The precise locations and boundaries of the proposed Project (i.e., candidate sites) are presented on detailed maps, in regional and local contexts.
- **Chapter 3.0 Project Description** contains the following: Project history and background; a statement of the Project's objectives; a general description of the Project's technical and environmental characteristics; the discretionary actions required to fully adopt and implement the Project; and a statement of the intended uses of the EA related to future development projects.

- **Chapter 4.0 Environmental Analysis** contains an evaluation of the environmental issues identified in the EA scope (see Section 1.2.2, *Environmental Assessment Scope)* and listed below. Each issue evaluation includes a description of the existing environmental setting, existing regulatory setting, potential Project impacts, mitigation measures proposed to avoid or lessen significant effects, significant unavoidable impacts (if any), and a listing of the cited reference materials.

  - Aesthetics
  - Air Quality
  - Biological Resources
  - Cultural Resources
  - Geology and Soils
  - Greenhouse Gas Emissions
  - Hazards and Hazardous Materials
  - Hydrology and Water Quality
  - Land Use
  - Noise
  - Population and Housing
  - Public Services and Recreation
  - Transportation and Traffic
  - Utilities and Service Systems

- **Chapter 5.0 Other Considerations** discusses the long-term implications of the proposed action. The significant environmental effects which cannot be avoided if the proposed Project is implemented and the significant irreversible environmental changes, which would be involved in the proposed Project, should it be implemented, are discussed. A discussion related to energy, pursuant to State CEQA Guidelines Appendix F is also included.

- **Chapter 6.0 Growth Inducement** evaluates the Project's potential to induce economic or population growth, either directly or indirectly, within the Project area and region.

- **Chapter 7.0 Cumulative Analysis** describes the cumulative analysis' proposed approach and methodology, and identifies the Project's impacts in combination with other planned and future development in the region.

- **Chapter 8.0 Effects Found Not to be Significant** addresses the environmental issues determined through the scoping process as clearly insignificant and unlikely to occur (i.e., Agricultural and Forestry Resources, and Mineral Resources). Brief statements indicating the reasons that the Project's various possible significant effects concerning these issues were determined not to be significant are provided.

- **Chapter 9.0 Alternatives** describes a range of reasonable alternatives to the Project, and to the Project's location, which would feasibly attain most of the basic Project objectives, but would avoid or substantially lessen any of the Project's significant effects, and evaluates the alternatives' comparative merits. The environmentally superior alternative from among the alternatives considered is identified. Additionally, a summary and tabular comparison of the Project and the alternatives is also provided.

- **Chapter 10.0 Organizations and Persons Consulted** identifies all Federal, State, or local agencies, other organizations, and private individuals consulted in preparing the EA.

- **Chapter 11.0 Document Preparers and Certification Page** identifies the persons, firm, or agency preparing the EA and technical studies.

1.2.3.2 TECHNICAL APPENDICES

The technical appendices used as a basis for much of the environmental analysis in this EA have been summarized in the respective sections, and are printed separately as part of the EA Appendices and 2016 PEIR Appendices. The technical appendices are available for review at the City of Encinitas Planning and Building Department at 505 South Vulcan Avenue, Encinitas, California 92024.

1.2.3.3 INCORPORATION BY REFERENCE

Pursuant to State CEQA Guidelines § 15150, an EIR may incorporate by reference all or portions of another document, which is a matter of public record or is generally available to the public. Where all or part of another document is incorporated by reference, the incorporated language is considered set forth in full as part of an EIR's text. Since this EA substantially conforms to the required content for an EIR, this EA incorporates by reference the 2016 PEIR and has referenced various technical studies and reports prepared in support of the 2016 PEIR, as well as those prepared in support of this EA. Information from these documents was summarized/briefly described in the 2016 PEIR/this EA. The relationship between the incorporated information and the 2016 PEIR/this EA was also described. These documents are included in Chapter 4.0's respective *References Cited* Sections, and are hereby incorporated by reference. They are also available for review at the City of Encinitas Planning and Building Department at 505 South Vulcan Avenue, Encinitas, California 92024.

1.3 ENVIRONMENTAL ASSESSMENT INTENDED USE AND PROCESS

1.3.1 ENVIRONMENTAL ASSESSMENT INTENDED USE

This EA is intended to be used by the City, as Lead Agency, in evaluating the HEU and related amendments. Additionally, as an EA that substantially conforms to the required content for a DEIR, this document, along with the certified 2016 PEIR, is intended to be used by the City when acting on subsequent applications for development on the housing sites consistent with the HEU, to ensure compliance with the EGP, EMC, and mitigation framework; see Section 1.3.3, *Subsequent Environmental Review*, below.

1.3.2 ENVIRONMENTAL ASSESSMENT PROCESS

Although CEQA does not apply to the proposed actions, preparation of an "environmental assessment" that substantially conforms to the required content for a DEIR is required, if any of the proposed actions would have a significant effect on the environment (GOV § 65759(a)). This document constitutes the required "environmental assessment."

A Notice of Availability of the EA will be published in a newspaper of general circulation in the area and distributed to public agencies as part of GOV § 65352 and Public Utilities Code § 21676 noticing requirements.

The EA and Appendices are available for review at the following locations:

City of Encinitas Planning and Building Department
505 South Vulcan Avenue
Encinitas, California 92024

Encinitas Branch Library
540 Cornish Drive
Encinitas, California 92024

City of Encinitas Website at: http://www.athomeinencinitas.info/documents/

Following EA release, the City will consider all comments during their deliberations on the Project. A MMRP will be incorporated into this document and become part of the EGP. The City will consider all information included in the EA when acting on the EHE. Once adopted by the City, the EA will be incorporated into the EGP.

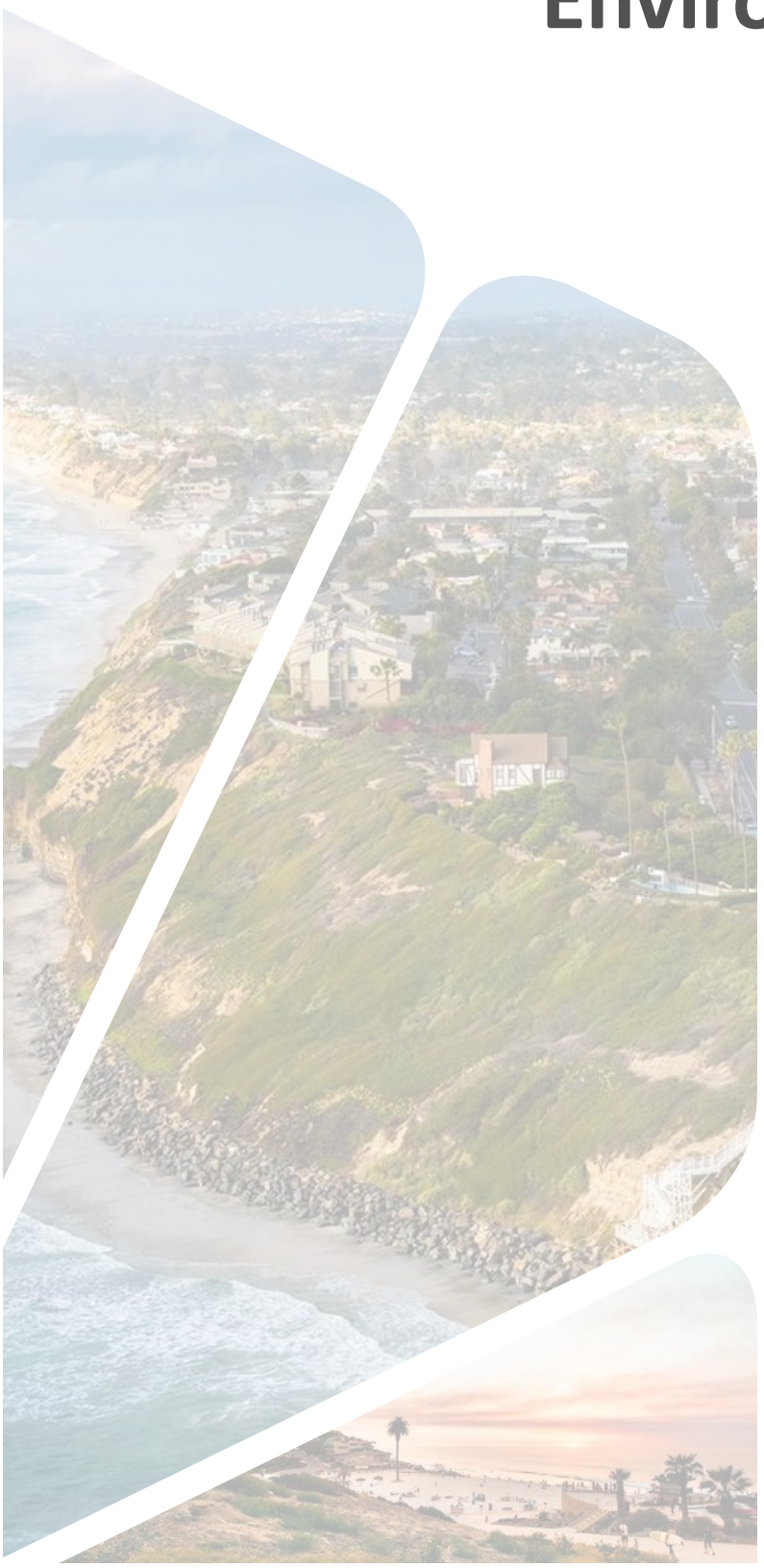
1.3.3 SUBSEQUENT ENVIRONMENTAL REVIEW

As allowed by State CEQA Guidelines § 15168, *Program EIR*, § 15183, *Projects Consistent with a Community Plan or Zoning*, and § 15182, *Residential Projects Pursuant to a Specific Plan,* the City will review future development under the proposed Project considering the 2016 PEIR and this EA. State CEQA Guidelines § 15168, allows a program EIR to serve as the basis for environmental review of subsequent projects. State CEQA Guidelines §§ 15182 and 15183 provide additional exemptions for projects proposed in accordance with an adopted specific plan, or consistent with an adopted community plan, general plan, or zoning.

If any future HEU projects requiring discretionary approval are not eligible for "by right" approval, as described in Chapter 3.0, and have potentially significant adverse environmental effects that were not examined in this EA or in the 2016 PEIR, an Initial Study would be prepared for that project, leading to the preparation of either a Negative Declaration, Mitigated Negative Declaration, focused EIR, or supplement to this EA or in the 2016 PEIR. When additional environmental documentation for a future project is necessary, this EA or in the 2016 PEIR may be incorporated by reference to address regional context, secondary effects, cumulative impacts, alternatives, and other factors applicable to the program overall. Section 3.7 provides additional information concerning future project approvals and procedures.

Chapter 2.0

Environmental Setting



Chapter 2 | Environmental Setting

2.1 REGIONAL SETTING

The City of Encinitas' (City) regional setting is discussed in 2016 PEIR Section 2.1 (page 2-1). No additions/ changes concerning regional setting are necessary to make the 2016 PEIR applicable to the revised Project. Figure 2-1, *Regional Vicinity Map*, depicts the City in a regional context.

2.2 PROJECT LOCATION

The City's location is discussed in 2016 PEIR Section 2.2 (page 2-1). The additions/changes concerning the candidate sites' locations necessary to make the 2016 PEIR applicable to the revised Project are presented below.

Figure 2-2, *Local Vicinity Map*, depicts the City in a local context. As shown in Figure 2-2, the City is comprised of five distinct communities: Leucadia; Old Encinitas; Cardiff; New Encinitas; and Olivenhain.

This EA considers 17 candidate sites for rezoning within the City's boundaries. Solely for analysis purposes, the candidate sites have been assigned a label (i.e., Candidate Site Number). Table 2-1, *Summary of Candidate Sites*, and Figure 2-3, *Candidate Sites Map - Overview*, present the candidate sites by community and indicate that between four and six sites are in each community, except in Olivenhain, where there is only one site. The 17 candidate sites are comprised of 36 parcels and total approximately 111 gross acres. Figures 2-4a-e, *Candidate Sites Map***,** depict the candidate site locations and boundaries according to the City's communities.

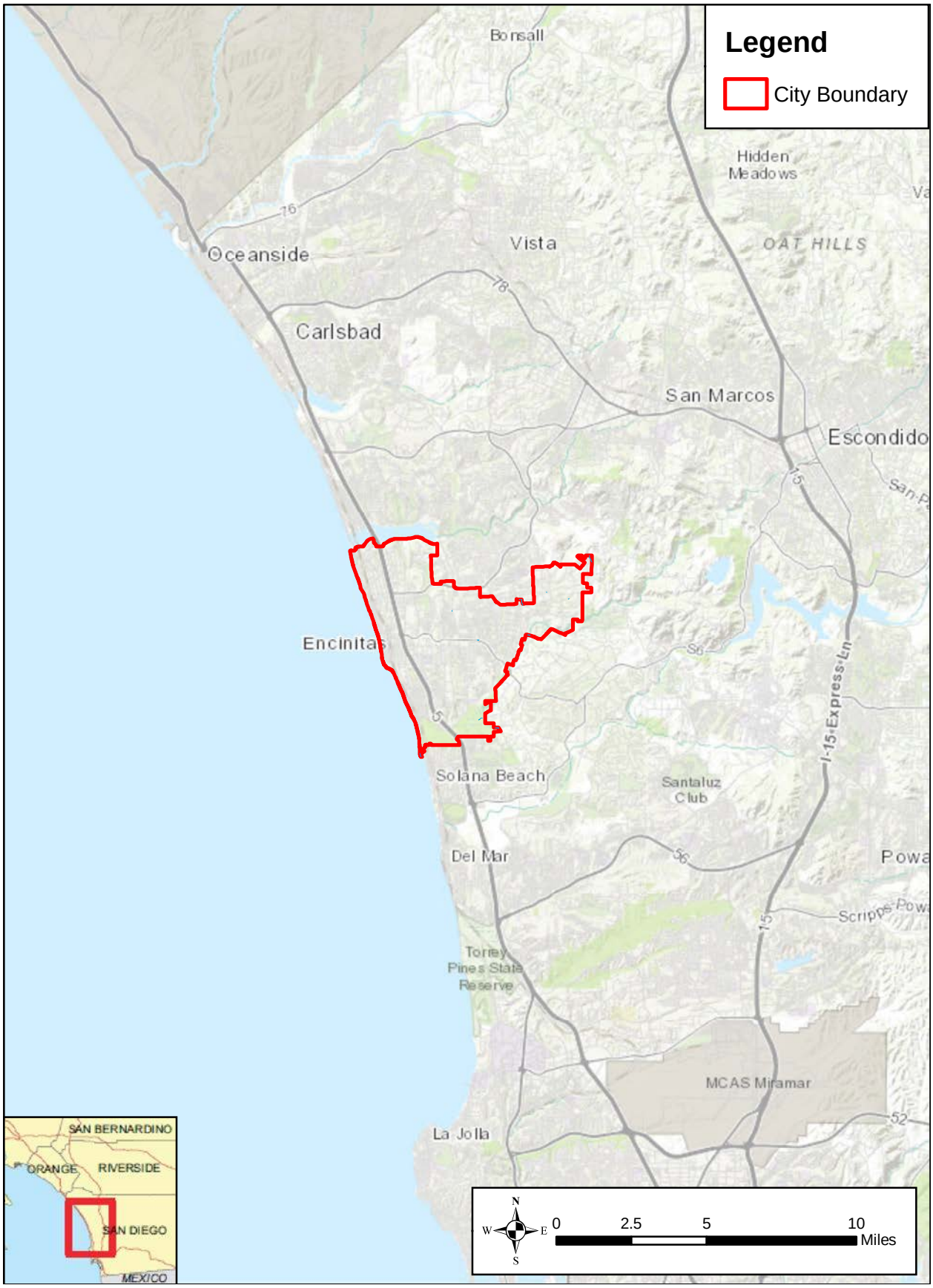
As detailed in Appendix B, *Candidate Sites Table*, and summarized in Table 2-1, approximately 55 percent (approximately 61 acres) are developed to varying degrees with residential and non-residential land uses, while the remaining approximately 45 percent (approximately 50 acres) are vacant. Overall, approximately seven dwelling units (7 DU) and approximately 793,757 square feet (SF) of non-residential land uses are located on the candidate sites. Appendix B further describes the candidate sites' existing on-site conditions.

2.3 NATURAL ENVIRONMENT

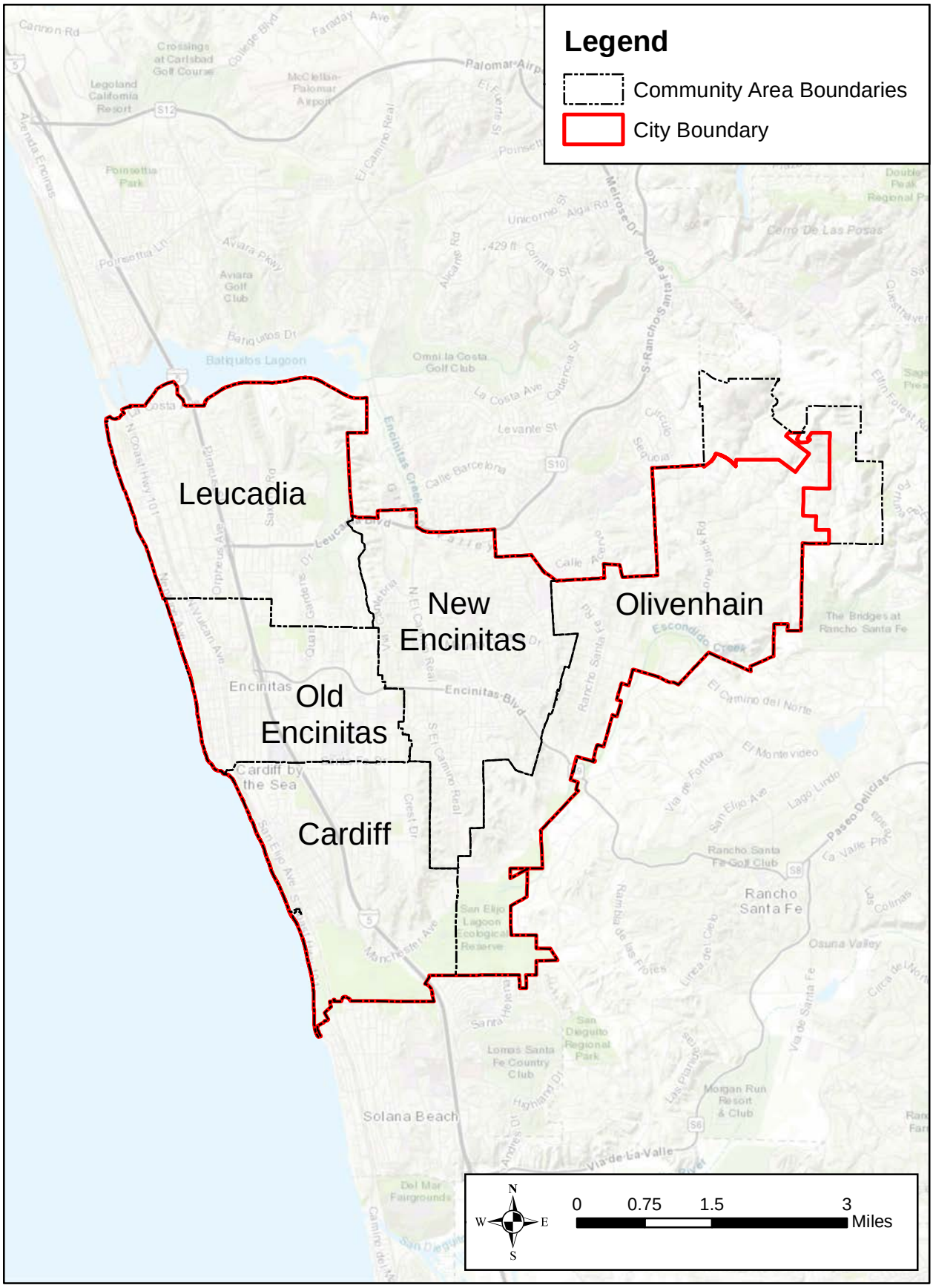
2.3.1 LAND COVER/VEGETATION

The City's land cover/vegetation are generally discussed in 2016 PEIR Section 2.3.1 (page 2-4). The additions/changes concerning the candidate sites' land cover/vegetation necessary to make the 2016 PEIR applicable to the revised Project are presented below.

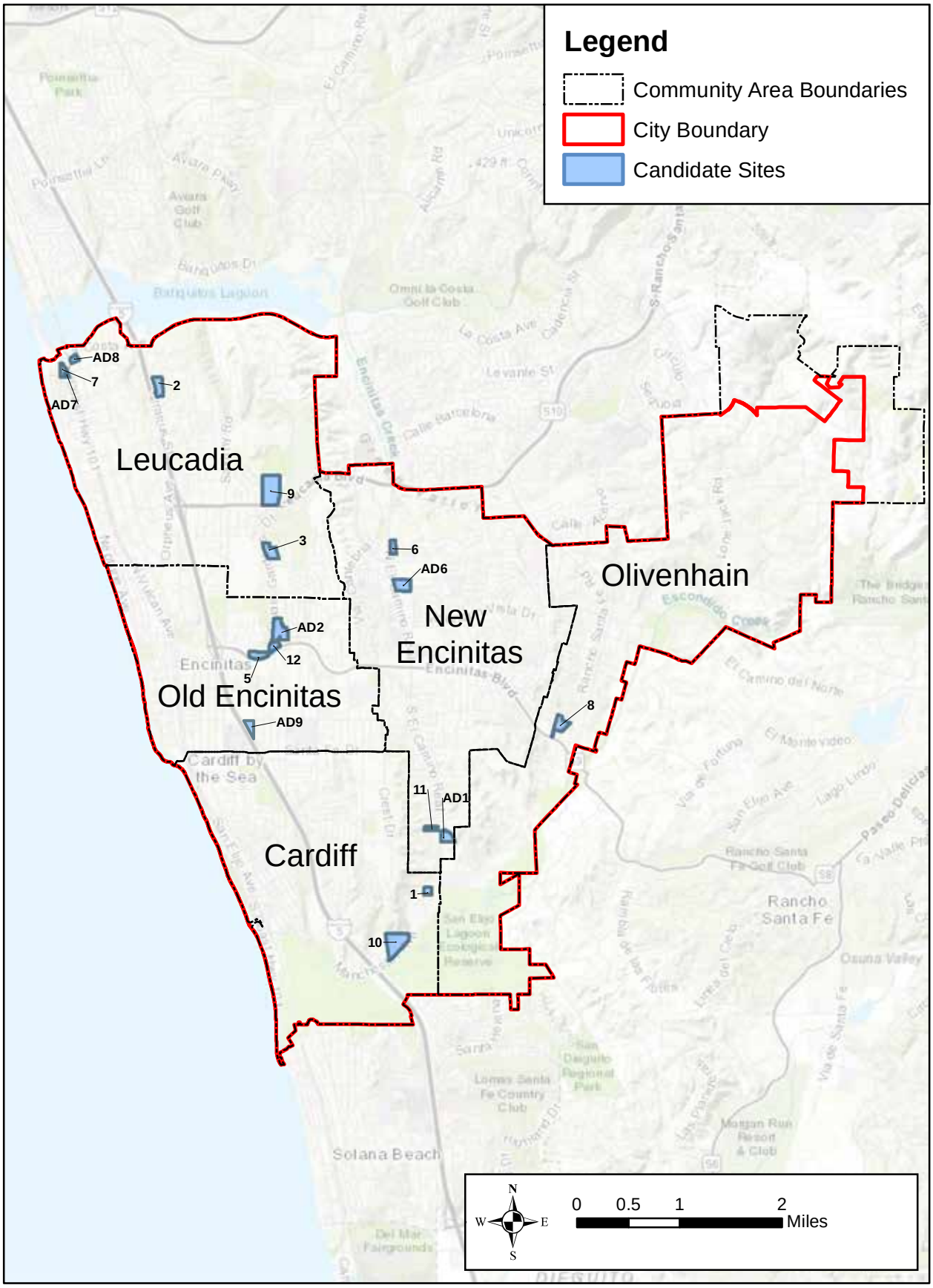
As detailed in Appendix B and summarized in Table 2-1, of the 111 gross acres that comprise the candidate sites, approximately 45 percent (approximately 50 acres) are vacant. The biological resources present on the candidate sites are discussed in detail in Section 4.3, *Biological Resources*. The Project area's vegetation is typical of developed urban areas, and includes landscaping of residential and non-residential land uses, streetscapes, and ornamental trees, parkways, lawns, and gardens. Sensitive vegetation communities present on the candidate sites include coastal sage scrub, annual grasslands, wetlands/ riparian, and eucalyptus woodland.



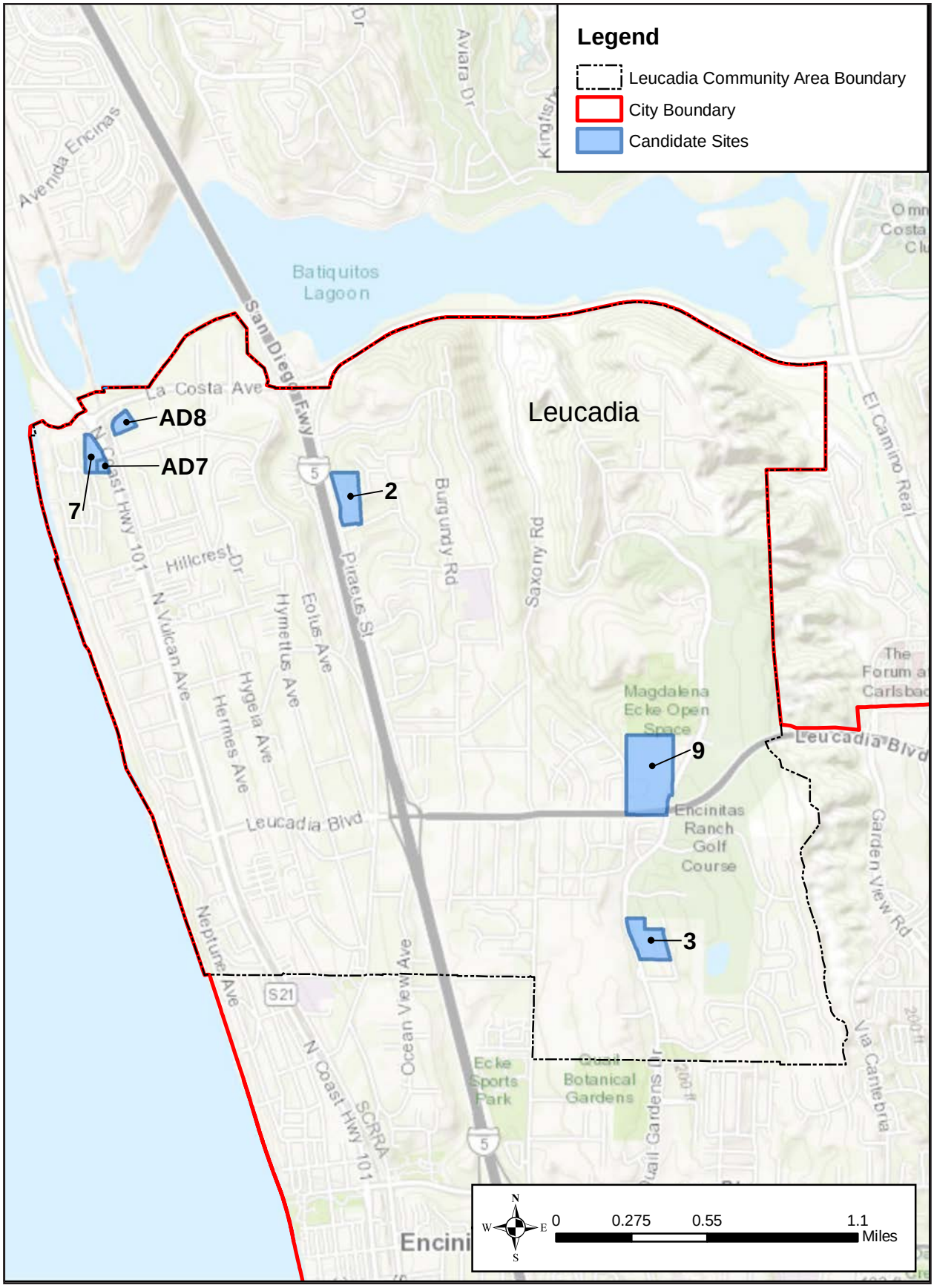
Source: City of Encinitas, GIS.



Source: City of Encinitas, GIS.



Source: Kimely-Horn & Assoc., GIS.



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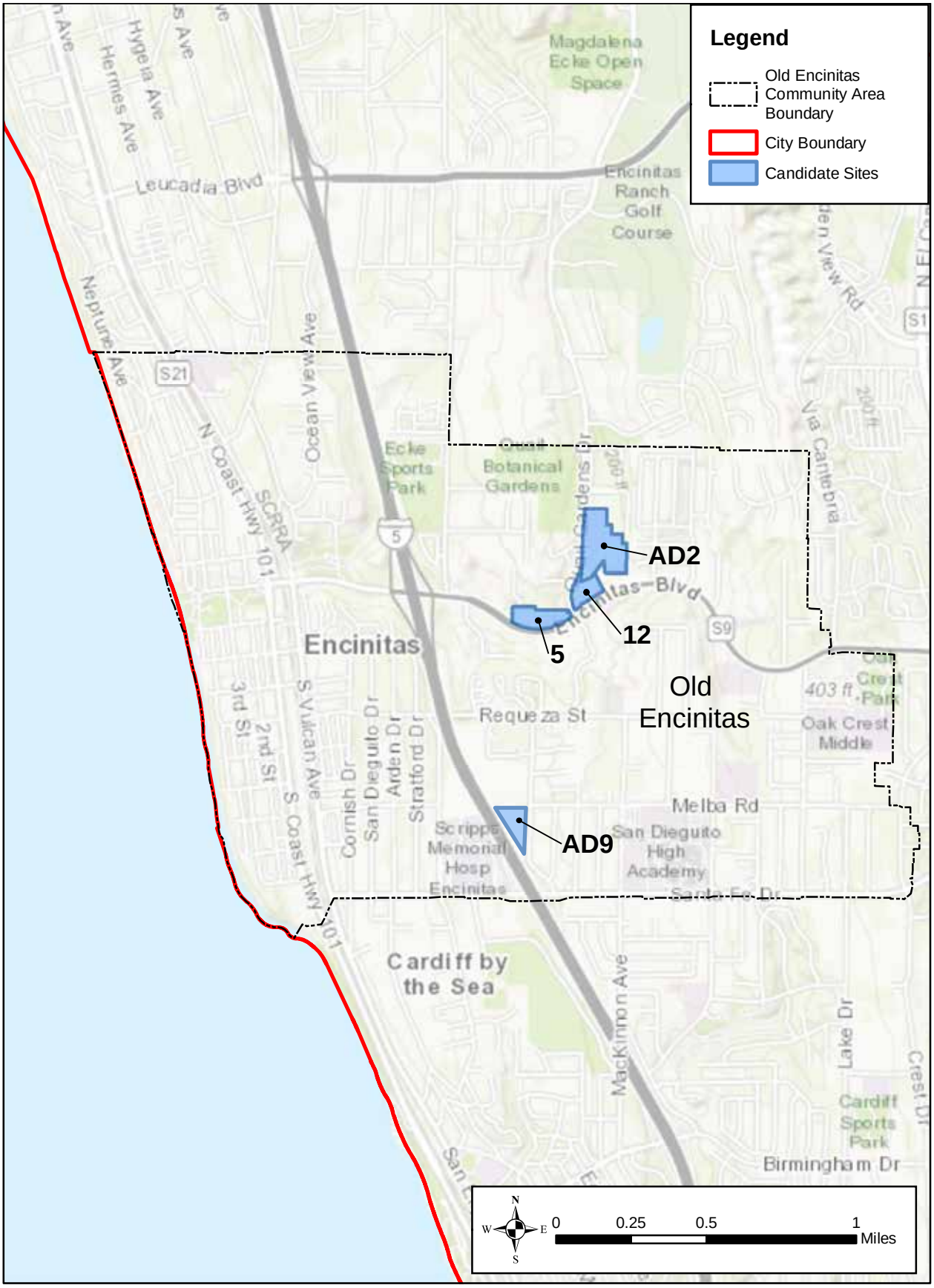

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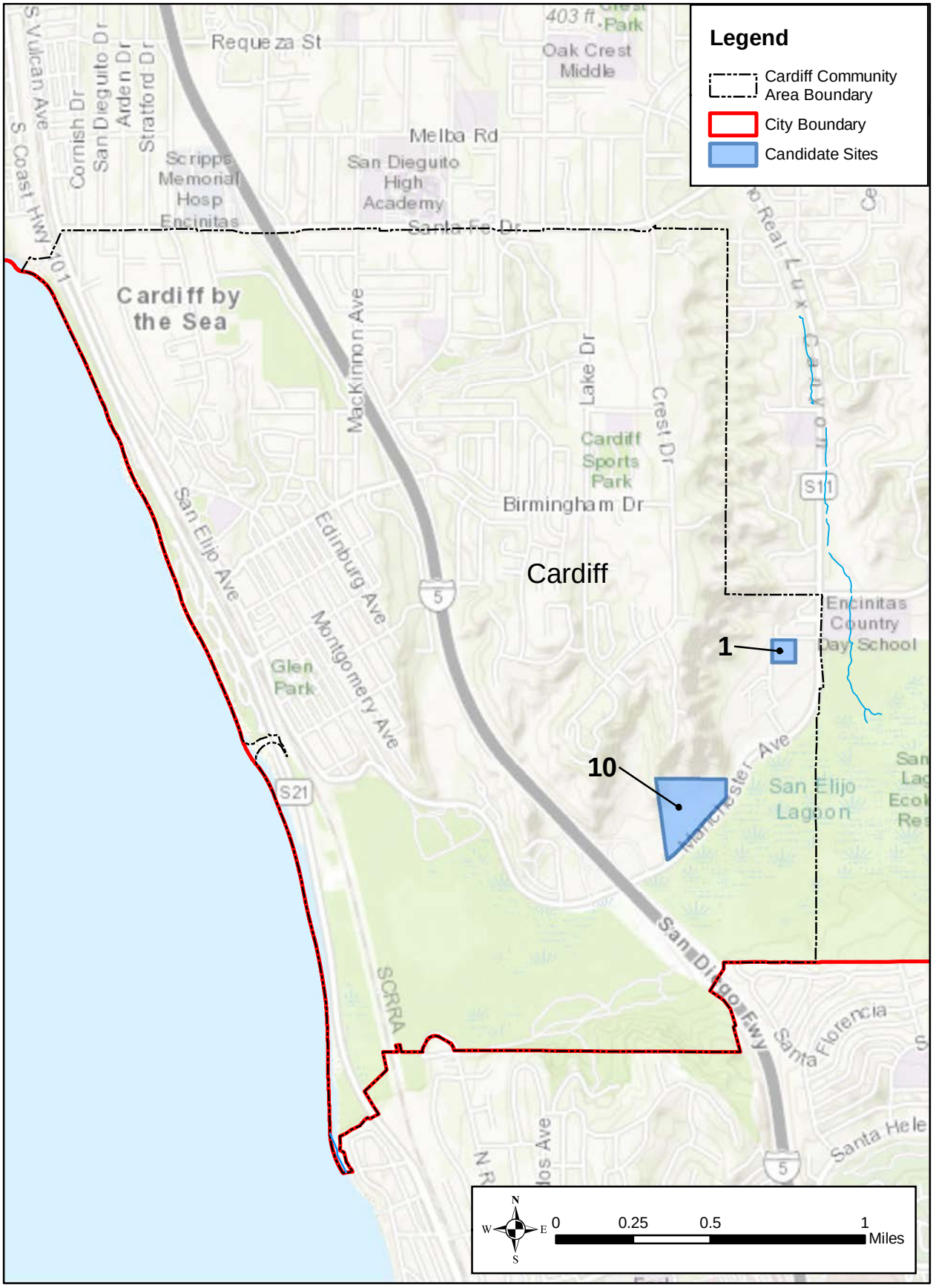

Source: Kimley-Horn & Assoc., GIS.

Environmental Assessment
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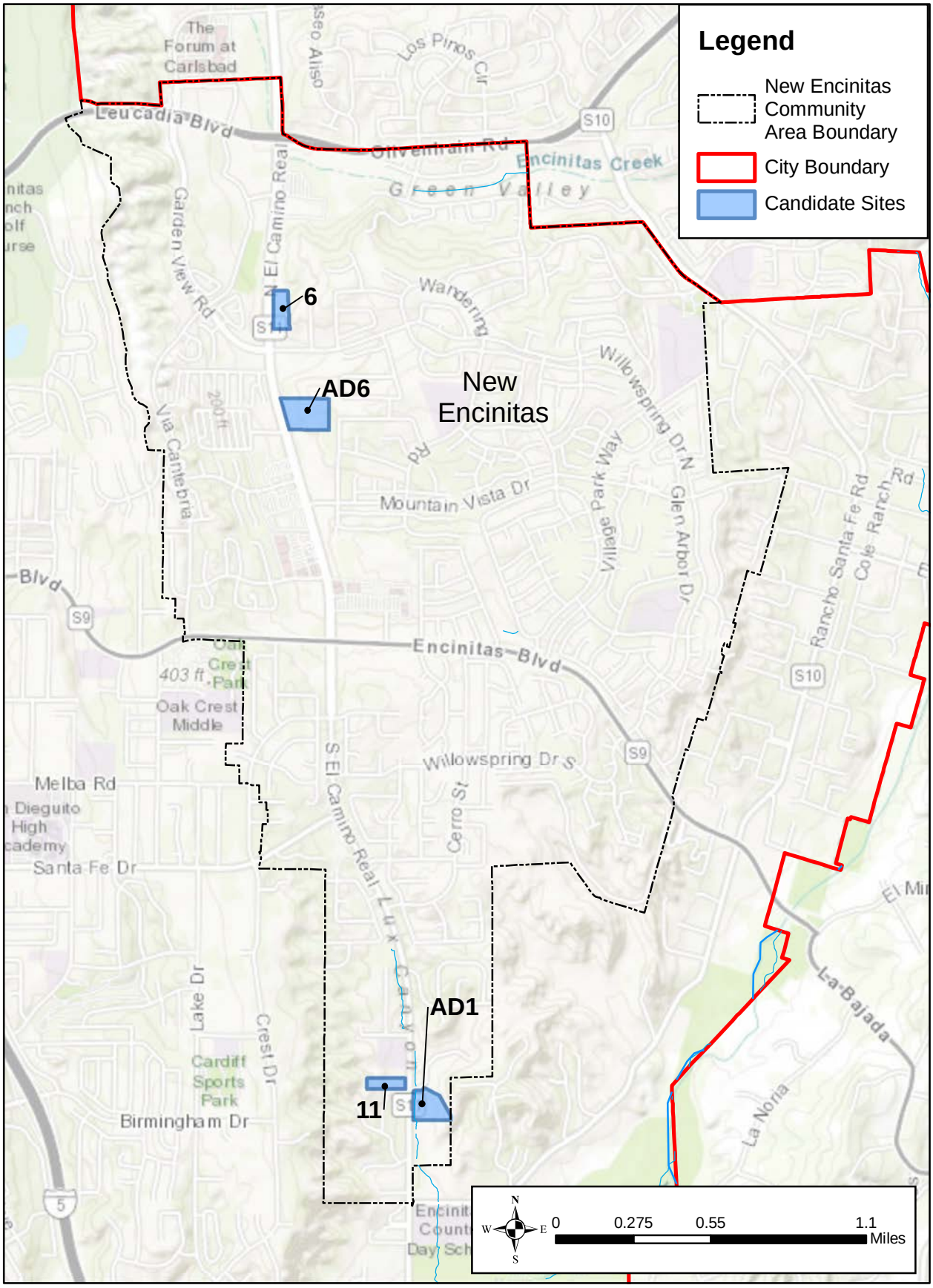
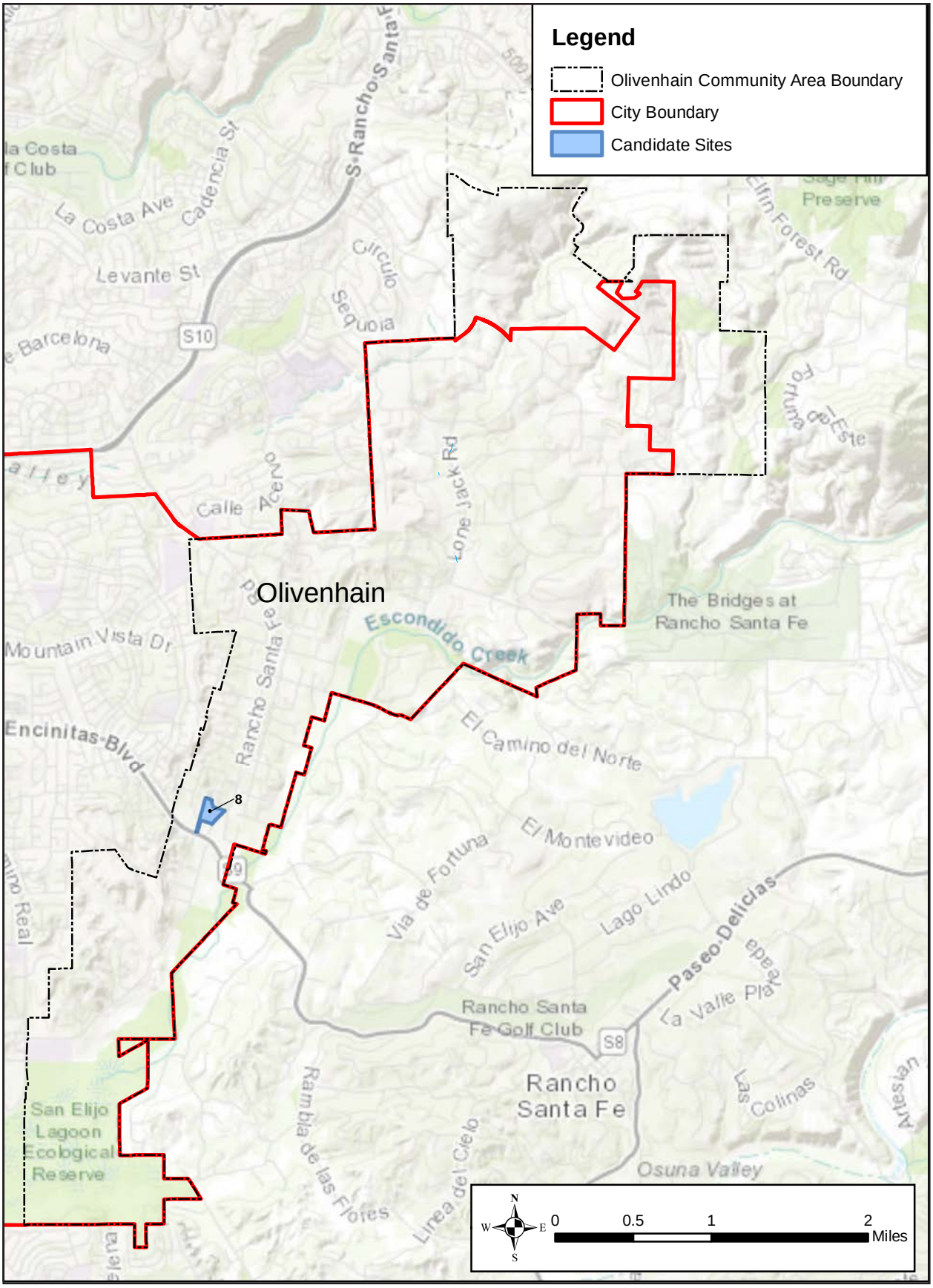
Candidate Sites Map - Cardiff
Figure 2-4c



Source: Kimely-Horn & Assoc., GIS.



Source: Kimley-Horn & Assoc., GIS.

TABLE 2-1: SUMMARY OF CANDIDATE SITES					
Community	**Candidate Site Number**	**Assessor's Parcel Numbers**	**Developed Lands (Gross Acres)**	**Vacant Lands (Gross Acres)**	**Land Area (Gross Acres)**
Leucadia	02 03 07 07 09 AD07 AD08	2541440100 2570111700 2160412000 2160412100 2546121200 2160410600 2160520100	24.3	17.5	41.8
Old Encinitas	05 05 05 05 12 12 AD02 AD02 AD02 AD02 AD02 AD02 AD02 AD02 AD09	2581111600 2581303400 2581304500 2581308100 2581309700 2581309800 2570203600 2570203700 2581308000 2581308200 2581308600 2581309100 2581309300 2581309400 2582411000	3.4	20.9	24.3
Cardiff	01 10	2611506400 2612100100	16.9	2.5	19.4
New Encinitas	06 06 11 AD01 AD06 AD06 AD06 AD06	2574702300 2574702400 2621601400 2620618500 2570623300 2570623400 2570623500 2570623600	12.0	7.2	19.1
Olivenhain	08 08 08	2592313000 2592313100 2592313200	4.9	1.8	6.6
Total	***17***	***36***	***61.4***	***49.8***	***111.2***
Note: Refer to Appendix B, *Candidate Sites Table*, for further detail concerning existing on-site land uses.					

2.3.2 CLIMATE AND AIR QUALITY

The City's climate and air quality are generally discussed in 2016 PEIR Section 2.3.2 (page 2-4). No additions/changes to the climate and air quality discussion are necessary to make the 2016 PEIR applicable to the revised Project. A detailed discussion concerning the candidate sites and climate/air quality is presented in Section 4.2, *Air Quality*.

2.3.3 GEOLOGY AND LANDFORM

The City's geology and landforms are generally discussed in 2016 PEIR Section 2.3.3 (page 2-4). No additions/changes to the geology and landform discussion are necessary to make the 2016 PEIR applicable to the revised Project. The candidate sites' geology and landforms are discussed in detail in Section 4.5, *Geology and Soils*.

2.3.4 HYDROLOGY AND WATER QUALITY

The City's hydrology and water quality are generally discussed in 2016 PEIR Section 2.3.4 (page 2-5). The additions/changes to the hydrology and water quality discussion necessary to make the 2016 PEIR applicable to the revised Project are presented below and specifically concern impaired water bodies:

- Cottonwood Creek is listed for DDT, toxicity, benthic community effects, nitrogen, phosphorous, selenium.
- Encinitas Creek is listed for benthic community effects, selenium, toxicity, phosphorous.
- Escondido Creek is listed for benthic community effects, DDT, indicator bacteria, toxicity, manganese, phosphate, selenium, sulfates, and total dissolved solids.
- Pacific Ocean Shoreline, Batiquitos HSA at Moonlight Beach is listed on the 303(d) list of indicator bacteria and for trash.
- Pacific Ocean Shoreline, San Elijo HSA at Cardiff State Beach at San Elijo Lagoon is listed for indicator bacteria.
- Pacific Ocean Shoreline, San Elijo HSA at Cardiff State Beach at parking lot entrance is listed for trash.
- San Elijo Lagoon is listed as an impaired water body for indicator bacteria, toxicity, eutrophic, sedimentation/siltation.
- San Elijo Creek, unnamed tributary at San Elijo Avenue is on the 303(d) list for indicator bacteria.

The candidate sites' hydrology and water quality are discussed in detail in Section 4.8, *Hydrology and Water Quality*.

2.4 BUILT ENVIRONMENT

2.4.1 LAND USE

The City's existing land uses are generally discussed in 2016 PEIR Section 2.4.1 (page 2-6). The additions/changes concerning the candidate sites' existing land uses necessary to make the 2016 PEIR applicable to the revised Project are presented below.

Of the 111 gross acres that comprise the candidate sites, approximately 55 percent (approximately 61 acres) are developed to varying degrees; see Table 2-1. The land uses present on the candidate sites are summarized in Table 2-2, *Summary of Candidate Sites Existing Land Use*.

The candidate sites' existing land uses are discussed in greater detail in Appendix A, *Candidate Sites Fact Sheets*, Appendix B, *Candidate Sites Table*, and Section 4.9, *Land Use and Planning*.

TABLE 2-2: SUMMARY OF CANDIDATE SITES EXISTING LAND USES			
Community	**Candidate Site Number**	**Residential (Dwelling Units)**	**Non-Residential (Square Feet)**
Leucadia	02 03 07 07 09 AD07 AD08	2	619,300
Old Encinitas	05 05 05 05 12 12 AD02 AD02 AD02 AD02 AD02 AD02 AD02 AD02 AD09	1	29,779
Cardiff	01 10	1	3,880
New Encinitas	06 06 11 AD01 AD06 AD06 AD06 AD06	0	126,358
Olivenhain	08 08 08	3	14,440
Total	***17***	***7***	***793,757***
Note: Refer to Appendix B, *Candidate Sites Table*, for further detail concerning existing on-site land uses.			

2.4.2 HOUSING, POPULATION, AND EMPLOYMENT

Appendix B of the *Draft 2013-2021 Housing Element* (Appendix C) provides the Housing Profile Report, which includes analyses of the City's current demographics, and housing needs and constraints, among others. The U.S. Census reported the San Diego region's population grew approximately 2.2 percent annually between 2000 and 2010. During the same period, Encinitas' population grew at a slower rate as compared to the region, increasing 0.3 percent annually, from 58,014 persons in 2000 to 59,518 persons in 2010; see Appendix C Table B-1.

The San Diego Association of Governments (SANDAG; 2015b) reports that Encinitas' housing stock was comprised of approximately 25,481 DU as of 2010, and the City's population totaled approximately 59,518 persons, or approximately 2.34 persons per household. As of 2010, the City's employment was estimated to total 25,643 jobs. Current housing and population data indicate Encinitas' housing stock is comprised of approximately 26,409 DU (as of January 2018), and the City's population totals approximately 63,158 persons, or approximately 2.52 persons per household (DOF; 2018).

As noted above, approximately seven dwelling units (7 DU) and approximately 793,757 SF of non-residential land uses are located on the candidate sites. Assuming 2.52 persons per household, the population associated with the candidate sites' existing housing is approximately 18 persons.

2.4.3 COMMUNITY CHARACTER

The City is comprised of five distinct communities: Leucadia; Old Encinitas; Cardiff; New Encinitas; and Olivenhain; see Figure 2-2. Each of the City's communities exhibits a unique character, as discussed in 2016 PEIR Section 2.4.2 (page 2-7) and 2016 PEIR Section 3.2.2.1 (page 3-8). No additions/changes concerning community character are necessary to make the 2016 PEIR applicable to the revised Project.

2.4.4 PUBLIC INFRASTRUCTURE AND SERVICES

The City's public infrastructure and services are generally discussed in 2016 PEIR Section 2.4.3 (page 2-13). No additions/changes concerning public infrastructure and services are necessary to make the 2016 PEIR applicable to the revised Project.

Detailed discussions concerning the candidate sites, and public infrastructure and services are provided in Section 4.12, *Public Services and Recreation*, Section 4.13, *Transportation and Traffic*, and Section 4.14, *Utilities and Service Systems*.

2.5 PLANNING CONTEXT

The City's planning context is discussed in 2016 PEIR Section 2.5 (page 2-18). The additions/changes concerning the candidate sites' planning context necessary to make the 2016 PEIR applicable to the revised Project are presented below. A detailed evaluation of the proposed Housing Element's consistency with relevant plans and ordinances is provided in Section 4.9, *Land Use and Planning*.

2.5.1 GENERAL PLAN LAND USE DESIGNATIONS

The existing/adopted General Plan land use designations for each of the 36 parcels that make up the candidate sites are specified in Appendix B and described in Table 2-3, *Existing General Plan Land Use Designations*. The candidate sites' maximum realistic yield (MRY) based on the adopted General Plan is 191 DU and approximately 831,016 SF of non-residential land uses.

2.5.2 ZONING DISTRICTS

The existing Encinitas Municipal Code (EMC) zones for each of the 36 parcels that make up the candidate sites are specified in Appendix B and described in Table 2-4, *Existing Zoning*. The candidate sites' maximum realistic yield (MRY) based on the adopted zoning is 183 DU and approximately 831,016 SF of non-residential land uses.

TABLE 2-3: EXISTING GENERAL PLAN LAND USE DESIGNATIONS		
Land Area (Gross Acres)	**Designation**	**Description**
10.1	Rural Residential 1	Residential uses in this category will be single-family detached units constructed at lower densities. Under this designation, up to 1 DU/AC is possible.
30.2	Rural Residential 2	Residential uses in this category will be single-family detached units constructed at lower densities. This land use designation permits the construction of between 1 and 2 DU/AC with a minimum lot size per unit of 21,500 SF.
12.6	Residential 3	Residential uses in this category will be single-family detached units constructed at lower densities. This land use designation permits the construction of between 1 and 3 DU/AC with the minimum lot size for each unit being 14,500 SF.
8.5	Residential 5	Residential uses in this category will be single-family detached dwellings, although the lot areas are substantially smaller than that for the rural land use designations. Residential development in this category can be constructed at densities ranging from 1 DU/AC up to 5.0 DU/AC with a minimum lot size per unit of 8, 700 SF.
4.4	Residential 11	Residential uses in this category may include a variety of residential development types ranging from single-family detached units, to single-family attached homes such as condominiums, townhouses, and senior housing developments. The density of development for this category ranges from 1 to 11 DU per acre (DU/AC) depending on environmental factors that are present.
12.4	General Commercial	This designation permits a wide range of retail, wholesale, and service activities, and may accommodate other secondary" activities as well under the structure of specific planning. The maximum intensity of development within this land use designation is governed by a floor area ratio (FAR) of up to 1. 0.
8.3	Office Professional	This designation includes those business establishments primarily involved in providing professional services. Development intensity for this category will be governed by FAR of up to 0.75.
21.5	Specific Plan 3	Encinitas Ranch Specific Plan; see Table 2-4 below.
3.0	Visitor- Serving Commercial	This designation specifically applies to those commercial activities that serve persons visiting the City. The maximum permitted FAR for uses in this category is up to 1. 0.
Total: 111.2		
Source: City of Encinitas, *City of Encinitas General Plan Land Use Element*, Last Adopted May 22, 2013.		

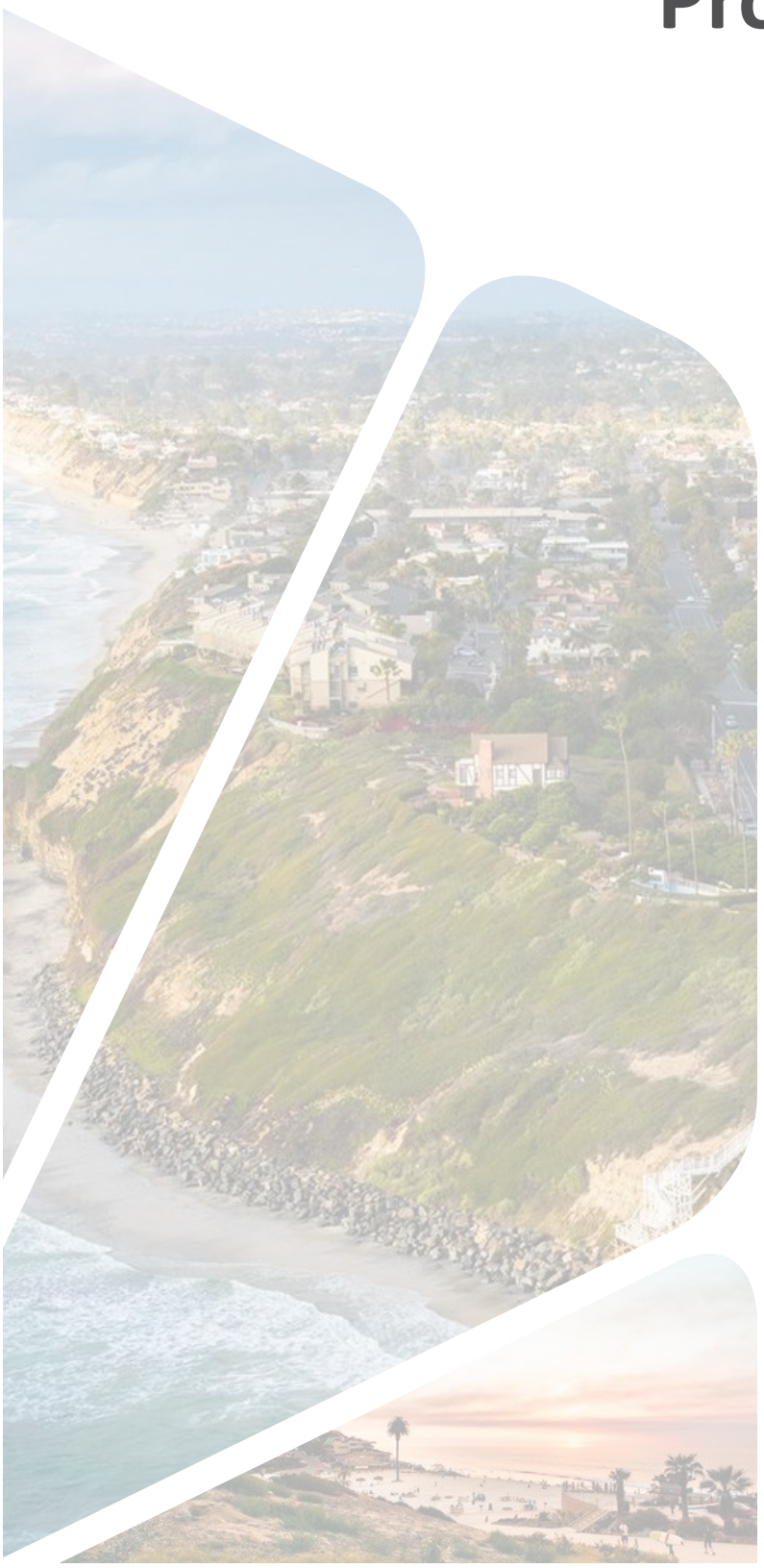
2.6 SITE CONSTRAINTS

The site constraints present on the candidate sites are presented in Appendix A. Figure 2-3 and Figures 2-4a through 2-4e depict the candidate site locations and boundaries, according to the City's communities.

TABLE 2-4: EXISTING ZONING		
Land Area (Gross Acres)	**Zone**	**Description**
10.1	Rural Residential 1 (RR-1)	This zone is intended to provide for low density single-family detached residential units to be compatible with rural areas. Minimum lot sizes are 1 net acre with a maximum density of 1.0 DU per net acre.
30.5	Rural Residential 2 (RR-2)	This zone is intended to provide for low density single-family detached residential units with minimum lot sizes of 21,500 net SF and maximum densities of 2.0 DU per net acre.
10.6	Residential 3 (R-3)	This zone is intended to provide for single-family detached residential units with minimum lot sizes of 14,500 net SF and maximum densities of 3.0 DU per net acre.
8.5	Residential 5 (R-5)	This zone is intended to provide for lower density suburban development consisting of single-family detached units with minimum lot sizes of 8,700 net SF and maximum densities of 5.0 DU per net acre.
4.4	Residential 11 (R-11)	This zone is intended to provide for a variety of residential development types found within the coastal areas, ranging from single-family detached units to single-family attached units, such as condominiums, townhouses, and senior housing. The minimum lot size is 3,950 net SF and the maximum density is 11 DU per net acre.
0.8	North 101 Specific Plan Commercial, Residential Mixed 1 (N-CRM-1)	This zone is intended to provide a zoning district where development of general commercial uses, mixed-use, or stand-alone residential uses may be allowed. Commercial allows a wide range of general commercial activities, including retailing, service, and visitor-serving uses with the intent of accommodating Citywide or regional needs and serving the needs of persons visiting the City for business and recreational purposes. Mixed-Use allows commercial and residential uses at a maximum density of 25 DU per net acre on the same property or in the same structure. Residential allows single-family detached or multi-family detached and attached residential units, at a maximum density of 25 DU per net acre.
2.0	North 101 Specific Plan Residential 3 (N-R3)	Except as otherwise specified, all provisions of EMC Title 30 applicable to the R-3 Zone also apply to this zone (see Table 2-3 above).
2.3	North 101 Specific Plan Limited Visitor- Serving Commercial (N-LVSC)	This zone is intended to provide for hotel/motel uses as the primary use, with uses specifically intended to serve the needs of persons visiting the City as ancillary uses. Except as otherwise specified, all provisions of EMC Title 30 applicable to the L-VSC Zone also apply to this zone. 1.0 maximum FAR.
21.5	Encinitas Ranch Specific Plan 3 (SP-3/ER-AG)	The provisions for this zone have been written broadly to encourage continued agricultural use of portions of the Specific Plan Area and provide a favorable setting in which to continue agricultural operations. Minimum lots are 10 acres with 1 DU per 10 acres. Permitted uses are outlined in EMC Section 6.2.2.
11.6	General Commercial (GC)	This zone is intended to provide a wide range of commercial activities, including retailing, wholesaling, and service uses, to accommodate Citywide or regional needs. 1.0 maximum FAR.
8.3	Office Professional (OP)	This zone is intended to provide primarily for development of professional and administrative offices, with some accessory retail and service uses. 0.75 max. FAR.
Total: 111.2		
Source: City of Encinitas Municipal Code Chapter 30.08, *Zones*, *Encinitas North 101 Corridor Specific Plan*, and *Encinitas Ranch Specific Plan*.		

Chapter 3.0

Project Description



Chapter 3 | Project Description

3.1 INTRODUCTION

The Housing Element is one of seven State-mandated General Plan elements. California Government Code (GOV) § 65583 details the content and process by which a housing element is prepared. Among other requirements, housing elements must identify, analyze, and make adequate provision for the existing and projected housing needs of all economic segments of the community. Therefore, as required by State housing law, the proposed City of Encinitas Draft 2013-2021 Housing Element Update (HEU or Project) makes adequate provision for the existing and projected housing needs of all economic segments of the community. The HEU integrates/updates supporting socioeconomic, demographic, and household data.

The current statutory update in the San Diego Association of Governments (SANDAG) region covers the eight-year Fifth Housing Element Cycle (January 1, 2013 to December 31, 2020). The HEU is proposed to comply with State housing law and reflect SANDAG's Regional Housing Needs Assessment (RHNA) Plan Fifth Housing Element Cycle.[1] It is specifically intended to accommodate the City of Encinitas' ("City" or "Encinitas") remaining RHNA allocation of 1,511 dwelling units (DU). The Project proposes Encinitas General Plan (EGP), Encinitas Municipal Code (EMC) Title 30, *Zoning*, Local Coastal Plan, and Specific Plan (North 101 Specific Plan, and Encinitas Ranch Specific Plan) Amendments. To provide a conservative analysis, these amendments involve as many as 17 low- and very-low income candidate sites (containing up to 36 parcels). The candidate sites' maximum realistic yield (MRY) at 30 dwelling units per net acre, based on the proposed amendments, would be 2,494 DU.[2] However, not all the sites may ultimately be included in the Housing Element. The Project also proposes various conforming amendments to the EGP and EMC Title 30 (Zoning Code), and ancillary amendments to other planning documents, as necessary for clarification and consistency purposes. Section 3.5, *Project Characteristics*, discusses the proposed Project components in detail.

3.2 PROJECT BACKGROUND AND HISTORY

3.2.1 PROJECT BACKGROUND

The HEU background is discussed in 2016 PEIR Section 3.1 (page 3-1). The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

Like the region, population growth in Encinitas is projected to continue to grow through the foreseeable future. SANDAG's Draft Series 13 Sub Regional Growth Forecast projects that Encinitas' population will continue at a steady rate into 2050 (refer also to Section 4.11). Thus, Encinitas is faced with a changing population and demographics, which affect the housing types that will be needed in the future.

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1 San Diego Association of Governments *Website, Regional Housing Needs Assessment Plan Fifth Housing Element Cycle Planning for Housing in the San Diego Region 2010-2020*, http://www.sandag.org/uploads/publicationid/publicationid_1661_14392.pdf, Accessed April 5, 2018.

2 The MRY is based on "candidate" sites and estimated solely for environmental analysis purposes. Additionally, due to differing sets of governing regulations, these yields are greater than the yields that the California Department of Housing and Community Development HCD will credit the City in providing an adequate sites inventory.

3.2.2 PROJECT HISTORY

In 2014, the City began working to update the Encinitas Housing Element (EHE) to bring the City into compliance with State law. Since the 2014 update was initiated, the EHE has undergone various planning stages. The Project's history and those various stages through June 2016 are summarized in the 2016 PEIR Appendix C. The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

2016 PEIR Appendix C Section 1, Introduction to At Home in Encinitas summarizes why the City is updating the EHE, including information on State housing law and housing needs. Section 1.1.2 of Appendix C, *Draft 2013-2021 Housing Element Update*, provides an updated discussion of State housing law. Key changes in State housing law, since the 2016 PEIR include the following:

- Requirements specified by GOV § 65583.2(c) for the inventory of housing sites.
    - "The inventory shall specify for each site…whether the site is adequate to accommodate lower-income housing, moderate-income housing, or above moderate-income housing." (GOV § 65583.2(c).)
    - "A site smaller than half an acre shall not be deemed adequate to accommodate lower income housing need unless the locality can demonstrate that sites of equivalent size were successfully developed during the prior planning period for an equivalent number of lower income housing units as projected for the site or unless the locality provides other evidence to the department that the site is adequate to accommodate lower income housing." (GOV § 65583.2(c)(2)(A).)
    - "For [nonvacant sites], the city … shall … provide an explanation of the methodology used to determine the development potential. The methodology shall consider factors including … the city's … past experience with converting existing uses to higher density residential development, the current market demand for the existing use, an analysis of any existing leases or other contracts that would perpetuate the existing use or prevent redevelopment of the site for additional residential development ..." (GOV § 65583.2(g)(1).)
    - "[W]hen a city or county is relying on nonvacant sites … to accommodate 50 percent or more of its housing need for lower income households, the methodology used to determine additional development potential shall demonstrate that the existing use … does not constitute an impediment to additional residential development during the period covered by the housing element. An existing use shall be presumed to impede additional residential development, absent findings based on substantial evidence that the use is likely to be discontinued during the planning period." (GOV § 65583.2(g)(2).)
    - "Notwithstanding any other law, … sites that currently have residential uses, or within the past five years have had residential uses that have been vacated or demolished, that are or were subject to a recorded covenant, ordinance, or law that restricts rents to levels affordable to persons and families of low or very low income, subject to any other form of rent or price control through a public entity's valid exercise of its police power, or occupied by low or very low income households, shall be subject to a policy requiring the replacement of all those units affordable to the same or lower income level as a condition of any development on the site. Replacement requirements shall be consistent with those set forth in paragraph (3) of subdivision (c) of § 65915." (GOV § 65583.2(g)(3).)

- Requirements specified by §§ 65583(a)(6) and § 65583(c)(3) for analysis of nongovernmental constraints.
    - "An analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, including … the requests to develop housing at densities below those anticipated in the analysis required by subdivision (c) of § 65583.2, and the length of time between receiving approval for a housing development and submittal of an application for building permits for that housing development that hinder the construction of a locality's share of the regional housing need in accordance with GOV § 65584. The analysis shall also demonstrate local efforts to remove nongovernmental constraints that create a gap between the locality's planning for the development of housing for all income levels and the construction of that housing." (GOV § 65583(a)(6).)
    - GOV § 65583(c) requires that cities adopt a program setting forth a schedule of actions during the planning period, each with a timeline for implementation. The program must "[a]ddress and, where appropriate and legally possible, remove…nongovernmental constraints…" (GOV § 65583(c)(3).)

The City's current housing needs are discussed in Appendix C Section 1.2.

2016 PEIR Appendix C Section 2, through 4 discuss the planning processes and community engagement that occurred as part of the HEU reviewed in the 2016 PEIR. The following summarizes the planning processes and community engagement that has occurred, since the HEU reviewed in the 2016 PEIR, which was rejected by the voters in November 2016:

- On November 16, 2016, even before certification of the Measure T election results on December 13, 2016, the City Council approved formation of a Housing Element Subcommittee to work with all groups to adopt a Housing Element.
- The City Council held a special community workshop on February 1, 2017, attended by over 100 people, to discuss adoption of an adequate Housing Element. The City Council also held a special meeting on February 6, 2017, at which it appointed a Housing Element Update Task Force, comprised of the Council Subcommittee and two public members, including one supporter and one opponent of Measure T.
- Eleven public meetings were held by the Task Force in 2017, two of which were joint meetings with the City Council, in addition to regular updates to the City Council.
- In 2018, two City Council meetings, three joint Task Force-City Council meetings, two stakeholder meetings, one community workshop on development standards, and one community informational open house were held. The City has scheduled two Planning Commission meetings, one joint Task Force-City Council meeting, and two City Council meetings to review the final draft Housing Element before placing it on the ballot for voter approval.
- At meetings held on December 16, 2017 and on January 10, February 28, April 4, April 18, and May 9, 2018, the City Council and Housing Element Task Force reviewed candidate sites to be upzoned to permit a maximum of 30 dwelling units per net acre to meet the City's need for lower income housing. An approved list of 17 candidate sites was selected on April 4, 2018, and those sites comprise the "proposed Project" reviewed in this Environmental Assessment (EA); see Appendix B, *Candidate Sites Table*. Although two candidate sites were removed from the Housing Element's inventory (Candidate Site #3 was removed on April 18, 2009 and Candidate

Site #10 was removed on May 9, 2018), these remained a part of the EA's analysis. Also on May 9, 2018 five additional sites were selected and are reviewed as an Alternative; see Chapter 9.0, *Project Alternatives*.

Public participation and community engagement are also discussed in Section 1.5 of Appendix C and Appendix A of Appendix C.

3.3 REGIONAL HOUSING NEEDS ASSESSMENT

The Regional Housing Needs Assessment (RHNA) is discussed in 2016 PEIR Section 3.2 (page 3-2). The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

3.3.1 RHNA BACKGROUND

The SANDAG Board of Directors adopted the final RHNA Plan for the Fifth Housing Element Cycle (January 1, 2013 – December 31, 2021) on October 28, 2011. The RHNA allocates housing needs in four income categories (very low, low, moderate, and above moderate) for each jurisdiction that will be used in local housing elements. State law requires that the San Diego region's housing elements be completed by April 27, 2013, 18 months after 2050 RTP/SCS adoption. Table 3-1, *Encinitas RHNA Allocation 2013-2021*, outlines the City's RHNA allocation and indicates Encinitas' RHNA allocation for the Fifth Housing Element Cycle is 2,353 DU.

TABLE 3-1: ENCINITAS RHNA ALLOCATION 2013-2021

Income Category	RHNA	RHNA Carryover[1]	Total
Very Low[2]	587	144	731
Low	446	109	555
Moderate	413	0	413
Above Moderate	907	0	907
Total	***2,353***	***253***	***2,606***

Notes:
1. Calculation provided in Appendix B of Appendix C. Allocated proportionately to the very low and low-income categories.
2. Includes 365 extremely low-income units and 366 very low-income units.

Source: Kimley-Horn, *Draft 2013-2021 Housing Element Update, Table 2-2*, May 9, 2018.

Assembly Bill (AB) 1233 was signed into law on October 5, 2005, and applies to housing elements due on or after January 1, 2006. Specifically, the law states that if a jurisdiction fails to provide adequate sites in the prior planning period, within one year of the new cycle, the jurisdiction must rezone/upzone adequate sites to accommodate the shortfall. This requirement is in addition to rezoning/upzoning that may be needed to address the RHNA allocation for 2013-2021. This law affects the City of Encinitas' Draft 2013–2021 Housing Element Update, requiring that City to address its deficit in sites from the previous/Fourth Cycle housing element (2005–2010). As indicated in Table 3-1, the City's "carryover" DU from the Fourth Cycle housing element is 253 DU. Therefore, the City's RHNA allocation, including the current/Fifth Cycle and carryover from the previous/Fourth Cycle is 2,606 DU.

A jurisdiction can take RHNA credit for new units approved or permitted, since the RHNA projection period's start date to help reduce its remaining RHNA obligations. In addition to units receiving building permits, the City has approved several residential development projects that can also be credited toward meeting the City's RHNA allocation. Table 3-2, *Encinitas Adjusted RHNA Allocation 2013-2021*, shows the

City's progress in meeting its RHNA allocation to December 31, 2017, including building permits issued and projects with discretionary entitlements. As indicated in Table 3-2, the City's remaining RHNA allocation for the Draft 2013-2021 Housing Element Update is 1,511 DU. As also indicated in Table 3-2, the City has nearly met its total RHNA allocation for the above moderate-income category. However, significant gaps remain in the low/very low and moderate-income categories (1,087 DU and 409 DU, respectively).

TABLE 3-2: ENCINITAS ADJUSTED RHNA ALLOCATION 2013-2021

Income Category	RHNA	Building Permits Issued	Projects Approved[1]	Accessory Unit Production	Remaining RHNA
Low/Very Low	1,286	61	5	133	1,087
Moderate	413	4	0	0	409
Above Moderate	907	784	108	0	15
Total	***2,606***	***849***	***113***	***133***	***1,511***

Source: Kimley-Horn, *Draft 2013-2021 Housing Element Update, Table 2-3 and Table C-1*, May 9, 2018.

Because a housing element must identify and analyze a city's housing needs and establish reasonable goals, objectives, and policies based on those needs, the City must find ways to accommodate more attached and multi-family housing units to meet this unmet need. In accordance with State law, a density of 30 DU per net acre is deemed appropriate to accommodate housing for lower income households.

3.3.2 APPROACH TO ADDRESSING RHNA

State law requires that agencies demonstrate in their housing elements that they have sufficient land zoned to accommodate their share of the regional growth (i.e., RHNA allocation). Agencies conduct land inventories to identify land suitable for residential development. Lands considered suitable for residential development include the following:

- Vacant residentially-zoned sites;
- Vacant non-residentially zoned sites that allow residential development;
- Residentially zoned sites capable of being developed at a higher density; and
- Non-residentially zoned sites that can be redeveloped for, and if necessary rezoned for, residential use (via proposed program/project actions).

The availability of infrastructure (i.e., water, sewer, and dry utilities), both Citywide and site-specific, is also a determining factor in identifying land suitable for residential development. Environmental constraints must be reviewed, but not on a site-specific basis. The City must additionally demonstrate that each selected site has a "realistic and demonstrated potential for redevelopment during the planning period [i.e., by 2021] to meet the [City's] housing need for a designated income level." (GOV § 65583(a)(3).)

3.3.3 CANDIDATE SITES INVENTORY

The City conducted a land inventory to identify candidate sites that could satisfy the criteria and factors described above. Based on the EGP's adopted Land Use Element, adopted specific plans, and existing zoning, the City determined that an adequate number of properly zoned properties were available to accommodate future housing needs within the moderate and above moderate-income categories.

However, no sites were available at a density of 30 dwelling units per net acre, the density "deemed appropriate" to accommodate lower income housing. Accordingly, to comply with State Housing Element law, the City prepared an inventory that focused on candidate sites that could accommodate housing units at a maximum density of 30 dwelling units per net acre. Because of the changes in State law, the City was required to focus on vacant sites and sites where owners expressed interest in developing their sites at the required density. A total of 17 sites within the City's boundaries were identified as candidate sites for rezoning to accommodate additional lower-income housing units; see Table 2-1, *Summary of Candidate Sites*, and Figure 2-3, *Candidate Sites Map - Overview*. The 17 candidate sites are comprised of 36 parcels and total approximately 111 gross acres. Figures 2-4a through 2-4e, *Candidate Sites Map*, depict the candidate site locations and boundaries according to the City's communities. To conduct a conservative analysis of environmental impacts, this EA considers all 17 sites as the Project, and other potential candidate sites as Alternatives; see Chapter 9.0.

3.4 PROJECT OBJECTIVES

In substantial conformance with State CEQA Guidelines § 15124, the following primary objectives support the Project's purpose, assist the Lead Agency in developing a reasonable range of alternatives to be evaluated in this EA, and ultimately aid the decision-makers in preparing findings and overriding considerations, if necessary. The Project's purpose is to address the City's housing needs and objectives and meet State law requirements. The Project objectives are to:

1. **Housing Choice.** Accommodate a variety of housing types to meet the needs of all Encinitas residents, creating opportunities for attainably-priced housing for all income groups.
2. **Adequate Supply.** Provide adequate sites with corresponding density to meet the City's RHNA allocation, inclusive of prior planning cycle carryover housing units. Include a buffer sufficient to accommodate the RHNA during the entire planning period given the requirements of the "no net loss" statute.
3. **Effective Implementation.** Adopt State-mandated and locally desired programs to implement the City's Housing Element.
4. **Maintain Community Character.** Integrate future development using a blend of two- and three-story buildings or building elements into the City's community character through project design.
5. **Distribute Multi-Family Housing.** Distribute attached and multi-family housing to the City's five communities.

3.5 PROJECT CHARACTERISTICS

3.5.1 2013-2021 HOUSING ELEMENT OVERVIEW AND ORGANIZATION

The City of Encinitas Housing Element (EHE) is one of eight EGP elements. In compliance with California Government Code (GOV) § 65583 requirements, the EHE identifies, analyzes, and makes adequate provision for the existing and projected housing needs of all the City's economic segments.

GOV §§ 65580–65589.8 require that jurisdictions evaluate their housing elements every eight years. The current statutory update in the SANDAG region covers the eight-year Fifth Housing Element Cycle (April 30, 2013 to April 30, 2021). The City of Encinitas 2013-2021 Housing Element Update (HEU or Project) is

proposed to ensure consistency with current State housing law and cover the Fifth Housing Element Cycle. The HEU represents a comprehensive update to the City's last adopted Housing Element. The HEU includes revised goals and policies, and new, modified, and continuing implementation programs. The HEU is included in its entirety in Appendix C.

The EHE provides the City with a coordinated and comprehensive strategy for promoting the production of safe, decent, and affordable housing for all within the Encinitas community. The EHE was prepared to ensure the City establishes policies, procedures, and incentives in its land use planning and development activities that result in maintenance and expansion of the housing supply to adequately accommodate households currently living and expected to live in Encinitas. The EHE institutes policies intended to guide City decision-making and establishes an Implementation Program to achieve housing goals through the year 2021.

The EHE is comprised of the following components (see Appendix C):

Section 1, Introduction and Housing Element Goals, Policies and Implementation Programs, contains the Housing Element background and identifies major housing-related issues. The requisite goals and policies the City proposes to address the major housing-related issues are included, along with the housing programs proposed to implement those goals and polices.

Appendix A, Summary of Community Engagement, summarizes the community engagement activities that have occurred throughout development of the EHE document.

Appendix B, Housing Profile Report, provides the required demographic, needs, and constraints analyses, among other analyses required by state law.

Appendix C, Adequate Sites Inventory, provides an inventory of sites to meet the estimated RHNA need throughout the planning period.

3.5.2 GOALS AND POLICES

The EHE identifies the following major housing-related goals, with associated policies to implement each:

- Ensure that a broad range of housing types are provided to meet the needs of both existing and future residents;
- Ensure that housing is both sound and safe for occupants; and
- Ensure that the existing housing stock is maintained and preserved.
- Ensure the continued affordability of deed-restricted units.
- Develop policies to remove governmental and nongovernmental constraints.

The goals and policies are provided in their entirety in Section 1 of Appendix C.

The Implementation Programs proposed to implement each goal and policy are discussed below.

3.5.3 IMPLEMENTATION PROGRAMS

The housing programs proposed to implement each goal and policy are included in their entirety in Section 1 of Appendix C.

3.5.3.1 HOUSING ELEMENT LAW

Under State Housing Element law, the EHE must include programs that address six housing-related categories, as outlined below. State law requires that the implementation program address the following:

1. Adequate Sites Inventory [GOV Code §65583(c)(1)]

A jurisdiction must identify actions/programs that will be taken to make sites available during the planning period with appropriate zoning and development standards and with services/facilities to accommodate the City's share of regional housing need for each income level.

- Program 1A, Accommodate the City's Regional Housing Needs Assessment Allocation
- Program 1B, Adopt Amendments to the Zoning Code to Accommodate Lower Income Housing
- Program 1C, Promote Development of Accessory Housing Units
- Program 1D, Ensure That Adequate Sites Remain Available Throughout the Planning Period
- Program 1E: Energy Conservation and Energy Efficiency Opportunities

2. Affordable Housing [GOV Code § 65583(c)(2)]

A jurisdiction must show how it intends to assist in the development of adequate housing to meet the needs of extremely low, very low, low, and moderate-income households.

- Program 2A, Continue and Improve Inclusionary Housing Policies
- Program 2B, Facilitate Affordable Housing for All Income Levels
- Program 2C, Utilize Section 8 Housing Choice Vouchers
- Program 2D, Ensure That the Density Bonus Ordinance Continues to be Consistent with State Law
- Program 2E, Accommodate Specialized Housing Types
- Program 2F, Continue Programs to Reduce Homelessness

3. Mitigation of Constraints [GOV Code §65583(c)(3)]

A jurisdiction must address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities.

- Program 3A, Establish Parking Standards Appropriate for Different Kinds of Housing
- Program 3B, Modify Regulations That Constrain the Development of Housing
- Program 3C, Right to Vote Amendment
- Program 3D, Rescind Obsolete Growth Management Policies and Programs
- Program 3E, Improve the Efficiency of The Development Review Process for Housing Projects
- Program 3F, Review Nongovernmental Constraints Impeding Development of Approved Housing Projects
- Program 3G, Seek to Create Community Support for Housing

4. Conservation [GOV Code § 65583(c)(4)]

A jurisdiction must conserve and improve the condition of the existing affordable housing stock.

- Program 4A, Pursue Opportunities to Create Safe and Healthy Housing
- Program 4B, Assist in Rehabilitating Housing

5. Equal Housing Opportunities [GOV Code § 65583(c)(5)]

A jurisdiction must promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, family status, or disability.

- Program 5A, Reasonably Accommodate Housing for the Disabled
- Program 5B, Promote Fair Housing

6. At-Risk Housing [GOV Code § 65583(a)(6)9]

A jurisdiction must preserve for lower income households the assisted housing developments that are at risk of becoming homeless.

- Program 6A, Monitor Publicly Assisted Housing Projects
- Program 6B, Explore Providing Credit Under the Inclusionary Ordinance for Preservation of At-Risk Housing

Many of the proposed implementation programs are limited to City housing policy and actions to support those policies that do not involve changes that would result in physical impacts. Others such as General Plan, Zoning Code, and Specific Plan Amendments have potential to increase development yields or result in other physical impacts.

Following are the programs involving actions proposed to make sites available during the planning period with appropriate General Plan, Specific Plan, zoning and development standards, and with services/ facilities to accommodate the City's share of RHNA allocation for each income level.

Program 1A: Accommodate the City's Regional Housing Needs Assessment Allocation

As indicated in Table 3-1, the City's RHNA allocation including the current/Fifth Cycle and carryover from the previous/Fourth Cycle is 2,606 DU. The City's remaining RHNA allocation, after credits for new units approved or permitted, is 1,511 DU; see Table 3-2. As also indicated in Table 3-2, the City has nearly met its total RHNA allocation for the above moderate-income category; however, significant gaps remain in the low/very low and moderate-income categories (1,087 DU and 409 DU, respectively). The City is committed to providing adequate sites with appropriate zoning to accommodate the remaining RHNA and for groups of all income levels, as required by State Housing Element law.

The Project involves General Plan, Zoning Code, and Specific Plan Amendments to as many as 17 low- and very-low income candidate sites (as many as 36 parcels); see Table 2-1 and Figure 2-3. Depending on the City's policy preferences and guidance from HCD, it is possible that not all the candidate sites included in the EA Project will be included in the final HEU, but this EA considers all 17 candidate sites to provide a conservative analysis of potential environmental impacts. The proposed rezoning program and amendments are described in the following sections. The candidate sites are discussed in greater detail in Appendix A, *Candidate Sites Fact Sheets*, Appendix B, *Candidate Sites Table*, and Section 4.9, *Land Use and Planning*.

It is anticipated the General Plan, Zoning Code, and Specific Plan Amendments proposed under Program 1A would be placed on the November 2018 ballot for voter approval. If approved by the voters, the proposed changes would be submitted to the California Coastal Commission for their consideration of a Local Coastal Program Amendment.

Since the City has adequate capacity to accommodate the moderate and higher income housing RHNA categories, no General Plan, Zoning Code, or Specific Plan Amendments are needed or proposed for properties that are already zoned to accommodate this type of housing.

Program 1B: Adopt Zoning Code Amendments to Accommodate Lower Income Housing

Amendments are proposed to EMC Title 30, *Zoning*, to accommodate lower income housing. These amendments would provide the necessary development standards and entitlement procedures to ensure that sites have development standards appropriate for units affordable to lower income residents. The rezoning program would permit for-sale and rental multi-family residential uses as permitted uses. At least 50 percent of the remaining lower income RHNA need would be accommodated on sites permitting residential as the only permitted use. Density would range from a minimum of 25 DU per net acre to a maximum of 30 DU per net acre. "Use by right" approval would be specified for projects containing at least 20 percent lower income housing and not including a subdivision, and replacement affordable housing would be mandated on all non-vacant sites, in accordance with GOV § 65583.2(g)(3) and (h); see also Section 1.3.3, *Subsequent Environmental Review*, and Section 3.6.3, *Future Development*.

All candidate sites can accommodate 30 DU per net acre. Three sites contain individual parcels that are not in common ownership. The rezoning would apply only to projects containing at least 16 DU to ensure that lots are consolidated, as needed.

Changes to zoning regulations are proposed to accommodate a maximum net density of 30 DU/AC. These changes include increasing the allowable building height to three stories, with elements of two stories to create appropriate transitions, but only for residential developments meeting at least the minimum net density of 25 DU per net acre on sites rezoned for lower income housing. Development standards will also be revised to address other zoning issues to ensure that new standards accommodate the zone's minimum density requirements.

If approved, it is anticipated the General Plan, Zoning Code, and Specific Plan Amendments proposed under Program 1B would be placed on the November 2018 ballot for voter approval. If approved by the voters, the proposed changes would be submitted to the California Coastal Commission for their consideration of the Local Coastal Program Amendment.

3.5.3.2 GENERAL AND SPECIFIC PLAN AMENDMENTS

Amendments are proposed to the Land Use Element to accommodate lower income housing and provide consistency with the proposed Housing Element. The Land Use Element would be amended by changing: the land use designation boundaries shown on the Land Use Map; a property's land use designation, to permit a maximum of 30 dwelling units per net acre; and/or the Land Use Element text.

Similar Specific Plan amendments are proposed to the North 101 Specific Plan and Encinitas Ranch Specific Plan to ensure consistency with the proposed HEU.

3.5.3.3 ZONING CODE AMENDMENTS (REZONE PROGRAM)

Amendments are proposed to EMC Title 30, *Zoning*, to rezone sufficient acreage to higher density residential to accommodate lower income housing. The Zoning Map and zoning regulations would be amended by changing: the zoning boundaries shown on the Zoning Map; a property's zoning; and by the creation of an R-30 Overlay Zone applicable to the sites to be rezoned.

The R-30 Overlay Zone include the new development standards, including increased height, to accommodate residential uses at up to 30 DU per net acre. R-30 Overlay Zone adoption would occur concurrent with the approval of the other HEU components and would be ultimately determined by the registered voters, as required by Proposition A.

3.5.3.4 AMENDMENT TO PROPOSITION

The Community Character and Voter Rights' Initiative (EMC Chapter 30.00) was passed by Encinitas voters in 2013. Proposition A must be amended to permit the three stories and increased height limit required to accommodate 30 dwelling units per net acre on the selected sites.

3.5.3.5 COMPARISON WITH PROJECT REVIEWED IN PEIR

The 2016 PEIR analyzed three housing strategies, including the Modified Mixed-Use Places (MMUP) strategy (i.e., the strategy with the greatest development yield). The MRY under the MMUP strategy was estimated to include 3,261 DU and 1,610,066 square feet (SF) of non-residential land uses.[1] As compared to the MMUP strategy's MRY, the Project's MRY (2,494 DU), as reviewed in this EA, represents a net decrease of 767 DU (-24% DU) and a net decrease of 1,610,066 SF of non-residential uses (-100% SF). Appendix B, *Candidate Sites Table*, shows which sites contained in the Project were also reviewed in the 2016 PEIR and which were ultimately part of the environmentally preferred project that was placed on the ballot in November 2016 as Measure T. This EA reviews the Project's impacts (17 candidate sites), including the sites not reviewed in the 2016 PEIR.

3.5.4 OTHER IMPLEMENTATION PROGRAMS

The proposed EHE contains other programs that will require changes in the City's zoning and may have an impact on the physical environment. These policies are essentially the same as those included in the HEU reviewed in the 2016 PEIR. No substantial changes have occurred in circumstances, and no new information is known, that would increase the impacts of these proposed zoning changes from those found in the 2016 PEIR.

Program 2E: Accommodate Specialized Housing Types.

Agricultural Worker Housing. Employee housing for agricultural workers is addressed in the State Employee Housing Act (Health and Safety Code § 17000 et seq.). The City will amend the Zoning Code to be consistent with State law regarding agricultural worker housing and employee housing.

Emergency Shelters. The City will amend the Zoning Code to permit emergency shelters by right without a discretionary review process in the Light Industrial (LI) and Business Park (BP) Zones (28 acres total), subject to the same development and management standards that apply to residential or commercial development in those zones, with the addition of certain standards permitted by State law.

Transitional and Supportive Housing. State Housing Element Law mandates that local jurisdictions address zoning for transitional and supportive housing. The City proposes to amend the Zoning code to identify transitional/supportive housing meeting the GOV § 65582 (g-j) definitions as a residential use of a property in a dwelling to be allowed under the same conditions as apply to other residential dwellings of the same type in the same zones.

[1] 2016 PEIR Table 3-4c.

Single-Room Occupancy (SRO) Housing: The City will amend the Zoning Code to permit SROs in its multifamily zones to encourage units that are cheaper by design.

Program 3A: Establish Parking Standards Appropriate for Different Kinds of Housing.

The City proposes to update its housing standards to reflect current and anticipated parking needs and adopt parking standards appropriate for affordable, senior-aged, mixed-use, and transit-oriented housing projects.

Program 3B: Modify Regulations that Constrain Development of Housing.

Ground-Floor Commercial Uses Only. For mixed-use projects, the City proposes to amend zoning regulations to require ground floor commercial uses only at key locations or preference areas based on context or planning objectives to ensure future projects are feasible and the desired community character is preserved. The City Council would determine key locations.

Design Review Findings for Residential Projects. The City will review findings that may result in the denial of a project to ensure that they are consistent with the Housing Accountability Act.

Separate Lot or Airspace Ownership Requirements in North Highway 101 Specific Plan. The City proposes to amend the North 101 Corridor Specific Plan to eliminate the airspace requirement for multi-family housing.

Program 3D: Rescind Obsolete Growth Management Policies and Programs.

An EGP Land Use Element measure establishes a Growth Management Plan that phases development through building permit limitations. However, the City discontinued calculation of the permit limitation due to the carryover of unallocated permits. As the Growth Management Plan has no impact on the pace of development, the City proposes to eliminate the requirement and rescind the Growth Management Plan Ordinance.

Program 5A: Reasonably Accommodate Housing for the Disabled Programs.

To ensure full compliance with Fair Housing Act reasonable accommodation procedures, the City proposes to adopt a Reasonable Accommodation Ordinance to establish procedures for review and approval of requests to modify zoning and development standards to reasonably accommodate persons with disabilities, including persons with developmental disabilities.

3.6 BUILDOUT PROJECTIONS FOR FUTURE SITE DEVELOPMENT

State CEQA Guidelines § 15378(a) defines a "project" as "the whole of an action, which has a potential for resulting in either a direct physical change in the environment, or a reasonably foreseeable indirect physical change in the environment." The proposed 2013-2021 Housing Element Update (i.e., the Project) does not propose new residential or other development on the 17 candidate sites evaluated in this EA; rather, it provides capacity for future development consistent with State law. Future development would occur on these sites in incremental phases over time depending upon numerous factors such as market conditions, and economic and planning considerations, and at the individual property owners' discretion.

3.6.1 BUILDOUT YIELD METHODOLOGY

In accordance with State law, the new R-30 Overlay Zone will include a minimum and maximum residential density. In general, the candidate sites' MRY is used in this EA as the approach to evaluate the future developments' potential environmental impacts. Maximum realistic yield is defined as each candidate site's development potential at the greatest intensity permitted by zoning, based on the site's "net" acreage (net of known constraints). Under this methodology, MRY is the assumed future growth.

"Buildout" for purposes of this EA, generally refers to the MRY of the candidate sites combined. The residential buildout projection reflects what could be achieved under the rezoning program described above. As noted, however, the candidate sites accommodate more units than required to meet the City's RHNA, and some sites may be removed from the inventory when the final Housing Element is adopted. Therefore, the MRY represents a conservative estimate of maximum impact.

The "net" lot area was utilized to calculate each candidate site's MRY. The EGP and Zoning Code require that certain constrained lands be excluded from the gross lot area. For purposes of density calculations, the gross site area was reduced by the presence of constrained areas. Constrained areas are discussed in detail in Appendix B (Section 9) of Appendix C. Constrained areas include steep slopes, floodplains, beaches, permanent bodies of water, significant wetlands, major utility easements, railroad track beds or rights-of-way, and easements for streets and roads.

3.6.2 BUILDOUT ASSUMPTIONS

For buildout, this EA assumes the MRY (i.e., residential development capacity of the land net of known constraints).

Table 3-3, *Candidate Sites' Maximum Realistic Yield (MRY)*, presents the MRY for each candidate site, based on a potential residential density of 30 DU/AC.[2] As indicated in Table 3-3, (and detailed in Appendix B, *Candidate Sites Table*), the candidate sites' MRY would be 2,494 DU. As also indicated in Table 3-3, as compared to existing (on-the-ground) land uses, the Project's MRY could result in a net increase of as many as 2,487 DU. It is noted that, although the proposed Project would displace the existing on-the-ground land uses (7 DU and 793,757 square feet of non-residential uses), the impact analyses presented in this EA conservatively assume Project buildout (i.e., 2,494 DU) and no credit for the displaced uses.

Table 3-3 also presents the MRY based on the existing adopted zoning. As compared to the adopted zoning's MRY, the Project's MRY could result in a net increase of as many as 2,311 DU, with no change in non-residential land uses.

Table 3-4, Candidate Sites' Forecast Population, identifies the Project's forecast population, and compares it to existing on-the-ground land uses and adopted EGP. As indicated in Table 3-4, the Project's forecast population is 6,250 persons, based on the MRY. As compared to on-the-ground land uses, the Project's forecast population growth would be approximately 6,232 persons. As compared to the adopted EHE General Plan, the Project's forecast population growth would be approximately 5,771 persons.

[2] The MRY is estimated solely for environmental analysis purposes. Additionally, due to differing sets of governing regulations, these yields are greater than the yields that the California Department of Housing and Community Development HCD will credit the City in providing an adequate sites inventory. Moreover, not all the candidate sites analyzed as part of the Project are likely to be included in the final HEU.

TABLE 3-3: CANDIDATE SITES' MAXIMUM REALISTIC YIELD (MRY)

Site	Parcel (Net Acres)	Dwelling Units		
		Existing On-the-Ground	Adopted Zoning	Capacity at Maximum 30 DU/net acre (Project)
01	2.00	0	2	60
02	6.93	0	14	208
03	7.60	0	8	228
05	4.78	1	0	143
06	2.93	0	0	88
07	2.97	0	0	89
08	6.02	3	12	181
09	9.85	1	1	296
10	9.85	1	20	296
11	1.92	0	6	58
12	3.39	0	0	102
AD01	2.40	0	7	72
AD02	9.05	0	39	272
AD06	6.25	0	0	188
AD07	0.80	0	20	24
AD08	2.00	1	6	60
AD09	4.40	0	48	132
Total	***83.14***	***7***	***183***	***2,494***
			Change over Existing On-the-Ground	***+2,487***
			Change over Adopted Zoning	***+2,311***

Note: Refer also to Appendix B, *Candidate Sites Table*.

TABLE 3-4: CANDIDATE SITES' FORECAST POPULATION

	Dwelling Units	Persons Per Household	Forecast Population
Candidate Sites (Project)	2,494	2.51	6,250
Existing On-the-Ground	7		18
Change over Existing On-the-Ground	***+2,487***		***+6,232***
Adopted General Plan	191	2.51	479
Change over Adopted General Plan	***+2,303***		***+5,771***

Note: Refer also to Appendix B, *Candidate Sites Table*.

3.7 PROJECT PHASING

The Housing Element is a policy level document that presents the City's proposed policies and programs to achieve their housing objectives within the identified planning period (i.e., 2013 to 2021). A key concept foundational to this EA's analysis is that growth projections represent a theoretical buildout of the proposed Project's buildout MRY, which, consistent with the Housing Element planning period, is estimated to occur in 2021. However, the Project does not propose development, rather is intended to accommodate and encourage housing development to accommodate the projected need at all income levels within the City. The buildout MRY and planning period are both based on theoretical conditions used to conduct a thorough and conservative analysis of potential environmental impacts that would result from future development accommodated through Project implementation. The buildout MRY and planning period do not consider factors that influence the timing of development, such as economics and market forces, among others. Individual projects would occur incrementally over time, largely based on economic conditions, market demand, and other planning considerations.

The actual rate of housing development would be outside of the City's control and would be dictated by factors that influence development, as described above. Therefore, while the Project's MRY is 2,494 DU, it is unlikely that the anticipated development would occur within the Housing Element's 2021 planning horizon. Moreover, not all the candidate sites analyzed as part of the Project are likely to be included in the final Housing Element. The Project's intent is to provide the capacity (i.e., land use designations and zoning) for the housing market to adequately address housing needs for all income groups, rather than generating the full buildout housing within the planning cycle. The Project further directs the MRY where planned growth is best suited to occur. Therefore, to provide a conservative analysis (i.e., a "worst-case" scenario environmentally), this EA assumes Project buildout by 2021.

3.8 DISCRETIONARY ACTIONS

Discretionary actions are those actions taken by an agency that call for the exercise of judgment in deciding whether to approve or how to carry out a project.

3.8.1 HOUSING ELEMENT UPDATE CONFORMING AMENDMENTS

The following discretionary actions by the City would be required for approval the Draft 2013-2021 Housing Element Update:

- Adopt the Draft 2013-2021 Housing Element Update, which amends the EGP.
- Amend the EGP Land Use Element for conformance.
- Amend the North 101 Specific Plan and Encinitas Ranch Specific Plan for conformance.
- Amend the Community Character and Voters' Rights Initiative to modify building height limitations
- Amend the Zoning Code to add the R-30 Overlay Zone.
- Amend the Local Coastal Program's (LCP) Land Use and Implementation Program portions to be consistent with the above.
- Certify the EA and Mitigation Monitoring and Reporting Program, which will become part of the EGP.

The following actions by the registered voters of Encinitas would be required for HEU approval:

- Public Vote on the HEU, and General Plan, Zoning Code, and Specific Plan Amendments, as provided by EMC Chapter 30.

Other Project activities or actions required by other agencies:

- California Coastal Commission to certify the LCP, as amended.
- California Department of Housing and Community Development (HCD) to review the EHE. GOV Code § 65585 requires that all California localities adopt housing elements, as part of their general plans, and submit draft and adopted elements to HCD for review of consistency with State law.

3.8.2 ANCILLARY ACTIONS

All the previously summarized discretionary actions are required to implement the HEU. Zoning Ordinance amendments will be adopted later to implement the ancillary actions listed in Section 3.5.4.

3.8.3 FUTURE DEVELOPMENT

Future development on R-30 sites that includes 20 percent lower income housing and no subdivision must be approved "by right" as defined in GOV § 65583.2(h). These developments would be exempt from CEQA and may not be subject to further discretionary review, but may be subject to design review pursuant to EMC Chapter 23.08, *Design Review*; see also Section 1.3.3 and *Design Review* discussion below. These developments would also be required to conform with all mitigation measures adopted as part of this EA. Future development on R-30 sites that does not qualify as a "use by right" would be subject to further discretionary review or approval by the City, including environmental review under CEQA.

3.8.3.1 CEQA REVIEW

Subsequent discretionary actions must be examined in the light of the 2016 PEIR and this EA to determine whether additional environmental clearance is required. Future development consistent with the rezoning program, the 2016 PEIR and this EA may tier from the 2016 PEIR/this EA, as permitted by State CEQA Guidelines § 15152; see Section 3.3.1. The 2016 PEIR and this EA comprehensively consider a series of related projects with the intent to streamline subsequent review of future development projects consistent with the intent of the proposed zoning program.

3.8.3.2 DISCRETIONARY REVIEW

Future development on R-30 sites not qualifying for "by right" approval would be subject to subsequent discretionary review and permitting, as required by EMC. Specifically, design review and subsequent discretionary review would be required for most subdivision map actions, as detailed below. Subsequent review is required for discretionary actions to entitle future development, including but not limited to Design Review, certain Subdivision actions, and Use Permits. Some future development would require subsequent discretionary approvals, as follows:

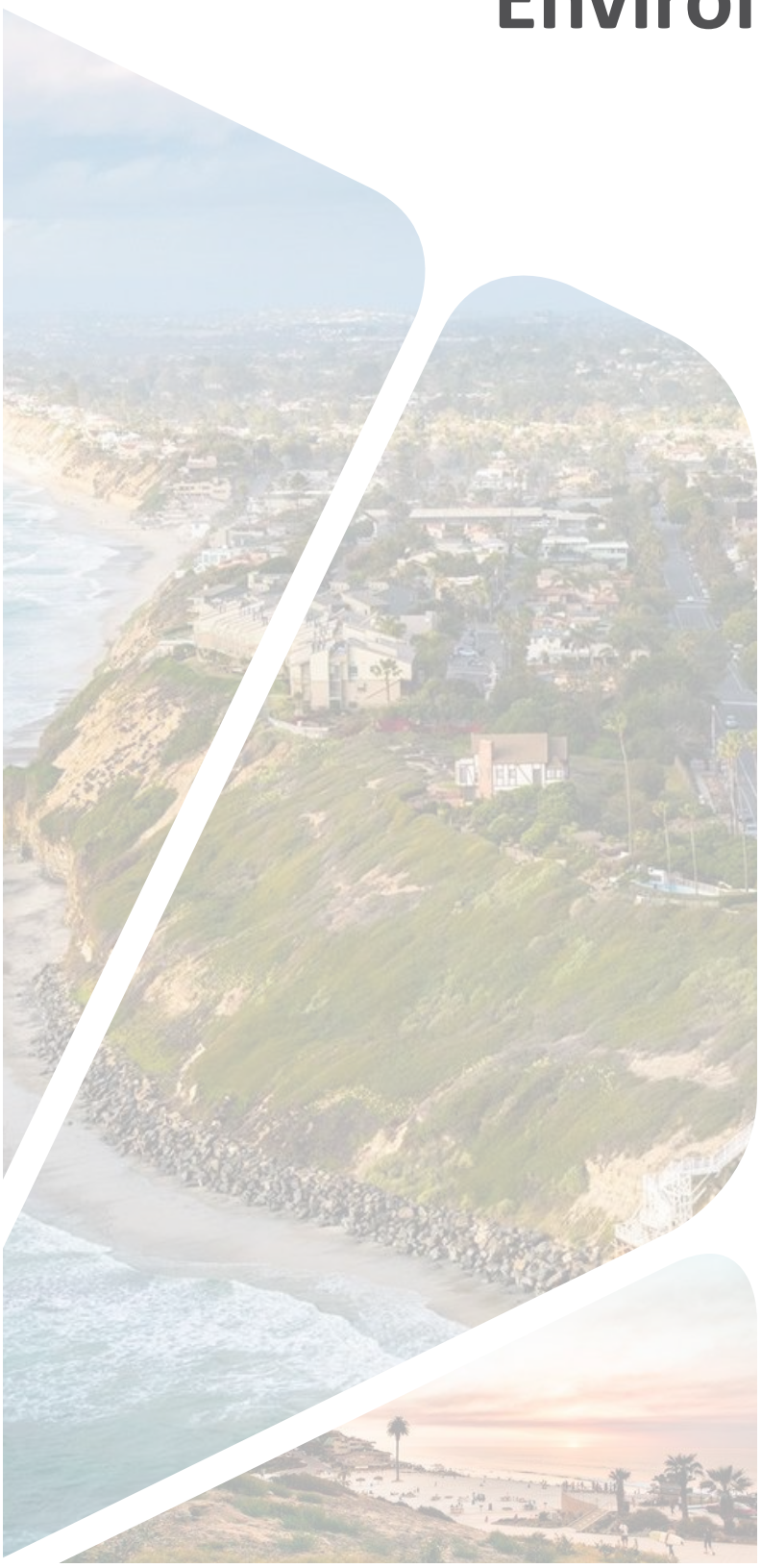
Design Review. All buildings, grading, landscaping, and construction projects in the rezoning program (including those that that qualify as a "use by right" and whether they require any other City permit or not) would be subject to design review unless exempted by EMC Chapter 23.08.

Subdivision. All projects in the rezoning program that create a subdivision would be subject to EMC Title 24, *Subdivisions*.

Coastal Development Permit. Projects within the Coastal Zone must be additionally processed and entitled pursuant to EMC Chapter 30.80.

Chapter 4.0

Environmental Analysis



Chapter 4 | Environmental Analysis

4.1.1 INTRODUCTION AND APPROACH

As discussed in detail in Chapter 1.0, *Introduction*, the California Environmental Quality Act (CEQA) does not apply to any discretionary actions necessary to bring the Housing Element and relevant mandatory General Plan elements into compliance with State law. Therefore, CEQA does not apply to the proposed discretionary actions detailed in Chapter 3.0, *Project Description* (i.e., the Project). However, preparation of an "environmental assessment" that substantially conforms to the required content for a draft environmental impact report (DEIR) is required (GOV § 65759(a)). Therefore, this document constitutes the required "environmental assessment" and conforms to the required content for a DEIR found in State CEQA Guidelines Article 9 (§ 15120 et seq.).

Final Environmental Assessment/Program Environmental Impact Report for At Home in Encinitas, the City of Encinitas Housing Element Update (SCH #2015041044) (2016 PEIR) analyzed the potentially significant environmental effects associated with three housing strategies, including the Modified Mixed-Use Places (MMUP) strategy (i.e., strategy with the greatest development yield). Table 4-1, *Comparison of Maximum Realistic Yields*, compares the Project's MRY to the MMUP strategy's MRY, as well as the adopted Encinitas General Plan (General Plan) MRY.[1] As compared to the MMUP strategy's MRY, the Project's MRY represents a net decrease of 767 DU (-24% DU) and a net decrease of 1,610,066 SF of non-residential uses (-100% SF). As also indicated in Table 4-1, as compared to the adopted General Plan MRY, the Project's MRY represents a net increase of as many as 2,303 DU (+1,206%) and no change in non-residential uses.

TABLE 4-1: COMPARISON OF MAXIMUM REALISTIC YIELDS (MRY)

Description	MRY Residential (DU)	MRY Non-Residential (SF)
Proposed Project (HEU)	2,494	0
Existing On-the-Ground (OTG)[1]	7	793,757
Proposed HEU:Existing OTG Change	***2,487***	***-793,757***
Adopted General Plan (GP)[2]	191	831,016
Proposed HEU:Adopted GP Change	***+2,303***	***0***
Housing Strategy 3 (MMUP)[3]	3,261	1,610,066
Proposed HEU:MMUP Change	***-767***	***-1,610,066***
Proposed HEU:MMUP % Change	***-24%***	***-100%***

Sources:
1. Appendix B, *Candidate Sites Table*.
2. 2016 PEIR Table 3-4c.
3. 2016 PEIR Table 9-1.

[1] The candidate sites' existing land use designations and zoning are detailed in Appendix B, *Candidate Sites Table*.

Because additions or changes are necessary to make the 2016 PEIR adequately apply to the proposed Project, this EA substantially conforms to the content for a Supplemental EIR pursuant to State CEQA Guidelines § 15163, *Supplement to an EIR*. A Supplemental EIR need contain only the information necessary to make the previous EIR adequate for the project, as revised.

4.1.2 ORGANIZATION AND CONTENT

The environmental issues where a potentially significant impact could occur are analyzed in this section, based on the 2016 PEIR baseline data and findings, as well as the 2016 PEIR Notice of Preparation and response letters (see 2016 PEIR Appendix A-2). This EA addresses in detail the "Potentially significant impacts" concerning the following environmental issues:

4.1 Aesthetics
4.2 Air Quality
4.3 Biological Resources
4.4 Cultural Resources
4.5 Geology and Soils
4.6 Greenhouse Gas Emissions
4.7 Hazards and Hazardous Materials
4.8 Hydrology and Water Quality
4.9 Land Use and Planning
4.10 Noise
4.11 Population and Housing
4.12 Public Services and Recreation
4.13 Transportation and Traffic
4.14 Utilities and Service Systems

The environmental issues determined through the scoping process as clearly insignificant and unlikely to occur are: Agricultural and Forestry Resources; and Mineral Resources. Therefore, these issue areas are addressed in Section 8.0, *Effects Found Not to be Significant*.

Sections 4.1 through 4.14 contain a detailed environmental analysis of the existing environmental setting (baseline conditions), existing regulatory setting, Project impacts (i.e., direct and indirect, short-term construction and long-term operational), relevant General Plan Policies, recommended mitigation measures, and significant unavoidable impacts. Refer to Section 7.0, *Cumulative Analysis*, for the Project's cumulative impacts. Each detailed environmental analysis subsection is structured, as follows:

- **2016 PEIR** specifies the 2016 PEIR Section and page number where the corresponding discussion is provided. Summaries of the 2016 PEIR analyses and conclusions are included, as needed to support the revised Project.
- **Additions/Changes Since 2016 PEIR** includes the supplemental information necessary to make the 2016 PEIR adequate for the Project, as revised. The supplemental information involves: 1) changes in the Project or circumstances under which the Project is undertaken, or new information of substantial importance (State CEQA Guidelines § 16152); or 2) additions or changes necessary to make the 2016 PEIR adequately apply to the Project, as revised. Where no supplemental information is necessary, a brief discussion supporting the finding that the impact was adequately addressed in the 2016 PEIR is provided.

Each potentially significant environmental issue area is organized into the following subsections:

1. **Existing Environmental Setting** describes the physical environmental conditions in the Project vicinity that could influence or affect the issue under investigation, as they exist at the time environmental analysis was commenced (March 2018), from both a local and regional perspective.

2. **Existing Regulatory Setting** outlines and discusses the laws, ordinances, regulations, and standards applicable to the Project.

3. **Significance Determination Thresholds** provides the thresholds that are the basis of conclusions of significance. The primary sources of these thresholds include:

   - State CEQA Guidelines Appendix G criteria (California Code of Regulations §§ 15000 – 15387);
   - Local, State, Federal, and other standards applicable to an impact threshold; and
   - Officially established significance thresholds.

   State CEQA Guidelines § 15064[b] specifies that "...An ironclad definition of significant effect is not possible because the significance of any activity may vary with the setting." Principally, "...a substantial, or potentially substantial, adverse change in any of the physical conditions within an area affected by the project including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic and aesthetic significance" constitutes a significant impact (State CEQA Guidelines § 15382).

   For each threshold, an "Issue" number is identified, indicating where the analysis is provided in the "Impacts and Mitigation Measures" subsection that follows; see below.

4. **Impacts and Mitigation Measures** includes an "Impacts" analysis for each threshold that describes potential environmental changes to the existing physical conditions that could occur, if the proposed Project is implemented. Evidence, based on factual and scientific data, is presented to show the cause and effect relationship between the proposed project and the potential changes in the environment. The exact magnitude, duration, extent, frequency, range or other parameters of a potential impact are ascertained, to the extent possible, to determine whether impacts could be significant. All potential direct and reasonably foreseeable indirect, construction-related (short-term), and operational (long-term) effects are considered. Additionally, potential impacts are assessed on either a "plan-to-ground" or "plan-to-plan" basis, as needed:

   - Plan-to-Ground: These analyses evaluate the Project's potential impacts, as compared to existing on-the-ground conditions.
   - Plan-to-Plan: These analyses evaluate the Project's potential impacts, as compared to existing adopted plans, including among others the Encinitas General plan and Encinitas Zoning Ordinance. These analyses are presented in Section 4.9, *Land Use and Planning*, and Section 6.0, *Growth-Inducement*, among others.

   Generally, impacts are classified as no impact, less than significant impact, or potentially significant impact. This EA uses the following terminology to describe the Project's environmental effects:

   - **No Impact.** The proposed Project would not have any measurable environmental impact.
   - **Less Than Significant Impact.** The proposed Project could impact the environment, although this impact would be below established thresholds of significance.

- **Less Than Significant With Mitigation.** The proposed Project would have the potential to generate an impact, which may be considered as a significant effect on the environment, although mitigation measures or changes to the Project's physical or operational characteristics would reduce this impact to a level that is less than significant.
- **Significant Unavoidable Impact.** When an impact, despite the inclusion of mitigation measures, cannot be mitigated to a level that is less than significant, it is identified as "significant unavoidable impact."

The analysis also includes relevant General Plan Policies and "Mitigation Measures" that would be required of the Project to: avoid a significant adverse impact; minimize a significant adverse impact; rectify a significant adverse impact by restoration; reduce or eliminate a significant adverse impact over time by preservation and maintenance operations; or compensate for the impact by replacing or providing substitute resources or environment.

5. **Significant Unavoidable Impacts** describes impacts that would be significant and cannot be feasibly mitigated to a level that is less than significant, and thus would be unavoidable. To approve a project with unavoidable significant impacts, the Lead Agency must adopt a Statement of Overriding Considerations. In adopting such a statement, the Lead Agency is required to balance a project's benefits against its unavoidable environmental impacts in determining whether to approve the project. If a project's benefits are found to outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable" (CEQA Guidelines § 15093[a]).

6. **Sources Cited** identifies the sources of information used in the section.

4.1 AESTHETICS

The environmental setting, regulatory framework, potential impacts, and mitigation measures concerning aesthetics are discussed in 2016 PEIR Section 4.1.1 and hereby incorporated by reference. The additions/ changes to those analyses necessary to make the 2016 PEIR applicable to the revised Project are presented below.

This section identifies the existing environmental conditions in the affected area, identifies and analyzes the Project's potential impacts, and recommends measures to avoid/reduce potentially significant construction and operations impacts. This section addresses the Project's potential impacts concerning plan consistency, public views, visual character, and scenic resources. Information presented in this section is based on a review of each candidate site in relation to designated vista points and scenic view corridors, as defined in the City of Encinitas General Plan (EGP) Resource Management Element.

4.1.1 EXISTING ENVIRONMENTAL SETTING

2016 PEIR

The existing environmental setting concerning aesthetics is discussed in 2016 PEIR Section 4.1.1 (page 4.1-1). The PEIR analyzed aesthetics in these categories: topography and landform; visual character; scenic resources; scenic vistas and viewsheds; scenic roadways and view corridors; and historic viewsheds. The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

ADDITIONS/CHANGES SINCE 2016 PEIR

Refer to Appendix A, *Candidate Sites Fact Sheets*, for current site photos and detailed description of each candidate site.

Scenic Resources

LEUCADIA

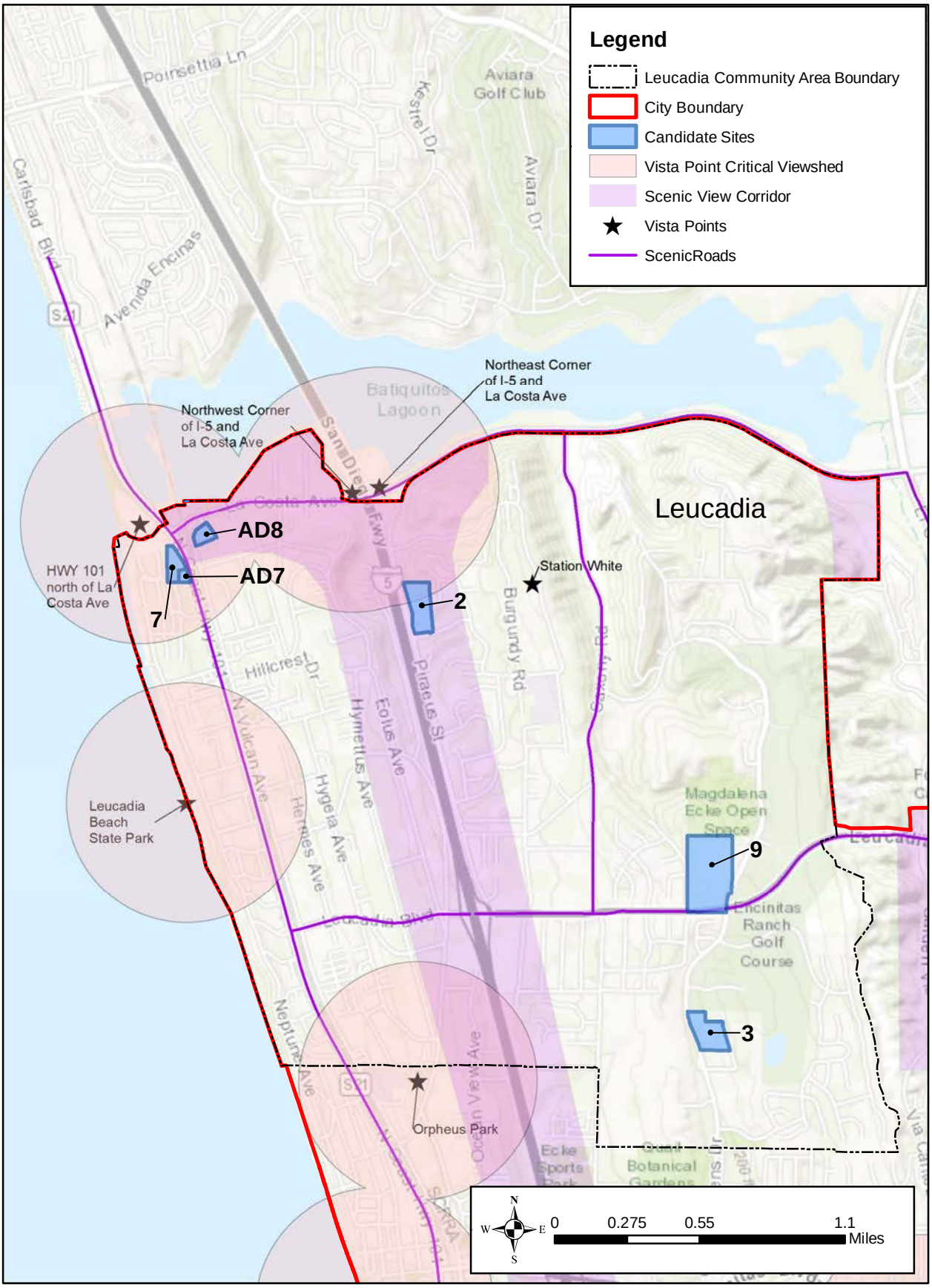
Figure 4.1-1a, *Scenic Resources – Leucadia*, depicts the scenic resources in Leucadia and indicates the following candidate sites contain or are adjacent to a scenic resource:

- #2 – Vista Point and Scenic View Corridor
- #7 – Vista Points, Scenic Roads, and Vista Point Critical Viewshed
- #9 – Scenic Roads
- #AD7 – Vista Points, Scenic Roads, and Vista Point Critical Viewshed
- #AD8 – Vista Points, Scenic View Corridor, Scenic Roads, and Vista Point Critical Viewshed

OLD ENCINITAS

Figure 4.1-1b, *Scenic Resources – Old Encinitas*, depicts scenic resources in Leucadia and indicates the following candidate site contains or is adjacent to a scenic resource:

- #AD9 – Scenic View Corridor



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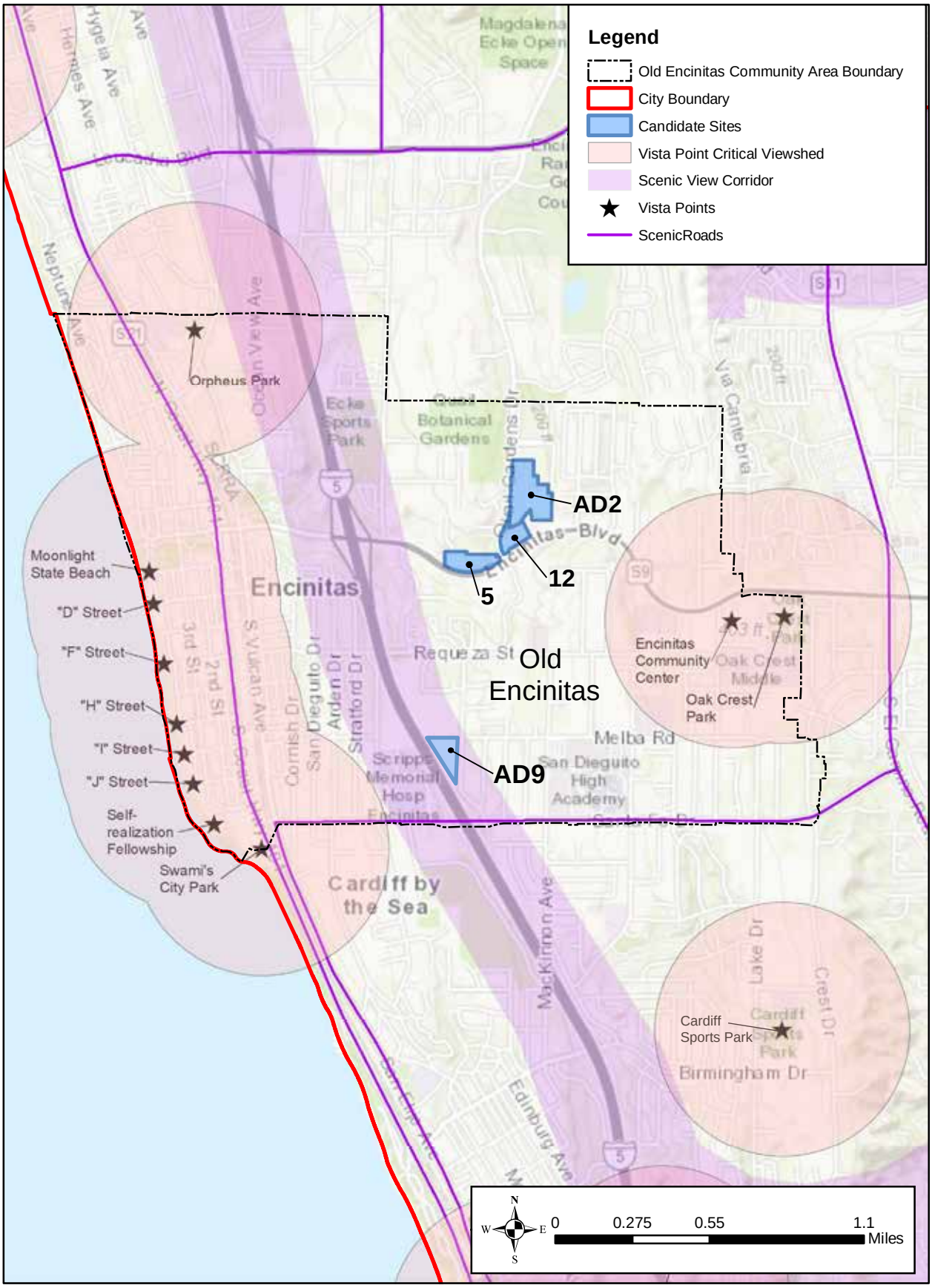

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CARDIFF

Figure 4.1-1c, *Scenic Resources – Cardiff*, depicts scenic resources in Cardiff and indicates the following candidate sites contain or are adjacent to a scenic resource:

- #1 – Scenic Roads and Scenic View Corridor
- #10 – Scenic Roads and Scenic View Corridor

NEW ENCINITAS

Figure 4.1-1d, *Scenic Resources – New Encinitas*, depicts scenic resources in New Encinitas and indicates the following candidate sites contain or are adjacent to a scenic resource:

- #6 – Scenic Roads and Scenic View Corridor
- #11 – Scenic Roads
- #AD1 – Scenic Roads
- #AD6 – Scenic Roads

OLIVENHAIN

Figure 4.1-1e, *Scenic Resources – Olivenhain*, depicts scenic resources in Olivenhain and indicates the following candidate site contains or is adjacent to a scenic resource:

- #8 – Scenic Roads and Scenic View Corridor

HILLSIDE/INLAND BLUFFS

Figure 4.5-4, *Hillside Overlay*, depicts the City's Hillside/Inland Bluff Overlay Zone (i.e., where ten percent or more of the parcel area exceeds 25 percent slope). As depicted in Figure 4.5-4, the following candidate sites are within the Hillside/Inland Bluff Overlay Zone:

- #5
- #6
- #11
- #12
- #AD1
- #AD2

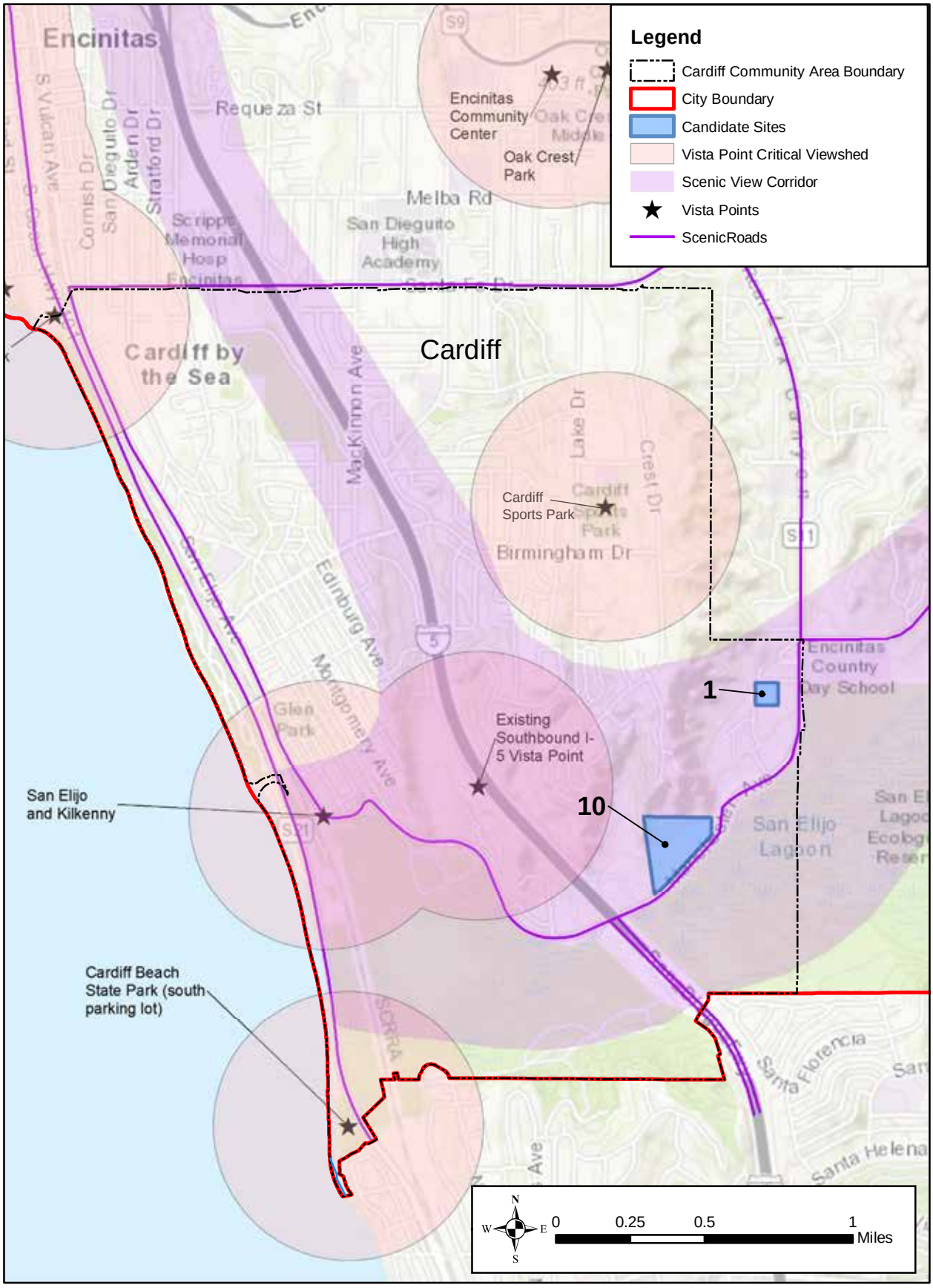
4.1.2 REGULATORY FRAMEWORK

2016 PEIR

The regulatory framework concerning aesthetics, which is discussed in 2016 PEIR Section 4.1.2 (page 4.1-8), applies to the revised Project and no additions/changes are necessary.

ADDITIONS/CHANGES SINCE 2016 PEIR

No additions/changes are necessary.



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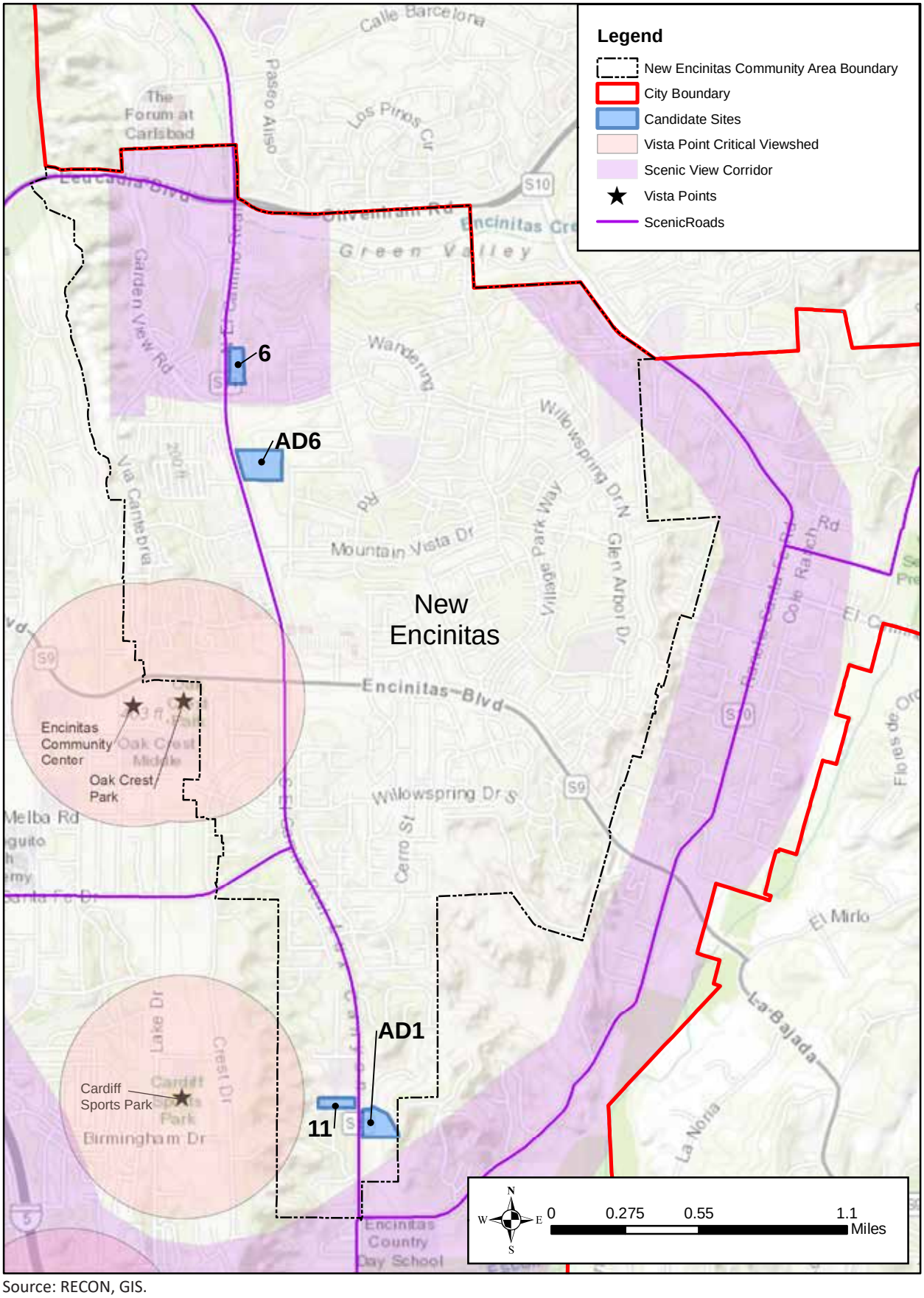

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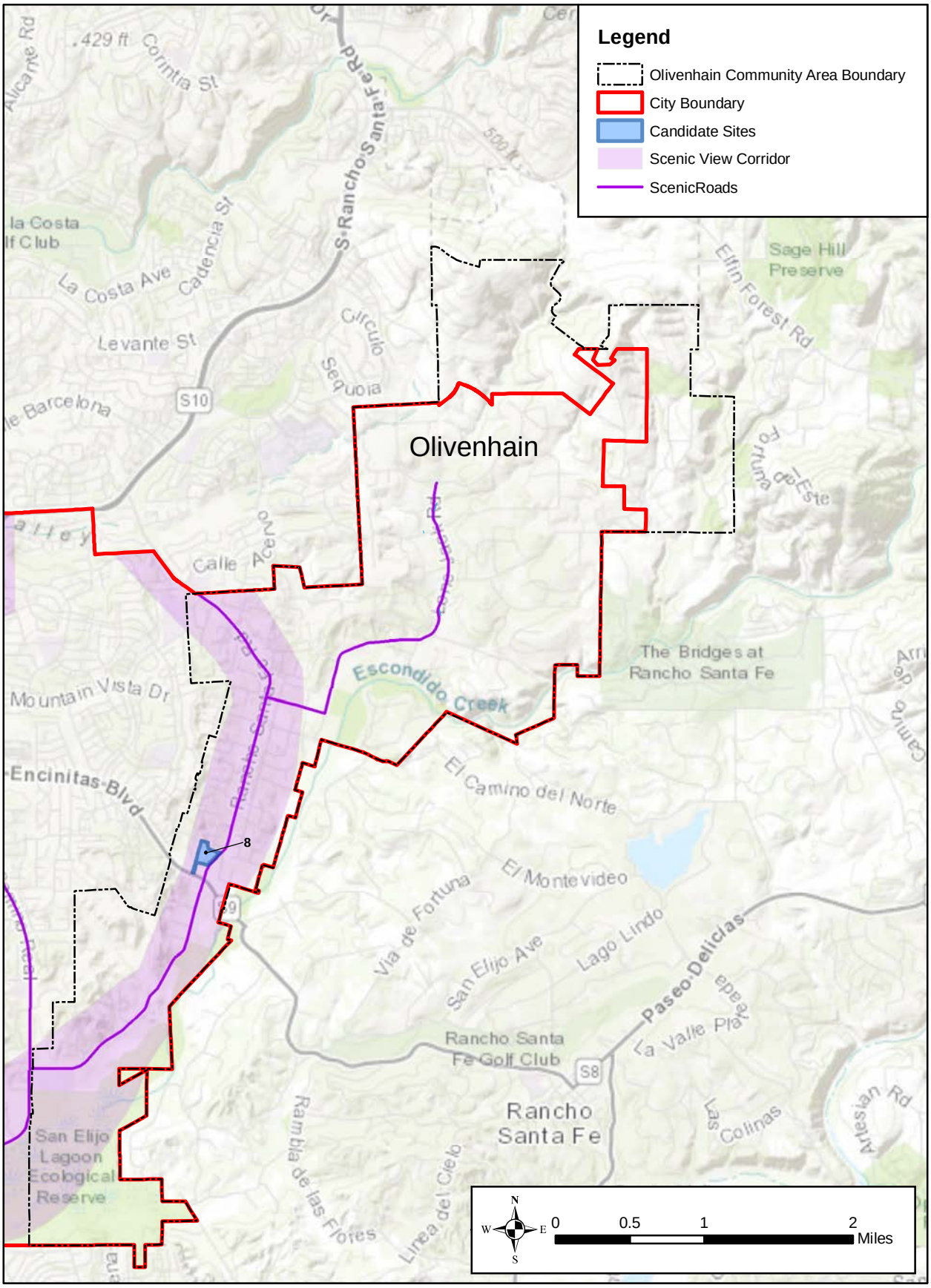


Source: RECON, GIS.

4.1.3 SIGNIFICANCE DETERMINATION THRESHOLDS

Consistent with the 2016 PEIR and in substantial conformance with State CEQA Guidelines Appendix G, impacts concerning aesthetics would be significant if the Project would:

- Conflict with any City policy or regulation relative to the protection of visual resources (i.e., General Plan/LCP policies, Hillside/Inland Bluff Overlay Zone, Scenic Visual Corridor Overlay Zone/Design Review Guidelines) thereby resulting in a negative aesthetic/visual impact (see Issue 1).
- Allow development that is incompatible in shape, form, or intensity, such that public views from designated open space areas, view corridors or scenic highways, or to any significant visual landmarks or scenic vistas would be substantially blocked (see Issue 2).
- Be in a highly visible area (e.g., on a canyon edge, hilltop or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive height, bulk, signage, or architectural projections (see Issue 3).
- Result in projects that would introduce features which would conflict with important visual elements or the quality of the community/neighborhood (such as theme, style, setbacks, density, size, massing, coverage, scale, color, architecture, building materials, light/glare, etc.) and would thereby negatively and substantially alter the existing character of neighborhoods (see Issue 4).
- Result in the physical loss, isolation, degradation or destruction of a visual resource or community identification symbol or landmark or other features that contribute to the valued visual character or image of the neighborhood, community, or localized area (e.g., a stand of mature trees, coastal bluff, native habitat, historic landmark) (see Issue 5).

4.1.4 IMPACTS AND MITIGATION MEASURES

4.1.4 - Issue 1: Plan Consistency

Would the Project conflict with any City policy or regulation relative to the protection of visual resources (i.e., General Plan/LCP policies, Hillside/Inland Bluff Overlay Zone, Scenic Visual Corridor Overlay Zone/ Design Review Guidelines) thereby resulting in a negative aesthetic/visual impact?

IMPACTS:

2016 PEIR

The potential impacts concerning aesthetics/plan consistency are discussed in 2016 PEIR Section 4.1.5 (Issue 1, page 4.1-14). The 2016 PEIR concluded that future housing development would not directly or indirectly conflict with City policy or regulation relative to the protection of visual resources.

The proposed zoning standards considered in the 2016 PEIR allowed for development that would exceed the City's current height limit of two stories (or 30 feet). For housing sites that would have permitted a mix of residential and non-residential components, the proposed maximum building height was 38 feet. For housing sites that would have permitted residential only, the proposed maximum building height was 35 feet. Zoning regulations would limit building heights in transition areas adjacent to residentially zoned areas to provide a land use transition and avoid compatibility conflicts between land uses. Therefore, the 2016 PEIR concluded impacts would be less than significant in this regard.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

Encinitas General Plan (EGP) Land Use Element Policy 7.10 states that height restrictions are two stories (or 30 feet), Citywide. The Project proposes that "as part of the required upzoning of lower income sites, a measure would be placed on the ballot to allow heights of three stories and 37 feet on lower income sites where developments achieve a minimum density of 25 units per acre." Additionally, as depicted on Figures 4.1-1a through 4.1-1e, the candidate sites listed below contain or are adjacent to a scenic resource (i.e., vista point, scenic road, scenic view corridor, and/or vista point critical viewshed; see Section 4.1.1 details concerning the visual resources present on/adjacent to each site).

- #2
- #7
- #9
- #AD7
- #AD8
- #AD9
- #1
- #10
- #6
- #11
- #AD1
- #AD6
- #8

Additionally, as depicted in Figure 4.5-4, the following candidate sites are within the Hillside/Inland Bluff Overlay Zone:

- #5
- #6
- #11
- #12
- #AD1
- #AD2

Therefore, future development could conflict with EGP policies (including EGP Land Use Element Policy 7.10, and Encinitas Municipal Code (EMC) standards concerning building heights, scenic resources, and hillside/inland bluffs. However, as explained in more detail in Section 4.9, *Land Use and Planning*, the Project would not conflict with applicable land use plans or policies concerning aesthetics. Compliance with EGP policies outlined below would avoid/lessen potential Project impacts concerning plan consistency. Additionally, future development within a scenic view corridor along scenic highways and/or adjacent to significant viewsheds or vista points are subject to compliance with Scenic/Visual Corridor Overlay Zone regulations (EMC Section 30.34.080, *Scenic/Visual Corridor Overlay Zone*). When development is proposed within a scenic view corridor along scenic highways and/or adjacent to significant viewsheds or vista points, the City requires that consideration be given to the project's overall visual impact and conditions or limitations on project bulk, mass, height, architectural design, grading, and other visual factors may be applied to Design Review approval and shall be applied to Coastal Development Permit approval. EMC Chapter 23.08, *Design Review*, is intended to implement the EGP's provisions, protect the City's natural beauty, and create an attractive and functional man-made environment. Future development would be reviewed on a project-by-project basis to confirm compliance with EMC Chapter 23.08, as well as other regulations concerning the City's physical development. Compliance with EMC Chapter 23.08 would: (1) ensure aesthetic and functional excellence in the City's physical development; and (2) address preservation of the distinct and individual characters of the City's neighborhoods and communities and the design review guidelines. Additionally, where development is proposed on slopes of greater than 25 percent grade, special standards would apply including the following, among others:

- Slopes of greater than 25 percent grade should be preserved in their natural state.
- No principal structure or improvement or portion thereof shall be placed or erected, and no grading shall be undertaken, within 25 feet of any point along an inland bluff edge.

Future development would be reviewed on a case-by-case basis to verify consistency with EGP policies and EMC standards concerning scenic resources and hillside/inland bluffs. Compliance with EMC standards would ensure that future development would not conflict with any EGP visual compatibility goals or policies, or result in a negative aesthetic/visual impact. Therefore, following compliance with the established regulatory framework (i.e., EGP policies outlined below and EMC standards), the Housing Element Update (HEU) would not conflict with City policies/regulations concerning visual resources, or result in a negative aesthetic/visual impact. Impacts would be less than significant in this regard; refer below to list of General Plan Policies.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- LUE Policy 7.10
- CE Policy 4.1
- CE Policy 4.2
- CE Policy 4.5
- CE Policy 4.9
- CE Policy 4.10
- RME Policy 3.1
- RME Policy 3.2
- RME Policy 3.3
- RME Policy 3.6
- RME Policy 4.1
- RME Policy 4.2
- RME Policy 4.3
- RME Policy 4.4
- RME Policy 4.5
- RME Policy 4.6
- RME Policy 4.7
- RME Policy 4.10
- RME Policy 4.11
- RME Policy 9.1
- RME Policy 9.5
- RME Policy 9.6
- RME Policy 9.7

MITIGATION MEASURES:

No mitigation measures concerning aesthetics/plan consistency were identified in 2016 PEIR Section 4.1.5 and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.1.4 - Issues 2 and 3: Public Views

Would the Project result in development that:

a. *Is incompatible in shape, form, or intensity, such that public views from designated open space areas, view corridors or scenic highways, or to any significant visual landmarks or scenic vistas would be substantially blocked?*

b. *Is in a highly visible area (e.g., on a canyon edge, hilltop or adjacent to an interstate highway) and would strongly contrast with the surrounding development or natural topography through excessive height, bulk, signage, or architectural projections?*

IMPACTS:

2016 PEIR

The potential impacts concerning aesthetics/public views are discussed in 2016 PEIR Section 4.1.6 (Issue 2, page 4.1-16). The 2016 PEIR identified one site as having the potential to significantly impact scenic views. The analysis concluded that because the new zone standards and design guidelines were intended to maximize consistency with the surrounding land use context, including preserving significant views, the project already incorporated standards to maximize view protection to the highest extent. Therefore, no further mitigation was available, resulting in a significant unavoidable impact.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

As previously noted, several candidate sites are located near a vista point, scenic roads, a scenic view corridor, and/or a vista point critical viewshed; refer to Figures 4.1-1a through 4.1-1e for the location of candidate sites in relationship to scenic resources. Each candidate site is analyzed below by community. The Project proposes to retain the underlying zoning, but add the R-30 Overlay Zone to allow for higher density residential development. The following sites would not have a potential to impact scenic resources due to the separation from such resources: #3; #5; #12; and #AD2. Therefore, these candidate sites are not analyzed further and no impact would occur in this regard.

Leucadia

Candidate Site #2. Candidate Site #2 is a vacant site located on Piraeus Street. This site is within a scenic view corridor and within a vista point critical viewshed for vista points located on the northwest corner of I-5. The site's gross acreage is 6.93 (AC). The site is vacant and located at the corner of two two-lane local streets. The site's southern portion is level, with the remaining site sloping up towards a level pad on the northeast corner. The site is located south of the vista points (Batiquitos Lagoon). Therefore, future development would not adversely impact these vista points. In addition, this candidate site is not in a highly visible area. Refer to the *Conclusion* Section below.

Candidate Site #7, Candidate Site #AD7, and Candidate Site #AD8. These sites are located near a scenic road (North Vulcan Avenue), a scenic view corridor, and within a vista point critical viewshed for a vista point located north of the sites at Highway 101 north of La Costa Avenue. Candidate Site #7 is a developed parcel adjacent to a four-lane arterial with bike lanes in each direction and a center median on 2.37 gross acres. The site contains an existing office use and a large surface parking lot with a single ingress/egress

point and is not highly visible (minimal topography). Candidate Site #AD7 is a developed parcel containing approximately four single-story commercial buildings on 0.80 gross acres. The site is adjacent to North Coast Highway 101, a four-lane roadway with bicycle lanes in each direction and is not highly visible (minimal topography). The site is adjacent to vacant property to the north and west, North Coast Highway 101 to the east, and a small public road to the south. Candidate Site #AD8 contains agricultural uses and is improved with several appurtenant one-story structures and greenhouses on 2.0 gross acres. The property is adjacent to North Vulcan Avenue, a two-lane local arterial and is not highly visible (minimal topography).

Although Candidate Site #7, Candidate Site #AD7, and Candidate Site #AD8 are within a vista point critical viewshed, the vista point's main viewshed is north and west towards the Batiquitos Lagoon and the Pacific Ocean. Future development of these sites would not adversely impact this vista point. Refer to the *Conclusion* Section below.

Old Encinitas

Candidate Site #AD9. Candidate Site #AD9 is within a scenic view corridor. The site's gross acreage is 4.4. The site contains four church buildings, with associated parking lots to the north and south. The property is adjacent to I-5, an eight-lane scenic view corridor. The central portion of the site is occupied by church structures with two vacant triangle pieces on the south and northwest corners. Future development of this site would not adversely impact the scenic view corridor, since it is considered complementary to the surrounding development or natural topography. Refer to the *Conclusion* Section below.

Cardiff

Candidate Site #1 and Candidate Site #10. These sites are located near a scenic road, Manchester Avenue. Candidate Site #1 involves a vacant portion of the Greek Orthodox Church property and is landlocked by the surrounding public/semi-public uses. A portion of the site contains a small paved surface parking lot, private streets, and temporary storage structures. The site is 2.50 gross acres. Candidate Site #10 is partially vacant located along a major four-lane arterial with bike lanes in each direction and a striped median. The site is primarily used for agricultural purposes and contains no existing permanent structures. The site slopes gently from the south up to the north and is located across the road from sensitive habitat in the San Elijo Lagoon. The site is 16.30 gross acres. Future development of these sites would not adversely impact the scenic resource from the viewpoint of Manchester Avenue. Future development on these sites would be in a highly visible area adjacent to Manchester Avenue, however, would not adversely impact the scenic view corridor, because the future development would be complementary to the surrounding development and natural topography. Refer to the *Conclusion* Section below.

New Encinitas

Candidate Site #6. Candidate Site #6 is a partially developed 3.19-gross acre property, with an existing commercial warehouse use, paved surface parking lot, and private drive aisles. The site is adjacent to an eight-lane major arterial (El Camino Real Road) which is a designated scenic road. The site is mostly level. Views of Site #6 from El Camino Real Road would be altered by future development. This site is also located within a scenic view corridor. However, the site would be redeveloped on already developed commercial property, therefore, alterations to the site's character would not be adverse. Refer to the *Conclusion* Section below.

Candidate Site #11 and Candidate Site #AD1. These sites are adjacent to El Camino Real Road, which is a designated scenic road. Candidate Site #11 is a long, narrow, 2.27-gross acre parcel with agricultural uses

located adjacent to a four-lane arterial with existing bicycle lanes in each direction and a painted median turn lane. The site contains existing greenhouse and temporary agricultural structures. The site is mostly level with a moderate slope in the western half of the site. Candidate Site #AD1 is a vacant 5.23-gross acre property located between commercial uses and residential townhouses. The site is adjacent to North Highway 101, a four-lane arterial with bike lanes in each direction and a center median. The site slopes gently up from the east to the west. Views of sites #11 and #AD1 from El Camino Real Road would be altered by future development, however, not adversely. Refer to the *Conclusion* Section below.

Candidate Site #AD6. This site is adjacent to El Camino Real Road, which is a designated scenic road. Candidate**.** Candidate Site #AD6 is comprised of four parcels totaling 7.8 gross acres. The site is a developed parcel containing commercial buildings with access to El Camino Real Road. The site has a moderate slope. Views of site #AD6 from El Camino Real Road would be altered by future development, however, not adversely. Additionally, future development would not be visible from a scenic viewpoint and is not located within a scenic viewshed. Refer to the *Conclusion* Section below.

Olivenhain

Candidate Site #8. Candidate Site #8 is within a scenic road and scenic view corridor. This site is comprised of four parcels totaling 8.63 gross acres. The site is developed with several one and two story residential structures. It contains a private access road that connects to an adjacent four-lane major arterial and a two-lane collector road. The site contains existing mature vegetation. Views of site #8 from Rancho Santa Fe Road would be altered by future development, however, not adversely. Although the site is within a scenic road and scenic view corridor future development must comply with the zoning development standards and guidelines, which would ensure future development to be appropriately scaled and designed to complement the surrounding environment by ensuring development would not incorporate excessive height, bulk, signage, or architectural projections. Therefore, development of this site would result in a less than significant impact. Refer to the *Conclusion* Section below.

Conclusion

As discussed in Issue 1 above, future development within a scenic view corridor along scenic highways and/or adjacent to significant viewsheds or vista points are subject to compliance with EMC Section 30.34.080. The City requires that consideration be given to the project's overall visual impact and conditions or limitations on project bulk, mass, height, architectural design, grading, and other visual factors that may be applied to Design Review approval and shall be applied to Coastal Development Permit approval. Future development would be reviewed on a project-by-project basis to confirm compliance with EMC Chapter 23.08, as well as other regulations concerning the City's physical development. Therefore, following compliance with the established regulatory framework (i.e., EGP policies and EMC Section 30.34.080 and Chapter 23.08, the HEU would not result in visual incompatibilities or substantial view blockage, or strongly contrast with the surrounding development or natural topography. A less than significant impact would occur in this regard.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

MITIGATION MEASURES:

No mitigation measures concerning aesthetics/public views were identified in 2016 PEIR Section 4.1.6 and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.1.4 - Issue 4: Visual Character

Would the project introduce features which would conflict with important visual elements or the quality of the community/neighborhood (such as theme, style, setbacks, density, size, massing, coverage, scale, color, architecture, building materials, light/glare, etc.) and would thereby negatively and substantially alter the existing character of neighborhoods?

IMPACTS:

2016 PEIR

The potential impacts concerning visual character are discussed in 2016 PEIR Section 4.1.7 (Issue 3, page 4.1-31). The 2016 PEIR concluded that implementation of the HEU on three housing sites would have resulted in potentially significant impacts to visual character. Even with application of the zoning standards and design guidelines, development of these sites at the intensity required to meet housing elements goals would have resulted in a scale of development inconsistent with the surrounding low-scale environment. Therefore, no further mitigation was available, resulting in a significant unavoidable impact.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

As noted above, several candidate sites are located near a vista point, scenic roads, a scenic view corridor, and/or a vista point critical viewshed; refer to Figures 4.1-1a through 4.1-1e. Each candidate site is analyzed below by community. The Project proposes to retain the underlying zoning, but add the R-30 Overlay Zone to allow for higher density residential development. Housing type examples include, but are not limited to: apartments; flats; carriage homes; townhomes; or duplexes.

Leucadia

Candidate Site #2. Candidate Site #2 is a vacant site located on Piraeus Street. The surrounding area is diverse, with vacant land to the north, Plato Place and single-family residential to the south, single family residential to the east, and I-5 directly to the west. The future development on Candidate Site #2 would be dissimilar to the existing neighborhood concerning land use, density, and scale and could negatively impact the neighborhood's character. However, future development would be reviewed to confirm compliance with EGP policies and EMC Section 30.34.080 and Chapter 23.08 standards, as well as other regulations to maximize compatibility with surrounding land uses. Appropriate landscaping, setbacks, height, transparency, building articulation, and other design features would be required. Therefore, following compliance with the established regulatory framework, future development of Candidate Site #2 would result in a less than significant impact concerning visual character.

Candidate Site #3. Candidate Site #3 is a vacant site located on Quail Gardens Drive. The surrounding area is diverse with single-family residential uses and agricultural greenhouses to the north, single-family

residential uses to the south, single-family residential and Encinitas Ranch Golf Course to the east, and Quail Gardens Drive and single-family residential to the west. The future development on Candidate Site #3 would be dissimilar to the existing neighborhood concerning land use, density, and scale and could negatively impact the neighborhood's character. Future development would be reviewed to confirm compliance with EGP policies and EMC Section 30.34.080 and Chapter 23.08 standards, as well as other regulations to maximize compatibility with surrounding land uses. Appropriate landscaping, setbacks, height, transparency, building articulation, and other design features would be required. Appropriate transitions to the proposed higher density residential uses would also be required. However, despite compliance with the established regulatory framework, future development of Candidate Site #3 at the density required to meet EHE goals would conflict with the neighborhood's low-density character. Therefore, future development of Candidate Site #3 would result in a significant unavoidable impact concerning visual character.

Candidate Sites #7 and #AD7. Candidate Site #7 contains a vacant parcel and a developed parcel with a commercial use (restaurant) and a large vacant surface parking lot. The surrounding area is diverse in character with four single-story commercial buildings to the north, single-family residential and mixed-use buildings to the south, North Coast Highway and railroad tracks to the east, and single-family residential to the west. Candidate Site #AD7 is a developed parcel containing approximately four single-story commercial buildings. The surrounding area is diverse with open space to the north, vacant land and a mixed-use commercial building to the south, North Coast Highway 101 and railroad tracks to the east, and single-family residential to the west. The future development on Candidate Sites #7 and #AD7 would be dissimilar to the existing neighborhoods concerning land use, density, and scale and could negatively impact the neighborhood's character. However, future development would be reviewed to confirm compliance with EGP policies and EMC Section 30.34.080 and Chapter 23.08 standards, as well as other regulations to maximize compatibility with surrounding land uses. Appropriate landscaping, setbacks, height, transparency, building articulation, and other design features would be required. Therefore, following compliance with the established regulatory framework, future development of Candidate Sites #7 and #AD7 would result in a less than significant impact concerning visual character.

Candidate Site #AD8. Candidate Site #AD8 contains agricultural uses, several one-story structures related to agricultural sales, and a mix of multi-family and single-family uses. The surrounding area is diverse in character with single-family residential to the north and south, single-family residential to the east, and North Vulcan Avenue and railroad tracks to the west. Future development on Candidate Site #AD8 would be like the existing neighborhood concerning land use, density, and scale and would not impact the neighborhood's character. Future development would be reviewed to confirm compliance with EGP policies and EMC Section 30.34.080 and Chapter 23.08 standards, as well as other regulations to maximize compatibility with surrounding land uses. Appropriate landscaping, setbacks, height, transparency, building articulation, and other design features would be required. Appropriate transitions to the proposed higher density residential uses would also be required. Future development of Candidate Site #AD8 would result in a less than significant impact.

Candidate Site #9. Candidate Site #9 involves a large parcel containing mostly temporary greenhouse agricultural structures along with several existing single-family residential structures. The surrounding area is diverse with open space to the north, Leucadia Boulevard and single-family residential uses to the south, Quail Gardens Drive and Encinitas Ranch Golf Course to the east, and single-family residential units to the west. The future development on Candidate Site #9 would be dissimilar to the existing neighborhood concerning land use, density, and scale and could negatively impact the neighborhood's character. However, future development would be reviewed to confirm compliance with EGP policies and

EMC Section 30.34.080 and Chapter 23.08 standards, as well as other regulations to maximize compatibility with surrounding land uses. Appropriate landscaping, setbacks, height, transparency, building articulation, and other design features would be required. Therefore, following compliance with the established regulatory framework, future development of Candidate Site #9 would result in a less than significant impact concerning visual character.

Old Encinitas

Candidate Site #5. Candidate Site #5 involves four vacant parcels. The surrounding area is diverse in character with multi-family residential apartments to the north, mixed-use commercial and surface parking to the south, mixed-use commercial to the east, and multi-family residential apartments to the west. The future development on Candidate Site #5 would complement the neighborhood's diverse character. Further, future development would be reviewed to confirm compliance with EGP policies and EMC Section 30.34.080 and Chapter 23.08 standards, as well as other regulations concerning the City's physical development, to maximize compatibility. Therefore, following compliance with the established regulatory framework, future development of Candidate Site #5 would result in a less than significant impact concerning visual character.

Candidate Site #12. Candidate Site #12 involves two parcels: one partially vacant and the other comprised primarily of a paved surface parking lot and temporary overhead structures. The surrounding area is diverse with vacant property to the north, mixed-use commercial to the south, general commercial to the east, and single-family residential and multi-family residential apartments to the west. The future development on Candidate Site #12 would complement the neighborhood's diverse character. Further, future development would be reviewed to confirm compliance with EGP policies and EMC Section 30.34.080 and Chapter 23.08 standards, as well as other regulations concerning the City's physical development, to maximize compatibility. Therefore, following compliance with the established regulatory framework, future development of Candidate Site #12 would result in a less than significant impact concerning visual character.

Candidate Site #AD2. Candidate Site #AD2 involves eight vacant parcels. The surrounding area is diverse with a single-story church building to the north, general commercial to the south, single-family residential to the east, and San Diego Botanic Garden and single-family residential to the west. The future development on Candidate Site #AD2 would be dissimilar to the existing neighborhood concerning land use, density, and scale and could negatively impact the neighborhood's character. However, future development would be reviewed to confirm compliance with EGP policies and EMC Section 30.34.080 and Chapter 23.08 standards, as well as other regulations to maximize compatibility with surrounding land uses. Appropriate landscaping, setbacks, height, transparency, building articulation, and other design features would be required. Therefore, following compliance with the established regulatory framework, future development of Candidate Site #AD2 would result in a less than significant impact concerning visual character.

Candidate Site #AD9. Candidate Site #AD9 contains church buildings and associated parking lots to the north and south. The surrounding area is diverse in character with an assisted living facility to the north, I-5 to the south and west, and single-family residential to the east. The future development on Candidate Site #AD9 would complement the neighborhood's diverse character. Further, future development would be reviewed to confirm compliance with EGP policies and EMC Section 30.34.080 and Chapter 23.08 standards, as well as other regulations concerning the City's physical development, to maximize compatibility. Therefore, following compliance with the established regulatory framework, future

development of Candidate Site #AD9 would result in a less than significant impact concerning visual character.

Cardiff

Candidate Site #1. Candidate Site #1 contains one parcel with a small paved surface parking lot, private streets, and temporary storage structures. The surrounding area is diverse with a senior care facility to the north, church facilities to the south, Manchester Avenue and open space to the east, and vacant land and Mira Costa College to the west. The future development on Candidate Site #1 would complement the neighborhood's diverse character. Further, future development would be reviewed to confirm compliance with EGP policies and EMC Section 30.34.080 and Chapter 23.08 standards, as well as other regulations concerning the City's physical development, to maximize compatibility. Therefore, following compliance with the established regulatory framework, future development of Candidate Site #1 would result in a less than significant impact concerning visual character.

Candidate Site #10. Candidate Site #10 contains one partially vacant parcel that is primarily used for agricultural purposes and contains no existing permanent structures. The surrounding area is diverse in character with open space to the north, open space and the San Elijo Lagoon to the south, open space and San Elijo Lagoon to the east, and vacant land and I-5 to the west. Development of this candidate site would not be consistent with the surrounding developments/open spaces. The future development on Candidate Site #10 would be dissimilar to the existing neighborhood concerning land use, density, and scale and could negatively impact the neighborhood's character. Future development would be reviewed to confirm compliance with EGP policies and EMC Section 30.34.080 and Chapter 23.08 standards, as well as other regulations to maximize compatibility with surrounding land uses. Appropriate landscaping, setbacks, height, transparency, building articulation, and other design features would be required. Appropriate transitions to the proposed higher density residential uses would also be required. However, despite compliance with the established regulatory framework, future development of Candidate Site #10 at the density required to meet EHE goals would conflict with the neighborhood's low-density character. Therefore, future development of Candidate Site #10 would result in a significant unavoidable impact concerning visual character.

New Encinitas

Candidate Site #6. Candidate Site #6 contains one vacant parcel and one developed parcel with a retail commercial garden center, paved surface parking lot, and private drive aisles. The surrounding area is diverse in character with a garden center and surface parking to the north, a bank and surface parking to the south, mixed-use commercial to the east, and El Camino Real Road and vacant land to the west. The future development on Candidate Site #6 would complement the neighborhood's diverse character. Further, future development would be reviewed to confirm compliance with EGP policies and EMC Section 30.34.080 and Chapter 23.08 standards, as well as other regulations concerning the City's physical development, to maximize compatibility. Therefore, following compliance with the established regulatory framework, future development of Candidate Site #6 would result in a less than significant impact concerning visual character.

Candidate Site #11. Candidate Site #11 contains one parcel with agricultural uses such as greenhouses and other temporary agricultural structures. The surrounding area is diverse in character with an art institute to the north, multi-family residential apartments to the south, El Camino Real Road and single-family residential to the east, and open space to the west. The future development on Candidate Site #11 would complement the neighborhood's diverse character. Further, future development would be reviewed to

confirm compliance with EGP policies and EMC Section 30.34.080 and Chapter 23.08 standards, as well as other regulations concerning the City's physical development, to maximize compatibility. Therefore, following compliance with the established regulatory framework, future development of Candidate Site #11 would result in a less than significant impact concerning visual character.

Candidate Site #AD1**.** Candidate Site #AD1 contains one vacant parcel. The surrounding area is diverse in character with single-family residential to the north, church facilities and surface parking to the south, open space/vacant land to the east, and El Camino Real Road and multi-family residential apartments to the west. Future development on Candidate Site #AD1 would be compatible with the multi-family residential apartments to the west, however, could conflict with the neighborhood's mostly low-density character. The future development on Candidate Site #AD1 would be dissimilar to portions of the existing neighborhood concerning land use, density, and scale and could negatively impact the neighborhood's character. However, future development would be reviewed to confirm compliance with EGP policies and EMC Section 30.34.080 and Chapter 23.08 standards, as well as other regulations to maximize compatibility with surrounding land uses. Appropriate landscaping, setbacks, height, transparency, building articulation, and other design features would be required. Therefore, following compliance with the established regulatory framework, future development of Candidate Site #AD1 would result in a less than significant impact concerning visual character.

Candidate Site #AD6. Candidate Site #AD6 contains four developed parcels with commercial buildings and surface parking. The surrounding area is diverse in character with medical facilities to the north, commercial uses to the south, single-family residential to the east, and El Camino Real Road and commercial uses to the west. The future development on Candidate Site #AD6 would complement the neighborhood's diverse character. Further, future development would be reviewed to confirm compliance with EGP policies and EMC Section 30.34.080 and Chapter 23.08 standards, as well as other regulations concerning the City's physical development, to maximize compatibility. Therefore, following compliance with the established regulatory framework, future development of Candidate Site #AD6 would result in a less than significant impact concerning visual character.

Olivenhain

Candidate Site #8. Candidate Site #8 contains a vacant parcel and two parcels developed with single-family residential. The surrounding area is diverse in character with a mix of vacant and single-family residential to the north, mixed-use commercial to the south, vacant land to the east, and mixed-use commercial to the west. The future development on Candidate Site #8 would complement the neighborhood's diverse character. Further, future development would be reviewed to confirm compliance with EGP policies and EMC Section 30.34.080 and Chapter 23.08 standards, as well as other regulations concerning the City's physical development, to maximize compatibility. Therefore, following compliance with the established regulatory framework, future development of Candidate Site #8 would result in a less than significant impact concerning visual character.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

MITIGATION MEASURES:

No mitigation measures concerning visual character were identified in 2016 PEIR Section 4.1.7 and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Significant Unavoidable Impact

4.1.4 - Issue 5: Scenic Resources

Would the project result in the physical loss, isolation, degradation or destruction of a visual resource or community identification symbol or landmark or other feature that contribute to the valued visual character or image of the neighborhood, community, or localized area (e.g., a stand of mature trees, coastal bluff, native habitat, historic landmark)?

IMPACTS:

2016 PEIR

The potential impacts concerning aesthetics/scenic resources are discussed in 2016 PEIR Section 4.1.8 (Issue 4, page 4.1-50). The 2016 PEIR reviewed each housing site for potential impacts to scenic resources. Many of the housing sites were developed and did not contain scenic resources such as significant trees or vegetation. Other sites were vacant and contained vegetation/mature trees; however, most had been previously disturbed and were not considered scenic. The analysis concluded that future development would result in removal of mature trees. However, all future development would be subject to compliance with the City's Urban Forest Management Program and Heritage Tree Program. For one housing site, the analysis concluded future development would significantly impact scenic resources. The project already incorporated standards to maximize scenic resources protection to the highest extent. Therefore, no further mitigation was available, resulting in a significant unavoidable impact.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

Each housing site was reviewed for potential scenic resources. As detailed in Appendix B, *Candidate Sites Table*, and summarized in Table 2-1, *Summary of Candidate Sites*, approximately half of the Project area is developed to varying degrees with residential and non-residential land uses, while the other half is vacant. None of the sites contain historic structures and none are located on a coastal bluff. Future development would result in removal of mature trees. Compliance with EGP Resources Element Policies 3.1-3.3, and 3.6 would reduce the impact of mature tree removal. In addition, compliance with the City's Urban Forestry Management Program and Heritage Tree Program, which promote and provide for the regulation of planting, maintenance, and removal of public trees within the public right-of-way or on public property would be required. Compliance with these regulations would also protect trees during construction.

Small, isolated patches of disturbed native habitat occur throughout the sites, refer to Section 4.3, *Biological Resources*, for a detailed analysis of these impacts and respective mitigation measures. The 2016 PEIR housing site that resulted in a significant unavoidable impact is not included in the revised Project.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- RME Policy 3.1
- RME Policy 3.2
- RME Policy 3.3
- RME Policy 3.6

MITIGATION MEASURES:

No mitigation measures concerning aesthetics/scenic resources were identified in 2016 PEIR Section 4.1.8 and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.1.5 SIGNIFICANT UNAVOIDABLE IMPACTS

Despite compliance with the established regulatory framework, future development on Candidate Sites #3 and #10 would be dissimilar to the existing neighborhoods and could negatively impact the neighborhoods' characters. Therefore, future development of Candidate Sites #3 and #10 would result in a significant unavoidable impact concerning visual character.

4.1.6 SOURCES CITED

None

4.2 AIR QUALITY

The environmental setting, regulatory framework, potential impacts, and mitigation measures concerning air quality are discussed in 2016 PEIR Section 4.2.1 and hereby incorporated by reference. The additions/changes to those analyses necessary to make the 2016 PEIR applicable to the revised Project are presented below.

This Section addresses the Project's potential air quality impacts associated with air emissions generated during both short-term construction and long-term operations of buildout allowed by the Housing Element Update (HEU).

4.2.1 EXISTING ENVIRONMENTAL SETTING

2016 PEIR

The existing environmental setting concerning air quality is discussed in 2016 PEIR Section 4.2.1 (page 4.2-1) and the additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

ADDITIONS/CHANGES SINCE 2016 PEIR

2016 PEIR Table 4.2-2 provided a summary of measurements collected at the three air quality monitoring stations located nearest the City (i.e., Del Mar–Mira Costa College, Escondido—East Valley Parkway, and Camp Pendleton) from 2010 to 2014. Table 4.2-1, *Summary of Air Quality Measurements (2015 & 2016)*, provides a summary of measurements collected at these monitoring stations since the 2016 PEIR (i.e., during 2015 and 2016).

TABLE 4.2-1: SUMMARY OF AIR QUALITY MEASUREMENTS (2015 & 2016)

	2015	2016
Del Mar – Mira Costa College		
Ozone		
Days State 1-hour Standard Exceeded (0.09 ppm)	1	0
Days State 8-hour Standard Exceeded (0.07 ppm)	2	1
Days Federal 8-hour Standard Exceeded (0.075 ppm)	1	0
Maximum 1-hour (ppm)	0.098	0.079
Maximum 8-hour (ppm)	0.078	0.071
Escondido – East Valley Parkway		
Ozone		
Days State 1-hour Standard Exceeded (0.09 ppm)	0	n/a
Days State 8-hour Standard Exceeded (0.07 ppm)	3	n/a
Days Federal 8-hour Standard Exceeded (0.075 ppm)	0	n/a
Maximum 1-hour (ppm)	0.079	n/a
Maximum 8-hour (ppm)	0.071	n/a
Nitrogen Dioxide		
Days State 1-hour Standard Exceeded (0.18 ppm)		
Days Federal 1-hour Standard Exceeded (0.100 ppm)		
Max 1-hr (ppm)		
Annual Average (ppm)		

TABLE 4.2-1: SUMMARY OF AIR QUALITY MEASUREMENTS (2015 & 2016)		
	2015	**2016**
Carbon Monoxide		
Days State 8-hour Standard Exceeded (9 ppm)		
Days Federal 8-hour Standard Exceeded (9 ppm)		
Max. 1-hr (ppm)		
Max. 8-hr (ppm)		
PM_{10}		
Measured Days State 24-hour Standard Exceeded (50 µg/m^3)		
Calculated Days State 24-hour Standard Exceeded (50 µg/m^3)	n/a	n/a
Measured Days Federal 24-hour Standard Exceeded (150 µg/m^3)		
Calculated Days Federal 24-hour Standard Exceeded (150 µg/m^3)		
Max. Daily (µg/m^3)		
State Annual Average (µg/m^3)	n/a	n/a
Federal Annual Average (µg/m^3)	17.5	n/a
$PM_{2.5}$		
Measured Days Federal 24-hour Standard Exceeded (35 µg/m^3)		
Calculated Days Federal 24-hour Standard Exceeded (35 µg/m^3)	n/a	
Max. Daily (µg/m^3)	29.4	n/a
State Annual Average (µg/m^3)	n/a	n/a
Federal Annual Average (µg/m^3)	n/a	n/a
Camp Pendleton		
Ozone		
Days State 1-hour Standard Exceeded (0.09 ppm)	0	0
Days State 8-hour Standard Exceeded (0.07 ppm)	3	5
Days Federal 8-hour Standard Exceeded (0.075 ppm)	1	0
Maximum 1-hour (ppm)	0.093	0.083
Maximum 8-hour (ppm)	0.077	0.073
Nitrogen Dioxide		
Days State 1-hour Standard Exceeded (0.18 ppm)		
Days Federal 1-hour Standard Exceeded (0.100 ppm)		
Max 1-hr (ppm)		
Annual Average (ppm)		
$PM_{2.5}$		
Measured Days Federal 24-hour Standard Exceeded (35 µg/m^3)		
Calculated Days Federal 24-hour Standard Exceeded (35 µg/m^3)	n/a	n/a
Max. Daily (µg/m^3)	41.2	28.8
State Annual Average (µg/m^3)	n/a	n/a
Federal Annual Average (µg/m^3)	n/a	n/a
Source: California Air Resources Board Internet Site, California Air Quality Data Statistics. http://www.arb.ca.gov/adam/welcome.html, Accessed April 24, 2018.		

4.2.2 REGULATORY FRAMEWORK

2016 PEIR

The regulatory framework concerning air quality, which is discussed in 2016 PEIR Section 4.2.2 (page 4.2-8), applies to the revised Project and no additions/changes are necessary.

ADDITIONS/CHANGES SINCE 2016 PEIR

No additions/changes are necessary.

4.2.3 SIGNIFICANCE DETERMINATION THRESHOLDS

Consistent with the 2016 PEIR and in substantial conformance with State CEQA Guidelines Appendix G, impacts related to air quality would be significant if the Project would:

- Obstruct the implementation or conflict with the primary goals of the Regional Air Quality Strategy (RAQS). (See Issue 1)
- Result in a cumulatively considerable net increase of any criteria pollutant for which the Project region is in non-attainment under an applicable Federal or State ambient air quality standard (including release emissions which exceed quantitative thresholds for ozone precursors).
- Expose sensitive receptors to substantial pollutant concentrations.

4.2.4 IMPACTS AND MITIGATION MEASURES

4.2.4 - Issue 1: Regional Air Quality Strategy Consistency
Would the Project conflict with the primary goals of the Regional Air Quality Strategy Consistency?

IMPACTS:

2016 PEIR

The potential impacts concerning air quality/plan consistency are discussed in 2016 PEIR Section 4.2.5 (Issue 1, page 4.2-13). California Air Resources Board (CARB) mobile source emission projections and San Diego Association of Governments (SANDAG) growth projections are based on population and vehicle trends, and land use plans developed by cities. As such, projects that propose development consistent with the growth anticipated by the general plan (or less dense) would be consistent with the Regional Air Quality Strategy (RAQS). Analysis concluded the County's population and housing are lower than the regional projection, and therefore it is unlikely that the additional HEU dwelling units would interfere with the San Diego Air Pollution Control District's (SDAPCD) goals for improving air quality in the San Diego Air Basin (SDAB). However, analysis concluded that emissions from the worst-case scenario (Housing Strategy 3) would result in greater emissions than the RAQS' buildout assumptions. All housing strategies encourage increased development diversity by increasing commercial and multi-family land uses. However, because the anticipated development would exceed the growth projections accounted for in the adopted General Plan land use plan and result in emissions that would be greater than what is currently accounted for in the RAQS, impacts were concluded to be significant and unavoidable.

REVISED PROJECT

SDAPCD and SANDAG are responsible for developing and implementing the clean air plans for attainment and maintenance of the SDAB ambient air quality standards; specifically, the State Implementation Plan (SIP) and RAQS. The Federal O_3 maintenance plan is part of the SIP, which includes a demonstration that current strategies and tactics will maintain acceptable air quality in the SDAB based on the national ambient air quality standards (NAAQS). The RAQS outlines SDAPCD's plans and control measures designed to attain the State air quality standards for O_3. The SIP and RAQS rely on CARB and SANDAG information, including mobile and area source emissions, as well as information regarding projected growth in San Diego County and the County's cities, to project future emissions and then determine from that the strategies necessary for the reduction of emissions through regulatory controls. CARB mobile source emission projections and SANDAG growth projections are based on population, vehicle trends, and land use plans developed by San Diego County and the County's cities, as part of the development of their general plans.

The revised Project would have a significant impact if it would conflict with or obstruct implementation of the RAQS, applicable portions of the SIP, and/or any local air quality plans. The RAQS relies on CARB and SANDAG information, including projected growth in the County, and mobile, area source, and all other source emissions, to project future emissions and determine from the projections the strategies necessary for the reduction of emissions through regulatory controls. The CARB mobile source emission projections and SANDAG growth projections are based on population and vehicle trends and land use plans developed by the County and the County's cities. As such, projects that propose development that is consistent with the growth anticipated by city and county general plans would be consistent with the RAQS. However, if a project involves development that is greater than that anticipated in the local plan and SANDAG's growth projections, the project could conflict with the SIP and RAQS, and could contribute to a potentially significant cumulative impact on air quality.

The HEU does not propose residential or other development; rather, it provides capacity for future development consistent with State law. The Project proposes to retain the underlying General Plan land use designation for each candidate site, but add a R-30 Overlay that would increase the maximum density to 30 DU/AC. When compared to the adopted General Plan maximum realistic yield (MRY), the Project's MRY could result in a net increase of as many as 2,303 DU (no change in non-residential land uses would occur). As the revised Project would contribute to local population and employment growth, and associated vehicle miles travelled (VMT) beyond the adopted General Plan, the Project is not accounted for in the SIP and RAQS; therefore, the Project would conflict with the RAQS' primary goals, resulting in a significant unavoidable impact. The impact would be eliminated once the SDAPCD completes a future update to the RAQS, which would be based on updated SANDAG regional population and growth projections, which would consider the proposed HEU. Compliance with EGP policies outlined below would reduce Project VMT by supporting integrated transportation programs, and help plan for multi-modal transportation. Additional policies would implement emissions reduction strategies and encourage alternate energy systems. Additionally, Mitigation Measure AQ-1 is recommended to ensure Project-related population growth and VMT are provided to SANDAG for incorporation into the future RAQS update. This update would likely occur following Project approval. Further, State law requires that the City accommodate their RHNA "fair share" of the region's housing needs, which cannot be met without the Project's proposed rezoning and the future development it would accommodate. However, the Project would result in a long-term impact on the region's ability to meet State and Federal air quality standards. Further, the Project would conflict with the RAQS goals and policies. Implementation of the recommended mitigation measures and compliance with SDAPCD rules would reduce conflicts and obstruction of the

RAQS; however, the candidate sites' combined emissions (Project buildout) would exceed the SDAPCD significance thresholds for criteria pollutants; see Issue 2 below. Exceeding these thresholds has the potential to hinder the region's compliance with each RAQS. Therefore, this impact is considered significant and unavoidable after implementation of mitigation.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- CE Policy 1.15
- CE Policy 3.4
- RME Policy 5.1
- RME Policy 13.1
- RME Policy 15.1

MITIGATION MEASURES:

The mitigation measures concerning air quality/plan consistency identified in 2016 PEIR Section 4.2.5 are presented below, inclusive of the additions/changes necessary for the revised Project (indicated by "~~deleted text~~" / "underlined text").

AQ-1: Prior to the next update to the Regional Housing Needs Assessment and within six months within six months of the certification of the final EIR, the City shall provide a revised housing forecast to SANDAG to ensure that any revisions to the population and employment projections used by SDAPCD in updating the RAQS and the SIP will accurately reflect anticipated growth due to the HEU.

LEVEL OF SIGNIFICANCE: Significant Unavoidable Impact

4.2.4 - Issue 2: Criteria Pollutants

Would the Project result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable Federal or State ambient air quality standard (including release emissions which exceed quantitative thresholds for ozone precursors)?

IMPACTS:

2016 PEIR

The potential impacts concerning criteria pollutants are discussed in 2016 PEIR Section 4.2.6 (Issue 2, page 4.2-16).

Short-Term Construction Emissions

Construction emissions were modeled for 11 candidate sites with varying MRY, both greatest and smallest, using CalEEMod; see 2016 PEIR Table 4.2-5. For the site with the largest area (approximately 21 acres) and greatest MRY (416 DU and 450,900 square feet of non-residential uses), analysis concluded construction ROG emissions would exceed the significance threshold due to the VOC content of architectural coatings. VOC emissions would be reduced through compliance with SDAPCD Rule 67. ROG emissions would be reduced through compliance with Mitigation Measure AQ-2. However, due to the uncertainty at the plan level concerning construction schedules, phasing, and duration, the VOC content

of the coatings, ROG emissions were determined to be significant and unavoidable. Construction emissions for all other criteria pollutants were below thresholds and determined to be less than significant.

Long-Term Operational Emissions

Operational emissions were modeled for 11 candidate sites with varying MRY, both greatest and smallest, using CalEEMod; see 2016 PEIR Table 4.2-6. Modeling included the site with the greatest MRY (416 DU and 450,900 square feet of non-residential uses) and average daily traffic (ADT). Total operational emissions for all modeled housing sites, including the site with the greatest MRY, were below thresholds and determined to be less than significant. Thus, the 2016 PEIR concluded that total operational emissions for sites with less MRY would be below thresholds and less than significant.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

Short-Term Construction Emissions

Short-term air quality impacts are predicted to occur during grading and construction operations associated with future development. Temporary air emissions would result from the following activities:

- Particulate (fugitive dust) emissions from grading and building construction; and
- Exhaust emissions from the construction equipment and construction crew motor vehicles.

Construction activities would generally consist of grading, demolition, excavation, cut-and-fill, paving, building construction, and application of architectural coatings. Construction activities would also include construction-worker vehicle trips, building material deliveries, soil hauling, etc. Construction-related emissions are typically site-specific and depend upon multiple variables.

To provide a reference of typical construction emissions associated with individual sites, construction emissions were modeled for the four candidate sites (Candidate Sites #9, #10, #3, and #2) with the largest areas, and greatest demolition volumes and MRY; see Table 4.2-2, *Typical Construction Emissions*. The construction emission estimates conservatively assume a one-year construction duration, and the default construction equipment usage included in CalEEMod. It is noted that these emissions are provided for reference and actual Project emissions may differ depending on Project-specific variables such as construction schedule/duration. As shown in Table 4.2-2, only construction ROG emissions for Candidate Sites #9 and #10 would exceed the significance threshold due to the VOC content of architectural coatings. Compliance with SDAPCD Rule 67 would reduce VOC emissions, and compliance with Mitigation Measure AQ-2, which requires that construction emissions for specific development projects to be analyzed and mitigated, would reduce ROG emissions. Additionally, compliance with SDAPCD Rule 55, which requires preparation of a Fugitive Dust Plan, would minimize PM_{10} emissions. Construction emissions for Candidate Sites #3 and #2, as well as for all other candidate sites having smaller areas, and less demolition and MRY, would be below significance thresholds.

TABLE 4.2-2: TYPICAL CONSTRUCTION EMISSIONS

Candidate Site[1, 2]	Pollutants (Pounds per Day)[3, 4, 5]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
#9 (21.5 AC & 296 DU)[6]	**80.20**[7]	63.72	34.30	0.11	23.77	12.17
SDAPCD Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Is Threshold Exceeded?	Yes	No	No	No	No	No
#10 (16.9 AC & 296 DU)	**76.77**	54.58	34.30	0.09	10.25	6.48
SDAPCD Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Is Threshold Exceeded?	Yes	No	No	No	No	No
#3 (7.6 AC & 228 DU)	55.84	54.58	33.96	0.07	20.61	12.17
SDAPCD Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Is Threshold Exceeded?	No	No	No	No	No	No
#2 (6.9 AC & 208 DU)	51.17	54.58	33.96	0.07	20.61	12.17
SDAPCD Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Is Threshold Exceeded?	No	No	No	No	No	No

NOTES:
1. Refer to Appendix B, *Candidate Sites Table*, for a complete listing of candidate sites along with their descriptions.
2. Presented in order of greatest to least maximum realistic yield (MRY).
3. ROG = reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less.
4. Based on CalEEMod modeling results. Worst-case seasonal emissions for area and mobile emissions have been modeled.
5. See Appendix D, *Air Quality and Greenhouse Gas Emissions Data*, for assumptions used in this analysis.
6. AC = Acre; and DU = Dwelling Unit.
7. "**Bold text**" denotes threshold is exceeded.

The SDAPCD has established methodology protocols for preparing air quality assessments. Also, for each Basin pollutant of concern (see Table 4.2-2), SDAPCD has adopted thresholds of significance specifying the approximate level of construction emissions that would result in a potentially significant impact (i.e., violation of an ambient air quality standard). These significance thresholds would serve as the basis for determining a future project's construction-related impacts. Additionally, Basin emissions modeling input parameters would be according to SDAPCD requirements for evaluating potential construction-related air quality impacts. Mitigation Measure AQ-2 requires that project-level assessments of construction-related air quality impacts be conducted on a case-by-case basis, as individual future development projects accommodated through the revised Project are proposed. Future development would be required to mitigate construction emissions to below SDAPCD thresholds of significance. A future development with daily construction emissions below SDAPCD thresholds is considered to have a less than significant impact.

It is anticipated that site-specific mitigation determined on a project-by-project basis, existing City practices, and SDAPCD rules would reduce an individual project's emissions to less than significant construction emissions. However, it is unknown whether candidate site construction activities would occur concurrently, thus, resulting in a cumulatively significant impact concerning construction emissions. Further, project-level variability and uncertainties concerning locations, detailed site plans, construction schedules/duration, equipment requirements, etc., among other factors, are presently unknown, making evaluation of an individual future development's precise construction air emissions too speculative (which

CEQA discourages). Thus, because neither the degree of concurrent construction nor an individual future development's precise construction emissions are known, it cannot be concluded with certainty that the construction emissions would be adequately controlled or reduced to below regulatory thresholds. Without such information, it is not possible to conclude that construction emissions from an individual candidate site would be less than significant. Moreover, mitigation requiring that the Project reduce its MRY to levels that would result in construction emissions below the significance thresholds is infeasible, given State law requires that the City accommodate their RHNA fair share of the region's housing needs, which cannot be achieved without the proposed rezoning and the future development. To reduce short-term construction emissions to below SDAPCD significance thresholds, future development would be subject to compliance with SDAPCD rules and regulations, and Mitigation Measure AQ-2. Following compliance with the established regulatory framework and recommended mitigation measures, impacts at the Project level would be less than significant. However, depending on project-specific circumstances, it may not be possible to mitigate impacts to a less than significant level. Because neither the degree of concurrent construction nor project-specific details are known, it cannot be determined with certainty that construction emissions would be reduced to below regulatory thresholds. Therefore, the Project would result in a significant unavoidable impact concerning short-term construction air emissions at the plan level.

Long-Term Operational Emissions

Specific data for the types and amounts of future development was entered in CalEEMod to determine the pollutant emissions anticipated for the candidate site with the greatest MRY (i.e., Candidate Site #9) and at full Project buildout (i.e., 2,494 DU assuming development of all candidate sites). This data also includes ADT, vehicle miles traveled, and average trip lengths. Where project-specific data was not available, CalEEMod defaults were used. Mobile and stationary source operational emissions would result from normal daily activities at each respective development site after occupancy (i.e., increased concentrations of O_3, PM_{10}, and CO). Mobile source emissions would be generated by the motor vehicles traveling to and from their respective sites. Stationary area source emissions would be generated by natural gas consumption for space and water heating devices, landscape maintenance equipment operations, and use of consumer products. Stationary energy emissions would result from energy consumption associated with the future development. The estimated operational emissions associated with each of these sources are presented in Table 4.2-3, *Long-Term Operational Air Emissions*, and discussed below. As indicated in Table 4.2-3, operational emissions for the candidate site with the greatest MRY (i.e., Candidate Site #9) would be below significance thresholds. Since all other candidate sites would involve less MRY, their operational emissions would similarly be below significance thresholds. A future development with operational emissions below SDAPCD thresholds is considered to have a less than significant impact.

Individual project's operational emissions would be below significance thresholds and future development would occur in incremental phases over time (depending upon numerous factors such as market demand, and economic and planning considerations). Following compliance with the established regulatory framework, impacts at the Project level would be less than significant. Following compliance with the established regulatory framework, impacts at the Project level would be less than significant. However, since under buildout conditions all future development projects would operate concurrently, the overall Project must be evaluated for significance consideration. As indicated in Table 4.2-3, Project buildout operational emissions would exceed significance thresholds for most criteria pollutants. Compliance with EGP policies outlined below would reduce Project VMT by supporting integrated transportation programs, and help plan for multi-modal transportation. Additional policies would

implement emissions reduction strategies and encourage alternate energy systems. Mitigation requiring that the Project reduce its MRY to levels that would result in operational emissions below the significance thresholds is infeasible, given State law requires that the City accommodate their RHNA fair share of the region's housing needs, which cannot be achieved without the proposed rezoning and the future development. As indicated in Table 4.2-3, on an individual basis (i.e., at the Project level), impacts would be less than significant and no mitigation would be required. However, at the plan level, because development on all 17 candidate sites would operate concurrently, the Project would result in a significant unavoidable impact concerning long-term operational air emissions.

TABLE 4.2-3: LONG-TERM OPERATIONAL EMISSIONS

Candidate Site[1]	Pollutants (Pounds per Day)[2,3,4]					
	ROG	NO_X	CO	SO_X	PM_{10}	$PM_{2.5}$
#9 (296 DU)[5]						
Area	10.32	4.70	26.47	0.03	0.49	0.49
Energy	0.10	0.84	0.36	0.01	0.07	0.07
Mobil	3.94	17.19	46.77	0.15	12.98	3.57
Total Candidate Site #9 Emissions	*14.36*	*22.73*	*73.59*	*0.18*	*13.54*	*4.13*
SDAPCD Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Is Threshold Exceeded?	No	No	No	No	No	No
All Sites (Project Buildout, 2,494 DU)						
Area	86.95	39.63	222.99	0.25	4.15	4.15
Energy	0.83	7.07	3.01	0.05	0.57	0.57
Mobil	33.18	144.85	394.03	1.26	109.41	30.10
Total Buildout Emissions	**120.96**	**191.55**	**620.03**	**1.55**	**114.12**	**34.82**
SDAPCD Significance Threshold	*75*	*250*	*550*	*250*	*100*	*55*
Is Threshold Exceeded? (Significant Project Impact?)	Yes	No	Yes	No	Yes	No

NOTES:
1. Refer to Appendix B, *Candidate Sites Table*, for a complete listing of candidate sites along with their descriptions.
2. ROG = reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less.
3. Based on CalEEMod modeling results. Worst-case seasonal emissions for area and mobile emissions have been modeled.
4. See Appendix D, *Air Quality and Greenhouse Gas Emissions Data*, for assumptions used in this analysis.
5. Candidate site with the greatest maximum realistic yield (MRY).
6. DU = Dwelling Unit.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- CE Policy 1.15
- CE Policy 3.4
- RME Policy 5.1
- RME Policy 13.1
- RME Policy 15.1

MITIGATION MEASURES:

The mitigation measures concerning air quality/criteria pollutants identified in 2016 PEIR Section 4.2.6 are presented below, inclusive of the additions/changes necessary for the revised Project (indicated by "~~deleted text~~" / "underlined text").

AQ-2: ~~For future development of housing sites consistent with the new zone program, wherein the City has determined a potential for ROG emissions impacts could occur, the Planning and Building Department shall require that the construction contractor be limited to the use of architectural coating (paint and primer) products that have a low- to no-VOC rating.~~ Construction Emissions. Prior to demolition, grading, or building permit approval, and in accordance with SDAPCD's promulgated methodology protocols, an *Air Quality Assessment for Construction-Related Emissions* shall be prepared for projects that would exceed the following SDAPCD significance thresholds for construction-related emissions (or those in place at the time of the development application). Future development shall mitigate construction emissions to below SDAPCD's thresholds of significance.

Pollutants (pounds per day)[1,2]					
ROG	**NO_X**	**CO**	**SO_X**	**PM_{10}**	**$PM_{2.5}$**
75	*250*	*550*	*250*	*100*	*55*

NOTE:
1. ROG = reactive organic gases; NO_X = nitrogen oxides; CO = carbon monoxide; SO_X = sulfur oxides; PM_{10} = particulate matter 10 microns in diameter or less; $PM_{2.5}$ = particulate matter 2.5 microns in diameter or less.
2. Source: San Diego County, Guidelines for Determining Significance and Report Format and Content Requirements for Air Quality, February 9, 2007.

LEVEL OF SIGNIFICANCE: Significant Unavoidable Impact

4.2.4 - Issue 3: Sensitive Receptors

Would the Project expose sensitive receptors to substantial pollutant concentrations?

IMPACTS:

2016 PEIR

The potential impacts concerning sensitive receptors are discussed in 2016 PEIR Section 4.2.7 (Issue 3, page 4.2-23).

Diesel Particulate Matter

The 2016 PEIR used a 500-foot buffer distance from Interstate 5 (I-5) to determine which housing sites would require a site-specific analysis and project design measures that would reduce risk of diesel particulate matter. Sensitive receptors placed within 500 feet of I-5 would be exposed to potentially significant amounts of diesel particulate matter. The 2016 PEIR concluded that housing sites within 500 feet from I-5 would be exposed to significant amounts of diesel particulate matter. Analysis concluded compliance with Mitigation Measure AQ-3 would reduce impacts to less than significant.

Carbon Monoxide Hot Spots

The 2016 PEIR's Traffic Study, which concluded that six (6) signalized intersections in the City would operate at LOS E or worse under the worst-case scenario (i.e., the MMUP Housing Strategy- the strategy with the greatest MRY),[1] was used to conduct a CO hot spot analysis; see 2016 PEIR Table 4.2-7. Analysis concluded CO concentrations based on the MMUP strategy were below both the Federal and State 1-hour and 8-hour standards. Thus, impacts associated with CO hot spots were concluded to be less than significant for all housing sites.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

Diesel Particulate Matter

Project construction would result in diesel particulate matter (DPM) emissions from heavy-duty construction equipment, engine-generators, and trucks operating on the project sites. CARB characterizes DPM as a Toxic Air Contaminant (TAC). The CARB Air Quality and Land Use Handbook (April 2005), recommends avoiding siting new sensitive land uses within 500 feet of a freeway or urban road with 100,000 vehicles per day. Development of the following candidate sites would locate new sensitive land uses (i.e., residential uses) within 500 feet of I-5 (see Figure 2-3, *Candidate Sites Map - Overview*):

- Candidate Site #2: Located 195 feet east of I-5; and
- Candidate Site #AD9: Located immediately east and adjacent to I-5.

Therefore, Project implementation could expose sensitive receptors to substantial pollutant concentrations associated with the I-5, which could result in health effects. The range of exposure from diesel trucks varies greatly, based on specific travel patterns, size and number of diesel trucks, types of trucks, on-site diesel equipment, and use of auxiliary diesel-powered equipment. Candidate Sites #2 and #AD9 would require a more detailed site-specific analysis of TAC impacts, as required by Mitigation Measure AQ-3. With implementation of Mitigation Measure AQ-3, the Project would not expose sensitive receptors to substantial pollutant concentrations concerning DPM and a less than significant impact would occur in this regard.

Carbon Monoxide Hot Spots

Any source that burns fuels such as combustion engines, cars, trucks, construction, farming equipment, and residential heaters and stoves is a source of CO. Because CO is a temporary atmospheric pollutant, screening level ranges for risk and hazard impacts are best studied where there are expected concentrations. The greatest potential risk or concern for CO violations are from vehicles that are idling at congested intersections. Localized CO concentration is a direct function of motor vehicle activity at signalized intersections (e.g., idling time and traffic flow conditions), particularly during peak commute hours and meteorological conditions.

As previously noted, the 2016 PEIR assessed CO hot spots based on Housing Strategy 3 (MMUP), because it involved the greatest MRY and would generate the greatest traffic volumes. Table 4.2-4, *Maximum*

[1] The Modified Mixed-Use Places (MMUP) Housing Strategy assumed a MRY of 3,261 DU and 1,610,066 SF of non-residential land uses; see 2016 PEIR Tables 3-5 and 3-7.

Realistic Yield & Trip Generation Comparison, compares the revised Project's MRY and trip generation to the MMUP strategy's MRY and trip generation. As compared to the MMUP strategy's MRY, the Project's MRY represents a net decrease of 767 DU (-24% DU) and a net decrease of 1,610,066 SF of non-residential uses (-100% SF). As shown in Table 4.2-4, as compared to the MMUP strategy's trip generation, the revised Project would result in a 50.4 percent trip reduction. Since the 2016 PEIR concluded that maximum CO concentrations based on the MMUP strategy were below both the Federal and State standards, and the revised Project's MRY and trip generation are significantly less than the MMUP strategy, it can be deduced that the revised Project's maximum CO concentrations would be below both Federal and State standards. Therefore, the Project would not expose sensitive receptors to substantial pollutant concentrations concerning CO hotspots and a less than significant impact would occur in this regard.

TABLE 4.2-4: MAXIMUM REALISTIC YIELD & TRIP GENERATION

Description	MRY Residential (DU)[1]	MRY Non-Residential (SF)[1]	Average Daily Trips
Revised Project (HEU)	2,494	0	14,964[2]
Housing Strategy 3 (MMUP)	3,261	1,610,066	30,149[3]
Proposed HEU: MMUP Change	*-767*	*-1,610,066*	*-15,185*
Proposed HEU: MMUP % Change	*-24%*	*-100%*	*-50.4%*

Notes:
1. Refer to Appendix B, Candidate Sites Table, for a complete listing of candidate sites along with their MRY.
2. Kimley-Horn and Associates, Traffic Impact Study for the City of Encinitas 2013 - 2021 Housing Element Update, 2018.
3. 2016 PEIR Table 4.9-13.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant* General *Plan Policies*, for the full text of these policies.

- CE Policy 1.15
- CE Policy 3.4
- RME Policy 5.1
- RME Policy 13.1
- RME Policy 15.1

MITIGATION MEASURES:

The mitigation measures concerning air quality/sensitive receptors identified in 2016 PEIR Section 4.2.7 are presented below, inclusive of the additions/changes necessary for the revised Project (indicated by "~~deleted text~~" / "underlined text").

AQ-3: Diesel Particulate Matter. In order to reduce impacts associated with exposure to diesel particulate matter, the following mitigation is recommended.

- Future development under the new zone program shall be designed to minimize exposure to roadway-related pollutants and exposure shall be mitigated to the maximum extent feasible. Design features may include but are not be limited to: maximizing the distance between the roadway and sensitive receptors; locating air intake at the non-roadway facing sides of buildings, and ensuring that windows nearest to the roadway do not open.

The orientation and placement of outdoor facilities designed for moderate physical activity shall be placed as far from the emission source as possible. Mitigation may also include installing mechanical ventilation systems with fresh air filtration and constructing a physical barrier between the roadway source and receptors of pollutants (e.g., sound wall or vegetative planting).

- New parks with athletic fields, courts, and other outdoor facilities designed for moderate to vigorous activity under the new zone program should be sited at least 500 feet from the freeway. Exceptions to this recommended practice should be made only upon a written finding from a decision-making body that the benefits of such development outweigh the public health risks or that a site-specific analysis demonstrates a less than significant risk.
- Ventilation Systems: Ventilation systems that are rated at Minimum Efficiency Reporting Value of "MERV13" or better for enhanced particulate removal efficiency shall be provided on all residential units within the new zone, located within 500 feet of I-5.
- City staff shall ensure that the aforementioned requirements are included on plans associated with any permit for future development consistent with the new zone program and submitted for approval. The City shall verify compliance on-site prior to occupancy clearance. Staff shall also review the future Covenants, Conditions and Restrictions for inclusion of guidelines pertaining to the proper maintenance/ replacement of filters.

LEVEL OF SIGNIFICANCE: Less Than Significant with Mitigation Incorporated

4.2.5 SIGNIFICANT UNAVOIDABLE IMPACTS

Despite compliance with the established regulatory framework and recommended mitigation measures, the Project would result in significant unavoidable air quality impacts concerning the following:

- Regional Air Quality Strategy Consistency: The candidate sites' combined emissions (Project buildout) would exceed the SDAPCD significance thresholds for criteria pollutants at the plan level. Exceeding these thresholds at the plan level has the potential to hinder the region's compliance with each RAQS.
- Criteria Pollutants:
  - Short-Term Construction Emissions: Neither the degree of concurrent construction nor project-specific details are known, and it cannot be determined with certainty that construction emissions would be reduced to below regulatory thresholds. Therefore, the Project would result in a significant unavoidable impact concerning construction emissions at the plan level. Following compliance with the established regulatory framework and recommended mitigation measures, impacts at the Project level would be less than significant.
  - Long-Term Operational Emissions: All future development projects would operate concurrently at buildout, and buildout operational emissions would exceed significance thresholds for all criteria pollutants. Therefore, at the plan level the Project would result in a significant unavoidable impact. Following compliance with the established regulatory framework, impacts at the Project level would be less than significant.

4.2.6 SOURCES CITED

California Air Resources Board Internet Site, *California Air Quality Data Statistics*. http://www.arb.ca.gov/adam/welcome.html, Accessed April 24, 2018.

Kimley-Horn and Associates, *Traffic Impact Study for the City of Encinitas 2013 - 2021 Housing Element Update*, 2018.

4.3 BIOLOGICAL RESOURCES

The environmental setting, regulatory framework, potential impacts, and mitigation measures concerning biological resources are discussed in 2016 PEIR Section 4.3.1 and hereby incorporated by reference. The additions/changes to those analyses necessary to make the 2016 PEIR applicable to the revised Project are presented below.

This Section identifies the existing environmental conditions in the affected area, identifies and analyzes the Project's potential impacts to biological resources, and recommends measures to avoid/reduce the potentially significant construction and operational impacts. In addition, existing laws and regulations relevant to biological resources are described. In some cases, compliance with these existing laws and regulations would serve to avoid/reduce certain impacts that might otherwise occur with Project implementation. Information presented in this Section is based on a review of each candidate site in relation to the region's biological resources.

4.3.1 EXISTING ENVIRONMENTAL SETTING

2016 PEIR

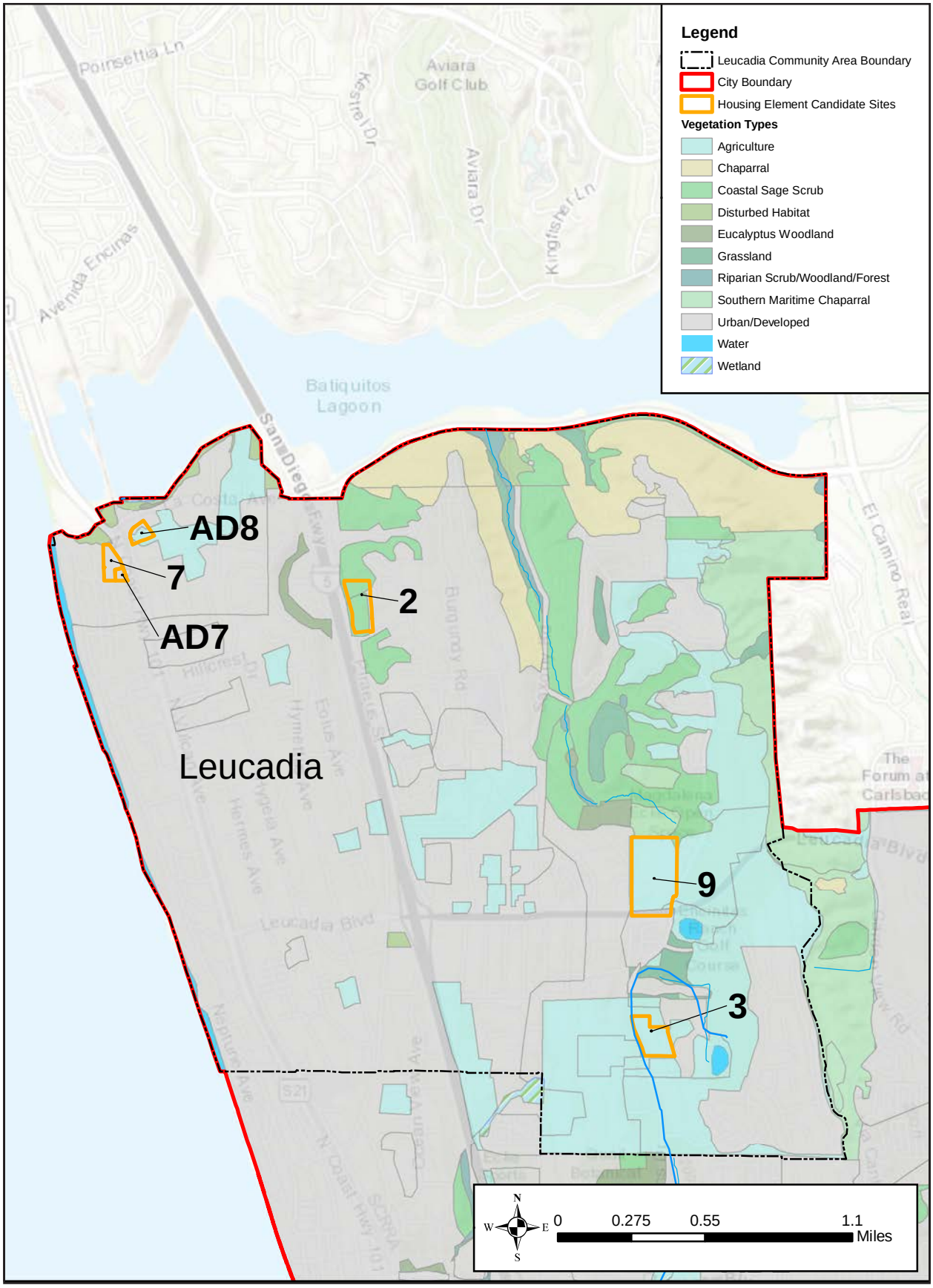
The existing environmental setting concerning biological resources is discussed in 2016 PEIR Section 4.3.1 (page 4.3-1) and the additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

ADDITIONS/CHANGES SINCE 2016 PEIR

Botanical Resources

Figure 4.3-1a, *Existing Vegetation – Leucadia*, Figure 4.3-1b, *Existing Vegetation – Old Encinitas*, Figure 4.3-1c, *Existing Vegetation – Cardiff*, Figure 4.3-1d, *Existing Vegetation – New Encinitas*, and Figure 4.3-1e, *Existing Vegetation – Olivenhain*, illustrate the vegetation communities mapped within the candidate sites. Descriptions of the vegetation communities, which are based on the San Diego County terrestrial vegetation community descriptions, are provided in 2016 PEIR Section 4.3.1.1. The vegetation mapping is based on regional, large-scale mapping efforts conducted by SanGIS in 1995 for the Multiple Species Conservation Program. As site-specific surveys were not conducted in conjunction with this EA, the vegetation data contained herein is intended only as a tool. Individual site surveys would be required on a project-level basis, in accordance with the current regulatory framework.

Table 4.3-1, *Vegetation Communities*, presents the vegetation communities that are present on the candidate sites. As indicated in Table 4.3-1, coastal sage scrub is present on Candidate Sites #2, #5, #6, #10, and #AD1, southern maritime chaparral is present on Candidate Site #11, and wetlands are present on Candidate Sites #6 and #10. None of the candidate sites contain annual grasslands or riparian vegetation.



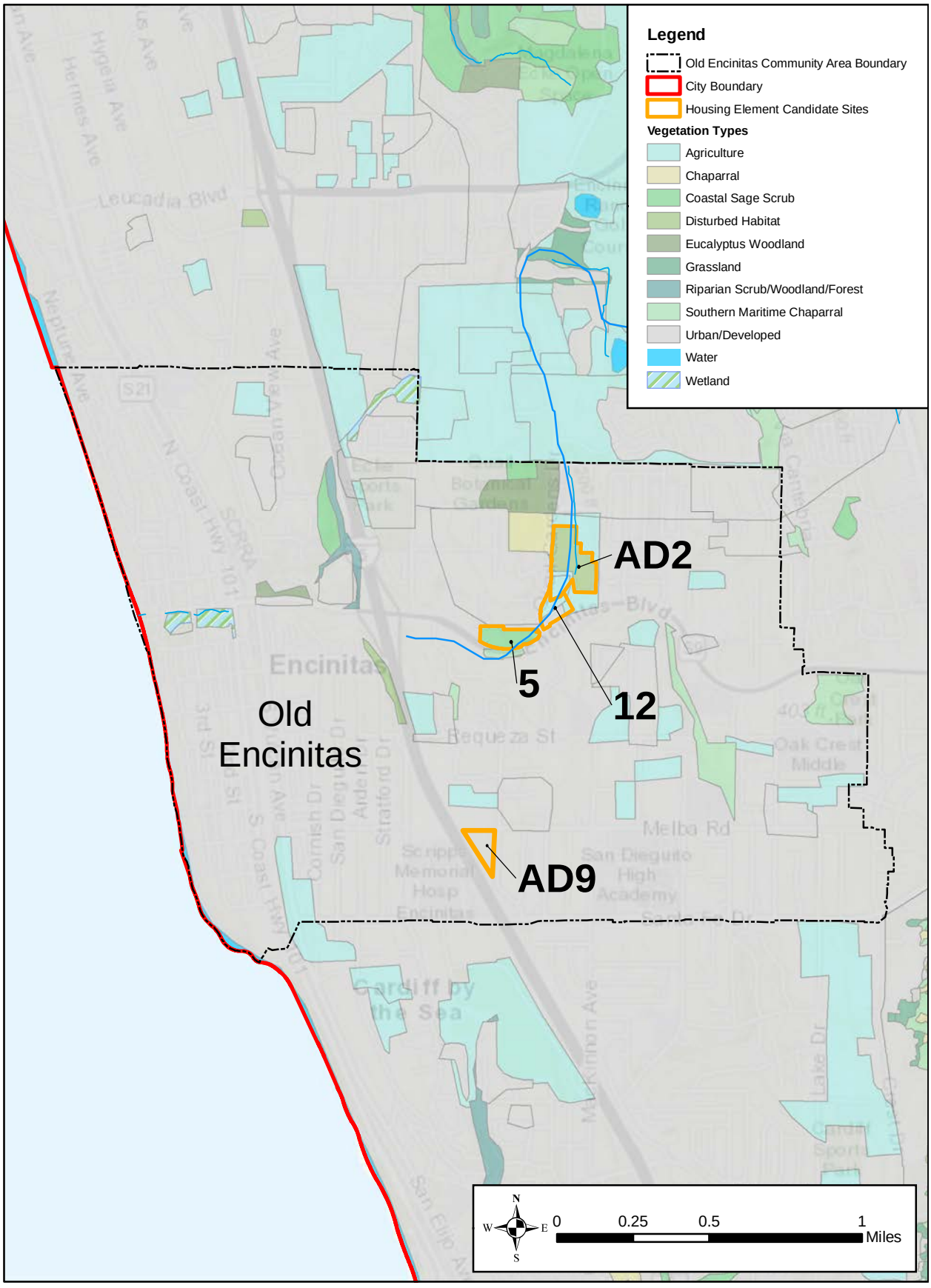
Source: RECON, GIS.

Kimley»Horn

May 2018

Environmental Assessment
City of Encinitas 2013-2021 Housing Element Update

Existing Vegetation - Leucadia
Figure 4.3-1a



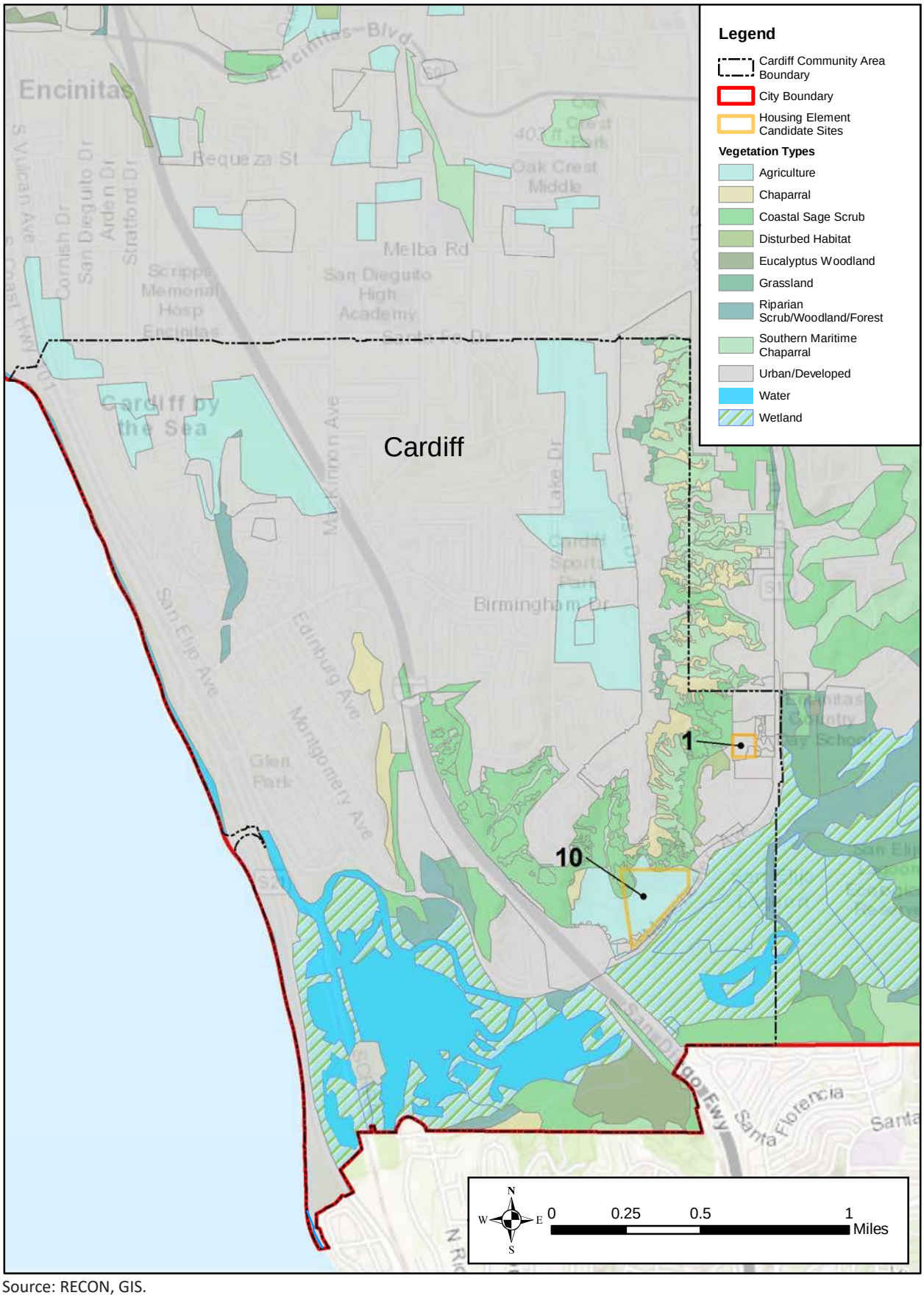
Source: RECON, GIS.

Kimley»Horn

May 2018

Environmental Assessment
City of Encinitas 2013-2021 Housing Element Update

Existing Vegetation - Old Encinitas
Figure 4.3-1b



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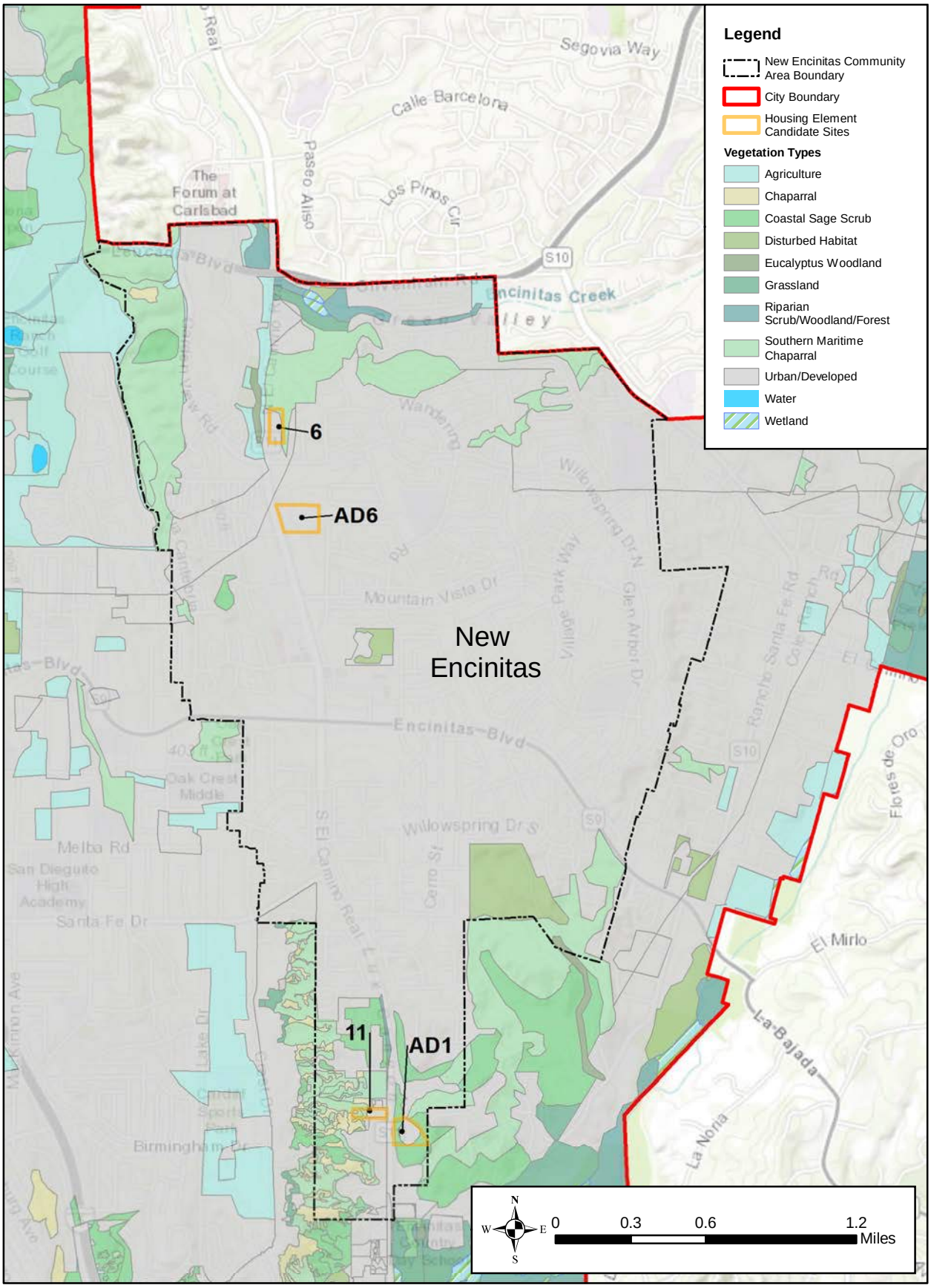
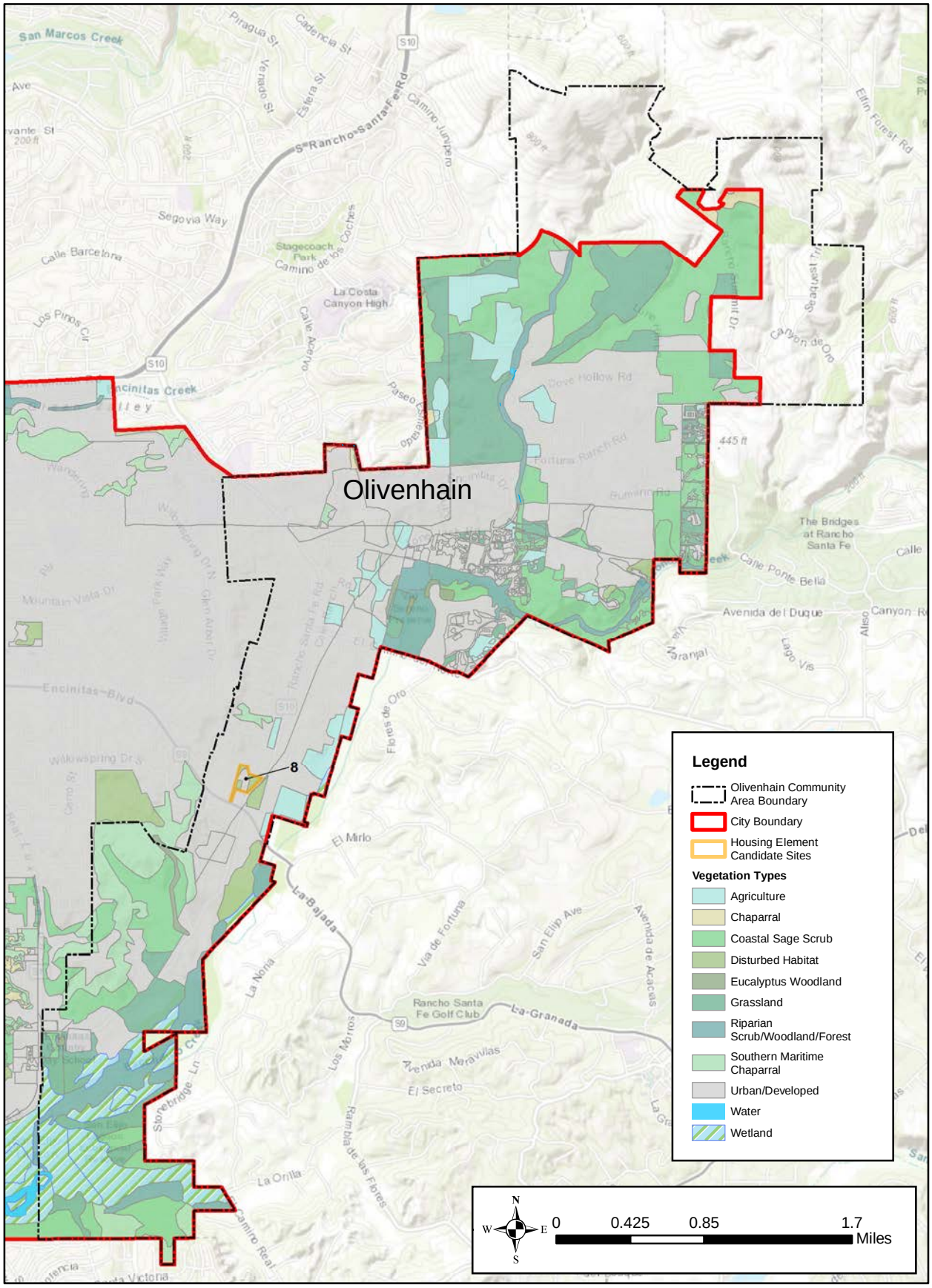


Source: RECON, GIS.



Source: RECON, GIS.

TABLE 4.3-1: VEGETATION COMMUNITIES						
Vegetation Community	Candidate Site					
	#2	#5	#6	#10	#11	#AD1
Coastal Sage Scrub	✓	✓	✓	✓		✓
Southern Maritime Chaparral					✓	
Annual Grasslands						
Wetlands			✓			✓
Riparian						
NOTE: 1. Candidate sites not included in this list are devoid of vegetation communities. Source: City of Encinitas GIS 2018						

OTHER LANDS

Figures 4.3-1a through 4.3-1e illustrate the land cover types ("other lands") mapped within the candidate sites. Descriptions of other lands are provided in 2016 PEIR Section 4.3.1.1. Table 4.3-2, *Other Land Cover Types*, identifies other lands present on the candidate sites.

TABLE 4.3-2: OTHER LAND COVER TYPES			
Candidate Site	Agricultural Land	Disturbed Land	Urban Land
Leucadia			
#2		✓	
#3			✓
#7		✓	
#9	✓		
#AD7			✓
#AD8	✓		✓
Old Encinitas			
#5		✓	
#12			✓
#AD2		✓	
#AD9			✓
Cardiff			
#1			✓
#10	✓		✓
New Encinitas			
#6			✓
#11	✓		
#AD1		✓	
#AD6			✓
Olivenhain			
None			
NOTE: 1. Candidate sites not included in this list are devoid of these land covers. Source: City of Encinitas GIS 2018			

As indicated in Table 4.3-2, agricultural lands are present on Candidate Sites #9, #10, #11, and #AD8, and disturbed lands are present on #2, #5, #7, #AD1, and #AD2. Refer to Section 4.9, Land Use and Planning, for a more detailed analysis of agricultural lands. Most of the candidate sites are developed lands: #1, #3, #6, #10, #12, #AD6, #AD7, #AD8, #AD9, and #AD12.

Jurisdictional Waters

As shown on Figure 4.3-2, *Potential Jurisdictional Wetlands and Water*, Candidate Sites #10, #11, #AD1, and #AD2 have been mapped as containing a water resource. Candidate Sites #6 and #AD1 contain wetlands; see also Table 4.3-1. Candidate Sites #11, #AD1, and #AD2 are adjacent to/contain a stream.

Sensitive Species

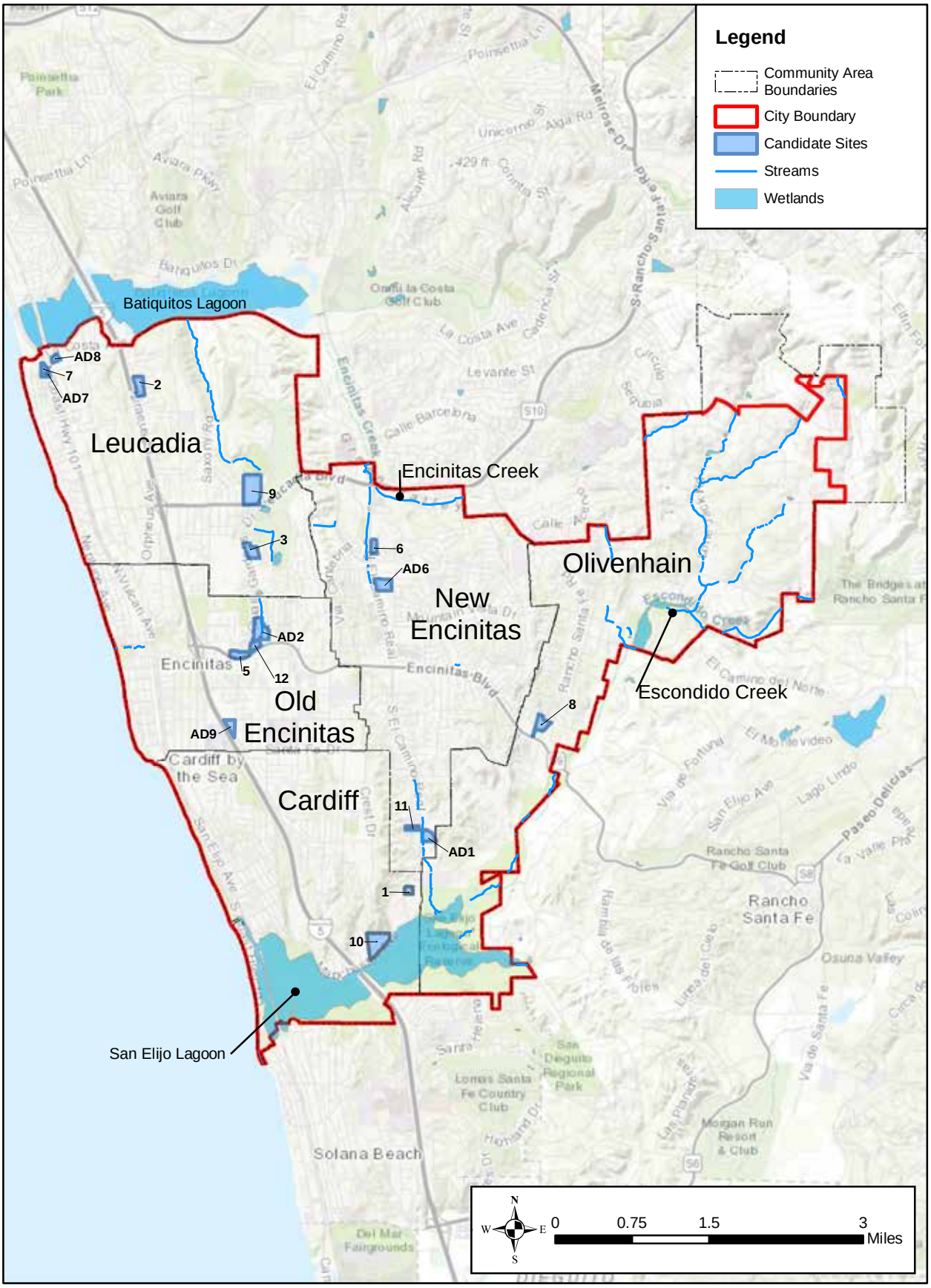
The California Natural Diversity Database (CNDDB) and California Native Plant Society (CNPS) were queried for reported locations of listed and sensitive plant and wildlife species, as well as sensitive natural plant communities (Kimley-Horn, 2018). The query identified 19 special-status plant species, eight special-status wildlife species, and five special-status habitats as having potential to occur within the relevant quadrangles. Listed and sensitive plant and wildlife species, and sensitive natural plant communities having potential to occur within the candidate site boundaries are outlined in Table 4.3-3, *Potentially Occurring Special-Status Biological Resources*, and illustrated on Figure 4.3-3, *MHCP Sensitive Species – Overview;* Figure 4.3-4a, *MHCP Sensitive Species – Leucadia;* Figure 4.3-4b, *MHCP Sensitive Species – Old Encinitas*; Figure 4.3-4c, *MHCP Sensitive Species – Cardiff;* Figure 4.3-4d, *MHCP Sensitive Species – New Encinitas;* and Figure 4.3-4e, *MHCP Sensitive Species – Olivenhain* [based on MHCP and confirmed by City of Encinitas staff]. Descriptions of the sensitive species and habitats are provided in 2016 PEIR Section 4.3.1, *Existing Conditions*, respectively.

As shown on Figures 4.3-4a through 4.3-4e, City resource conservation data identified no listed or sensitive plant or wildlife species on the candidate sites. For purposes of this environmental analysis, a species is considered sensitive if it is a narrow endemic or covered species under the MHCP, listed by State and/or Federal agencies as threatened or endangered, or on California Rare Plant Rank 1B (considered endangered throughout its range) or California Rare Plant Rank 2 (considered endangered in California but more common elsewhere) of the CNPS Inventory of Rare and Endangered Vascular Plants of California. Plant species considered noteworthy are those that are on the CNPS Inventory California Rare Plant Rank 3 (more information about the plant's distribution and rarity needed) and California Rare Plant Rank 4 (plants of limited distribution).

Sensitive vegetation communities are communities that are of highly limited distribution and are identified by the Multiple Habitat Conservation Program (MHCP). As shown on Figures 4.3-1a-e and outlined in Table 4.3-1, following are the sensitive vegetation communities present on the candidate sites:

- Coastal sage scrub: Candidate Sites #2, #5, #6, #10, and #AD1
- Southern maritime chaparral: Candidate Site #11
- Wetlands: Candidate Sites #6 and #AD1

Based upon the City's resource conservation data, none of the candidate sites contain annual grasslands or riparian vegetation.



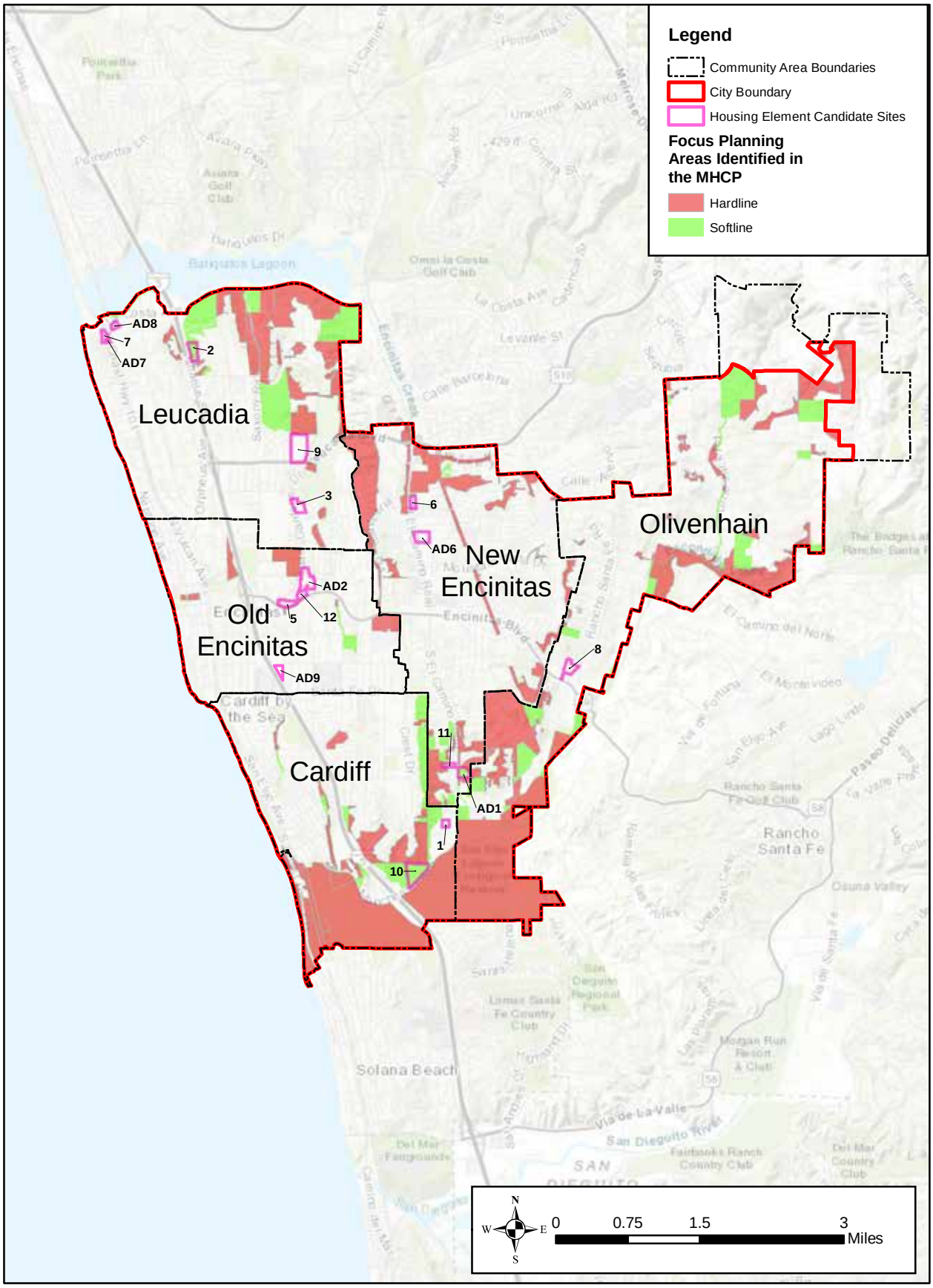
Source: City of Encinitas, GIS.

TABLE 4.3-3: POTENTIALLY OCCURRING SPECIAL-STATUS BIOLOGICAL RESOURCES			
Common Name	**Scientific Name**	**Status Designation**	**MHCP Status**
Del Mar manzanita	*Arctostaphylos glandulosa* var. *crassifolia*	Federal: END State: END CNPS: 1B.1	Covered
Encinitas baccharis	*Baccharis vanessae*	Federal: THR State: THR CNPS: 1B.1	Covered
San Diego thorn-mint	*Acanthomintha ilicifolia*	Federal: THR State: THR CNPS: 1B.1	Covered
Ashy spike-moss	*Selaginella cinerascens*	Federal: None State: None CNPS: 4.1	Not Covered
California adolphia	*Adolphia californica*	Federal: None State: None CNPS: 2B.1	Not Covered
Del Mar Mesa sand aster	*Corethrogyne filaginifolia linifolia*	Federal: None State: None CNPS: 1B.1	Covered
Nuttall's scrub oak	*Quercus dumosa*	Federal: None State: None CNPS: 1B.1	Covered
Orcutt's hazardia	*Hazardia orcuttii*	Federal: None State: None CNPS: 1B.1	Covered
Orcutt's spineflower	*Chorizanthe orcuttiana*	Federal: END State: END CNPS: 1B.1	Covered
Palmer's grappling hook	*Harpagonella palmeri*	Federal: None State: None CNPS: None	Not Covered
San Diego barrel cactus	*Ferocactus viridescens*	Federal: None State: None CNPS: 2B.1	Covered
San Diego marsh-elder	*Iva hayesiana*	Federal: None State: None CNPS: 2B.2	Covered
San Diego sagewort	*Artemisia palmeri*	Federal: None State: None CNPS: 4.2	Not Covered
Shaw's agave	*Agave shawii*	Federal: None State: None CNPS: 2B.1	Not Covered

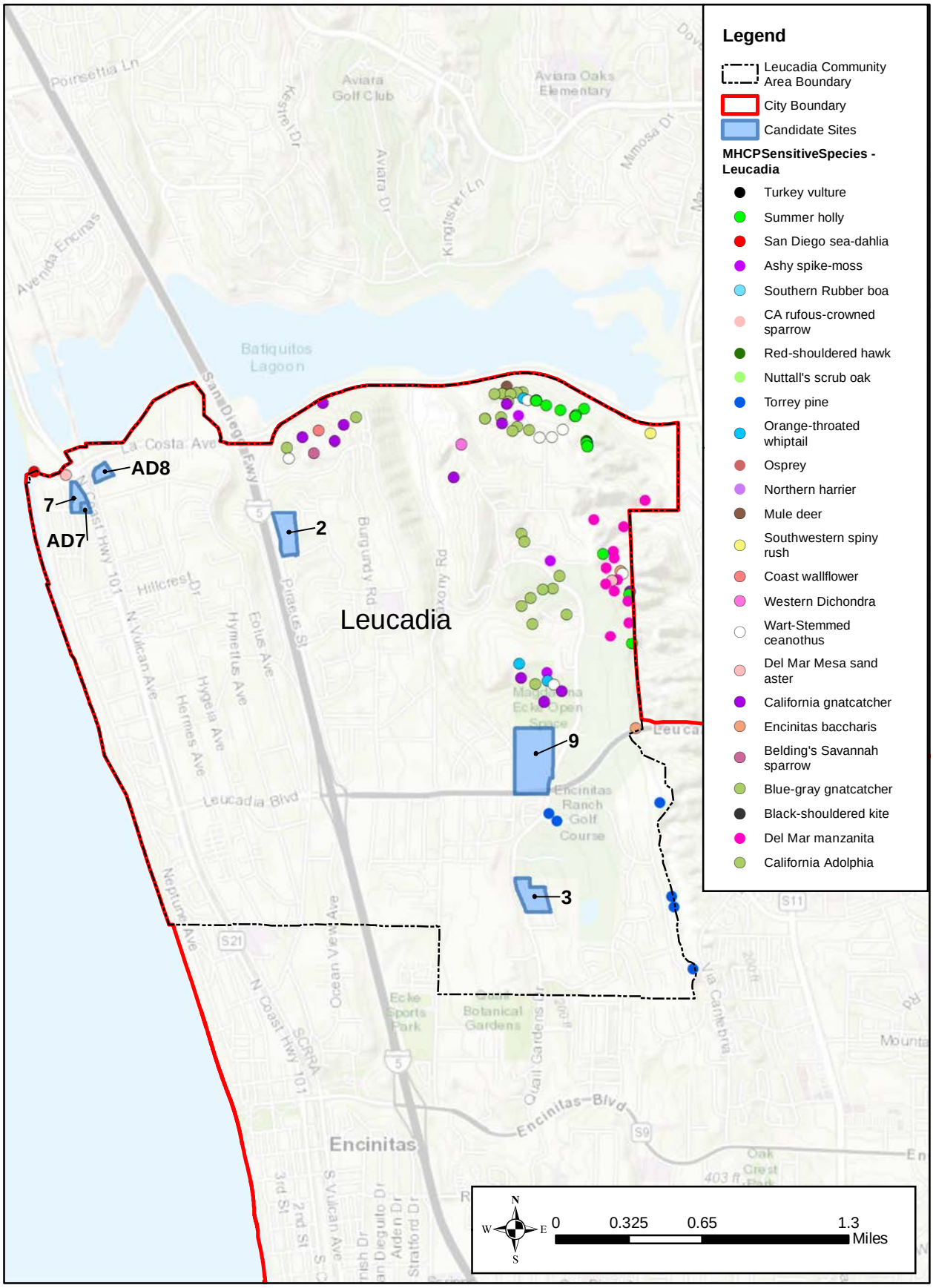
TABLE 4.3-3: POTENTIALLY OCCURRING SPECIAL-STATUS BIOLOGICAL RESOURCES			
Common Name	**Scientific Name**	**Status Designation**	**MHCP Status**
Southwestern spiny rush	*Juncus acutus ssp. leopoldii*	Federal: None State: None CNPS: None	Not Covered
Summer holly	*Comarostaphylis diversifolia* subsp. *diversifolia*	Federal: None State: None CNPS: 1B.2	Covered
Torrey pine	*Pinus torreyana* ssp. *torreyana*	Federal: None State: None CNPS: 1B.2	Covered
Wart-stemmed ceanothus	*Ceanothus verrucosus*	Federal: None State: None CNPS: 2B.2	Covered
Western dichondria	Dichondra occidentalis	Federal: None State: None CNPS: None	Not Covered
California gnatcatcher	*Polioptila californica*	Federal: THR State: THR CNPS: N/A	Covered
California least tern	*Sterna antillarum browni*	Federal: END State: END CNPS: N/A	Covered
Light-footed clapper rail	*Rallus longirostris levipes*	Federal: END State: END CNPS: N/A	Covered
Mule deer	*Odocoileus hemionus*	Federal: None State: None CNPS: N/A	Covered
Southern rubber boa	*Charina bottae umbratica*	Federal: None State: Under Review CNPS: N/A	Not Covered
Tricolored blackbird	*Agelaius tricolor*	Federal: Under Review State: Under Review CNPS: N/A	Not Covered
Western snowy plover	*Charadrius alexandrinus nivosus*	Federal: THR State: THR CNPS: N/A	Covered
Wood stork	*Mycteria americana*	Federal: THR State: THR CNPS: N/A	Not Covered

1. THR = Threatened; and END = Endangered

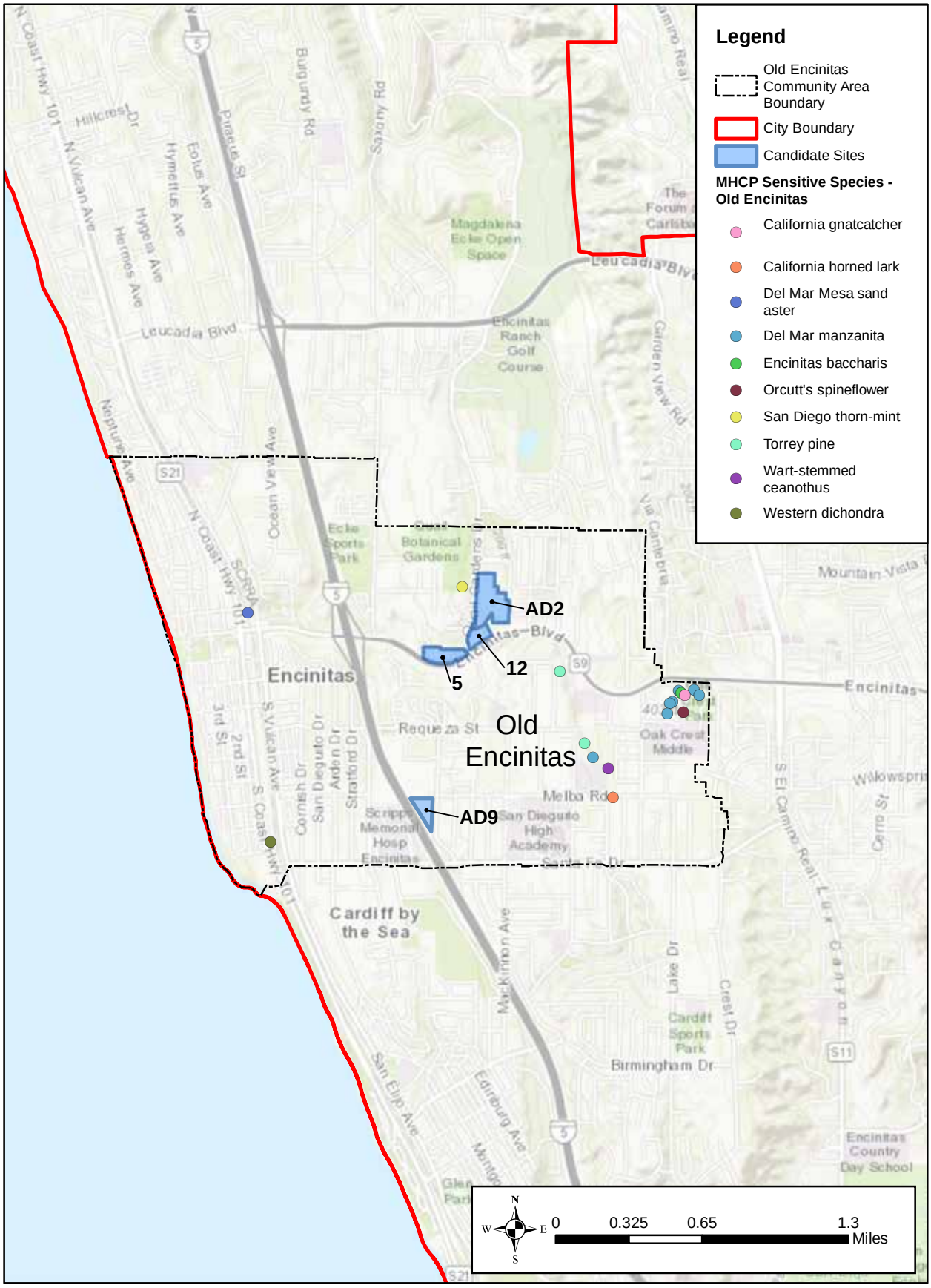
Sources:
[1] U.S. Fish and Wildlife Service. Endangered Species Finder. https://www.fws.gov/endangered/ Accessed May 1, 2018.
[2] California Native Plant Society (CNPS). 2018 Inventory of Rare and Endangered Plants of California (8th Edition). http://www.rareplants.cnps.org/result.html?ccl=SDG Accessed May 1, 2018.



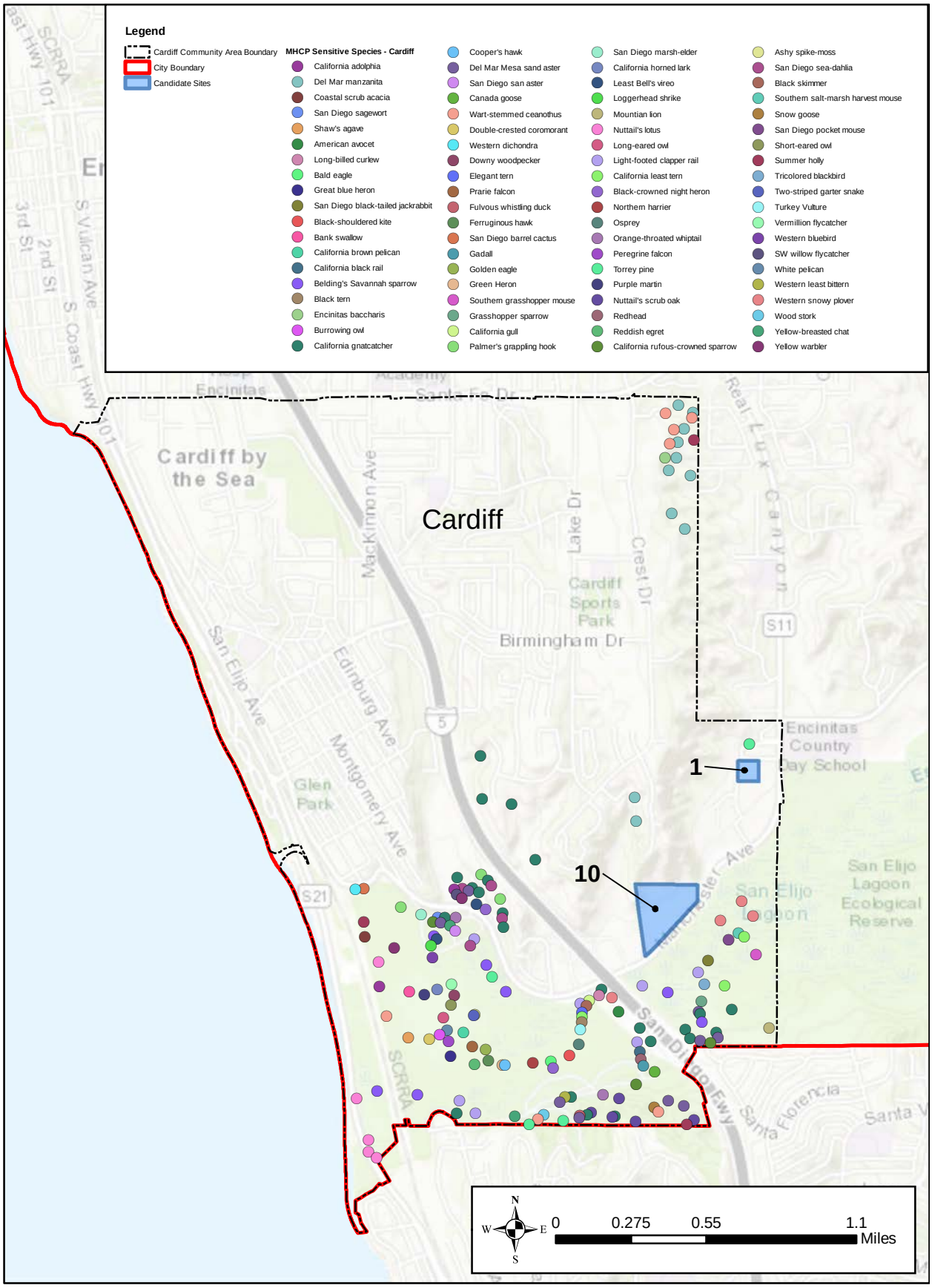
Source: City of Encinitas, GIS.



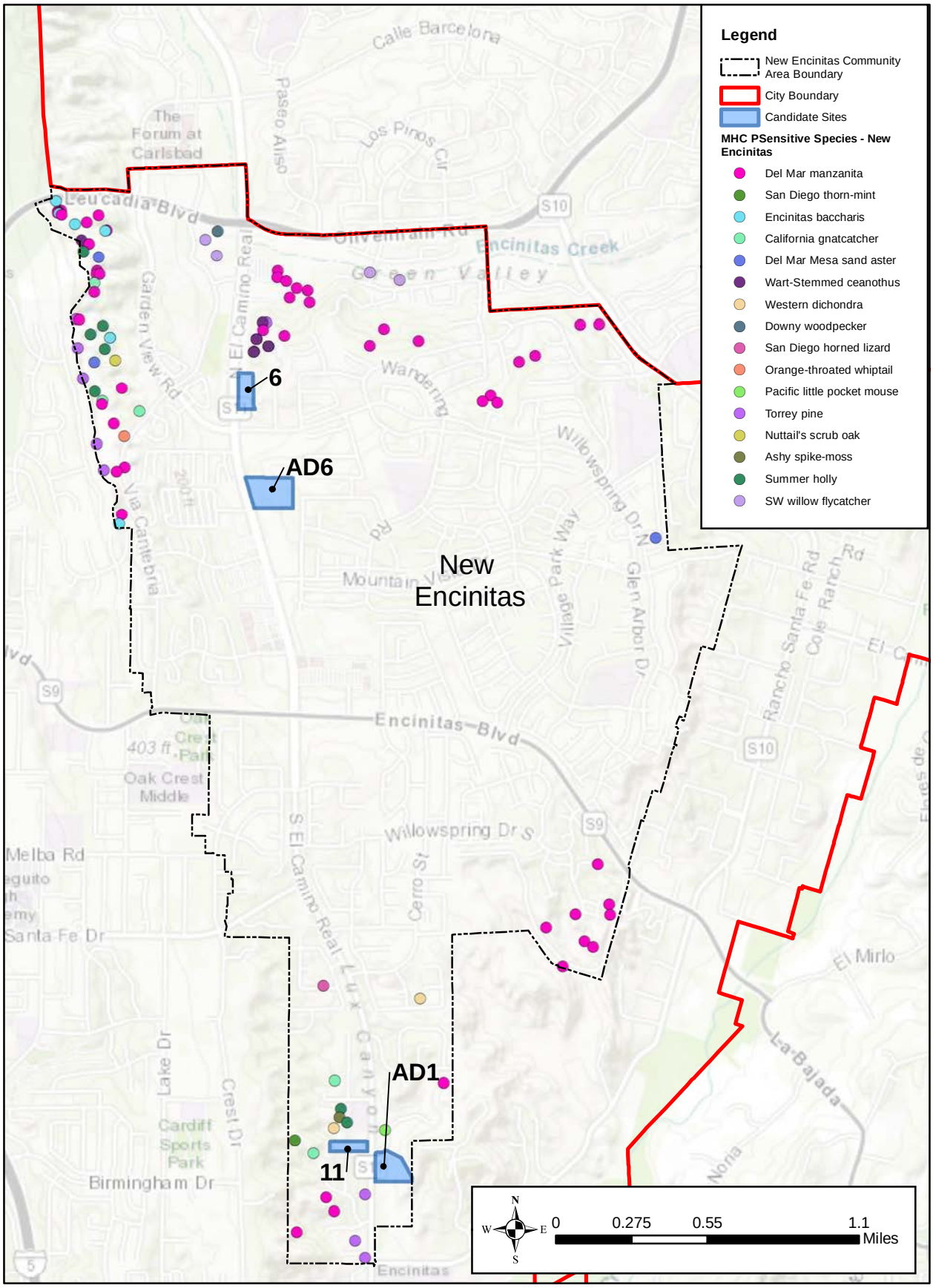
Source: City of Encinitas, GIS.



Source: City of Encinitas, GIS.



Source: City of Encinitas, GIS.



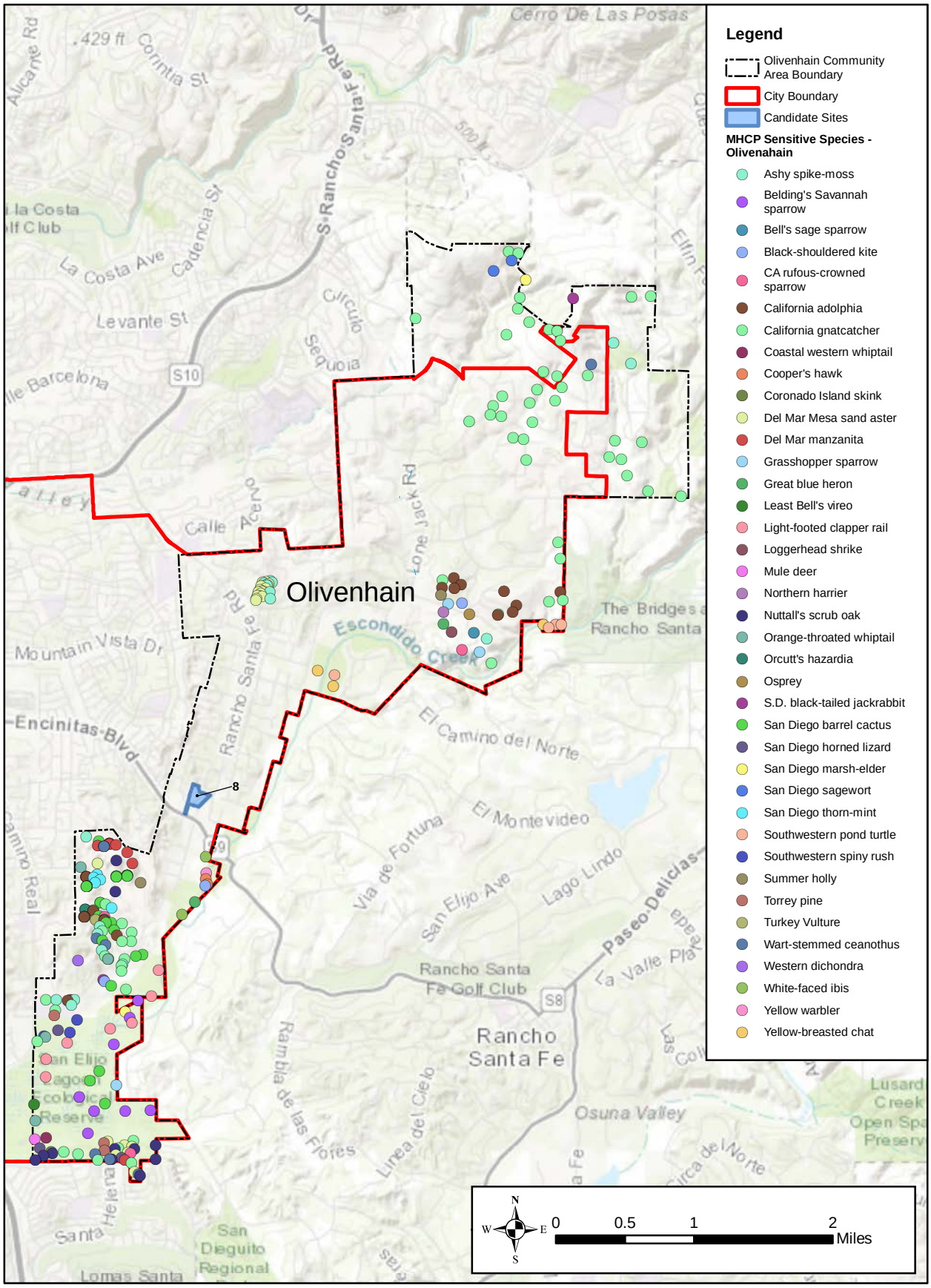
Source: City of Encinitas, GIS.

Kimley»Horn

May 2018

Environmental Assessment
City of Encinitas 2013-2021 Housing Element Update

MHCP Sensitive Species - New Encinitas
Figure 4.3-4d



Source: City of Encinitas, GIS.

It is noted, as site-specific surveys were not conducted in conjunction with this EA, the data concerning Listed and sensitive plant and wildlife species, and sensitive natural plant communities contained herein is only intended as a tool. The precise locations of these species/communities are not presently known and individual site surveys could be required on a project-level basis, in accordance with the current regulatory framework.

Wildlife Movement and Corridors

Habitat linkages and wildlife corridors are defined as areas that connect suitable wildlife habitat in a region otherwise fragmented by rugged terrain, changes in vegetation, or human disturbance. Natural features such as canyon drainages, ridgelines, or areas with vegetation cover provide corridors for wildlife travel. Habitat linkages and wildlife corridors are important because they provide access to mates, food, and water; allow the dispersal of individuals away from high population density areas; and facilitate the exchange of genetic traits between populations. Wildlife movement corridors are considered sensitive by resource and conservation agencies. Figure 2-3, *Candidate Sites Map – Overview*, in Section 2.0 of this EA, shows the location of all candidate sites and Figures 4.3-1a-e show the vegetation communities they contain. Most of the candidate sites do not support wildlife movement or corridors, as they are in urbanized areas and contain development. The following candidate sites involve undeveloped areas or are adjacent to an open space area: #1, #2, #3, #9, #10, #11, #AD1, and #AD12. However, these sites do not involve City-designated or Encinitas Subarea Plan areas where wildlife movement or activities occur.

4.3.2 REGULATORY FRAMEWORK

2016 PEIR

The regulatory framework concerning biological resources, which is discussed in 2016 PEIR Section 4.3.2 (page 4.3-17), applies to the revised Project. The necessary additions/changes are presented below.

ADDITIONS/CHANGES SINCE 2016 PEIR

FEDERAL

Bald and Golden Eagle Protection Act

Bald and golden eagles are protected under the Bald and Golden Eagle Protection Act, which prohibits the taking, possession, or commerce of the species except under certain specified conditions.

Executive Order 11990, Protection of Wetlands, 1977

The purpose of Executive Order (EO) 11990 is to "minimize the destruction, loss or degradation of wetlands and to preserve the natural values of wetlands." To meet these objectives, the EO requires Federal agencies to consider alternatives to wetland sites and limit potential damage if an activity affecting a wetland cannot be avoided. EO 11990 applies to:

- Acquisition, management, and disposition of Federal lands and facilities construction and improvement projects which are undertaken, financed or assisted by Federal agencies; and
- Federal activities and programs affecting land use, including but not limited to water and related land resources planning, regulation, and licensing activities.

Each Federal agency is responsible for preparing implementing procedures for carrying out the provisions of the Order. The procedures for implementation are found in FEMA's Regulations at 44 CFR Part 9, *Floodplain Management and Protection of Wetlands.*

The procedures require the determination of whether a proposed project will be in or will affect wetlands. If so, a wetlands assessment must be prepared that describes the alternatives considered. The procedures include a requirement for public review of assessments.

STATE

California Wetlands Conservation Policy

In 1993, California enacted its Wetlands Conservation Policy to ensure no net loss of wetlands within the State and achieve a long-term net gain in the quantity, quality, and permanence of wetlands acreage and values in the State. The Wetlands Conservation Policy also encourages partnerships to make landowner incentive programs and cooperative planning efforts the primary focus of wetland conservation and restoration.

Porter – Cologne Water Quality Act

The RWQCB regulates actions that would involve "discharging waste, or proposing to discharge waste, with any region that could affect the water of the State" (Water Code 13260(a)), pursuant to provisions of the State Porter-Cologne Water Quality Act. "Waters of the State" are defined as "any surface water or groundwater, including saline waters, within the boundaries of the State" (Water Code 13050 (e)).

4.3.3 SIGNIFICANCE DETERMINATION THRESHOLDS

Consistent with the 2016 PEIR and in substantial conformance with CEQA Guidelines Appendix G, impacts related to biological resources would be significant if the Project would:

- Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS (see Issue 1).
- Have a substantial adverse effect on any sensitive natural community identified in local or regional plans, policies, and regulations or by CDFW or USFWS (see Issue 2).
- Have a substantial adverse effect on wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, march, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means (see Issue 3).
- Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites (see Issue 4).
- Conflict with the provisions of an adopted Habitat Conservation Plan (HCP), NCCP, or other approved local, regional, or State HCP (see Issue 5).
- Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance. (see Issue 6).

4.3.4 IMPACTS AND MITIGATION MEASURES

4.3.4 - Issue 1: Sensitive Species

Would the Project have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by CDFW or USFWS?

IMPACTS:

2016 PEIR

The potential impacts concerning candidate, sensitive, or special=status species are discussed in 2016 PEIR Section 4.3.5 (Issue 1, page 4.3-29). The 2016 PEIR concluded that future housing development could have directly or indirectly impacted sensitive species through development activities. Direct impacts to sensitive species could have resulted from physical demolition, destruction, relocation, or alteration of sensitive species habitat. The potential impacts to sensitive wildlife species due to each proposed housing site are presented in 2016 PEIR Table 4.3-5.

Various housing sites were identified as containing one or more of the following sensitive resources: plants; wildlife (e.g., least Bell's vireo); and nesting and migratory birds. The identified sites would require project-level, site-specific surveys during the next 20+ years of HEU implementation, in accordance with EMC Chapter 30.34.040B, Cultural/Natural Resources Overlay Zone (presently EMC Chapter 30.34.050). The 2016 PEIR analysis concluded HEU implementation would result in less than significant impacts with mitigation incorporated (Mitigation Measures BIO-1, BIO-2, and BIO-3).

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

As shown on Figures 4.3-3a-e, City conservation data identified no listed or sensitive plant or wildlife species on the candidate sites. While it is not anticipated that direct impacts to sensitive plant and wildlife species would occur, indirect impacts could result from excess noise, lighting, or runoff generated during project construction. The following candidate sites are located adjacent to a potential sensitive species habitat area: #1, #3, #6, #7, #9, #10, #11, #12, #AD1, #AD2, #AD7, and #AD8. Additionally, the following candidate sites are considered undeveloped or have a substantial portion of the site unimproved (e.g., have the potential to contain native and/or non-native habitats): #1, #2, #3, #5, #7, #8, #9, #AD1, #AD2, #AD6, and #AD9. Candidate site analysis was based on programmatic sources such as City GIS, MHCP listings, and State/Federal Fish and Wildlife services. Because site-specific surveys were not conducted in conjunction with this EA, future development of these sites has the potential to impact sensitive plants or wildlife. Future projects must adhere to the General Plan policies outlined below, EMC Chapter 30.34.050, and Mitigation Measures BIO-1 through BIO-3. Mitigation Measures BIO-1 through BIO-3 would further reduce adverse impacts to sensitive plants and sensitive wildlife, least Bell's vireo, and migratory or nesting birds within the candidate sites by requiring surveys for the sites listed in this Section. Therefore, with mitigation, the Project's impacts to species identified as a candidate, sensitive, or special-status species would be less than significant.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

MITIGATION MEASURES:

The mitigation measures concerning biological resources/sensitive species identified in 2016 PEIR Section 4.3.5 are presented below, inclusive of the additions/changes necessary for the revised Project (indicated by "~~deleted text~~" / "underlined text").

BIO-1: Applications for future development of housing sites consistent with the new zone program, wherein the City has determined a potential for significant impacts to sensitive biological resources, shall be required to comply with the following mitigation framework:

a) A site-specific general biological resources survey shall be conducted to identify the presence of any sensitive biological resources, including any sensitive plant or wildlife species. A biological resources report shall be submitted to the City to document the results of the biological resources survey. The report shall include (1) the methods used to determine the presence of sensitive biological resources; (2) vegetation mapping of all vegetation communities and/or land cover types; (3) the locations of any sensitive plant or wildlife species; (4) an evaluation of the potential for occurrence of any listed, rare, and narrow endemic species; and (5) an evaluation of the significance of any potential direct or indirect impacts from the proposed project. If potentially significant impacts to sensitive biological resources are identified, future project-level grading and site plans shall incorporate project design features to minimize direct impacts on sensitive biological resources to the extent feasible, and the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance.

b) If suitable habitat for sensitive species is identified within the housing site based on the general biological survey, then focused presence/absence surveys shall be conducted in accordance with applicable resource agency survey protocols.

BIO-2: Prior to issuance of a permit for grading or vegetation removal, future development of housing sites consistent with the new zone program, wherein the City has determined ~~to~~ the potential for significant impacts to least Bell's vireo, shall require USFWS protocol surveys for least Bell's vireo should project construction occur within 300 feet of riparian habitat during the breeding season (April 10 to July 31). If least Bell's vireo is identified during the protocol surveys, then noise attenuation measures shall be required to ensure that noise levels from construction do not exceed a 60 A-weighted decibels [dB(A)] hourly average per hour at the edge of the riparian habitat or to the ambient noise level if it exceeds 60 dB(A) prior to construction. Construction noise monitoring shall be required to verify that noise levels at the edge of occupied habitat are maintained below 60 dB(A) hourly average unless an analysis completed by a qualified acoustician shows that noise generated by construction activities would not exceed 60 dB(A) hourly average at the edge of occupied habitat.

BIO-3: Prior to issuance of a permit for grading or vegetation removal, future development of housing sites consistent with the new zone program, wherein the City has determined the presence of mature trees and/or native vegetation suitable for nesting birds in the future, shall require a

preconstruction survey to determine the presence of active bird nests if vegetation clearing is proposed during the typical bird breeding season (January 15– September 15). The nesting bird survey shall be performed by a qualified biologist within one week prior to the start of vegetation clearing or construction activities. No direct impacts shall occur to any nesting birds or their eggs, chicks, or nests. If an active nest is located, nest avoidance measures would be required in accordance with the MBTA and CDFW code.

LEVEL OF SIGNIFICANCE: Less Than Significant With Mitigation Incorporated

4.3.4 - Issue 2: Sensitive Vegetation Communities

Would the Project have a substantial adverse effect on any sensitive natural community identified in local or regional plans, policies, and regulations or by CDFW or USFWS?

IMPACTS:

2016 PEIR

The potential impacts concerning sensitive vegetation communities are discussed in 2016 PEIR Section 4.3.6 (Issue 2, page 4.3-33). The 2016 PEIR concluded that future housing development could directly or indirectly impact sensitive vegetation communities through development activities. Direct impacts to sensitive vegetation communities could result from physical demolition, destruction, relocation, or alteration of sensitive vegetation habitat. Table 4.3-3 in the 2016 PEIR includes policies aimed at protecting sensitive vegetation communities. EMC §s 30.34.040 (presently EMC Chapter 30.34.050) and 30.34.050 contain provisions for the protection of sensitive vegetation. Future development would adhere to all applicable regulations outlined in the 2016 PEIR as well as EMC § 30.34.040 and 30.34.050.

Various housing sites were identified as containing one or more of the following sensitive communities: coastal sage scrub; southern maritime chaparral; and wetlands. The identified sites would require project-level, site-specific surveys during the next 20+ years of HEU implementation, in accordance with EMC Chapter 30.34.040B (presently EMC Chapter 30.34.050). The 2016 PEIR analysis concluded HEU implementation would not result in a substantial adverse effect on any sensitive natural community. Implementation of Mitigation Measure BIO-4 was required to reduce impacts to less than significant.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

As previously depicted on Figures 4.3-1a-e and 4.3-2, and identified in Table 4.3-1, none of the candidate sites contain annual grasslands or riparian vegetation. Coastal sage scrub is present on Candidate Sites #2, #5, #6, #10, and #AD1, southern maritime chaparral is present on Candidate Site #11, and wetlands are present on Candidate Sites #6 and #AD1. These communities are considered sensitive due to their limited occurrence and ability to support diverse and sensitive species. Candidate site analysis was based on programmatic sources such as City GIS, MHCP listings, and State/Federal Fish and Wildlife services. Because site-specific surveys were not conducted in conjunction with this EA, future development of these sites has the potential to impact sensitive vegetation communities. Future projects must adhere to the General Plan policies outlined below, EMC Chapter 30.34.050, and Mitigation Measures BIO-4. With implementation of Mitigation Measure BIO-4, which incorporates project-level design features to minimize direct impacts, impacts to sensitive natural communities would be less than significant.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- RME Policy 9.2
- RME Policy 9.3
- RME Policy 10.1
- RME Policy 10.5
- RME Policy 10.6
- RME Policy 10.9
- RME Policy 10.11

MITIGATION MEASURES:

The mitigation measures concerning biological resources/sensitive vegetation communities identified in 2016 PEIR Section 4.3.6 are presented below, inclusive of the additions/changes necessary for the revised Project (indicated by "~~deleted text~~" / "underlined text").

BIO-4: Prior to issuance of a permit for grading or vegetation removal, future development of housing sites consistent with the new zone program which result~~ing~~ in significant impacts to sensitive vegetation communities, shall implement avoidance and minimization measures and provide suitable mitigation in accordance with the MHCP.

Future project-level grading and site plans shall incorporate project design features to minimize ~~direct~~ significant impacts on sensitive vegetation communities including but not limited to riparian habitats, wetlands, non-native grassland, and coastal sage scrub. Mitigation for significant impacts to sensitive upland habitats shall occur in accordance with the mitigation ratios identified in Tables 4-6 and 4-7 of the MHCP. Mitigation for significant impacts to sensitive vegetation communities shall be implemented at the time future development projects are proposed.

LEVEL OF SIGNIFICANCE: Less Than Significant With Mitigation Incorporated

4.3.4 - Issue 3: Wetlands

Would the Project have a substantial adverse effect on wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, march, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

IMPACTS:

2016 PEIR

The potential impacts concerning wetlands are discussed in 2016 PEIR Section 4.3.7 (Issue 3, page 4.3-36). The 2016 PEIR concluded that future housing development could directly or indirectly impact wetlands through development activities. Direct impacts to wetlands could result from physical demolition, destruction, relocation, or alteration of sensitive species habitat. PEIR 2016 Table 4.3-3 includes policies aimed at the protection of wetland resources. EMC § 30.34.040 (presently EMC Chapter 30.34.050) contains provisions for the preservation of jurisdictional waters and wetlands.

Various housing sites were identified as being likely to negatively impact wetlands. The identified sites would require project-level, site-specific surveys during the next 20+ years of HEU implementation, in accordance with EMC Chapter 30.34.040, *Cultural/Natural Resources Overlay Zone*. The 2016 PEIR analysis

concluded HEU implementation would result in less than significant impacts with mitigation incorporated (Mitigation Measures BIO-5).

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

Candidate Sites #6, #10, #11, #AD1, and #AD2 have been mapped as containing a water resource; Figure 4.3-2. Candidate Sites #6 and #AD1 contain wetlands; see also Table 4.3-1. Candidate Sites #11, #AD1, and #AD2 are adjacent to/contain a stream. Therefore, future development could adversely impact jurisdictional waters/wetlands through activities such as vegetation removal and grading. It is noted, candidate site analysis was based on programmatic sources such as City GIS, MHCP listings, and State/Federal Fish and Wildlife services. Because site-specific surveys were not conducted in conjunction with this EA, future development of these sites has the potential to impact jurisdictional waters/wetlands. Future projects must adhere to the General Plan policies outlined below, EMC Chapter 30.34.050, and Mitigation Measures BIO-5. Mitigation Measure BIO-5 requires preparation of a site-specific biological resource survey to identify potential jurisdictional waters. Project implementation could result in a substantial adverse effect on wetlands as defined by Section 404 of the Clean Water Act, however, compliance with Mitigation Measure BIO-5, would reduce impacts to less than significant.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

MITIGATION MEASURES:

The mitigation measures concerning jurisdictional waters/wetlands identified in 2016 PEIR Section 4.3.7 are presented below, inclusive of the additions/changes necessary for the revised Project (indicated by "~~deleted text~~" / "<u>underlined text</u>").

BIO-5: Prior to issuance of a permit for grading or vegetation removal, future development of housing sites consistent with the <u>HEU</u> new zone program, wherein the City has determined the potential for impacts to sensitive biological resources, shall be required to prepare a site-specific biological resources survey. Should any potential jurisdictional waters be identified on-site during the general biological resources survey, then a jurisdictional wetlands delineation of the housing site shall be conducted following the methods outlined in the USACE's 1987 *Wetlands Delineation Manual* and the *Regional Supplement to the Corps of Engineers Delineation Manual for the Arid West Region*. The limits of any riparian habitats on-site under the sole jurisdiction of CDFW shall also be delineated, as well as any special aquatic sites (excluding vernal pools) that may not meet Federal jurisdictional criteria but are regulated by CCC and the RWQCB.

Avoidance measures based on project-level grading and site plans shall be incorporated into the project design to minimize direct impacts to jurisdictional waters consistent with Federal, State, and City guidelines. Unavoidable impacts to wetlands shall be minimized to the maximum extent practicable and would be subject to alternatives and mitigation analyses consistent with U.S. Environmental Protection Agency 404(b)(1) findings and procedures under the USACE's permit process. Unavoidable impacts would require the in-kind creation of new wetland of the same type

lost, at a ratio determined by the applicable regulatory agencies that would prevent any net loss of wetland functions and values. Wetland creation on-site or within the same wetland system shall be given preference over replacement off-site or within a different system. The City shall also control use and development in surrounding areas of influence to wetlands with the application of buffer zones. At a minimum, 100-foot-wide buffers shall be provided upland of tidal wetlands ~~with the exception of~~ except for non-tidal riparian vegetation areas which will require 50-foot-wide buffers, unless the applicant demonstrates that a buffer of lesser width would protect the resources of the wetland based on site-specific information. Use and development within buffer areas shall be limited to minor passive recreational uses with fencing, delitation or erosion control facilities, or other improvements deemed necessary to protect the habitat, to be ~~located~~ in the upper (upland) half of the buffer when feasible. All wetlands and buffers shall be permanently conserved or protected through the application of an open space easement or other suitable device.

All new development adjacent to wetlands and waters shall be required to adhere to measures outlined in the City's Grading, Erosion, and Sediment Control Ordinance to avoid degradation of lagoons, other wetland habitats, and upland habitats from erosion and sedimentation. These measures include restrictions on the timing and amount of grading and vegetation removal. For example, grading or vegetation removal shall be prohibited during the rainy season (October 1 through April 15) without an approved erosion control plan and program in place. In addition, all necessary erosion control devices must be in place, and appropriate monitoring and maintenance must be implemented during the grading period.

LEVEL OF SIGNIFICANCE: Less Than Significant With Mitigation Incorporated

4.3.4 - Issue 4: Wildlife Corridors

Would the Project interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

IMPACTS:

2016 PEIR

The potential impacts concerning wildlife corridors are discussed in 2016 PEIR Section 4.3.8 (Issue 4, page 4.3-38). The 2016 PEIR concluded that future housing would not interfere with a regionally significant wildlife corridor and would not have a significant impact to wildlife movement. Housing Strategies 1-3 would not impact any wildlife movement corridors, as no significant wildlife movement corridors occur in any of the housing sites. Additionally, General Plan Resource Management Element (2011) Policy 10.5 contains provisions for the preservation of wildlife movement corridors.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

The candidate sites identified within the HEU are primarily restricted by developed land. Figure 2.3 shows the location of all candidate sites and Figures 4.3-1a-e show the vegetation communities they contain. Most of the candidate sites do not support wildlife movement or corridors, as they are in urbanized areas

and contain development. The following candidate sites involve undeveloped areas or are adjacent to an open space area: #1, #2, #3, #9, #10, #11, #AD1, and #AD12. However, these sites do not meet the criteria for a wildlife movement corridor as they are not identified as such by the Encinitas Subarea Plan (2001). Future development would be required to comply with the General Plan policies listed below to preserve wildlife movement corridors. It is not anticipated that future site development would represent new barriers to wildlife movement. However, candidate site analysis was based on programmatic sources such as City GIS, MHCP listings, and State/Federal Fish and Wildlife services. Because site-specific surveys were not conducted in conjunction with this EA, future development of these sites would not adversely impact wildlife corridors. The Project would not interfere substantially with a wildlife corridor and a less than significant impact would occur in this regard.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- RME Policy 10.5
- RME Policy 13.5
- RME Policy 13.6

MITIGATION MEASURES:

No mitigation measures concerning biological resources/wildlife corridors were identified in 2016 PEIR Section 4.3.8 and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Less than Significant Impact

4.3.4 - Issue 5: Habitat Conservation Planning
Would the Project conflict with the provisions of an adopted Habitat Conservation Plan (HCP), NCCP, or other approved local, regional, or State HCP?

IMPACTS:

2016 PEIR

The potential impacts concerning habitat conservation planning are discussed in 2016 PEIR Section 4.3.9 (Issue 1, page 4.3-39). The 2016 PEIR concluded that future development would not conflict with an adopted HCP, NCCP, or any other approved local, regional, or State HCP. Implementation of Mitigation Measures BIO-1 through BIO-4 would ensure future development would be consistent with the MHCP by requiring site specific surveys to be conducted for future project-level review to verify the presence of sensitive biological resources occurring on individual housing sites; determine the extent of any potential impacts; and provide mitigation to reduce the impacts to below a level of significance. As future projects would be required to address sensitive species and vegetation communities identified in the MHCP, development in accordance with the HEU would not conflict with an adopted HCP, NCCP, or any other approved local, regional, or State HCP. Impacts were considered less than significant.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

The addition of the Candidate Sites would not change the findings of the 2016 PEIR. As future projects would be required to address sensitive species and vegetation communities identified in the MHCP, development in accordance with the HEU would not conflict with an adopted HCP, NCCP, or any other approved local, regional, or State HCP. Impacts would be less than significant in this regard.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES: Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- RME Policy 5.1
- RME Policy 5.2
- RME Policy 10.5

MITIGATION MEASURES:

No mitigation measures concerning biological resources/habitat conservation planning were identified in 2016 PEIR Section 4.3.9 and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Less than Significant Impact

4.3.4 - Issue 6: Policies and Ordinances Protecting Biological Resources

Would the Project conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

IMPACTS:

2016 PEIR

The potential impacts concerning policies and ordinances protecting biological resources are discussed in 2016 PEIR Section 4.3.10 (Issue 1, page 4.3-40). The 2016 PEIR concluded that future housing development would not conflict with local policies or ordinances protecting biological resources. Mitigation Measures BIO-1 through BIO-4 would require site-specific surveys to be conducted for future project-level review to verify the presence of sensitive biological resources occurring on individual housing sites, determine the extent of any potential impacts, and provide mitigation to reduce the impacts to below a level of significance.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

Mitigation Measures BIO-1 through BIO-4 would require site specific surveys to be conducted for future project-level review to verify the presence of sensitive biological resources occurring on individual candidate sites, determine the extent of any potential impacts, and provide mitigation to reduce the impacts to a less than significant level. Refer to Section 4.1, *Aesthetics*, Issue 4, for a further analysis and explanation of the City's tree protection programs. Candidate site analysis was based on programmatic sources such as City GIS, MHCP listings, and State/Federal Fish and Wildlife services. Because site-specific surveys were not conducted in conjunction with this EA, future development of these sites has the

potential to impact sensitive vegetation communities. All future development projects would be subject to compliance with the EGP policies and EMC § 15.02 regulations, and Mitigation Measures BIO-1 through BIO-4. Specific policies and regulations are listed below. Impacts would be less than significant with mitigation.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- RME Policy 3.1
- RME Policy 3.2
- RME Policy 3.6

MITIGATION MEASURES:

No mitigation measures concerning biological resources/policies and ordinances protecting biological resources were identified in 2016 PEIR Section 4.3.10 and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Less than Significant Impact

4.3.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts concerning biological resources have been identified following compliance with the established regulatory framework.

4.3.6 SOURCES CITED

California Native Plant Society (CNPS). 2018 Inventory of Rare and Endangered Plants of California (8th Edition). Accessed from http://www.rareplants.cnps.org/result.html?ccl=SDG May 1, 2018.

U.S. Fish and Wildlife Service. Endangered Species Finder. https://www.fws.gov/endangered/ Accessed May 1, 2018.

Volume I Final MHCP Plan. SANDAG; AMEC & Environmental, Inc.; Conservation Biology Institute; Onaka Planning & Economics; The Rick Alexander Company. March 2003.

4.4 CULTURAL RESOURCES

The environmental setting, regulatory framework, potential impacts, and mitigation measures concerning Cultural Resources are discussed in 2016 PEIR Section 4.4 and hereby incorporated by reference. The additions/changes to those analyses necessary to make the 2016 PEIR applicable to the revised Project are presented below.

This section addresses the Project's potential impacts concerning cultural resources including historic, archaeological, tribal cultural, and paleontological resources.

4.4.1 EXISTING ENVIRONMENTAL SETTING

2016 PEIR

The existing environmental setting concerning cultural resources is discussed in 2016 PEIR Section 4.4 (page 4.4-1) and the additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

ADDITIONS/CHANGES SINCE 2016 PEIR

Prehistoric Archaeological and Tribal Cultural Resources

Figure 4.4-1, *Cultural Sensitivity Areas*, depicts areas within the City that have a likelihood of containing cultural or tribal cultural resources (i.e., areas within the Cultural/Natural Resources Overlay (C/NRO) Zone). The following candidate sites are located within culturally sensitive zones:

- Low Sensitivity: None
- Medium Sensitivity: Candidate Sites #1, #5, #6, #10, #12, and #AD8
- High Sensitivity: Candidate Sites #2, #9, #11, #AD1, and #AD2

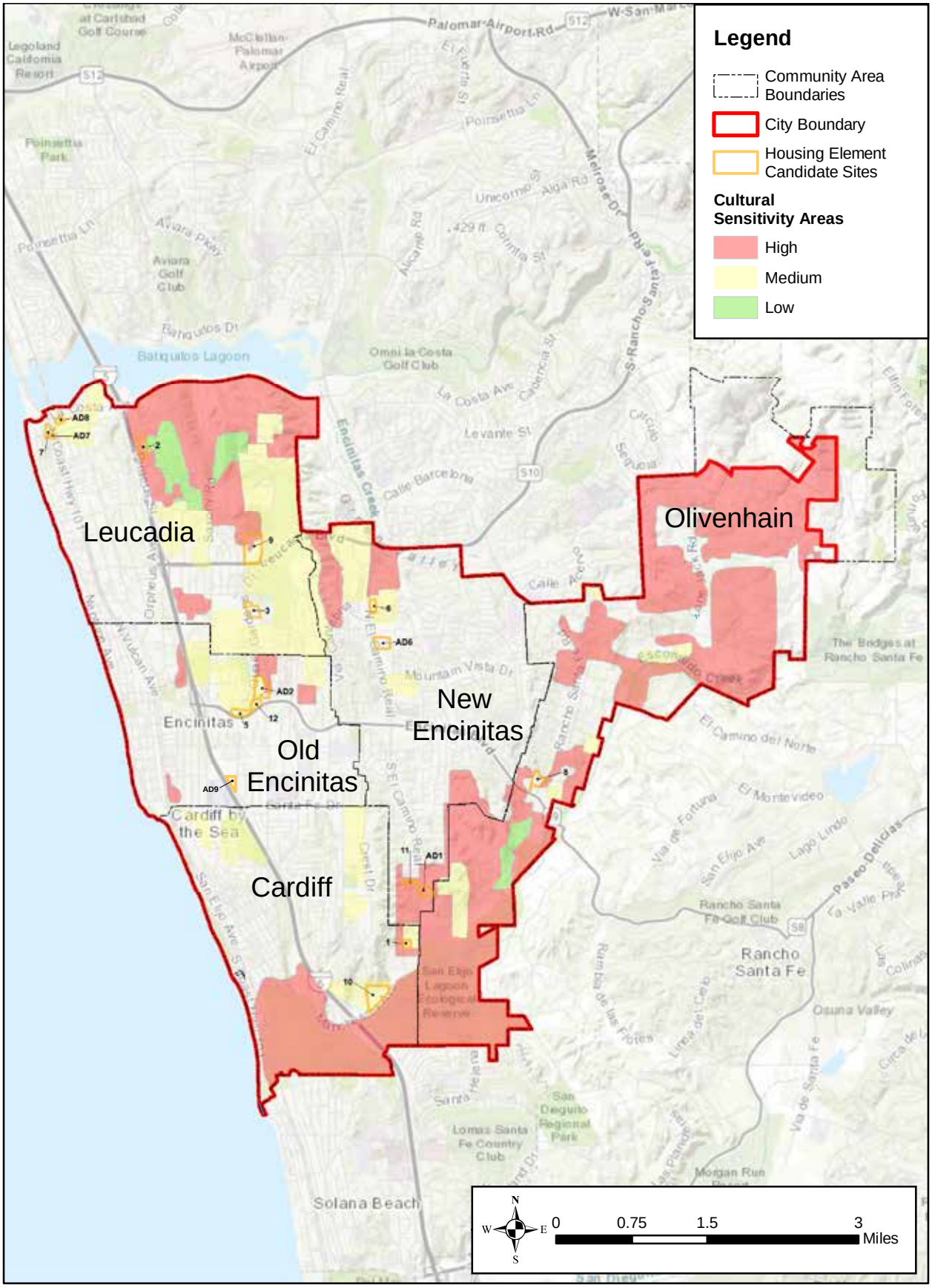
Candidate Sites #3, #7, #8, #AD6, and #AD7 are not located in a culturally sensitive zone.

Undeveloped sites have the potential for the presence of unknown prehistoric/archaeological/tribal cultural resources due to the undisturbed and minimally excavated nature. Previously excavated areas are generally considered to have a low potential for archaeological or tribal cultural resources because the soil containing the resources has been removed or previously disturbed. However, given the locational advantage of the candidate sites and proximity to resources, the potential for archaeological or tribal cultural resources exists.

Historic Resources

City staff has verified there is no evidence of historic resources within any of the candidate sites, or within 50 feet of the candidate sites.[1]

[1] Email Correspondence: Vurbeff, Scott, Environmental Project Manager, City of Encinitas Development Services, April 30th, 2018.



Source: City of Encinitas, GIS.

Human Remains/Burial Grounds

As previously noted, several candidate sites are within culturally sensitive zones. Undeveloped sites have the potential for the presence of unknown archaeological and tribal cultural resources due to the undisturbed and minimally excavated nature. None of the candidate sites are located on any known burial grounds or cemeteries.

Paleontological Resources

To evaluate the potential for paleontological resources within the candidate sites, the presence and distribution of geologic formations was reviewed. Figure 4.4-2, *Geologic Formations*, depicts the geologic formations that cover the City. Two geologic formations, Torrey Sandstone (Tt) and Del Mar formation (Td), are known to have a higher likelihood of containing paleontological resources. Torrey Sandstone is identified within or proximate to Candidate Sites #2; #9; #3; #AD2; #5; #12; #11; #AD1; #6; and #AD6. The Del Mar Formation is identified within or proximate to Candidate Sites #10; #8; and #1. Candidate Sites #7, #AD7, #AD8, and #AD9 are located within Old Paralic Deposits Undivided which does not have a high likelihood of containing sensitive paleontological resources.

4.4.2 REGULATORY FRAMEWORK

2016 PEIR

The regulatory framework concerning cultural resources, which is discussed in 2016 PEIR Section 4.4.2 (page 4.4-8), applies to the revised Project. No additions/changes are necessary to make the 2016 PEIR applicable to the revised Project.

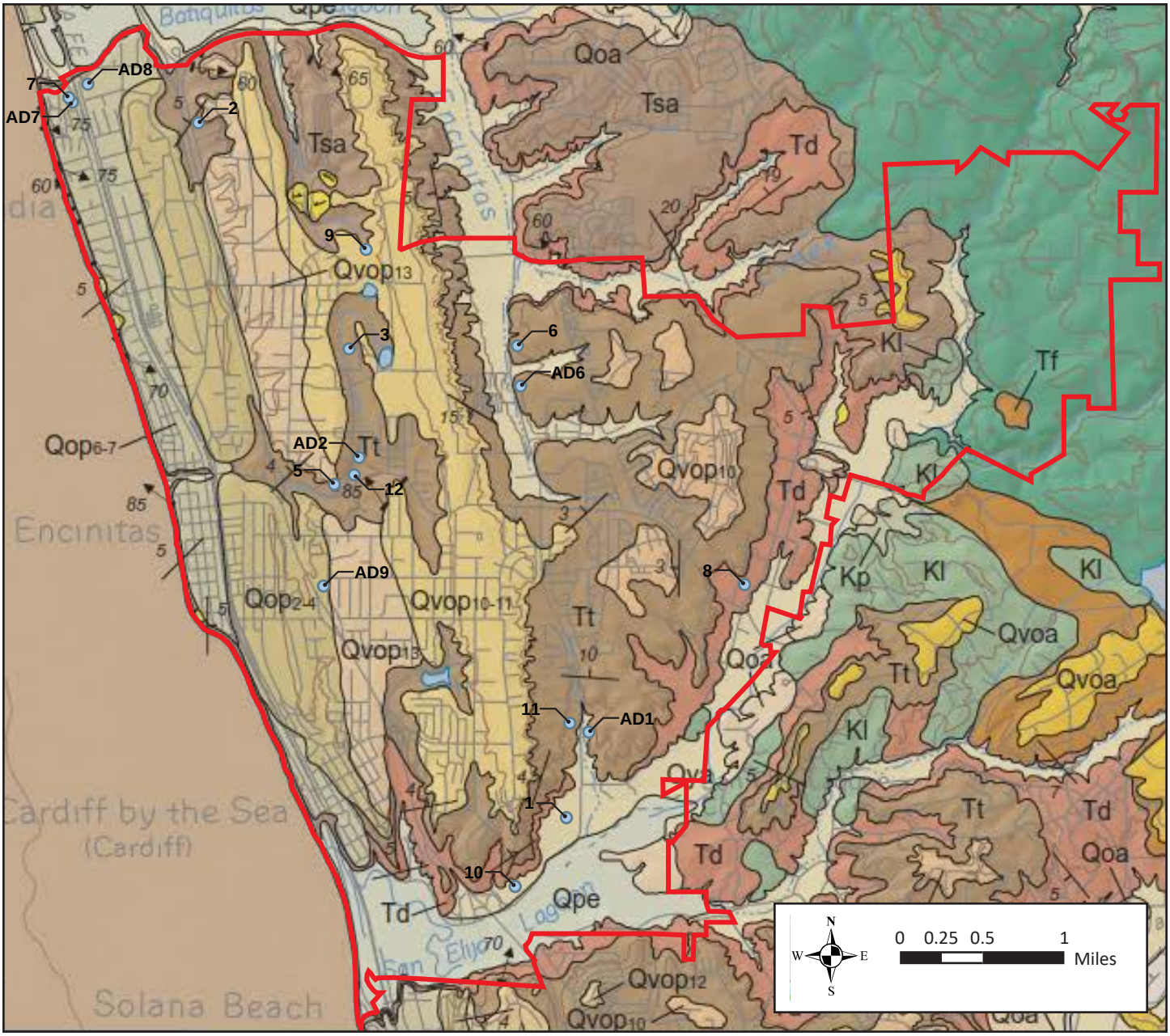
ADDITIONS/CHANGES SINCE 2016 PEIR

All regulations covered in the 2016 PEIR are applicable. No additions/changes are necessary.

4.4.3 SIGNIFICANCE DETERMINATION THRESHOLDS

Consistent with the 2016 PEIR and in substantial conformance with CEQA Guidelines Appendix G, impacts related to cultural, tribal cultural, and paleontological resources would be significant if the Project would:

- Result in the alteration, including the adverse physical or aesthetic effects and/or the destruction of a prehistoric or historic structure, object or site (see Issue 1).
- Result in any impact to existing religious or sacred uses within the potential impact area (see Issue 2).
- Allow development to occur that could significantly impact a unique paleontological resource or a geologic formation possessing a moderate to high fossil bearing potential (see Issue 3).
- Result in the disturbance of any human remains, including those interred outside of formal cemeteries (see Issue 4).
- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k) (see Issue 5).



Source: Department of Conservation, Geologic Map of Oceanside Quadrangle, 2007.

Legend

- Tt
- Td
- Tsa
- Qop2-4
- Qop6-7
- Qvop10-11
- Qvop13
- Qya
- Qpe
- City Boundary
- Candidate Sites

Kimley»Horn

May 2018

Environmental Assessment
City of Encinitas 2013-2021 Housing Element Update

Geological Formations
Figure 4.4-2

- Cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is: b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe (see Issue 5).

4.4.4 IMPACTS AND MITIGATION MEASURES

4.4.4 - Issue 1: Historical Resources
Would the Project result in the alteration, including the adverse physical or aesthetic effects, and/or the destruction of a prehistoric or historic structure, object or site?

IMPACTS:

2016 PEIR

The potential impacts concerning historical resources are discussed in 2016 PEIR Section 4.4.5 (Issue 1, page 4.4-16). The 2016 PEIR concluded that impacts to historical resources would be significant if future development would cause a substantial adverse change in the significance of a historical resource. Direct impacts to historical resources could potentially result from the physical demolition, destruction, relocation, or alteration of potential historical resources at the housing sites. Various housing sites were identified as containing potentially significant historical structures/sites. Additionally, the analysis concluded because project implementation had development potential over the next 20+ years, several housing sites contain buildings or structures that may be 50 years of age or older at the time of future development. Therefore, various housing sites were identified as needing evaluation for historical significance. The analysis concluded that implementation of Mitigation Measure CUL-1 would reduce impacts concerning the alteration/destruction of a historic structure, object, or site. Although significant impacts to historical resources may be mitigated through future review of project-specific development proposals, specific mitigation at the program-level was not available since specific development projects were not known at the time PEIR preparation. Therefore, the 2016 PEIR concluded impacts to historical resources were significant and unavoidable.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

ADDITIONS/CHANGES SINCE 2016 PEIR

National Register of Historic Places (NRHP). There are no NRHP-designated historical resources located on or within 50 feet of the candidate sites. Therefore, no direct impact to NRHP-designated historical resources would occur with Project implementation.

California Register of Historic Places. There are no CRHR-designated historical resources located on or within 50 feet of the candidate sites. Therefore, no direct impact to CRHR-designated historical resources would occur with Project implementation.

Historic Structures. There are no historic structures present on the candidate sites. Therefore, the Project would not result in the alteration (adverse physical or aesthetic effects) or destruction of a historic

structure, object, or site. Notwithstanding where the City has determined a potential for impacts to historical resources to occur, Mitigation Measure CUL-1 requires verification of the age and original structural integrity of all onsite structures, and that a qualified professional historian determine whether the affected building/structure is historically significant. If present, historically significant resources would be identified through site-specific reconnaissance in conjunction with future development, which would be required to comply with applicable Federal and State laws concerning the preservation of historical resources. Therefore, with Mitigation Measure CUL-1, the Project would result in a less than significant impact concerning alteration/destruction of a historic structure, object, or site.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- RME Policy 7.1
- RME Policy 7.2

MITIGATION MEASURES:

The mitigation measures concerning cultural resources/historical resources identified in 2016 PEIR Section 4.4.5 are presented below, inclusive of any additions/changes necessary for the revised Project (indicated by "~~deleted text~~" / "<u>underlined text</u>").

CUL-1: Applications for future development of housing sites consistent with the new zone program, wherein the City has determined a potential for impacts to historical resources, shall be required to comply with the following mitigation framework:

a) Prior to the issuance of any permit for a future development project, the age and original structural integrity and context of any buildings/structures occurring on the housing sites shall be verified. The project applicant shall submit in conjunction with the development permit application, verification of the age and original structural integrity of all on-site structures.

b) For any building/structures in excess of 50 years of age having its original structural integrity intact, a qualified professional historian shall determine whether the affected building/structure is historically significant. The evaluation of historic architectural resources shall be based on criteria such as age, location, context, association with an important person or event, uniqueness, or structural integrity, as indicated in CEQA Guidelines Section 15064.5. A historical resource report shall be submitted by the project applicant to the City and shall include the methods used to determine the presence or absence of historical resources, identify potential impacts from the proposed project, and evaluate the significance of any historical resources identified.

LEVEL OF SIGNIFICANCE: Less than Significant with Mitigation Incorporated

4.4.4 - Issue 2: Archaeological Resources

Would the Project result in the alteration, including the adverse physical or aesthetic effects, and/or the destruction of a prehistoric or historic structure, object or site?

Would the Project result in any impact to existing religious or sacred uses within the potential impact area?

IMPACTS:

2016 PEIR

The potential impacts concerning archaeological resources are discussed in 2016 PEIR Section 4.4.6 (Issue 2, page 4.4-19) and the additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below. The 2016 PEIR indicated that the project did not specifically propose alteration of a known archaeological resource or propose ground-disturbing activities such as grading or excavation but assumed that future development of the housing sites had the potential to directly or indirectly impact undiscovered subsurface archaeological resources through such activities. Various housing sites consisted, at least in part, of undeveloped land and/or were mapped as having "high sensitivity" for cultural archaeological resources. The 2016 PEIR concluded potential direct and/or indirect impacts to archaeological resources would be considered significant and require implementation of Mitigation Measure CUL-2. Despite mitigation, the 2016 PEIR concluded the project would result in significant unavoidable impacts.

REVISED PROJECT

The following candidate sites are located within a culturally sensitive zone:

- #1
- #2
- #5
- #6
- #9
- #10
- #11
- #12
- #AD1
- #AD2
- #AD8

Therefore, the revised Project could result in the alteration (i.e., adverse physical or aesthetic effects) and/or destruction of a prehistoric structure, object, or site, if present on these candidate sites. Moreover, although remote, the Project could result in the alteration/destruction of a prehistoric structure, object, or site on Candidate Sites #3, #7, #8, #AD6, and AD7, which are not located within a culturally sensitive zone, and/or consist, at least in part, of undeveloped land.

While the HEU does not specifically propose ground-disturbing activities, it can be assumed that future development could potentially directly or indirectly impact undiscovered subsurface archaeological resources through such activities. Direct impacts could potentially result from the physical demolition, destruction, relocation, or alteration of potential prehistoric/archaeological resources. Overall, the Project could result in the alteration (adverse physical/aesthetic effects) and/or destruction of an undiscovered prehistoric/archaeological structure, object, or site. To address potential impacts to undiscovered archaeological resources, future development would be subject to compliance with EGP Policies 7.1 and 7.2, which require cultural resources to be documented, preserved, or salvaged if threatened by new development, and require surveys to identify historic structures and archaeological/ cultural sites to ensure that every action is taken to ensure their preservation, respectively. Future development within the C/NRO Zone is subject to compliance with EMC Code § 30.34.050, which requires

that a survey be conducted by a qualified professional historian to determine a site's significance and need for mitigation. To further reduce impacts to undiscovered archaeological resources, future development would be subject to Mitigation Measure CUL-2, which requires an archaeological survey be conducted prior to issuance of any permit. Although future projects would be required to comply with EGP Policies 7.1 and 7.2, EMC §30.34.050, and Mitigation Measure CUL-2, the Project would have the potential to result in significant and unavoidable impacts concerning the alteration/destruction of an archaeological/ prehistoric structure, object, or site.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- RME Policy 7.1
- RME Policy 7.2

MITIGATION MEASURES:

The mitigation measures concerning archaeological resources identified in 2016 PEIR Section 4.4.6 are presented below, inclusive of the additions/changes necessary for the revised Project (indicated by "~~deleted text~~" / "underlined text").

CUL-2: Applications for future development of housing sites consistent with the new zone program, wherein the City has determined a potential for impacts to ~~historical~~ archaeological and tribal cultural resources, shall be required to comply with the following mitigation framework:

Prior to the issuance of any permit for future development consistent with the new zone program located on a previously undisturbed housing site, an archaeological survey shall be conducted by a qualified archaeologist to evaluate the presence of archaeological and tribal cultural resources and the need for project impact mitigation by preservation, relocation, or other methods. An archaeological resource report shall be submitted by the project applicant to the City and shall include the methods used to determine the presence or absence of archaeological/tribal cultural resources, identify potential impacts from the proposed project, and evaluate the significance of any archaeological/tribal cultural resources identified. If potentially significant impacts to an identified archaeological/tribal cultural resources are identified, the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance. ~~The archaeological survey should include a records search at the South Coastal Information Center branch of the California Historical Research Information System, to determine if previously recorded prehistoric or historic archaeological resources exist on the housing site. In addition, the Native American Heritage Commission should be contacted to perform a Sacred Lands File Search. An archaeological resource report detailing the results of the record search, Sacred Lands Search, and the field survey of the housing site shall be submitted by the project applicant to the City. The report shall include the methods used to determine the presence or absence of archaeological resources, identify potential impacts from the proposed project, and evaluate the significance of any archaeological resources identified. If potentially significant impacts to an identified archaeological resource are identified, the report shall also recommend appropriate mitigation to reduce the impacts to below a level of significance. All information regarding site locations, Native American human remains, and associated funerary objects should be in a separate confidential addendum and not be made available for public disclosure. Reports shall be submitted to the South Coastal Information Center upon finalization.~~

LEVEL OF SIGNIFICANCE: Significant and Unavoidable

4.4.4 - Issue 3: Paleontological Resources
Allow development to occur that could significantly impact a unique paleontological resource or a geologic formation possessing a moderate to high fossil bearing potential?

IMPACTS:

2016 PEIR

The potential impacts concerning paleontological resources are discussed in 2016 PEIR Section 4.4.7 (Issue 3, page 4.4-21). Future development would potentially require grading on sites containing undisturbed deposits of Torrey Sandstone and/or the Del Mar formation, which was determined to significantly impact subsurface paleontological resources. As the site-specific details are unknown at this program-level of analysis, the 2016 PEIR concluded it was unknown whether direct or indirect impacts to paleontological resources would be potentially significant. Analysis concluded that adherence to EGP Policy 7.2 and Mitigation Measure CUL-3, which requires paleontological monitoring, would reduce impacts related to unique paleontological resources to less than significant level.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

While the Project does not specifically propose ground-disturbing activities, future development would grade candidate sites containing undisturbed deposits of Torrey Sandstone and/or the Del Mar formation, which are known to have a higher likelihood of containing paleontological resources. The following sites are categorized by Torrey Sandstone/Del Mar formation (see Figure 4.4-2):

- Torrey Sandstone (Tt): Candidate Sites #2, #9, #3, #AD2, #5, #12, #11, #AD1, #6, #AD6
- Del Mar formation (Td): Candidate Sites #10, #8, and #1

Additionally, various candidate sites are located on or near geologic formations that are known to contain significant vertebrate fossils. These candidate sites could be underlain by geological formations with moderate to high resource potential to contain paleontological resources. Therefore, development on these sites could impact a unique paleontological resource or a geologic formation. Future development would be subject to compliance with EGP Policy 7.1, which requires that paleontological resources be documented, preserved, or salvaged if threatened by new development. Additionally, where the City has determined a potential for candidate site development to impact paleontological resources, and where development would require (1) the excavation of over 1,000 cubic yards of a geologic formation with high resource potential to contain paleontological resources; (2) excavation depths within the geologic formation of 10 feet or greater; or (3) over 2,000 cubic yards of a geologic formation with moderate resource potential to contain paleontological resources, Mitigation Measure CUL-3 is required. The measure requires that a qualified paleontological monitor be present during grading. Geologic formations would be determined by a site-specific geotechnical study. Following compliance with EGP Policy 7.1 and Mitigation Measure CUL-3, the Project's potential impacts to a unique paleontological resource or a geologic formation would be less than significant.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- RME Policy 7.1

MITIGATION MEASURES:

The mitigation measures concerning paleontological resources identified in 2016 PEIR Section 4.4.7 are presented below, inclusive of the additions/changes necessary for the revised Project (indicated by "~~deleted text~~" / "underlined text").

CUL-3: Applications for future development of housing sites consistent with the new zone program, wherein the City has determined a potential for impacts to paleontological resources, shall be required to comply with the following mitigation framework:

A qualified paleontological monitor shall be present during grading on housing sites where development would require the excavation of over 1,000 cubic yards of a geologic formation with high resource potential to contain paleontological resources, excavation depths within the geologic formation of 10 feet or greater, or over 2,000 cubic yards of a geologic formation with moderate resource potential to contain paleontological resources. Geologic formations would be determined by a site-specific geotechnical study. The monitor shall have the authority to stop and/or divert grading, trenching, or excavating if a significant paleontological resource is encountered. An excavation plan shall be implemented to mitigate the discovery. Excavation shall include the salvage of the fossil remains (simple excavation or plaster-jacketing of larger and/or fragile specimens); recording stratigraphic and geologic data; and transport of fossil remains to laboratory for processing and curation.

LEVEL OF SIGNIFICANCE: Less than Significant with Mitigation Incorporated

4.4.4 - Issue 4: Human Remains
Result in the disturbance of any human remains, including those interred outside of formal cemeteries?

IMPACTS:

2016 PEIR

The potential impacts concerning human remains are discussed in 2016 PEIR Section 4.4.8 (Issue 4, page 4.4-23). 2016 PEIR analysis concluded there are no known burial sites or cemeteries within the City's vicinity. In the unlikely event that human remains are discovered, then the provisions set forth in California Public Resources Code § 5097.98 and State Health and Safety Code § 7050.5 would be implemented in consultation with the assigned Most Likely Descendant as identified by the Native American Heritage Commission (NAHC). No further construction activities would be permitted until the coroner is contacted, as well as any applicable Native American tribes. Although grading activities associated with development of all housing sites was determined to have the potential to inadvertently uncover human remains, State regulations control the procedures that must take place under these circumstances. Potential impacts to human remains were determined to be less than significant.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

There are no known burial sites or cemeteries in the City and the record search of the NAHC Sacred Lands File was completed for the area with negative results. Further, given the urbanized nature of the candidate sites, there is a low potential for future development to uncover human remains. Notwithstanding, several candidate sites are within high cultural sensitivity zones. If human remains are found, those remains would require proper treatment in accordance with applicable laws, including State Health and Safety Code §§7050.5-7055 and California Public Resources §§ 5097.98 and 5097.99. Therefore, compliance with the established regulatory framework (i.e., Health and Safety Code §§ 7050.5 through7055 and PRC §§5097.98 and 5097.99) would ensure potential impacts concerning human remains resulting from future development are reduced to less than significant. Implementation of Mitigation Measure CUL-2 would further minimize potential impacts in this regard.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

No General Plan policies apply to human remains.

MITIGATION MEASURES:

No mitigation measures concerning cultural resources/human remains were identified in 2016 PEIR Section 4.4.8 and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Less than Significant Impact

4.4.4 - Issue 5: Tribal Cultural Resources

Would the Project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:

a) *Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)?*

b) *A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe?*

IMPACTS:

2016 PEIR

The 2016 PEIR noted that the City completed a consultation with local Native American tribes, consistent with Senate Bill 18 requirements. The CEQA thresholds identified above for Issue 5 had not yet been adopted and therefore a separate discussion of tribal cultural resources was not required.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

SB 18 (Government Code § 65352.3) requires local governments to consult with California Native American tribes identified by the Native American Heritage Commission (NAHC) to avoid, protect, and/or mitigate impacts to cultural places in creating or amending general plans, including specific plans. In compliance with SB 18 requirements, the City contacted the following tribes/ representatives:

- San Pasqual Band of Mission Indians, Allen Lawson
- Sycuan Band of the Kumeyaay Nation, Cody Martinez
- Viejas Band of Kumeyaay Indians, Robert Welch
- Barona Group of the Capitan Grande, Edwin Romero
- Campo Band of Mission Indians, Ralph Goff
- Ewiiaapaayp Tribe, Robert Pinto and Michael Garcia
- Gabrieleño/Tongva Tribe, Charles Alvarez
- Jamul Indian Village, Erica Pinto
- La Posta Band of Mission Indians, Gwendolyn Parada and Javaughn Miller
- Mesa Grande Band of Mission Indians, Virgil Oyos
- Pauma Band of Luiseno Indians – Pauma and Yuima Reservation, Temet Aguilar
- Manzanita Band of Kumeyaay Nation, Angela Elliott Santos
- Iipay Nation of Santa Ysabel, Virgil Perez
- Kwaaymii Laguna Band of Mission Indians, Carmen Lucas
- Inaja Band of Mission Indians, Rebecca Osuna
- Mesa Grande Band of Mission Indians, Mario Morales

The City received one response- from the Viejas Band of Kumeyaay Indians, which communicated that the Project area may contain sites sacred to the Kumeyaa people. Adequate buffer zones were requested. As of the writing of this EA, none of the tribes contacted by the City have requested consultation.

While many of the candidate sites have been extensively altered by prior ground disturbance and development, the potential exists for future development to affect previously unidentified tribal cultural resources. Future development construction activities could include excavation and grading. Mitigation Measure CUL-2 has been identified to mitigate this potential impact. Although future development would be subject to compliance with EGP Policies 7.1 and 7.2, EMC §30.34.050, and Mitigation Measure CUL-2, the Project would have the potential to result in significant and unavoidable adverse change in the significance of a tribal cultural resource.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- RME Policy 7.1
- RME Policy 7.2

MITIGATION MEASURES:

See Mitigation Measure CUL-2 above.

LEVEL OF SIGNIFICANCE: Significant and Unavoidable Impact

4.4.5 SIGNIFICANT UNAVOIDABLE IMPACTS

Despite compliance with EGP Policies 7.1 and 7.2, EMC §30.34.050, and Mitigation Measure CUL-2, the Project would have potential to result in significant and unavoidable impacts concerning the alteration/ destruction of an archaeological/prehistoric structure, object, or site, and an adverse change in the significance of a tribal cultural resource.

4.4.6 SOURCES CITED

Email Correspondence: Vurbeff, Scott, Environmental Project Manager, City of Encinitas Development Services, April 30, 2018.

4.5 GEOLOGY AND SOILS

The environmental setting, regulatory framework, potential impacts, and mitigation measures concerning geology and soils are discussed in 2016 PEIR Section 4.5.1 and hereby incorporated by reference. The additions/changes to those analyses necessary to make the 2016 PEIR applicable to the revised Project are presented below.

This Section identifies the existing environmental conditions in the affected area, identifies and analyzes the Project's potentially significant environmental impacts, and recommends measures to avoid/reduce impacts. This Section addresses the Project's potential impacts concerning seismic hazards, soil erosion, and unstable and expansive soil. Information presented in this Section is based on a review of each candidate site in relation to the potential impact topics.

4.5.1 EXISTING ENVIRONMENTAL SETTING

2016 PEIR

The existing environmental setting concerning geology and soils is discussed in 2016 PEIR Section 4.5.1 (page 4.5-1) and the minor additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

ADDITIONS/CHANGES SINCE 2016 PEIR

Faulting and Seismicity

The City is in an area that is exposed to risk from multiple earthquake fault zones. The Elsinore fault zone, the Rose Canyon fault zone, and offshore faults have the potential to cause moderate to large earthquakes that would cause ground shaking in Encinitas, inclusive of the Project area. As shown in Figure 4.5-1, *Alquist-Priolo Zones and Regional Faults*, no active or potentially active faults cross beneath the candidate sites.

Seismic Settlement and Liquefaction

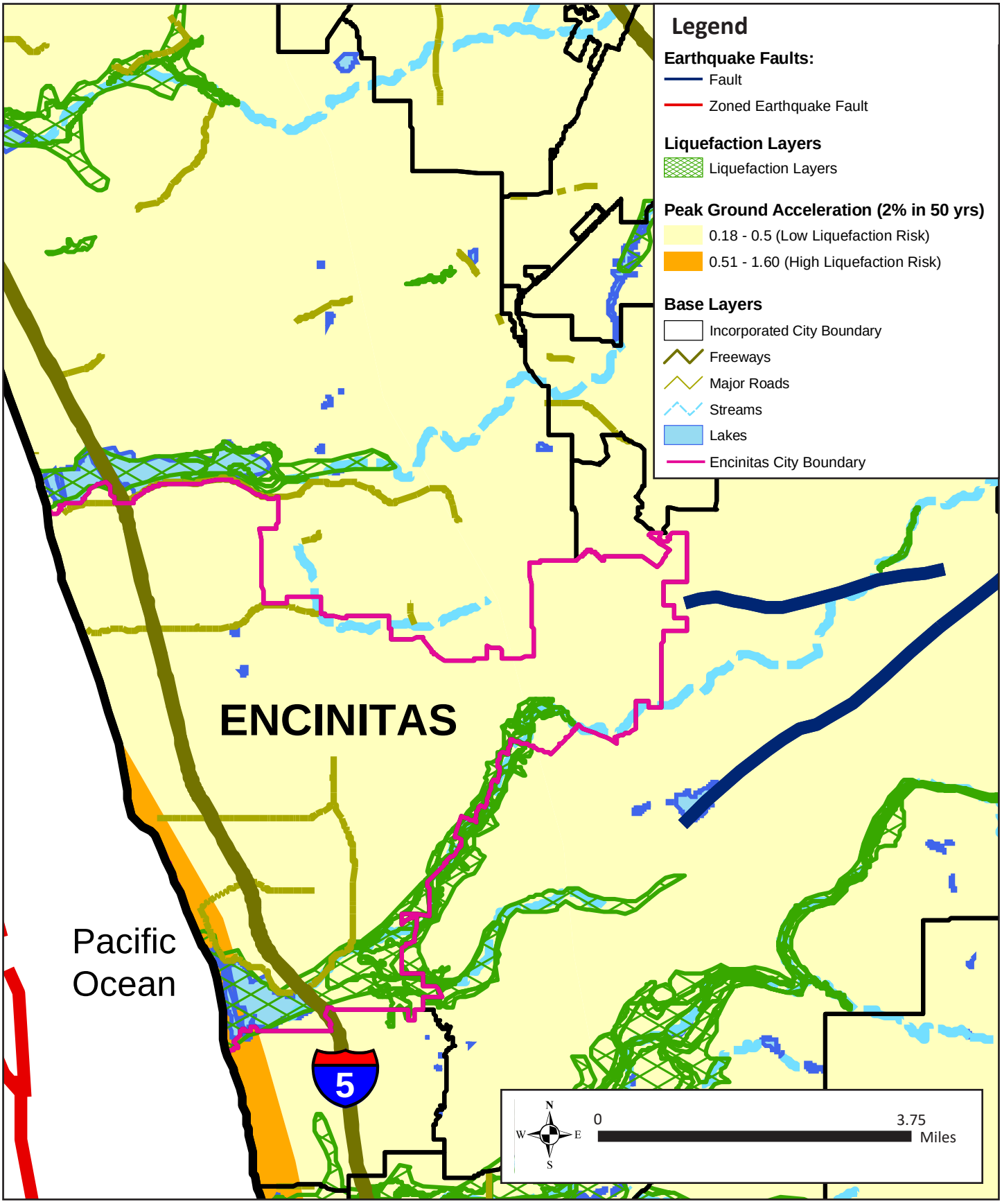
Figure 4.5-2, *Liquefaction Zones,* shows the City's liquefaction areas. Most of the City is within a low liquefaction risk. Areas with high liquefaction risk are located along the coastline that includes Batiquitos and San Elijo lagoons. All candidate sites are within a low liquefaction potential zone.

Landslides and Mudslides

Figure 4.5-3, *Relative Landslide Susceptibility*, depicts the landslide susceptibility in the City and indicates the following candidate sites fall within susceptibility zones:

- Zone 2- Marginally Susceptible: Candidate Sites #AD8, #10, and #1
- Zone 3- Generally Susceptible: Candidate Sites #7, #AD7, #2, #9, #3, #6, #AD6, #AD2, #12, #5, #AD9, #11, and #AD1
- Zone 4- Most Susceptible: Candidate Site #8

Source: SANDAG, San Diego Forward: The Regional Plan, Program Environmental Impact Report, Figure 4.7-1, Earthquake Fault zones and Seismic Conditions, April 2015.



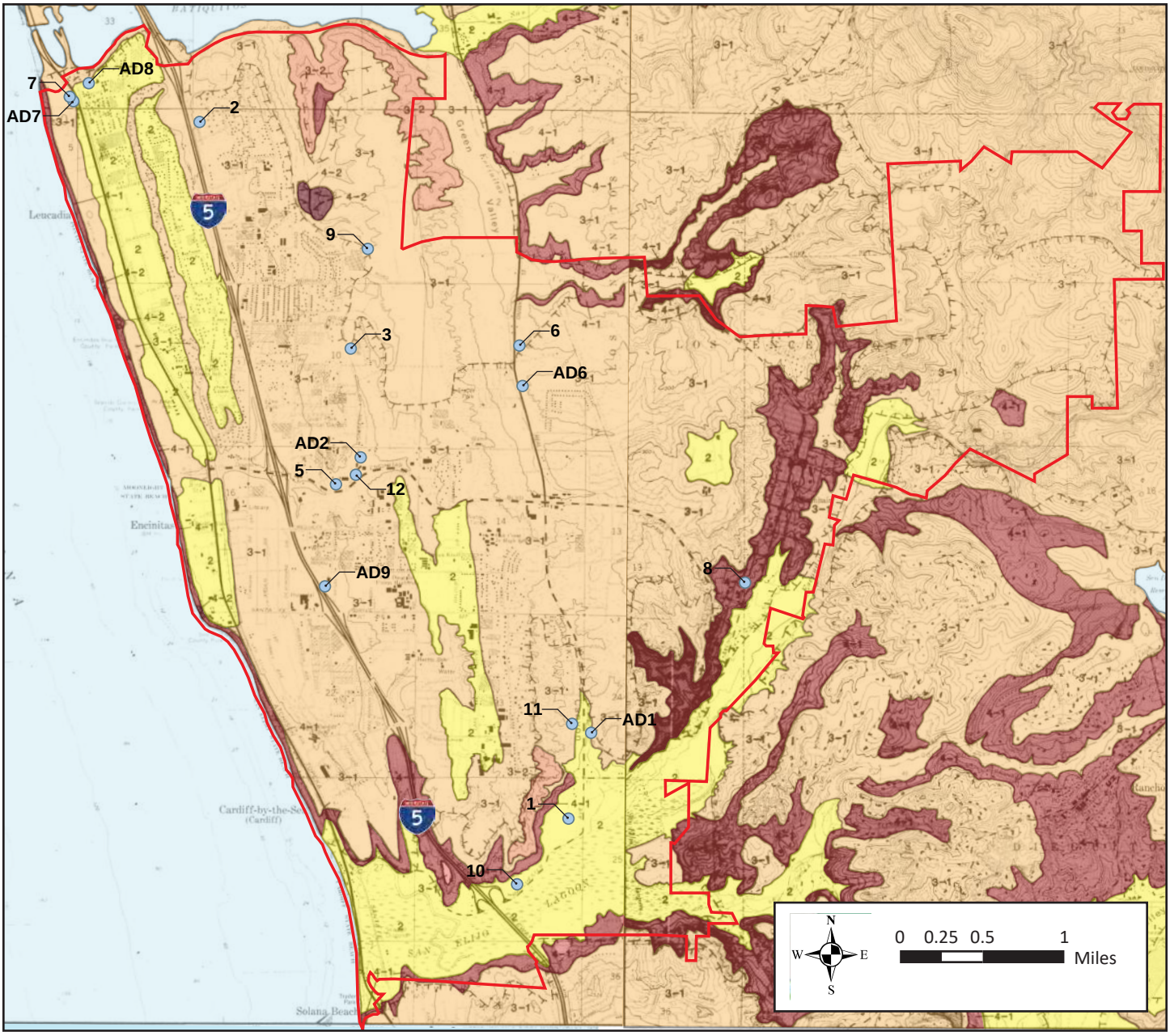
Source: SANGIS, Draft - Liquefaction County of San Diego Hazard Mitigation Planning.

Kimley»Horn

May 2018

Environmental Assessment
City of Encinitas 2013-2021 Housing Element Update

Liquefaction Zones
Figure 4.5-2



Legend

2	3-1	3-2	4-1	4-2
Marginally Susceptible	Generally Susceptible		Most Susceptible	

Increasing Landslide Susceptibility

City Boundary

Candidate Sites

Source: LANDSLIDE HAZARDS IN THE NORTHERN PART OF THE SAN DIEGO METROPOLITAN AREA, SAN DIEGO COUNTY, CALIFORNIA, 1995, ENCINITAS QUADRANGLE (PLATE D) & RANCHO SANTA FE QUADRANGLE (PLATE E)

Kimley»Horn

May 2018

Environmental Assessment
City of Encinitas 2013-2021 Housing Element Update

Relative Landslide Susceptibility
Figure 4.5-3

Hillside/Inland Bluff Overlay Zone

The Hillside/Inland Bluff Overlay Zone includes areas where 10 percent or more of a parcel's area exceeds 25% slope. Figure 4.5-4, *Hillside Overlay*, depicts this zone and indicates the following candidate sites are within this zone: #6, #AD2, #12, #5, #11, and #AD1.

Coastal Bluff Overlay Zone

The Coastal Bluff Overlay Zone includes areas of the City that include a coastal bluff. None of the candidate sites are within this zone.

4.5.2 REGULATORY FRAMEWORK

2016 PEIR

The regulatory framework concerning geology and soils, which is discussed in 2016 PEIR Section 4.5.2 (page 4.5-5), applies to the revised Project and no additions/changes are necessary.

ADDITIONS/CHANGES SINCE 2016 PEIR

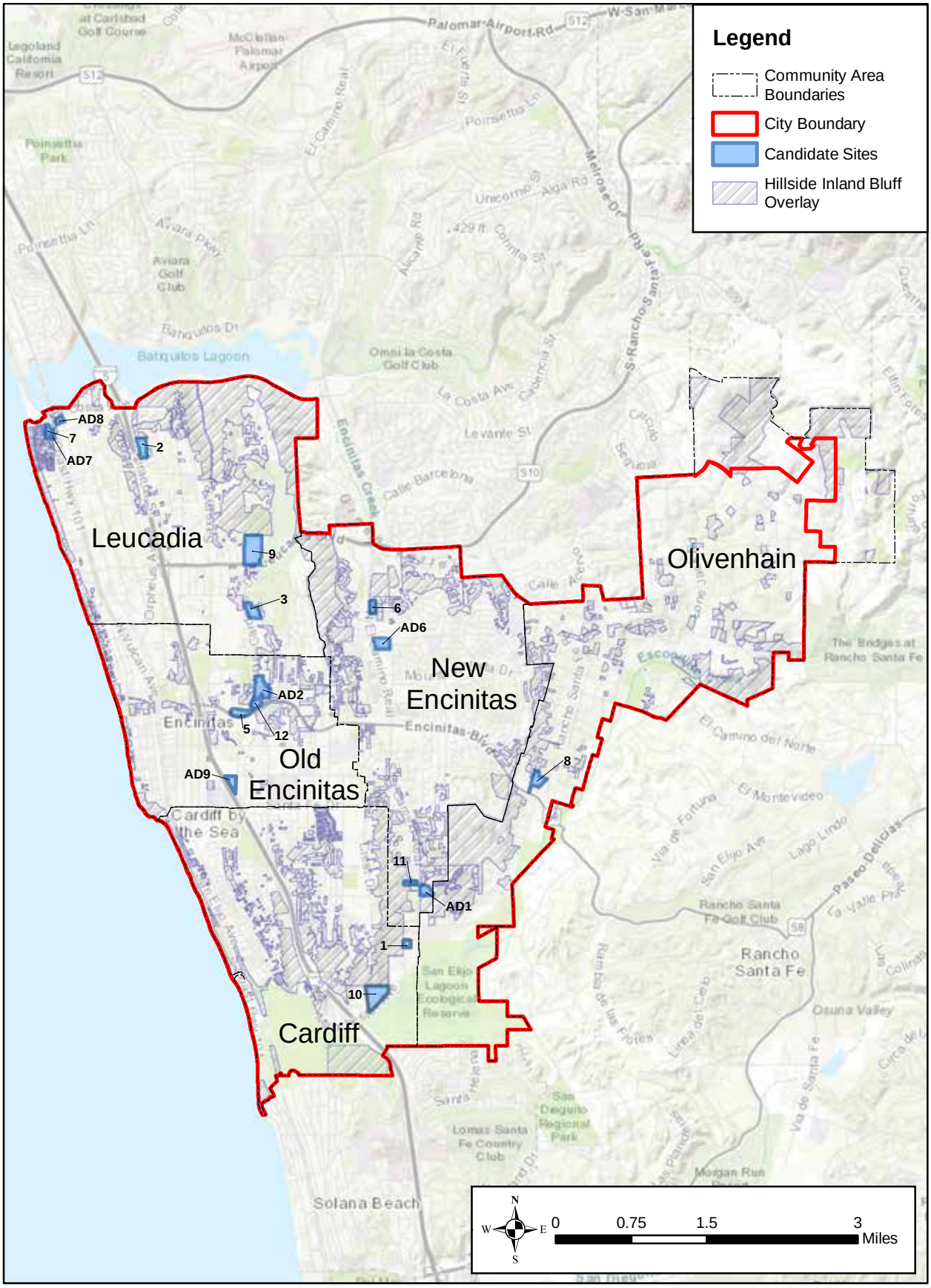
No additions or changes are necessary. All regulatory requirements and guidelines related to potential geologic and soil issues apply to the HEU.

4.5.3 SIGNIFICANCE DETERMINATION THRESHOLDS

Consistent with the 2016 PEIR and in substantial conformance with CEQA Guidelines Appendix G, impacts related to geology and soils would be significant if the Project would:

- Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:
    a. Rupture of a known earthquake fault, as delineated on the most recent Alquist Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42)
    b. Strong seismic ground shaking;
    c. Seismic-related ground failure, including liquefaction; or
    d. Landslides

    (see Issue 1).
- Result in substantial soil erosion or the loss of topsoil (see Issue 2).
- Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse (see Issue 3).
- Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property (see Issue 4).



Source: City of Encinitas, GIS.

4.5.4 IMPACTS AND MITIGATION MEASURES

4.5.4 - Issue 1: Seismic Hazards

Impacts related to geology and soils would be significant if the Project would expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:

a. *Rupture of a known earthquake fault, as delineated on the most recent Alquist Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault (refer to Division of Mines and Geology Special Publication 42);*
b. *Strong seismic ground shaking;*
c. *Seismic-related ground failure, including liquefaction; or*
d. *Landslides.*

IMPACTS:

2016 PEIR

The potential impacts concerning geology and soils/seismic hazards are discussed in 2016 PEIR Section 4.5.5 (Issue 1, page 4.5-12). The analysis concluded no active fault was located near any of the housing sites; however, the project area is subject to seismic activity from the San Andreas fault to the east and the parallel fault systems of the Elsinore fault to the east, as well as the offshore Rose Canyon and Coronado Bank faults. Seismic hazards affecting the Project area could include ground acceleration (shaking), liquefaction, and earthquake-induced landslides.

Future development would involve construction of two to three-story structures in a seismically active area. Impacts related to surface rupture, ground shaking, liquefaction, and seismically induced landslides would occur in the City, inclusive of the proposed housing sites. The analysis concluded compliance with Encinitas General Plan (EGP) Land Use Element Policy 8.1, City ordinances and the CBC, engineering standards and codes, and future site-specific geotechnical reports would reduce risks of seismic hazards in conjunction with future development. Additionally, typical site constraints for steep slopes would limit development potential and exposure to slope failure and landslides. Therefore, impacts related to earthquake fault ruptures, seismic shaking, liquefaction and ground failure, and landslides were concluded to be less than significant.

The minor additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

Figure 4.5-1, *Alquist-Priolo Fault Zones and Regional Faults*, displays the Elsinore fault segments to the east and the offshore Rose Canyon and Coronado Bank faults west of the City. As shown in Figure 4.5-1, no active faults or Alquist Priolo Fault Zones traverse the candidate sites and none are in their vicinity. Therefore, no impact would occur concerning exposure of people/structures to adverse effects involving fault rupture.

The Elsinore fault zone, the Rose Canyon fault zone, and the offshore faults have the potential to cause moderate to large earthquakes that would cause ground shaking throughout the area including at the candidate sites. Therefore, the Project would expose people/structures to the following seismic-related hazards:

- Strong seismic ground shaking (all sites);
- Landslide hazard susceptibility:
    - Marginally Susceptible (Zone 2): Candidate Sites #AD8, #10, and #1,
    - Generally Susceptible (Zone 3): Candidate Sites #7, #AD7, #2, #9, #3, #6, #AD6, #AD2, #12, #5, #AD9, #11, and #AD1,
    - Most Susceptible (Zone 4): Candidate Site #8
- Seismic-related ground failure (Hillside/Inland Bluff Overlay Zone): Candidate Sites #6, #AD2, #12, #5, #11, and #AD1.

However, the Project would not exacerbate the environmental effects caused by the seismic-hazards. Because all candidate sites are within a low liquefaction potential zone, a less than significant impact would occur concerning exposure of people/structures to adverse effects involving liquefaction.

EGP Land Use Element Policy 8.1 requires that soils and geotechnical studies be prepared for development on any site containing slopes greater than 25 percent grade. In general, all future development must demonstrate conformance with seismic design guidelines and requirements contained in the California Building Standards Code (CBSC), which is adopted by EMC Chapter 23.12, *Uniform Codes for Construction*. Compliance with EMC and CBSC requirements would be confirmed through the design review and building plan review processes. The CBSC contains design and construction regulations pertaining to seismic safety for buildings, which covers issues such as ground motion, soil classifications, redundancy, drift, and deformation compatibility. In addition, pursuant to EMC Section 23.24.170, *Soil Engineering Report*, and as needed, the City Engineer would require a Soil Engineering Report, which would include conclusions and recommendations addressing grading procedures, soil stabilization during and post-construction, foundation design, and slope stability. The Report would also include recommendations for corrective measures relative to other potential site geotechnical issues such as temporary shoring, interim slopes during construction, expansive soils, liquefaction, collapsible soils, consolidation, undocumented fill, compressible material, soil erosion, seepage, and landslides. Similarly, the Hillside/Inland Bluff Overlay Ordinance regulations would apply to candidate sites containing slopes of greater than 25 percent grade, requiring a Geological Reconnaissance Report and, where unstable conditions are indicated, a Preliminary Engineering Geology Report (EMC Section 30.34.030(B)(5).

Additionally, pursuant to the City's Grading, Erosion, and Sediment Control Ordinance an Engineering Geology Report would be required when the City Engineer determines that a proposed development is located within an existing or potential geologic hazard area (i.e., an area subject to landslide, faulting, or other hazards). A faulting and seismic evaluation of the site must be included. The Report would also include conclusions and recommendations regarding the mitigation of geologic conditions on the proposed development, as well as opinions and recommendations addressing the site's adequacy for the proposed development. Adherence to the established regulatory framework (i.e., EGP policies, CBSC, the City of Encinitas' Hillside/Inland Bluff Overlay Ordinance and Grading, Erosion, and Sediment Control Ordinance), as well as the site-specific reports' recommendations for corrective measures would ensure the Project results in a less than significant impact concerning adverse seismic-related hazards.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- LUE Policy 8.1

MITIGATION MEASURES:

No mitigation measures concerning geology and soils/seismic hazards were identified in 2016 PEIR Section 4.5.5 and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Less than Significant Impact

4.5.4 - Issue 2: Soil Erosion

Impacts related to geology and soils would be significant if the Project would result in substantial soil erosion or the loss of topsoil.

IMPACTS:

2016 PEIR

The potential impacts concerning loss of top soils and soil erosion are discussed in 2016 PEIR Section 4.5.6 (Issue 2, page 4.5-14). The 2016 PEIR concluded that grading activities associated with future development would disrupt soil profiles and thereby result in increased exposure of soils to wind and rain. Erosion on graded slopes could cause downstream sedimentation impacts. Other related impacts resulting from substantial short-term erosion or loss of topsoil include topography changes and the creation of impervious surfaces. As part of the future development permitting process, adherence to the City's Grading, Erosion, and Sediment Control Ordinance, CBC and the National Pollutant Discharge Elimination System (NPDES) General Construction Permit would be required. Conformance with these standards would ensure that future grading and construction operations would avoid significant soil erosion impacts. The 2016 PEIR concluded that compliance with the existing regulatory process and General Plan policies, potential soil erosion impacts associated with future housing development would be less than significant.

The minor additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

Construction-related activities associated with future development would include excavation, grading, and trenching, which would displace soils and temporarily increase the potential for soils to be subject to wind and water erosion. Short-term construction-related erosion would be addressed through compliance with the National Pollutant Discharge Elimination System (NPDES) program, which requires implementation of a Storm Water Pollution Prevention Plan (SWPPP) and best management practices (BMPs) intended to reduce soil erosion. Future development must also adhere to the City's Grading, Erosion, and Sediment Control Ordinance (EMC Section 23.24.010) regulations, which would require a Grading Plan and Soils Engineering Report before issuance of grading permits. Conformance NPDES and the City's Grading, Erosion, and Sediment Control Ordinance would reduce impacts related to loss of topsoil to less than significant impact.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies

- LUE Policy 8.1

MITIGATION MEASURES:

No mitigation measures concerning geology and soils/soil erosion were identified in 2016 PEIR Section 4.5.6 and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.5.4 - Issues 3 and 4: Unstable and Expansive Soils

Impacts related to geology and soils would be significant if the Project would:

- *Be located on a geologic unity or soil that is unstable, or that would become unstable as a result of the Project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction, or collapse; or*
- *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property.*

IMPACTS:

2016 PEIR

The potential impacts concerning unstable and expansive soils are discussed in 2016 PEIR Section 4.5.7 (Issue 3 and 4, page 4.5-15). The 2016 EIR identified the presence of fine-grained (clay) soils that are moderately to highly expansive throughout the project area. No areas of high liquefaction potential occur on the housing sites. The project area contains steep slopes and formations that are susceptible to landslides. Compressible and expansive soils throughout the City have potential to impact development.

All three housing strategies were determined to expose people/structures to substantial adverse effects involving unstable or expansive soils. Potential impacts related to unstable and expansive soils were determined to be less than significant with implementation of General Plan Land Use Policy 8.1 and adherence to the CBC, City Grading, Erosion, and Sediment Control Ordinance, which would avoid or reduce the severity of impacts. Therefore, impacts were determined to be less than significant.

The minor additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

As discussed in Issue 1, future development would be required to comply with the established regulatory framework (i.e., EGP policies, CBSC, the City of Encinitas' Hillside/Inland Bluff Overlay Ordinance and Grading, Erosion, and Sediment Control Ordinance), as well as the site-specific reports' recommendations for corrective measures. EGP Land Use Element Policy 8.1 contains provisions related to soil stability. Adherence to the established regulatory framework and implementation of any recommendations

described in site-specific geotechnical investigations would avoid or reduce potentially significant impacts related to unstable or expansive soils to less than significant.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies

- LUE Policy 8.1

MITIGATION MEASURES:

No mitigation measures concerning geology and soils/unstable and expansive soils were identified in 2016 PEIR Section 4.5.7 and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.5.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts concerning geology and soils have been identified following compliance with the established regulatory framework.

4.5.6 SOURCES CITED

California Department of Conservation, Relative Landslide Susceptibility and Landslide Distribution Map Encinitas Quadrangle Plate D, 1995.

San Diego Association of Governments, Earthquake Fault Zones and Seismic Conditions, April 2015.

4.6 GREENHOUSE GAS EMISSIONS

The environmental setting, regulatory framework, potential impacts, and mitigation measures concerning greenhouse gas emissions (GHG) are discussed in 2016 PEIR Section 4.6.1 and hereby incorporated by reference. The additions/changes to those analyses necessary to make the 2016 PEIR applicable to the revised Project are presented below. This section addresses the Project's potential impacts concerning GHG emissions generated during both short-term construction and long-term operations.

4.6.1 EXISTING ENVIRONMENTAL SETTING

2016 PEIR

The existing environmental setting concerning greenhouse gas emissions, which is discussed in 2016 PEIR Section 4.6.1 (page 4.6-1), applies to the revised Project and no additions/changes are necessary to make the 2016 PEIR applicable to the revised Project.

ADDITIONS/CHANGES SINCE 2016 PEIR

2016 PEIR Table 4.6-1 provides a summary (in million metric tons [MMT] of carbon dioxide equivalent [CO_2e] emissions) of statewide GHG emissions since the 2016 PEIR (i.e., based on the California Air Resources Board [CARB] Emissions Inventory – 2017 Edition, which includes 2015 data). Additionally, 2016 PEIR Table 4.6-2 provides a summary of estimated Statewide GHG emissions for the years 1990, 2008 and 2012.

4.6.2 REGULATORY FRAMEWORK

2016 PEIR

The regulatory framework concerning greenhouse gas emissions is discussed in 2016 PEIR Section 4.6.2 (page 4.6-6). 2016 PEIR Mitigation Measure GHG-3 uses a 900 $MTCO_2e$ screening threshold for individual development projects. This threshold is based on guidance in the California Air Pollution Control Officers Association's (CAPCOA's) *CEQA & Climate Change* report (January 2008). The GHG emissions associated with 50 single-family dwelling units and 30,000 square feet of office were estimated and were found to be 900 metric tons and 800 metric tons, respectively. The 900 $MTCO_2e$/year screening threshold was developed by analyzing the capture of 90 percent or more of future discretionary development for residential and commercial projects. The CEQA & Climate Change report references an annual 900-MT guideline as a conservative threshold for requiring further analysis and is based on a project's vehicle trips, electricity generation, natural gas consumption/combustion, water usage, and solid waste generation.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

ADDITIONS/CHANGES SINCE 2016 PEIR

2017 Climate Change Scoping Plan Update

On January 20,2017, CARB adopted the second update to the Scoping Plan to establish 2030 mid-term targets to maintain and continue reductions. The update's stated purpose was to "incorporate and leverage many existing and ongoing efforts while identifying new policies to progress toward the State's

climate and air quality goals…The policies include the use of lower GHG fuels, efficiency regulations, and the Cap-and-Trade Program which constrains and reduces emissions at covered sources." Other objectives listed in the 2017 Scoping plan are to provide direct GHG emissions reductions; support climate investment in disadvantaged communities; and, support the Clean Power Plan and other Federal actions.

TABLE 4.6-1: CALIFORNIA GHG EMISSIONS BY SECTOR IN 1990, 2008, 2012, AND 2015

Sector	1990 Emissions in MMT CO_2e (% total) [1,2]	2008 Emissions in MMT CO_2e (% total)[2,3]	2012 Emissions in MMT CO_2e (% total)[2,3]	2015 Emissions in MMT CO_2e (% total)[2,3]
Sources[4]				
Agriculture	23.4 (5%)	37.99 (7%)	37.86 (7%)	34.65 (8%)
Commercial	14.4 (3%)	13.37 (3%)	14.20 (3%)	22.17 (5%)
Electricity Generation	110.6 (26%)	120.15 (25%)	95.09 (19%)	84.09 (19%)
High GWP	--	12.87 (2%)	18.41 (3%)	--
Industrial	103.0 (24%)	87.54 (18%)	89.16 (21%)	102.97 (23%)
Recycling and Waste	--	8.09 (1%)	8.49 (2%)	2.99 (1%)
Residential	29.7 (7%)	29.07 (6%)	28.09 (7%)	0.17 (0%)
Transportation	150.7 (35%)	179.02 (37%)	167.38 (38%)	26.93 (6%)
Forestry (Net CO_2 flux)	-6.5	--	--	--
Not Specified	1.3	--	--	--
TOTAL	**426.6**	**487.10**	**458.68**	**443.35**

NOTES:
1. 1990 data was retrieved from the CARB 2007 source.
2. Percentages may not total 100 due to rounding.
3. 2008 and 2012 data was retrieved from the CARB 2014a source. 2015 data was retrieved from the CARB 2017 source.
4. Reported emissions for key sectors. The inventory totals for 2008, 2012, and 2015 did not include Forestry or Not Specified sources.
5. Forestry includes 6.69 MMT CO_2e sink from forests sequestration and a 0.19 MMT CO_2e source from forest and range management.

SOURCE: CARB 2007, 2014a and 2017.

Senate Bill 32

Signed into law in September 2016, Senate Bill (SB) 32 codifies the 2030 GHG reduction target in Executive Order B-30-15 (40 percent below 1990 levels by 2030). The bill authorizes CARB to adopt an interim GHG emissions level target to be achieved by 2030. CARB also must adopt rules and regulations in an open public process to achieve the maximum, technologically feasible, and cost-effective GHG reductions.

Title 24 Building Energy Efficiency Standards

California's Energy Efficiency Standards for Residential and Nonresidential Buildings (California Code of Regulations Title 24, Part 6), was first adopted in 1978 in response to a legislative mandate to reduce California's energy consumption. The standards are updated periodically to allow consideration and possible incorporation of new energy efficient technologies and methods. Energy efficient buildings require less electricity; therefore, increased energy efficiency reduces fossil fuel consumption and decreases GHG emissions. The 2016 Building Energy Efficiency Standards approved on January 19, 2016 went into effect on January 1, 2017.

Title 24 California Green Building Standards Code

The California Green Building Standards Code (California Code of Regulations Title 24, Part 11 code) commonly referred to as the CALGreen Code, is a statewide mandatory construction code developed and adopted by the California Building Standards Commission and the Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures under the topics of planning and design, energy efficiency, water efficiency/ conservation, material conservation and resource efficiency, and environmental quality. CALGreen also provides voluntary tiers and measures that local governments may adopt that encourage or require additional measures in the five green building topics. The most recent update to the CALGreen Code went into effect January 1, 2017.

City of Encinitas Climate Action Plan

The City adopted its Climate Action Plan (CAP) in January 2018. The CAP contains GHG emissions inventory, projections, goals, reduction measures, and actions to reduce Citywide GHG emissions and achieve the City's 2020 and 2035 reduction targets. The CAP sets ambitious targets to reduce emissions 13 percent below 2012 levels by 2020 and 41 percent below 2012 levels by 2030. The CAP includes numerous measures such as the following:

- Reducing building energy consumption
- Reducing municipal operation energy consumption
- Achieving 100 percent renewable electricity supply in homes and business
- Increasing renewable electricity supply in municipal operations
- Reducing:
    - Citywide potable water consumption
    - Vehicle miles traveled (VMT)
    - On-road fuel use
    - Off-road fuel use
- Increasing:
    - Use of alternative fuels
    - Urban tree cover
- Diverting solid waste

4.6.3 SIGNIFICANCE DETERMINATION THRESHOLDS

Consistent with the 2016 PEIR and in substantial conformance with CEQA Guidelines Appendix G, impacts related to greenhouse gas emissions would be significant if the Project would:

- Generate GHG emissions that may have a significant impact on the environment (see Issue 1); and
- Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs (see Issue 2).

4.6.4 IMPACTS AND MITIGATION MEASURES

4.6.4 - Issue 1: GHG Emissions
Would the Project generate GHG emissions that may have a significant impact on the environment?

4.6.4 - Issue 2: Policies, Plans, and Regulations Intended to Reduce GHG Emissions
Would the Project conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of GHGs?

IMPACTS:

2016 PEIR

The potential impacts concerning greenhouse gas emissions consistency are discussed in 2016 PEIR Section 4.6.5 (Issue 1, page 4.6-15). The primary sources of direct and indirect GHG emissions were calculated for 2016 PEIR buildout. The 2016 PEIR emissions reflect the effects of statewide laws intended to reduce GHG emissions. Specifically, GHG emissions associated with each housing site were affected by the Energy Code, CalGreen Code, and statewide regulations on vehicles, fuels, and renewable energy requirements (e.g., Pavley I, LEV III, the Low Carbon Fuel Standard, and the Renewables Portfolio Standard). Additionally, housing sites located in proximity to transit or that proposed onsite mixed-uses would generate fewer vehicle miles traveled (VMT) than similar sites without access to transit or mixed-uses.

2016 PEIR buildout resulted in an increase in GHG emissions from existing conditions. The 2016 PEIR concluded that climate change occurs on a global scale and therefore quantifying the true effect of new GHG emissions caused by a single project or project's net increase in GHG when combined with other activities in the region is cumulatively considerable. Housing Strategy 3 resulted in the greatest overall emissions, but resulted in the lowest per capita emissions. The increase from the 2016 PEIR was not sufficiently informative or a reliable indicator of the significance of the project's GHG emissions. Compliance with regulatory programs intended to reduce GHG emissions was used to determine the significance of the 2016 PEIR emissions. Based on the analysis of regulatory programs, the 2016 PEIR concluded the project would result in significant GHG emissions impacts.

Regarding GHG policy consistency, the 2016 PEIR concluded that the project would not conflict with any State regulation to reduce GHG emissions, the most applicable plan (i.e., the Scoping Plan), nor policies as codified in AB 32 and stated in EO S-3-05 and B-30-15. The 2016 PEIR concluded implementation of the recommended mitigation measures would reduce the future development's GHG emissions to less than significant.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

The revised Project would have a significant impact if it would generate GHG emissions that may have a significant effect on the environment. The revised Project does not propose new residential or other development; rather, it provides capacity for future development consistent with State law. The Project proposes to retain the underlying General Plan land use designation for each candidate site, but add an R-30 Overlay that would increase the maximum density to 30 DU/AC. When compared to the adopted

General Plan maximum realistic yield (MRY), the Project's MRY could result in a net increase of as many as 2,303 DU (no change in non-residential land uses would occur).

Future development is expected to result in increased GHG emissions, largely due to increased vehicle miles traveled (VMT), as well as from construction activities, stationary area sources (i.e., natural gas consumption for space and water heating devices, landscape maintenance equipment operations, and use of consumer products), energy consumption, water supply, and solid waste generation. Increased GHG emissions could contribute to global climate change patterns and the adverse global environmental effects thereof. GHG emissions associated with future development include CO_2, N_2O, and CH_4.

Short-Term Construction GHG Emissions

Direct Project-related GHG emissions typically include emissions from construction and operational activities. Future development construction activities would result in direct CO_2, N_2O, and CH_4 emissions from construction equipment operations, as well as materials transport, and construction worker commutes to and from the construction site. Construction activities would consist of grading, demolition, excavation, cut-and-fill, paving, building construction, and application of architectural coatings. Construction activities would occur in incremental phases over time based upon numerous factors, including market demand, and economic and planning considerations. To provide a reference of typical construction-related GHG emissions associated with individual sites, construction emissions were modeled for the four candidate sites (Candidate Sites #9, #10, #3, and #2) with the largest areas, and greatest demolition volumes and MRY; see Table 4.6-2, *Typical Construction Greenhouse Gas Emissions*.

As indicated in Table 4.6-2, short-term construction GHG emissions would range between 24.49 and 31.03 metric tons of carbon dioxide equivalent per year ($MTCO_2e/yr$). If all four development projects were occurring at the same time, the total amortized construction GHG emissions would be approximately 110.04 MTCO2e/year. These values are an approximation for informational purposes and can vary widely depending upon the type and intensity of construction occurring at any given time.

TABLE 4.6-2: TYPICAL CONSTRUCTION GREENHOUSE GAS EMISSIONS

Pollutant[1]	Candidate Site[2] Potential GHG Emissions ($MTCO_2e/yr$)[3]			
	Candidate Site #9 (21.5 AC & 300 DU)[4,5]	Candidate Site #10 (16.9 AC & 296 DU)	Candidate Site #3 (7.6 AC & 228 DU)	Candidate Site #2 (6.9 AC & 208 DU)
CO_2	731.72	762.70	927.34	866.71
CH_4	0.12	0.12	0.15	0.13
CH_4 equivalent	2.98	3.02	3.63	3.22
N_2O	0.00	0.00	0.00	0.00
N_2O equivalent	0.00	0.00	0.00	0.00
Total[5]	734.70	765.72	930.97	869.93
Total (amortized over 30) years)	*24.49*	*25.52*	*31.03*	*29.00*

Notes:
1. CO_2 = carbon dioxide; CH_4 = methane; N_2O = nitrous oxide
2. Refer to Appendix B, *Candidate Sites Table*, for a listing and description of the candidate sites.
3. Based on California Emissions Estimator Model (CalEEMod) modeling results; refer to Appendix D, *Air Quality and Greenhouse Gas Emissions Data*, for detailed model input/output data.
4. DU = Dwelling Units
5. Carbon dioxide equivalent values calculated using the EPA Website, *Greenhouse Gas Equivalencies Calculator*, https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator, accessed May 7, 2018.
6. Totals may be slightly off due to rounding.

Long-Term Operational GHG Emissions

Appendix D contains the CalEEMod model outputs for mobile source, area source, energy source, solid waste, and water-related GHG emissions during future development operations. Operational GHG estimations are based on energy emissions from natural gas usage, electricity consumption, water demand, wastewater generation, solid waste generation, and automobile emissions. CalEEMod relies upon project-specific land use data to calculate emissions. To provide a reference of typical operational emissions associated with individual sites, construction emissions were modeled for the four candidate sites having the greatest MRY (i.e., Candidate Sites #9, #10, #3, and #2). Specific data for the types and amounts of future development was entered in CalEEMod to determine the GHG emissions anticipated for Candidate Site #9 and full Project buildout (i.e., 2,494 DU assuming development of all candidate sites). Table 4.6-3, *Long-Term Operational Greenhouse Gas Emissions*, shows the long-term GHG emissions associated with future development of the four sites and of all the candidate sites.

AREA SOURCE EMISSIONS

Area source emissions were calculated using CalEEMod and Project-specific land use data. As indicated in Table 4.6-3, Candidate Site #9 (largest site and MRY) and Project buildout would result in 214.77 $MTCO_2e/yr$ and 3,807.55 $MTCO_2e/yr$ of area source GHG emissions, respectively.

TABLE 4.6-3: LONG-TERM OPERATIONAL GREENHOUSE GAS EMISSIONS[1]						
Source	CO_2	CH_4		N_2O		Total Metric Tons of CO_2e[4]
	Metric Tons/Year[2]	Metric Tons/Year[2]	Metric Tons of CO_2e[3]	Metric Tons/Year[2]	Metric Tons of CO_2e[3]	
Candidate Site #9 (296 DU[5] and 743 persons forecast population)						
Area Source	213.43	0.01	0.19	0.00	1.15	214.77
Mobile Source	625.10	0.02	0.54	0.01	2.08	627.72
Energy	2,324.84	0.13	3.16	0.00	0.00	2,328.00
Solid Waste	13.82	0.82	20.42	0.00	0.00	34.24
Water Demand	112.00	0.51	12.68	0.01	3.81	128.48
Total Candidate Site #9 Emissions[4]	**3,289.19**	**1.48**	**36.98**	**0.02**	**7.03**	**3,333.20**
Total Candidate Site #9-Related Emissions[4]	**3,333.20 *MTCO₂e/yr (4.5 per capita)***					
Candidate Site #10 (296 DU[5] and 743 persons forecast population)						
Area Source	213.43	0.01	0.19	0.00	1.15	214.77
Mobile Source	625.10	0.02	0.54	0.01	2.08	627.72
Energy	2,324.84	0.13	3.16	0.00	0.00	2,328.00
Solid Waste	13.82	0.82	20.42	0.00	0.00	34.24
Water Demand	112.00	0.51	12.68	0.01	3.81	128.48
Total Candidate Site #10 Emissions[4]	**3,289.19**	**1.48**	**36.98**	**0.02**	**7.03**	**3,333.20**
Total Candidate Site #10-Related Emissions[4]	**3,333.20 *MTCO₂e/yr (4.5 per capita)***					
Candidate Site #3 (228 DU[5] and 570 persons forecast population)						
Area Source	164.40	0.01	0.15	0.00	0.88	165.43
Mobile Source	481.50	0.02	0.41	0.01	1.60	483.51
Energy	1,790.75	0.10	2.44	0.00	0.00	1,793.19
Solid Waste	10.64	0.63	15.73	0.00	0.00	26.37
Water Demand	86.27	0.39	9.77	0.01	2.93	98.96
Total Candidate Site #3 Emissions[4]	**2,533.57**	**1.14**	28.49	**0.02**	5.42	**2,567.47**
Total Candidate Site #3-Related Emissions[4]	**2,567.47 *MTCO₂e/yr (4.5 per capita)*[6]**					
Candidate Site #2 (208 DU[5] and 520 persons forecast population)						
Area Source	149.98	0.01	0.13	0.00	0.80	150.92
Mobile Source	439.26	0.02	0.38	0.00	1.46	441.10
Energy	1,633.67	0.09	2.22	0.00	0.00	1,635.89
Solid Waste	9.71	0.57	14.35	0.00	0.00	24.06
Water Demand	78.70	0.36	8.91	0.01	2.67	90.28
Total Candidate Site #2 Emissions[4]	**2,311.32**	**1.04**	**25.99**	**0.02**	**4.95**	**2,342.25**
Total Candidate Site #2-Related Emissions[4]	**2,342.25 *MTCO₂e/yr (4.5 per capita)*[6]**					

TABLE 4.6-3: LONG-TERM OPERATIONAL GREENHOUSE GAS EMISSIONS[1]						
Source	CO_2	CH_4		N_2O		Total Metric Tons of CO_2e[4]
	Metric Tons/Year[2]	Metric Tons/Year[2]	Metric Tons of CO_2e[3]	Metric Tons/Year[2]	Metric Tons of CO_2e[3]	
Project Buildout (2,494 DU[5] and 6,250 persons forecast population)						
Area Source	3,686.99	2.41	60.18	0.20	60.37	3,807.55
Mobile Source	5,266.64	0.18	4.51	0.06	17.52	5,288.68
Energy	19,588.31	1.07	26.64	0.00	0.00	19,614.94
Solid Waste	232.88	13.76	344.07	0.00	0.00	576.95
Water Demand	1,114.98	5.34	133.44	0.13	39.90	1,288.31
Total Project Buildout Emissions[4]	**29,889.79**	**22.75**	**568.84**	**0.40**	**117.80**	**30,576.44**
Total Project Buildout-Related Emissions[4]	***30,576.44 $MTCO_2e$/yr (4.9 per capita)***[6]					

Notes:
1. Refer to Appendix D, *Air Quality and Greenhouse Gas Emissions Data*, for detailed model input/output data.
2. Emissions calculated using the CalEEMod computer model; refer Appendix D, *Air Quality and Greenhouse Gas Emissions Data*.
3. Carbon dioxide equivalent values calculated using the EPA Website, Greenhouse Gas Equivalencies Calculator, https://www.epa.gov/energy/greenhouse-gas-equivalencies-calculator, accessed May 7, 2018.
4. Totals may be slightly off due to rounding.
5. Refer to Appendix B, *Candidate Sites Table*, for a listing and description of the candidate sites.
6. Per capita emissions = total emissions / forecast population; see Table 3-5, *Candidate Sites' Forecast Population*)

MOBILE SOURCE EMISSIONS

Mobile source GHG emissions were calculated using CalEEMod, default vehicular trip data, and Project-specific land use data. As indicated in Table 4.6-3, vehicular trips associated with Candidate Site #9 (largest site and MRY) and Project buildout would result in 627.72 $MTCO_2e$/yr and 5,288.68 $MTCO_2e$/yr of mobile source GHG emissions, respectively.

ENERGY CONSUMPTION EMISSIONS

Energy consumption emissions were calculated using CalEEMod and Project-specific land use data. San Diego Gas & Electric would provide electricity to the future development. As indicated in Table 4.6-3, Candidate Site #9 (largest site and MRY) and Project buildout would result in 2,328.00 MTCO2e/yr and 19,614.94 MTCO2e/yr of energy consumption emissions, respectively.

SOLID WASTE EMISSIONS

Solid waste emissions were calculated using CalEEMod and Project-specific land use data. Candidate Site #9 (largest site and MRY) and Project buildout would result in 34.24 $MTCO_2e$/yr and 576.95 $MTCO_2e$/yr of GHG emissions associated with solid waste, respectively; see Table 4.6-3.

WATER DEMAND EMISSIONS

San Dieguito Water District (SDWD) and Olivenhain Municipal Water District (OMWD) would be the purveyors of water to the future development. Candidate Site #9 (largest site) and Project buildout water

supply would result in 128.48 $MTCO_2e$/yr and 1,288.31 $MTCO_2e$/yr of GHG emissions associated with indirect energy consumption, respectively; see Table 4.6-3.

TOTAL OPERATIONAL EMISSIONS

As indicated in Table 4.6-3, the total GHG emissions from Candidate Site #9 (largest site) long-term operations would be approximately 3,333.20 $MTCO_2e$/yr, which would exceed the City's 900 $MTCO_2e$/yr interim screening threshold for individual projects. Since several other candidate sites would involve similar MRY, their operational emissions would similarly exceed significance thresholds. A future development with operational emissions below the interim screening threshold is considered to have a less than significant impact.

CAP REDUCTION STRATEGIES & GENERAL PLAN POLICIES

The City adopted its Climate Action Plan (CAP) in January 2018. In the CAP, the City has committed to a 41 percent reduction below the City's 2012 levels by 2030. The CAP includes numerous measures to reduce GHG emissions such as: reducing building energy consumption, reducing municipal operation energy consumption, achieving 100 percent renewable electricity supply in homes and business, increase renewable electricity supply in municipal operations, reduce citywide potable water consumption, reduce VMT, reduce on-road fuel use, increase use of alternative fuels, reduce off-road fuel use, divert solid waste, and increase urban tree cover. To achieve the GHG reduction target, the CAP primarily utilizes City measures and policy decisions. Although the CAP does not include specific measures, reduction targets, or thresholds for individual development projects, future development would experience reduced GHG emissions through compliance with CAP measures. The EGP Circulation Element and Resource Management Element polices outlined below inherently relate to GHG emissions. These policies promote infill development, higher density developments, improved circulation, VMT reduction strategies, encourage alternative transportation modes, and air quality policies that would further reduce GHG emissions. Compliance with EGP policies outlined below would reduce Project VMT by supporting integrated transportation programs, and helping plan for multi-modal transportation. Additional policies would implement emissions reduction strategies and encourage alternate energy systems.

STATE OF CALIFORNIA REDUCTION STRATEGIES

Additional GHG reductions would occur through compliance with regional and State programs such as the Renewable Portfolio Standard (RPS), California Building Energy Efficiency Standards (Title 24), Pavley Fuel Standards, and electric vehicle planning and infrastructure.

Conclusion

Future development of the candidate sites would occur in incremental phases over time based upon numerous factors, including market demand, and economic and planning considerations, among others. It is anticipated that existing City practices would reduce an individual project's construction GHG emissions to less than significant. However, it is unknown whether candidate site construction activities would occur concurrently, thus resulting in a cumulatively significant impact. Further, project-level variability and uncertainties concerning locations, detailed site plans, construction schedules/duration, equipment requirements, etc., among other factors, are presently unknown, making evaluation of an individual future development's precise GHG emissions too speculative (which CEQA discourages). Thus, because neither the degree of concurrent construction nor an individual future development's precise GHG emissions are known, it cannot be concluded with certainty that an individual project's GHG emissions would be adequately controlled or reduced to below regulatory thresholds. Without such

information, it is not possible to conclude that GHG emissions from an individual candidate site would be less than significant. Moreover, mitigation requiring that the Project reduce its MRY to levels that would result in GHG emissions below the significance thresholds is infeasible, given State law requires that the City accommodate their RHNA fair share of the region's housing needs, which cannot be achieved without the proposed rezoning and the future development. Depending on how development proceeds, GHG emissions associated with future development could exceed thresholds of significance.

The City's significance thresholds would be relied upon to determine the significance level of a future project's impacts associated with GHG emissions. Future development exceeding the City's approach requirements and thresholds of significance must conduct a project-level assessment of GHG emissions impacts (see proposed Mitigation Measure GHG-1 and Mitigation Measure GHG-2). Future development would be required to mitigate GHG emissions to below the City's thresholds of significance. A future development with GHG emissions below City thresholds is considered to have a less than significant impact.

Currently, there are no specific development proposals associated with the revised Project. Therefore, the degree and extent of future Project compliance with the EGP and/or CAP policies and implementation measures is yet unknown, and project-specific details necessary to calculate GHG emission reductions are not presently available. Future development would be subject to compliance with applicable CAP policies, as well as proposed Mitigation Measure GHG-1 and Mitigation Measure GHG-2 to reduce GHG emissions to below City significance thresholds. Nonetheless, the Project's GHG emissions shown in Table 4.6-3 would potentially exceed the City's 900 $MTCO_2e$/yr interim screening threshold. This exceedance would also potentially affect the City's ability to achieve City's 2030 CAP reduction target of 40 percent below 1990's GHG emissions levels (as also established by SB 32). In addition, the CAP does not account for GHG emissions generated by the revised Project. Mitigation Measure GHG-3 requires the CAP to be updated to mitigate the Project's citywide GHG impacts at the plan level. However, due to the GHG emissions associated with future development and the lack of specificity of future development, impacts associated with GHG emissions on a plan level would remain significant and unavoidable after implementation of mitigation.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

- CE Policy 1.15
- CE Policy 3.2
- CE Policy 3.4
- CE Policy 3.5
- CE Policy 3.6
- RME Policy 1.1
- RME Policy 1.10
- RME Policy 5.1
- RME Policy 6.1
- RME Policy 9.4
- RME Policy 13.1
- RME Policy 15.1
- RME Policy 15.2
- RME Policy 15.3

MITIGATION MEASURES:

The mitigation measures concerning greenhouse gas emissions/GHG emissions identified in 2016 PEIR Section 4.6.5 are presented below, inclusive of the additions/changes necessary for the revised Project (indicated by "~~deleted text~~" / "<u>underlined text</u>").

GHG-1: ~~Within six months of adopting the HEU, the City shall provide a revised land use plan to SANDAG to ensure that any revisions to the population and employment projections used in updating the SCS will accurately reflect anticipated growth due to the HEU.[1]~~ Prior to demolition, grading, or building permit approval, and in accordance with City and SDAPCD promulgated methodology protocols, a Greenhouse Gas Emissions Assessment shall be prepared for future developments that would exceed the applicable 900 metric tons of CO_2e interim screening threshold of significance (or those in place at the time of the development application). Future development shall mitigate GHG emissions to below this threshold.

GHG-2: To mitigate citywide GHG impacts at the program-level, the City shall update and adopt ~~a qualified climate action plan~~ the City's Climate Action Plan, as needed, within 20 months after the date the HEU becomes effective. The ~~c~~Climate ~~a~~Action ~~p~~Plan shall contain the following components:

1. The City's goals for reducing GHG emissions consistent with the statewide reduction goals outlined in Assembly Bill (AB) 32, Senate Bill (SB) 32 and expressed in Executive Orders S-03-05, and B-30-15;

2. Quantified community and municipal GHG emissions inventories for a baseline year and business as usual emissions ~~through 2050~~ consistent with the California Air Resources Board's 2017 Climate Change Scoping Plan;

3. Identification of emission reduction required to meet GHG emissions targets consistent with the California Air Resources Board's 2017 Climate Change Scoping Plan and related statewide policies and regulations; and

4. GHG reduction measures consisting of project-level implementation measures as well as citywide policies, standards, and programs. The project-level and citywide measures will be designed to achieve emissions reductions that would collectively meet or exceed the established GHG reduction targets in line with statewide goals expressed in AB 32, SB 32 and Executive Order B-30-15.

   Upon update of the Climate Action Plan, future development shall be reviewed for consistency with the CAP, and projects may utilize the project implementation checklist to ensure compliance with the City's GHG reduction targets.

GHG-3: ~~Until the adoption of a qualified climate action plan (or in the event a climate action plan is not adopted), a~~ All discretionary projects that exceed the CAPCOA 900 $MTCO_2E$ screening threshold shall prepare a project-specific GHG analysis that identifies an appropriate project-level significance threshold and project-specific mitigation measures. Mitigation measures that may be applied at the future project-level include, but are not limited to those identified in Table A ~~4.6-10 below~~ *Menu of Potential Project-Level GHG Reduction Measures*. The project-level analysis shall demonstrate that, with implementation of the applicable mitigation measures ~~identified in Table 4.6 that are applicable to the project~~, the project will not impede implementation of AB 32 or SB 32 ~~Executive Order B-30-15~~.

[1] The City adopted its Climate Action Plan (CAP) in January 2018, thus, has already complied with this measure.

GHG-3 TABLE A: MENU OF POTENTIAL PROJECT-LEVEL GHG REDUCTION MEASURES	
Feature	**Description**
Indoor Space Efficiencies	
Heating/Cooling Distribution System	Improve duct insulation 15% over standard requirement (2013 Title 24)
Space Heating/Cooling Equipment	High Efficiency HVAC (equivalent to SEER 15 AFUE or 8.5 HSPF)
Water Heaters	High Efficiency Water Heaters or, Solar Water Heater Systems or, Water Heater with Solar Pre-heat System
Daylighting	Daylighting is the ability of each room within the building to provide outside light during the day reducing the need for artificial lighting during daylight hours. Future development under the HEU, should strive for daylighting in all rooms within the living space through use of windows, solar tubes, skylights, etc.
Artificial Lighting	High Efficiency Lights (50% of in-unit fixtures are high efficacy) High efficacy is defined as 40 lumens/watt for 15 watts or less fixtures; 50 lumens/watt for 15-40 watt fixtures, 60 lumens/watt for fixtures >40watt)
Appliances	All multi-family developments will provide Energy Star ceiling fans, refrigerators, dishwashers, and laundry washing machines. Laundry washing machines include those provided for shared or common use.
Miscellaneous Residential Building Efficiencies	
Cal-Green Tier II	Demonstrate compliance with CalGreen Tier II standards.
Building Placement	North/South alignment of building or other building placement such that the orientation of the buildings optimizes natural heating, cooling, and lighting.
Shading	At least 90% of south-facing glazing will be shaded by vegetation or overhangs at noon on June 21.
Energy Star Homes	EPA Energy Star for Homes (version 3 or above).
Independent Energy Efficiency Calculations	Provide point values based upon energy efficiency modeling of the Project. Note that engineering data will be required documenting the energy efficiency and point values based upon the proven efficiency beyond Title 24 Energy Efficiency Standards.
Residential Renewable Energy Generation	
Photovoltaic	Solar Photovoltaic panels installed on individual homes or in collective neighborhood arrangements such that the total power provided augments 25 percent of the power needs of the project.

GHG-3 TABLE A: MENU OF POTENTIAL PROJECT-LEVEL GHG REDUCTION MEASURES	
Off-site renewable energy project	The applicant may submit a proposal to supply an off-site renewable energy project such as renewable energy retrofits of existing homes that will help implement renewable energy within the City. These off-site renewable energy retrofit project proposals will be determined on a case by case basis and must be accompanied by a detailed plan that documents the quantity of renewable energy the proposal will generate. Point values will be determined based upon the energy generated by the proposal.
Other Renewable Energy Generation	The applicant may have innovative designs or unique site circumstances that allow the project to generate electricity from renewable energy not provided in the table. The ability to supply other renewable energy and the point values allowed will be decided based upon engineering data documenting the ability to generate electricity.
Residential Water Conservation	
Irrigation and Landscaping	
Water Efficient Landscaping	Limit conventional turf to < 50% of required landscape area Limit conventional turf to < 25% of required landscape area No conventional turf (warm season turf to < 50% of required landscape area and/or low water using plants are allowed). Only California Native Plants that requires no irrigation or some supplemental irrigation.
Water Efficient irrigation systems	Weather based irrigation control systems or moisture sensors (demonstrate 20% reduced water use).
Recycled Water	Recycled connections (purple pipe) to irrigation system on site Water Reuse Graywater Reuse System collects Gray water from clothes washers, showers and faucets for irrigation use, Storm water Reuse Systems On-site storm water collection, filtration and reuse systems that provide supplemental irrigation water.
Potable Water	
Over all water reduction calculation	Achieve 25 percent reduction
Vehicle Trip Reduction Measures	
Mixed-Use	Mixes of land uses that complement one another in a way that reduces the need for vehicle trips can greatly reduce GHG emissions.
Residential Near Local Retail (Residential only Projects)	Having residential developments within walking and biking distance of local retail helps to reduce vehicle trips and/or vehicle miles traveled.
Bicycle Infrastructure	
Bicycle Infrastructure	Provide onsite bicycle-path linkages between residential and other land uses or a surrounding bicycle path network.
Renewable Fuel/Alternative Fuel Vehicles (Electric Vehicle Infrastructure)	
Electric Vehicle Recharging	Provide circuit and capacity in garages of residential units for use by an electric vehicle. Charging stations are for on-road electric vehicles legally able to drive on all roadways including Interstate Highways and freeways.

GHG-3 TABLE A: MENU OF POTENTIAL PROJECT-LEVEL GHG REDUCTION MEASURES	
Electric Vehicle Charging Stations	Include 1 electric vehicle charging station for every 50 parking spaces.
Construction and Demolition Debris Diversion Program	
Recycling of Construction/ Demolition Debris	All construction debris will be disposed of at a Construction, Debris, and Inert-material Recovery Facility

LEVEL OF SIGNIFICANCE: Significant Unavoidable Impact

4.1.5 SIGNIFICANT UNAVOIDABLE IMPACTS

Despite compliance with the established regulatory framework and recommended mitigation measures, Project implementation would result in significant and unavoidable impacts concerning the following:

- GHG emissions: The total GHG emissions from Candidate Site #9 (largest site) long-term operations would be approximately 3,333.20 $MTCO_2e$/yr, which would exceed the City's 900 $MTCO_2e$/yr interim screening threshold for individual projects. Since several other candidate sites would involve similar MRY, their operational emissions would similarly exceed significance thresholds.
- Compliance with the City's CAP: Although the Project would not directly conflict with the policies and reduction measures within the City's CAP, the potential exceedance of the City's interim screening threshold would potentially conflict with the City's ability to achieve the CAP's GHG emissions reduction targets. Impacts would be significant and unavoidable despite the implementation of Mitigation Measures GHG-1, GHG-2, and GHG-3 at the plan level.
- Cumulative GHG Emissions: Because GHG emission are global in nature, the Project's potential exceedance of the City's interim GHG screening threshold would also result in a cumulative impact despite compliance with the established regulatory framework and recommended mitigation measures.

4.1.6 SOURCES CITED

Ascent Environmental Inc., *City of Encinitas Climate Action*, January 2018.

California Air Pollution Control Officers Association, *CEQA and Climate Change*, January 2008.

California Air Resources Board (2007), California 1990 Greenhouse Gas Emissions Level and 2020 Emissions Limit, November 16, 2007.

California Air Resources Board (2014a), *California Greenhouse Gas Inventory for 2000 – 2012 – by Category as Defined in the 2008 Scoping Plan,* Last updated March 24, 2014. Accessed in March 11, 2015.

California Air Resources Board (2017), *Greenhouse Gas Emissions Inventory – Query Tool for years 2000 to 2015 (10th Edition),* Available at: https://www.arb.ca.gov/app/ghg/2000_2015/ghg_sector.php, Accessed on May 3, 2018.

4.7 HAZARDS AND HAZARDOUS MATERIALS

The environmental setting, regulatory framework, potential impacts, and mitigation measures concerning hazards and hazardous materials are discussed in 2016 PEIR Section 4.7.1 and hereby incorporated by reference. The additions/changes to those analyses necessary to make the 2016 PEIR applicable to the revised Project are presented below.

This Section identifies the existing environmental conditions in the affected area, identifies and analyzes the Project's potentially significant environmental impacts, and recommends measures to avoid/reduce construction/operational impacts. This Section addresses the Project's potential impacts concerning hazardous materials – use, transport, disposal, accidental release, and emissions near a school, hazardous materials – sites, emergency response and evacuation plans, and wildland fires.

4.7.1 EXISTING ENVIRONMENTAL SETTING

2016 PEIR

The existing environmental setting concerning hazards and hazardous materials is discussed in 2016 PEIR Section 4.7.1 (pages 4.7-1 through 4.7-10) and the additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

ADDITIONS/CHANGES SINCE 2016 PEIR

Hazardous Materials

An environmental database record search was completed for the 17 candidate sites and surrounding properties.[1] Potential hazardous materials locations were identified within an 0.125-mile radius of the candidate sites, as shown in Table 4.7-1, *Listed Hazardous Materials Sites*. There are no hazardous materials sites in the City of Encinitas included on the Cortese List (Department of Toxic Services, 2018).[2]

Wildland Fire Hazards

The City has adopted a Very High Fire Hazard Severity Zone (VHFHSZ) Map for its Local Responsibility Area (LRA) as depicted on Figure 4.7-1, *Very High Fire Hazard Severity Zone*. The following candidate sites are within the VHFHSZ zone:

- Leucadia: Candidate Site #2
- Cardiff: Candidate Sites #1, #10
- New Encinitas: Candidate Site #11, #AD1

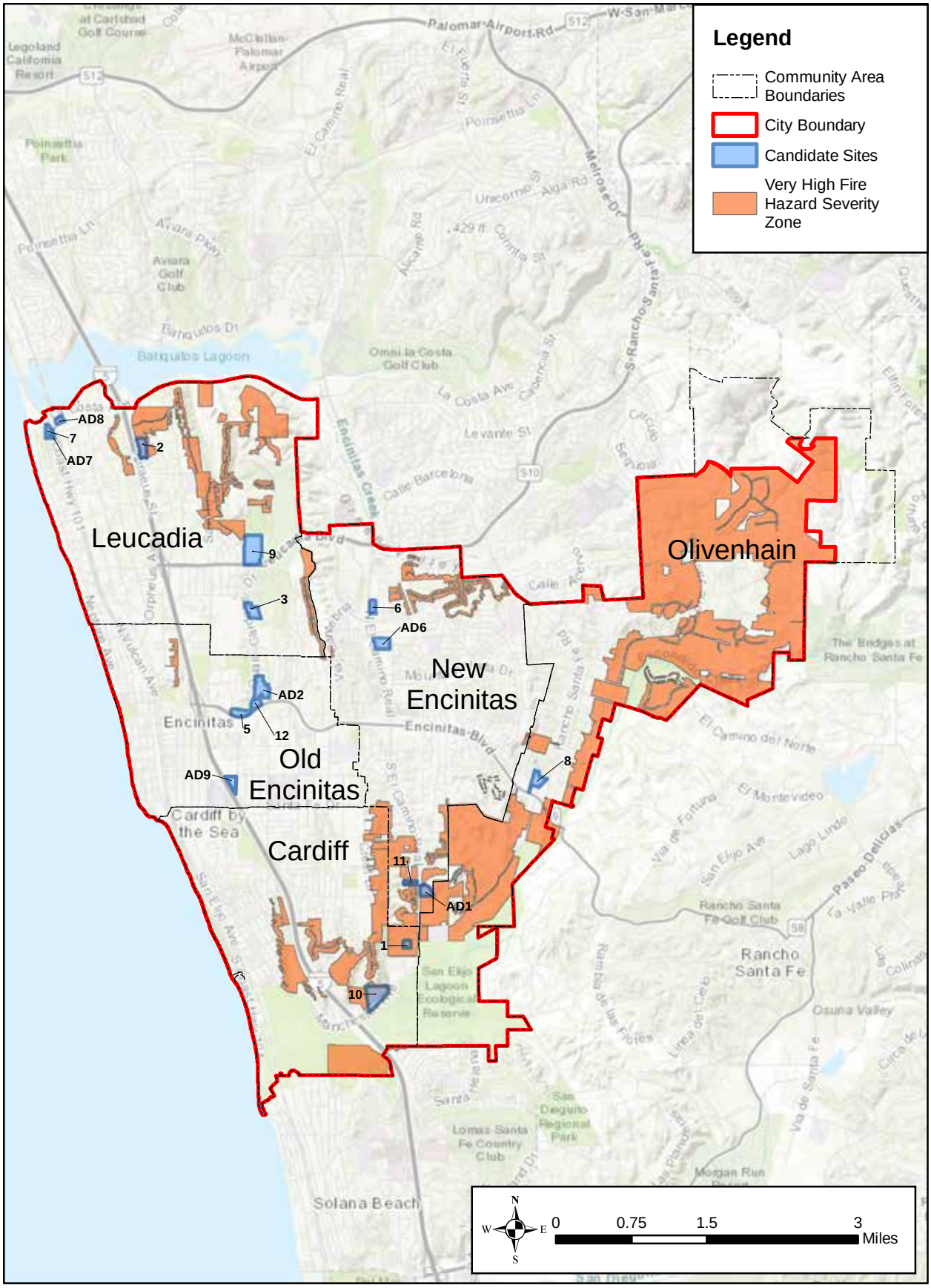
[1] GeoSearch, E RecSearch Reports, April 2018. Available for review at the City of Encinitas Planning and Building Department at 505 South Vulcan Avenue, Encinitas, California 92024.

[2] California Department of Toxic Substances Control Website, http://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST. Accessed April 23, 2018.

TABLE 4.7-1: LISTED HAZARDOUS MATERIALS SITES	
Candidate Site	**Database**
Leucadia	
Site #2 Piraeus Street Encinitas, CA 92024	No open case sites are listed on the Candidate Site or within 0.125-mile of the site[a,b,c]
Site #3 634 Quail Gardens Lane Encinitas, CA 92024	George's Wholesale Florist [a.] 634 Quail Gardens Drive, Encinitas, CA 92024. Listed on the San Diego County Hazardous Materials Management Division Database (HMMDD). No details reported; inspection date: 11/20/1995. Ecke Ranch Junior High School [a, b.] 499 Quail Gardens Drive, Encinitas, CA 92024. Listed on EnviroStor database (https://www.envirostor.dtsc.ca.gov/public accessed on April 19, 2018) as Inactive/Withdrawn. Past uses (agricultural row crops) may have the potential for pesticide application and contamination. Elevated levels of methane were detected. School District dropped site.
Site #7 1950 Highway 101 Encinitas, CA 92024	No open case sites are listed on the Candidate Site or within 0.125-mile of the site [a, b, c]
Site #9 1150 Quail Gardens Drive Encinitas, CA 92024	Residential Property [a, c.] Listed on SWRCB GeoTracker website (https://geotracker.waterboards.ca.gov accessed on April 19, 2018) as open inactive as of 12/1/2014. Potential contaminants of concern are diesel, gasoline, other petroleum, polynuclear aromatic hydrocarbons (PAHs). Potential media of concern is soil. Fox Point Farms [a.] 1150 Quail Gardens Drive, Encinitas, CA 92024. Listed on the San Diego County Hazardous Materials Management Division Database (HMMDD). No details reported; inspection date: 8/31/2007. Fox Point Plant Growers [a.] 1145 Sidonia Street, Encinitas, CA 92024. Listed on the San Diego County Hazardous Materials Management Division Database (HMMDD). No details reported; inspection date: 9/19/1997.
Site #AD7 1900 Highway 101 Encinitas, CA 92024	Handy Equipment Rentals/Rebel Rents/North Coast Lawnmower Inc./Toolshed Equipment Rentals [a.] 1900 N Highway 101., Encinitas, CA 92024. Listed on the San Diego County Hazardous Materials Management Division Database (HMMDD) and Hazardous Waste Tanner Summary (HWTS). No details reported; inspection date: 2/11/1997.
Site #AD8 1967 N. Vulcan Ave. Encinitas, CA 92024	Matteson Greenhouses Inc. [a.] 1967 N. Vulcan Ave., Encinitas, CA 92024. Listed on the San Diego County Hazardous Materials. No details reported; inspection date: 10/15/2003.
Old Encinitas	
Site #5 550 and 695 Encinitas	Deed Restricted Parcel #58 [a.] Quail Gardens, Encinitas, CA 92024.

TABLE 4.7-1: LISTED HAZARDOUS MATERIALS SITES	
Candidate Site	**Database**
Boulevard; Encinitas Boulevard; Quail Gardens Drive Encinitas, CA 92024	Listed on Facility Registry System (FRSCA), Cleanup Sites and Waste Management Unit Database (WMUDS). Land Disposal Site. No details reported. Open case begin date: 1/3/2005.
Site #12 630 Encinitas Boulevard Encinitas, CA 92024	CAM-MAR Growers, Inc. [a.] 630 Encinitas Blvd, Encinitas, CA 92024. Listed on the San Diego County Hazardous Materials Management Division Database (HMMDD), Hazardous Waste Tanner Summary (HWTS), Historic UST, FRSCA, Enforcement and Compliance History Information and the Resource Conservation and Recovery Act (RCRA) databases. No violations reported; last updated date: 6/27/2002. Quail Meadows [a, c.] 185 Quail Gardens Drive, Encinitas, CA 92024. Listed on State Water Resources Control Board (SWRCB) GeoTracker website (https://geotracker.waterboards.ca.gov accessed on April 19, 2018) as open active as of 9/19/2017. Correspondence and documents indicate that there is shallow contaminated soil from historical use of property as a nursery.
Site #AD2 185, 195, and 225 Quail Gardens Drive; Mays Hollow Lane; Quail Gardens Drive; Encinitas Boulevard Encinitas, CA 92024	Quail Meadows [a, c.] 185 Quail Gardens Drive, Encinitas, CA 92024. Listed on State Water Resources Control Board (SWRCB) GeoTracker website (https://geotracker.waterboards.ca.gov accessed on April 19, 2018) as open active as of 9/19/2017. Correspondence and documents indicate that there is shallow contaminated soil from historical use of property as a nursery. CAM-MAR Growers, Inc. [a, c.] 185 Quail Gardens Drive, Encinitas, CA 92024. Listed on SWRCB GeoTracker website (https://geotracker.waterboards.ca.gov accessed on April 19, 2018) as case closed as of 7/20/1994.
Site #AD9 1050 Regal Rd. Encinitas, CA 92024	Verizon Wireless I-5 Encinitas [a.] 1050 Regal Road, Encinitas, CA 92024. Listed on the San Diego County HMMDD, and FRSCA databases. No details reported; inspection date: 10/30/2014.
Cardiff	
Site #1 3459 Manchester Ave. Encinitas, CA 92024	No open case sites are listed on the Candidate Site or within 0.125-mile of the site [a, b, c]
Site #10 No address	Williamson Produce-AWM [a.] 3111 Manchester Ave., Encinitas, CA 92024. Listed on the San Diego County HMMDD, and FRSCA databases. Hazardous Materials Information: dry nitrogen fertilizer. No other details reported.
New Encinitas	
Site #6 El Camino Real Encinitas, CA 92024	Armstrong Garden Center [a.] 701 North El Camino Real, Encinitas, CA 92024. Listed on the San Diego County HMMDD. No details reported. Cingular/Cricket Communications [a.] 780 Garden View Court, Encinitas, CA 92024.

TABLE 4.7-1: LISTED HAZARDOUS MATERIALS SITES	
Candidate Site	**Database**
	Listed on the San Diego County HMMDD. No details reported; inspection date: 2/16/2011. Encinitas Endodontic Specialists [a.] 760 Garden View Court, Encinitas, CA 92024. Listed on the San Diego County HMMDD, and FRSCA databases. No other details reported. Inspection date: 7/14/2009. Smiles By Design [a.] 740 Garden View Court, Encinitas, CA 92024. Listed on the San Diego County HMMDD, and FRSCA databases. No other details reported. Inspection date: 6/5/2007.
Site #11 El Camino Real Encinitas, CA 92024	Carlos Floral Company [a.] 1544 South El Camino Real, Encinitas, CA 92024. Listed on the San Diego County HMMDD, and FRSCA databases. No other details reported. Inspection date: 6/1/2010.
Site #AD1 Sage Canyon Drive Encinitas, CA 92024	No open case sites are listed on the Candidate Site or within 0.125-mile of the site [a, b, c]
Site #AD6 331, 333, 335, 337 N. El Camino Real Encinitas, CA 92024	Michaels Stores/Big Lots/Quest Diagnostics [a.] 333 North El Camino Real, Encinitas, CA 92024. Listed on the San Diego County HMMDD, HWTS, and FRSCA databases. No violations reported; last updated date: 1/13/2005.
Olivenhain	
Site #8 2220, 2228, 2230 Encinitas Boulevard; Rancho Santa Fe Drive Encinitas, CA 92024	Celia Hammond [a.] 2230 Encinitas Blvd., Encinitas, CA 92024. Listed on the Clandestine Drug Lab and HWTS databases. Lab Type: Illegal Drug Lab – Location where and illegal drug lab was operated or drug lab equipment and/or materials were stored. Waste Category: Aqueous Solution with Total Organic Residues Less Than 10 Percent. Disposal Method: Storage, Bulking and/or Transfer Off-Site No Treatment/ Recovery Year: 2006.
Notes: a. GeoSearch Report b. EnviroStor: EnviroStor Cleanup Sites. c. GeoTracker Cleanup Sites.	



Source: RECON, GIS.

4.7.2 REGULATORY FRAMEWORK

2016 PEIR

The regulatory framework concerning hazards and hazardous materials is discussed in 2016 PEIR Section 4.7.2 (pages 4.7-10 through 4.7-17) and the additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

ADDITIONS/CHANGES SINCE 2016 PEIR

2016 California Fire Code

The 2015 International Fire Code and 2016 California Fire Code, including Appendix I, as published by the International Code Council, is the City of Encinitas' adopted Fire Code. Encinitas Municipal Code (EMC) Title 10.04.010 adopts the 2016 California Fire Code.

City of Encinitas Emergency Response

The Encinitas Fire Department (EFD) provides emergency response throughout the City. The 2016 PEIR noted that the national standard adopted by the National Fire Protection Association requires an initial response within 6 minutes and 20 seconds (90 percent of the time). As discussed in Section 4.12, *Public Services and Recreation*, in 2016, the EFD's average response time for the City was 4 minutes and 42 seconds. The Disaster Preparedness Division of the Fire Department develops emergency procedures, activities and disaster operation plans to be implemented in a natural or man-made emergency.

4.7.3 SIGNIFICANCE DETERMINATION THRESHOLDS

Consistent with the 2016 PEIR and in substantial conformance with CEQA Guidelines Appendix G, impacts related to hazards and hazardous materials would be significant if the Project would:

- Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials (see Issue 1);
- Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment (see Issue 2);
- Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school (see Issue 3);
- Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5 and, as a result, would create a significant hazard to the public or environment (see Issue 4);
- Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan (see Issue 5); or
- Exacerbate a significant risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas, within brush fire management zones, or where residences are intermixed with wildlands (see Issue 6).

4.7.4 IMPACTS AND MITIGATION MEASURES

4.7.4 - Issues 1, 2, and 3: Hazardous Materials – Use, Transport, Disposal; Accidental Release; and Emissions near a School

Impacts related to hazards and hazardous materials would be significant if the project would create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials; create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; or emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25-mile of an existing or proposed school.

IMPACTS:

2016 PEIR

The potential impacts concerning hazards and hazardous materials/hazardous materials – use, transport, disposal; accidental release; and emissions near a school are discussed in 2016 PEIR Section 4.7.5 (Issues 1, 2, and 3 on pages 4.7-19 through 4.7-24), and are summarized below.

Routine Use, Transport, and Disposal

The 2016 PEIR noted that the HEU does not propose construction of housing or other development; rather, it provides capacity for future development consistent with State Housing Element Law. Demolition and construction activities at the housing sites could require transport of hazardous materials (e.g., asbestos-containing materials [ACMs], lead-based paint [LBPs], and/or contaminated soils). This transport would be limited in duration. Compliance with handling measures is required by the City, County of San Diego Department of Environmental Health (DEH), and the San Diego Air Pollution Control District (SDAPCD) during construction and operational phases of future projects. These measures include standards and regulations regarding the storage, handling, and use of hazardous materials.

The 2016 DEIR concluded that future development would not involve ongoing or routine use of substantial quantities of hazardous materials during operations. Only small quantities of hazardous materials would be anticipated including cleaning solvents, fertilizers, pesticides, and other materials used in regular maintenance. In addition, Hazardous Materials Business Plans (HMBP) are required of businesses that handle hazardous substances in amounts greater than or equal to specified thresholds to minimize hazards to human health and the environment from unplanned, accidental releases of hazardous substances into the air, soil, or surface water. An HMBP includes an emergency response program to manage emergencies at the given facility and prepare response personnel for a variety of conditions. Impacts would be less than significant following compliance with applicable Federal, State, and local regulations, including EGP policies.

Accidental Release

The 2016 PEIR concluded that development would result in potentially significant impacts related to accidental release of hazardous materials. The 2016 PEIR identified sites that may have been exposed to contamination from current or prior uses such as gas stations and agricultural land use. A total of 21 sites were listed on, or within 0.125-mile of, hazardous materials sites. Other properties may also have undocumented on-site contaminants from building materials/underground contaminants. Analysis concluded that development on contaminated sites could pose a significant hazard to the public or

environment if hazardous soils or materials are not properly handled and removed from the site prior to grading and construction. The 2016 PEIR concluded that with proper use and disposal, impacts would be less than significant following compliance with applicable Federal, State, and local regulations, including EGP policies.

Emissions Near Schools

The 2016 PEIR identified three housing sites with listed hazardous materials sites within 0.25-mile of a school. There could also be additional properties with currently unknown contaminants both subsurface and within existing structures that may pose a hazardous threat. Because schools are located within 0.25-mile of housing sites, as well as the uncertainty of where future schools may be sited, analysis concluded there would be potentially significant impacts associated with hazardous emissions. The 2016 PEIR concluded that adherence to applicable regulations would reduce potential impacts associated with the accidental release of hazardous materials to less than significant.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

Routine Use, Transport, and Disposal

The HEU does not propose new residential development; rather, it provides capacity for future development consistent with State law. The Project proposes to retain the underlying EGP land use designations for each candidate site, but would add an R-30 Overlay Zone that would increase the maximum density to 30 DU/AC. During the construction phase, demolition and construction activities at the candidate sites could require transport of hazardous materials (e.g., ACMs, LBPs, and/or contaminated soils). Compliance with City, DEH, and SDAPCD requirements concerning handling hazardous materials during project construction and operations would be required. These measures include standards and regulations concerning storage, handling, and use of hazardous materials.

The future residential development would not involve ongoing/routine use of reportable quantities of hazardous materials during operations. Only small quantities of hazardous materials would be anticipated including cleaning solvents, fertilizers, pesticides, and other materials used in regular maintenance. Impacts would be less than significant following compliance with applicable Federal, State, and local regulations, including EGP policies.

Accidental Release

As previously addressed, several listed hazardous materials sites are located on or proximate to the candidate sites. As identified in Table 4.7-2, *Candidate Sites Identified as Containing Hazardous Materials*, development would result in potentially significant impacts related to accidental release of hazardous materials. Specifically, development on Candidate Sites #5, #9, #8, #12, #AD2, #AD6, #AD7, #AD8, and #AD9 could result in exposure to contamination from current or prior uses such as gas stations and agricultural uses. Other properties may also have undocumented on-site contaminants from building materials and/or underground contaminants. Development on contaminated sites could pose a significant hazard to the public or environment, if hazardous soils or materials are not properly handled and removed from the site prior to grading and construction. Other sites are within 0.125-mile of hazardous materials sites and, therefore, could pose a potentially significant hazard to future development. With proper use

and disposal, impacts would be less than significant following compliance with applicable Federal, State, and local regulations, including EGP policies.

TABLE 4.7-2: CANDIDATE SITES IDENTIFIED AS CONTAINING HAZARDOUS MATERIALS

Candidate Site	Hazardous Material Site (Including Former Agricultural Use)?	
	On-Site	Within 0.125 Miles
Leucadia		
Site #2	No	No
Site #3	No	Yes
Site #7	No	No
Site #9	Yes	Yes
Site #AD7	Yes	No
Site #AD8	Yes	No
Old Encinitas		
Site #5	Yes	No
Site #12	Yes	Yes
Site #AD2	Yes	No
Site #AD9	Yes	No
Cardiff		
Site #1	No	No
Site #10	No	Yes
New Encinitas		
Site #6	Yes	Yes
Site #11	Yes	Yes
Site #AD1	No	No
Site #AD6	Yes	No
Olivenhain		
Site #8	Yes	No
Source: GeoSearch Reports, 2018.		

EMISSIONS NEAR SCHOOLS

As identified in Table 4.7-3, *School Sites Within 0.25-Mile of Candidate Sites Identified as Containing Hazardous Materials*, Candidate Sites #5, #8, #11, #12, #AD1, and #AD2 contain listed hazardous materials sites within 0.25-mile of an existing school. There could also be additional properties with currently unknown contaminants both subsurface and within existing structures that may pose a hazardous threat. Because schools are located within 0.25-mile of candidate sites, as well as the uncertainty of where future schools may be sited, there would be potentially significant impacts associated with hazardous emissions. Adherence to Municipal Code § 30.40.010, California Hazardous Waste Control Law, California Health and Safety Code, California Fire Code, and Federal Resource Conservation and Recovery Act (RCRA) regulations would reduce potential impacts associated with the accidental release of hazardous materials to less than significant.

TABLE 4.7-3: SCHOOL SITES WITHIN 0.25-MILE OF CANDIDATE SITES IDENTIFIED AS CONTAINING HAZARDOUS MATERIALS	
Candidate Site	**School**
Old Encinitas	
Site #5	Pacific Academy
Site #12	Pacific Academy
Site #AD2	Pacific Academy
New Encinitas	
Site #11	The Grauer School
Site #AD1	The Grauer School
Olivenhain	
Site #8	Rhoades School
Source: GeoSearch Reports, 2018.	

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- PSE Policy 1.13
- PSE Policy 2.4
- PSE Policy 3.2
- CE Policy 1.13
- CE Policy 2.4
- CE Policy 3.2

MITIGATION MEASURES:

The mitigation measures concerning hazards and hazardous materials identified in the 2016 PEIR Section 4.7 are presented below, inclusive of the additions/changes necessary for the revised Project (indicated by "underlined text").

HAZ-1 Future projects on Candidate Sites #5, #6, #8, #9, #11, #12, #AD2, #AD6, #AD7, #AD8, #AD9 shall be required to identify potential conditions, which require further regulatory oversight and demonstrate compliance based on the following measures prior to issuance of any permits:

A. A Phase I Environmental Site Assessment (ESA) shall be completed in accordance with the American Society of Testing and Materials (ASTM) Standards. If hazardous materials are identified requiring remediation, a Phase II ESA and remediation effort shall be conducted in conformance with Federal, State, and local regulations.

B. If the Phase II ESA identifies the need for remediation, then the following shall occur prior to the issuance of grading permits:

1. The applicant shall retain a qualified environmental engineer to develop a soil and/or groundwater management plan to address the notification, monitoring, sampling, testing, handling, storage, and disposal of contaminated media or substances (soil, groundwater). The qualified environmental consultant shall monitor excavations and grading activities in accordance with the plan. The

groundwater management and monitoring plans shall be approved by the City prior to development of the site.

2. The applicant shall submit documentation showing that contaminated soil and/or groundwater on proposed development parcels have been avoided or remediated to meet cleanup requirements established by appropriate local regulatory agencies (Regional Water Quality Control Board [RWQCB]/DTSC/DEH) based on the future planned land use of the specific area within the boundaries of the site (i.e., commercial, residential), and that the risk to human health of future occupants of these areas therefore has been reduced to below a level of significance.
3. The applicant shall obtain written authorization from the appropriate regulatory agency (RWQCB/DTSC/DEH) confirming the completion of remediation. A copy of the authorization shall be submitted to the City to confirm that all appropriate remediation has been completed and that the proposed development parcel has been cleaned up to the satisfaction of the regulatory agency. In the situation where previous contamination has occurred on a site that has a previously closed case or on a site included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5, the DEH shall be notified of the proposed land use.
4. All cleanup activities shall be performed in accordance with all applicable Federal, State, and local laws and regulations, and required permits shall be secured prior to commencement of construction to the satisfaction of the City and compliance with applicable regulatory agencies such as but not limited to the Encinitas Municipal Code.

LEVEL OF SIGNIFICANCE: Less Than Significant With Mitigation Incorporated

4.7.4 - Issue 4: Hazardous Materials – Sites

Impacts related to hazards and hazardous materials would be significant if the project would be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or environment.

IMPACTS:

2016 PEIR

The potential impacts concerning development of a housing, site which is included on a hazardous materials site pursuant to Government Code § 65962.5 (Cortese List) was discussed in 2016 PEIR 4.7.6 (Issue 4, on page 4.7-26). No Cortese List sites were present on the housing sites evaluated in the 2016 PEIR. The 2016 PEIR concluded no impacts would occur.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

There are no properties in the City of Encinitas on the Cortese list, inclusive of the candidate sites. Therefore, no impact would occur concerning a project site included on a list of hazardous materials sites compiled pursuant to Government Code § 65962.5.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

No General Plan policies are applicable.

MITIGATION MEASURES:

No mitigation measures were identified in 2016 PEIR Section 4.7.6 and none are necessary for the Project.

LEVEL OF SIGNIFICANCE: No Impact

4.7.4 - Issue 5: Emergency Response and Evacuation Plans

Impacts related to hazards and hazardous materials would be significant if the project would impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

IMPACTS:

2016 PEIR

The potential impacts concerning emergency response and evacuation plans are discussed in 2016 PEIR Section 4.7.7 (Issue 5, page 4.7-27) and are summarized below. The 2016 PEIR noted that buildout of the housing sites would increase density and create new mixed-use development in certain areas of the City resulting in greater population concentrations within the identified neighborhoods. This could result in an increased demand on emergency evacuation. No changes in the City's existing circulation network were proposed. No land uses were proposed that would impair the implementation of or physically interfere with the City's emergency tsunami or wildfire evacuation plans; or that would conflict with the countywide Multi-Jurisdictional Hazard Mitigation Plan's (MHMP) specific hazard mitigation goals, objectives, and related potential actions. It was noted that all future projects on housing sites would be reviewed and approved by the EFD prior to issuance of building permit. The 2016 PEIR concluded that the HEU would not conflict with an emergency response plan; impacts would be less than significant and no mitigation was required.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

The addition of the candidate sites would not change the findings of the 2016 PEIR. The HEU would result in a less than significant impact future projects' potential to impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- PSE Policy 2.4
- PSE Policy 2.5
- PSE Policy 3.2

MITIGATION MEASURES:

No mitigation measures were identified in 2016 PEIR Section 4.7.7 and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.7.4 - Issue 6: Wildland Fires

Impacts related to hazards and hazardous materials would be significant if the project would exacerbate the risk of loss, injury, or death involving wildland fires, including where wildlands are adjacent to urbanized areas, within brush fire management zones, or where residences are intermixed with wildlands.

IMPACTS:

2016 PEIR

The potential impacts of wildland fires are discussed in 2016 PEIR Section 4.7.8 (Issue 6, on page 4.7-28) and are summarized below. The 2016 PEIR identified three housing sites near open space and within the City's designated VHFHSZ. Analysis concluded that locating residential land uses adjacent to or within a high fire hazard area could result in increased fire related risk to people and structures. Future development would be required to comply with applicable City requirements including provisions for brush clearance and plant materials. Adherence to the State and local fire codes and City Design Guidelines would reduce risks in conjunction with future development related to wildland fire to less than significant. No mitigation was required.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

As previously noted, the following candidate sites are within the VHFHSZ zone:

- Leucadia: Candidate Site #2
- Cardiff: Candidate Sites #1 and #10

- New Encinitas: Candidate Sites #11 and #AD1

No changes to the 2016 PEIR's findings are required. Adherence to the State and local fire codes and City Design Guidelines would ensure future development would not exacerbate a significant risk involving wildland fires. Impacts would be less than significant in this regard. No mitigation is required.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- PSE Policy 1.13
- PSE Policy 2.5

MITIGATION MEASURES:

No mitigation measures were identified in 2016 PEIR Section 4.7.8 and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.7.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts concerning hazards and hazardous materials have been identified following compliance with the established regulatory framework, EGP policies, and recommended mitigation measures.

4.7.6 SOURCES CITED

California Department of Toxic Substances Control Website, http://www.envirostor.dtsc.ca.gov/public/search.asp?cmd=search&reporttype=CORTESE&site_type=CSITES,OPEN,FUDS,CLOSE&status=ACT,BKLG,COM&reporttitle=HAZARDOUS+WASTE+AND+SUBSTANCES+SITE+LIST. Accessed April 23, 2018.

GeoSearch. *E RecSearch Report for Target Property 01, 3459 Manchester Avenue, Encinitas, California.* April 14, 2018. Prepared for Kimley-Horn and Associates, Inc.

GeoSearch. *E RecSearch Report for Target Property AD01, Sage Canyon Drive, Encinitas, California.* April 16, 2018. Prepared for Kimley-Horn and Associates, Inc.

GeoSearch. *E RecSearch Report for Target Property 02, Piraeus Street, Encinitas, California.* April 14, 2018. Prepared for Kimley-Horn and Associates, Inc.

GeoSearch. *E RecSearch Report for Target Property AD02, 185, 195 and 225 Quail Gardens Drive, Mays Hollow Lane, and Encinitas Boulevard, Encinitas, California.* April 13, 2018. Prepared for Kimley-Horn and Associates, Inc.

GeoSearch. *E RecSearch Report for Target Property 03, 634 Quail Gardens Lane, Encinitas, California.* April 12, 2018. Prepared for Kimley-Horn and Associates, Inc.

GeoSearch. *E RecSearch Report for Target Property 05, 550 and 696 Encinitas Boulevard and Quail Gardens Drive, Encinitas, California.* April 13, 2018. Prepared for Kimley-Horn and Associates, Inc.

GeoSearch. *E RecSearch Report for Target Property 06, El Camino Real, Encinitas, California.* April 16, 2018. Prepared for Kimley-Horn and Associates, Inc.

GeoSearch. *E RecSearch Report for Target Property AD06, 331, 333, 335 and 337 N. El Camino Real, Encinitas, California.* April 16, 2018. Prepared for Kimley-Horn and Associates, Inc.

GeoSearch. *E RecSearch Report for Target Property 07, 1950 Highway 101, Encinitas, California.* April 12, 2018. Prepared for Kimley-Horn and Associates, Inc.

GeoSearch. *E RecSearch Report for Target Property AD07, 1900 Highway 101, Encinitas, California.* April 12, 2018. Prepared for Kimley-Horn and Associates, Inc.

GeoSearch. *E RecSearch Report for Target Property 08, 2220, 2228 and 2230 Encinitas Boulevard and Rancho Santa Fe Drive, Encinitas, California.* April 16, 2018. Prepared for Kimley-Horn and Associates, Inc.

GeoSearch. *E RecSearch Report for Target Property AD08, 1967 N. Vulcan Avenue, Encinitas, California.* April 12, 2018. Prepared for Kimley-Horn and Associates, Inc.

GeoSearch. *E RecSearch Report for Target Property 09, 1150 Quail Gardens Drive, Encinitas, California.* April 12, 2018. Prepared for Kimley-Horn and Associates, Inc.

GeoSearch. *E RecSearch Report for Target Property AD09, 1050 Regal Road, Encinitas, California.* April 16, 2018. Prepared for Kimley-Horn and Associates, Inc.

GeoSearch. *E RecSearch Report for Target Property 10, Encinitas, California.* April 16, 2018. Prepared for Kimley-Horn and Associates, Inc.

GeoSearch. *E RecSearch Report for Target Property 11, El Camino Real, Encinitas, California.* April 16, 2018. Prepared for Kimley-Horn and Associates, Inc.

GeoSearch. *E RecSearch Report for Target Property 12, 630 Encinitas Boulevard, Encinitas, California.* April 13, 2018. Prepared for Kimley-Horn and Associates, Inc.

4.8 HYDROLOGY AND WATER QUALITY

The environmental setting, regulatory framework, potential impacts, and mitigation measures concerning hydrology and water quality are discussed in 2016 PEIR Section 4.8 and hereby incorporated by reference. The additions/changes to those analyses necessary to make the 2016 PEIR applicable to the revised Project are presented below.

This Section identifies the existing environmental conditions in the affected area, identifies and analyzes the Project's potentially significant environmental impacts, and recommends mitigation measures to avoid/reduce future projects' construction and operational impacts. This Section addresses the Project's potential impacts concerning water quality, groundwater, drainage patterns/runoff, and flooding/ inundation.

4.8.1 EXISTING ENVIRONMENTAL SETTING

2016 PEIR

The existing environmental setting concerning hydrology and water quality is discussed in 2016 PEIR Section 4.8.1 (pages 4.8-1 through 4.8-9) and the additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

ADDITIONS/CHANGES SINCE 2016 PEIR

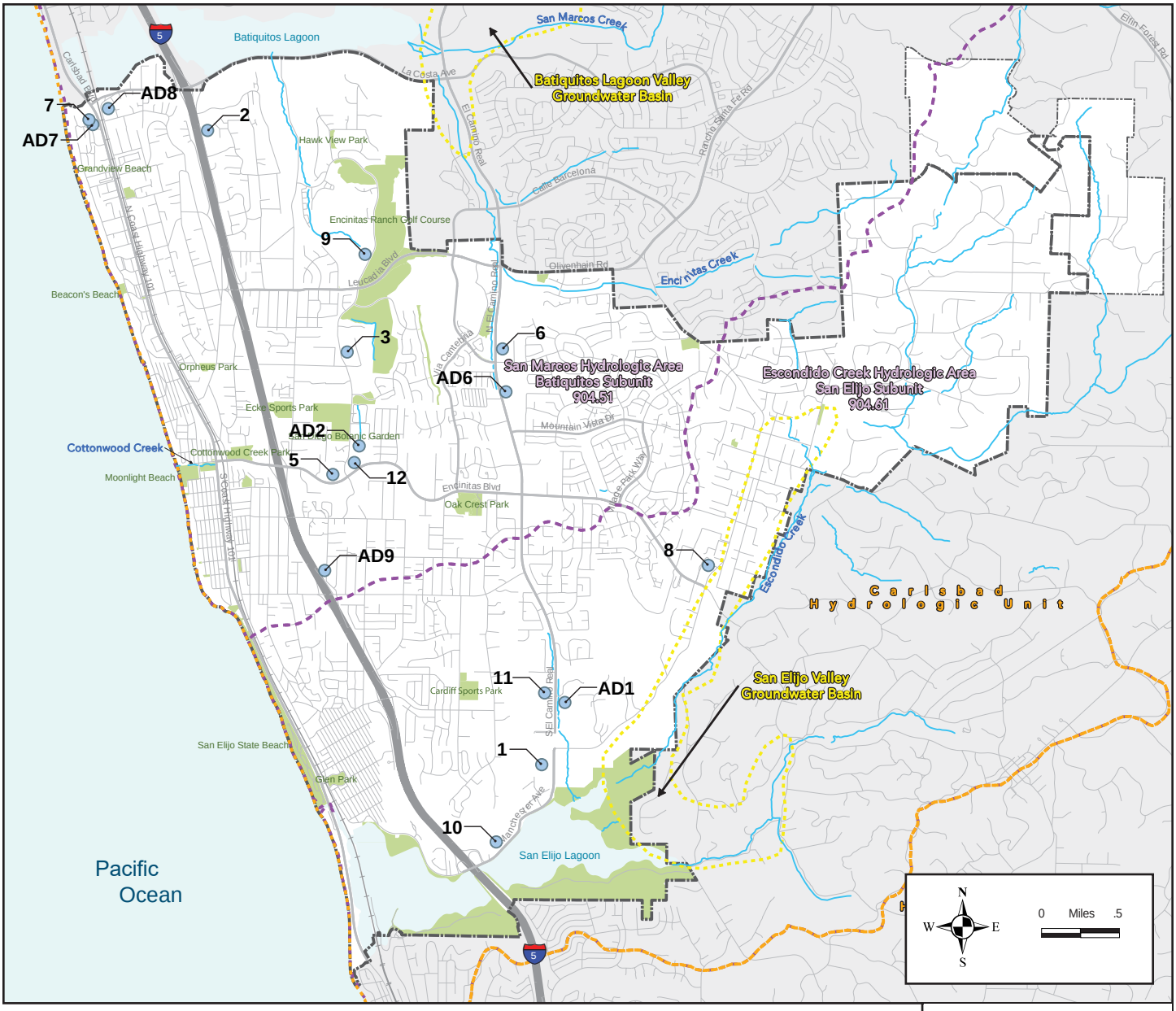
Hydrology: Surface Water and Watershed

Surface water features and watershed features are depicted on Figure 4.8-1, *Hydrological Features*. The City is entirely within the Carlsbad Hydrological Unit watershed, with the northern portion of the City within the San Marcos Hydrological Area, Batiquitos Subunit, and the southern portion within the Escondido Creek Hydrological Area, San Elijo Subunit. Creek and lagoon locations are also shown on Figure 4.8-1. No changes to the watersheds or water features have occurred since the 2016 PEIR.

Hydrology: Flood Hazard

The Federal Emergency Management Agency's (FEMA) primary missions are to reduce the loss of life and property and protect the nation from all hazards, including flooding. Flood zones are geographic areas that FEMA has defined according to varying levels of flood risk. These zones are depicted on a community's Flood Insurance Rate Map (FIRM) or Flood Hazard Boundary Map. Each zone reflects the severity or type of flooding in the area. Portions of the City are within a FEMA 100-year flood zone and the 10-year flood zone. Figure 4.8-2, *Flood Hazards*, identifies the candidate sites within or immediately adjacent to a 100-year flood zone or dam inundation area.

Portions of the City are also within a dam inundation area. Dam inundation areas are downstream areas subject to flooding or other effects during large storm events. Dam inundation areas are subject to the uncontrolled release of an upstream reservoir as well as events leading to breaks in levees or dams.



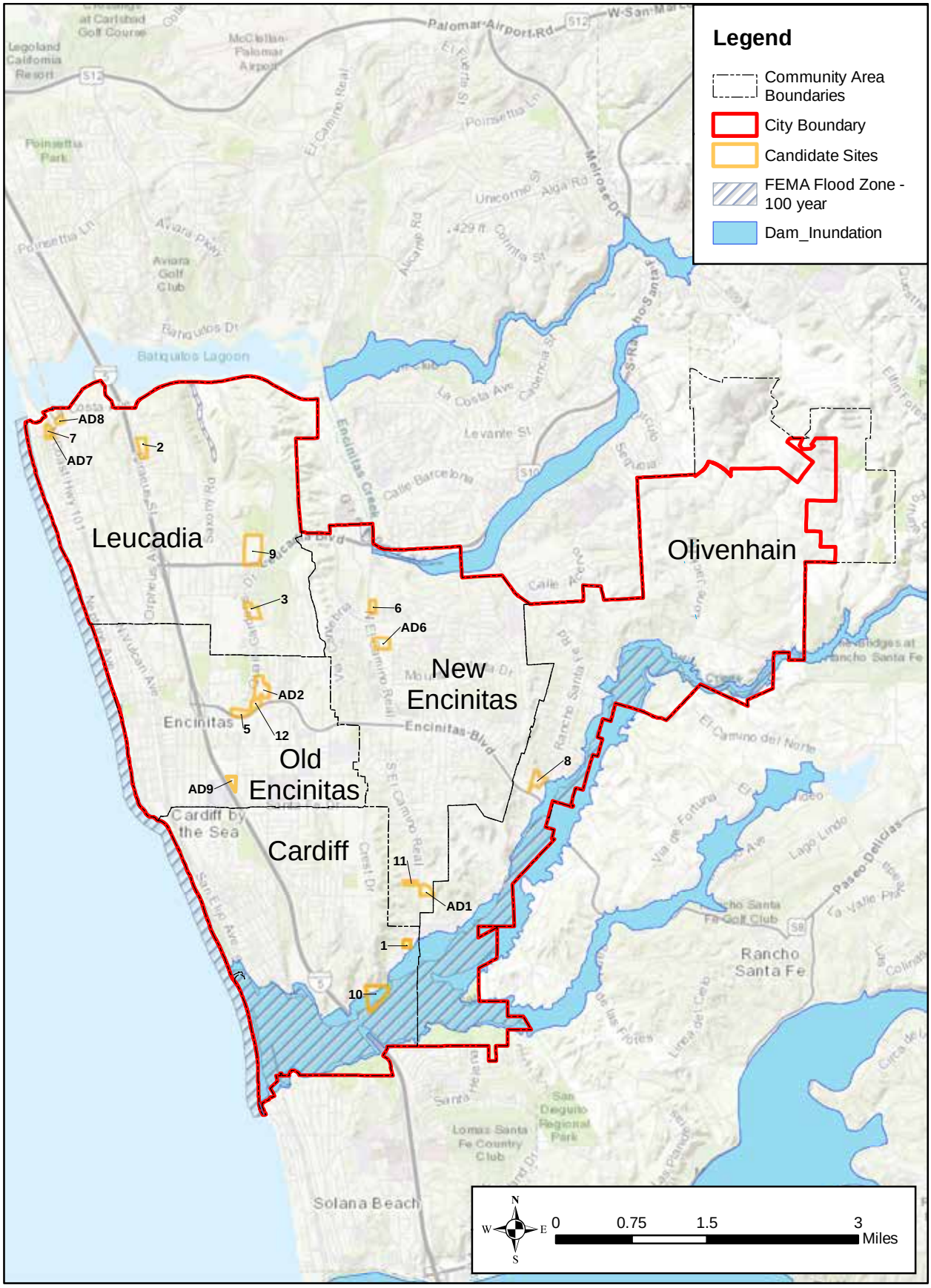
Source: RECON, Final Environmental Assessment/Program Environmental Impact Report for, At Home in Encinitas, Figure 4.8-1, Hydrological Features, May 12, 2016.

Kimley»Horn

May 2018

Environmental Assessment
City of Encinitas 2013-2021 Housing Element Update

Hydrological Features
Figure 4.8-1



Source: City of Encinitas, GIS.

The following candidate sites are either within or immediately adjacent to a 100-year flood zone or dam inundation area:

Cardiff:
- Candidate Site #1: Outside of but proximate to a dam inundation area
- Candidate Site #10: Within a 100-year flood zone and a dam inundation area

Olivenhain:
- Candidate Site #8: Outside of but proximate to a dam inundation area

There are no candidate sites within a 10-year flood zone or a Floodplain Overlay Zone, as identified on the City of Encinitas Floodplain Overlay Zone Map.

Hydrology: Tsunamis and Seiches

None of the candidate sites are within a tsunami hazard zone or would be affected by a seiche[1].

Water Quality: Beneficial Uses and 303(d) List Status

The 2016 PEIR notes that the beneficial uses of surface water in the San Marcos and Escondido Creek Hydrological Areas include industrial service supply, agricultural supply, navigation, water contact recreation, non-contact water recreation, commercial and sport fishing, preservation of biological habitats of special concern, estuarine habitat, wildlife habitat, preservation of rare and endangered species, marine habitat, fish migration, and shellfish harvesting. Contact uses include, but are not limited to, swimming, wading, water-skiing, skin and scuba diving, surfing, and fishing. Non-contact uses include, but are not limited to, picnicking, sunbathing, hiking, beach-combing, camping, boating, tidepool and marine life study, hunting, sightseeing, or aesthetic enjoyment in conjunction with the above activities. No changes would occur because of the candidate sites.

The Federal Clean Water Act (CWA) Section 303(d) requires states to assess the quality of their waters and publish a list of those waters not meeting water quality standards. For water bodies placed on the 303(d) List of Water Quality Limited Segments, states are required to develop total maximum daily loads (TMDLs) 2 for the pollutant(s) that are causing standards impairment. Once a water body is placed on the 303(d) List of Water Quality Limited Segments, it remains on the list until a Total Maximum Daily Load (TMDL) is adopted and/or water quality standards are attained. The affected segments within the City that are listed on the 303(d) List are shown on Figure 4.8-3, *303(d) List of Impaired Water Quality Segments*.

1 "Tsunami Inundation Map for Emergency Planning, Encinitas Quadrangle." California Emergency Management Agency, California Geological Survey, University of Southern California, 1 June 2009. www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/SanDiego/Documents/Tsunami_Inundation_Encinitas_Quad_SanDiego.pdf.

2 A TMDL is a written plan that describes how an impaired water body will meet water quality standards. Section 303(d) of the CWA requires states to develop TMDLs for impaired waterbodies https://www.waterboards.ca.gov/water_issues/programs/tmdl/docs/tmdl_factsheet.pdf

Source: California Environmental Protection Agency, State Water Resources Control Board, Impaired Water Bodies, Final 2014/2016 California Integrated Report (Clean Water Act Section 303(d) List / 305(b) Report).

As identified in the 2014 and 2016 California 303(d) List of Water Quality Limited Segments:

- Cottonwood Creek is listed for DDT, toxicity, benthic community effects, nitrogen, phosphorous, and selenium.
- Encinitas Creek is listed for benthic community effects, selenium, toxicity, and phosphorous.
- Escondido Creek is listed for benthic community effects, DDT, indicator bacteria, toxicity, manganese, phosphate, selenium, sulfates, and total dissolved solids.
- Pacific Ocean Shoreline, Batiquitos Hydrologic Subarea at Moonlight Beach is listed on the 303(d) list of indicator bacteria and for trash.
- Pacific Ocean Shoreline, San Elijo Hydrologic Subarea at Cardiff State Beach at San Elijo Lagoon is listed for indicator bacteria.
- Pacific Ocean Shoreline, San Elijo Hydrologic Subarea at Cardiff State Beach at parking lot entrance is listed for trash.
- San Elijo Lagoon is listed as an impaired water body for indicator bacteria, toxicity, eutrophic, sedimentation/siltation.
- San Elijo Creek, unnamed tributary at San Elijo Avenue is on the 303(d) list for indicator bacteria.

4.8.2 REGULATORY FRAMEWORK

IMPACTS:

2016 PEIR

The regulatory framework concerning hydrology and water quality, as discussed in 2016 PEIR Section 4.8.2 (pages 4.8-9 through 4.8-17), applies to the revised Project. The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

Encinitas Stormwater Manual

The Encinitas Stormwater Manual has been superseded by the City of Encinitas Engineering Design Manual Chapter 7, *BMP Design Manual* (*Stormwater Manual & Appendices*) (effective February 16, 2016). Stormwater Manual Chapter 7 is consistent with 2013 Municipal Stormwater Permit requirements.

4.8.3 SIGNIFICANCE DETERMINATION THRESHOLDS

Consistent with the 2016 PEIR and in substantial conformance with CEQA Guidelines Appendix G, impacts would be significant if the Project would:

- Violate any water quality standards or waste discharge requirements (see Issue 1);
- Substantially deplete ground water supplies or interfere substantially with ground water recharge such that there would be a net deficit in aquifer volume or a lowering of the local ground water table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted) (see Issue 2);
- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site (see Issue 3);

- Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site (see Issue 4);
- Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff (see Issue 5);
- Otherwise substantially degrade water quality (see Issue 6);
- Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or FIRM or other flood hazard delineation map (see Issue 7);
- Place within a 100-year flood hazard area structures which would impede or redirect flood flows (see Issue 8);
- Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding, as a result of the failure of a levee or dam (see Issue 9); or
- Inundation by seiche, tsunami, or mudflow (see Issue 10).

4.8.4 IMPACTS AND MITIGATION MEASURES

4.8.4 - Issues 1 and 6: Water Quality
Impacts related to water quality would be significant if the Project would:
Violate any water quality standards or waste discharge requirements or otherwise substantially degrade water quality.

IMPACTS:

2016 PEIR

The potential impacts concerning water quality are discussed in 2016 PEIR Section 4.8.5 (Issues 1 and 6, pages 4.8-19 and 4.8-20). The 2016 PEIR noted that all future development, including housing sites proximate to impaired water bodies, would be required to comply with City of Encinitas Municipal Code (EMC) Chapters 20.08 and 23.24; all pertinent City of Encinitas Jurisdictional Runoff Management Plan requirements; the City of Encinitas Stormwater Manual and Stormwater Standards Manual; the National Pollutant Discharge Elimination System (NPDES) Municipal Stormwater (MS4) Permit, NPDES General Construction Permit; and all water quality-related regulations. Where projects would disturb one or more acres of soil, or where a project would disturb less than one acre but is a part of larger development plan that totals one or more acres, the NPDES permitting process requires coverage under the Construction General Permit. The Construction General Permit requires preparation of a Storm Water Pollution Prevention Plan (SWPPP). For sites of less than one acre, projects would be required to comply with the City's water quality requirements. The 2016 PEIR concluded that while development of the housing sites has the potential to increase the amount of pollutants discharged into surface waters, all development would be subject to Federal, State, and local regulations including Encinitas General Plan (EGP) policies intended to control water quality impacts. Substantial adverse water quality impacts would be avoided and impacts would be less than significant.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

The following candidate sites are within or adjacent to impaired waters:

Cottonwood Creek
- Leucadia: Candidate Site #3
- Old Encinitas: Candidate Sites #5, #12, and #AD2

San Elijo Lagoon
- Cardiff: Candidate Site #10

As with the Project analyzed in the 2016 PEIR, future development with the revised Project has the potential to increase the amount of pollutants discharged into surface waters. However, future development would be subject to Federal, State, and local regulations including EGP policies outlined below, which are intended to control water quality impacts. Therefore, substantial adverse water quality impacts would be avoided and impacts would be less than significant.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- LUE Policy 2.8
- LUE Policy 2.10
- LUE Policy 2.11
- RME Policy 1.6
- RME Policy 2.1
- RME Policy 2.2
- RME Policy 2.3

MITIGATION MEASURES:

No mitigation measures concerning water quality were identified in 2016 PEIR Section 4.8 and none are necessary for the Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.8.4 - Issue 2: Groundwater

Impacts related to groundwater would be significant if the Project would:
Substantially deplete ground water supplies or interfere substantially with ground water recharge such that there would be a net deficit in aquifer volume or a lowering of the local ground water table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted).

IMPACTS:

2016 PEIR

The 2016 PEIR noted that most of the housing sites involved impervious surfaces, although 13 sites were undeveloped or partially undeveloped. Future development of vacant sites would increase those sites' impervious surfaces. The analysis concluded that buildout of the housing sites would incrementally decrease the amount of water infiltration into the groundwater basins, with an associated reduction of ground water recharge. Future development would be required to incorporate Low Impact Development

(LID) features that would minimize impervious area, as much as feasible, and promote water infiltration. In addition, installation of treatment control and hydromodification management facilities was required, which would promote retention and infiltration of stormwater within a development site. Redevelopment of improved sites would require compliance with water quality standards in place at the time of construction, which would result in reduced runoff, greater infiltration, and improved water quality relative to the existing condition.

Potable water would be obtained from the San Dieguito Water District (SDWD), a subsidiary district to the City of Encinitas or Olivenhain Municipal Water District (OMWD) (serving other areas of the City). According to the districts' Urban Water Management Plans, groundwater is not used as a source of potable supplies. Therefore, buildout of the housing sites would not substantially deplete groundwater supplies or interfere substantially with groundwater recharge.

The 2016 PEIR notes that while development of the housing sites has the potential to increase impervious surfaces and decrease groundwater infiltration, requirements for LID and best management practices (BMPs) would reduce impacts. Therefore, the 2016 PEIR concluded that impacts on groundwater levels and groundwater recharge would be less than significant.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

The candidate sites include both vacant and developed parcels. Future development of the candidate sites would increase the amount of impervious surfaces on each site. As previously noted, SDWD and OMWD provide water services to the City's residents. Both districts' 2015 Urban Water Management Plans note that they do not use groundwater to supply their service areas.[3] OMWD is studying the use of developing a local groundwater water supply through the desalinization of brackish water. Future development of the candidate sites has the potential to increase impervious surfaces and decrease groundwater infiltration. Future development projects would be required to comply with Federal, State, and local plans, policies, and regulations. Therefore, impacts on groundwater levels and groundwater recharge would be less than significant.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

No General Plan policies are applicable.

MITIGATION MEASURES:

No mitigation measures were identified in 2016 PEIR Section 4.8.6 and none are necessary for the Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

3 San Dieguito Water District 2015 Urban Water Management Plan (2016) and Olivenhain Municipal Water District 2015 Urban Water Management Plan (2016).

4.8.4 - Issues 3, 4, and 5: Drainage Pattern/Runoff

Impacts related to drainage and runoff would be significant if the Project would:
Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in a substantial erosion or siltation on- or off-site;
Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site; or
Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff.

IMPACTS:

2016 PEIR

The potential impacts concerning drainage patterns and runoff are discussed in 2016 PEIR Section 4.8.7 (Issues 3, 4 and 5, pages 4.8-21 and 4.8-22). The 2016 PEIR concluded development of the housing sites would not result in substantial changes to the City's overall drainage patterns. Stormwater runoff from housing sites would be collected within the existing stormwater conveyance system and runoff would ultimately be discharged into the Pacific Ocean. The drainage areas, as well as the drainage characteristics/patterns in the buildout condition would be like existing conditions. However, the 2016 PEIR concluded that an increase in impervious surfaces would potentially increase stormwater runoff to the drainage systems. Projects would be required to comply with EMC Chapter 23.24, *Grading, Erosion and Sediment Control*; no significant impacts to upstream or downstream properties were identified. Any proposed storm drain system improvements for future development would also be required to be designed for the 100-year storm event so it would not result in flood hazards on surrounding lands, erosion or siltation, or exceed the capacity of the storm drain system. All development would be required to adhere to EGP policies, and applicable Federal, State, and City regulatory standards to effectively avoid/ address potentially significant impacts concerning hydrology. The 2016 PEIR concluded drainage and runoff impacts would be less than significant.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

The Project does not propose new residential or other development; rather, it provides capacity for future development consistent with State law. The Project proposes to retain the underlying EGP land use designations/zoning for each candidate site, but add an R-30 Overlay that would increase the maximum density to 30 dwelling units per net acre. The candidate sites include both developed and vacant/ undeveloped properties.

No alteration of the course of a stream or river would occur with Project implementation. It is anticipated that site drainage patterns would largely remain the same on those candidate sites that are currently developed. Under this condition, the storm drain systems would largely maintain the same existing drainage patterns and connectivity. It is anticipated that there would be a conveyance of a similar amount of water to the storm drain system. Grading of vacant sites could change drainage patterns and would be determined on a project-by-project basis. Storm drain systems for each respective development site would tie into the City's existing storm drain infrastructure.

Regardless of existing site conditions, implementation of construction- and post-construction BMPs and LID features would be required. Sediment-control BMPs would be installed to intercept and filter out soil particles that may have been mobilized by flows during construction activities, before these flows discharge into receiving waters. Construction erosion-control BMPs would be used to protect the soil surface by covering and/or binding the soil particles together or divert runoff away from exposed areas and into more suitable locations.

Under the post-developed condition, all runoff throughout a site would be detained/retained and treated before being connected to the existing public storm drain infrastructure. Also, BMPs and LID features would be required to treat the impervious areas' drainage. BMPs and LID features would be required to encourage infiltration of stormwater runoff, where feasible. The structural BMPs and LID feature design would be required to conform to standards outlined in the San Diego Region MS4 Permit in place at the time a site-specific development is proposed.

Therefore, compliance with EGP policies and applicable Federal, State, and City regulatory standards would avoid/reduce potentially significant hydrology impacts to less than significant.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

No General Plan policies are applicable.

MITIGATION MEASURES:

No mitigation measures for were identified in 2016 PEIR Section 4.8.7 and none are necessary for the Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.8.4 - Issues 7, 8, 9, and 10: Flooding/Inundation

Impacts related to flooding and inundation would be significant if the Project would:
Place housing within a 100-year flood hazard area as mapped on a Federal Flood Hazard Boundary or FIRM or other flood hazard delineation map;
Place within a 100-year flood hazard area structures which would impede or redirect flood flows;
Expose people or structures to a significant risk of loss, injury, or death involving flooding, including flooding as a result of the failure of a levee or dam; or
Result in inundation by seiche, tsunami, or mudflow.

IMPACTS:

2016 PEIR

The potential impacts concerning flooding are discussed in 2016 PEIR Section 4.8.8 (Issues 7, 8, 9 and 10, pages 4.8-23 through 4.8-25). The 2016 PEIR concluded that none of the housing sites were within a FEMA 100-year flood zone. Six housing sites were within 10-year and 100-year flood problem areas identified by the City. The analysis concluded that although development of the housing sites has the potential to result in flooding issues related to mapped flood hazard areas, it is City policy that future improvement projects consider these flooding problem areas during their design phase. Such projects would be required to provide on-site floodwater storage capacity equal to the runoff displaced by the improvements in a 10-year storm event.

Concerning inundation by tsunami, the 2016 PEIR concluded that none of the housing sites were within a tsunami hazard zone. The 2016 PEIR determined that existing regulations, emergency management plans, and protective structures would enhance the structural integrity of coastal development, and Federal emergency notification plans would assist people in affected areas in successful evacuation and avoidance of tsunamis. No impacts associated with inundation related to tsunamis were identified.

The 2016 PEIR concluded that seiche risk was low. To the south, the San Elijo Lagoon is a large contained body of water; the 2016 PEIR found that seiche would be unlikely to affect the southernmost housing sites given the distance between the lagoon and the sites.

Concerning mudflow, the 2016 PEIR concluded there are steep slopes throughout the area. As with development throughout the City where slopes are present, housing projects on sites with slopes/ unstable soils would be required to comply with EMC requirements. The 2016 PEIR concluded that no impact concerning seiches or mudflows would occur with buildout of the housing sites.

Three housing sites were identified as being within a dam inundation area. The City requires that flood hazards be considered before development occurs and various EGP policies address flood hazards. The 2016 PEIR concluded impacts associated with dam inundation would be less than significant following compliance with Mitigation Measure HYD-1.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

As previously addressed, the following candidate sites are either within or immediately adjacent to a 100-year flood zone or dam inundation area (Figure 4.8-2):

Cardiff:
- Candidate Site #1: Outside of but proximate to a dam inundation area
- Candidate Site #10: Within a 100-year flood zone and a dam inundation area

Olivenhain:
- Candidate Site #8: Outside of but proximate to a dam inundation area

For these housing sites within a dam inundation area, compliance with EGP policies that address flood hazards would be required before development occurs. Additionally, applications for future development wherein the City has determined a potential for flooding impacts would be subject to compliance with Mitigation Measure HYD-1. These future developments would be reviewed to confirm compliance with EMC §23.40.051, which includes standards for construction in areas of special flood hazard. Therefore, following compliance with Mitigation Measure HYD-1, impacts associated with dam inundation would be less than significant.

There are no candidate sites within a Floodplain Overlay Zone as identified on the City of Encinitas Floodplain Overlay Zone Map. There are no candidate sites within a 10-year flood zone. None of the candidate sites are within a tsunami hazard zone or would be affected by a seiche. The Federal, State, and local regulations identified in the 2016 PEIR would also be applicable to the revised Project.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- LUE Policy 2.10
- LUE Policy 2.11
- LUE Policy 8.2
- PSE Policy 2.6
- RME Policy 1.1

MITIGATION MEASURES:

The mitigation measures concerning cultural resources/historical resources identified in 2016 PEIR Section 4.8 are presented below, inclusive of any additions/changes necessary for the revised Project (indicated by "deleted text"/" underlined text," respectively).

HYD-1 Applications for future development of housing sites consistent with the new zone program, wherein the City has determined a potential for flooding impacts, shall be reviewed by the City for compliance with applicable components of the City's Floodplain Management Regulations, specifically Section 23.40.051, which includes standards for construction in areas of special flood hazard. All future development on housing sites consistent with the new zone program, located within mapped flood problem areas or dam inundation areas, shall be designed to reduce potential flooding hazards subject to the satisfaction of the City Engineer.

LEVEL OF SIGNIFICANCE: Less Than Significant With Mitigation Incorporated

4.8.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts concerning hydrology and water quality have been identified following compliance with the established regulatory framework, General Plan policies, and recommended mitigation measures.

4.8.6 SOURCES CITED

California, State of, State Water Resources Control Board. 2014 and 2016 California 303(d) List of Water Quality Limited Segments. October 3, 2017. https://www.waterboards.ca.gov/water_issues/programs/tmdl/2014_16state_ir_reports/category5_report.shtml. Accessed April 20, 2018.

Encinitas, City of. Encinitas Floodplain Overlay Zone Map. February 2016.

Encinitas, City of. Municipal Code Section 30.34.040, Floodplain Overlay Zone.

San Dieguito Water District 2015 Urban Water Management Plan (2016) and Olivenhain Municipal Water District 2015 Urban Water Management Plan (2016).

"Tsunami Inundation Map for Emergency Planning, Encinitas Quadrangle." California Emergency Management Agency, California Geological Survey, University of Southern California, 1 June 2009. www.conservation.ca.gov/cgs/geologic_hazards/Tsunami/Inundation_Maps/SanDiego/Documents/Tsunami_Inundation_Encinitas_Quad_SanDiego.pdf.

4.9 LAND USE AND PLANNING

The environmental setting, regulatory framework, potential impacts, and mitigation measures concerning land use and planning are discussed in the 2016 PEIR and hereby incorporated by reference. The additions/changes to those analyses necessary to make the 2016 PEIR applicable to the revised Project are presented in this Section.

This Section identifies the existing environmental conditions in the affected area, identifies and analyzes the Project's potentially significant land use and planning impacts, and recommends measures to avoid/reduce significant impacts. This Section addresses the Project's potential impacts concerning land use plans or policies, State planning initiatives, neighborhood compatibility, proximity to agricultural sites, and noise/land use compatibility consistent with the thresholds of significance set forth in the 2016 PEIR and this Environmental Assessment (EA).

4.9.1 EXISTING ENVIRONMENTAL SETTING

2016 PEIR

The City's existing land uses are discussed in 2016 PEIR Section 2.4.1 (page 2-6), and the additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

ADDITIONS/CHANGES SINCE 2016 PEIR

Table 4.9-1 identifies the housing types and quantities of each type in the City of Encinitas.

TABLE 4.9-1: CITY OF ENCINITAS EXISTING HOUSING TYPES

Unit	Estimated 2017
Total Housing Units	26,409
Single-Family: Detached	15,309
Single-Family: Multiple Unit	4,963
Multiple Family	5,459
Mobile Home and Other	678

SOURCE: State of California, Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2018. Sacramento, California, May 2018.

This EA addresses 17 candidate sites (see Figure 2-3) comprised of 36 parcels and totaling approximately 111 gross acres. Of the 111 acres, approximately 61 acres (approximately 55%) are developed to varying degrees. The general characteristics of each candidate site are provided in Table 4.9-2.

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TABLE 4.9-2: CANDIDATE SITES' CHARACTERISTICS

Candidate Site	Address	APN[1]	Gross/ Net Acres[2]	Existing On-the-Ground Land Use		General Plan Land Use Designations[3]		Zoning[4]		Proposed Maximum Realistic Yield (MRY)	
				Residential (DU)[1]	Non-Res. (SF)[1]	Existing	Proposed	Existing	Proposed	Residential (DU)	Non-Residential (SF)
Leucadia											
2	Piraeus S.	2541440100	6.9/6.9	0	0	RR-2	RR-2, R-30 OL	RR-2	RR-2, R-30 OL	208	0
3	634 Quail Gardens Ln	2570111700	7.6/7.6	0	0	RR-1	RR-1, R-30 OL	RR-1	RR-1, R-30 OL	228	0
7	1950 Highway 101	2160412000 2160412100	3.0/3.0	0	0	VSC	VSC, R-30 OL	N-LVSC	N-LVSC, R-30 OL	89	0
9	1150 Quail Gardens Dr	2546121200	21.5/9.9	1	606,076	SP-3	SP-3, R-30 OL	ER-AG	ER-AG, R-30 OL	296	0
AD7	1900 Highway 101	2160410600	0.8/0.8	0	4,574	GC	GC, R-30 OL	N-CRM-1 (N101SP)	N-CRM-1 (N101SP), R-30 OL	24	0
AD8	1967 N. Vulcan Ave	2160520100	2.0/2.0	1	8,650	R-3	R-3, R-30 OL	N-R3 (N101SP)	N-R3 (N101SP), R-30 OL	60	0
Subtotal	**—**	**—**	***41.8/30.2***	***2***	***619,300***	**—**	**—**	**—**	**—**	***905***	***0***
Old Encinitas											
5	550 and 695 Encinitas Blvd; Encinitas Blvd; Quail Gardens Dr	2581111600 2581303400 2581304500 2581308100	4.9/4.7	1	0	OP	OP, R-30 OL	OP	OP, R-30 OL	143	0
12	630 Encinitas Blvd	2581309700 2581309800	3.4/3.4	0	6,849	OP	OP, R-30 OL	OP	OP, R-30 OL	102	0

TABLE 4.9-2: CANDIDATE SITES' CHARACTERISTICS

Candidate Site	Address	APN[1]	Gross/ Net Acres[2]	Existing On-the-Ground Land Use		General Plan Land Use Designations[3]		Zoning[4]		Proposed Maximum Realistic Yield (MRY)	
				Residential (DU)[1]	Non-Res. (SF)[1]	Existing	Proposed	Existing	Proposed	Residential (DU)	Non-Residential (SF)
AD2	185, 195, and 225 Quail Gardens Dr; Mays Hollow Ln; Quail Gardens Dr; Encinitas Blvd	2570203600 2570203700 2581308000 2581308200 2581308600 2581309100 2581309300 2581309400	11.6/9.1	0	0	R-5	R-5, R-30 OL	R-5 R-3	R-5, R-30 OL R-3, R-30 OL	272	0
AD9	1050 Regal Rd.	2582411000	4.4/4.4	0	22,930	R-11	R-11, R-30 OL	R-11	R-11, R-30 OL	132	0
Subtotal	**—**	**—**	***24.3/21.6***	***1***	***29,779***	**—**	**—**	**—**	**—**	***649***	***266,914***
Cardiff											
1	3459 Manchester Ave	2611506400	2.5/2.0	0	0	RR-1	RR-1, R-30 OL	RR-1	RR-1, R-30 OL	60	0
10	No address	2612100100	16.9/9.9	1	3,880	RR-2	RR-2, R-30 OL	RR-2	RR-2, R-30 OL	296	0
Subtotal	**—**	**—**	***19.4/11.9***	***1***	***3,880***	**—**	**—**	**—**	**—**	***356***	***0***
New Encinitas											
6	El Camino Real	2574702300 2574702400	3.8/3.0	0	5,421	GC	GC, R-30 OL	GC	GC, R-30 OL	88	127,631
11	El Camino Real	2621601400	2.3/1.9	0	43,765	R-3	R-3, R-30 OL	R-3	R-3, R-30 OL	58	0
AD1	Sage Canyon Dr	2620618500	5.2/2.4	0	0	R-3	R-3, R-30 OL	R-3	R-3, R-30 OL	72	0

TABLE 4.9-2: CANDIDATE SITES' CHARACTERISTICS

Candidate Site	Address	APN[1]	Gross/ Net Acres[2]	Existing On-the-Ground Land Use		General Plan Land Use Designations[3]		Zoning[4]		Proposed Maximum Realistic Yield (MRY)	
				Residential (DU)[1]	Non-Res. (SF)[1]	Existing	Proposed	Existing	Proposed	Residential (DU)	Non-Residential (SF)
AD6	331, 333, 335, 337 N. El Camino Real	2570623300 2570623400 2570623500 2570623600	7.8/6.3	0	77,172	GC	GC, R-30 OL	GC	R-3, R-30 OL	188	272,250
Subtotal	**—**	**—**	**19.1/13.6**	**0**	**126,358**	**—**	**—**	**—**	**—**	**406**	**339,881**
Olivenhain											
8	2220, 2228, 2230 Encinitas Blvd; Rancho Santa Fe Dr	2592313000 2592313100 2592313200	6.6/6.0	3	14,440	RR-2	RR-2, R-30 OL	RR-2	RR-2, R-30 OL	181	0
Subtotal		**—**	**6.6/6.0**	**3**	**14,440**	**—**	**—**	**—**	**—**	**181**	**0**
TOTAL		***17***	***111.2/83.3***	***7***	***793,757***	***49.8***	***111.2***	***7***	***793,757***	**2,494**	**831,016**

NOTES:

1. APN = assessor parcel number; DU = dwelling unit; SF = square feet; ac = acre
2. Rounded.
3. RR-1 = Rural Residential (up to 1 du/ac); RR-2 = Rural Residential (up to 2 du/ac); R-3 = Residential (1 to 3 du/ac); R-5 = Residential (1 to 5 du/ac); R-11: Residential (1 to 11 du/ac); VSC = Visitor Serving Commercial; R-30 OL = Residential (up to 30 du/ac; overlay); GC = General Commercial; SP-3 = Specific Plan 3; OP = Office Professional
4. Zoning designations: ER-AG = Encinitas Ranch – Agriculture; RR-2 = Rural Residential; RR-1 = Rural Residential; R3 = Residential 3; R5 = Residential 5; R-11: Residential 11; R-30 OL = Residential 30 Overlay; N-LVSC = North 101 Limited Visitor Serving Commercial; N-R3 = North 101 – Residential 3; OP = Office Professional; N101-SP = North 101 – Specific Plan

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Existing Land Use Designations

Figures 4.9-1a through 4.9-1e depict the candidate sites' existing Encinitas General Plan (EGP) land use designations. The existing/adopted EGP land use designations for each candidate site is identified in Table 2-3, *Existing General Plan Land Use Designations*. Based on the candidate sites' existing adopted land use designations, the maximum realistic yield (MRY) would be 191 dwelling units (DU) and approximately 831,016 square feet (SF) of non-residential land uses.

EXISTING ZONING

Figures 4.9-2a through 4.9-2e depict the candidate sites' existing zoning. The existing zoning is identified in Table 2-4, *Existing Zoning*. Based on the candidate sites' existing adopted zoning, the MRY would be 183 DU and approximately 831,016 SF of non-residential land uses.

California Coastal Zone

Figure 4.9-3 depicts the candidate sites within the Coastal Zone; they are as follows:

- Leucadia: Candidate Sites #2, #3, #7, #9, #AD7, #AD8
- Old Encinitas: Candidate Sites #5, #12, #AD9, #AD12
- Cardiff: Candidate Sites #1, #10
- New Encinitas: Candidate Sites #6, #11, #AD1, #AD6

Specific Plans

The City has adopted various Specific Plans throughout the City, including the North Coast Highway 101 Corridor and Encinitas Ranch Specific Plans, among others. Candidate sites located within a Specific Plan area are noted below and shown on Figure 4.9-4, *Specific Plans*:

LEUCADIA:

- North Coast Highway 101 Corridor Specific Plan: Candidate Sites #7, #AD7, #AD8
- Encinitas Ranch Specific Plan: Candidate Site #9

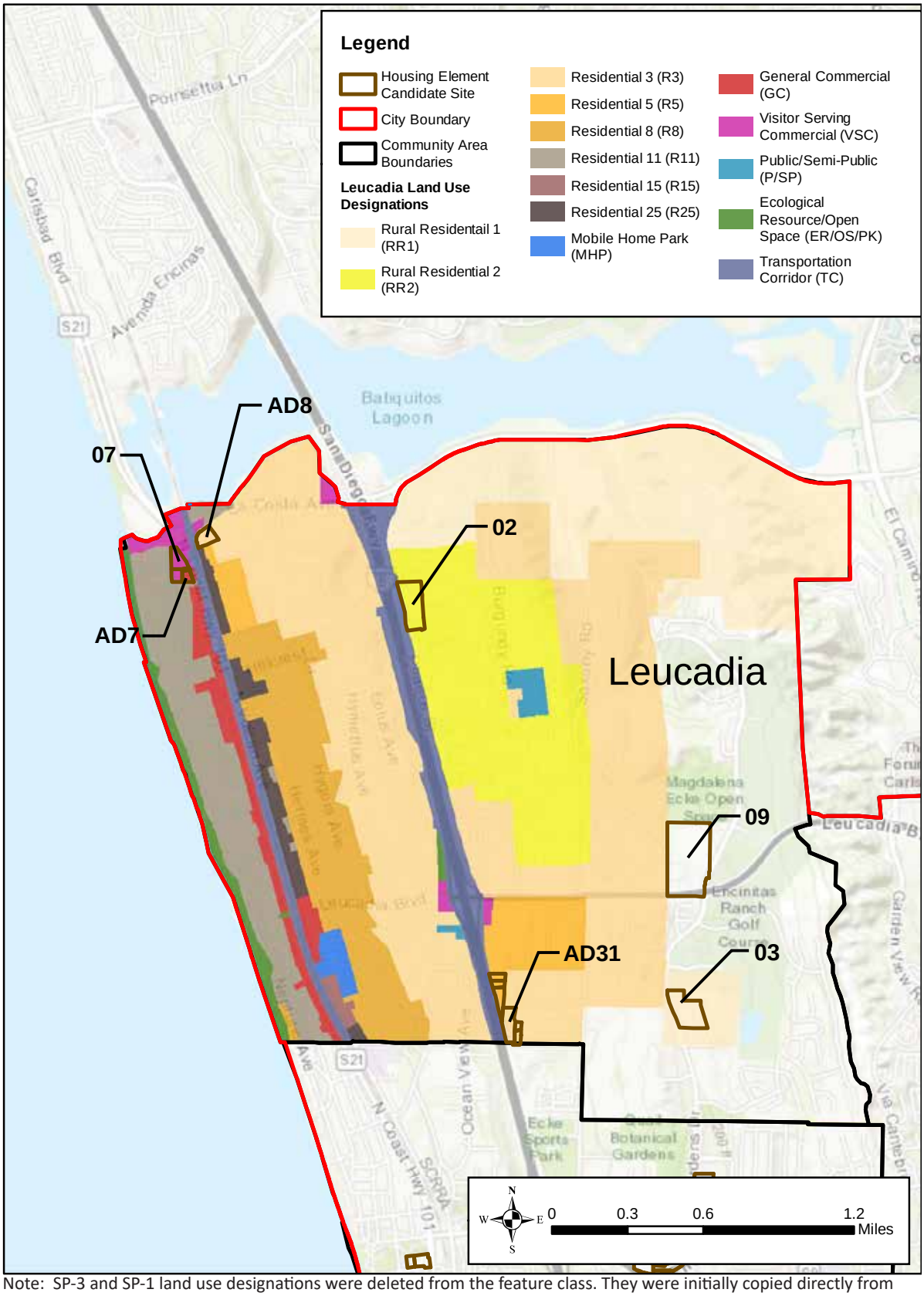
4.9.2 REGULATORY FRAMEWORK

2016 PEIR

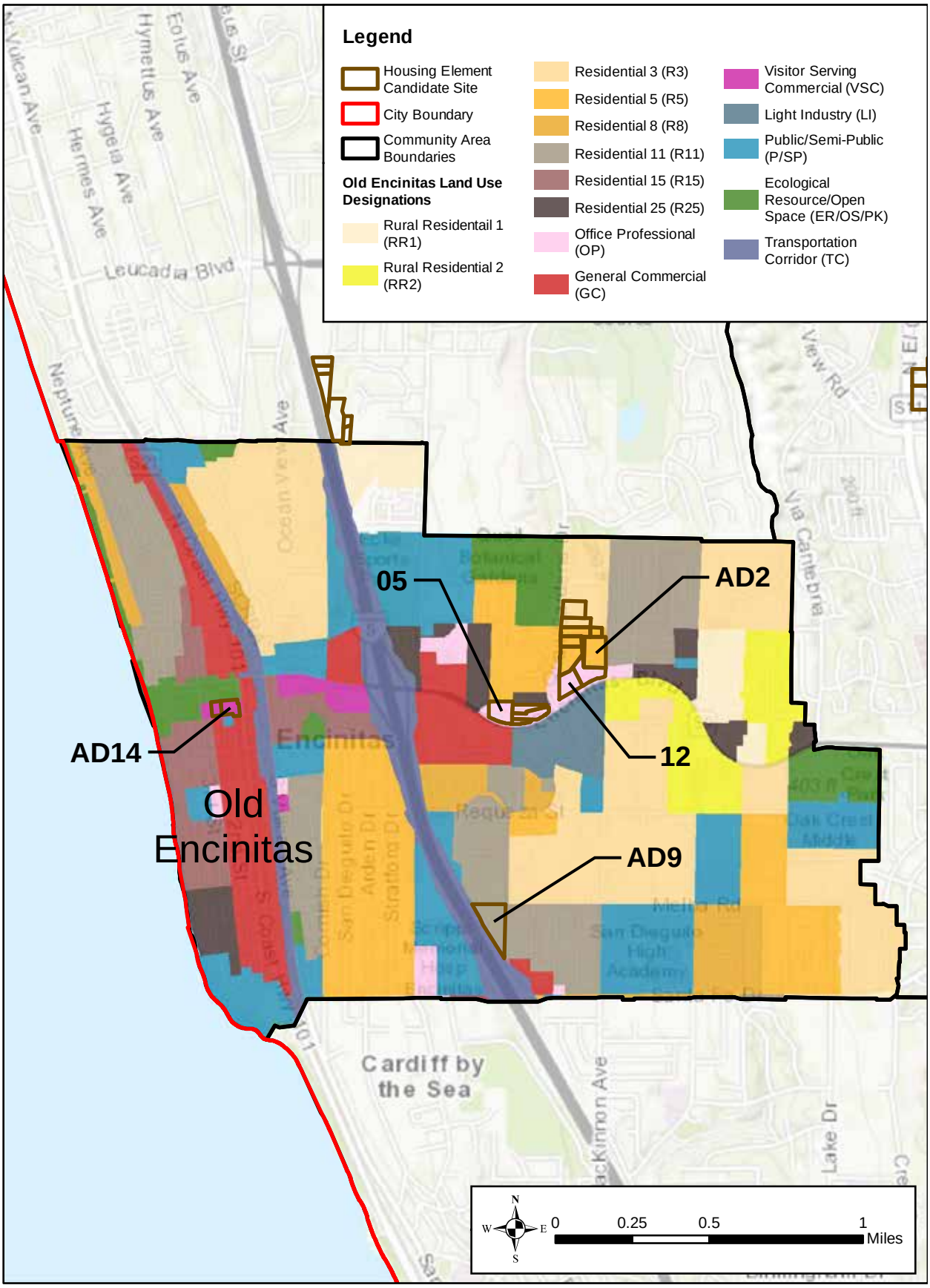
The regulatory framework concerning land use is discussed in 2016 PEIR Section 4.9.2 (pages 4.9-10 through 4.9-31) and the additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

State Density Bonus Law

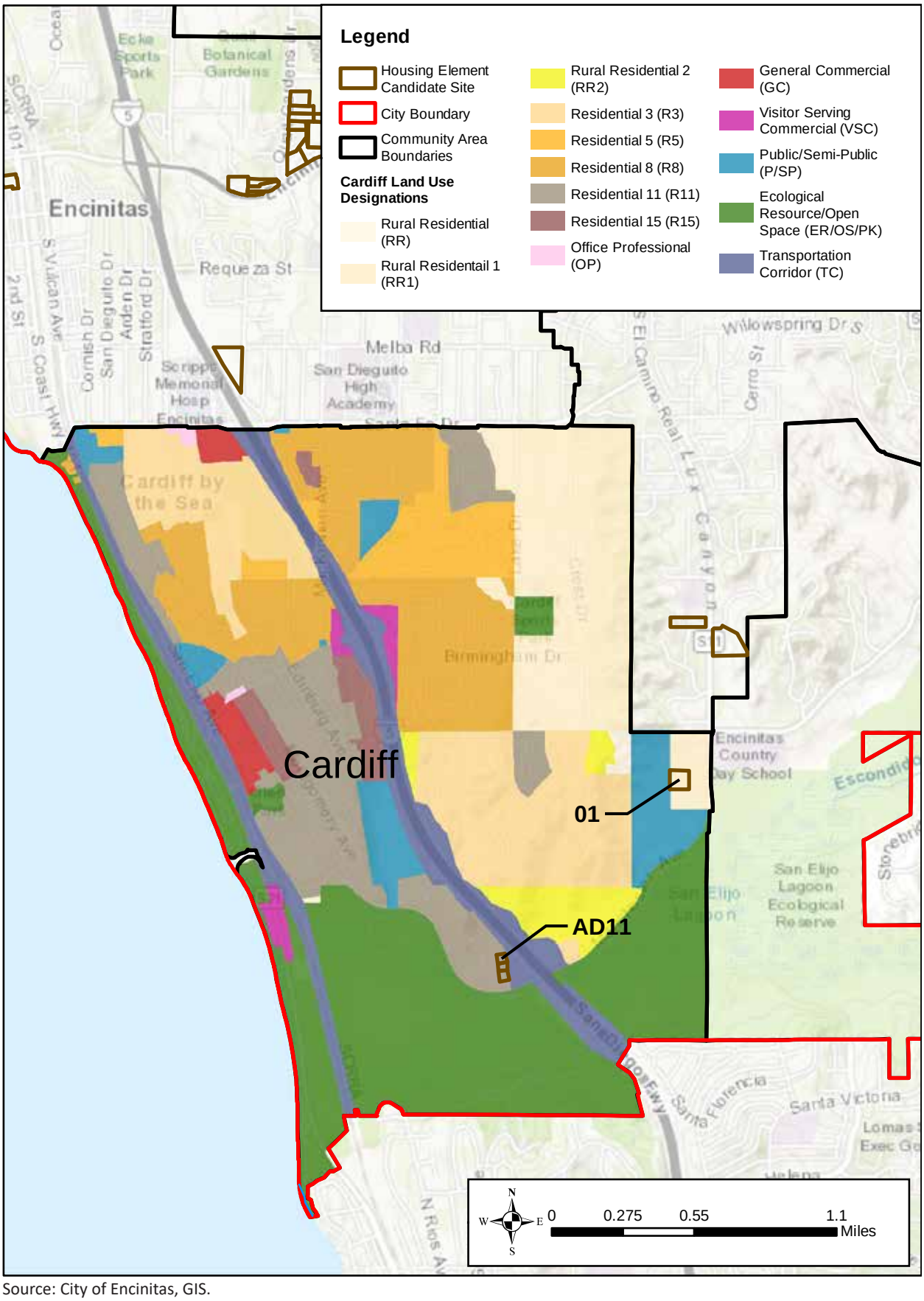
As set forth in Government Code (GOV) § 65915, *State Density Bonus Law (SDBL)*, is a voluntary program for developers that requires cities and counties to provide a density bonus and certain other regulatory incentives "when an applicant for a housing development seeks and agrees to construct a housing development" that provides for a certain amount of affordable housing (GOV 65915(b)(1)).



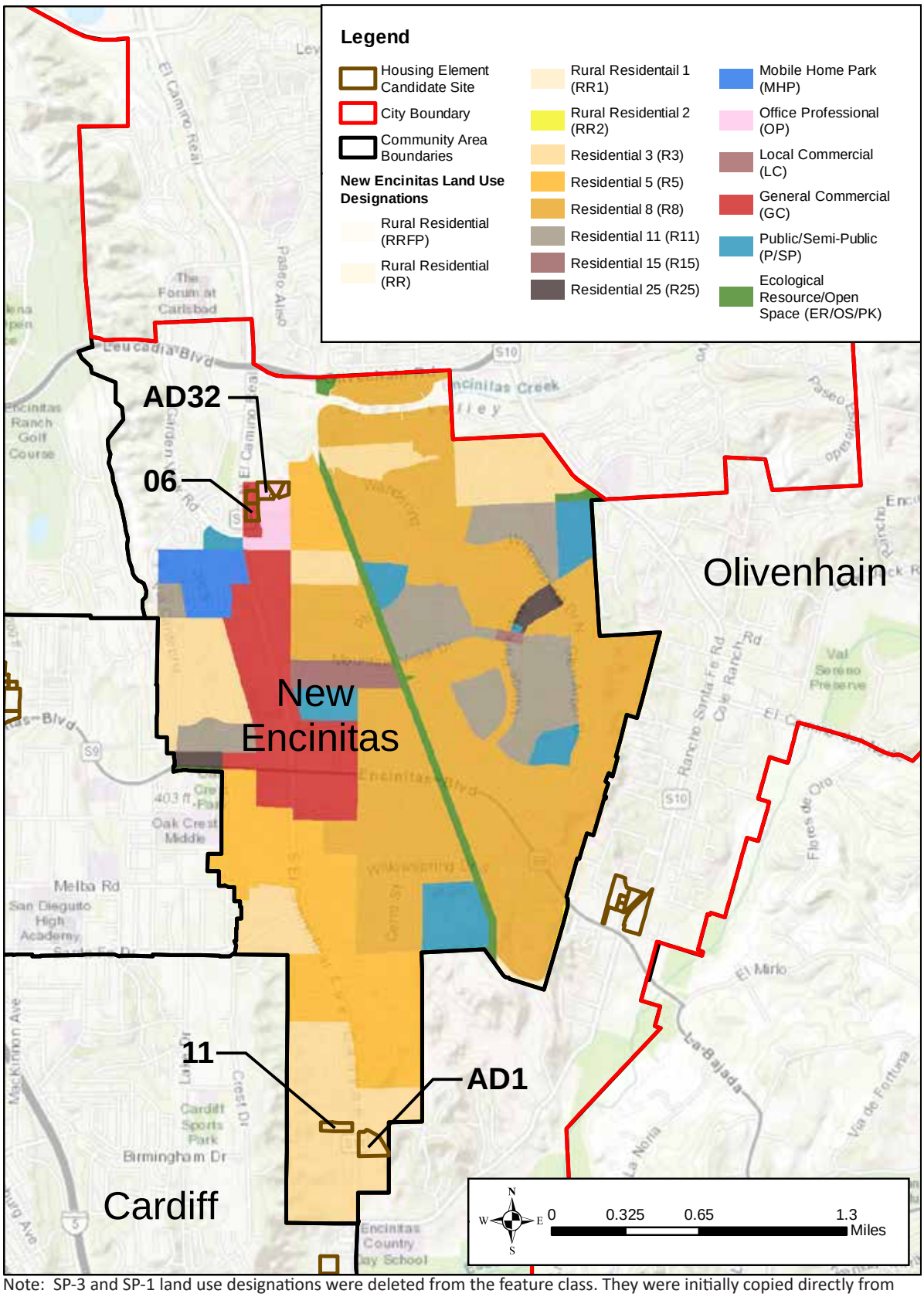
Note: SP-3 and SP-1 land use designations were deleted from the feature class. They were initially copied directly from the zoning layer, but after checking with Diane Langager she clarified that because Encinitas Ranch was annexed to the City, there was never a land use designation given to this area. Thus, there is no land use for these two specific plans.
Source: City of Encinitas, GIS.



Source: City of Encinitas, GIS.



Source: City of Encinitas, GIS.



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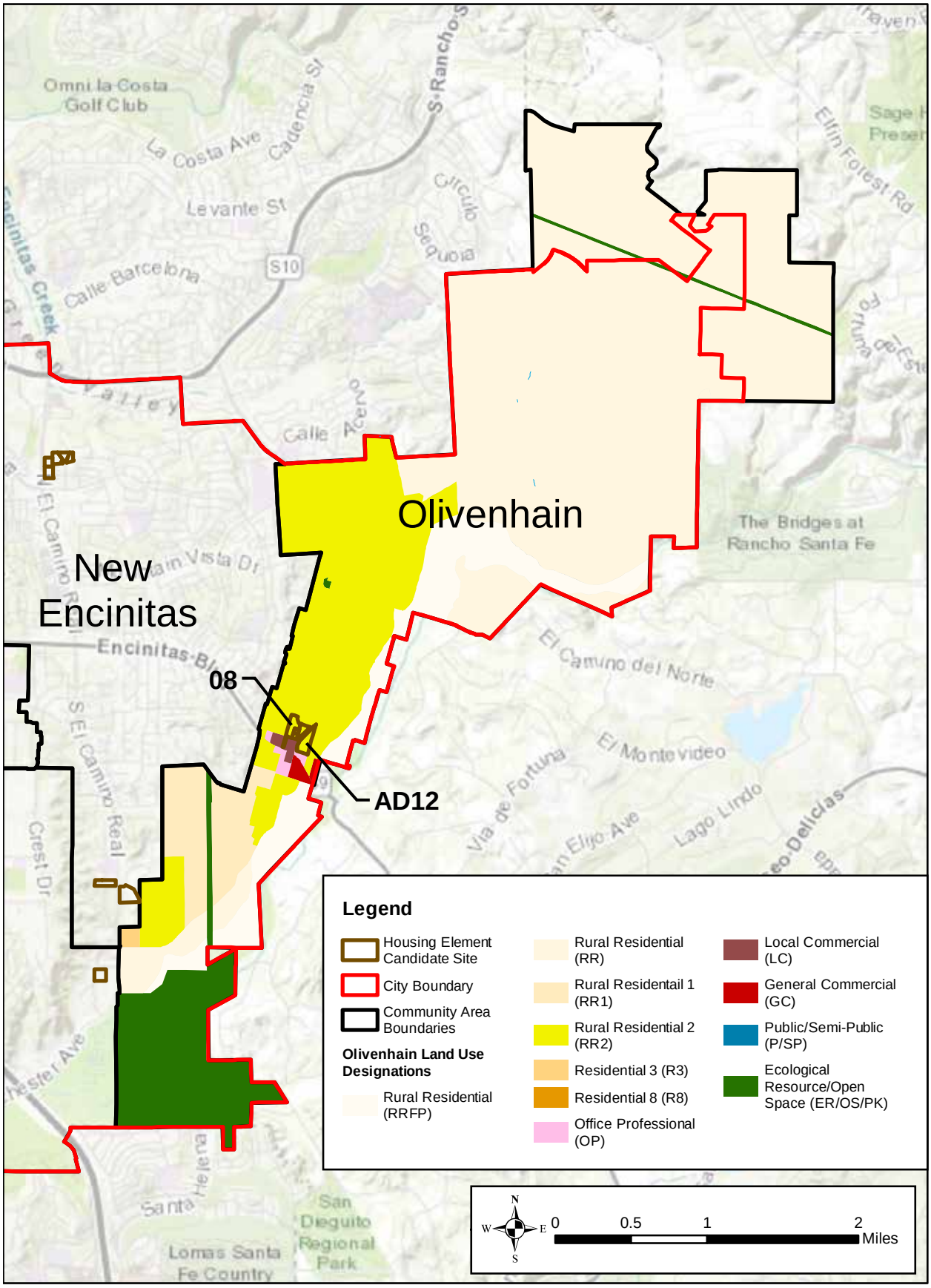
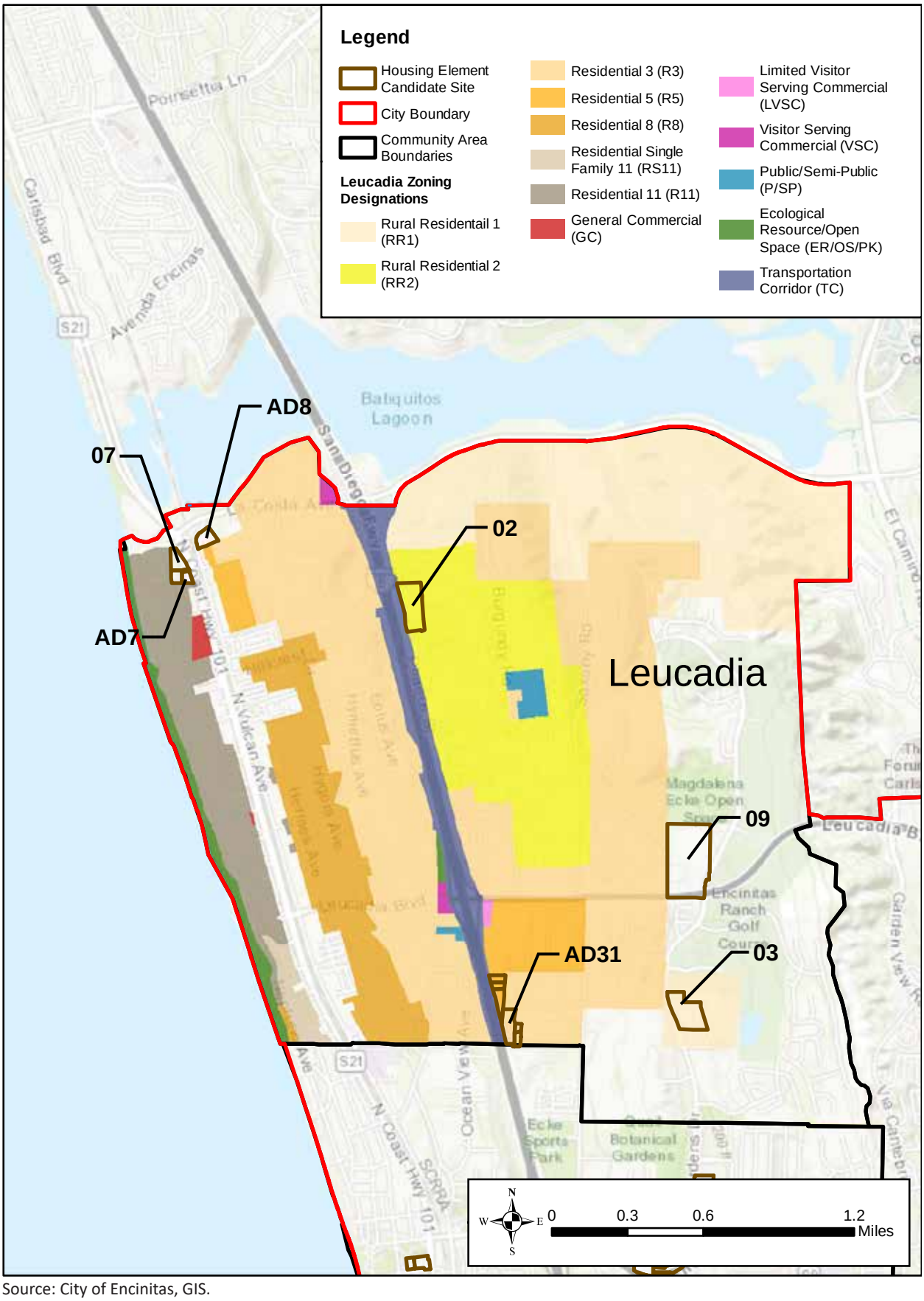
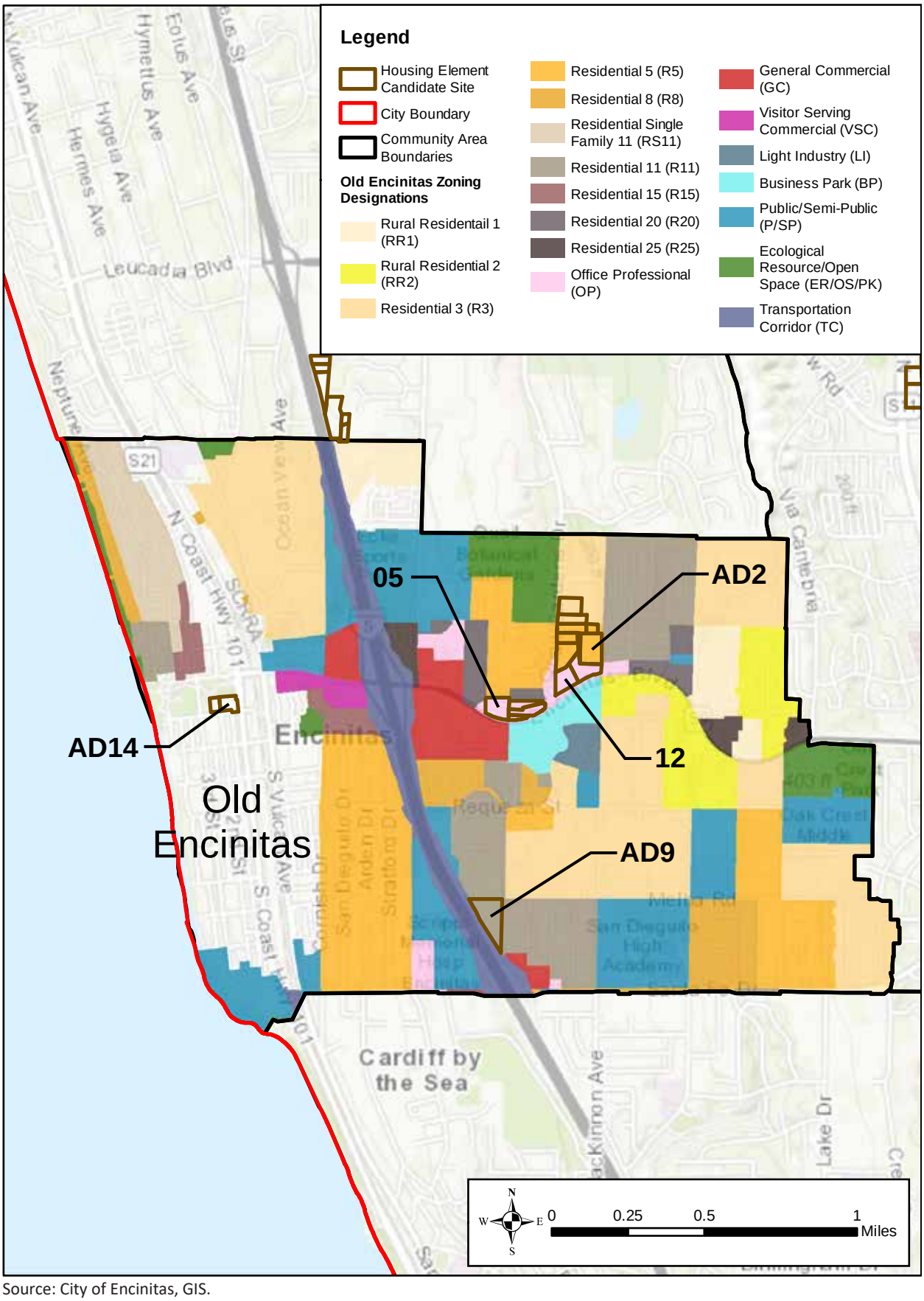


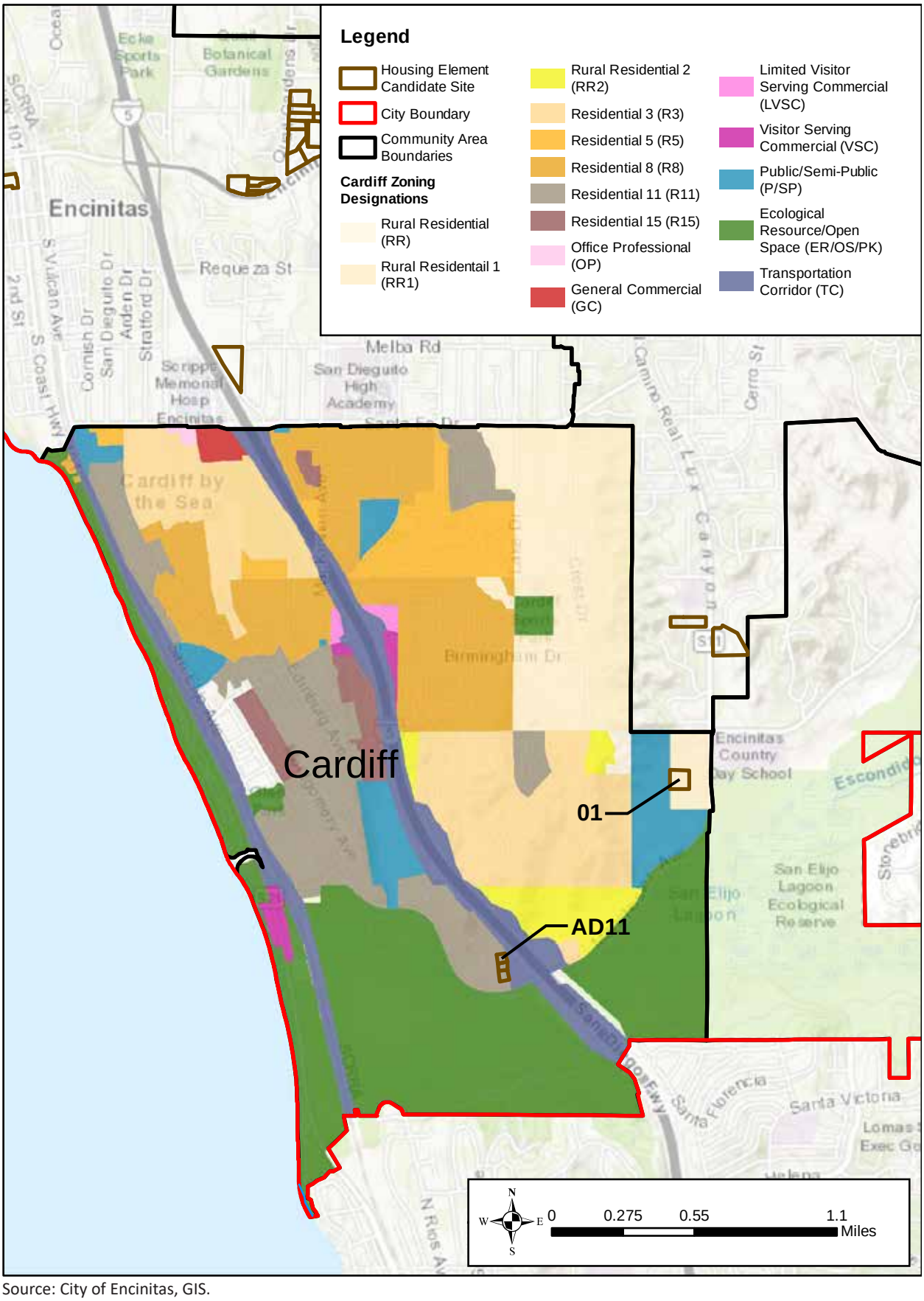
Source: City of Encinitas, GIS.



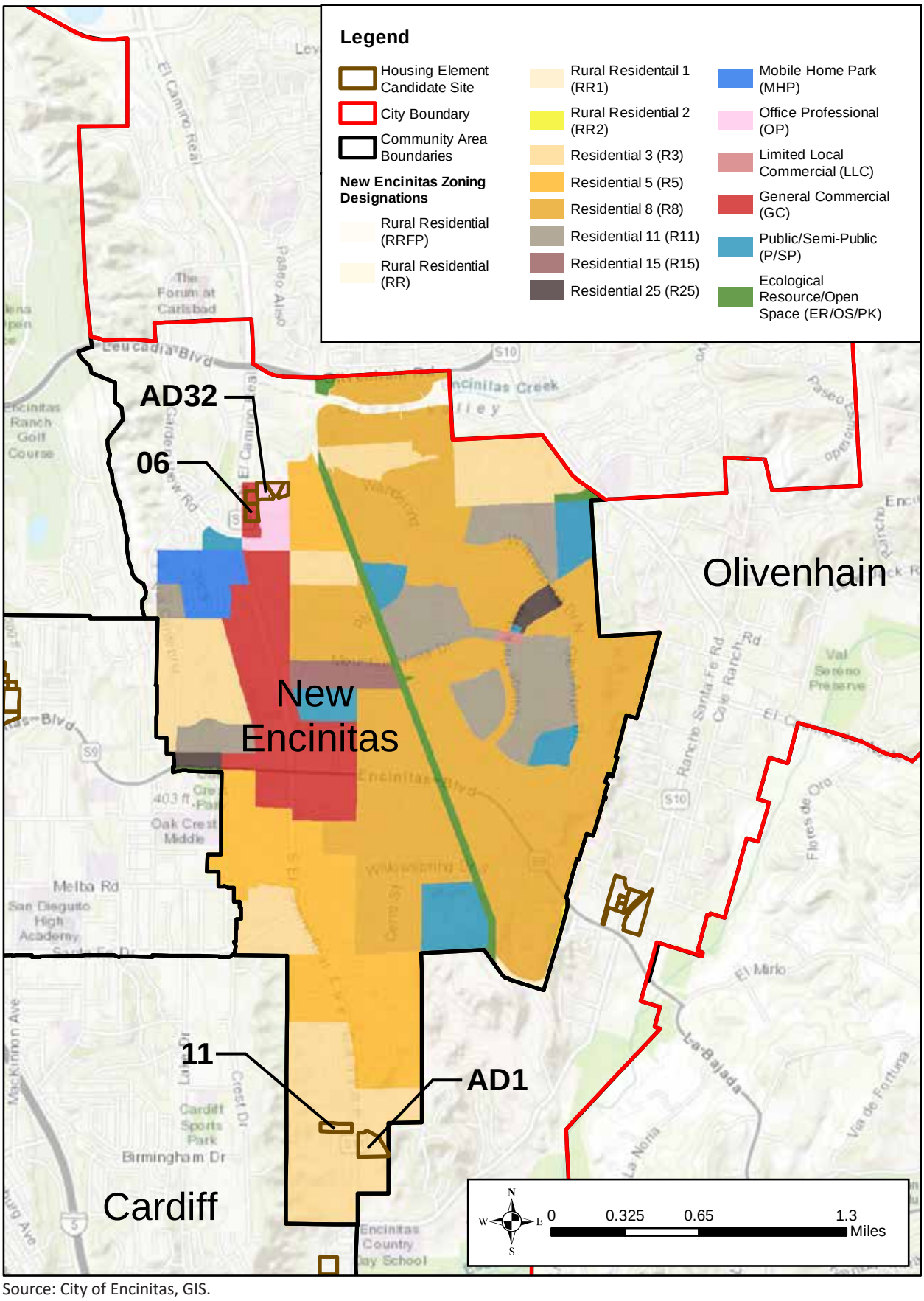
Source: City of Encinitas, GIS.



Source: City of Encinitas, GIS.



Source: City of Encinitas, GIS.



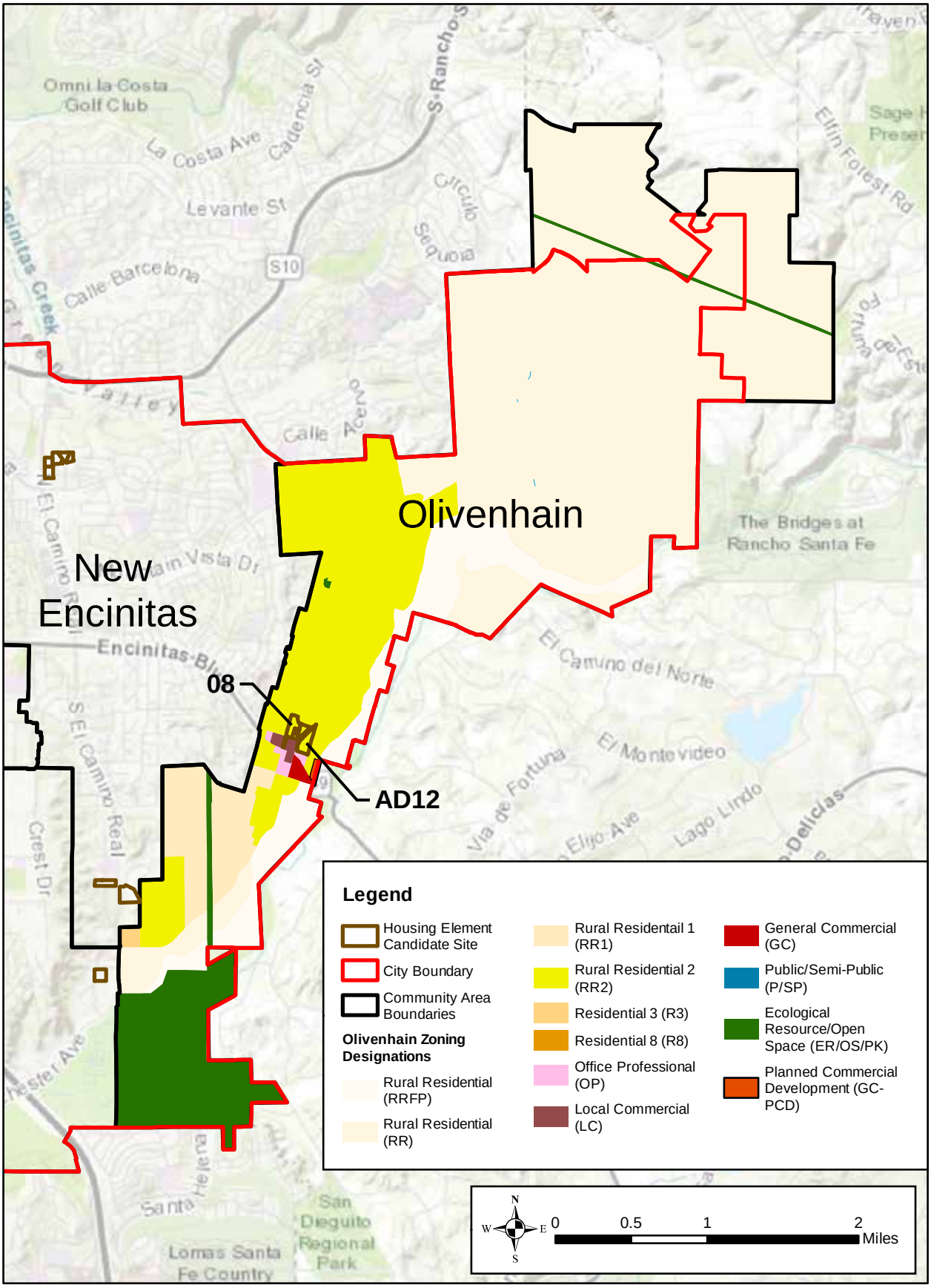
Source: City of Encinitas, GIS.

Kimley»Horn

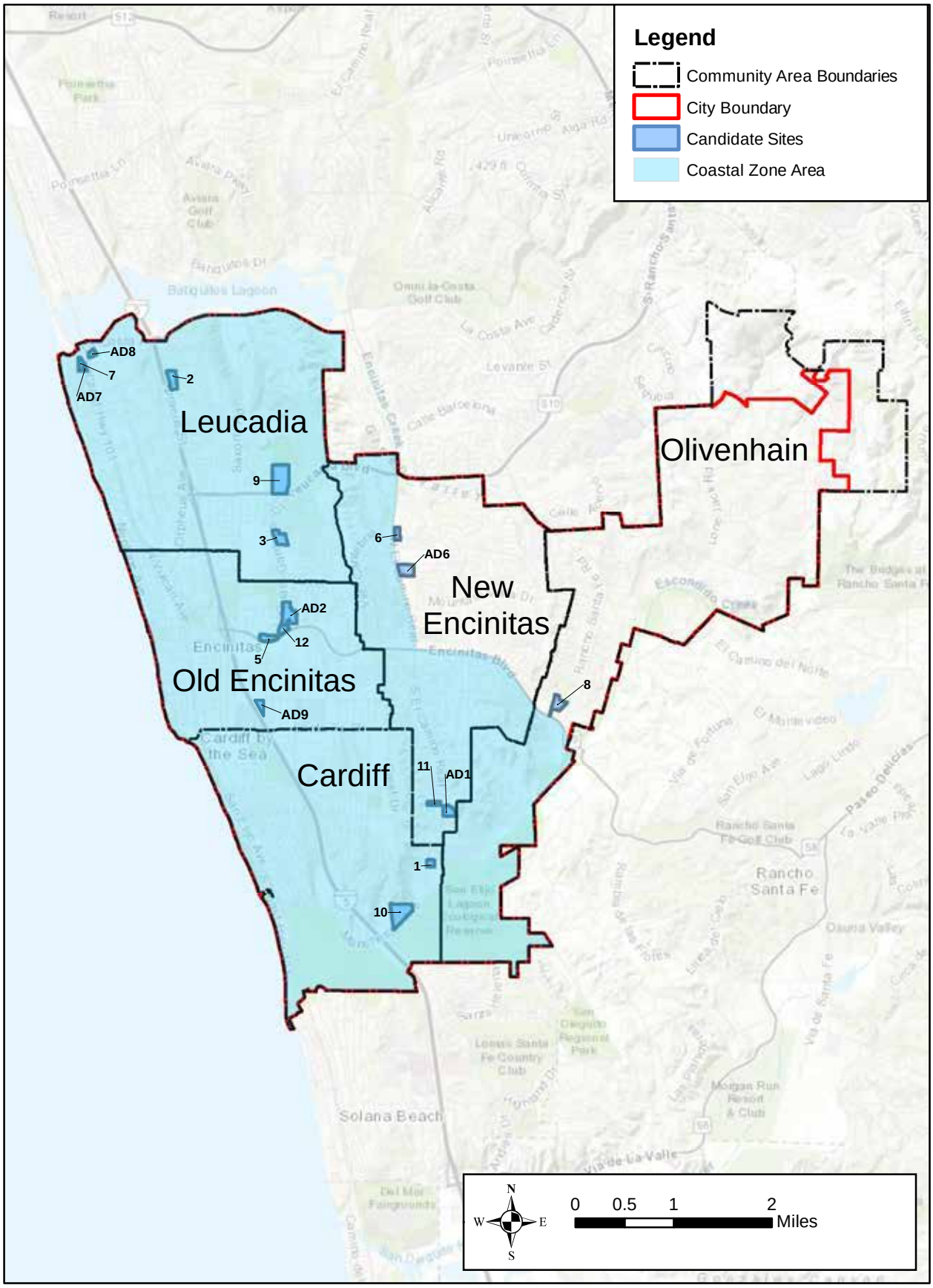
May 2018

Environmental Assessment
City of Encinitas 2013-2021 Housing Element Update

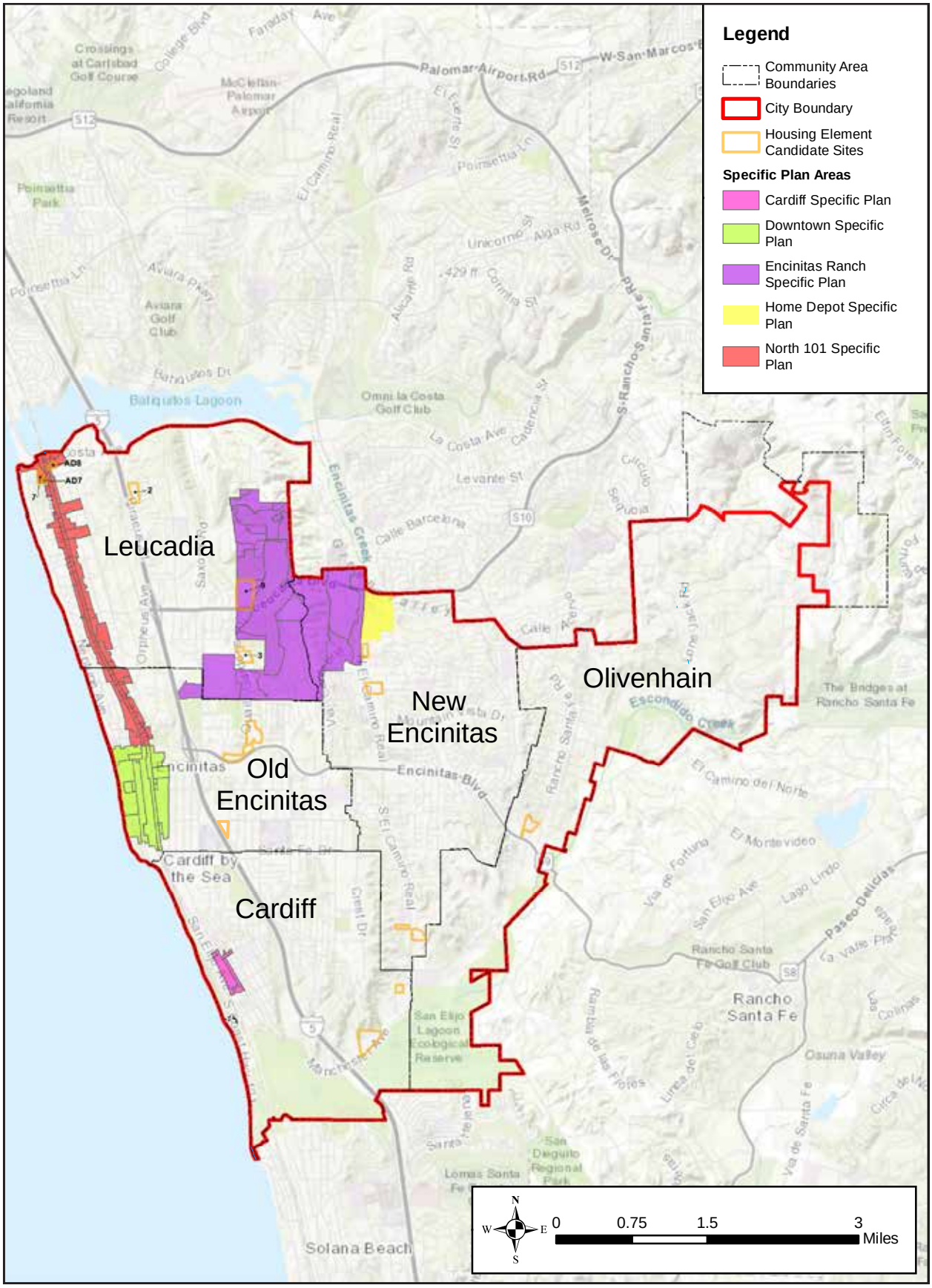
Existing Zoning - New Encinitas
Figure 4.9-2d



Source: City of Encinitas, GIS.



Source: City of Encinitas, GIS.



Source: City of Encinitas, GIS.

The City provides a density bonus for inclusionary units when they also meet State density bonus law requirements. As of December 31, 2017, the City had approved 27 projects that included 49 affordable units. In the 10-year period between 2003 and 2013, 68 percent of all units were approved under density bonus subdivisions. Further, in all cases, the number of density bonus units at least equaled or exceeded the number of inclusionary affordable units required for the project.

The City's density bonus ordinance was amended for consistency with the 2015 State density bonus law amendments.

California Code of Regulations Title 24 Interior Noise Building Standards

California Code of Regulations (CCR) Title 24, *Interior Noise Building Standards* was published July 1, 2016, with an effective date of January 1, 2017.

Inclusionary Housing

The City's inclusionary housing program requires housing developers of ten or more DU to reserve 10 percent of the units for low or very-low income households, or pay an in-lieu fee, if approved by the City Council. As of December 31, 2017, 146 low and very-low income units have been provided.

City of Encinitas General Plan

PROPOSITION A – VOTER'S RIGHT INITIATIVE

Proposition A was adopted by voters in 2013 and requires voter approval of land use changes. Proposition A requires an affirmative vote of the people when publicly or privately initiated changes are proposed to increase the currently allowed intensity or density of development (e.g., increasing the allowable number of DU or increasing the allowable commercial square footage). Proposition A also modified the City's building height standards. Citywide, Proposition A restricts the height of any structure to the lower of two stories or 30 feet. In cases where the existing codes specify a different maximum height standard, the more restrictive requirements apply. Each of the City's land use designations provides density range regulations for how a property can be developed. In November 2016, as required by Proposition A, the City placed the then proposed Housing Element and related EGP and Zoning Amendments on the ballot as Measure T. Measure T was not approved by the voters. Refer to Section 3.2.2, *Project History*.

4.9.3 SIGNIFICANCE DETERMINATION THRESHOLDS

Consistent with the 2016 PEIR and in substantial conformance with CEQA Guidelines Appendix G, impacts related to land use and planning would be significant if the Project would:

- Conflict with any applicable land use plan or policy of an agency with jurisdiction over the Project (see Issue 1);
- Conflict with State Planning Initiatives (see Issue 2);
- Result in substantial neighborhood compatibility impacts associated with significant traffic, noise, or aesthetic impacts (see Issue 3);
- Result in land use conflicts in relation to the proximity of housing to existing agricultural uses/ commodity sites (i.e., indirect impacts associated with pesticides, fugitive dust, noise, etc.) (see Issue 4);

- Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use (see Issue 4);
- Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use? (see Issue 4)
- Result in exposure of persons to noise levels in excess of standards established in the local General Plan (see Issue 5).

4.9.4 IMPACTS AND MITIGATION MEASURES

4.9.4 - Issue 1: Land Use Plans or Policies Plan Consistency

Would the Project conflict with any applicable land use plan or policy of an agency with jurisdiction over the Project?

IMPACTS:

2016 PEIR

The potential impacts concerning land use and planning/land use plans or policies are discussed in 2016 PEIR Section 4.9.5 (Issue 1, pages 4.9-33 through 4.9-39). The 2016 PEIR identified that adoption of the Housing Element Update (HEU) would require an EGP Land Use Element Amendment, as well as other conforming EGP and Encinitas Municipal Code (EMC) amendments. The PEIR concluded that HEU implementation would be consistent with regional and local plans and policies. Impacts associated with conflicts with any applicable land use plan or policy would be less than significant. The following plans and policies were addressed in the 2016 PEIR:

San Diego Forward

The 2016 PEIR concludes that the HEU would be consistent with the relevant San Diego Association of Governments (SANDAG) policies, including the principles of sustainability and smart growth as set forth in SANDAG's *Regional Transportation Plan/Sustainable Communities Strategy* (RTP/SCS). The HEU was found to comply with the 2050 RTP/SCS and San Diego Forward objectives. The San Diego Forward Plan identifies developable sites based on multiple factors: livability; proximity to jobs, transit and activity centers; preserve environmentally sensitive resources; and fit as part of a cohesive community. The 2016 PEIR concluded that providing for additional development within the housing sites would help accommodate anticipated housing needs, while conforming to the principles of regional growth as contained in SANDAG planning documents. The 2016 PEIR concluded the HEU would be consistent with all regional plans; no impacts were identified.

City of Encinitas General Plan and Local Coastal Program

As set forth by State law, the EGP serves as the primary land use planning document for the City and all subordinate plans and implementing ordinances are required to be consistent with the EGP. Approximately two-thirds of the City is in the Coastal Zone. Therefore, in addition to the EGP, the City also maintains the Local Coastal Program (LCP) which goals and policies are directly related to California Coastal Act requirements. The 2016 PEIR noted that several housing sites were in the Coastal Zone and would be subject to LCP policies.

The 2016 PEIR Appendix M identified all EGP goals and policies and evaluated the HEU for consistency. The 2016 PEIR identified goal and policy conflicts, which were associated with land use, however, would be resolved through proposed goal and policy language amendments, reducing impacts to less than significant. Concerning the EGP Circulation Element, the HEU was determined to be consistent with circulation policies. It was noted that a statement of overriding considerations would be adopted to demonstrate that overriding public benefits (Circulation Element Policies 1.3 and 2.19) would outweigh traffic impacts.

The 2016 PEIR identified that the Noise Element was being updated to provide standards more consistent with interior attenuation provided by contemporary construction methods and mixed-use environments. The PEIR found that the HEU would be consistent with the updated Noise Element. The 2016 PEIR concluded that the HEU would be consistent with all EGP Public Safety Element, Recreation Element, and Resource Management Element goals and policies.

Specific Plans

Concerning the housing sites proposed within specific plan areas, the 2016 PEIR noted that the HEU included Downtown Encinitas Specific Plan, North 101 Corridor Specific Plan, and Cardiff Specific Plan amendments to allow for implementation of the HEU housing strategies. The HEU through application of various neighborhood and housing prototypes would seek to retain the character surrounding each housing site; therefore, the 2016 PEIR concluded the HEU would not conflict with the goals and policies of the noted specific plans; impacts were concluded to be less than significant.

City of Encinitas Zoning Code

The 2016 PEIR noted that discretionary actions included a Zoning Code Amendment and Zoning Code updates to implement the HEU. Specifically, the City proposed the creation of floating zones. Proposed zoning amendments also included a requirement for certain housing sites to obtain a Master Design Review Permit (MDP), which is a discretionary action. Development subject to a MDP would be required to meet certain findings regarding walkability, phasing and amenities, and conformance with the EMC and Housing Plan. The analysis concluded a less than significant impact in this regard.

City of Encinitas Design Guidelines

The design guidelines were proposed to illustrate principles for community compatibility requiring new construction to be tailored to the unique characteristics of each of the City's five communities. The design guidelines would have applied to the floating zones. The 2016 PEIR concluded that application of the floating zone with design guidelines would ensure new development under the HEU would be consistent with the EMC; impacts would be less than significant.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

City of Encinitas General Plan and Local Coastal Program

Amendments are proposed to the Land Use Element to accommodate lower income housing and provide consistency with the proposed Zoning Code Amendment discussed below. The EGP Land Use Element would be amended by changing: the land use designation boundaries shown on the Land Use Map; a

property's land use designation; and/or the Land Use Element text. General Plan Map Amendments are proposed on all 17 candidate sites to add an overlay designation to implement the land uses necessary to accommodate the City's remaining RHNA. The Land Use Element text would be amended to add a new overlay land use designation called *R-30 Overlay* to designate sites on the Land Use Map where it would be implemented by the proposed/new overlay zone (*R-30 Overlay*). The existing underlying EGP designation would remain on all 17 sites. Changes are necessary to define and otherwise permit by-right development in the R-30 Overlay Zone, as provided by EMC Chapter 30.36.

As discussed in Section 3.5.7.1, *Conforming Amendments*, and summarized below, other EGP elements were reviewed and amendments are proposed to ensure consistency with the EHE.

- Amend the Land Use Element for conformance and add language that supports the new zoning program.
- Amend Land Use Element Goals 2 and 4 for growth management program modification.
- Amend the Land Use Element Community Character and Voters' Rights Initiative portions to modify building height limitations and authority to grant land use change approvals in very specific circumstances.
- Amend the Land Use Element Community Character and Voters' Rights Initiative portions of EMC Chapter 30 to modify building height limitations and authority to grant land use change approvals in very specific circumstances.

State general plan law requires that all general plan elements and all parts be integrated, internally consistent, and compatible. While each general plan element is independent, the elements are also interrelated. Certain goals and policies of each element may also address subjects of other elements. Appendix F, *General Plan Consistency Analysis*, includes an assessment of the revised Project's consistency with applicable EGP policies. The analysis concludes that the Project would be consistent with the applicable EGP policies. Therefore, Project implementation would result in a less than significant impact concerning potential conflicts with relevant EGP policies.

As a part of the City's consideration of the revised Project, the City would submit to the voters a ballot measure for approval of this HEU, as well as General Plan and Zoning Code Amendments that may be necessary to permit the necessary densities. The applicability of Proposition A to the proposed HEU and related EGP and zoning approvals is the subject of current litigation in San Diego County Superior Court. The City will comply with any final judgment related to a vote on the proposed HEU and implementing actions. Proposition A would not impact the inventory of lands available in previous planning periods or the City's AB 1233 "carryover" analysis. The candidate sites identified in the inventory were available at full capacity throughout the 2005-2013 planning period.

Specific Plans

As previously noted, Candidate Sites #7, #AD7, #AD8 are within the North Coast Highway 101 Corridor Specific Plan and Candidate Site #9 is within the Encinitas Ranch Specific Plan. The Project proposes to amend the North 101 Specific Plan and Encinitas Ranch Specific Plan to establish a foundation for R-30 Overlay Zone implementation. Amendments would ultimately be determined by the registered voters, as required by Proposition A. Additionally, portions of the North 101 Corridor Specific Plan have mixed-use zones where residences are allowed. However, ground floor uses in a storefront location are limited to retail-serving uses only; or residential uses are permitted only above or behind a primary use. For mixed-use projects, the City proposes to amend zoning regulations to require ground floor commercial uses only at key locations or preference areas based on context or planning objectives to ensure future projects are

feasible and the desired community character is preserved. The City Council would determine key locations.

The North 101 Corridor Specific Plan Section 3.1.1(A)(4) requires that "all [new] residential detached and attached DU in residential-only developments must be constructed on a legally subdivided lot or must be subdivided to permit ownership of airspace in the form of a dwelling unit with an undivided share in common elements." The City proposes to amend the North 101 Corridor Specific Plan to eliminate the airspace requirement for multi-family housing.

City of Encinitas Zoning Code

Amendments are proposed to EMC Title 30, *Zoning*, to rezone sufficient acreage to higher density residential to accommodate lower income housing. The Zoning Map and zoning regulations would be amended by changing: the zoning boundaries shown on the Zoning Map; a property's zoning; and/or the regulation.

Zone Map amendments are proposed on the 17 candidate sites to add an overlay zone to implement the land uses necessary to accommodate the City's remaining RHNA. EMC Chapter 30.34 would be amended to add a new overlay zone called *R-30 Overlay Zone* to zone sites on the Zoning Map. The existing underlying zone would remain on the candidate sites and the new R-30 Overlay Zone would allow the underlying zone's permitted uses and development standards to continue. The R-30 Overlay Zone includes the new, overlying permitted uses and development standards, along with unique processes and findings, which would accommodate residential uses at up to 30 DU/AC. R-30 Overlay Zone adoption would occur concurrent with the approval of the other HEU components and would be ultimately determined by the registered voters, as required by Proposition A.

The proposed conforming Zoning Code amendments are discussed in Section 3.5.7.1 and summarized below.

- Amend EMC Chapter 23.08 to allow additional authority to grant permit.
- Amend EMC § 30.04.10 to add the R-30 Overlay Zone definition.
- Amend EMC § 30.34.30 to allow additional authority to grant permit.
- Amend EMC Chapter 30.72 to allow additional authority to grant permit.
- Add EMC Chapter 30.36 for the R-30 Overlay Zone.

City of Encinitas Design Guidelines

The City requires design review approval for most proposed developments. Unless exempt, residential projects must be consistent with the City's design guidelines and comply with certain findings before they can be constructed. Among these findings is the requirement that the Project "would not tend to cause the surrounding neighborhood to depreciate materially in appearance or value" (EMC § 23.08.080). Under the Housing Accountability Act, the inability to make this subjective finding cannot be used by the City to deny or reduce the density of any residential development. However, future development that qualifies as a use by right would not be exempt from design review.

Other Planning Documents

Various other planning documents were reviewed for conformity and additional supporting amendments are proposed; see Section 3.5.7.2, *Ancillary Amendments*.

Conclusion

Project implementation would not conflict with applicable plans and policies identified above. Future development within the City would be subject to adopted EGP/Local Coastal Program and Specific Plan policies, as well as EMC processes that govern discretionary actions, including design review. The City would review future project applications for compatibility, policy consistency, applicable noise requirements, and require specific conditions as part of the approval process. Adoption of the new R-30 Overlay Zone would not alter the City's adopted discretionary review process. Subsequent "by right" would not be subject to further CEQA review but would be subject to compliance with zoning standards, associated design guidelines, and mitigation, as applicable. This would ensure development is compatible with land use designations, and consist with the context of each neighborhood's character.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

The proposed HEU contains the goals and policies the City intends to implement to address various important housing-related issues. The following three major issue areas are addressed by the EHE goals and policies: ensure that a broad range of housing types are provided to meet the needs of both existing and future residents; ensure that housing is both sound and safe for occupants; and ensure that the existing housing stock is maintained and preserved. Additionally, future development would be subject to compliance with the EGP policies noted below, which would avoid/lesson potential conflicts with applicable land use plan/policies. Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- LUE Policy 1.2
- LUE Policy 1.12
- LUE Policy 1.14
- LUE Policy 2.3
- LUE Policy 2.11
- LUE Policy 3.1
- LUE Policy 3.2
- LUE Policy 3.6
- LUE Policy 3.7
- LUE Policy 3.8
- LUE Policy 3.9
- LUE Policy 3.12
- LUE Policy 6.6
- LUE Policy 8.4
- LUE Policy 9.1

MITIGATION MEASURES:

No mitigation measures for Issue 1 were identified in 2016 PEIR Section 4.9.6 and none are necessary for the Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.9.4 - Issue 2: State Planning Initiatives

Would the Project conflict with State Planning Initiatives?

IMPACTS:

2016 PEIR

The potential impacts concerning compliance with State planning initiatives are discussed in 2016 PEIR Section 4.9.6 (Issue 2, pages 4.9-39 through 4.9-43).

Regional Housing Needs Assessment (RHNA)

The 2016 PEIR noted that SANDAG adopted the final RHNA Plan for the fifth housing element cycle on October 28, 2011. The RHNA identified the City had a housing deficit of 1,283 low- and very-low income DU. State law requires that jurisdictions demonstrate in the Housing Element that the land inventory is adequately zoned to accommodate that jurisdiction's share of the regional growth. To address its housing deficit, the City developed three housing strategies, which identified housing sites that could be considered for rezoning to accommodate the City's future housing needs. The 2016 PEIR concluded the City's remaining RHNA allocations would be met through any one of the three housing strategies.

Goals, Policies, and Implementation Programs

State Housing Element law (GOV § 65300.5) requires internal consistency between all general plan elements. As part of the HEU, the EHE goals, policies, and objectives were reviewed in the context of the rest of the EGP adopted elements. The 2016 PEIR identified updated goals and policies intended to reflect changes in State law and circumstances, as well as EHE implementation programs to demonstrate how the City intended to implement goals and policies.

Housing Plan

As required by State Housing Element law, the HEU included a Housing Plan to facilitate and encourage the provision of housing consistent with the RHNA allocation. The 2016 PEIR concluded the HEU would be consistent with State Housing Element law requirements. Analysis concluded approval of any of the housing strategy maps would provide adequate housing sites to meet the City's RHNA allocation. The 2016 PEIR concluded the HEU contained all the required component parts and would not conflict with any State Housing Element law mandates.

SB 743

Senate Bill (SB) SB 743 promotes changes in the process of evaluating transportation impacts as part of CEQA compliance. Overall, SB 743 expresses the need to evaluate transportation impacts based on land use efficiency rather than road capacity. The 2016 PEIR noted that although implementation of development consistent with the HEU would degrade vehicular levels of service (LOS) on several roadway segments and intersections, implementation would result in lower vehicle miles traveled (VMT) per capita and higher land use efficiency as suggested by SB 743. Therefore, the 2016 PEIR found that the HEU would be consistent with intent of SB 743 and no impact would occur.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

Under State Housing Element law, the revised Project must include programs that address six housing-related categories, as outlined below and addressed in greater detail in Section 3.0, *Project Description*.

Adequate Sites Inventory [GOV §§ 65583(a)3 and 65583(c)1]. A jurisdiction must identify actions/ programs that will be taken to make sites available during the planning period with appropriate zoning and development standards and with services/facilities to accommodate the City's share of regional housing need for each income level.

Affordable Housing [GOV §§ 65583(a)7 and 65583(c)2]. A jurisdiction must show how it intends to assist in the development of adequate housing to meet the needs of extremely low-, very-low, low, and moderate-income households.

Mitigation of Constraints [GOV §§ 65583(a)5 and 65583(c)3]. A jurisdiction must address, and where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities.

Conservation [GOV § 65583(c)4]. A jurisdiction must conserve and improve the condition of the existing affordable housing stock.

Equal Housing Opportunities [GOV § 65583(c)5]. A jurisdiction must promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, family status, or disability.

At-Risk Housing [GOV § 65583(a)9]. A jurisdiction must preserve for lower income households the assisted housing developments that are at risk of becoming homeless.

The following addresses City actions proposed to make sites available during the planning period with appropriate EGP, Specific Plan, zoning and development standards, and with services/facilities to accommodate the City's share of RHNA allocation for each income level.

Regional Housing Needs Assessment (RHNA)

The City's RHNA allocation, including the current/Fifth Cycle and carryover from the previous/Fourth Cycle, is 2,606 DU. The City's remaining RHNA allocation, after credits for new units approved, permitted, and/or built, is 1,594 DU (see Table 3-2). Of this total number of units, 1,220 DU are in the low-/very-low income category and 409 DU are in the moderate-income category. The City has nearly met its total RHNA allocation for the above moderate-income category. Since the City has adequate capacity to accommodate the moderate and higher income housing RHNA categories, no General Plan, Zoning Code, or Specific Plan Amendments are needed or proposed for properties that are already designated/zoned for this type of housing.

The City is committed to providing adequate sites with appropriate zoning to accommodate the remaining RHNA allocation for all income levels, as required by State Housing Element law. As required by State Housing Element law, the proposed HEU includes a Housing Plan to facilitate and encourage the provision of housing consistent with the RHNA allocation. As such, the Project evaluated in this EA includes the 17 low- and very-low income candidate sites. Approval would provide adequate housing sites to meet the City's RHNA. The proposed HEU would be consistent with State Housing Element law requirements and a less than significant impact would occur in this regard.

If approved, it is anticipated the General Plan, Zoning Code, and Specific Plan Amendments proposed under Program 1A would be placed on the November 2018 ballot for voter approval. If approved by the voters, the proposed changes would be submitted to the California Coastal Commission.

Inclusionary Housing

The City's inclusionary housing program requires housing developers of ten or more DU to reserve ten percent of the units for low or very-low income households, or to pay an in-lieu fee if approved by

the City Council. As of December 31, 2017, 146 low and very-low income units have been provided. The City proposes to update their Inclusionary Housing Ordinance to more effectively meet the City's affordable housing goals and grant developers' greater flexibility in how they fulfill their inclusionary housing requirement. With the 2017 adoption of AB 1505, the City can require inclusionary units in rental projects, as well as for-sale projects. Therefore, the Project would comply with this requirement and a less than significant impact would occur in this regard.

State Density Bonus Law

Many developers in the City use the State Density Bonus Law, and the City has a standard procedure for routinely processing density bonus applications as part of housing development applications. Projects that meet the City's inclusionary requirements are eligible for density bonuses. The City's implementing ordinance (EMC § 30.16.020.C, *Density Bonus Regulations*) is consistent with the current Government Code and is proposed to be amended for consistency with the most recent State Density Bonus Law amendments enacted in 2015.

Conclusion

In summary, implementation of the Project would be consistent with State planning initiatives. Impacts would be less than significant.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

The proposed Housing Element Update contains the goals and policies the City intends to implement to address various important housing-related issues. The following three major issue areas are addressed by the goals and policies of the Housing Element: ensure that a broad range of housing types are provided to meet the needs of both existing and future residents; ensure that housing is both sound and safe for occupants; and ensure that the existing housing stock is maintained and preserved. Additionally, future development would be subject to compliance with the EGP policies outlined below, which would avoid/lesson potential conflicts with State planning initiatives. Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- LUE Policy 1.2
- LUE Policy 1.12
- LUE Policy 1.14
- LUE Policy 2.3
- LUE Policy 2.11
- LUE Policy 3.1
- LUE Policy 3.2
- LUE Policy 3.6
- LUE Policy 3.7
- LUE Policy 3.8
- LUE Policy 3.9
- LUE Policy 3.12
- LUE Policy 6.6
- LUE Policy 8.4
- LUE Policy 9.1

MITIGATION MEASURES:

No mitigation measures for Issue 2 were identified in 2016 PEIR Section 4.8.6 and none are necessary for the Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.9.4 - Issue 3: Neighborhood Compatibility

Would the Project result in substantial neighborhood compatibility impacts associated with significant traffic, traffic, noise, or aesthetics impacts?

IMPACTS:

2016 PEIR

The potential impacts concerning land use and planning/neighborhood compatibility are discussed in 2016 PEIR Section 4.9.7 (Issue 3, pages 4.9-43 through 4.9-46). concerning traffic, the 2016 PEIR concluded that HEU implementation would allow development of new residential and mixed-uses throughout the City resulting in a significant impact relative to the LOS of existing roadways and intersections. The 2016 PEIR concluded neighborhood incompatibility impacts from such traffic generation would be significant and unavoidable.

Concerning noise, the 2016 PEIR compared future noise levels without the HEU to future noise levels with HEU buildout. The HEU's increase in ambient noise would be less than 3 decibels adjacent to all roadway segments. The 2016 PEIR concluded impacts would be less than significant. The PEIR also addressed development of new residential uses adjacent to existing commercial uses, or in the context of the mixed-use sites within the same structure as noise-generating commercial uses. Noise levels resulting from existing and proposed noise-generating uses (i.e., commercial uses) could expose new noise-sensitive uses to noise levels in excess of the City's standards. The potential for neighborhood incompatibility impact from such noise generation was determined to be potentially significant, but would be reduced to less than significant with mitigation.

Concerning aesthetics, the 2016 PEIR noted that while the application of zoning regulations and design guidelines would allow most development to be compatible with the existing community characters throughout the City, development on three housing sites was concluded to result in significant impacts to community character. The 2016 PEIR concluded neighborhood incompatibility impacts from development of these housing sites would be significant and unavoidable.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

Compatibility can be defined as the characteristics of different uses or activities that permit them to be located near each other in harmony and without conflict. Land use incompatibility can occur where dissimilarity among nearby uses result in significant noise levels/significant traffic levels, among other factors, such that project-related significant unavoidable direct and indirect impacts impede use of the existing land uses, as they were intended.

Concerning traffic, as concluded in Section 4.13, *Transportation and Traffic*, future development accommodated through HEU implementation would result in less than significant impacts to roadway and intersection levels of service, with mitigation incorporated. Therefore, consistent with the significance criteria set forth in the 2016 PEIR, the Project would result in less than significant neighborhood compatibility impacts from traffic generation. It is further noted, the 2016 PEIR assessed traffic impact based on Housing Strategy 3 (MMUP), because it involved the greatest MRY and would generate the greatest traffic volumes. Table 4.2-4, *Maximum Realistic Yield & Trip Generation Comparison*, compares

the revised Project's MRY and trip generation to the MMUP strategy's MRY and trip generation. As compared to the MMUP strategy's MRY, the Project's MRY represents a net decrease of 767 DU (-24% DU) and a net decrease of 1,610,066 SF of non-residential uses (-100% SF). As shown in Table 4.2-4, as compared to the MMUP strategy's trip generation, the revised Project would result in a 50.4 percent trip reduction. Thus, as compared to the MMUP strategy, the revised Project would result in less potential for land use incompatibilities concerning traffic volumes.

Concerning noise, as concluded in Section 4.10, *Noise*, the Project would result in less than significant impacts associated with ambient traffic noise levels. Noise level increases would be less than the 3-decibel adjacent to all study area roadway segments. Additionally, the Project would result in less than significant impacts associated with stationary noise sources, with mitigation incorporated. Therefore, consistent with the significance criteria set forth in the 2016 PEIR, the Project would result in less than significant neighborhood compatibility impacts from mobile and stationary noise sources. It is further noted, because the revised Project would result in a 50.4 percent trip reduction, as compared to the MMUP strategy's trip generation, the Project's mobile noise levels would be proportionately less.

Concerning aesthetics, the Project's potential visual effects on community character are assessed in Section 4.1, *Aesthetics*, Issue 4. Despite compliance with the established regulatory framework, future development on Candidate Sites #3 and #10 would be dissimilar to the existing neighborhoods and could negatively impact the neighborhoods' characters. Therefore, consistent with the significance criteria set forth in the 2016 PEIR, future development of Candidate Sites #3 and #10 would result in significant unavoidable neighborhood compatibility impacts from the Project's effects on visual character.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES

Refer to Section 4.1, *Aesthetics*, Section 4.10, *Noise*, and Section 4.13, *Transportation and Traffic*.

MITIGATION MEASURES:

Refer to Section 4.10, *Noise*, and Section 4.13, *Transportation and Traffic*. Section 4.1, *Aesthetics*, does not identify mitigation measures at this program-level of analysis.

LEVEL OF SIGNIFICANCE: Significant Unavoidable Impact

4.9.4 - Issue 4: Proximity to Agricultural Sites

Would the Project result in land use conflicts in relation to the proximity of housing to existing agricultural uses/commodity sites (i.e., indirect impacts associated with pesticides, fugitive dust, noise, etc.)?

Would the Project convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

Would the Project involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

IMPACTS:

2016 PEIR

The potential indirect impacts concerning the proximity of future development to existing agricultural uses/commodity sites were discussed in 2016 PEIR Section 4.9.8 (Issue 4, pages 4.9-46 and 4.9-47). The 2016 PEIR noted that the City does not have many agricultural operations; however, the City does have agricultural areas, composed primarily of greenhouses, throughout the central and eastern portions of the City. Two housing sites were identified as containing greenhouses; one site was identified as being adjacent to greenhouse sites. Development of these sites would require either demolition of the greenhouses or placement proximate to greenhouse operations. The 2016 PEIR concluded housing would be compatible with this type of agricultural use; no significant land use compatibility impacts would occur.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

The New Encinitas Candidate Site #6 is adjacent to agricultural uses. The following candidate sites contain or are adjacent to agricultural uses (see Figures 4.3-1a through 4.3-1e in Section 4.3, *Biological Resources*):

- Leucadia: Candidate Sites #3, #9, #AD8
- Old Encinitas: Candidate Sites #12, #AD2
- Cardiff: Candidate Site #10

The Farmland Mapping and Monitoring Program's map of San Diego County Important Farmland 2016 Sheet 1 of 2 designates most of the City as "Urban and Built-up Land." Candidate Site #3 is designated "Farmland of Local Importance," which is defined as "land that meets all the characteristics of prime and statewide, except irrigation." This housing site is a commercial greenhouse/nursery; commercial greenhouse operations are considered agricultural uses. This site is zoned RR (Rural Residential). Development of Candidate Site #3 would require either demolition of the greenhouses or placement proximate to greenhouse operations. Future conversion of Candidate Site #3 from a commercial nursery to a residential use is not considered a significant impact, given it would not convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance and is not designated for agricultural use.

Candidate Site #10 is an approximately 16.9-acre site that is zoned RR (Rural Residential). A Land Evaluation and Site Assessment (LESA) was prepared for the property to determine the potential for impacts to agricultural resources associated with a development proposal. A LESA is a term used to define an approach for rating the relative quality of land resources based on specific measurable factors to evaluate the value of land for agricultural purposes. The LESA concluded that future development of Candidate Site #10 would have a less than significant impact on agricultural resources. No impact would occur in this regard.

Candidate Site #9 is designated "Unique Farmland," which is defined as "lesser quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards as ground in some climatic zones in California. Land must have been cropped at some time during the four years prior to the mapping date." The site is in use as a flower nursery. Candidate Site #9 is located within the Encinitas Ranch Specific Plan and is zoned ER-AG (Encinitas Ranch – Agriculture Zone). Future development of this site would require removal of agricultural

operations and conversion of Unique Farmland to non-agricultural use, as well as designation Zoning Amendment to add the R-30 Overlay. Based on the significance criteria, future development of Candidate Site #9 would result in a significant and unavoidable impact to agricultural resources. Mitigation Measure LU-1 requires that a LESA be prepared at the time development is proposed to determine whether the site's then current conditions would still render a finding of significant and unavoidable.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES

No EGP policies are applicable.

MITIGATION MEASURES:

No mitigation measures for Issue 4 were identified in 2016 PEIR Section 4.9.

LU-1 As part of the City's design review and entitlement process for Candidate Site #9, the City shall require the preparation of a Land Evaluation and Site Assessment (LESA) to determine the significance of development on agricultural resources. Should the LESA determine that site development would result in a significant impact to agricultural resources, the City shall determine if feasible mitigation is available. The absence of feasible mitigation shall not preclude development of Candidate Site #9 consistent with the Housing Element Update.

LEVEL OF SIGNIFICANCE: Significant Unavoidable Impact

4.9.4 - Issues 5: Noise/Land Use Compatibility
Would the Project result in exposure of persons to or generation of noise levels in excess of standards established in the local general plan?

IMPACTS:

2016 PEIR

The 2016 PEIR noted that all HEU housing sites would be affected by traffic noise. Noise levels would depend upon noise sources and the path from the source to the sensitive receptor. Buildings, walls, dense vegetation, and other barriers could potentially block the direct line of sight and reduce noise levels at the receptor. The 2016 PEIR concluded all housing sites would be adjacent to roadways or freeways that would generate noise levels in excess of the City's normally acceptable compatibility level of 60 Ldn. Additionally, many housing sites would be located adjacent to roadways or freeways that would generate noise levels greater than 70 Ldn, which exceeds the City's conditionally acceptable exterior noise compatibility level. The analysis concluded that site-specific exterior noise analyses would be required to demonstrate that the project would not place sensitive receptors in locations where the exterior existing or future noise levels would exceed the EGP noise compatibility guidelines. Because no specific projects were assumed in the 2016 PEIR, noise control measures could not be practically designed, and impacts were found to be potentially significant. Future projects would be required to demonstrate compliance with Title 24 requirements as a part of the permitting process. Therefore, interior noise impacts would be less than significant.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

As concluded in Section 4.10, *Noise*, the Project would result in less than significant impacts associated with ambient traffic noise levels. Noise level increases would be less than the 3-decibel adjacent to all study area roadway segments. Therefore, the Project would result in less than significant noise-related land use compatibility impacts from mobile noise sources. Notwithstanding, to further minimize potential impacts associated with mobile noise sources, future development would be subject to compliance with Mitigation Measure LU-1, which involves avoiding siting sensitive exterior areas associated with future residential uses within the 70 Ldn exterior traffic noise contour distances to the extent practicable and in consideration of other Zoning Standards and Design Guidelines. It is further noted, because the revised Project would result in a 50.4 percent trip reduction, as compared to the MMUP strategy's trip generation, the Project's mobile noise levels would be proportionately less.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- NE Policy 1.1
- NE Policy 1.2
- NE Policy 1.4
- NE Policy 1.8
- NE Policy 2.1
- NE Policy 4.1

MITIGATION MEASURES:

The mitigation measures concerning land use noise/on-site generated noise identified in 2016 PEIR Section 4.10.6 are presented below, inclusive of the additions/changes necessary for the revised Project (indicated by "~~deleted text~~" / "underlined text.")

LU-2 As part of the City's design review and entitlement process for housing sites, to the extent practicable, the City should avoid siting sensitive exterior areas associated with future residential uses within the 70 Ldn exterior traffic noise contour distances to the extent practicable and in consideration of other Zoning Standards and Design Guidelines. If sensitive receptors are to be located within the 70 Ldn exterior noise contour, outdoor activity areas shall be shielded from the noise source using site design measures such as building orientation or sound walls to maintain a 70 Ldn exterior noise level for noise sensitive exterior areas.

LEVEL OF SIGNIFICANCE: Less Than Significant With Mitigation Incorporated

4.9.5 SIGNIFICANT UNAVOIDABLE IMPACTS

As concluded in Section 4.1, *Aesthetics*, despite compliance with the established regulatory framework, future development on Candidate Sites #3 and #10 would be dissimilar to the existing neighborhoods and could negatively impact the neighborhoods' characters. Therefore, future development of Candidate Sites #3 and #10 would result in significant unavoidable neighborhood compatibility impacts from the Project's effects on visual character. Future development of Candidate Site #9 would result in a significant unavoidable impact to agricultural resources.

4.9.6 SOURCES CITED

San Diego Association of Governments, Data Surfer Website. 2016 Estimates - Encinitas. March 9, 2017. Accessed May 1, 2018. Available at: http://datasurfer.sandag.org/.

4.10 NOISE

The environmental setting, regulatory framework, potential impacts, and mitigation measures concerning noise are discussed in 2016 PEIR Section 4.10.1 and hereby incorporated by reference. The additions/changes to those analyses necessary to make the 2016 PEIR applicable to the revised Project are presented below.

The section identifies the existing environmental conditions in the affected area, identifies and analyzes the Project's potential noise impacts, and recommends measures to avoid/reduce the construction and operational potentially significant impacts.

4.10.1 EXISTING ENVIRONMENTAL SETTING

2016 PEIR

The existing environmental setting concerning noise discussed in 2016 PEIR Section 4.10.1 (page 4.10-1). Ambient noise levels were measured throughout the City to characterize the variability of noise throughout the Project area. Because the City is largely developed and no significant new development has occurred since the noise measurements, no appreciable change in the area's noise environment has occurred, since the 2016 PEIR was prepared. Therefore, the existing environmental setting concerning noise discussed in 2016 PEIR applies to the revised Project and no additions/changes are necessary.

ADDITIONS/CHANGES SINCE 2016 PEIR

No additions/changes are necessary.

4.10.2 REGULATORY FRAMEWORK

2016 PEIR

The regulatory framework concerning noise, which is discussed in 2016 PEIR Section 4.10.2 (page 4.10-6), applies to the revised Project and no additions/changes are necessary.

ADDITIONS/CHANGES SINCE 2016 PEIR

No additions/changes are necessary. For reference, Encinitas General Plan (EGP) goals and policies and Encinitas Municipal Code (EMC) containing relevant noise standards are provided below.

Encinitas General Plan

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 ln 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 1.2: 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 sound walls along the major street system and to evaluate possible cost participation programs for constructing these soundwalls.

Encinitas Municipal Code

The EMC Sections containing relevant noise standards are: EMC Section 9.32.410, *Construction Equipment*; and EMC Section 30.40.010, *Purpose*.

4.10.3 SIGNIFICANCE DETERMINATION THRESHOLDS

Consistent with the 2016 PEIR and in substantial conformance with State CEQA Guidelines Appendix G, impacts related to noise would be significant if the Project would:

- Result in a substantial permanent increase in ambient traffic noise levels in the project vicinity above levels existing without the project (see Issue 1);
- Result in exposure of persons to or generation of noise levels in excess of limits established in the noise ordinance (see Issue 2);
- Result in a substantial temporary or periodic increase in ambient noise levels above levels existing without the project (see Issue 3); or
- Result in the generation of excessive groundborne vibration or groundborne noise levels in the project vicinity above levels existing without the project (see Issue 4).

4.10.4 IMPACTS AND MITIGATION MEASURES

4.10.4 - Issue 1: Ambient Noise Levels

Would the project result in a substantial permanent increase in ambient traffic noise levels in the project vicinity above levels existing without the project?

IMPACTS:

2016 PEIR

The potential impacts concerning noise/ambient noise levels are discussed in 2016 PEIR Section 4.10.5 (Issue 1, page 4.10-14). The 2016 PEIR concluded that future housing development would not directly or indirectly conflict with the City's noise-related policies or regulations. The 2016 PEIR also concluded that future buildout of the housing sites would increase traffic compared to existing conditions. Given the City's largely developed nature, buildout of an individual housing site alone was determined to not likely double the traffic volume on a roadway. Traffic volumes were modeled on a strategy-wide basis. Further,

increases in existing ambient noise levels would occur regardless of project buildout due to on-going regional growth. Impacts were assessed by comparing future noise levels with and without implementation of each of the three housing strategies. The analysis concluded that compared to the no project condition, the increases in ambient noise associated with the three housing strategies would be less than 3 dB adjacent to all study roadway segments. The 2016 PEIR concluded impacts would be less than significant and no mitigation was required.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

As previously noted, the 2016 PEIR assessed ambient traffic noise impacts for the three housing strategies, including Housing Strategy 3 (MMUP) which involved the greatest maximum realistic yield (MRY) and would generate the greatest traffic volumes; see 2016 PEIR Table 4.10-9. Table 4.2-4, *Maximum Realistic Yield & Trip Generation Comparison*, compares the proposed Project's MRY and trip generation to the MMUP strategy's MRY and trip generation. As compared to the MMUP strategy's MRY, the Project's MRY represents a net decrease of 767 dwelling units (DU) (-24 percent DU) and a net decrease of 1,610,066 SF of non-residential uses (-100 percent SF). As also shown in Table 4.2-4, as compared to the MMUP strategy's trip generation, the proposed Project would result in a 50.4 percent trip reduction. Since the 2016 PEIR concluded that MMUP would result in a less than significant impact concerning ambient traffic noise, and the proposed Project's MRY and trip generation are significantly less than the MMUP strategy, it can be deduced that the proposed Project's increase in ambient noise levels due to mobile noise sources would be below the MMUP levels. Therefore, the Project would not increase ambient traffic noise levels such that the City's standards would be exceeded and a less than significant impact would occur in this regard. As concluded in the 2016 PEIR, the future increases in existing ambient noise levels would occur with or without the HEU, due to the anticipated increase in regional growth. Therefore, the Project would not result in a substantial permanent increase in ambient traffic noise levels in the Project vicinity above existing levels, and a less than significant impact would occur in this regard. Refer to Figure 4.10-1, *Future Vehicle Traffic Noise Contours*.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

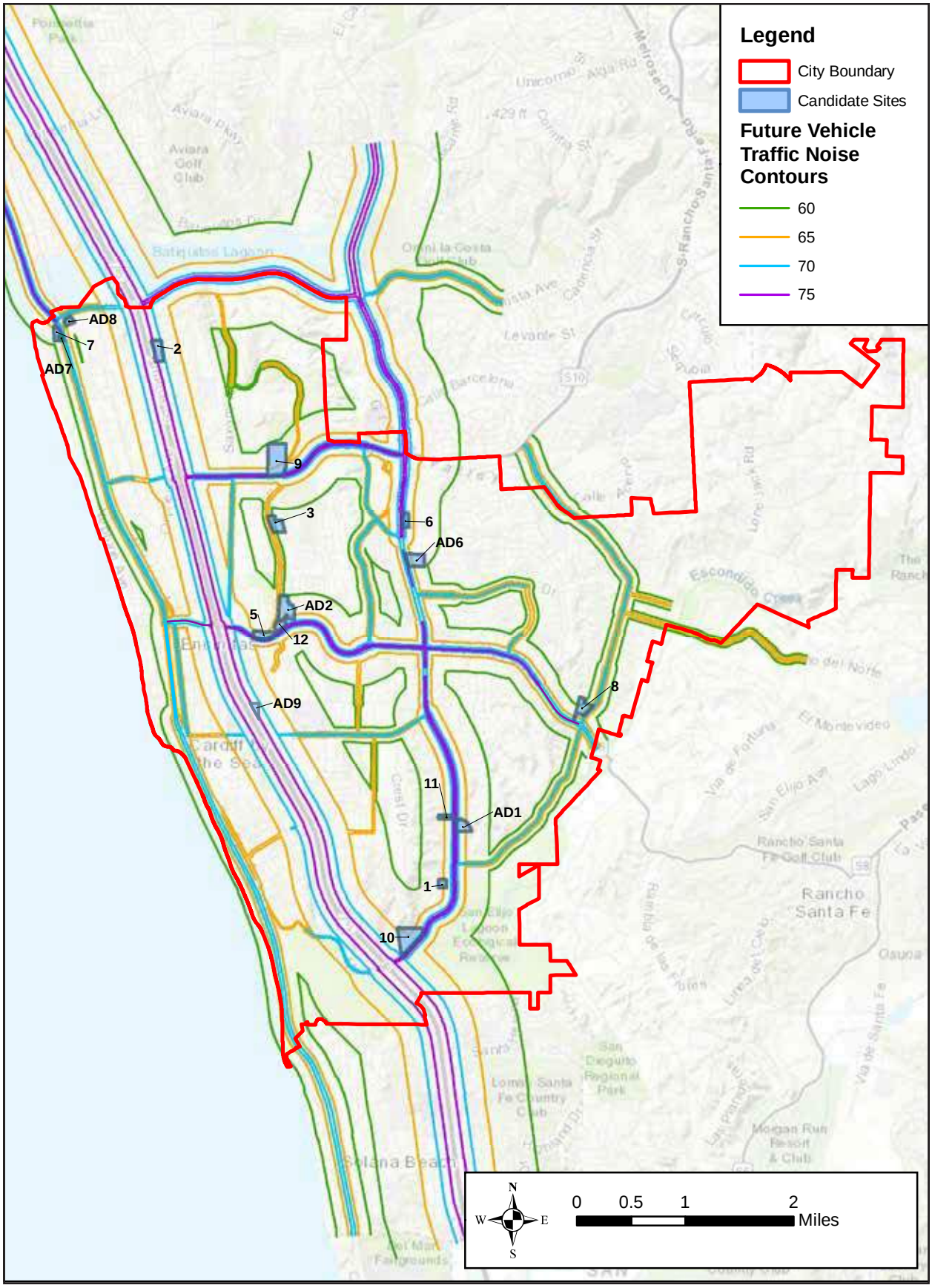
GENERAL PLAN POLICIES:

- NE Policy 1.1
- NE Policy 1.2
- NE Policy 1.4
- NE Policy 1.7
- NE Policy 1.8
- NE Policy 3.1
- NE Policy 4.1

MITIGATION MEASURES:

No mitigation measures concerning noise/ambient noise levels were identified in 2016 PEIR Section 4.10.5 and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Less than Significant Impact



Source: City of Encinitas, GIS.

4.10.4 - Issue 2: On-Site Generated Noise
Would the project result in exposure of persons to or generation of noise levels in excess of limits established in the noise ordinance?

4.10.4 - Issue 3: Temporary Noise
Would the project result in a substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

IMPACTS:

2016 PEIR

The potential impacts concerning temporary noise/on-site generated noise are discussed in 2016 PEIR Section 4.10.6 (Issue 2, page 4.10-39). A significant impact would occur if future development would exceed the property line noise limits established in the City's Noise Abatement and Control Ordinance (EMC Section 9.32). Noise sources associated with future development include typical residential activities (i.e., vehicles arriving and leaving, children at play and landscape maintenance machinery). The 2016 PEIR concluded that none of these noise sources would violate EMC standards or result in a substantial permanent increase in existing noise levels

The 2016 PEIR concluded that heating, ventilation, and air conditioning (HVAC) equipment with exterior fans or condensers mounted on the ground or roofs have the potential to produce noise levels in excess of the City's limits. Commercial and retail components of mixed-use developments would also generate noise from commercial-related mechanical equipment, loading docks, deliveries, trash-hauling activities and customer and employee use of commercial facilities. The analysis concluded that future onsite generated noise sources have the potential to exceed the property line noise level limits established in the City's Noise Ordinance. Therefore, impacts were considered significant. The 2016 PEIR concluded that implementation of Mitigation Measure NOS-1, which requires that residential development proposed adjacent to commercial uses be subject to a site-specific noise study prior to the issuance of any permit, would reduce impacts to a less than significant level.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

Approximately 7 dwelling units (DU) and approximately 793,757 square feet (SF) of non-residential land uses are located on the candidate sites. These existing land uses would be replaced by future residential development.

Short-Term Construction

Construction activities have a short and temporary duration, lasting from a few days to a period of several months. For analysis purposes, the construction period associated with each future development is assumed to be 12 months, which is considered a reasonable/typical duration based on the candidate sites' sizes and development potential (between 8 and 296 DU). Ground-borne noise and other types of construction-related noise impacts would typically occur during the initial site preparation, which can create the highest noise levels. Generally, site preparation has the shortest duration of all construction phases. Activities that occur during this phase include earthmoving and soils compaction. High ground-borne noise levels and other miscellaneous noise levels can be created by heavy-duty truck, backhoe, and

other heavy-duty construction equipment operations. Noise from construction activities is generated by two primary sources: (1) the noise related to active construction equipment; and, (2) the transport of workers and equipment to construction sites. These noise sources can be a nuisance to residents, businesses, and sensitive noise receptors (i.e., residential, hospital, hotel/motel, schools, parks, and places of worship). The Federal Transit Administration (FTA) has compiled data regarding noise generating characteristics of specific types of construction equipment and typical construction activities. These data are presented in Table 4.10-1, *Construction Equipment Noise Emission Levels*. Noise levels decrease rapidly with distance from the construction site at a rate of approximately 6 dBA per doubling distance.

TABLE 4.10-1: CONSTRUCTION EQUIPMENT NOISE EMISSION LEVELS

Type of Equipment	Acoustical Use Factor[1]	L_{max} at 50 Feet (dBA)
Crane	16	81
Dozer	40	82
Excavator	40	81
Generator	50	81
Grader	40	85
Other Equipment (greater than five horse power)	50	85
Paver	50	77
Pile Driver (impact)	20	101
Pile Driver (sonic)	20	96
Roller	20	80
Tractor	40	84
Truck	40	80
Welder	40	73

NOTE:
1. Acoustical use factor (percent): Estimates the fraction of time each piece of construction equipment is operating at full power (i.e., its loudest condition) during a construction operation.

Source: Federal Highway Administration, Roadway Construction Noise Model (FHWA-HEP-05-054), January 2006.

Operating cycles for these types of construction equipment used may involve one or two minutes of full power operation followed by three to four minutes at lower power settings. Other primary sources of acoustical disturbance would be random incidents, which would last less than one minute (such as dropping large pieces of equipment or the hydraulic movement of machinery lifts). Construction activities associated with future development accommodated through Project implementation would occur in incremental phases over time based on market demand, economic, and planning considerations. All construction activities associated with future development would be subject to compliance with EGP policies, the Noise Abatement and Control Ordinance outlined in EMC Section 9.32.

The Noise Abatement and Control Ordinance limits the operation of construction equipment to Mondays through Saturdays between the hours of 7:00 a.m. and 7:00 p.m. EMC § 9.32 limits construction noise at a residential property line to a sustained level of 75 dB for no more than eight hours during a 24-hour period. Construction activity is required to comply with these limits. Typical residential construction activities are subject to limited duty cycles having intermittent durations. In addition, heavy construction equipment is not typically stationary and moves throughout a development site. Future development would be subject to compliance with EMC § 9.32. For these reasons, construction activity associated with

future development would avoid significant construction noise effects. A less than significant impact would occur in this regard.

LONG-TERM OPERATIONS

No changes are necessary to make the 2016 PEIR applicable to the proposed Project. Future developments' HVAC equipment with exterior fans or condensers mounted on the ground or roofs could generate noise levels exceeding City noise limits. Future onsite stationary noise sources could exceed the property line noise level limits established in the City's Noise Ordinance. Following implementation of Mitigation Measure NOS-1, which requires that residential development proposed adjacent to commercial uses be subject to a site-specific noise study prior to the issuance of any permit, would reduce impacts to less than significant.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

- NE Policy 1.1
- NE Policy 1.2
- NE Policy 1.3
- NE Policy 1.4
- NE Policy 1.7
- NE Policy 1.8
- NE Policy 2.1
- NE Policy 3.1
- NE Policy 4.1

MITIGATION MEASURES:

The mitigation measures concerning noise/on-site generated noise identified in 2016 PEIR Section 4.10.6 are presented below, inclusive of the additions/changes necessary for the revised Project (indicated by "~~deleted text~~" / "underlined text").

NOS-1 Operational Noise. Prior to the issuance of any permit for future development consistent with the new zone program, wherein residential development would be located adjacent to commercial uses, the City shall require a site-specific noise study. The study shall determine if on-site generated noise levels exceed the property line noise level limits in the Noise Ordinance and to present appropriate mitigation measures, where feasible.~~, which may include, but are not limited to the following:~~

- ~~Require the placement of loading and unloading areas so that commercial buildings shield nearby residential land uses from noise generated by loading dock and delivery activities. If necessary, additional sound barriers shall be constructed on the commercial sites to protect nearby noise sensitive uses and hours of delivery can be limited if determined as needed through the study.~~
- ~~Require the placement of all commercial HVAC machinery to be placed within mechanical equipment rooms wherever possible.~~
- ~~Require the provision of localized noise barriers or rooftop parapets around HVAC, cooling towers, and mechanical equipment so that line-of-sight to the noise source from the property line of the noise sensitive receptors is blocked.~~

NOS-2 Construction Noise Reduction Program. Project applicants shall require construction contractors to implement a site-specific Noise Reduction Program, which includes the following measures, ongoing through demolition, grading, and/or construction, where feasible:

- Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures, and acoustically-attenuating shields or shrouds), wherever feasible.
- Impact tools (e.g., jack hammers, pavement breakers, and rock drills) used for construction shall be hydraulically or electronically powered wherever possible to avoid noise associated with compressed air exhaust from pneumatically powered tools. However, where use of pneumatic tools is unavoidable, an exhaust muffler shall be used (this muffler can lower noise levels from the exhaust by up to approximately 10 dBA). External jackets on the tools themselves shall be used where feasible (this can achieve an approximately 5.0-dBA reduction. Quieter procedures shall be used, such as drills rather than impact equipment, whenever feasible.
- Stationary construction-related noise sources shall be located as far from adjacent receptors as possible, and they shall be muffled and incorporate insulation barriers, or other measures to the extent feasible.

NOS-3 Construction Noise Control Plan. Prior to demolition, grading, or building permit approval, a Construction Noise Control Plan shall be submitted to the City's Development Services Department for review and approval. The Plan shall demonstrate that all construction activity complies with Encinitas Municipal Code Section 9.32. The Construction Noise Control Plan can include, but is not limited to, the following:

- That construction equipment is properly muffled according to industry standards and in good working condition.
- Place noise-generating construction equipment and locate construction staging areas away from sensitive uses, where feasible.
- Implement noise attenuation measures to the extent feasible, which may include, but are not limited to, temporary noise barriers or noise blankets around stationary construction noise sources.
- Use electric air compressors and similar power tools rather than diesel equipment, where feasible.
- Construction-related equipment, including heavy-duty equipment, motor vehicles, and portable equipment, shall be turned off when not in use for more than 5 minutes.
- Construction shall be limited to the hours of 7:00 a.m. to 7:00 p.m. Monday through Saturday. No construction is permitted on Sundays or legal holidays.
- Construction hours, allowable workdays, and the phone number of the job superintendent shall be clearly posted at all construction entrances to allow for surrounding owners and residents to contact the job superintendent. If the City or the job

superintendent receives a complaint, the superintendent shall investigate, take appropriate corrective action, and report the action taken to the reporting party.

Project developers shall require by contract specifications that heavily loaded trucks used during construction be routed away from residential streets to the extent feasible. Contract specifications shall be included in construction documents, which shall be reviewed by the City prior to demolition, grading, or building permit approval.

LEVEL OF SIGNIFICANCE: Less Than Significant With Mitigation Incorporated

4.10.4 - Issue 4: Groundborne Noise and Vibration

Would the project result in the generation of excessive groundborne vibration or groundborne noise levels in the project vicinity above levels existing without the project?

IMPACTS:

2016 PEIR

The potential impacts concerning groundborne vibration are discussed in 2016 PEIR Section 4.10.8 (Issue 4, page 4.10-50). The analysis focused on vibration impacts during construction activities, which included demolition of existing structures, site preparation work, excavation of parking and subfloors, foundation work, and building construction. Typical construction techniques were assumed and no blasting was contemplated. Other heavy-duty construction equipment would generate a limited amount of ground borne vibration during construction activities, but would be limited to a few hours each day. Jack hammers and other high-power tools used for foundation work would also be limited for short periods of time for each individual project. The 2016 PEIR assumed no tools capable of generating ground borne vibration would be used during operational buildout, therefore operational vibration impacts were concluded to be less than significant. The 2016 PEIR analysis concluded a less than significant impact concerning ground borne vibration impacts. The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

ADDITIONS/CHANGES SINCE 2016 PEIR

Short-Term Construction

Removal of existing uses and construction of additional residential uses would generate short-term vibration impacts. Typical construction techniques are assumed, and no blasting or pile-driving is contemplated. Construction activities can generate varying degrees of groundborne vibration, depending on the construction procedure and equipment used. Construction equipment operations would generate vibrations that spread through the ground and diminish in amplitude with distance from the source. The effect on buildings located near a construction site often varies depending on soil type, ground strata, and construction characteristics of the receiver building(s). Groundborne vibrations from construction activities rarely reach levels that damage structures.

Table 4.10-2, *Typical Vibration Levels for Construction Equipment*, identifies vibration velocity levels for various construction equipment types published by the Federal Transit Administration (FTA). The architectural damage criterion for continuous vibrations (i.e., 0.2 inch/second) is generally considered conservative, including for sustained pile driving.

The types of construction vibration impacts include human annoyance, which occurs when construction vibration rises significantly above the threshold of human perception for extended periods, and building damage, which can be cosmetic or structural. Ordinary buildings that are not particularly fragile would not experience any cosmetic damage (e.g., plaster cracks) at distances beyond 25 feet. This distance can vary substantially depending on the soil composition and underground geological layer between vibration source and receiver. In addition, not all buildings respond similarly to vibration generated by construction equipment. Construction activities associated with future development have the potential to generate low levels of groundborne vibration.

TABLE 4.10-2: TYPICIAL VIBRATION LEVELS FOR CONSTRUCTION EQUIPMENT

Equipment	Approximate Peak Particle Velocity At 25 Feet (Inches/Second)	Approximately Peak Particle Velocity At 50 Feet (Inches/Second)
Large bulldozer	0.089	0.031
Loaded trucks	0.076	0.027
Small bulldozer	0.003	0.001
Auger/drill rigs	0.089	0.031
Jackhammer	0.035	0.012
Pile driver	0.644	0.228
Vibratory hammer	0.035	0.012
Vibratory compactor/roller	0.003	0.001

Notes:
1. Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006. Table 12-2.
2. Calculated using the following formula:

$PPV_{equip} = PPV_{ref} \times (25/D)^{1.5}$

where: PPV (equip) = the peak particle velocity in in/sec of the equipment adjusted for the distance
PPV (ref) = the reference vibration level in in/sec from FTA *Transit Noise and Vibration Impact Assessment Guidelines,* Table 12-2.
D = the distance from the equipment to the receiver

Source: Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006.

As with noise, groundborne vibration attenuates with distance. Construction-related groundborne vibration would primarily impact vibration sensitive land uses (i.e., non-engineered timber and masonry buildings) located adjacent to or near a construction site. The force of vibrations reaching an adjacent structure would depend upon the variables described above. Assuming the vibration velocity levels provided in Table 4.10-2, vibration velocities from typical heavy construction equipment operations, as are anticipated with the proposed Project, would range from 0.003 to 0.089 inch-per-second PPV at 25 feet from the activity source. Vibration velocities from typical heavy construction equipment operations at 25 feet from the activity source would not exceed the 0.2 the inch/second threshold. Therefore, Project construction activities would not generate excessive groundborne vibration and a less than significant impact would occur in this regard.

LONG-TERM OPERATIONS

No changes are necessary to make the 2016 PEIR applicable to the proposed Project. No tools capable of generating ground borne vibration would be used during future developments' operations. Therefore, Project operations would not generate excessive groundborne vibration and a less than significant impact would occur in this regard.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

- NE Policy 1.1
- NE Policy 1.2
- NE Policy 1.8

MITIGATION MEASURES:

No mitigation measures concerning noise/ground borne noise and vibration were identified in 2016 PEIR Section 4.10.8 and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Less than Significant Impact

4.10.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts concerning noise have been identified following compliance with the established regulatory framework and recommended mitigation measures.

4.10.6 SOURCES CITED

Federal Highway Administration, *Roadway Construction Noise Model (FHWA-HEP-05-054)*, January 2006.
Federal Transit Administration, *Transit Noise and Vibration Impact Assessment Guidelines*, May 2006.

4.11 POPULATION AND HOUSING

The environmental setting, regulatory framework, potential impacts, and mitigation measures concerning population and housing are discussed in 2016 PEIR Section 4.11 and hereby incorporated by reference. The additions/changes to those analyses necessary to make the 2016 PEIR applicable to the revised Project are presented below.

This section analyzes the existing environmental conditions in the affected area, identifies and analyzes the Project's potentially significant environmental impacts, and recommends measures to avoid/reduce construction and operational impacts. This section addresses the Project's potential impacts concerning population growth and displacement of people.

4.11.1 EXISTING ENVIRONMENTAL SETTING

2016 PEIR

The existing environmental setting concerning population and housing is discussed in 2016 PEIR Section 4.11 (page 4.11-1). 2016 PEIR Tables 4.11-1 and 4.11-2 provided population estimates and forecasts utilizing U.S. Census data from 2000 and 2010, SANDAG forecasted population and housing units, and SANDAG Series 12 modeling. The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

ADDITIONS/CHANGES SINCE 2016 PEIR

Table 4.11-1, *Regional Housing and Population Estimates and Forecasts*, provides current San Diego region population and housing data. Table 4.11-2, *City of Encinitas Housing and Population Estimates and Forecasts*, provides current City of Encinitas population and housing data.

Population

REGION

The most recent (2016) estimated population in the San Diego region is 3,288,612 persons (SANDAG 2015a). The regional population is expected to increase to 3,435,713 persons by 2020 and to 3,853,698 persons by 2035 (SANDAG 2013). The regional population is expected to grow approximately 15 percent over the next 17 years.

CITY OF ENCINITAS

As indicated in Table 4.11-2, the City is currently estimated to have a population of 63,158 people in 2018. The City's population is forecasted to increase by 278 persons by 2021 and by 1,560 to 64,178 persons by 2035. This 2.5 percent increase over 17 years equates to a growth rate of 0.15 percent per year.

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TABLE 4.11-1: REGIONAL HOUSING AND POPULATION ESTIMATES AND FORECASTS										
Unit	Census[1]		Change 2000 to 2010		Estimated 2016[2]	Forecasts[3]			Change 2016 to 2035	
	2000	2010	Numeric	Percent		2020	2035	2050	Numeric	Percent
Total Population	2,813,833	3,095,313	281,480	9.1%	3,288,612	3,435,713	3,853,698	4,068,759	565,086	14.7%
Household Population	2,716,820	2,993,347	276,527	9.2%	3,181,142	3,359,116	3,721,990	3,981,162	540,848	14.5%
Group Quarters	97,013	101,966	4,953	4.9%	107,470	76,597	131,708	87,597	24,238	18.4%
Persons per Household	2.73	2.75	0.02	0.73%	2.83	2.83	2.83	2.83	0	0.0%
Total Housing Units	1,040,149	1,158,053	117,904	10.2%	1,185,498	1,249,654	1,394,688	1,491,804	209,190	15.0%
Single-Family	628,652	697,470	68,818	9.9%	713,767	752,394	839,717	898,188	125,950	15.0%
Multiple Family	364,636	417,942	53,306	12.8%	429,166	452,391	504,896	540,053	75,730	15.0%
Mobile & Other	46,861	42,641	-4220	-9.9%	42,565	44,869	50,076	53,563	7,511	15.0%
Occupancy Rate	95.6%	93.9%	-0.02	-1.9%	95%	94.3%	94.3%	94.3%	0	-0.7%
Occupied Housing Units	994,677	1,086,865	92,188	8.5%	1,126,029	1,186,967	1,315,191	1,406,771	189,162	14.4%
Single-Family	605,810	662,805	56,995	8.6%	683,561	720,554	798,393	853,987	114,832	14.4%
Multiple Family	345,351	385,306	39,955	10.4%	402,365	424,140	469,958	502,683	67,593	14.4%
Mobile Homes	43,525	38,754	-4771	-12.3%	40,103	42,273	46,840	50,102	6,737	14.4%
Overall Vacancy Rate	4.4%	6.1%	1.8%	28.9%	5.0%	5.7%	5.7%	5.7%	0.0%	0.0%
Single-Family	3.6%	5.0%	1.3%	26.9%	4.2%	4.2%	4.9%	4.9%	0.0%	0.0%
Multiple Family	5.3%	7.8%	2.5%	32.3%	6.2%	6.2%	6.9%	6.9%	0.0%	0.0%
Mobile Homes	7.1%	9.1%	2.0%	21.9%	5.8%	5.8%	6.5%	6.5%	0.0%	0.0%

Notes: **Bold text is** extrapolated, based on sourced data and 2.83 persons per household.
Sources:
1) SANDAG Demographic and Socioeconomic Profiles (SANDAG 2016b, 2003b)
2) SANDAG Estimates (SANDAG 2015a)
3) SANDAG Board Report - Series 13 Regional Growth Forecast (SANDAG 2013)

TABLE 4.11-2: CITY OF ENCINITAS POPULATION AND FUTURE POPULATION FORECASTS										
Unit	Census		Change from 2000 to 2010		Estimated		Forecasted		Change from 2016 to 2035	
	2000	2010	Numeric	Percent	2016	2020	2035	2050	Numeric	Percent
Total Population	58,014	59,518	1,504	2.53	61,928	62,829	64,718	66,178	2,790	4.3
Household Population	57,455	58,990	1,535	2.60	61,400	61,850	63,038	65,486	1,638	2.6
Group Quarters	559	528	-31	-5.87	528	979	1,680	692	1,152	68.6
Persons per Household	2.52	2.45	-0.07	-2.86	2.51	2.51	2.51	2.51	0	0.0
Total Housing Units	23,843	25,477	1,634	6.41	25,920	26,131	26,633	27,667	713	2.7
Single-Family	17,713	20,685	2,972	14.4	20,428	20,594	20,990	21,805	562	2.7
Multiple Family	5,358	4,016	-1,342	-33.4	4,081	4,114	4,193	4,356	112	2.7
Mobile & Other	772	776	4	0.5	739	745	759	789	20	2.7
Occupancy Rate	96%	95%	-0.01	-1.3	94.3%	94.3%	94.3%	94.3%	0	0.0
Occupied Housing Units	22,830	24,082	1,252	5.2	24,431	24,642	25,115	26,090	684	2.7
Single-Family	17,018	19,576	2,558	13.1	19,940	20,112	20,498	21,294	558	2.7
Multiple Family	5,114	3,779	-1,335	-35.3	3,815	3,848	3,922	4,074	107	2.7
Mobile & Other	698	727	29	4.0	676	682	695	722	19	2.7
Overall Vacancy Rate	4.2%	5.5%	1.2%	22.4	5.7%	5.7%	5.7%	5.7%	0.0%	0.0
Single-Family	3.9%	5.4%	1.4%	26.8	2.4%	2.3%	2.3%	2.3%	0.0%	0.0
Multiple Family	4.6%	5.9%	1.3%	22.8	6.5%	6.5%	6.5%	6.5%	0.0%	0.0
Mobile Homes	9.6%	6.3%	-3.3%	-51.8	8.5%	8.5%	8.5%	8.5%	0.0%	0.0

Sources:
1) SANDAG Demographic and Socioeconomic Profiles (SANDAG 2016b, 2003b)
2) SANDAG Estimates (SANDAG 2015a)
3) SANDAG Board Report - Series 13 Regional Growth Forecast (SANDAG 2013)

Housing

REGION

The most recent (2016) data indicates that the San Diego region's housing stock totals 1,185,498 housing units, including 713,767 single-family, 429,166 multi-family, and 42,565 mobile homes. The current regional vacancy rate is five (5) percent, the persons per household regional average is 2.83. By 2035, the regional housing supply is forecasted to increase to 1,394,688 units, a 15 percent increase over the next 17 years, or 0.88 percent increase per year.

CITY OF ENCINITAS

The City currently (2018) is estimated to have approximately 26,409 housing units, consisting of 20,272 single-family, 5,479 multi-family, and 678 mobile homes. The current overall vacancy rate is six (6) percent. Based on the number of occupied units and the household populations, the number of people per household is currently estimated to be 2.52.

4.11.2 REGULATORY FRAMEWORK

2016 PEIR

The regulatory framework concerning population and housing, which is discussed in 2016 PEIR Section 4.1.2 (page 4.11-4), applies to the revised Project and no additions/changes are necessary.

ADDITIONS/CHANGES SINCE 2016 PEIR

As detailed in Section 3.3, *Regional Housing Needs Assessment*, the current statutory update in the San Diego Association of Governments (SANDAG) region covers the eight-year Fifth Housing Element Cycle (January 1, 2013 to December 31, 2020). Table 3-1, *Encinitas RHNA Allocation 2013-2021*, outlines the City's RHNA allocation and indicates Encinitas' RHNA allocation for the Fifth Housing Element Cycle is 2,353 DU. As also indicated in Table 3-1, the City's "carryover" DU from the Fourth Cycle housing element is 253 DU. Therefore, the City's RHNA allocation, including the current/Fifth Cycle and carryover from the previous/Fourth Cycle is 2,606 DU.

Table 3-2, *Encinitas Adjusted RHNA Allocation 2013-2021*, shows the City's progress in meeting its RHNA allocation to December 31, 2017, including building permits issued and projects with discretionary entitlements. As indicated in Table 3-2, the City's remaining RHNA allocation for the Draft 2013-2021 Housing Element Update is 1,511 DU. As also indicated in Table 3-2, the City has nearly met its total RHNA allocation for the above moderate-income category. However, significant gaps remain in the low/very low and moderate-income categories (1,087 DU and 409 DU, respectively).

4.11.3 SIGNIFICANCE DETERMINATION THRESHOLDS

Consistent with the 2016 PEIR and in substantial conformance with CEQA Guidelines Appendix G, impacts related to population and housing would be significant if the Project would:

- Unduly concentrate population growth to an area not capable of supporting it (see Issue 1); or
- Displace substantial numbers of existing housing or people through redevelopment, necessitating the construction of replacement housing elsewhere.

4.11.4 IMPACTS AND MITIGATION MEASURES

4.11.4 - Issue 1: Population Growth
Would the Project unduly concentrate population growth to an area not capable of supporting it?

IMPACTS:

2016 PEIR

The potential impacts concerning population and housing/population growth are discussed in 2016 PEIR Section 4.11.5 (Issue 1, page 4.11-8). The 2016 PEIR analyzed three housing strategies. Housing Strategy 3 (MMUP) resulted in the greatest population increase. Housing Strategy 3 would provide capacity for an additional 3,169 residential units, with a resultant population increase of 8,485 persons; see 2016 PEIR Table 4.11-5. The analysis concluded that future development under Housing Strategy 3 would occur in urbanized locations near existing infrastructure (roads, utilities) and served by fire and other emergency responders. Future housing projects would be required to provide a will-serve letter from the service provider in conjunction with their application to ensure adequate services and utilities are available. Further, future housing projects would adhere to Encinitas General Plan (EGP) policies, pay development impact fees, and comply with applicable Encinitas Municipal Code (EMC) development regulations. Therefore, the project would not unduly concentrate population growth in an area not capable of supporting it, and impacts would be less than significant.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

A project could induce population growth in an area either directly (i.e., by proposing new housing or businesses) or indirectly (i.e., through the extension of roads or other infrastructure). The Project does not involve extension of roads/infrastructure, thus, would not induce population growth indirectly. Future development accommodated through Project implementation would involve approximately 2,494 DU. Thus, the Project would induce population growth directly through its provision of new residential uses. As indicated in Table 4.11-1, *Candidate Sites' Forecast Population*, the Project's forecast population growth is approximately 6,250 persons.

As indicated in Table 3-2, the City's remaining RHNA allocation is 1,511 DU. As also indicated in Table 3-2, the City has nearly met its total RHNA allocation for the above moderate-income category. However, significant gaps remain in the low/very low and moderate-income categories (1,087 DU and 409 DU, respectively). The Project is specifically intended to accommodate the City's remaining RHNA allocation of 1,511 DU. Further, future development would occur in urbanized locations, in proximity to existing infrastructure (roads, utilities), and would be served by existing fire and other emergency responders. Future developments would require a will-serve letter from the service provider in conjunction with their application to ensure adequate services and utilities are available. Future development would be subject to compliance with EGP policies concerning the provision of public services and utilities commensurate with the forecast population growth. Additionally, payment of development impact fees and compliance with applicable EMC development regulations would be required. Therefore, the Project would result in a less than significant impact and would not unduly concentrate population growth to an area not capable of supporting it.

As shown in Table 4.11-3, the Project would result in a population growth of approximately 6,232 persons over existing conditions, and approximately 5,771 persons over adopted EGP. As compared to the Housing Strategy 3 (the strategy with the greatest maximum realistic yield, the proposed Project would result in approximately 50 less persons in population growth.

TABLE 4.11-3: CANDIDATE SITES' FORECAST POPULATION

	Dwelling Units	Persons Per Household	Forecast Population
Candidate Sites (Project)[1]	2,494	2.51[2]	6,250
Existing On-the-Ground	7		18
Change over Existing On-the-Ground	***+2,487***		***+6,232***
Adopted General Plan	191	2.51	479
Change over Adopted General Plan	***+2,303***		***+5,771***
Percent Change over Adopted General Plan	***+1,206%***		***+1,206***
Housing Strategy 3 (MMUP)	3,261	2.68[3]	***8,731***
Change over Housing Strategy 3 (MMUP)	***-767***		***-2481***
Percent Change over Housing Strategy 3 (MMUP)	***-24%***		***-28%***

Notes:
1. Refer also to Appendix B, *Candidate Sites Table*.
2. Based on average over last five years (2014-2018). (State of California, *Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State* — January 1, 2011-2018. Sacramento, California, May 2018).
3. RECON, *Final Environmental Assessment/Program Environmental Impact Report for At Home in Encinitas, the City of Encinitas Housing Element Update*, Page 4.11-10, May 12, 2016.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

No General Plan policies are applicable.

MITIGATION MEASURES:

No mitigation measures concerning population and housing/population growth were identified in 2016 PEIR Section 4.11.5 and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.11.4 - Issue 2: Displacement of People
Would the Project displace substantial numbers of existing housing or people through redevelopment, necessitating the construction of replacement housing elsewhere?

IMPACTS:

2016 PEIR

The potential impacts concerning population and housing/displacement of people are discussed in 2016 PEIR Section 4.11.6 (Issue 2, page 4.11-11). The 2016 PEIR analysis concluded a less than significant impact concerning the displacement of housing or people. The project would result in an increase in housing units in the City. While a temporary loss of existing housing could occur during construction, it would not necessitate the construction of replacement housing elsewhere. Therefore, the 2016 PEIR concluded that displacement of people and existing housing impacts associated with project implementation would be less than significant.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

There are seven dwelling units (DU) and approximately 793,757 square feet (SF) of nonresidential land uses located on the candidate sites. These existing uses would be replaced by the future residential development. Therefore, future development occurring on the candidate sites would displace both housing and people. However, Project implementation would increase residential throughout the City by allowing higher densities/intensities than are currently permitted under existing zoning. Project implementation is anticipated to result in a net increase of as many as 2,487 DU over existing conditions. Based on the City's existing vacancy rate of 6.0 percent (1,586 DU)[1], existing unemployment, and a net increase of as many as 2,487 DU, ample housing opportunities would be offered within the City. Project implementation would not necessitate construction of replacement housing elsewhere, and a less than significant impact would occur in this regard.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

No General Plan policies are applicable.

MITIGATION MEASURES:

No mitigation measures concerning population and housing/displacement of people were identified in 2016 PEIR Section 4.11.6 and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Less than Significant Impact

[1] State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2018*. Sacramento, California, May 2018).

4.1.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts concerning population and housing have been identified following compliance with the established regulatory framework.

4.1.6 SOURCES CITED

SANDAG:

2003b Data Surfer Website. Census 2000 Profile – San Diego Region. Data dated June 12, 2003. Accessed May 2018. Available at: http://datasurfer.sandag.org/.

2013 SANDAG Website. Board Report – Series 13 Regional Growth Forecast, October 25, 2013. Accessed May 1, 2018. Available at: http://www.sandag.org/index.asp?classid=12&subclassid=84&projectid=503&fuseaction=projects.detail.

2015a Data Surfer Website. 2016 Estimates – San Diego Region. Data dated March 9, 2017. Accessed May 1, 2018. Available at: http://datasurfer.sandag.org/.

2016b Data Surfer Website. Demographic and Socioeconomic Profile 2010 – Region: San Diego. Data dated December 29, 2016. Accessed May 2018. Available at: http://datasurfer.sandag.org/.

State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-201*8. Sacramento, California, May 2018).

4.12 PUBLIC SERVICES AND RECREATION

The environmental setting, regulatory framework, potential impacts, and mitigation measures concerning public services, facilities, and recreation are discussed in 2016 PEIR Section 4.12 and hereby incorporated by reference. The additions/changes to those analyses necessary to make the 2016 PEIR applicable to the revised Project are presented below.

This Section identifies existing environmental conditions in the affected area, identifies and analyzes the Project's potentially significant environmental impacts, and recommends measures to avoid/reduce construction and operational impacts. This Section specifically addresses the Project's potential impacts concerning fire protection service, police protection service, schools, library services, and recreation. Potential impacts associated with wildland fires are discussed in Section 4.7, *Hazards and Hazardous Materials*.

4.12.1 EXISTING ENVIRONMENTAL SETTING

2016 PEIR

The existing environmental setting concerning public services, facilities, and recreation is discussed in 2016 PEIR Section 4.12.1 (page 4.12-1) and the additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

ADDITIONS/CHANGES SINCE 2016 PEIR

Fire and Emergency Services

The Encinitas Fire Department (EFD) operates six fire stations as shown in Figure 4.12-1, *Existing Fire Stations*. In 2016, the EFD employed 55 firefighters, covered 19.6 square miles, responded to 6,611 calls, and the average response time was 4 minutes and 42 seconds.

4.12.2 REGULATORY FRAMEWORK

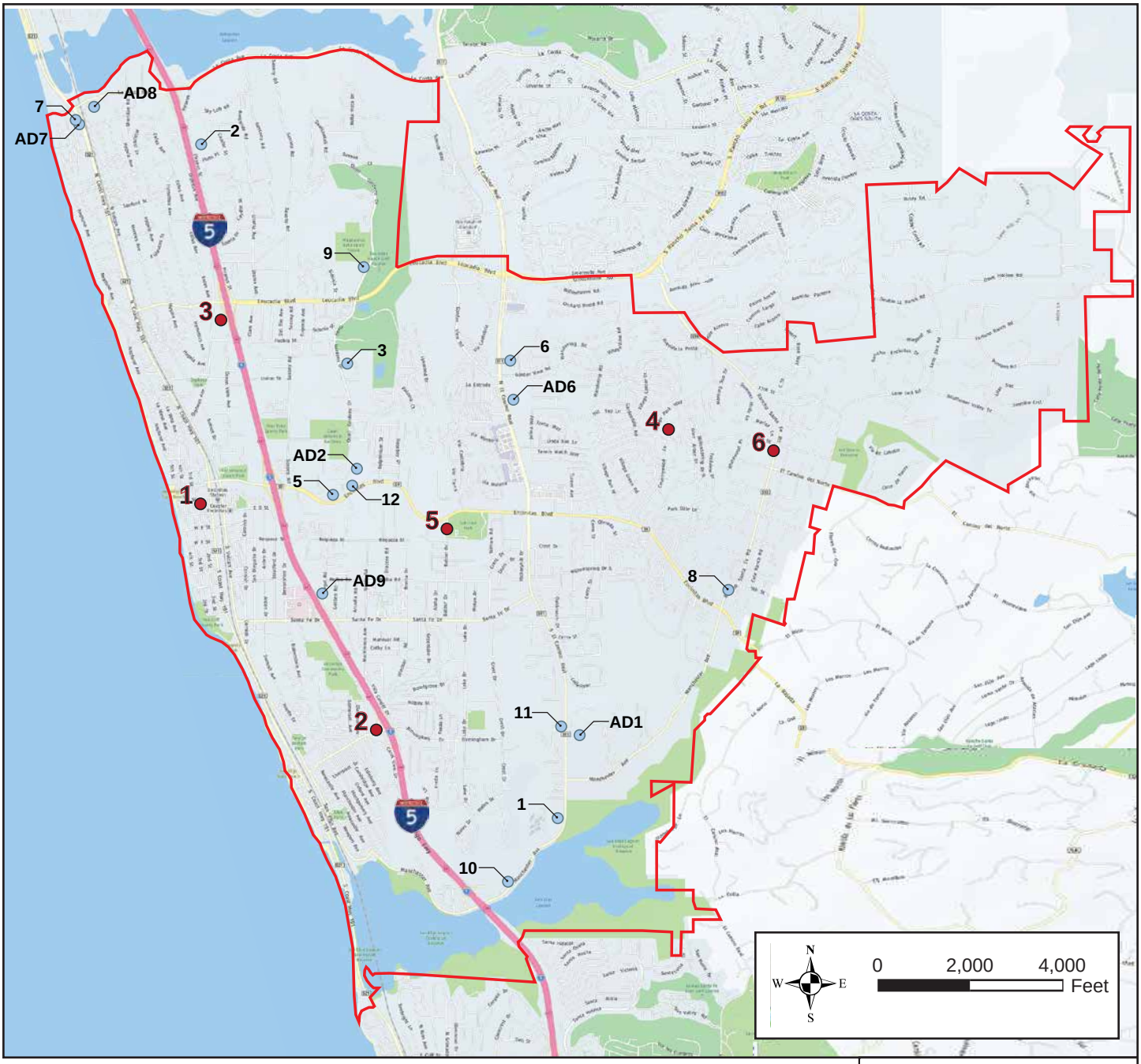
2016 PEIR

The regulatory framework concerning public services and recreation is discussed in 2016 PEIR Section 4.12.2 (page 4.12-2) and the additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

ADDITIONS/CHANGES SINCE 2016 PEIR

Schools

Table 4.12-1, *School Capacity*, lists the schools serving the City and provides their 2017-2018 enrollment, maximum enrollment capacity, and future enrollment capacity. Figure 4.12-2, *School District Boundaries*, depicts the school district boundaries.



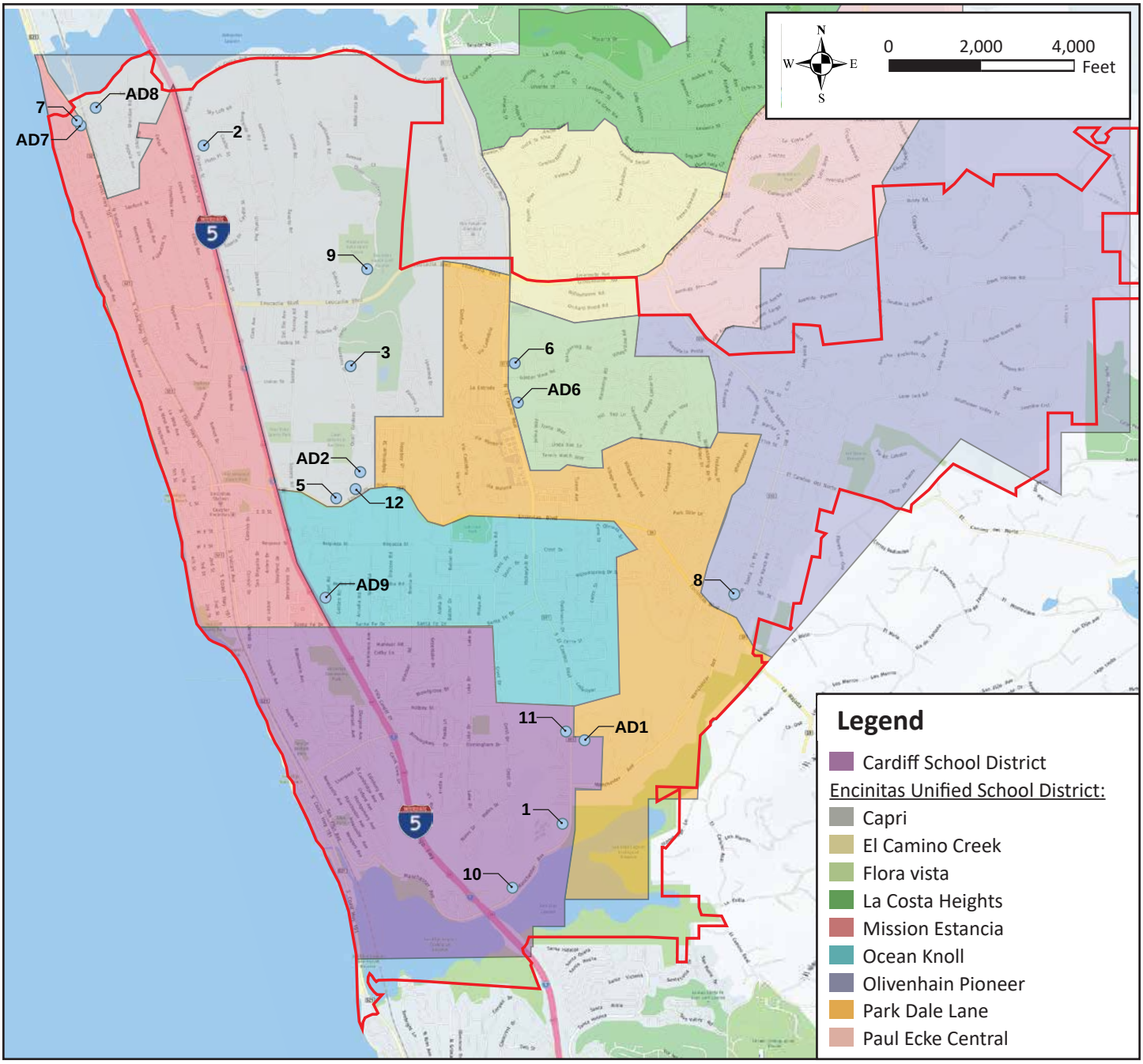
Source: Yahoo Maps.

Kimley»Horn

May 2018

Environmental Assessment
City of Encinitas 2013-2021 Housing Element Update

Existing Fire Stations
Figure 4.12-1



Source: Encinitas Unified School District, web <http://www.eusd.net/eusd-boundary-map/>.

TABLE 4.12-1: SCHOOL CAPACITY				
School	School District	2017/18 Enrollment	Total Maximum Enrollment Capacity	Future Enrollment Capacity
Capri Elementary School	EUSD	710	773	773
El Camino Creek Elementary School	EUSD	601	670	670
Flora Vista Elementary School	EUSD	460	536	536
La Costa Heights Elementary School	EUSD	690	712	712
Mission Estancia Elementary School	EUSD	529	535	535
Ocean Knoll Elementary School	EUSD	650	687	687
Olivenhain Pioneer Elementary School	EUSD	595	618	618
Park Dale Lane Elementary School	EUSD	464	508	508
Paul Ecke Central Elementary School	EUSD	646	694	694
Cardiff Elementary School	CSD	347	400	440
Ada W. Harris Elementary School	CSD	359	480	480
Oak Crest Middle School	SDUHSD	674	1140	466
Diegueño Middle School	SDUHSD	897	1335	438
Canyon Crest Academy	SDUHSD	2496	2716	220
La Costa Canyon High School	SDUHSD	1833	3000	1167
San Dieguito High School Academy	SDUHSD	1813	1815	2
Sunset High School	SDUHSD	108	290	182
EUSD = Encinitas Unified School District; CSD = Cardiff School District; and SDUHSD = San Dieguito Union High School District				
Sources: Shackelford, A. Encinitas Unified School District. (2018, April 26). Email correspondence. Vinson, J. and Parker, J. Cardiff School District. (2018, April 23). Email correspondence. Young, D. San Dieguito Union High School District. (2018, April 19). Email correspondence.				

SENATE BILL (SB) 328

Senate Bill (SB) 328 created a change in attendance times by requiring a school day for middle schools and high schools, including middle schools and high schools operated as charter schools, to begin no earlier than 8:30 a.m.[1]

4.12.3 SIGNIFICANCE DETERMINATION THRESHOLDS

Consistent with the 2016 PEIR and in substantial conformance with CEQA Guidelines Appendix G, Impacts related to public services and recreation would be significant if the Project would:

- Promote growth patterns resulting in the need for and/or provision of new or physically altered public facilities (i.e., fire protection/emergency services, police protection, schools, or libraries) in order to maintain service ratios, response times, or other performance objectives and the construction of which could cause significant environmental impacts (see Issue 1a-d),

[1] California Legislative Information. Senate Bill 328. Accessed from https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB328. On May 3, 2018.

- Increase the use of existing neighborhood and regional parks or other recreational facilities, such that substantial physical deterioration of the facility would occur or be accelerated (see Issue 2), or
- Necessitate the constriction or expansion of recreational facilities in order to maintain performance objectives and thereby would result in an adverse physical effect on the environment (see Issue 3).

4.12.4 IMPACTS AND MITIGATION MEASURES

4.12.4 - Issue 1a: Fire Service

Would the Project promote growth patterns resulting in the need for and/or provision of new or physically altered fire emergency facilities in order to maintain service ratios, response times, or other performance objectives and the construction of which could cause significant environmental impacts?

IMPACTS:

2016 PEIR

The potential impacts concerning public services and recreation/fire service are discussed in 2016 PEIR Section 4.12.5 (Issue 1a, page 4.12-16). The 2016 PEIR concluded that future development would not directly or indirectly conflict with City policy or regulation concerning the protection of fire services. The HEU did not propose immediate construction of new housing sites; rather it provided buildout capacity of selected sites for future development, which would have resulted in an increase in population throughout the City. HEU buildout would occur over 20+ years and would be required to comply with applicable Encinitas General Plan (EGP) goals and policies. Although the HEU did not immediately increase population, it was assumed that future development would increase the demand on existing fire and emergency services. Therefore, all future development would have been required to provide a will-serve letter from the EFD in conjunction with their application to ensure adequate services (and utilities) would be available at the time development is proposed. Additionally, Encinitas Municipal Code (EMC) Chapter 23.92 requires payment of fire mitigation fees as a condition of approval of each individual development project. Once collected, fees are used to provide capital facilities and equipment for fire prevention and control, and to include station construction, station expansion and fire apparatus acquisition (EMC §23.92.040). Therefore, due to the program-level analysis of the HEU, the 2016 PEIR concluded no immediate impacts would have occurred. However, each additional development project would have been required to be analyzed on a project-by-project basis. The analysis concluded that at the program-level of review, the HEU would not result in a need for expanded or newly constructed facilities, and impacts associated with fire/emergency services would be less than significant. Should construction of new facilities be required in the future, each would undergo site-specific environmental analysis, as applicable.

No additions/changes are necessary to make the 2016 PEIR applicable to the revised Project.

REVISED PROJECT

No changes to the 2016 PEIR's findings are required.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- PSE Policy 1.8
- PSE Policy 1.9
- PSE Policy 1.10
- PSE Policy 1.11
- PSE Policy 1.14
- PSE Policy 1.16

MITIGATION MEASURES:

No mitigation measures concerning fire services were identified in 2016 PEIR Section 4.12 and none are necessary for the Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.12.4 - Issue 1b: Police Service

Would the Project promote growth patterns resulting in the need for and/or provision of new or physically altered police facilities in order to maintain service ratios, response times, or other performance objectives and the construction of which could cause significant environmental impacts?

IMPACTS:

2016 PEIR

The potential impacts concerning public services and recreation/police services are discussed in 2016 PEIR Section 4.12.6 (Issue 1b, page 4.12-17). The 2016 PEIR concluded that future housing development would not directly or indirectly conflict with City policy or regulation concerning police protection services. The HEU did not propose immediate construction of new housing sites; rather it provided buildout capacity of selected sites for future development; which would have resulted in an increase in population throughout the City. HEU buildout would have occurred over 20+ years and would have been required to comply with applicable EGP goals and policies. Although the HEU does not immediately increase population, it was assumed that future development would increase the demand on existing police services. However, each additional development project would have been required to be analyzed on a project-by-project basis. The analysis concluded that at the program-level of review, the HEU would not result in a need for expanded or newly constructed facilities, and impacts associated with police services would be less than significant. Should construction of new facilities be required in the future, each would undergo site-specific environmental analysis, as applicable.

No additions/changes are necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

No additions/changes to the 2016 PEIR's findings are necessary.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- PSE Policy 1.9
- PSE Policy 1.10
- PSE Policy 1.11
- PSE Policy 1.14
- PSE Policy 1.16

MITIGATION MEASURES:

No mitigation measures concerning police services were identified in 2016 PEIR Section 4.12 and none are necessary for the Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.12.4 - Issue 1c: Schools

Would the Project promote growth patterns resulting in the need for and/or provision of new or physically altered school facilities in order to maintain service ratios, response times, or other performance objectives and the construction of which could cause significant environmental impacts?

IMPACTS:

2016 PEIR

The potential impacts concerning public services and recreation/schools are discussed in 2016 PEIR Section 4.12.7 (Issue 1c, page 4.12-18). The 2016 PEIR concluded that future development would not directly or indirectly conflict with City policy or regulation concerning schools. The HEU did not propose immediate construction of new housing sites; rather it provided buildout capacity of selected sites for future development; which would have resulted in an increase in population throughout the City. HEU buildout would have occurred over a period of 20+ years and be required to comply with applicable EGP goals and policies. Although the HEU did not immediately increase population, it was assumed that future development would increase the demand on school facilities. As shown in Tables 4.12-6 through 4.12-8, buildout of the housing sites under each strategy would result in an increase in students within each school district. The analysis concluded the school districts would have been able to accommodate student generation under any of the proposed strategies. However, each additional development project would have been required to be analyzed on a project-by-project basis.

New development would be subject to payment of school impact fees in accordance with SB 50. Pursuant to §65995(3)(h) of the California Government Code (SB 50), "payment of statutory fees is deemed to be full and complete mitigation of the impacts of any legislative or adjudicative act, or both, involving, but not limited to, the planning, use or development of real property…" Future projects would be required to ensure adequate school services are available. Therefore, at the program-level of review, the 2016 PEIR concluded that HEU buildout would not result in a need for expanded or newly constructed facilities, and impacts associated with schools would have been less than significant. Should construction of new facilities be required in the future, each would undergo site-specific environmental analysis, as applicable.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

Table 4.12-2, *Project Student Generation*, provides an estimate of the Project's student generation within each school district. Capacity availability at each school was calculated by subtracting total maximum enrollment capacity from current enrollment. As indicated in Table 4.12-2, the CSD and SDUHSD would have sufficient capacity to accommodate the Project's student generation, and the EUSD would have a capacity shortfall of approximately 431 students. However, the Project does not propose immediate construction of new housing sites; rather it provides buildout capacity of selected sites for future development. HEU buildout is anticipated to occur over 20+ years, and each future development would require analysis on a project-by-project basis, as well as compliance with applicable EGP goals and policies and payment of school impact fees pursuant to SB 50. Payment of fees would be considered full and complete mitigation for each development's impacts. Payment of fees is intended to ensure adequate school services and space are available. Future projects would be required to ensure adequate school services are available. Therefore, at the program-level of review, the Project would not require expanded or newly constructed school facilities and impacts would be less than significant.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

MITIGATION MEASURES:

No mitigation measures concerning schools were identified in 2016 PEIR Section 4.12 and none are necessary for the Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

TABLE 4.12-2: ESTIMATED STUDENT GENERATION

Candidate Site	Proposed Residential Yield (DU)	EUSD	SDUHSD	CSD	Proposed Student Generation[1]		
					EUSD	SDUHSD	CSD
C3-S01	60		X	X		10	10
C1-S02	208	X	X		85	36	
C1-S03	228	X	X		93	39	
C2-S05	143	X	X		58	24	
C1-S07	89	X	X		36	15	
C4-SAD01	72		X	X		12	12
C2-SAD02	272	X	X		111	47	
C1-S09	296	X	X		121	51	
C3-S10	296		X	X		51	50
C4-S11	58		X	X		10	9
C2-S12	102	X	X		41	17	
C4-S06	88	X	X		36	15	
C5-S08	181	X	X		74	31	
C4-SAD06	188	X	X		77	32	
C2-SAD09	132	X	X		54	22	
C1-SAD07	24	X	X		9	4	
C1-SAD08	60	X	X		24	10	
Total	*2,497*						*1,326*
				Total Estimated Student Generation	*819*	*426*	*81*
				Available Capacity	*388*	*2,475*	*174*
Sufficient Capacity					*No*	*Yes*	*Yes*
				Estimated Capacity Shortfall	***-431***	***2,049***	***93***

[1] Generation Rates: EUSD = 0.41/dwelling unit; SDUHSD = 0.174/dwelling unit; CSD = 0.17/dwelling unit
EUSD = Encinitas Unified School District; SDUHSD = San Dieguito Union High School District; and CSD = Cardiff School District

Sources:
Shackelford, A. Encinitas Unified School District. (2018, April 26). Email correspondence.
Vinson, J. and Parker, J. Cardiff School District. (2018, April 23). Email correspondence.
Young, D. San Dieguito Union High School District. (2018, April 19). Email correspondence.

4.12.4 - Issue 1d: Library Services

Would the Project promote growth patterns resulting in the need for and/or provision of new or physically altered library facilities in order to maintain service ratios, response times, or other performance objectives and the construction of which could cause significant environmental impacts?

IMPACTS:

2016 PEIR

The potential impacts concerning public services and recreation/library services are discussed in 2016 PEIR Section 4.12.8 (Issue 1d, page 4.12-21). At the time of the 2016 PEIR, the County of San Diego operated 33 branches and two mobile library units. The HEU did not propose immediate new construction for specific housing sites; rather it provided capacity for future development consistent with State Housing Element Law. HEU buildout would have increased population therefore, increasing the demand for library services. The County of San Diego Library system is responsible for the maintenance and library improvements to meet future library service's needs. The Library system has developed a Strategic Plan that identifies goals and objectives including financial management and fundraising strategies to maintain and enhance library facilities to meet future demands. The 2016 PEIR concluded that future housing development would not directly or indirectly conflict with City policy or regulation concerning library services.

No additions/changes are necessary to make the 2016 PEIR applicable to the revised Project.

REVISED PROJECT

No additions/changes to the 2016 PEIR's findings are necessary.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

MITIGATION MEASURES:

No mitigation measures concerning police services were identified in 2016 PEIR Section 4.12 and none are necessary for the Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.12.4 - Issue 2 and 3: Recreation

Would the Project have substantial adverse physical impacts associated with the provision of, or the need for, new or physically altered park and recreation facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times, or other performance objectives associated with recreation?

IMPACTS:

2016 PEIR

The potential impacts concerning public services and recreation are discussed in 2016 PEIR Section 4.12.9 (Issue 2 and 3, page 4.12-22). It is City policy (Recreation Element Policy RE-1.5) that a minimum of 15 acres of recreational land be provided per 1,000 population. The 2016 PEIR concluded, that the City's 1,330.6 acres of parks and recreational space would meet the demands under all housing strategies. Analysis concluded that HEU would not result in a need for expanded or newly constructed recreational facilities.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

As shown in Table 4.11-1, *Project Population Forecast*, the City's population would grow to approximately 69,408 persons with implementation of the revised Project. Based on the City's policy to provide a minimum of 15 acres of recreational land per 1,000 population, the City's demand for parks and recreational space (inclusive of the Project) would total approximately 1,041 acres. Therefore, the City's existing 1,330.6 acres of parks and recreational space would meet the Project's demand and a less than significant impact would occur in this regard.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- RE Policy 1.2
- RE Policy 1.3
- RE Policy 1.5
- RE Policy 1.6
- RE Policy 1.7
- RE Policy 1.9
- RE Policy 1.11
- RE Policy 4.3

MITIGATION MEASURES:

No mitigation measures concerning public services and recreation were identified in 2016 PEIR Section 4.12.9 and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.12.5 SIGNIFICANT UNAVOIDABLE IMPACTS

No significant unavoidable impacts concerning public services and recreation have been identified following compliance with the established regulatory framework.

4.12.6 SOURCES CITED

California Legislative Information. Senate Bill 328. Accessed from https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB328. On May 3, 2018.

Department of Finance. E-5 Population and Housing Estimates for Cities, Counties, and the State, January 2011-2018, with 2010 Benchmark. Accessed from http://www.dof.ca.gov/Forecasting/Demographics/Estimates/E-5/ May 3, 2018.

Shackelford, A. Encinitas Unified School District. (2018, April 26). Email correspondence.

Vinson, J. and Parker, J. Cardiff School District. (2018, April 23). Email correspondence.

Young, D. San Dieguito Union High School District. (2018, April 19). Email correspondence.

4.13 TRANSPORTATION AND TRAFFIC

The environmental setting, regulatory framework, potential impacts, and mitigation measures concerning transportation and traffic are discussed in 2016 PEIR Section 4.13.1 and hereby incorporated by reference. The additions/changes to those analyses necessary to make the 2016 PEIR applicable to the revised Project are presented below.

This Section identifies the existing environmental conditions in the affected area, identifies and analyzes the Project's potentially significant transportation- and traffic-related impacts, and recommends measures to avoid/reduce impacts. This Section addresses the Project's potential impacts concerning circulation system capacity and operations, alternative transportation modes, and traffic hazards and emergency access consistent with the thresholds of significance set forth in the 2016 PEIR and this Environmental Assessment (EA).

4.13.1 EXISTING ENVIRONMENTAL SETTING

2016 PEIR

The existing environmental setting concerning transportation and traffic is discussed in 2016 PEIR Section 4.13.1 (pages 4.13-1 through 4.13-30). The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

Public Transit

Public transit in the City of Encinitas (City) is provided by the North County Transit District (NCTD) with both commuter train (COASTER) and bus services. The COASTER commuter train runs north-south connecting eight stations along the San Diego coast between Oceanside and downtown San Diego. The COASTER stops at the Encinitas Transit Station, located at 25 East D Street, and currently operates between 5:19 AM and 7:59 PM during weekdays; until 11:59 PM on Fridays, between 8:46 AM and 11:58 PM on Saturdays, and between 8:46 AM and 7:58 PM on Sundays and holidays. The COASTER operates with typical 60- to 90-minute headways during weekdays and approximately 2-hour headways on Saturdays and 3-hour headways on Sundays and holidays.

4.13.2 REGULATORY FRAMEWORK

2016 PEIR

The regulatory framework concerning transportation and traffic is discussed in 2016 PEIR Section 4.13.2 (pages 4.13-29 through 4.13-34) and the additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

ADDITIONS/CHANGES SINCE 2016 PEIR

City of Encinitas Active Transportation Plan (Draft)

The City prepared a draft update (April 2018) to its Active Transportation Plan to include walking, bicycling, and access to transit. The study's intent is to better address local travel needs, and crosstown and regional

bicycle and pedestrian travel, and bring the document into conformance with the City's Climate Action Plan, complete streets policies, and other local goals and objectives.

4.13.3 SIGNIFICANCE DETERMINATION THRESHOLDS

Consistent with the 2016 PEIR and in substantial conformance with State CEQA Guidelines Appendix G, impacts related to transportation and traffic would be significant if the Project would:

- Result in buildout of land uses, which would generate an increase in projected traffic that is substantial in relation to the capacity of the existing circulation system (with the addition of funded CIP improvements) (see Issue 1);
- Conflict with other standards establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit (see Issue 2);
- Conflict with the City's adopted General or Specific Plan policies supporting alternative transportation modes (e.g., bus turnouts, trolley extensions, bicycle lanes, bicycle racks, etc.) (see Issue 3);
- Result in an increase in traffic hazards for motor vehicles, bicyclists, or pedestrians (see Issue 4); or
- Result in inadequate emergency access (see Issue 5).

The significance criteria identified in the 2016 PEIR were used in the evaluation of potential revised Project impacts.

4.13.4 IMPACTS AND MITIGATION MEASURES

4.13.4 - Issues 1 and 2: Circulation System Capacity and Operations

Would the Project result in buildout of land uses, which would generate an increase in projected traffic that is substantial in relation to the capacity of the existing circulation system (with the addition of funded CIP improvements)?

Would the Project conflict with other standards establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?

IMPACTS:

2016 PEIR

The potential impacts concerning transportation and traffic/circulation system capacity and operations are discussed in 2016 PEIR Section 4.13.5 (Issues 1 and 2, page 4.13-39).

Trip Generation and Vehicle Miles Traveled

The 2016 PEIR evaluated three housing strategies, as well as alternatives. In this Section, the 2016 PEIR summary addresses the Modified Mixed-Use Places (MMUP) strategy (i.e., strategy with the greatest

maximum realistic yield (MRY)). The forecast trip generation for the MMUP Strategy would be 726,293 average daily trips (ADT), or an increase of 30,149 ADT when compared to the Future Year 2035 Adopted General Plan (No Project) scenario. The 2016 PEIR estimated the MMUP strategy would result in 1,199,428 vehicle miles travelled (VMT), or an increase of 34,099 VMT over the No Project scenario. The analysis concluded, while the MMUP strategy would result in the greatest trip generation of the scenarios addressed in the 2016 PEIR, it would have most efficient trips because the trips generated per land use growth would be the shortest distance (0.676 VMT/trip).

Roadway Segment Analysis

For the MMUP strategy, the 2016 PEIR identified 35 roadway segments within the traffic study area that would operate at a deficient level of service (LOS E or LOS F) under Future Year 2035 + Project conditions, with 27 roadway segments in Encinitas, five in Carlsbad, and one in unincorporated San Diego County. Analysis concluded that of the 35 roadway segments, significant unavoidable impacts would occur at 20 segments, because of the HEU project under Future Year 2035 + Project conditions.

Freeway Segment Analysis

The 2016 PEIR I-5 freeway segment mainline analysis concluded that all freeway segments within the traffic study area would operate at LOS D or better under Future Year 2035 + Project conditions. Impacts would be less than significant.

Intersection Analysis

The 2016 PEIR MMUP strategy analysis addressed 53 traffic study area intersections. Of the 53 intersections, 14 intersections were forecast to operate at a deficient level of service (LOS E or LOS F) under Future Year 2035 + Project conditions: 13 Encinitas intersections and 1 Carlsbad intersection. The 2016 PEIR concluded two intersections would be significantly impacted by the HEU project under Future Year 2035 + Project conditions:

- Vulcan Avenue at La Costa Avenue – LOS F; AM and PM peak hours
- Balour Drive at Santa Fe Drive – LOS F; AM and PM peak hours

Ramp Intersection Capacity Analysis

The 2016 PEIR noted that the ramp intersection capacity analysis was prepared for Caltrans for informational purposes and was not used to determine impacts under CEQA. The 2016 PEIR concluded that all signalized ramp intersections would operate "Under Capacity" or "At Capacity" during the AM and PM peak hours under Future Year 2035 + Project conditions, except the following, which would be significantly impacted:

- I-5 Northbound Ramps/Leucadia Boulevard – over capacity during the PM peak hour
- I-5 Southbound Ramps/Encinitas Boulevard – over capacity during the AM and PM peak hours

Ramp Metering Analysis

The 2016 PEIR concluded that all ramp meters would operate acceptably, except at five ramp locations where delays would exceed the 15-minute threshold. Of the five ramps, analysis concluded the project would result in a significant impact (i.e., delay increase over the allowable 2-minute increase) at the following locations:

- I-5 Northbound on-ramp at Encinitas Boulevard – 20 minutes during PM peak hour
- I-5 Southbound on-ramp at Encinitas Boulevard – 17.0 minutes during AM peak hour
- I-5 Southbound on-ramp at Santa Fe Drive – 34.0 minutes during AM peak hour

CONCLUSIONS

The 2016 PEIR identified improvements to reduce the HEU's traffic impacts to a level considered less than significant. It was noted that because the City had not yet approved a mitigation fee program for the HEU (MM TRF-27), there was no assurance that funding would be available to construct these improvements at the time future development is proposed. Therefore, impacts were found to be significant and unavoidable. The City also determined that certain mitigation measures/improvements were infeasible for one or more of the following reasons:

1. The improvement would result in the roadway exceeding the Encinitas General Plan (EGP) classification;
2. Insufficient right-of-way existed and the City/Community prefer to retain existing adjacent uses instead of exercising eminent domain; and
3. The improvement would conflict with existing/planned multi-modal facilities or adopted City policies or programs concerning the provision of multi-modal facilities (pedestrian, bicycle or transit). For these reasons, impacts were considered significant and unavoidable.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

This analysis is based on the *Traffic Impact Study for the City of Encinitas 2013 - 2021 Housing Element Update* (Kimley-Horn and Associates, May 2018); see Appendix G, *Traffic Impact Study*.

The Project traffic study area includes 53 arterial intersections and 130 roadway segments in the City of Encinitas and neighboring jurisdictions. Traffic study area roadway segments include all roadway segments identified in the EGP Circulation Element. The study area extends just beyond the City boundaries into the cities of Carlsbad and Solana Beach, and unincorporated San Diego County.

The analysis of forecast traffic conditions at build out of the traffic study area (Future Year 2035) was conducted to determine if the transportation system can accommodate the study area's future traffic demands, including the revised Project's traffic. If intersection or roadway segment deficiencies are forecast to occur because of buildout of the candidate sites, improvements are identified to accommodate future traffic volumes.

The Future Year 2035 Without Project (Adopted EGP) condition represents EGP buildout without the Project. Forecast traffic data for this scenario was obtained from the 2016 PEIR Traffic Impact Study (see 016 PEIR Appendix N, *Traffic Impact Study (Revised)*), which indicates that the City of Encinitas General Plan Update SANDAG Series 12 Year 2035 Sub-Area model was used as a base to develop the Year 2035 No Project forecasts.

Trip Generation

The Project assumes 2,494 dwelling units (DUs) distributed throughout the City on 17 candidate sites. Some sites are developed and contain operating uses. For a conservative approach, existing traffic associated with the existing uses was not deducted from the Project trip generation forecast. Therefore, trip generation for the Project represents the net new trip-making potential, over and above traffic currently being generated by existing uses on the candidate sites.

Table 4.13-1, *Trip Generation Summary*, identifies the average daily trip (ADT) generation for the Future 2035 Adopted General Plan scenario, without and with the revised Project. As indicated in Table 4.13-1, the Project would generate 14,965 ADT, or 711,109 ADT under the Future 2035 Adopted General Plan With revised Project scenario. As also indicated in Table 4.13-1, the MMUP strategy (i.e., strategy with the greatest MRY) would generate 30,149 ADT, or 726,293 ADT under the Future 2035 Adopted General Plan With MMUP scenario. As compared to the MMUP strategy, the Project would generate approximately 50 percent fewer ADT.

TABLE 4.13-1: TRIP GENERATION SUMMARY

Scenario	Average Daily Trips (ADT)[1]
HOUSING ELEMENT UPDATE (REVISED PROJECT)[2]	**14,965**
Future 2035 Adopted General Plan (No Project)	696,144
Revised Project + Future 2035 Adopted General Plan	***711,109***
Revised Project + Future 2035 Adopted General Plan % Change	*+2.1%*
Modified Mixed-Use Places (MMUP) Strategy[3]	30,149
MMUP + Future 2035 Adopted General Plan	***726,293***
Revised Project Compared to MMUP	*-15,184*
Revised Project Compared to MMUP %	*-50.4%*

Notes:
1. Kimley-Horn and Associates, Traffic Impact Study for the City of Encinitas 2013 - 2021 Housing Element Update, 2018.
2. See Appendix B, *Candidate Sites Table*.
3. 2016 PEIR Table 4.13-9, *Trip Generation and VMT Summary*.

Roadway Segment Analysis: Future Year 2035 Without Project

The Future Year 2035 Without Project roadway segment analysis is summarized on Table 4.13-2, *Roadway Segment Analysis – Future Year 2035 Without Project*. As identified in Table 4.13-2, the following 28 roadway segments are forecast to operate at a deficient level of service (LOS E or LOS F), with 22 segments in Encinitas, five in Carlsbad, and one in unincorporated San Diego County.

City of Encinitas

- South Coast Highway 101: Swami's Parking to San Elijo State Beach – LOS F
- Via Cantebria: Town Center Drive to Garden View Road – LOS F
- Rancho Santa Fe Road: 9th Street to 8th Street – LOS E
- Rancho Santa Fe Road: 8th Street to 7th Street – LOS E
- Manchester Avenue: I-5 NB Ramps to I-5 SB Ramps – LOS F
- La Costa Avenue: North Coast Highway 101 to Vulcan Avenue – LOS F
- La Costa Avenue: Vulcan Avenue to Sheridan Road – LOS F
- La Costa Avenue: Sheridan Road to I-5 SB Ramps – LOS F
- Leucadia Boulevard: Hymettus Avenue to Orpheus Avenue – LOS E

- Leucadia Boulevard: Piraeus Street to Urania Avenue – LOS E
- Leucadia Boulevard: Urania Avenue to Saxony Road – LOS E
- Leucadia Boulevard: Saxony Road to Sidonia Street – LOS E
- Leucadia Boulevard: Sidonia Street to Quail Gardens Drive – LOS E
- Leucadia Boulevard: Quail Gardens Drive to Garden View Road – LOS F
- Encinitas Boulevard: I-5 SB Ramps to I-5 NB Ramps – LOS F
- Encinitas Boulevard: I-5 NB Ramps to Saxony Road – LOS F
- Encinitas Boulevard: Quail Gardens Drive to Delphinium Street – LOS F
- Encinitas Boulevard: Delphinium Street to Balour Drive – LOS F
- Encinitas Boulevard: Balour Drive to Via Cantebria – LOS F
- South Rancho Santa Fe Road: Manchester Avenue to City Limits – LOS E
- Santa Fe Drive: Balour Drive to Lake Drive – LOS E; and
- Birmingham Drive: I-5 SB Ramps to I-5 NB Ramps – LOS F

City of Carlsbad

- El Camino Real: Aviara Parkway to La Costa Avenue – LOS F
- La Costa Avenue: I-5 NB Ramps to Piraeus Street – LOS E
- La Costa Avenue: Piraeus Street to Saxony Road – LOS E
- La Costa Avenue: Saxony Road to El Camino Real – LOS F; and
- La Costa Avenue: Fairway Lane to Calle Madero – LOS E

County of San Diego

- South Rancho Santa Fe Road: City of Encinitas Limits to El Mirlo – LOS F

TABLE 4.13-2: ROADWAY SEGMENT ANALYSIS – FUTURE YEAR 2035 WITHOUT PROJECT							
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future ADT**	**Capacity (LOS E)**	**V/C**	**LOS**	**Jurisdiction**
Carlsbad Blvd	Poinsettia Ln to Avenida Encinas	4-Lane Major Arterial	25,300	40,000	0.633	C	Carlsbad
	Avenida Encinas to La Costa Ave	4-Lane Major Arterial	24,700	40,000	0.618	C	Carlsbad
North Coast Highway 101	La Costa Ave to 600 feet south of La Costa Ave	4-Lane Major Roadway	19,900	35,200	0.565	C or better	Encinitas
	600 feet south of La Costa Ave to Leucadia Blvd	4-Lane Major Roadway	18,100	26,400	0.686	C or better	Encinitas
	Leucadia Blvd to Cadmus St	4-Lane Major Roadway	19,900	35,200	0.565	C or better	Encinitas
	Cadmus St to Marcheta St	4-Lane Major Roadway	19,900	35,200	0.565	C or better	Encinitas
	Marcheta St to 660 feet south of Marcheta St	4-Lane Major Roadway	19,900	35,200	0.565	C or better	Encinitas
	660 feet south of Marcheta St to Encinitas Blvd	4-Lane Major Roadway	19,900	35,200	0.565	C or better	Encinitas
South Coast Highway 101	Encinitas Blvd to D St	4-Lane Major Roadway	19,400	35,200	0.551	C or better	Encinitas
	D St to E St	4-Lane Major Roadway	19,400	35,200	0.551	C or better	Encinitas
	E St to F St	4-Lane Major Roadway	19,400	35,200	0.551	C or better	Encinitas
	F St to H St	4-Lane Major Roadway	19,400	35,200	0.551	C or better	Encinitas
	H St to J St	4-Lane Major Roadway	21,100	35,200	0.599	C or better	Encinitas
	J St to Swami's Parking	3-Lane Major Roadway	21,100	26,400	0.799	C or better	Encinitas
	Swami's Parking to San Elijo State Beach	2-Lane Local Roadway	21,300	14,000	1.521	**F**	Encinitas
	San Elijo State Beach to Chesterfield	4-Lane Major Roadway	21,300	35,200	0.605	C or better	Encinitas
	Chesterfield to Cardiff State Beach traffic signal	4-Lane Major Roadway	23,200	35,200	0.659	C or better	Encinitas
	Cardiff State Beach to Chart House traffic signal	4-Lane Major Roadway	23,200	35,200	0.659	C or better	Encinitas
	Chart House traffic signal to Las Olas Mexican Restaurant traffic signal	4-Lane Major Roadway	23,200	35,200	0.659	C or better	Encinitas

TABLE 4.13-2: ROADWAY SEGMENT ANALYSIS – FUTURE YEAR 2035 WITHOUT PROJECT							
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future ADT**	**Capacity (LOS E)**	**V/C**	**LOS**	**Jurisdiction**
	Las Olas Mexican Restaurant to City of Solana Beach boundary	4-Lane Major Roadway	23,200	35,200	0.659	C or better	Encinitas
North Highway 101	City of Solana Beach boundary to West Cliff St	4-Lane Major Arterial	22,500	40,000	0.563	C	Solana Beach
	West Cliff to Lomas Santa Fe	4-Lane Major Arterial	25,000	40,000	0.625	C	Solana Beach
	Lomas Santa Fe Dr to Via De La Valle	4-Lane Major Arterial	23,600	40,000	0.590	C	Solana Beach
Vulcan Avenue	La Costa Ave to Leucadia Blvd	2-Lane Local Roadway	7,000	14,000	0.500	C or better	Encinitas
	Leucadia Blvd to Encinitas Blvd	2-Lane Local Roadway	7,500	14,000	0.536	C or better	Encinitas
	Encinitas Blvd to D St	4-Lane Collector	12,900	32,400	0.398	C or better	Encinitas
	D St to E St	4-Lane Collector	12,900	32,400	0.398	C or better	Encinitas
	E St to Santa Fe Dr	2-Lane Local Roadway – Augmented	13,100	20,000	0.655	C or better	Encinitas
San Elijo Avenue	Santa Fe Dr to Birmingham Dr	2-Lane Local Roadway	10,100	14,000	0.721	C or better	Encinitas
	Birmingham Dr to Chesterfield Dr	2-Lane Local Roadway – Augmented	12,500	20,000	0.625	C or better	Encinitas
	Chesterfield Dr to Manchester Ave	2-Lane Local Roadway – Augmented	9,500	20,000	0.475	C or better	Encinitas
Saxony Road	La Costa Ave to Quail Gardens Dr	2-Lane Local Roadway	4,600	14,000	0.329	C or better	Encinitas
	Quail Hollow Dr to Normandy Rd	2-Lane Local Roadway	3,400	14,000	0.243	C or better	Encinitas
	Normandy Rd to Brittany Ave	2-Lane Local Roadway	3,900	14,000	0.279	C or better	Encinitas
	Brittany Ave to Leucadia Blvd	2-Lane Local Roadway	3,500	14,000	0.250	C or better	Encinitas
	Leucadia Blvd to Silver Berry Place	2-Lane Local Roadway	11,800	14,000	0.843	D	Encinitas
	Silver Berry Place to Encinitas Blvd	2-Lane Local Roadway – Augmented	13,800	20,000	0.690	C or better	Encinitas
Quail Hollow Drive	Swallow Tail Rd to Saxony Rd	2-Lane Local Roadway	5,000	14,000	0.357	C or better	Encinitas

TABLE 4.13-2: ROADWAY SEGMENT ANALYSIS – FUTURE YEAR 2035 WITHOUT PROJECT							
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future ADT**	**Capacity (LOS E)**	**V/C**	**LOS**	**Jurisdiction**
Quail Gardens Drive	Swallow Tail Rd to Lauren Court	2-Lane Local Roadway – Augmented	4,900	20,000	0.245	C or better	Encinitas
	Lauren Court to Leucadia Blvd	2-Lane Local Roadway – Augmented	5,300	20,000	0.265	C or better	Encinitas
	Leucadia Blvd to Paseo De Las Flores	2-Lane Local Roadway – Augmented	9,100	20,000	0.455	C or better	Encinitas
	Paseo De Las Flores to Paseo De Las Verdes	2-Lane Local Roadway – Augmented	8,900	20,000	0.445	C or better	Encinitas
	Paseo De Las Verdes to Encinitas Blvd	2-Lane Local Roadway – Augmented	8,200	20,000	0.410	C or better	Encinitas
Westlake St	Encinitas Blvd to Requeza St	2-Lane Local Roadway – Augmented	11,800	20,000	0.590	C or better	Encinitas
Nardo Drive	Requeza St to Melba Rd	2-Lane Local Roadway	5,100	14,000	0.364	C or better	Encinitas
	Melba Rd Santa Fe Dr	2-Lane Local Roadway	5,100	14,000	0.364	C or better	Encinitas
MacKinnon Avenue	Santa Fe Dr to Villa Cardiff Dr	2-Lane Local Roadway	6,200	14,000	0.443	C or better	Encinitas
Villa Cardiff Drive	MacKinnon Ave to Windsor Rd	2-Lane Local Roadway	6,500	14,000	0.464	C or better	Encinitas
	Windsor Rd to Birmingham Dr	2-Lane Local Roadway	5,700	14,000	0.407	C or better	Encinitas
Garden View Road	Leucadia Blvd to Via Cantebria	4-Lane Major Roadway	11,500	35,200	0.327	C or better	Encinitas
	Via Cantebria to El Camino Real	4-Lane Major Roadway	12,900	35,200	0.366	C or better	Encinitas
Town Center Place	Leucadia Blvd to Town Center Place	4-Lane Collector (Not a CE)	20,000	32,400	0.617	C or better	Encinitas
	Town Center Pl to Town Center Dr	4-Lane Collector (Not a CE)	17,800	32,400	0.549	C or better	Encinitas
Via Cantebria	Town Center Dr to Garden View Rd	2-Lane Local Roadway (Not a CE)	15,800	14,000	1.129	**F**	Encinitas
	Garden View Rd to Forrest Bluff	3-Lane Collector	14,900	24,300	0.613	C or better	Encinitas
	Forrest Bluff to Via Montoro	4-Lane Collector	15,200	32,400	0.469	C or better	Encinitas

TABLE 4.13-2: ROADWAY SEGMENT ANALYSIS – FUTURE YEAR 2035 WITHOUT PROJECT							
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future ADT**	**Capacity (LOS E)**	**V/C**	**LOS**	**Jurisdiction**
	Via Montoro to Via Molena	4-Lane Collector	17,900	32,400	0.552	C or better	Encinitas
	Via Molena to Encinitas Blvd	4-Lane Collector	17,500	32,400	0.540	C or better	Encinitas
Balour Drive	Encinitas Blvd to Melba Rd	2-Lane Local Roadway	11,200	14,000	0.800	C or better	Encinitas
	Melba Rd to Santa Fe Dr	2-Lane Local Roadway	10,700	14,000	0.764	C or better	Encinitas
Lake Drive	Santa Fe Dr to Woodlake Dr	2-Lane Local Roadway	6,600	14,000	0.471	C or better	Encinitas
	Woodlake Dr to Birmingham Dr	2-Lane Local Roadway	6,600	14,000	0.471	C or better	Encinitas
El Camino Real	Aviara Parkway to La Costa Ave	5-Lane Prime Arterial	54,300	50,000	1.086	**F**	Carlsbad
	La Costa Ave to Calle Barcelona	6-Lane Prime Arterial	38,400	60,000	0.640	C	Carlsbad
	Calle Barcelona to City of Carlsbad boundary	6-Lane Prime Arterial	36,500	60,000	0.608	C	Carlsbad
	City of Carlsbad boundary to Leucadia Blvd	6-Lane Prime Arterial – Augmented	46,700	66,000	0.708	C or better	Encinitas
	Leucadia Blvd to Town Center Dr	6-Lane Prime Arterial – Augmented	58,600	66,000	0.888	D	Encinitas
	Town Center Dr to Garden View Rd	6-Lane Prime Arterial – Augmented	54,200	66,000	0.821	D	Encinitas
	Garden View Rd to 331-339 El Camino Real	6-Lane Prime Arterial – Augmented	42,900	66,000	0.650	C or better	Encinitas
	331-339 El Camino Real to Via Montoro	6-Lane Prime Arterial – Augmented	48,900	66,000	0.741	C or better	Encinitas
	Via Montoro to Mountain Vista	6-Lane Prime Arterial – Augmented	44,300	66,000	0.671	C or better	Encinitas
	Mountain Vista to Via Molena	6-Lane Prime Arterial – Augmented	47,000	66,000	0.712	C or better	Encinitas
	Via Molena to Encinitas Blvd	6-Lane Prime Arterial – Augmented	56,900	66,000	0.862	D	Encinitas
	Encinitas Blvd to 213 S El Camino Real	6-Lane Prime Arterial	39,400	57,000	0.691	C or better	Encinitas
	213 S El Camino to Crest Dr	6-Lane Prime Arterial	33,800	57,000	0.593	C or better	Encinitas

TABLE 4.13-2: ROADWAY SEGMENT ANALYSIS – FUTURE YEAR 2035 WITHOUT PROJECT							
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future ADT**	**Capacity (LOS E)**	**V/C**	**LOS**	**Jurisdiction**
	Crest Dr to Willowspring Dr	6-Lane Prime Arterial	36,200	57,000	0.635	C or better	Encinitas
	Willowspring Dr to Santa Fe Dr	4-Lane Major Roadway – Augmented	37,500	45,400	0.826	D	Encinitas
	Santa Fe Dr to Sage Canyon Dr	4-Lane Major Roadway – Augmented	28,400	45,400	0.626	C or better	Encinitas
	Sage Canyon Dr to Manchester Ave	4-Lane Major Roadway	27,700	35,200	0.787	C or better	Encinitas
Village Park Way	Mountain Vista Dr to Parkdale Dr	4-Lane Major Roadway	10,900	35,200	0.310	C or better	Encinitas
	Parkdale Dr to Encinitas Blvd	4-Lane Major Roadway	14,200	35,200	0.403	C or better	Encinitas
Rancho Santa Fe Road	Olivenhain Rd to Calle Acervo	4-Lane Major Arterial	17,400	40,000	0.435	C or better	Encinitas
	Calle Acervo/Avenida La Posta to Olive Crest Dr	2-Lane Local Roadway – Augmented	15,900	20,000	0.795	C or better	Encinitas
	Olive Crest Dr to 13th St	2-Lane Local Roadway – Augmented	15,800	20,000	0.790	C or better	Encinitas
	13th St to 11th St	2-Lane Local Roadway – Augmented	15,700	20,000	0.785	C or better	Encinitas
	11th St to El Camino Del Norte	2-Lane Local Roadway – Augmented	15,800	20,000	0.790	C or better	Encinitas
	El Camino Del Norte to 9th St	2-Lane Local Roadway – Augmented	13,300	20,000	0.665	C or better	Encinitas
	9th St to 8th St	2-Lane Local Roadway	13,500	14,000	0.964	**E**	Encinitas
	8th St to 7th St	2-Lane Local Roadway	13,900	14,000	0.993	**E**	Encinitas
	7th St to Encinitas Blvd	2-Lane Local Roadway – Augmented	15,200	20,000	0.760	C or better	Encinitas
Manchester Avenue	Encinitas Blvd to El Camino Real	2-Lane Local Roadway – Augmented	12,300	20,000	0.615	C or better	Encinitas
	Manchester Ave to Mira Costa College	4-Lane Major Roadway – Augmented	35,400	45,400	0.780	C or better	Encinitas
	Mira Costa College to I-5 NB On-Ramp	4-Lane Major Roadway – Augmented	35,700	45,400	0.786	C or better	Encinitas

TABLE 4.13-2: ROADWAY SEGMENT ANALYSIS – FUTURE YEAR 2035 WITHOUT PROJECT

Roadway	Segment	Functional Classification	Year 2035 Future ADT	Capacity (LOS E)	V/C	LOS	Jurisdiction
	I-5 NB Ramps to I-5 SB Ramps	2-Lane Local Roadway –– Augmented	40,200	20,000	2.010	**F**	Encinitas
	I-5 SB Ramps to Ocean Cove Dr	2-Lane Local Roadway – Augmented	11,900	20,000	0.595	C or better	Encinitas
	Ocean Cove Dr to Seaside Cardiff-by-the-sea residential area driveway	2-Lane Local Roadway	11,900	14,000	0.850	D	Encinitas
	Seaside Cardiff-by-the-sea residential area driveway to San Elijo Water Reclamation Facility Driveway	2-Lane Local Roadway – Augmented	11,900	20,000	0.595	C or better	Encinitas
	San Elijo Water Reclamation Facility Driveway to Manchester Ave	2-Lane Local Roadway	11,800	14,000	0.843	D	Encinitas
La Costa Avenue	North Coast Highway 101 to Vulcan Ave	2-Lane Local Roadway	16,400	14,000	1.171	**F**	Encinitas
	Vulcan Ave to Sheridan Rd	2-Lane Local Roadway	16,300	14,000	1.164	**F**	Encinitas
	Sheridan Rd to I-5 SB Ramps	2-Lane Local Roadway – Augmented	22,000	20,000	1.100	**F**	Encinitas
	I-5 SB Ramps to I-5 NB Ramps	4-Lane Major Arterial	29,300	40,000	0.733	C	Carlsbad
	I-5 NB Ramps to Piraeus St	5-Lane Major Arterial	39,500	41,667	0.948	**E**	Carlsbad
	Piraeus St to Saxony Rd	4-Lane Major Arterial	39,600	40,000	0.990	**E**	Carlsbad
	Saxony Rd to El Camino Real	4-Lane Major Arterial	42,000	40,000	1.050	**F**	Carlsbad
	El Camino Real to La Costa Towne Center traffic signal	4-Lane Major Arterial	20,700	40,000	0.518	B	Carlsbad
	La Costa Towne Center traffic signal to Fairway Ln	4-Lane Major Arterial	20,900	40,000	0.523	B	Carlsbad
	Fairway Ln to Calle Madero	3-Lane Collector	20,700	22,500	0.920	**E**	Carlsbad

TABLE 4.13-2: ROADWAY SEGMENT ANALYSIS – FUTURE YEAR 2035 WITHOUT PROJECT							
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future ADT**	**Capacity (LOS E)**	**V/C**	**LOS**	**Jurisdiction**
Leucadia Blvd	North Coast Highway 101 to Vulcan Ave	4-Lane Collector	14,300	32,400	0.441	C or better	Encinitas
	Vulcan Ave to Hermes Ave	2-Lane Local Roadway –– Augmented	16,300	20,000	0.815	D	Encinitas
	Hermes Ave to Hygeia Ave	2-Lane Local Roadway – Augmented	15,700	20,000	0.785	C or better	Encinitas
	Hygeia Ave to Hymettus Ave	2-Lane Local Roadway –– Augmented	17,400	20,000	0.870	D	Encinitas
	Hymettus Ave to Orpheus Ave	2-Lane Local Roadway – Augmented	19,200	20,000	0.960	**E**	Encinitas
	Orpheus Ave to I-5 SB Ramps	4-Lane Major Roadway	17,700	35,200	0.503	C or better	Encinitas
	I-5 SB Ramps to I-5 NB Ramps	4-Lane Major Roadway	28,600	35,200	0.813	D	Encinitas
	Piraeus St to Urania Ave	4-Lane Major Roadway – Augmented	44,100	45,400	0.971	**E**	Encinitas
	Urania Ave to Saxony Rd	4-Lane Major Roadway – Augmented	44,100	45,400	0.971	**E**	Encinitas
	Saxony Rd to Sidonia St	4-Lane Major Roadway – Augmented	42,400	45,400	0.934	**E**	Encinitas
	Sidonia St to Quail Gardens Dr	4-Lane Major Roadway – Augmented	42,400	45,400	0.934	**E**	Encinitas
	Quail Gardens Dr to Garden View Rd	4-Lane Major Roadway – Augmented	47,100	45,400	1.037	**F**	Encinitas
	Garden View Rd to Town Center Place	4-Lane Major Roadway – Augmented	34,700	45,400	0.764	C or better	Encinitas
	Town Center Place to El Camino Real	6-Lane Prime Arterial	39,000	57,000	0.684	C or better	Encinitas
Mountain Vista Drive	El Camino Real to Wandering Rd	2-Lane Local Roadway –– Augmented	15,000	20,000	0.750	C or better	Encinitas
	Wandering Rd to Village Park Way	2-Lane Local Roadway – Augmented	9,300	20,000	0.465	C or better	Encinitas

TABLE 4.13-2: ROADWAY SEGMENT ANALYSIS – FUTURE YEAR 2035 WITHOUT PROJECT							
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future ADT**	**Capacity (LOS E)**	**V/C**	**LOS**	**Jurisdiction**
Lone Jack Drive	Rancho Santa Fe Rd to northern terminus	2-Lane Local Roadway	8,400	14,000	0.600	C or better	Encinitas
El Camino Del Norte	Rancho Santa Fe Rd to San Dieguito CPA boundary	2-Lane Local Roadway	7,900	14,000	0.564	C or better	Encinitas
	San Dieguito CPA boundary to Via De Fortuna	2-Lane Light Collector with Reduced Shoulder	7,800	9,700	0.804	D	San Diego
Encinitas Boulevard	North Coast Highway 101 to Vulcan Ave	4-Lane Collector	22,300	32,400	0.688	C or better	Encinitas
	Vulcan Ave to I-5 SB Ramps	4-Lane Major Roadway - Augmented	34,100	45,400	0.751	C or better	Encinitas
	I-5 SB Ramps to I-5 NB Ramps	4-Lane Major Roadway	38,500	35,200	1.094	**F**	Encinitas
	I-5 NB Ramps to Saxony Rd	4-Lane Major Roadway	41,400	35,200	1.176	**F**	Encinitas
	Saxony Rd to Calle Magdalena	6-Lane Prime Arterial – Augmented	35,400	66,000	0.536	C or better	Encinitas
	Calle Magdalena to Encinitas Town Country traffic signal	6-Lane Prime Arterial	40,000	57,000	0.702	C or better	Encinitas
	Encinitas Town Country traffic signal to Quail Gardens Dr	4-Lane Major Roadway – Augmented	36,000	45,400	0.793	C or better	Encinitas
	Quail Gardens Dr to Delphinium St	4-Lane Major Roadway	37,700	35,200	1.071	**F**	Encinitas
	Delphinium St to Balour Dr	4-Lane Major Roadway	38,300	35,200	1.088	**F**	Encinitas
	Balour Dr to Via Cantebria	4-Lane Major Roadway	47,500	35,200	1.349	**F**	Encinitas
	Via Cantebria to El Camino Real	4-Lane Major Roadway	29,400	35,200	0.835	D	Encinitas
	El Camino Real to Village Square Dr	4-Lane Major Roadway	31,000	35,200	0.881	D	Encinitas
	Village Square Dr to Turner Ave	4-Lane Major Roadway	29,300	35,200	0.832	D	Encinitas
	Turner Ave to Cerro St	4-Lane Major Roadway	29,300	35,200	0.832	D	Encinitas
	Cerro St to Village Park Way	4-Lane Major Roadway	29,700	35,200	0.844	D	Encinitas
	Village Park Way to Willowspring Dr	4-Lane Major Roadway	27,900	35,200	0.793	C or better	Encinitas
	Willowspring Dr to Rancho Santa Fe Rd	4-Lane Major Roadway	22,700	35,200	0.645	C or better	Encinitas

TABLE 4.13-2: ROADWAY SEGMENT ANALYSIS – FUTURE YEAR 2035 WITHOUT PROJECT							
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future ADT**	**Capacity (LOS E)**	**V/C**	**LOS**	**Jurisdiction**
South Rancho Santa Fe Road	Manchester Ave to City Limits	2-Lane Local Roadway - Augmented	18,580	20,000	0.929	**E**	Encinitas
	City of Encinitas Limits to El Mirlo	2-Lane Light Collector with Reduced Shoulder	18,580	9,700	1.915	**F**	San Diego
F Street	Vulcan Ave to Cornish Dr	2-Lane Local Roadway	6,200	14,000	0.443	C or better	Encinitas
Requeza Street	Cornish Dr to San Dieguito Dr	2-Lane Local Roadway	6,300	14,000	0.450	C or better	Encinitas
	San Dieguito Dr to Stratford Dr	2-Lane Local Roadway	6,300	14,000	0.450	C or better	Encinitas
	Stratford Dr to Regal Rd	2-Lane Local Roadway	6,800	14,000	0.486	C or better	Encinitas
	Regal Rd to West Lake Dr	2-Lane Local Roadway	6,400	14,000	0.457	C or better	Encinitas
	West Lake Dr to Nardo Dr	2-Lane Local Roadway	4,800	14,000	0.343	C or better	Encinitas
Santa Fe Drive	Vulcan Ave to Cornish Dr	2-Lane Local Roadway	9,000	14,000	0.643	C or better	Encinitas
	Cornish Dr to Summit Ave	2-Lane Local Roadway	9,000	14,000	0.643	C or better	Encinitas
	Summit Ave to Devonshire	2-Lane Local Roadway	10,100	14,000	0.721	C or better	Encinitas
	Devonshire Dr to Scripps Memorial Encinitas traffic signal	2-Lane Local Roadway – Augmented	15,200	20,000	0.760	C or better	Encinitas
	Scripps Memorial Hospital Encinitas traffic signal to I-5 SB Ramps	4-Lane Collector	15,200	32,400	0.469	C or better	Encinitas
	I-5 SB Ramps to I-5 NB Ramps	3-Lane Major Roadway	22,400	26,400	0.848	D	Encinitas
	I-5 NB Ramps to Regal Rd	2-Lane Local Roadway –– Augmented	16,100	20,000	0.805	D	Encinitas
	Regal Rd to Gardena Rd	2-Lane Local Roadway – Augmented	16,100	20,000	0.805	D	Encinitas
	Gardena Rd to Nardo Rd	2-Lane Local Roadway –– Augmented	16,100	20,000	0.805	D	Encinitas
	Nardo Rd to Windsor Rd/Bonita Dr	2-Lane Local Roadway – Augmented	17,700	20,000	0.885	D	Encinitas
	Windsor Rd/Bonita Dr to Balour Dr	2-Lane Local Roadway –– Augmented	17,700	20,000	0.885	D	Encinitas

TABLE 4.13-2: ROADWAY SEGMENT ANALYSIS – FUTURE YEAR 2035 WITHOUT PROJECT

Roadway	Segment	Functional Classification	Year 2035 Future ADT	Capacity (LOS E)	V/C	LOS	Jurisdiction
	Balour Dr to Lake Dr	2-Lane Local Roadway – Augmented	18,600	20,000	0.930	**E**	Encinitas
	Lake Dr to Crest Dr	2-Lane Local Roadway –– Augmented	17,700	20,000	0.885	D	Encinitas
	Crest Dr to El Camino Real	2-Lane Local Roadway – Augmented	17,700	20,000	0.885	D	Encinitas
Birmingham Drive	San Elijo Ave to MacKinnon Ave	2-Lane Local Roadway –– Augmented	15,500	20,000	0.775	C or better	Encinitas
	MacKinnon Ave to Carol View Dr	2-Lane Local Roadway –– Augmented	15,500	20,000	0.775	C or better	Encinitas
	Carol View Dr to I-5 SB Ramps	2-Lane Local Roadway – Augmented	15,500	20,000	0.775	C or better	Encinitas
	I-5 SB Ramps to I-5 NB Ramps	2-Lane Local Roadway	17,400	14,000	1.243	**F**	Encinitas
	I-5 NB Ramps to Villa Cardiff Dr	2-Lane Local Roadway	8,800	14,000	0.629	C or better	Encinitas
	Villa Cardiff to Playa Riviera	2-Lane Local Roadway	8,800	14,000	0.629	C or better	Encinitas
	Playa Riviera to Freda Ln	2-Lane Local Roadway	8,800	14,000	0.629	C or better	Encinitas
	Freda Ln to Lake Dr	2-Lane Local Roadway	8,800	14,000	0.629	C or better	Encinitas

Source: Kimley-Horn and Associates, *Traffic Impact Study for the City of Encinitas 2013 - 2021 Housing Element Update*, 2018.

Roadway Segment Analysis: Future Year 2035 With Project

The Future Year 2035 With Project roadway segment analysis is summarized on Table 4.13-3, *Summary of Roadway Analysis Future Year 2035 With Project*. Table 4.13-3 shows the Without Project and With Project daily forecast volumes and v/c ratios for each roadway segment, and the change in v/c due to the Project. The 28 roadway segments that are forecast to operate at a deficient LOS without the Project (Table 4.13-2) would continue to be deficient with the Project. Also, four additional roadway segments would worsen to an unacceptable LOS E or LOS F with the Project:

City of Encinitas

- Santa Fe Drive: Nardo Road to Windsor Road/Bonita Drive – LOS E
- Santa Fe Drive: Windsor Road/Bonita Drive to Balour Drive – LOS E
- Santa Fe Drive: Lake Drive to Crest Drive – LOS E
- Santa Fe Drive: Crest Drive to El Camino Real – LOS E

Based on the significance criteria set forth in the 2016 PEIR and used for this EA, of the 28 deficient roadway segments, the Project would significantly impact the following 13 roadway segments:

- La Costa Avenue: North Coast Highway 101 to Vulcan Avenue – LOS F
- La Costa Avenue: Vulcan Avenue to Sheridan Road – LOS F
- Encinitas Boulevard: I-5 SB Ramps to I-5 NB Ramps – LOS F
- Encinitas Boulevard: I-5 NB Ramps to Saxony Road – LOS F
- Encinitas Boulevard: Quail Gardens Drive to Delphinium Street – LOS F
- Encinitas Boulevard: Delphinium Street to Balour Drive – LOS F
- Encinitas Boulevard: Balour Drive to Via Cantebria – LOS F
- Santa Fe Drive: Nardo Road to Windsor Road/Bonita Drive – LOS E
- Santa Fe Drive: Windsor Road/Bonita Drive to Balour Drive – LOS E
- Santa Fe Drive: Balour Drive to Lake Drive – LOS E
- Santa Fe Drive: Lake Drive to Crest Drive – LOS E
- Santa Fe Drive: Crest Drive to El Camino Real – LOS E
- South Rancho Santa Fe Road: City of Encinitas Limits to El Mirlo – LOS F

Mitigation Measure TRF-1 Table A, *Traffic Mitigation Improvements*, describes the potential measures that, to the degree feasible, could mitigate impacts to roadway segments; see *Conclusion* Section.

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TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT											
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future (No Project) ADT**	**Project ADT**	**Future With Project ADT**	**Capacity (LOS E)**	**Capacity (LOS E)**	**V/C**	**LOS**	**Sig. Impact?**	**Jurisdiction**
Carlsbad Boulevard	Poinsettia Ln to Avenida Encinas	4-Lane Major Arterial	25,300	200	25,500	40,000	0.638	C	0.005	No	Carlsbad
	Avenida Encinas to La Costa Ave	4-Lane Major Arterial	24,700	200	24,900	40,000	0.623	C	0.005	No	Carlsbad
North Coast Highway 101	La Costa Ave to 600 feet south of La Costa Ave	4-Lane Major Roadway	19,900	300	20,200	35,200	0.574	C or better	0.009	No	Encinitas
	600 feet south of La Costa Ave to Leucadia Blvd	4-Lane Major Roadway	18,100	600	18,700	26,400	0.708	C or better	0.023	No	Encinitas
	Leucadia Blvd to Cadmus St	4-Lane Major Roadway	19,900	400	20,300	35,200	0.577	C or better	0.011	No	Encinitas
	Cadmus St to Marcheta St	4-Lane Major Roadway	19,900	400	20,300	35,200	0.577	C or better	0.011	No	Encinitas
	Marcheta St to 660 feet south of Marcheta St	4-Lane Major Roadway	19,900	400	20,300	35,200	0.577	C or better	0.011	No	Encinitas
	660 feet south of Marcheta St to Encinitas Blvd	4-Lane Major Roadway	19,900	400	20,300	35,200	0.577	C or better	0.011	No	Encinitas
South Coast Highway 101	Encinitas Blvd to D St	4-Lane Major Roadway	19,400	700	20,100	35,200	0.571	C or better	0.020	No	Encinitas
	D St to E St	4-Lane Major Roadway	19,400	700	20,100	35,200	0.571	C or better	0.020	No	Encinitas
	E St to F St	4-Lane Major Roadway	19,400	700	20,100	35,200	0.571	C or better	0.020	No	Encinitas
	F St to H St	4-Lane Major Roadway	19,400	100	19,500	35,200	0.554	C or better	0.003	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT											
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future (No Project) ADT**	**Project ADT**	**Future With Project ADT**	**Capacity (LOS E)**	**Capacity (LOS E)**	**V/C**	**LOS**	**Sig. Impact?**	**Jurisdiction**
	H St to J St	4-Lane Major Roadway	21,100	100	21,200	35,200	0.602	C or better	0.003	No	Encinitas
	J St to Swami's Parking	3-Lane Major Roadway	21,100	100	21,200	26,400	0.803	D	0.004	No	Encinitas
	Swami's Parking to San Elijo State Beach	2-Lane Local Roadway	21,300	100	21,400	14,000	1.529	**F**	0.007	No	Encinitas
	San Elijo State Beach to Chesterfield	4-Lane Major Roadway	21,300	100	21,400	35,200	0.608	C or better	0.003	No	Encinitas
	Chesterfield to Cardiff State Beach traffic signal	4-Lane Major Roadway	23,200	100	23,300	35,200	0.662	C or better	0.003	No	Encinitas
	Cardiff State Beach to Chart House traffic signal	4-Lane Major Roadway	23,200	100	23,300	35,200	0.662	C or better	0.003	No	Encinitas
	Chart House traffic signal to Las Olas Mexican Restaurant traffic signal	4-Lane Major Roadway	23,200	100	23,300	35,200	0.662	C or better	0.003	No	Encinitas
	Las Olas Mexican Restaurant to City of Solana Beach boundary	4-Lane Major Roadway	23,200	100	23,300	35,200	0.662	C or better	0.003	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT											
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future (No Project) ADT**	**Project ADT**	**Future With Project ADT**	**Capacity (LOS E)**	**Capacity (LOS E)**	**V/C**	**LOS**	**Sig. Impact?**	**Jurisdiction**
North Highway 101	City of Solana Beach boundary to West Cliff St	4-Lane Major Arterial	22,500	100	22,600	40,000	0.565	C	0.002	No	Solana Beach
	West Cliff to Lomas Santa Fe	4-Lane Major Arterial	25,000	100	25,100	40,000	0.628	C	0.002	No	Solana Beach
	Lomas Santa Fe Dr to Via De La Valle	4-Lane Major Arterial	23,600	100	23,700	40,000	0.593	C	0.003	No	Solana Beach
Vulcan Avenue	La Costa Ave to Leucadia Blvd	2-Lane Local Roadway	7,000	300	7,300	14,000	0.521	C or better	0.021	No	Encinitas
	Leucadia Blvd to Encinitas Blvd	2-Lane Local Roadway	7,500	600	8,100	14,000	0.579	C or better	0.043	No	Encinitas
	Encinitas Blvd to D St	4-Lane Collector	12,900	300	13,200	32,400	0.407	C or better	0.009	No	Encinitas
	D St to E St	4-Lane Collector	12,900	300	13,200	32,400	0.407	C or better	0.009	No	Encinitas
	E St to Santa Fe Dr	2-Lane Local Roadway – Augmented	13,100	300	13,400	20,000	0.670	C or better	0.015	No	Encinitas
San Elijo Avenue	Santa Fe Dr to Birmingham Dr	2-Lane Local Roadway	10,100	0	10,100	14,000	0.721	C or better	0.000	No	Encinitas
	Birmingham Dr to Chesterfield Dr	2-Lane Local Roadway – Augmented	12,500	0	12,500	20,000	0.625	C or better	0.000	No	Encinitas
	Chesterfield Dr to Manchester Ave	2-Lane Local Roadway – Augmented	9,500	0	9,500	20,000	0.475	C or better	0.000	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT											
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future (No Project) ADT**	**Project ADT**	**Future With Project ADT**	**Capacity (LOS E)**	**Capacity (LOS E)**	**V/C**	**LOS**	**Sig. Impact?**	**Jurisdiction**
Saxony Road	La Costa Ave to Quail Gardens Dr	2-Lane Local Roadway	4,600	200	4,800	14,000	0.343	C or better	0.014	No	Encinitas
	Quail Hollow Dr to Normandy Rd	2-Lane Local Roadway	3,400	100	3,500	14,000	0.250	C or better	0.007	No	Encinitas
	Normandy Rd to Brittany Ave	2-Lane Local Roadway	3,900	100	4,000	14,000	0.286	C or better	0.007	No	Encinitas
	Brittany Ave to Leucadia Blvd	2-Lane Local Roadway	3,500	100	3,600	14,000	0.257	C or better	0.007	No	Encinitas
	Leucadia Blvd to Silver Berry Place	2-Lane Local Roadway	11,800	100	11,900	14,000	0.850	D	0.007	No	Encinitas
	Silver Berry Place to Encinitas Blvd	2-Lane Local Roadway - Augmented	13,800	300	14,100	20,000	0.705	C or better	0.015	No	Encinitas
Quail Hollow Drive	Swallow Tail Rd to Saxony Rd	2-Lane Local Roadway	5,000	200	5,200	14,000	0.371	C or better	0.014	No	Encinitas
Quail Gardens Drive	Swallow Tail Rd to Lauren Court	2-Lane Local Roadway – Augmented	4,900	200	5,100	20,000	0.255	C or better	0.010	No	Encinitas
	Lauren Court to Leucadia Blvd	2-Lane Local Roadway – Augmented	5,300	200	5,500	20,000	0.275	C or better	0.010	No	Encinitas
	Leucadia Blvd to Paseo De Las Flores	2-Lane Local Roadway – Augmented	9,100	800	9,900	20,000	0.495	C or better	0.040	No	Encinitas
	Paseo De Las Flores to Paseo De Las Verdes	2-Lane Local Roadway – Augmented	8,900	700	9,600	20,000	0.480	C or better	0.035	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT

Roadway	Segment	Functional Classification	Year 2035 Future (No Project) ADT	Project ADT	Future With Project ADT	Capacity (LOS E)	Capacity (LOS E)	V/C	LOS	Sig. Impact?	Jurisdiction
	Paseo De Las Verdes to Encinitas Blvd	2-Lane Local Roadway – Augmented	8,200	700	8,900	20,000	0.445	C or better	0.035	No	Encinitas
Westlake St	Encinitas Blvd to Requeza St	2-Lane Local Roadway – Augmented	11,800	1,800	13,600	20,000	0.680	C or better	0.090	No	Encinitas
Nardo Drive	Requeza St to Melba Rd	2-Lane Local Roadway	5,100	0	5,100	14,000	0.364	C or better	0.000	No	Encinitas
	Melba Rd Santa Fe Dr	2-Lane Local Roadway	5,100	0	5,100	14,000	0.364	C or better	0.000	No	Encinitas
MacKinnon Avenue	Santa Fe Dr to Villa Cardiff Dr	2-Lane Local Roadway	6,200	0	6,200	14,000	0.443	C or better	0.000	No	Encinitas
Villa Cardiff Drive	MacKinnon Ave to Windsor Rd	2-Lane Local Roadway	6,500	0	6,500	14,000	0.464	C or better	0.000	No	Encinitas
	Windsor Rd to Birmingham Dr	2-Lane Local Roadway	5,700	0	5,700	14,000	0.407	C or better	0.000	No	Encinitas
Garden View Road	Leucadia Blvd to Via Cantebria	4-Lane Major Roadway	11,500	0	11,500	35,200	0.327	C or better	0.000	No	Encinitas
	Via Cantebria to El Camino Real	4-Lane Major Roadway	12,900	0	12,900	35,200	0.366	C or better	0.000	No	Encinitas
Town Center Place	Leucadia Blvd to Town Center Place	4-Lane Collector (Not a CE)	20,000	100	20,100	32,400	0.620	C or better	0.003	No	Encinitas
	Town Center Place to Town Center Dr	4-Lane Collector (Not a CE)	17,800	100	17,900	32,400	0.552	C or better	0.003	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT

Roadway	Segment	Functional Classification	Year 2035 Future (No Project) ADT	Project ADT	Future With Project ADT	Capacity (LOS E)	Capacity (LOS E)	V/C	LOS	Sig. Impact?	Jurisdiction
Via Cantebria	Town Center Dr to Garden View Rd	2-Lane Local Roadway (Not a CE)	15,800	100	15,900	14,000	1.136	**F**	0.007	No	Encinitas
	Garden View Rd to Forrest Bluff	3-Lane Collector	14,900	0	14,900	24,300	0.613	C or better	0.000	No	Encinitas
	Forrest Bluff to Via Montoro	4-Lane Collector	15,200	0	15,200	32,400	0.469	C or better	0.000	No	Encinitas
	Via Montoro to Via Molena	4-Lane Collector	17,900	0	17,900	32,400	0.552	C or better	0.000	No	Encinitas
	Via Molena to Encinitas Blvd	4-Lane Collector	17,500	0	17,500	32,400	0.540	C or better	0.000	No	Encinitas
Balour Drive	Encinitas Blvd to Melba Rd	2-Lane Local Roadway	11,200	800	12,000	14,000	0.857	D	0.057	No	Encinitas
	Melba Rd to Santa Fe Dr	2-Lane Local Roadway	10,700	700	11,400	14,000	0.814	D	0.050	No	Encinitas
Lake Drive	Santa Fe Dr to Woodlake Dr	2-Lane Local Roadway	6,600	14,000	6,600	14,000	0.471	C or better	0.000	No	Encinitas
	Woodlake Dr to Birmingham Dr	2-Lane Local Roadway	6,600	14,000	6,600	14,000	0.471	C or better	0.000	No	Encinitas
El Camino Real	Aviara Parkway to La Costa Ave	5-Lane Prime Arterial	54,300	100	54,400	50,000	1.088	**F**	0.002	No	Carlsbad
	La Costa Ave to Calle Barcelona	6-Lane Prime Arterial	38,400	300	38,700	60,000	0.645	C	0.005	No	Carlsbad
	Calle Barcelona to City of Carlsbad boundary	6-Lane Prime Arterial	36,500	300	36,800	60,000	0.613	C	0.005	No	Carlsbad
	City of Carlsbad boundary to Leucadia Blvd	6-Lane Prime Arterial - Augmented	46,700	300	47,000	66,000	0.712	C or better	0.005	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT											
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future (No Project) ADT**	**Project ADT**	**Future With Project ADT**	**Capacity (LOS E)**	**Capacity (LOS E)**	**V/C**	**LOS**	**Sig. Impact?**	**Jurisdiction**
	Leucadia Blvd to Town Center Dr	6-Lane Prime Arterial - Augmented	58,600	700	59,300	66,000	0.898	D	0.011	No	Encinitas
	Town Center Dr to Garden View Rd	6-Lane Prime Arterial - Augmented	54,200	700	54,900	66,000	0.832	D	0.011	No	Encinitas
	Garden View Rd to 331-339 El Camino Real	6-Lane Prime Arterial - Augmented	42,900	800	43,700	66,000	0.662	C or better	0.012	No	Encinitas
	331-339 El Camino Real to Via Montoro	6-Lane Prime Arterial - Augmented	48,900	800	49,700	66,000	0.753	C or better	0.012	No	Encinitas
	Via Montoro to Mountain Vista	6-Lane Prime Arterial - Augmented	44,300	800	45,100	66,000	0.683	C or better	0.012	No	Encinitas
	Mountain Vista to Via Molena	6-Lane Prime Arterial - Augmented	47,000	900	47,900	66,000	0.726	C or better	0.014	No	Encinitas
	Via Molena to Encinitas Blvd	6-Lane Prime Arterial - Augmented	56,900	900	57,800	66,000	0.876	D	0.014	No	Encinitas
	Encinitas Blvd to 213 S El Camino Real	6-Lane Prime Arterial	39,400	1,200	40,600	57,000	0.712	C or better	0.021	No	Encinitas
	213 S El Camino to Crest Dr	6-Lane Prime Arterial	33,800	1,200	35,000	57,000	0.614	C or better	0.021	No	Encinitas
	Crest Dr to Willowspring Dr	6-Lane Prime Arterial	36,200	1,200	37,400	57,000	0.656	C or better	0.021	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT

Roadway	Segment	Functional Classification	Year 2035 Future (No Project) ADT	Project ADT	Future With Project ADT	Capacity (LOS E)	Capacity (LOS E)	V/C	LOS	Sig. Impact?	Jurisdiction
	Willowspring Dr to Santa Fe Dr	4-Lane Major Roadway – Augmented	37,500	1,200	38,700	45,400	0.852	D	0.026	No	Encinitas
	Santa Fe Dr to Sage Canyon Dr	4-Lane Major Roadway – Augmented	28,400	1,800	30,200	45,400	0.665	C or better	0.040	No	Encinitas
	Sage Canyon Dr to Manchester Ave	4-Lane Major Roadway	27,700	1,300	29,000	35,200	0.824	D	0.037	No	Encinitas
Village Park Way	Mountain Vista Dr to Parkdale Dr	4-Lane Major Roadway	10,900	200	11,100	35,200	0.315	C or better	0.006	No	Encinitas
	Parkdale Dr to Encinitas Blvd	4-Lane Major Roadway	14,200	100	14,300	35,200	0.406	C or better	0.003	No	Encinitas
Rancho Santa Fe Road	Olivenhain Rd to Calle Acervo	4-Lane Major Arterial	17,400	400	17,800	40,000	0.445	C or better	0.010	No	Encinitas
	Calle Acervo/ Avenida La Posta to Olive Crest Dr	2-Lane Local Roadway – Augmented	15,900	100	16,000	20,000	0.800	C or better	0.005	No	Encinitas
	Olive Crest Dr to 13th St	2-Lane Local Roadway – Augmented	15,800	100	15,900	20,000	0.795	C or better	0.005	No	Encinitas
	13th St to 11th St	2-Lane Local Roadway – Augmented	15,700	100	15,800	20,000	0.790	C or better	0.005	No	Encinitas
	11th St to El Camino Del Norte	2-Lane Local Roadway – Augmented	15,800	100	15,900	20,000	0.795	C or better	0.005	No	Encinitas
	El Camino Del Norte to 9th St	2-Lane Local Roadway – Augmented	13,300	100	13,400	20,000	0.670	C or better	0.005	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT											
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future (No Project) ADT**	**Project ADT**	**Future With Project ADT**	**Capacity (LOS E)**	**Capacity (LOS E)**	**V/C**	**LOS**	**Sig. Impact?**	**Jurisdiction**
	9th St to 8th St	2-Lane Local Roadway	13,500	100	13,600	14,000	0.971	**E**	0.007	No	Encinitas
	8th St to 7th St	2-Lane Local Roadway	13,900	100	14,000	14,000	1.000	**E**	0.007	No	Encinitas
	7th St to Encinitas Blvd	2-Lane Local Roadway – Augmented	15,200	100	15,300	20,000	0.765	C or better	0.005	No	Encinitas
Manchester Avenue	Encinitas Blvd to El Camino Real	2-Lane Local Roadway – Augmented	12,300	20,000	32,300	45,400	0.711	C or better	0.096	No	Encinitas
	Manchester Ave to Mira Costa College	4-Lane Major Roadway – Augmented	35,400	1,400	36,800	45,400	0.811	D	0.031	No	Encinitas
	Mira Costa College to I-5 NB On-Ramp	4-Lane Major Roadway – Augmented	35,700	300	36,000	45,400	0.793	C or better	0.007	No	Encinitas
	I-5 NB Ramps to I-5 SB Ramps	2-Lane Local Roadway –– Augmented	40,200	100	40,300	20,000	2.015	**F**	0.005	No	Encinitas
	I-5 SB Ramps to Ocean Cove Dr	2-Lane Local Roadway – Augmented	11,900	100	12,000	20,000	0.600	C or better	0.005	No	Encinitas
	Ocean Cove Dr to Seaside Cardiff-by-the-Sea residential area driveway	2-Lane Local Roadway	11,900	100	12,000	14,000	0.857	D	0.007	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT

Roadway	Segment	Functional Classification	Year 2035 Future (No Project) ADT	Project ADT	Future With Project ADT	Capacity (LOS E)	Capacity (LOS E)	V/C	LOS	Sig. Impact?	Jurisdiction
	Seaside Cardiff-by-the-Sea residential area driveway to San Elijo Water Reclamation Facility Driveway	2-Lane Local Roadway – Augmented	11,900	100	12,000	20,000	0.600	C or better	0.005	No	Encinitas
	San Elijo Water Reclamation Facility Driveway to Manchester Ave	2-Lane Local Roadway	11,800	100	11,900	14,000	0.850	D	0.007	No	Encinitas
La Costa Avenue	North Coast Highway 101 to Vulcan Ave	2-Lane Local Roadway	16,400	14,000	16,700	14,000	1.193	**F**	0.021	**Yes**	Encinitas
	Vulcan Ave to Sheridan Rd	2-Lane Local Roadway	16,300	14,000	16,700	14,000	1.193	**F**	0.029	**Yes**	Encinitas
	Sheridan Rd to I-5 SB Ramps	2-Lane Local Roadway - Augmented	22,000	20,000	22,400	20,000	1.120	**F**	0.020	No	Encinitas
	I-5 SB Ramps to I-5 NB Ramps	4-Lane Major Arterial	29,300	40,000	29,900	40,000	0.748	C	0.015	No	Carlsbad
	I-5 NB Ramps to Piraeus St	5-Lane Major Arterial	39,500	41,667	40,100	41,667	0.962	**E**	0.014	No	Carlsbad
	Piraeus St to Saxony Rd	4-Lane Major Arterial	39,600	40,000	39,900	40,000	0.998	**E**	0.008	No	Carlsbad
	Saxony Rd to El Camino Real	4-Lane Major Arterial	42,000	40,000	42,300	40,000	1.058	**F**	0.008	No	Carlsbad
	El Camino Real to La Costa Towne Center traffic signal	4-Lane Major Arterial	20,700	40,000	20,800	40,000	0.520	B	0.003	No	Carlsbad

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT											
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future (No Project) ADT**	**Project ADT**	**Future With Project ADT**	**Capacity (LOS E)**	**Capacity (LOS E)**	**V/C**	**LOS**	**Sig. Impact?**	**Jurisdiction**
	La Costa Towne Center traffic signal to Fairway Ln	4-Lane Major Arterial	20,900	40,000	21,000	40,000	0.525	C	0.003	No	Carlsbad
	Fairway Ln to Calle Madero	3-Lane Collector	20,700	22,500	20,800	22,500	0.924	**E**	0.004	No	Carlsbad
Leucadia Blvd	North Coast Highway 101 to Vulcan Ave	4-Lane Collector	14,300	32,400	14,700	32,400	0.454	C or better	0.012	No	Encinitas
	Vulcan Ave to Hermes Ave	2-Lane Local Roadway –– Augmented	16,300	20,000	16,500	20,000	0.825	D	0.010	No	Encinitas
	Hermes Ave to Hygeia Ave	2-Lane Local Roadway – Augmented	15,700	20,000	15,900	20,000	0.795	C or better	0.010	No	Encinitas
	Hygeia Ave to Hymettus Ave	2-Lane Local Roadway –– Augmented	17,400	20,000	17,600	20,000	0.880	D	0.010	No	Encinitas
	Hymettus Ave to Orpheus Ave	2-Lane Local Roadway – Augmented	19,200	20,000	19,400	20,000	0.970	**E**	0.010	No	Encinitas
	Orpheus Ave to I-5 SB Ramps	4-Lane Major Roadway	17,700	35,200	17,900	35,200	0.509	C or better	0.006	No	Encinitas
	I-5 SB Ramps to I-5 NB Ramps	4-Lane Major Roadway	28,600	35,200	29,000	35,200	0.824	D	0.011	No	Encinitas
	Piraeus St to Urania Ave	4-Lane Major Roadway – Augmented	44,100	45,400	44,700	45,400	0.985	**E**	0.013	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT											
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future (No Project) ADT**	**Project ADT**	**Future With Project ADT**	**Capacity (LOS E)**	**Capacity (LOS E)**	**V/C**	**LOS**	**Sig. Impact?**	**Jurisdiction**
	Urania Ave to Saxony Rd	4-Lane Major Roadway – Augmented	44,100	45,400	44,900	45,400	0.989	**E**	0.018	No	Encinitas
	Saxony Rd to Sidonia St	4-Lane Major Roadway – Augmented	42,400	45,400	43,200	45,400	0.952	**E**	0.018	No	Encinitas
	Sidonia St to Quail Gardens Dr	4-Lane Major Roadway – Augmented	42,400	45,400	43,200	45,400	0.952	**E**	0.018	No	Encinitas
	Quail Gardens Dr to Garden View Rd	4-Lane Major Roadway – Augmented	47,100	45,400	47,600	45,400	1.048	**F**	0.011	No	Encinitas
	Garden View Rd to Town Center Place	4-Lane Major Roadway – Augmented	34,700	45,400	35,100	45,400	0.773	C or better	0.009	No	Encinitas
	Town Center Place to El Camino Real	6-Lane Prime Arterial	39,000	57,000	39,500	57,000	0.693	C or better	0.009	No	Encinitas
Mountain Vista Drive	El Camino Real to Wandering Rd	2-Lane Local Roadway –– Augmented	15,000	20,000	15,200	20,000	0.760	C or better	0.010	No	Encinitas
	Wandering Rd to Village Park Way	2-Lane Local Roadway – Augmented	9,300	20,000	9,600	20,000	0.480	C or better	0.015	No	Encinitas
Lone Jack Drive	Rancho Santa Fe Rd to northern terminus	2-Lane Local Roadway	8,400	14,000	8,400	14,000	0.600	C or better	0.000	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT											
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future (No Project) ADT**	**Project ADT**	**Future With Project ADT**	**Capacity (LOS E)**	**Capacity (LOS E)**	**V/C**	**LOS**	**Sig. Impact?**	**Jurisdiction**
El Camino Del Norte	Rancho Santa Fe Rd to San Dieguito CPA boundary	2-Lane Local Roadway	7,900	14,000	7,900	14,000	0.564	C or better	0.000	No	Encinitas
	San Dieguito CPA boundary to Via De Fortuna	2-Lane Light Collector with Reduced Shoulder	7,800	9,700	7,800	9,700	0.804	D	0.000	No	San Diego
Encinitas Boulevard	North Coast Highway 101 to Vulcan Ave	4-Lane Collector	22,300	32,400	23,000	32,400	0.710	C or better	0.022	No	Encinitas
	Vulcan Ave to I-5 SB Ramps	4-Lane Major Roadway - Augmented	34,100	45,400	35,200	45,400	0.775	C or better	0.024	No	Encinitas
	I-5 SB Ramps to I-5 NB Ramps	4-Lane Major Roadway	38,500	35,200	39,900	35,200	1.134	**F**	0.040	**Yes**	Encinitas
	I-5 NB Ramps to Saxony Rd	4-Lane Major Roadway	41,400	35,200	43,200	35,200	1.227	**F**	0.051	**Yes**	Encinitas
	Saxony Rd to Calle Magdalena	6-Lane Prime Arterial - Augmented	35,400	66,000	37,300	66,000	0.565	C or better	0.029	No	Encinitas
	Calle Magdalena to Encinitas Town Country traffic signal	6-Lane Prime Arterial	40,000	57,000	41,900	57,000	0.735	C or better	0.033	No	Encinitas
	Encinitas Town Country traffic signal to Quail Gardens Dr	4-Lane Major Roadway - Augmented	36,000	45,400	37,900	45,400	0.835	D	0.042	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT											
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future (No Project) ADT**	**Project ADT**	**Future With Project ADT**	**Capacity (LOS E)**	**Capacity (LOS E)**	**V/C**	**LOS**	**Sig. Impact?**	**Jurisdiction**
	Quail Gardens Dr to Delphinium St	4-Lane Major Roadway	37,700	35,200	39,300	35,200	1.116	**F**	0.045	**Yes**	Encinitas
	Delphinium St to Balour Dr	4-Lane Major Roadway	38,300	35,200	39,900	35,200	1.134	**F**	0.045	**Yes**	Encinitas
	Balour Dr to Via Cantebria	4-Lane Major Roadway	47,500	35,200	48,300	35,200	1.372	**F**	0.023	**Yes**	Encinitas
	Via Cantebria to El Camino Real	4-Lane Major Roadway	29,400	35,200	30,300	35,200	0.861	D	0.026	No	Encinitas
	El Camino Real to Village Square Dr	4-Lane Major Roadway	31,000	35,200	31,400	35,200	0.892	D	0.011	No	Encinitas
	Village Square Dr to Turner Ave	4-Lane Major Roadway	29,300	35,200	29,700	35,200	0.844	D	0.011	No	Encinitas
	Turner Ave to Cerro St	4-Lane Major Roadway	29,300	35,200	29,700	35,200	0.844	D	0.011	No	Encinitas
	Cerro St to Village Park Way	4-Lane Major Roadway	29,700	35,200	30,100	35,200	0.855	D	0.011	No	Encinitas
	Village Park Way to Willowspring Dr	4-Lane Major Roadway	27,900	35,200	28,500	35,200	0.810	D	0.017	No	Encinitas
	Willowspring Dr to Rancho Santa Fe Rd	4-Lane Major Roadway	22,700	35,200	23,300	35,200	0.662	C or better	0.017	No	Encinitas
South Rancho Santa Fe Road	Manchester Ave to City of Encinitas Limits	2-Lane Local Roadway - Augmented	18,580	20,000	18,880	20,000	0.944	**E**	0.015	No	Encinitas
	City of Encinitas Limits to El Mirlo	2-Lane Light Collector with Reduced Shoulder	18,580	9,700	18,880	9,700	1.946	**F**	0.031	**Yes**	San Diego
F Street	Vulcan Ave to Cornish Dr	2-Lane Local Roadway	6,200	14,000	6,200	14,000	0.443	C or better	0.000	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT											
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future (No Project) ADT**	**Project ADT**	**Future With Project ADT**	**Capacity (LOS E)**	**Capacity (LOS E)**	**V/C**	**LOS**	**Sig. Impact?**	**Jurisdiction**
Requeza Street	Cornish Dr to San Dieguito Dr	2-Lane Local Roadway	6,300	14,000	6,300	14,000	0.450	C or better	0.000	No	Encinitas
	San Dieguito Dr to Stratford Dr	2-Lane Local Roadway	6,300	14,000	6,300	14,000	0.450	C or better	0.000	No	Encinitas
	Stratford Dr to Regal Rd	2-Lane Local Roadway	6,800	14,000	6,800	14,000	0.486	C or better	0.000	No	Encinitas
	Regal Rd to West Lake Dr	2-Lane Local Roadway	6,400	14,000	6,400	14,000	0.457	C or better	0.000	No	Encinitas
	West Lake Dr to Nardo Dr	2-Lane Local Roadway	4,800	14,000	4,800	14,000	0.343	C or better	0.000	No	Encinitas
Santa Fe Drive	Vulcan Ave to Cornish Dr	2-Lane Local Roadway	9,000	14,000	9,300	14,000	0.664	C or better	0.021	No	Encinitas
	Cornish Dr to Summit Ave	2-Lane Local Roadway	9,000	14,000	9,300	14,000	0.664	C or better	0.021	No	Encinitas
	Summit Ave to Devonshire	2-Lane Local Roadway	10,100	14,000	10,400	14,000	0.743	C or better	0.021	No	Encinitas
	Devonshire Dr to Scripps Memorial Encinitas traffic signal	2-Lane Local Roadway - Augmented	15,200	20,000	15,500	20,000	0.775	C or better	0.015	No	Encinitas
	Scripps Memorial Hospital Encinitas traffic signal to I-5 SB Ramps	4-Lane Collector	15,200	32,400	16,000	32,400	0.494	C or better	0.025	No	Encinitas
	I-5 SB Ramps to I-5 NB Ramps	3-Lane Major Roadway	22,400	26,400	23,300	26,400	0.883	D	0.034	No	Encinitas
	I-5 NB Ramps to Regal Rd	2-Lane Local Roadway –– Augmented	16,100	20,000	17,100	20,000	0.855	D	0.050	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT											
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future (No Project) ADT**	**Project ADT**	**Future With Project ADT**	**Capacity (LOS E)**	**Capacity (LOS E)**	**V/C**	**LOS**	**Sig. Impact?**	**Jurisdiction**
	Regal Rd to Gardena Rd	2-Lane Local Roadway – Augmented	16,100	20,000	17,000	20,000	0.850	D	0.045	No	Encinitas
	Gardena Rd to Nardo Rd	2-Lane Local Roadway –– Augmented	16,100	20,000	17,000	20,000	0.850	D	0.045	No	Encinitas
	Nardo Rd to Windsor Rd/ Bonita Dr	2-Lane Local Roadway – Augmented	17,700	20,000	18,600	20,000	0.930	**E**	0.045	**Yes**	Encinitas
	Windsor Rd/Bonita Dr to Balour Dr	2-Lane Local Roadway –– Augmented	17,700	20,000	18,700	20,000	0.935	**E**	0.050	**Yes**	Encinitas
	Balour Dr to Lake Dr	2-Lane Local Roadway – Augmented	18,600	20,000	19,700	20,000	0.985	**E**	0.055	**Yes**	Encinitas
	Lake Dr to Crest Dr	2-Lane Local Roadway –– Augmented	17,700	20,000	18,800	20,000	0.940	**E**	0.055	**Yes**	Encinitas
	Crest Dr to El Camino Real	2-Lane Local Roadway – Augmented	17,700	20,000	18,800	20,000	0.940	**E**	0.055	**Yes**	Encinitas
Birmingham Drive	San Elijo Ave to MacKinnon Ave	2-Lane Local Roadway –– Augmented	15,500	20,000	15,500	20,000	0.775	C or better	0.000	No	Encinitas
	MacKinnon Ave to Carol View Dr	2-Lane Local Roadway –– Augmented	15,500	20,000	15,500	20,000	0.775	C or better	0.000	No	Encinitas

TABLE 4.13-3: SUMMARY OF ROADWAY ANALYSIS FUTURE YEAR 2035 WITH PROJECT											
Roadway	**Segment**	**Functional Classification**	**Year 2035 Future (No Project) ADT**	**Project ADT**	**Future With Project ADT**	**Capacity (LOS E)**	**Capacity (LOS E)**	**V/C**	**LOS**	**Sig. Impact?**	**Jurisdiction**
	Carol View Dr to I-5 SB Ramps	2-Lane Local Roadway – Augmented	15,500	20,000	15,500	20,000	0.775	C or better	0.000	No	Encinitas
	I-5 SB Ramps to I-5 NB Ramps	2-Lane Local Roadway	17,400	14,000	17,400	14,000	1.243	**F**	0.000	No	Encinitas
	I-5 NB Ramps to Villa Cardiff Dr	2-Lane Local Roadway	8,800	14,000	8,800	14,000	0.629	C or better	0.000	No	Encinitas
	Villa Cardiff to Playa Riviera	2-Lane Local Roadway	8,800	14,000	8,800	14,000	0.629	C or better	0.000	No	Encinitas
	Playa Riviera to Freda Ln	2-Lane Local Roadway	8,800	14,000	8,800	14,000	0.629	C or better	0.000	No	Encinitas
	Freda Ln to Lake Dr	2-Lane Local Roadway	8,800	14,000	8,800	14,000	0.629	C or better	0.000	No	Encinitas

Source: Kimley-Horn and Associates, *Traffic Impact Study for the City of Encinitas 2013 - 2021 Housing Element Update*, 2018.

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Freeway Segment Analysis: Future Year 2035 Without and With Project

All I-5 freeway segments within the traffic study area would operate at LOS D or better under Future Year 2035 With Project conditions; see Appendix G. Therefore, impacts would be less than significant in this regard.

Intersection Analysis: Future Year 2035 Without Project

The Future Year 2035 Without Project peak hour intersection volumes were obtained from the 2016 PEIR Traffic Impact Study. Table 4.13-4, *Summary of Intersection Operation Future Year 2035 Without Project*, summarizes the results of the intersection analysis. As indicated in Table 4.13-4, of the 53 traffic study area intersections, the following 14 intersections are forecast to operate at a deficient LOS E or LOS F under Future Year 2035 Without Project conditions, with 13 intersections in Encinitas and 1 intersection in Carlsbad:

City of Encinitas

- # 6 – Vulcan Avenue at La Costa Avenue – AM LOS E, PM LOS E
- # 17 – Saxony Road at Leucadia Boulevard – AM LOS E, PM LOS E
- # 21 – El Camino Real at Leucadia Boulevard – PM LOS E
- # 25 – Rancho Santa Fe Road at Lone Jack Road – AM LOS E, PM LOS E
- # 27 – Rancho Santa Fe Road at El Camino del Norte – PM LOS E
- # 36 – El Camino Real at Encinitas Boulevard – PM LOS E
- # 39 – Rancho Santa Fe Road at Encinitas Boulevard – AM LOS E
- # 40 – San Elijo Avenue at Santa Fe Drive – AM LOS E
- # 45 – Balour Drive at Santa Fe Drive – AM LOS F, PM LOS F
- # 49 – I-5 SB Ramps at Birmingham Drive – AM LOS E, PM LOS E
- # 50 – I-5 NB Ramps at Birmingham Drive – AM LOS E, PM LOS E
- # 51 – I-5 SB Ramps at Manchester Avenue – AM LOS F, PM LOS E
- # 52 – I-5 NB Ramps at Manchester Avenue – AM LOS E

City of Carlsbad

- # 11 – El Camino Real at La Costa Avenue – PM LOS E

TABLE 4.13-4: SUMMARY OF INTERSECTION OPERATION FUTURE YEAR 2035 WITHOUT PROJECT						
Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
1	Carlsbad Blvd at Poinsettia Ln	S	11.7	B	10.6	B
2	I-5 SB Ramp/I-5 SB Ramp at Poinsettia Ln	S	15.2	B	21.6	C
3	I-5 NB Ramp/I-5 NB Ramp at Poinsettia Ln	S	32.4	C	29.7	C
4	Aviara Parkway at Poinsettia Ln	S	29.1	C	30.8	C
5	Highway 101/Carlsbad Blvd at La Costa Ave	S	18.8	B	16.8	B
6	Vulcan Ave at La Costa Ave	U	45.2	E	99.1	F
7	I-5 SB Ramp/I-5 SB Ramp at La Costa Ave	S	44.3	D	34.1	C
8	I-5 NB Ramp/I-5 NB Ramp at La Costa Ave	S	28.2	C	31.2	C
9	Piraeus Street at La Costa Ave	S	22.4	C	34.9	C
10	Saxony Rd at La Costa Ave	S	19.2	B	28.3	C
11	El Camino Real at La Costa Ave	S	51.7	D	58.3	E
12	Highway 101 at Leucadia Blvd	S	30.1	C	35.3	D
13	Vulcan Ave at Leucadia Blvd	S	12.5	B	11.9	B
14	Orpheus Ave at Leucadia Blvd	S	17.1	B	16.5	B
15	I-5 SB Ramp/I-5 SB Ramp at Leucadia Blvd	S	14.5	B	16.3	B
16	I-5 NB Ramp/I-5 NB Ramp at Leucadia Blvd	S	13.3	B	36.4	D
17	Saxony Rd at Leucadia Blvd	S	60.8	E	79.4	E
18	Quail Gardens Dr at Leucadia Blvd	S	31.8	C	42.8	D
19	Garden View Rd/Barcelona at Leucadia Blvd	S	47.1	D	53.7	D
20	Town Center Place at Leucadia Blvd	S	24.6	C	43.9	D
21	El Camino Real at Leucadia Blvd/ Olivenhain Rd	S	48.7	D	67.3	E
22	El Camino Real at Town Center Dr	S	11.6	B	23.5	C
23	El Camino Real at Garden View Rd	S	27.7	C	49.6	D
24	El Camino Real at Mountain Vista Dr	S	49.4	D	30.9	C
25	Rancho Santa Fe Rd at Lone Jack Rd	U	40.1	E	41.1	E
26	El Camino Real at Via Molena	S	27.0	C	35.1	D
27	Rancho Santa Fe Rd at El Camino Del Norte	U	34.6	D	41.9	E
28	Highway 101 at Encinitas Blvd	S	35.3	D	34.0	C
29	Vulcan Ave at Encinitas Blvd	S	39.1	D	32.3	C
30	I-5 SB Ramp/I-5 SB Ramp at Encinitas Blvd	S	29.1	C	47.8	D
31	I-5 NB Ramp/I-5 NB Ramp at Encinitas Blvd	S	20.9	C	27.5	C
32	Encinitas Blvd at Saxony Rd	S	32.0	C	17.3	B
33	Westlake Dr/Quail Gardens Dr at Encinitas Blvd	S	32.2	C	53.9	D
34	Balour Dr at Encinitas Blvd	S	12.1	B	17.7	B
35	Encinitas Blvd at Via Cantebria	S	21.5	C	20.7	C
36	El Camino Real at Encinitas Blvd	S	50.7	D	70.4	E

TABLE 4.13-4: SUMMARY OF INTERSECTION OPERATION FUTURE YEAR 2035 WITHOUT PROJECT						
Int. #	Intersection	Traffic Control	AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS
37	Village Square Dr at Encinitas Blvd	S	18.4	B	44.5	D
38	Encinitas Blvd at Village Park Way	S	26.0	C	44.8	D
39	Manchester/Rancho Santa Fe at Encinitas Blvd	S	77.1	E	48.0	D
40	San Elijo Ave/Vulcan Ave at Santa Fe Dr	U	37.0	E	18.8	C
41	I-5 SB Ramp/I-5 SB Ramp at Santa Fe Dr	S	24.3	C	30.7	C
42	Santa Fe Dr at I-5 NB Ramp	S	5.5	A	4.1	A
43	I-5 NB Ramp/Regal Rd at Santa Fe Dr	S	38.5	D	42.9	D
44	MacKinnon Ave/Nardo Rd at Santa Fe Dr	S	28.5	C	20.1	C
45	Santa Fe Dr at Balour Dr	U	84.7	F	51.7	F
46	Lake Dr at Santa Fe Dr	S	9.3	A	8.9	A
47	El Camino Real at Santa Fe Dr	S	20.0	B	23.4	C
48	San Elijo Ave at Birmingham Dr	S	13.0	B	24.2	C
49	I-5 SB Ramp/I-5 SB Ramp at Birmingham Dr	U	250.6	F	47.5	E
50	I-5 NB Ramp/I-5 NB Ramp at Birmingham Dr	U	45.5	E	41.1	E
51	Manchester Ave at I-5 SB Ramps	U	54.5	F	35.5	E
52	Manchester Ave at I-5 NB Ramps	S	57.5	E	45.0	D
53	Manchester Ave at El Camino Real	S	36.2	D	38.8	D

Notes:
Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle. At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst movement.
Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.
S = Signalized; U = Unsignalized
Source: Kimley-Horn and Associates, *Traffic Impact Study for the City of Encinitas 2013 - 2021 Housing Element Update*, 2018.

Intersection Analysis: Future Year 2035 With Project

Table 4.13-5, *Summary of Intersection Operation Future Year 2035 With Project*, summarizes the Future Year 2035 With Project intersection analysis. Table 4.13-4 also shows the Without Project and With Project delay for each intersection, and the change in delay due to the Project. Of the 53 traffic study area intersections, the 14 intersections forecast to operate at a deficient LOS without the Project would continue to be deficient with Project implementation. Based on the significance criteria, of the 14 deficient intersections, the Project would significantly impact the following three intersections:[1] Mitigation Measure TRF-1 Table A describes the potential measures that, to the degree feasible, could mitigate impacts to intersections; see *Conclusion* Section.

- # 6 – Vulcan Avenue at La Costa Avenue – AM: LOS E, PM: LOS E
- # 17 – Saxony Road at Leucadia Boulevard – AM: LOS E, PM: LOS E
- # 45 – Balour Drive at Santa Fe Drive – AM: LOS F, PM: LOS F

[1] Of these three intersections, Intersections #6 and #51 were identified in the 2016 PEIR as being significantly impacted by the HEU. Intersection #17 is a new significantly impacted location.

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TABLE 4.13-5: SUMMARY OF INTERSECTION OPERATIONS FUTURE YEAR 2035 WITH PROJECT

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Impact	Sig. Impact?	Without Project		With Project		Project Impact	Sig. Impact?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
1	Carlsbad Blvd at Poinsettia Ln	S	11.7	B	11.7	B	0.0	No	10.6	B	10.6	B	0.0	No
2	I-5 SB Ramp/I-5 SB Ramp at Poinsettia Ln	S	15.2	B	15.2	B	0.0	No	21.6	C	21.6	C	0.0	No
3	I-5 NB Ramp/I-5 NB Ramp at Poinsettia Ln	S	32.4	C	32.4	C	0.0	No	29.7	C	29.7	C	0.0	No
4	Aviara Parkway at Poinsettia Ln	S	29.1	C	29.1	C	0.0	No	30.8	C	30.8	C	0.0	No
5	Highway 101/Carlsbad Blvd at La Costa Ave	S	18.8	B	19.1	B	0.3	No	16.8	B	17.5	B	0.7	No
6	Vulcan Ave at La Costa Ave	U	45.2	E	58.6	**F**	13.4	**Yes**	99.1	**F**	124.5	**F**	25.4	**Yes**
7	I-5 SB Ramp/I-5 SB Ramp at La Costa Ave	S	44.3	D	44.9	D	0.6	No	34.1	C	34.6	C	0.5	No
8	I-5 NB Ramp/I-5 NB Ramp at La Costa Ave	S	28.2	C	28.5	C	0.3	No	31.2	C	31.6	C	0.4	No
9	Piraeus Street at La Costa Ave	S	22.4	C	23.3	C	0.9	No	34.9	C	37.2	D	2.3	No
10	Saxony Rd at La Costa Ave	S	19.2	B	20.0	B	0.8	No	28.3	C	29.6	C	1.3	No
11	El Camino Real at La Costa Ave	S	51.7	D	51.8	D	0.1	No	58.3	**E**	59.0	**E**	0.7	No
12	Highway 101 at Leucadia Blvd	S	30.1	C	31.3	C	1.2	No	35.3	D	39.8	D	4.5	No
13	Vulcan Ave at Leucadia Blvd	S	12.5	B	13.0	B	0.5	No	11.9	B	12.5	B	0.6	No
14	Orpheus Ave at Leucadia Blvd	S	17.1	B	17.1	B	0.0	No	16.5	B	16.5	B	0.0	No
15	I-5 SB Ramp/I-5 SB Ramp at Leucadia Blvd	S	14.5	B	14.8	B	0.3	No	16.3	B	16.5	B	0.2	No
16	I-5 NB Ramp/I-5 NB Ramp at Leucadia Blvd	S	13.3	B	13.3	B	0.0	No	36.4	D	38.3	D	1.9	No
17	Saxony Rd at Leucadia Blvd	S	60.8	E	62.2	**E**	1.4	No	79.4	**E**	84.0	**F**	4.6	**Yes**
18	Quail Gardens Dr at Leucadia Blvd	S	31.8	C	35.8	D	4.0	No	42.8	D	49.2	D	6.4	No

TABLE 4.13-5: SUMMARY OF INTERSECTION OPERATIONS FUTURE YEAR 2035 WITH PROJECT

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Impact	Sig. Impact?	Without Project		With Project		Project Impact	Sig. Impact?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
19	Garden View Rd/Barcelona at Leucadia Blvd	S	47.1	D	46.8	D	-0.3	No	53.7	D	55.0	D	1.3	No
20	Town Center Place at Leucadia Blvd	S	24.6	C	24.2	C	-0.4	No	43.9	D	43.7	D	-0.2	No
21	El Camino Real at Leucadia Blvd/ Olivenhain Rd	S	48.7	D	49.9	D	1.2	No	67.3	**E**	68.5	**E**	1.2	No
22	El Camino Real at Town Center Dr	S	11.6	B	11.5	B	-0.1	No	23.5	C	23.4	C	-0.1	No
23	El Camino Real at Garden View Rd	S	27.7	C	27.7	C	0.0	No	49.6	D	50.1	D	0.5	No
24	El Camino Real at Mountain Vista Dr	S	49.4	D	49.5	D	0.1	No	30.9	C	31.5	C	0.6	No
25	Rancho Santa Fe Rd at Lone Jack Rd	U	40.1	E	40.6	**E**	0.5	No	41.1	**E**	41.8	**E**	0.7	No
26	El Camino Real at Via Molena	S	27.0	C	26.7	C	-0.3	No	35.1	D	33.8	C	-1.3	No
27	Rancho Santa Fe Rd at El Camino Del Norte	U	34.6	D	35.0	D	0.4	No	41.9	**E**	42.4	**E**	0.5	No
28	Highway 101 at Encinitas Blvd	S	35.3	D	39.8	D	4.5	No	34.0	C	35.2	D	1.2	No
29	Vulcan Ave at Encinitas Blvd	S	39.1	D	40.9	D	1.8	No	32.3	C	35.6	D	3.3	No
30	I-5 SB Ramp/I-5 SB Ramp at Encinitas Blvd	S	29.1	C	31.2	C	2.1	No	47.8	D	53.8	D	6.0	No
31	I-5 NB Ramp/I-5 NB Ramp at Encinitas Blvd	S	20.9	C	20.7	C	-0.2	No	27.5	C	29.3	C	1.8	No
32	Encinitas Blvd at Saxony Rd	S	32.0	C	30.9	C	-1.1	No	17.3	B	17.1	B	-0.2	No
33	Westlake Dr/Quail Gardens Dr at Encinitas Blvd	S	32.2	C	35.3	D	3.1	No	53.9	D	53.6	D	-0.3	No
34	Balour Dr at Encinitas Blvd	S	12.1	B	12.8	B	0.7	No	17.7	B	22.7	C	5.0	No

TABLE 4.13-5: SUMMARY OF INTERSECTION OPERATIONS FUTURE YEAR 2035 WITH PROJECT

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Impact	Sig. Impact?	Without Project		With Project		Project Impact	Sig. Impact?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
35	Encinitas Blvd at Via Cantebria	S	21.5	C	21.8	C	0.3	No	20.7	C	21.4	C	0.7	No
36	El Camino Real at Encinitas Blvd	S	50.7	D	48.8	D	-1.9	No	70.4	**E**	70.9	**E**	0.5	No
37	Village Square Dr at Encinitas Blvd	S	18.4	B	18.6	B	0.2	No	44.5	D	44.4	D	-0.1	No
38	Encinitas Blvd at Village Park Way	S	26.0	C	26.5	C	0.5	No	44.8	D	46.8	D	2.0	No
39	Manchester/Rancho Santa Fe at Encinitas Blvd	S	77.1	E	77.7	**E**	0.6	No	48.0	D	49.3	D	1.3	No
40	San Elijo Ave/Vulcan Ave at Santa Fe Dr	U	37.0	E	38.5	**E**	1.5	No	18.8	C	19.8	C	1.0	No
41	I-5 SB Ramp/I-5 SB Ramp at Santa Fe Dr	S	24.3	C	27.6	C	3.3	No	30.7	C	32.0	C	1.3	No
42	Santa Fe Dr at I-5 NB Ramp	S	5.5	A	5.6	A	0.1	No	4.1	A	4.0	A	-0.1	No
43	I-5 NB Ramp/Regal Rd at Santa Fe Dr	S	38.5	D	40.1	D	1.6	No	42.9	D	42.3	D	-0.6	No
44	MacKinnon Ave/Nardo Rd at Santa Fe Dr	S	28.5	C	30.3	C	1.8	No	20.1	C	21.8	C	1.7	No
45	Santa Fe Dr at Balour Dr	U	84.7	F	137.5	**F**	52.8	**Yes**	51.7	**F**	117.9	**F**	66.2	**Yes**
46	Lake Dr at Santa Fe Dr	S	9.3	A	9.8	A	0.5	No	8.9	A	9.4	A	0.5	No
47	El Camino Real at Santa Fe Dr	S	20.0	B	23.6	C	3.6	No	23.4	C	29.3	C	5.9	No
48	San Elijo Ave at Birmingham Dr	S	13.0	B	13.0	B	0.0	No	24.2	C	24.2	C	0.0	No
49	I-5 SB Ramp/I-5 SB Ramp at Birmingham Dr	U	250.6	F	250.6	**F**	0.0	No	47.5	**E**	47.5	**E**	0.0	No
50	I-5 NB Ramp/I-5 NB Ramp at Birmingham Dr	U	45.5	E	45.5	**E**	0.0	No	41.1	**E**	41.1	**E**	0.0	No

TABLE 4.13-5: SUMMARY OF INTERSECTION OPERATIONS FUTURE YEAR 2035 WITH PROJECT

Int. #	Intersection	Traffic Control	AM Peak Hour						PM Peak Hour					
			Without Project		With Project		Project Impact	Sig. Impact?	Without Project		With Project		Project Impact	Sig. Impact?
			Delay	LOS	Delay	LOS			Delay	LOS	Delay	LOS		
51	Manchester Ave at I-5 SB Ramps	U	54.5	F	54.5	**F**	0.0	No	35.5	**E**	35.5	**E**	0.0	No
52	Manchester Ave at I-5 NB Ramps	S	57.5	E	58.2	**E**	0.7	No	45.0	D	45.3	D	0.3	No
53	Manchester Ave at El Camino Real	S	36.2	D	37.4	D	1.2	No	38.8	D	40.8	**D**	2.0	No

Notes:
Bold and shaded values indicate intersections operating at LOS E or F or significant impact to intersection per City standards.
At a signalized intersection, delay refers to the average control delay for the entire intersection, measured in seconds per vehicle.
At a two-way stop-controlled intersection, delay refers to the average vehicle delay on the worst movement.
Delay values are based on the methodology outlined in the 2010 Highway Capacity Manual.

Source: Kimley-Horn and Associates, *Traffic Impact Study for the City of Encinitas 2013 - 2021 Housing Element Update*, 2018.

Ramp Intersection Capacity Analysis: Future Year 2035 Without and With Project

As discussed above and noted in the 2016 PEIR, the ramp intersection capacity analysis was prepared for Caltrans for informational purposes and was not used to determine impacts under CEQA. All signalized ramp intersections are forecast to operate "Under Capacity" or "At Capacity" during the AM and PM peak hours under With Project conditions, except the following:

- I-5 Northbound Ramps/Leucadia Boulevard – over capacity during the PM peak hour
- I-5 Southbound Ramps/Encinitas Boulevard – over capacity during the AM and PM peak hours

The 2016 PEIR findings concerning ramp intersections are applicable to the revised Project. Mitigation Measure TRF-1 Table A describes the potential measures that, to the degree feasible, could mitigate impacts to ramp intersections; see *Conclusion* Section.

Ramp Metering Analysis: Future Year 2035 Without and With Project

All ramp meters would operate acceptably under Future Year 2035 With Project conditions, except at five locations where delays would exceed the 15-minute threshold. Of the five ramps, the Project would result in a significant impact (i.e., a delay increase over the allowable 2-minute increase) at the following locations:

- I-5 Northbound on-ramp at Encinitas Boulevard – 20 minutes during PM peak hour
- I-5 Southbound on-ramp at Encinitas Boulevard – 17.0 minutes during AM peak hour
- I-5 Southbound on-ramp at Santa Fe Drive – 34.0 minutes during AM peak hour

The 2016 PEIR findings are applicable to the revised Project. Mitigation Measure TRF-1 Table A describes the potential measures that, to the degree feasible, could mitigate impacts to ramp metering; see *Conclusion* Section.

CONCLUSION

Generally, the 2016 PEIR findings are applicable to the revised Project. Mitigation Measure TRF-1 Table A describes the potential improvements that, to the degree feasible, could mitigate some impacts to a less than significant level under Future Year 2035 With Project conditions.

Roadway Segments and Intersections

The City has a citywide Capital Improvement Program (CIP) in place to address traffic improvements needed for future buildout under the adopted EGP. Because the Project would result in additional impacts beyond buildout of the adopted EGP, a program related to future development consistent with the Project is required, as described in Mitigation Measure TRF-1. Further, future development would be subject to compliance with the EGP policies outlined below, which are intended to mitigate impacts to traffic and circulation. However, the City has determined that certain mitigation measures/improvements are infeasible for one or more of the following reasons:

1. The improvement would result in the roadway exceeding the Encinitas General Plan (EGP) classification;

2. Insufficient right-of-way existed and the City/Community prefer to retain existing adjacent uses instead of exercising eminent domain; and
3. The improvement would conflict with existing/planned multi-modal facilities or adopted City policies or programs concerning the provision of multi-modal facilities (pedestrian, bicycle or transit).

Further, the City has not yet approved a mitigation fee program for the Project or included the measures identified in Mitigation Measure TRF-1 Table A in its CIP, which means there is no assurance that funding would be available to construct the recommended improvements at the time future development is proposed. Therefore, impacts would be significant and unavoidable concerning the following 13 roadway segments and 3 intersections:

Roadway Segments

- La Costa Avenue: North Coast Highway 101 to Vulcan Avenue – LOS F
- La Costa Avenue: Vulcan Avenue to Sheridan Road – LOS F
- Encinitas Boulevard: I-5 SB Ramps to I-5 NB Ramps – LOS F
- Encinitas Boulevard: I-5 NB Ramps to Saxony Road – LOS F
- Encinitas Boulevard: Quail Gardens Drive to Delphinium Street – LOS F
- Encinitas Boulevard: Delphinium Street to Balour Drive – LOS F
- Encinitas Boulevard: Balour Drive to Via Cantebria – LOS F
- Santa Fe Drive: Nardo Road to Windsor Road/Bonita Drive – LOS E
- Santa Fe Drive: Windsor Road/Bonita Drive to Balour Drive – LOS E
- Santa Fe Drive: Balour Drive to Lake Drive – LOS E
- Santa Fe Drive: Lake Drive to Crest Drive – LOS E
- Santa Fe Drive: Crest Drive to El Camino Real – LOS E
- South Rancho Santa Fe Road: City of Encinitas Limits to El Mirlo – LOS F

Intersections

- # 6 – Vulcan Avenue at La Costa Avenue – AM: LOS E, PM: LOS E
- # 17 – Saxony Road at Leucadia Boulevard – AM: LOS E, PM: LOS E
- # 45 – Balour Drive at Santa Fe Drive – AM: LOS F, PM: LOS F

Freeway Ramp Intersections and Ramp Meters

Although implementation of the recommended improvements (see Mitigation Measure TRF-1 Table A) could reduce impacts to less than significant, certain actions for design and implementation of the improvements would be required, which are within Caltrans jurisdiction, not City of Encinitas jurisdiction. Thus, the City cannot ensure that the improvements necessary to avoid/reduce impacts to less than significant would occur prior to future housing development. For these reasons, the HEU's impacts would be significant and unavoidable concerning the following Caltrans facilities (i.e., two ramp intersections and three ramp meters):

Ramp Intersections

- I-5 Northbound Ramps/Leucadia Boulevard – over capacity during the PM peak hour
- I-5 Southbound Ramps/Encinitas Boulevard – over capacity during the AM and PM peak hours

Ramp Meters

- I-5 Northbound on-ramp at Encinitas Boulevard – 20 minutes during PM peak hour
- I-5 Southbound on-ramp at Encinitas Boulevard – 17.0 minutes during AM peak hour
- I-5 Southbound on-ramp at Santa Fe Drive – 34.0 minutes during AM peak hour

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- CE Policy 1.2
- CE Policy 1.3
- CE Policy 1.6
- CE Policy 1.7
- CE Policy 1.9
- CE Goal 7

MITIGATION MEASURES:

The mitigation measures concerning transportation and traffic identified in 2016 PEIR Section 4.13 are presented below, inclusive of the additions/changes necessary for the revised Project (indicated by "~~deleted text~~" / "underlined text").

The following traffic mitigation improvements identified in the 2016 PEIR Table 4.13-21, *Traffic Mitigation Improvements*, are not required for the revised Project. Accordingly, MM TRF-1 Table A has been revised to exclude these improvements and include only improvements needed for the revised Project.

- Impact #TRF-1
- Impact #TRF-2
- Impact #TRF-6
- Impact #TRF-7
- Impact #TRF-9
- Impact #TRF-16
- Impact #TRF-21
- Impact #TRF-22
- Impact #TRF-23

TRF-~~27~~1: ~~Within 12 months after the date the HEU becomes effective, the City shall complete a nexus study and adopt a HEU fee mitigation program, as follows:~~

~~a. To establish this mitigation program, the City shall identify the costs associated with feasible traffic improvements identified in Table 4.13-21. Once the costs are established, the City shall undertake a nexus study to identify how the funds will be collected on a per project basis (e.g., by trip generated, unit, etc.). Costs funded may include program administration, project administration and management, design and engineering, regulatory compliance, and construction.~~

~~b. Once the HEU traffic mitigation program is established, each project shall contribute its fair share of the traffic improvements as identified in the program prior to Certificate of Occupancy Permit.~~

~~c. The City shall deposit the funds in a specific account dedicated for the use of completing the improvements identified in the HEU traffic mitigation program. The funds shall be used exclusively for the purpose of implementing mitigation for the impacts associated with buildout of the HEU however, upon completion of a citywide~~

~~nexus study, this program could include additional improvements related to multi-model facilities as well.~~

~~d. The City shall complete an annual public report on the HEU traffic mitigation program within 180 days of the completion of the fiscal year pursuant to the Mitigation Fee Act (California Government Code Section 66000 et seq.).~~

Prior to approval of discretionary permits for future development at a housing site, a site-specific study shall be conducted for the purposes of determining whether a fair-share contribution is warranted to mitigate any significant traffic impacts resulting from build-out of the development. The study shall be prepared if a Capital Improvement Program has been adopted by the City that includes any of the traffic improvements identified in Table A or if a similar program is approved by Caltrans for future improvements to a roadway facility significantly impacted by the site-specific development's buildout trips. The fair-share contribution shall be based upon a proportionate share of the development's build-out trips and shall be subject to the satisfaction of the Development Services Department or Caltrans, as applicable. The fair-share contribution, if warranted, shall be made a condition of project approval and collected prior to issuance of a Certificate of Occupancy Permit.

LEVEL OF SIGNIFICANCE: Significant Unavoidable Impact

TRAF-1 TABLE A: TRAFFIC MITIGATION IMPROVEMENTS				
Location	**Improvement**	**LOS After Mitigation**	**Consistent With General Plan?**	**Feasibility**
Roadway Segments				
La Costa Ave: N. Coast Highway 101 to Vulcan Ave (TRF-4)[1]	Provide additional right-of-way and widen La Costa Avenue between North Coast Highway 101 and Vulcan Avenue to a 4-Lane Collector	C or better	Yes	Insufficient rights-of-way
La Costa Ave: Vulcan Ave to Sheridan Rd (TRF-5)[1]	Provide additional right-of-way and widen La Costa Avenue between Vulcan Avenue and Sheridan Road to a 4-Lane Collector.	C or better	Yes	Feasible
Encinitas Blvd: I-5 SB Ramps to I-5 NB Ramps (TRF-8)[1]	Provide additional right-of-way and widen Encinitas Boulevard between the I-5 southbound and northbound ramps to a 4-Lane Major Roadway Augmented.	C or better	No	Feasible
Encinitas Blvd: I-5 NB Ramps to Saxony Rd (TRF-17)[1]	Provide additional right-of-way and widen Encinitas Boulevard between the I-5 northbound ramps and Saxony Road to a 6-Lane Prime Arterial.	C or better	Yes	Feasible
Encinitas Blvd: Quail Gardens Dr to Delphinium St (TRF-18)[1]	Provide additional right-of-way and widen Encinitas Boulevard between Quail Gardens Drive and Delphinium St to a 6-Lane Prime Arterial.	C or better	Yes	Feasible
Encinitas Blvd: Delphinium St to Balour Dr (TRF-19)[1]	Provide additional right-of-way and widen Encinitas Boulevard between Delphinium St and Balour Drive to a 6-Lane Prime Arterial.	C or better	Yes	Feasible
Encinitas Blvd: Balour Dr to Via Cantebria (TRF-20)[1]	Provide additional right-of-way and widen Encinitas Boulevard between Balour Drive and Via Cantebria to a 6-Lane Prime Arterial.	D	Yes	Feasible
Santa Fe Dr: Nardo Rd to Windsor Rd/Bonita Dr (TRF-11)[1]	Provide additional right-of-way and widen Santa Fe Drive between Nardo Road and Windsor Road/Bonita Drive to a 4-Lane Collector.	C or better	No	Infeasible; exceeds classification designation
Santa Fe Dr: Windsor Rd/Bonita Dr to Balour Dr (TRF-12)[1]	Provide additional right-of-way and widen Santa Fe Drive between Windsor Road/Bonita Drive and Balour Drive to a 4-Lane Collector.	C or better	No	Infeasible; exceeds classification designation
Santa Fe Dr: Balour Dr to Lake Dr (TRF-13)[1]	Provide additional right-of-way and widen Santa Fe Drive between Balour Drive and Lake Drive to a 4-Lane Collector.	C or better	No	Infeasible; exceeds classification designation

TRAF-1 TABLE A: TRAFFIC MITIGATION IMPROVEMENTS				
Location	**Improvement**	**LOS After Mitigation**	**Consistent With General Plan?**	**Feasibility**
Santa Fe Dr: Lake Dr to Crest Dr (TRF-14)[1]	Provide additional right-of-way and widen Santa Fe Drive between Lake Drive and Crest Drive to a 4-Lane Collector.	C or better	No	Infeasible; exceeds classification designation
Santa Fe Dr: Crest Dr to El Camino Real (TRF-15)[1]	Provide additional right-of-way and widen Santa Fe Drive between Crest Drive and El Camino Real to a 4-Lane Collector.	C or better	No	Infeasible; exceeds classification designation
S. Rancho Santa Fe Rd: City of Encinitas Limits to El Mirlo (TRF-10)[1]	Provide additional right-of-way and widen S. Rancho Santa Fe Road to El Mirlo, a 2-Lane Community Collector with Improvement Options.	C or better	No	Infeasible; exceeds classification designation and is within another jurisdiction
Intersections				
Int. # 6: Vulcan Ave at La Costa Ave (TRF-22)[1]	Signalization of the intersection.	C (AM) C (PM)	n/a	Feasible
Int. # 17: Saxony Rd at Leucadia Blvd	Modification of the signal operation to convert the northbound and southbound approaches to protected-permissive left-turn operation would reduce the peak hour delay during both peak hours to less than the Without Project condition.	E (AM) E (PM)	n/a	Feasible
Int. # 45: Balour Dr at Santa Fe Dr (TRF-23)[1]	Signalization of the intersection and the addition of a 2nd eastbound left-turn lane.	D (AM) C (PM)	n/a	Feasible
Ramp Intersections				
I-5 Northbound Ramps at Leucadia Blvd	The City of Encinitas shall coordinate with Caltrans to increase ramp capacity at these impacted on-ramp locations. Such improvements could include additional lanes, interchange reconfiguration, etc.	--	n/a	Potentially Feasible
I-5 Southbound Ramps at Encinitas Blvd (TRF-24)[1]	The City of Encinitas shall coordinate with Caltrans to increase ramp capacity at these impacted on-ramp locations. Such improvements could include additional lanes, interchange reconfiguration, etc.	--	n/a	Potentially Feasible

TRAF-1 TABLE A: TRAFFIC MITIGATION IMPROVEMENTS				
Location	**Improvement**	**LOS After Mitigation**	**Consistent With General Plan?**	**Feasibility**
Ramp Meters				
I-5 Northbound on-ramp at Encinitas Blvd (TRF-24)[1]	The City of Encinitas shall coordinate with Caltrans to increase ramp capacity at these impacted on-ramp locations. Such improvements could include additional lanes, interchange reconfiguration, etc.	--	n/a	Potentially Feasible
I-5 Southbound on-ramp at Encinitas Blvd (TRF-25)[1]	The City of Encinitas shall coordinate with Caltrans to increase ramp capacity at these impacted on-ramp locations. Such improvements could include additional lanes, interchange reconfiguration, etc.	--	n/a	Potentially Feasible
I-5 Southbound on-ramp at Santa Fe Dr (TRF-26)[1]	The City of Encinitas shall coordinate with Caltrans to increase ramp capacity at these impacted on-ramp locations. Such improvements could include additional lanes, interchange reconfiguration, etc.	--	n/a	Potentially Feasible

1. TRF-__ corresponds to 2016 PEIR Impact number.

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4.13.4 - Issue 3: Alternative Transportation Modes

Would the Project conflict with the City's adopted General or Specific Plan policies supporting alternative transportation modes (e.g., bus turnouts, trolley extensions, bicycle lanes, bicycles racks, etc.)?

IMPACTS:

2016 PEIR

The potential impacts concerning alternative modes of transportation are addressed in 2016 PEIR Section 4.13.6 (Issue 3, pages 4.13-84 and 4.13-85). The 2016 PEIR found that the HEU would not conflict with the City's ability to implement adopted General Plan goals concerning alternative transportation including transit, bicycling, walking, and carpooling. Housing sites were noted as being proximate to existing infrastructure. Transit access was specifically considered as a criterion in the identification of housing sites. Most housing sites were selected based on their proximity to transit and other alternative transportation. The 2016 PEIR noted that future development would be subject to compliance with EGP policies regarding alternative transportation. Additionally, the Citywide Design Guidelines would encourage access and connectivity would be considered in the design of future projects. Therefore, the 2016 PEIR concluded no conflicts with City policies would occur with HEU implementation; impacts were found to be less than significant.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

As discussed in Section 3.3.s, *Approach to Addressing RHNA*, the factors considered when identifying sites to accommodate housing included transit access, location efficiency, and key activity centers, among others. Moreover, the Draft City of Encinitas Active Transportation Plan (Transportation Plan) addresses the importance of linking walking and bicycling facilities with other transportation modes to enhance active transportation efficiency. For example, transit modes that allow bicycles on board allow for greater flexibility for persons choosing to commute by modes other than driving. The Transportation Plan notes that most of the proposed bikeways and walkways have been proposed in other documents, such as in previous bikeway master plans and specific plans. Whenever possible, routes were proposed to take advantage of opportunities to make connections between bicycle and walking trip origin points and destination points in sections of the City that may not otherwise be accessible via a bikeway or walkway. According to EGP Circulation Element 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. Additionally, it is the City's goal (Circulation Element Goal 3) to promote the use of other modes of transport to reduce the dependence on the personal automobile. City policies in furtherance of this goal include Circulation Element Policies 3.1 through 3.4, and 4.14. Future development's compliance with EGP policies concerning alternative transportation modes and the Active Transportation Plan would be verified, as individual projects are proposed. Therefore, the Project would not conflict with the EGP policies supporting alternative transportation modes and a less than significant impact would occur in this regard.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- CE Policy 1.15
- CE Policy 3.1
- CE Policy 3.2
- CE Policy 3.3
- CE Policy 3.4
- CE Policy 4.14

MITIGATION MEASURES:

No mitigation measures concerning alternative transportation were identified in 2016 PEIR and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.13.4 - Issues 4 and 5: Traffic Hazards and Emergency Access

Would the project result in an increase in traffic hazards for motor vehicles, bicyclists, or pedestrians?

Would the project result in inadequate emergency access?

IMPACTS:

2016 PEIR

The potential impacts concerning traffic hazards and emergency access are discussed in 2016 PEIR Section 4.13.7 (Issues 4 and 5, pages 4.13-87 and 4.13-88). The 2016 PEIR noted that future development would be subject to the City's roadway design standards, Encinitas Municipal Code (EMC), and California Fire Code emergency access requirements, as well as EGP policies concerning traffic safety. The 2016 PEIR concluded compliance with the City's roadway standards would preclude traffic hazards, and compliance with EMC would preclude inadequate emergency access. The 2016 PEIR also noted that EGP includes goals and policies regarding traffic safety. Future development consistent with the HEU would be required to EGP policies, including those concerning traffic safety. The analysis concluded impacts would be less than significant.

No additions/changes are necessary to make the 2016 PEIR applicable to the revised Project.

REVISED PROJECT

Implementation of the revised Project would not change the 2016 PEIR's findings. Future development consistent with the HEU would be subject to compliance with the established regulatory framework (i.e., EMC and EGP) concerning traffic hazards and emergency access. The HEU would result in a less than significant impact in this regard.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- CE Policy 1.6
- CE Policy 1.7
- CE Policy 1.9

MITIGATION MEASURES:

No mitigation measures concerning traffic hazards or emergency access were identified in 2016 PEIR and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.13.5 SIGNIFICANT UNAVOIDABLE IMPACTS

Despite compliance with the established regulatory framework and recommended mitigation measures, the Project would result in significant unavoidable transportation and traffic impacts concerning the following facilities:

Roadway Segments

- La Costa Avenue: North Coast Highway 101 to Vulcan Avenue – LOS F
- La Costa Avenue: Vulcan Avenue to Sheridan Road – LOS F
- Encinitas Boulevard: I-5 SB Ramps to I-5 NB Ramps – LOS F
- Encinitas Boulevard: I-5 NB Ramps to Saxony Road – LOS F
- Encinitas Boulevard: Quail Gardens Drive to Delphinium Street – LOS F
- Encinitas Boulevard: Delphinium Street to Balour Drive – LOS F
- Encinitas Boulevard: Balour Drive to Via Cantebria – LOS F
- Santa Fe Drive: Nardo Road to Windsor Road/Bonita Drive – LOS E
- Santa Fe Drive: Windsor Road/Bonita Drive to Balour Drive – LOS E
- Santa Fe Drive: Balour Drive to Lake Drive – LOS E
- Santa Fe Drive: Lake Drive to Crest Drive – LOS E
- Santa Fe Drive: Crest Drive to El Camino Real – LOS E
- South Rancho Santa Fe Road: City of Encinitas Limits to El Mirlo – LOS F

Intersections

- # 6 – Vulcan Avenue at La Costa Avenue – AM: LOS E, PM: LOS E
- # 17 – Saxony Road at Leucadia Boulevard – AM: LOS E, PM: LOS E
- # 45 – Balour Drive at Santa Fe Drive – AM: LOS F, PM: LOS F

Ramp Intersections

- I-5 Northbound Ramps/Leucadia Boulevard – over capacity during the PM peak hour
- I-5 Southbound Ramps/Encinitas Boulevard – over capacity during the AM and PM peak hours

Ramp Meters

- I-5 Northbound on-ramp at Encinitas Boulevard – 20 minutes during PM peak hour
- I-5 Southbound on-ramp at Encinitas Boulevard – 17.0 minutes during AM peak hour
- I-5 Southbound on-ramp at Santa Fe Drive – 34.0 minutes during AM peak hour

4.13.6 SOURCES CITED

Kimley-Horn and Associates, *Traffic Impact Study for the City of Encinitas 2013 - 2021 Housing Element Update*, May 2018.

KTUA, *City of Encinitas Active Transportation Plan, Administrative Draft*, April 2018.

North Coast Transit District. http://www.gonctd.com/wp-content/uploads/Schedules/Coaster-Schedule.pdf and http://www.gonctd.com/wp-content/uploads/Schedules/NCTDSystemMap.pdf. Accessed May 16, 2018.

4.14 PUBLIC UTILITIES AND SERVICE SYSTEMS

The environmental setting, regulatory framework, potential impacts, and mitigation measures concerning public utilities and service systems are discussed in 2016 PEIR Section 4.14 and hereby incorporated by reference. The additions/changes to those analyses necessary to make the 2016 PEIR applicable to the revised Project are presented below.

This Section identifies the existing environmental conditions in the affected area, identifies and analyzes the Project's potentially significant impacts concerning public utilities and service systems, and recommends measures to avoid/reduce impacts. In addition, existing laws and regulations relevant to public utilities and service systems are described. In some cases, compliance with these existing laws and regulations would serve to avoid/reduce certain impacts that might otherwise occur with Project implementation.

4.14.1 EXISTING ENVIRONMENTAL SETTING

2016 PEIR

The existing environmental setting concerning public utilities and service systems is discussed in 2016 PEIR Section 4.14.1 (page 4.14-1) and the additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

ADDITIONS/CHANGES SINCE 2016 PEIR

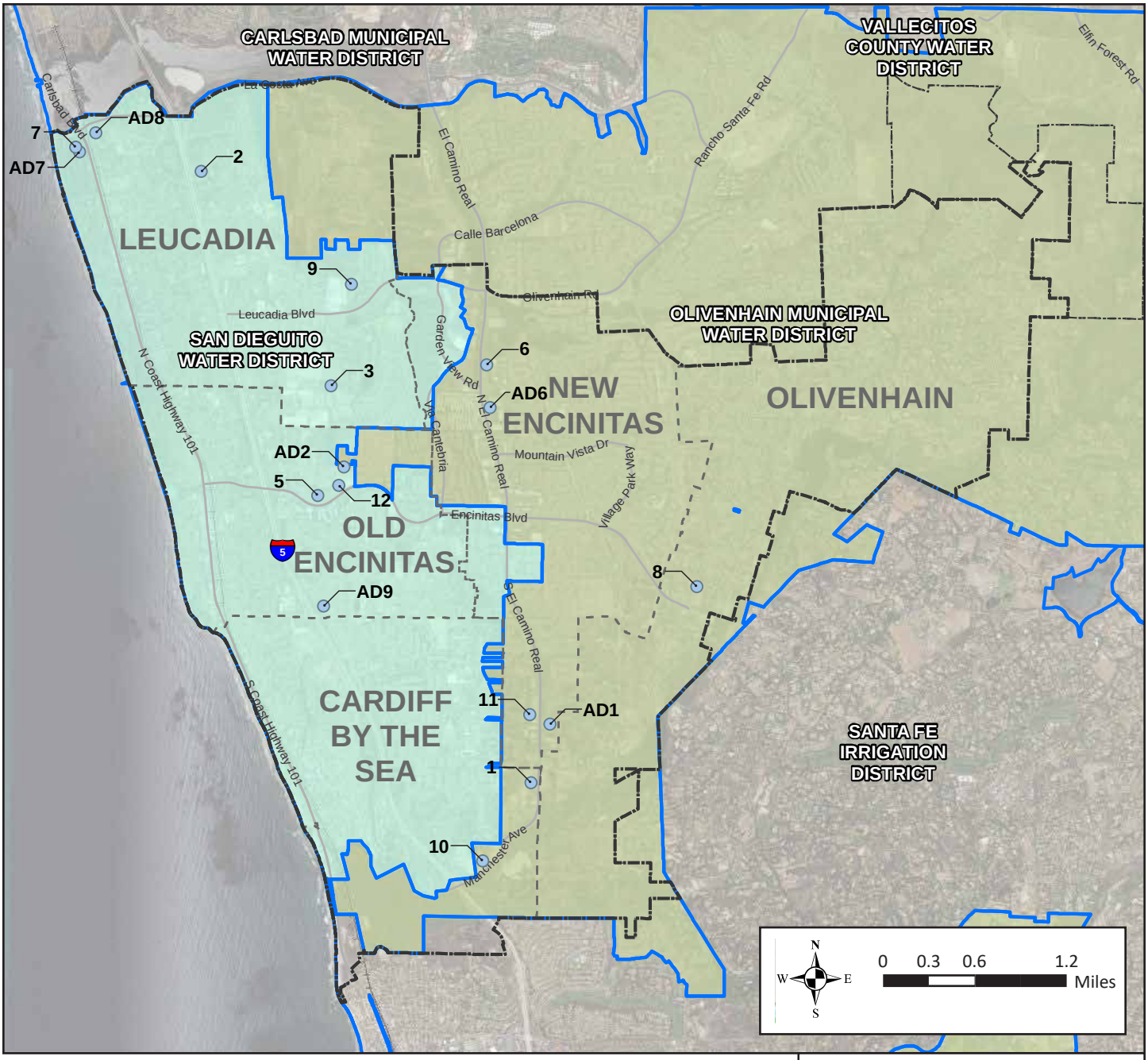
Water System

SAN DIEGUITO WATER DISTRICT

The San Dieguito Water District (SDWD) provides potable water to approximately 37,000 residents through approximately 11,000 meters. As depicted in Figure 4.14-1, *Water District Boundaries*, the following candidate sites are within SDWD's service area:

- Old Encinitas: Candidate Sites #5, #12, #AD2, and #AD9
- Leucadia: Candidate Sites #2, #3, #7, #9, #AD7, and #AD8

The Urban Water Management Planning Act requires every urban water supplier to assess the reliability of its water supply for normal, single-dry, and multiple-dry years. Table 4.14-1, *San Dieguito Water District Projected Water Supply and Demand,* shows estimated water supply and demand projections for the year 2035. Single-dry and multiple-dry year conditions were based on the SDWS's historical water use records. Based on continued commitment to conservation programs, maintaining current adjudicated surface water rights, additional imported water available when needed from the San Diego County Water Authority (SDCWA), and the supply of recycled water, the SDWD anticipates sufficient water to meet its customers' needs through the year 2035 under average, single-dry and multiple-dry year scenarios.



Source: RECON, Final Environmental Assessment/Program Environmental Impact Report for, At Home in Encinitas, Figure 4.14-2, City of Encinitas - Water District Boundaries.

Kimley»Horn

May 2018

Environmental Assessment
City of Encinitas 2013-2021 Housing Element Update

Water District Boundaries
Figure 4.14-1

TABLE 4.14-1: SAN DIEGUITO WATER DISTRICT PROJECTED WATER SUPPLY AND DEMAND			
Condition	**Year 2035 Projected Supplies (afy[1])**	**Year 2035 Projected Demands (afy[1])**	**Difference (afy[1])**
Normal Year	7,838	7,703	+135
Single-Dry Year	8,157	8,157	0
Multiple-Dry Year (1st Year)	7,210	6,624	+586
Multiple-Dry Year (2nd Year)	7,362	6,624	+738
Multiple-Dry Year (3rd Year)	6,944	6,624	+320
NOTE: 1. Afy = acre-feet per year			
SOURCE: Infrastructure Engineering Corporation, *San Dieguito Water District 2015 Urban Water Management Plan*, July 2016.			

OLIVENHAIN MUNICIPAL WATER DISTRICT

The Olivenhain Municipal Water District (OMWD) provides potable water to approximately 84,000 residents through approximately 22,000 meters. The following candidate sites are within OMWD's service area:

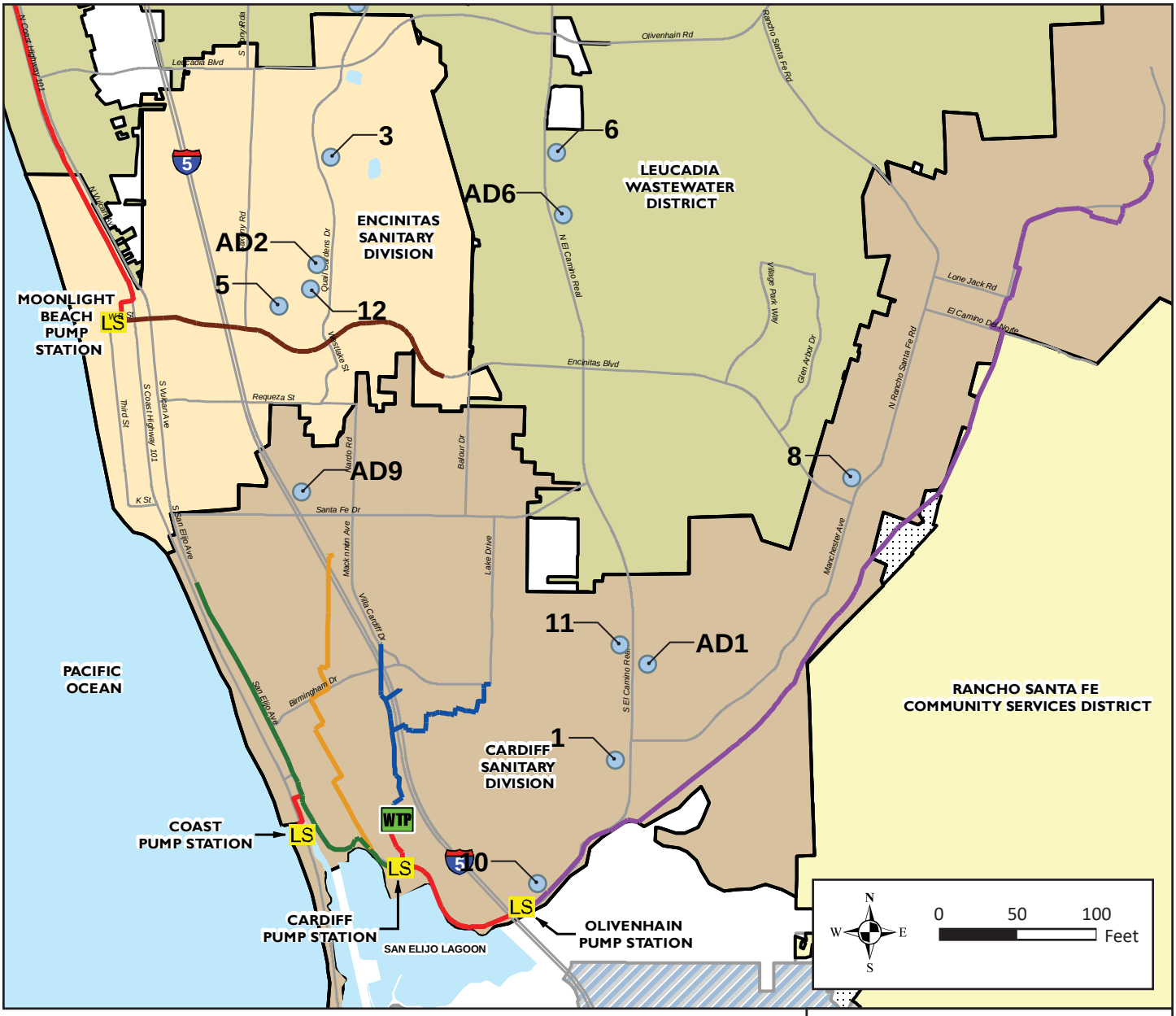
- Cardiff-by-the-Sea: Candidate Sites #1 and #10
- New Encinitas: Candidate Sites #6, #AD6, #AD1, and #11
- Olivenhain: Candidate Site #8

To model future water supply and demand, OMWD equates historic water demand patterns to variables such as household income, consumer response to the price of water, and weather, to predict future water demands. Table 4.14-2, *Olivenhain Municipal Water District Projected Water Supply and Demand,* shows estimated water supply and demand projections for the year 2035. As shown in Table 4.14-2, small shortages are anticipated within OMWD's service area.

TABLE 4.14-2: OLIVENHAIN MUNICIPAL WATER DISTRICT PROJECTED WATER SUPPLY AND DEMAND			
Condition	**Year 2035 Projected Supplies(afy[1])**	**Year 2035 Projected Demands (afy)**	**Difference (afy)**
Normal Year	23,813	23,813	0
Single-Dry Year	25,345	25,345	0
Multiple-Dry Year (1st Year)	22,371	23,005	-634
Multiple-Dry Year (2nd Year)	22,810	23,036	-226
Multiple-Dry Year (3rd Year)	21,960	23,070	-1,110
NOTE: 1. Afy = acre-feet per year.			
SOURCE: DLM Engineering, Inc., *Olivenhain Municipal Water District 2015 Urban Water Management Plan*, June 2016.			

Wastewater System

Figure 4.14-2, *Wastewater Collection System*, depicts the City's sewer system.



Source: RECON, Final Environmental Assessment/Program Environmental Impact Report for, At Home in Encinitas, Figure 4.14-1, City of Encinitas Wastewater Collection System.

Kimley»Horn

May 2018

Environmental Assessment
City of Encinitas 2013-2021 Housing Element Update

Wastewater Collection System
Figure 4.14-2

4.14.2 REGULATORY FRAMEWORK

2016 PEIR

The regulatory framework concerning public utilities and service systems is discussed in 2016 PEIR Section 4.14.2 (page 4.14-8) and the additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

ADDITIONS/CHANGES SINCE 2016 PEIR

Federal

FEDERAL SAFE DRINKING WATER ACT OF 1974

The Safe Water Act (SDWA) authorizes the United States Environmental Protection Agency (U.S. EPA) to set national health-based standards for drinking water to protect against both naturally occurring and man-made contaminants that may be found in drinking water.

CLEAN WATER ACT

The Clean Water Act's (CWA) primary goals are to restore and maintain the chemical, physical, and biological integrity of the nation's waters and to make all surface waters fishable and swimmable. The CWA forms the basic national framework for the management of water quality and the control of pollution discharges; it provides the legal framework for several water quality regulations, including the National Pollutant Discharge Elimination System (NPDES), effluent limitations, water quality standards, pretreatment standards, antidegradation policy, nonpoint-source discharge programs, and wetlands protection. The U.S. EPA has delegated the responsibility for administration of CWA portions to State and regional agencies. In California, the State Water Resources Control Board (SWRCB) administers the NPDES permitting program and is responsible for developing NPDES permitting requirements. The SWRCB works in coordination with the Regional Water Quality Control Boards (RWQCB) to preserve, protect, enhance, and restore water quality.

State

CALIFORNIA CODE OF REGULATIONS, TITLE 22, DIVISION 4, CHAPTER 3 WATER RECYCLING CRITERIA

California regulates the wastewater treatment process and use of recycled water pursuant to California Code of Regulations (CCR), Title 22, Division 4, Chapter 3, *Water Recycling Criteria.* According to these regulations, recycled water to be used for irrigation of public areas must be filtered and disinfected to tertiary standards.

URBAN WATER MANAGEMENT ACT

The Urban Water Management Plan Act (UWMP Act) was passed in 1983 and codified as Water Code §§10610 through 10657. Since its adoption in 1983, the UWMP Act has been amended on several occasions. Some of the more notable amendments include an amendment in 2004, which required additional discussion of transfer and exchange opportunities, non-implemented demand management measures, and planned water supply projects. Also, in 2005, another amendment required water use projections (required by Water Code § 10631) to include projected water use for single-family and multi-

family residential housing needed for lower income households. In addition, Government Code § 65589.7 was amended to require local governments to provide the adopted housing element to water and sewer providers. The Act requires "every urban water supplier providing water for municipal purposes to more than 3,000 customers or supplying more than 3,000-acre feet (AF) of water annually, to prepare and adopt, in accordance with prescribed requirements, an urban water management plan." Urban water suppliers must file these plans with the California Department of Water Resources every five years describing and evaluating reasonable and practical efficient water uses, reclamation, and conservation activities. As required by the Memorandum of Understanding Regarding Urban Water Conservation in California and Assembly Bill 11, the 2005 UWMP Act, incorporated water conservation initiatives, and a Water Shortage Contingency Plan.

EFFICIENCY STANDARDS

CCR Title 24 contains the California Building Code, including the California Plumbing Code (Part 5), which promotes water conservation. CCR Title 20 addresses Public Utilities and Energy conservation. In addition, multiple California laws below require water-efficient plumbing fixtures in structures.

- CCR Title 20 § 1604(g) established efficiency standards that give the maximum flow rate of all new showerheads, lavatory faucets, sink faucets, and tub spout diverters.
- CCR Title 20 § 1606 prohibits the sale of fixtures that do not comply with established efficiency regulations.
- CCR Title 24 §§ 25352(I) and (j) address pipe insulation requirements, which can reduce water used before hot water reaches equipment or fixtures. Insulation of water-heating systems is also required.
- Health and Safety Code § 17921.3 requires low-flush toilets and urinals in virtually all buildings.

Local

SAN DIEGO COUNTY WATER AUTHORITY

In 2015, the SDCWA updated their UWMP in accordance with the Urban Water Management Planning Act (Water Code §§ 10610 through 10656). The San Diego County Water Authority 2015 Urban Water Management Plan (SDCWA UWMP) (San Diego County Water Authority Water Resources Department, June 2016) includes the conservation measures, programs and policies required by Water Code § 10608.36. The SDCWA UWMP serves as the SDCWA's long-term planning document to ensure a reliable water supply for the region. In accordance with its Administrative Code, the SDCWA prepares annual water supply reports to provide updated information on development of local and imported water supplies. New to the 2015 UWMP are the following sections:

- Details on the unprecedented multi-year drought affecting California since 2012 and the State's Emergency Regulation.
- Information on the Water Authority's distribution system water losses.
- Voluntary reporting of energy intensity associated with the Water Authority's sources of water.

OLIVENHAIN MUNICIPAL WATER DISTRICT 2015 URBAN WATER MANAGEMENT PLAN (JUNE 2016)

The OMWD 2015 UWMP was prepared to guide the OMWD's conservation and water resource management programs. The OMWD 2015 UWMP serves as the OMWD's long-term planning document to ensure a reliable water supply at the local level.

OLIVENHAIN MUNICIPAL WATER DISTRICT UPDATE OF POTABLE AND RECYCLED WATER MASTER PLAN CAPITAL IMPROVEMENT PROGRAM (APRIL 2016)

The OMWD is nearing buildout and has well-developed potable water treatment, conveyance, and distribution systems. In this 2015 update, the master plan forgoes some of the comprehensive assessments of traditional plans and instead focusses more narrowly on those categories of facilities and system planning issues of significance to the development of capacity fee calculations.

SAN DIEGUITO WATER DISTRICT 2015 URBAN WATER MANAGEMENT PLAN (JULY 2016)

The SDWD 2015 UWMP provides an updated assessment of the existing water system conditions and demands.

4.14.3 SIGNIFICANCE DETERMINATION THRESHOLDS

Consistent with the 2016 PEIR and in substantial conformance with CEQA Guidelines Appendix G, impacts related to utilities and service systems would be significant if the Project would:

- Result in a need for new systems, or require substantial alterations to existing utilities, including stormwater, wastewater, reclaimed water, or water infrastructure, the construction of which would create physical impacts (see Issue 1);
- Result in a demand for potable water supply such that purveyors have insufficient water supplies available to serve buildout of the Project from existing entitlements and resources, and new or expanded entitlements are needed (see Issue 2);
- Result in a demand for wastewater treatment such that local wastewater treatment provider(s) have inadequate capacity to serve Project buildout in addition to the provider's existing commitments and new or expanded facilities are needed (see Issue 3); or
- Require the construction of a new solid waste disposal facility (see Issue 4).

4.14.4 IMPACTS AND MITIGATION MEASURES

4.14.4 - Issue 1a: Stormwater System

Would the Project result in a need for new systems, or require substantial alterations to existing stormwater infrastructure, the construction of which would create physical impacts?

IMPACTS:

2016 PEIR

The potential impacts concerning public utilities and service systems/stormwater systems are discussed in 2016 PEIR Section 4.14.5 (Issue 1a, page 4.14-15). The 2016 PEIR concluded that the City's existing stormwater system generally had adequate capacity to serve the City's existing development. However, inadequate storm drain capacity was identified in north Leucadia near a candidate site. The 2016 PEIR

concluded that development according to the Housing Element Update (HEU) would have primarily resulted in the re-development of already developed sites. The overall drainage area and drainage characteristics/patterns in the post build-out condition would be like existing conditions. However, an increase in paved areas would have resulted in an increase in impervious surfaces, thereby increasing stormwater runoff to existing storm drain systems. However, the 2016 PEIR concluded that because adequate capacity was available in the stormwater system and future projects would be required to ensure that stormwater would be adequately handled on-site, no construction or expansion of stormwater facilities would be required in conjunction with the HEU. Impacts to the City's stormwater system were concluded to be less than significant at the program-level for the HEU.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

Refer to Section 4.8, *Hydrology and Water Quality*, for further analysis on how the HEU would comply with Federal, State, and City regulatory standards to effectively avoid and/or address potentially significant impacts related to runoff rates and volumes. No changes are necessary to make the 2016 PEIR applicable to the proposed Project. Given that adequate capacity would be available in the stormwater system and future projects would be required to ensure that stormwater would be adequately handled on-site, no construction or expansion of stormwater facilities would be required for the proposed Project. Therefore, the Project would not result in a need for new stormwater systems, or require substantial alterations to existing stormwater infrastructure, the construction of which would create physical impacts. A less than significant impact would occur in this regard.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- LUE Policy 2.3
- LUE Policy 2.10

MITIGATION MEASURES:

No mitigation measures concerning stormwater systems were identified in 2016 PEIR Section 4.14.5 and none are necessary for the revised Project.

LEVEL OF SIGNIFICANCE: Less Than Significant

4.14.4 - Issue 1b and 3: Wastewater

Would the Project:

- *Result in a need for new systems, or require substantial alterations to existing utilities, including wastewater, or reclaimed water infrastructure, the construction of which would create physical impacts?*
- *Result in a demand for wastewater treatment such that local wastewater treatment provider(s) have inadequate capacity to serve Project buildout in addition to the provider's existing commitments and new or expanded facilities are needed?*

IMPACTS:

2016 PEIR

The potential impacts concerning public utilities and service systems/wastewater are discussed in 2016 PEIR Section 4.14.6 (Issue 1b and 3, page 4.14-17). The City's 2012 Sewer Master Plan based their growth forecasts on the Encinitas General Plan (EGP). The 20216 PEIR concluded, based on the forecast growth, the sewer districts were operating under capacity with pipelines currently adequate to support increased flow. The HEU did not propose construction of new housing or other development; rather, it provided capacity for future development consistent with State Housing Element Law. The 2016 PEIR concluded future buildout under the HEU would have exceeded projected EGP buildout, thus, would have generated additional wastewater beyond that contemplated by the Sewer Master Plan.

Future development would be required to comply with the EGP goals and policies to ensure that adequate wastewater facilities would be available to serve new development. Furthermore, pursuant to SB 1087, the sewer service provider would be required to provide priority service for lower-income households. In addition, the Leucadia Wastewater District (LWD) would levy capacity fees on new development. The LWD's capacity fee would recover the costs associated with providing wastewater facility capacity to new users. The 2016 PEIR concluded that sewer master planning was in place to ensure adequate facilities would be available to serve new development and, no construction or expansion of sewer facilities would be required in conjunction with the HEU. The analysis concluded impacts to the City's wastewater system would therefore be less than significant at the program-level.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

No changes are necessary to make the 2016 PEIR applicable to the proposed Project. Future development would be required to comply with the EGP goals and policies to ensure that adequate sewer facilities would be available to serve new development. The LWD's capacity fee would recover the costs associated with providing sewer facility capacity to future development. Sewer master planning would be in place to ensure adequate facilities would be available to serve new development, and no construction or expansion of sewer facilities would be required in conjunction with the proposed Project. Therefore, the Project would not result in a need for new sewer systems, or require substantial alterations to existing sewer infrastructure, the construction of which would create physical impacts. A less than significant impact would occur.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- RME Policy 1.3
- RME Policy 1.11

MITIGATION MEASURES:

No mitigation measures concerning wastewater were identified in 2016 PEIR Section 4.12 and none are necessary for the Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.14.4 - Issue 1c: Water System

Would the Project require or result in the construction of new water facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

IMPACTS:

2016 PEIR

The potential impacts concerning public utilities and service systems/water system are discussed in 2016 PEIR Section 4.14.7 (Issue 1c, page 4.14-18). The HEU did not propose construction of new housing or other development; rather, it provided capacity for future development consistent with State Housing Element Law. The 2016 PEIR concluded that future development consistent with the HEU had the potential to generate additional demand for water and recycled water infrastructure. The housing sites would be located either within the SDWD or OMWD service areas. The districts' master plans provide details for each District's foreseeable Capital Improvement Plans (CIPs) to maintain and improve water flow throughout the City. The Districts are required to comply with SB 1087, to provide priority service for low-income housing sites. Therefore, the 2016 PEIR concluded that buildout of the HEU would be considered by SDWD and OMWD in their subsequent UWMP updates that would be used to estimate the City's projected water demands. The 2016 PEIR concluded that water master planning was in place to ensure adequate facilities would be available to serve new development and, no construction or expansion of water facilities would be required in conjunction with the HEU. The analysis concluded impacts to the City's water system would therefore be less than significant at the program-level.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

Future development of 2,494 DU consistent with the HEU would generate additional demand for water and recycled water infrastructure in either the SDWD or OMWD service areas. Water master planning would be in place to ensure adequate facilities would be available to serve new development and, no construction or expansion of water facilities would be required in conjunction with the proposed Project. Therefore, the Project would not result in a need for new water systems, or require substantial alterations to existing water infrastructure, the construction of which would create physical impacts. A less than significant impact would occur in this regard.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- LUE Policy 2.3
- LUE Policy 2.10

MITIGATION MEASURES:

No mitigation measures concerning water systems were identified in 2016 PEIR Section 4.14 and none are necessary for the Project.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.14.4 - Issue 2: Water Supply
Would the Project require or result in the need for new water supply entitlements and resources?

IMPACTS:

2016 PEIR

The potential impacts concerning public utilities and service systems/water supply are discussed in 2016 PEIR Section 4.14.8 (Issue 2, page 4.14-19). The housing sites were located within either the SDWD or OMWD service areas. The 2010 UWMPs for both districts provided estimates of water supply and demand during normal, single-dry, and multiple-dry years. The 2016 PEIR concluded that future projects consistent with the HEU would have been required to present service letters from either SDWD or OMWD ensuring that adequate water supplies would be available. Individual development projects would have also been required to ensure adequate measures would be included to meet all water conservation requirements. Specifically, compliance with EGP Resource Management Element (RME) Policy 1.1, which requires new development to utilize measures designed to conserve water in their construction, and RME Policy 1.10, which promotes the use of water efficient landscape equipment, would be required. Future projects would also be held to Water Conservation in Landscaping Act (Encinitas Municipal Code (EMC) Chapter 23.26) water use standards. Therefore, the 2016 PEIR concluded, at the program-level of review, the project would have not have resulted in a need for new water supply entitlements, and impacts would be less than significant. At the time of the 2016 PEIR, adequate water supply existed from SDWD and OMWD.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

San Dieguito Water District

The following candidate sites are in the SDWD's service area: Candidate Sites #2, #3, #5, #7, #9, #12, #AD2, #AD7, #AD8, and #AD9; see Figure 4.14-1. Table 4.14-1 presents the SDWD's projected water supply and demand for 2035 and indicates supply would meet demand during all conditions (i.e., normal, single-dry, and multiple-dry years), with excess supplies for all conditions except during the single-dry year.

Olivenhain Municipal Water District

The following candidate sites are in the OMWD's service area: Candidate Sites #1, #6, #8, #10, #11, #AD1, and #AD6; see Figure 4.14-1. Table 4.14-2 presents the OMWD's projected water supply and demand for 2035 and indicates supply would meet demand during normal and single-dry years, with no excess supplies. As also shown in Table 4.14-2, supply would not meet demand during the three multiple-dry years.

Conclusion

The UWMP's are based on General Plan buildout and the Project proposes General Plan Amendments to accommodate the future housing necessary to meet the City's RHNA allocation, thus, the additional water demands generated by the proposed Project were not accounted for in the current UWMP's growth forecasts. However, the HEU does not propose residential development; rather, it provides capacity for

future development consistent with State law. Individual projects would occur incrementally over time (20+ years), based on various factors and planning considerations. Future development in accordance with the HEU would be considered by SDWD and OMWD in their subsequent UWMP updates that would be used to estimate projected water demands. In addition to complying with SB 1087 (water districts are to provide priority service for lower-income households), future projects consistent with the HEU would be required to present service letters from either SDWD or OMWD assuring that adequate water supplies would be available. All future development must comply with EMC § 23.26 water use standards and the various EGP policies listed below. Therefore, concerning future development within the SDWD service area (Candidate Sites #2, #3, #5, #7, #9, #12, #AD2, #AD7, #AD8, and #AD9), based on the factors noted above, and since the SDWD's projected water supply would meet demand during all conditions (with excess supplies), future development within the SDWD service area would result in a less than significant impact concerning water supply entitlements and resources.

Concerning future development within the OMWD service area (Candidate Sites #1, #6, #8, #10, #11, #AD1, and #AD6), despite the factors noted above, since the OMWD's projected water supply would meet demand during normal and single-dry years, with no excess supplies, and since the projected water supply would not meet demand during the three multiple-dry years, future development within the OMWD service area would result in a significant unavoidable impact concerning water supply entitlements and resources. Management actions would need to take place within the OMWD for multiple dry year shortages such as investigation of brackish groundwater supply to improve supply reliability. During past dry years, OMWD reduced demands by implementing Stage 2 of its Water Supply Ordinance. This included mandatory actions such as two-day per week watering and fines for non-compliance.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- RME Policy 1.1
- RME Policy 1.7
- RME Policy 1.10

MITIGATION MEASURES:

No mitigation measures concerning public utilities and service systems/water supply were identified in 2016 PEIR Section 4.12 and none are necessary for the Project.

LEVEL OF SIGNIFICANCE: Significant Unavoidable Impact

4.14.4 - Issue 4: Solid Waste Disposal

Would the Project:

- *Be served by a landfill without sufficient permitted capacity to accommodate the Project's waste disposal needs; or*
- *Not comply with the Federal, State, and local statutes and regulations regarding solid waste?*

IMPACTS:

2016 PEIR

The potential impacts concerning public utilities and service systems/solid waste disposal are discussed in 2016 PEIR Section 4.14.9 (Issue 4, page 4.14-21). Buildout of the HEU would have resulted in an increased demand for solid waste disposal. The 2016 PEIR concluded the Otay Landfill had a remaining capacity of 13 years and Sycamore landfill had remaining capacity until 2042. Future development would have been required to comply with EGP policies and the EMC solid waste and recycling ordinance. The 2016 PEIR concluded compliance with this regulatory framework would result in less than significant impacts concerning solid waste disposal. The 2016 PEIR concluded that future housing development would not directly or indirectly conflict with City policy or regulation concerning solid waste disposal.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

According to CalRecycle, the Otay Landfill has a remaining capacity of 21,194,008 cubic yards (CY) until February 28, 2030.[1] The Sycamore Landfill has remining capacity of 113,972,637 CY until December 31, 2042.[2] Future development would involve a net increase of 2,494 DU, thus, would increase solid waste disposal demands over existing conditions. All future construction activities would be required to demonstrate compliance with Federal, State, and local statutes and regulations concerning solid waste. Construction activities would be subject to compliance with the 50 percent diversion of solid waste requirement pursuant to the California Integrated Waste Management Act of 1989 (AB 939). In addition, all future development would be required to comply with the 2016 (or most recent) Green Building Code, which implements design and construction measures that act to reduce construction-related waste through material conservation measures and other construction-related efficiency measures. In addition to complying with these codes and standards, all future development would be required to comply with EMC Chapter 11.20 and EGP Resource Management Element Policy 6.1. At this program-level of review, the Project would not require increased landfill capacity, and impacts concerning solid waste would be less than significant.

GENERAL PLAN POLICIES AND MITIGATION MEASURES:

GENERAL PLAN POLICIES:

Refer to Appendix E, *Relevant General Plan Policies*, for the full text of these policies.

- RME Policy 6.1

MITIGATION MEASURES:

No mitigation measures concerning solid waste disposal were identified in 2016 PEIR Section 4.14.9 and none are necessary for the revised Project.

[1] CalRecycle Website, Facility/Site Summary Details: Otay Landfill (37-AA-0010), http://www.calrecycle.ca.gov/SWFacilities/Directory/37-AA-0010/Detail/, Accessed May 9, 2018.

[2] CalRecycle Website, Facility/Site Summary Details: Sycamore Landfill (37-AA-0023), http://www.calrecycle.ca.gov/SWFacilities/Directory/37-AA-0023/Detail/, Accessed May 9, 2018.

LEVEL OF SIGNIFICANCE: Less Than Significant Impact

4.14.5 SIGNIFICANT UNAVOIDABLE IMPACTS

Despite HEU buildout occurring over time and compliance with the established regulatory framework, given the projected water supply shortages, future development within the OMWD service area (Candidate Sites #1, #6, #8, #10, #11, #AD1, and #AD6), would result in a significant unavoidable impact concerning water supply entitlements and resources.

4.14.6 SOURCES CITED

CalRecycle Website, Facility/Site Summary Details: Otay Landfill (37-AA-0010), http://www.calrecycle.ca.gov/SWFacilities/Directory/37-AA-0010/Detail/, Accessed May 9, 2018.

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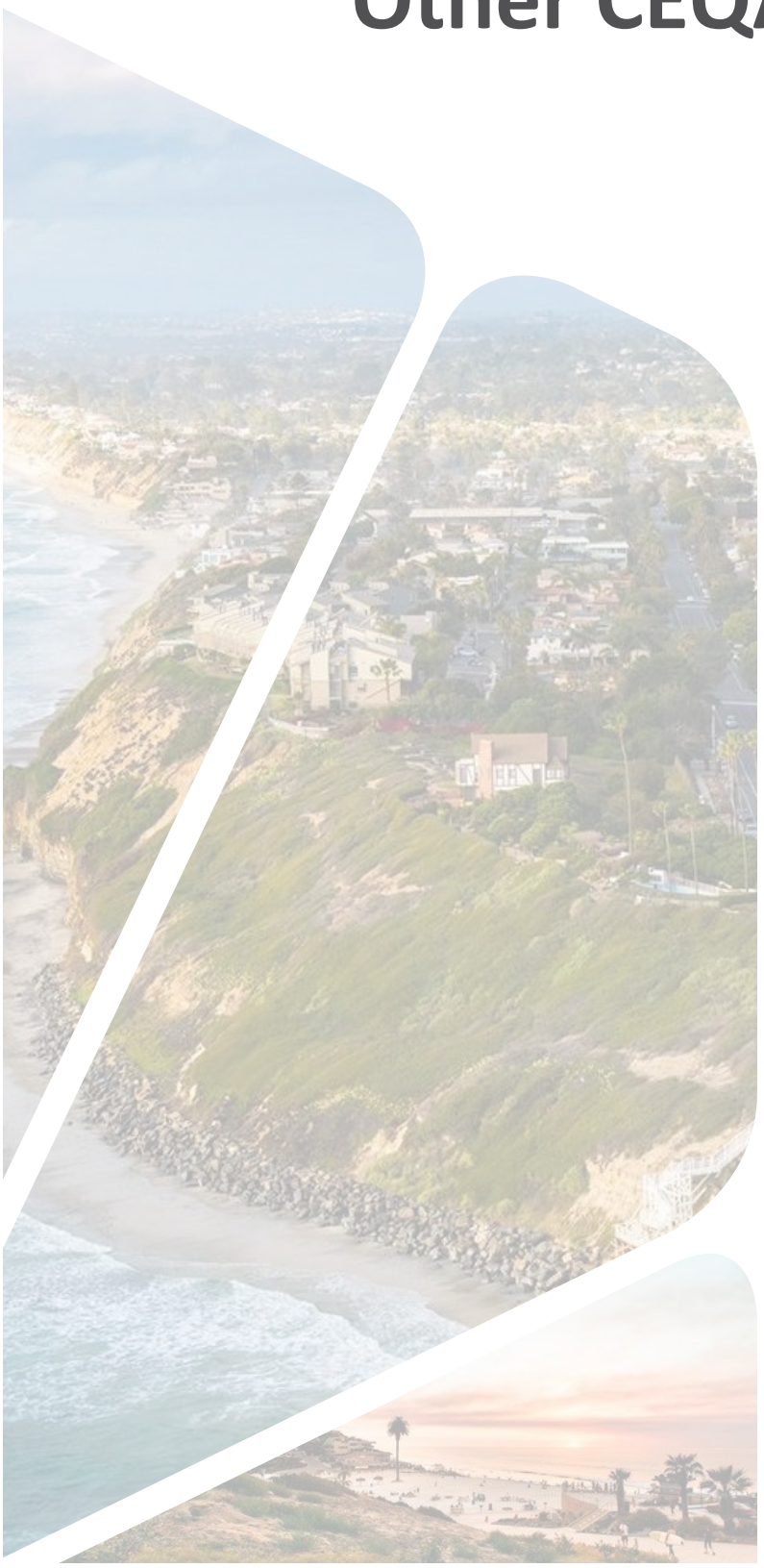
Chapter 5.0

Other CEQA Considerations



Chapter 5 | OTHER CEQA CONSIDERATIONS

5.1 LONG-TERM IMPLICATIONS OF THE PROPOSED PROJECT

This Environmental Assessment (EA) substantially conforms to the content for a Supplemental EIR pursuant to State CEQA Guidelines § 15163, Supplement to an EIR. Pursuant to State CEQA Guidelines § 15126.2, this Section analyzes short-term uses of the environment and the maintenance and enhancement of long-term productivity. If future residential development accommodated through Project implementation is approved and constructed, a variety of short- and long-term impacts would occur locally. During site-specific Project grading and construction, portions of surrounding land uses may be temporarily impacted by dust and noise, and short-term impacts related to soil erosion could occur. Grading and construction activities could also temporarily increase vehicle pollutant emissions. However, these disruptions/impacts would be temporary and could be avoided/lessened to a large degree through compliance with the established regulatory framework (i.e., relevant laws, ordinances, regulations, and standards, and the recommended mitigation; refer to Sections 4.1 through 4.14.

Future development would create long-term environmental consequences associated with a transition in land use. Future development and the subsequent long-term effects could impact the physical and human environments. Long-term physical consequences of development include increased traffic volumes, increased noise from individual project-related mobile (traffic) and stationary (mechanical and landscaping) sources, incremental increased demands for public services, recreational facilities, and utilities, and increased energy and natural resource consumption. Incremental degradation of local and regional air quality would also occur from mobile source emissions generated by individual project-related traffic, as well as stationary source emissions generated from the consumption of natural gas and electricity.

5.2 SIGNIFICANT IRREVERSIBLE ENVIRONMENTAL CHANGES THAT WOULD BE INVOLVED IN THE PROPOSED PROJECT SHOULD IT BE IMPLEMENTED

According to State CEQA Guidelines §§ 15126(c) and 15126.2(c), an EIR is required to address any significant irreversible environmental changes that would occur should the Project be implemented. As stated in State CEQA Guidelines § 15126.2(c):

> *"…..uses of nonrenewable resources during the initial and continued phases of the Project may be irreversible since a large commitment of such resources makes removal or nonuse thereafter likely, Primary impacts and, particularly, secondary impacts [such as highway improvement which provides access to a previously inaccessible area] generally commit future generations to similar uses. Also, irreversible damage can result from environmental accidents associated with the Project. Irretrievable commitments of resources should be evaluated to assure that such current consumption is justified."*

Future development would consume limited, slowly renewable and non-renewable resources. This consumption would occur during each individual project's construction phase and would continue throughout its operational lifetime. Future development would require a commitment of resources that

would include: (1) building materials; (2) fuel and operational materials/resources; and (3) the transportation of goods and persons to/from individual development sites. Construction would require the consumption of the following resources (e.g., construction supplies), which are non-renewable or which may renew so slowly as to be considered non-renewable: lumber and other forest products; aggregate materials used in concrete and asphalt; metals; and water. Fossil fuels such as gasoline and oil would also be consumed to power construction vehicles and equipment.

The resources that would be committed during future development operations would be like those currently consumed within the City. These would include energy resources such as electricity and natural gas, petroleum-based fuels (e.g., gasoline and diesel for vehicle trips), fossil fuels (i.e., oil and natural gas), and water. Fossil fuels would represent the primary energy source associated with both short-term construction and long-term operations, and the existing, finite supplies of these natural resources would be incrementally reduced. Future development operations would occur in accordance with California Code of Regulations (CCR) Title 24, Part 6, which sets forth conservation practices that would limit energy consumption. However, energy requirements would, nonetheless, represent a long-term commitment of essentially non-renewable resources.

Individual future developments could use/store limited amounts of potentially hazardous materials typical of residential uses. However, these materials would be used in small quantities and would be used, handled, stored, and disposed of in accordance with the manufacturer's instructions and established regulatory framework. Compliance with these regulations and standards would protect against significant and irreversible environmental changes resulting from the accidental release of hazardous materials.

Approximately 61.4 acres (55 percent) of the candidate sites are developed to varying degrees, and thus would require demolition activities to accommodate future development. All potential future demolition activities must comply with the established regulatory framework to ensure that asbestos and lead-based paints are not released into the environment. Compliance with the established regulatory framework, Encinitas General Plan (EGP) policies, and recommended mitigation would protect against a significant and irreversible environmental change resulting from the accidental release of hazardous materials.

In summary, future development construction and operations would result in the irretrievable commitment of limited, slowly renewable, and non-renewable resources, which would limit the availability of these resource quantities for future generations or for other uses during the life of the individual developments. However, continued use of such resources would be on a relatively small scale in a regional context. Although Project implementation would result in irreversible environmental changes, such changes would not be considered significant.

5.3 ENERGY CONSERVATION

Public Resources Code (PRC) § 21100(b)(3) and State CEQA Guidelines § 15126.4 require EIRs to describe, where relevant, the wasteful, inefficient, and unnecessary consumption of energy caused by a project. AB 1575 also amended PRC § 21100(b)(3) to require EIRs to consider the wasteful, inefficient, and unnecessary consumption of energy caused by a project. Thereafter, the State Resources Agency created State CEQA Guidelines Appendix F.

State CEQA Guidelines Appendix F is an advisory document that assists EIR preparers in determining whether a project would result in the inefficient, wasteful, and unnecessary consumption of energy. The

discussion below analyzes the revised Project's effect on energy consumption impacts on energy resources.

5.3.1 ENVIRONMENTAL SETTING

This EA analyzes energy consumption due to the potential direct and indirect environmental impacts associated with future development accommodated through Project implementation. Such impacts include non-renewable resource (e.g., oil, natural gas, coal, etc.) depletion and air pollutant emissions during short-term construction and long-term operations.

ELECTRICITY/NATURAL GAS SERVICES

San Diego Gas & Electric (SDG&E) provides electrical and natural gas services to the Project area. SDG&E is a regulated public utility that provides energy service to 3.6 million people through 1.4 million electric meters and 873,000 natural gas meters in San Diego County and southern Orange County (SDG&E 2016).

ENERGY USAGE

Energy usage is typically quantified using the British Thermal Unit (Btu). Total energy usage in California was 7,676 trillion Btu's in 2015 (the most recent year for which this specific data is available), which equates to an average of 197 million per capita. Of California's total energy usage, the breakdown by sector is 39 percent transportation, 24 percent industrial, 19 percent commercial, and 18 percent residential. In California, electricity and natural gas consumption is generally by stationary users such as residences and commercial and industrial facilities, whereas petroleum consumption is generally by transportation-related energy use (EIA, 2018).

In 2016, net taxable gasoline sales (including aviation gasoline) in California accounted for 15,297,030,909 gallons of gasoline (California Department of Tax and Fee Administration [CDTFA] 2017).

The electricity consumption attributable to San Diego County's residential and nonresidential land uses from 2008 through 2016 is shown in Table 5-1, *Residential and Nonresidential Electricity Consumption in San Diego County*. As indicated in Table 5-1, residential and nonresidential demand have both remained relatively constant between 2008 and 2016, with no substantial increase, despite population growth.

The natural gas consumption attributable to residential and nonresidential land uses in San Diego County from 2008 through 2016 is shown in Table 5-2, *Residential and Nonresidential Natural Gas Consumption in San Diego County*. As shown in Table 5-2, residential and nonresidential demand have remained relatively constant between 2008 and 2016, despite population growth.

TABLE 5-1: RESIDENTIAL AND NONRESIDENTIAL ELECTRICITY CONSUMPTION IN SAN DIEGO COUNTY		
Year	**Nonresidential Electricity Consumption (million kilowatt-hours)**	**Residential Electricity Consumption (million kilowatt-hours)**
2016	12,879.16	6,825.30
2015	12,863.83	6,917.35
2014	13,039.60	6,864.20
2013	12,623.47	6,802.31
2012	12,654.79	6,907.24
2011	12,333.06	6,689.53
2010	12,379.46	6,598.79
2009	12,747.27	6,768.03
2008	13,096.64	6,898.18
Source: California Energy Consumption Data Management System, 2018		

TABLE 5-2: RESIDENTIAL AND NONRESIDENTIAL NATURAL GAS CONSUMPTION IN SAN DIEGO COUNTY		
Year	**Nonresidential Natural Gas Consumption (million therms)**	**Residential Natural Gas Consumption (million therms)**
2016	203.80	268.99
2015	208.87	255.63
2014	205.03	256.58
2013	219.50	318.31
2012	203.50	311.18
2011	201.91	326.95
2010	222.87	337.91
2009	206.14	308.75
2008	216.67	324.69
Source: California Energy Consumption Data Management System, 2018.		

GASOLINE/DIESEL FUELS

Daily automotive fuel consumption in San Diego County from 2008 to 2017 is shown in Table 5-3, *Daily Automotive Fuel Consumption in San Diego County*. As shown in Table 5-3, automotive fuel consumption in the County has declined since 2008.

TABLE 5-3: DAILY AUTOMOTIVE FUEL CONSUMPTION IN SAN DIEGO COUNTY		
Year	**Gas Consumption (gallons)**	**Diesel Fuel Consumption (gallons)**
2017	1,286,253,712	209,551,622
2016	1,299,839,080	206,428,711
2015	1,304,398,958	200,988,107
2014	1,308,161,648	194,319,043
2013	1,304,467,267	190,139,701
2012	1,325,466,647	187,217,459
2011	1,348,527,180	186,720,529
2010	1,371,659,695	188,505,714
2009	1,363,315,367	192,305,012
2008	1,382,152,264	210,350,786
Source: California Air Resources Board, EMFAC2014.		

5.3.2 REGULATORY SETTING

State and local environmental laws and policies relevant to the CEQA review process are described below.

STATE OF CALIFORNIA FRAMEWORK

The California Energy Commission (CEC) established California's Energy Efficiency Standards for Residential and Nonresidential Buildings (Title 24) in 1978. Title 24 was established in response to a legislative mandate to create uniform building codes to reduce California's energy consumption and establish energy efficiency standards for residential and nonresidential buildings. As indicated in Table 5-1, total electricity demand in San Diego County from 2008 through 2015 remained relatively stable, despite population growth. The 2016 Title 24 standards, which are expected to improve energy efficiency by approximately 20 percent compared to the 2013 standards, took effect on January 1, 2017.

CALIFORNIA GREEN BUILDING STANDARDS

The California Green Building Standards Code (California Code of Regulations, Title 24, Part 11), commonly referred to as the CALGreen Code, is a statewide mandatory construction code that was developed and adopted by the California Building Standards Commission and the California Department of Housing and Community Development. The CALGreen standards require new residential and commercial buildings to comply with mandatory measures concerning the following five green building topics: planning and design; energy efficiency; water efficiency and conservation; material conservation and resource efficiency; and environmental quality. CALGreen also provides voluntary tiers and measures that local governments could adopt which encourage or require additional measures in the five green building topics. The most recent CALGreen Code update was adopted in 2016 and took effect January 1, 2017.

CITY OF ENCINITAS CLIMATE ACTION PLAN

The City adopted its Climate Action Plan (CAP) in January 2018. The CAP contains GHG emissions inventory, projections, goals, reductions measures, and actions to reduce Citywide GHG emissions and achieve the City's 2020 and 2035 reduction targets. The CAP sets ambitious targets to reduce emissions

13 percent below 2012 levels by 2020 and 41 percent below 2012 levels by 2030. Refer to Section 4.6, *Greenhouse Gas Emissions*, for a discussion of the Project's consistency with the CAP.

5.3.3 SIGNIFICANCE DETERMINATION THRESHOLDS

The following is a description of State and local environmental laws and policies relevant to the CEQA review process.

In accordance with State CEQA Guidelines, a project's effects are evaluated to determine whether they would result in a significant adverse impact on the environment. An EIR is required to focus on these effects and offer mitigation measures to reduce or avoid any significant impacts that are identified. The criteria used to determine the significance of impacts may vary depending on the nature of the project. According to State CEQA Guidelines Appendix F, the Project would have a significant impact related to energy, if it would:

- Develop land uses and patterns that cause wasteful, inefficient, and unnecessary consumption of energy or construct new or retrofitted buildings that would have excessive energy requirements for daily operation.

5.3.4 ENERGY CONSUMPTION

SHORT-TERM CONSTRUCTION

2016 PEIR

Impacts associated with energy usage are discussed in 2016 PEIR Section 5.3 (page 5-3). The 2016 PEIR concluded that the project would not result in a wasteful or inefficient use of energy resources during construction of future development due to construction practice requirements, which would increase fuel-energy conservation above typical standards. Adherence to the City's Construction & Demolition Debris (C&D) Ordinance would further increase energy conservation through recycling efforts and reduction of unnecessary consumption of energy associated with solid waste disposal during construction. The 2016 PEIR concluded a less than significant impact concerning construction energy consumption.

The additions/changes necessary to make the 2016 PEIR applicable to the revised Project are presented below.

REVISED PROJECT

The 2016 PEIR conclusions concerning energy consumption during construction apply to the revised Project. The revised Project would not result in wasteful, inefficient, or unnecessary energy consumption during construction of future development. Project construction equipment would be required to comply with the latest US Environmental Protection Agency (EPA) and CARB engine emissions standards, which require highly efficient combustion systems that maximize fuel efficiency and reduce unnecessary fuel consumption. Further, construction fuel use would be temporary and would cease upon completion of construction. No unusual Project characteristics are involved that would necessitate the use of construction equipment that would be less energy-efficient, as compared to construction sites in the region or State. Therefore, the future developments' construction fuel consumption would not be any more inefficient, wasteful, or unnecessary than other similar development projects. Further, the Project would adhere to the C&D Ordinance, which increases energy conservation through recycling efforts.

Adherence to the established regulatory framework would future developments' construction activities would not cause wasteful, inefficient, or unnecessary energy consumption. Impacts would be less than significant in this regard.

LONG-TERM OPERATIONS

2016 PEIR

Long-term operational energy use associated with the Project includes vehicle fuel consumption and electricity and natural gas consumption, and energy consumption related to obtaining water. However, the analysis noted that these resources would be used daily regardless of Project implementation. The 2016 PEIR concluded, although long-term operational energy use would result from future development, such usage would not be considered significant in comparison to energy usage by other cities in the region. The Project would not involve any unusual characteristics that would result in excessive long-term operational building energy demand. Further, adherence to California Building Code (Title 24) and associated updates, as well as EGP policies would reduce excessive and inefficient energy use. At the time of 2016 PEIR preparation, the City's CAP was not adopted yet. 2016 PEIR Mitigation Measure GHG-2 required that the City adopt a CAP, which would include GHG reduction measures to meet future GHG targets. The 2016 PEIR concluded impacts concerning long-term operations energy consumption would be less than significant with mitigation.

REVISED PROJECT

Future developments' long-term operational energy consumption would include vehicle fuel consumption, electricity and natural gas consumption, and energy consumption related to obtaining water. However, energy sources including fuel, electricity, and natural gas would continue to be consumed daily regardless of Project implementation. Future development would be subject to compliance with the established Federal and State regulatory framework, including 2016 Title 24 Building Energy Efficiency Standards, which establish minimum efficiency standards related to various building features (e.g., including appliances, water and space heating and cooling equipment, building insulation and roofing, and lighting). Future development would also be subject to compliance with EGP policies intended to reduce excessive/inefficient energy consumption and CAP measures intended to reduce GHG emissions. Adherence to the established regulatory framework would reduce long-term operations energy consumption. The Project would not involve any unusual characteristics that would result in excessive long-term operational building energy demand. Overall, the Project does not involve development of land uses or patterns that would cause wasteful, inefficient, or unnecessary operational energy consumption, or construction of new/retrofitted buildings with excessive operational energy requirements. Impacts would be less than significant in this regard.

TRANSPORTATION

2016 PEIR

As discussed in the 2016 PEIR, transportation and vehicle miles traveled (VMT) are relevant considerations in the analysis of the HEU's energy impacts under State CEQA Guidelines Appendix F. 2016 PEIR Section 4.9, Land Use, includes an analysis of the VMT relative to each housing strategy is provided in. All three housing strategies showed a VMT/trip reduction, as compared to the adopted EGP Land Use Plan. The EGP Circulation Element includes policies to improve transit service and the City's overall mobility, resulting in a decrease in auto dependency and VMT. The analysis noted that future mixed-use

development would help connect existing neighborhoods to support more efficient transit service and pedestrian opportunities and therefore reduce consumption of transportation energy. The 2016 PEIR concluded that overall, fuel consumption associated with vehicle trips generated by future development would not be considered inefficient, wasteful, or unnecessary in comparison to other cities in the region. Impacts were concluded to be less than significant.

REVISED PROJECT

Table 4.13-1 identifies the average daily trip (ADT) generation for the Future 2035 Adopted General Plan scenario, without and with the Project. As indicated in Table 4.13-1, the Project would generate 14,965 ADT, or 711,109 ADT under the Future 2035 Adopted General Plan With Project scenario. The California Emissions Estimator Model (CalEEMod)[1] was used to calculate the Project's annual vehicle miles travelled (VMT). Revised Project buildout (all 2,494 DUs) would result in approximately at 46,979,089 VMT. Future development would be subject to compliance with EGP Policy 1.15 and Policies 3.1 through 3.11, which encourage improving bicycle, pedestrian, and rail services and cooperation with SANDAG for an integrated multi-modal regional transit system. The HEU does not involve any unusual characteristics that would result in excessive long-term operational fuel consumption. Adherence to the City's CAP would also improve transit service and overall mobility within the City, resulting in a decrease in auto dependency and VMT. Further, the HEU would not grant immediate development rights to new housing projects. Overall, the Project does not involve development of land uses or patterns that would cause wasteful, inefficient, or unnecessary operational fuel consumption. Impacts would be less than significant in this regard.

5.3.5 SOURCES CITED

BREEZE Software, A Division of Trinity Consultants, California Emissions Estimator Model Appendix A, Calculation Details for CalEEMod, October 2017 CalEEMod2016.3.2.

California Air Resources Board, EMFAC 2014 Web Database, https://www.arb.ca.gov/emfac/2014/, accessed May 9, 2018.

California Department of Tax and Fee Administration, *Net Taxable Gasoline Gallons,* http://www.cdtfa.ca.gov/taxes-and-fees/MVF_10_Year_Report.pdf, Accessed May 8, 2018.

EIA (US Energy Information Administration). 2015. California State Profile and Energy Estimates. http://www.eia.gov/state/data.cfm?sid=CA#ConsumptionExpenditures, Accessed May 8, 2018.

SDG&E (San Diego Gas & Electric). 2018. About Us. https://www.sdge.com/more-information/our-company/about-us, Accessed May 8, 2018.

[1] BREEZE Software, A Division of Trinity Consultants, *California Emissions Estimator Model Appendix A, Calculation Details for CalEEMod*, October 2017 CalEEMod2016.3.2.

Chapter 6.0

Growth Inducement

Chapter 6 | Growth Inducement

6.1 INTRODUCTION

State CEQA Guidelines require that an EIR evaluate a proposed project's "growth-inducing" effects. Specifically, State CEQA Guidelines Section 15126.2(d) requires that an EIR:

> *Discuss the ways in which the proposed project could foster economic or population growth, or the construction of additional housing, either directly or indirectly, in the surrounding environment. Included in this are projects which would remove obstacles to population growth (a major expansion of a waste water treatment plant might, for example, allow for more construction in service areas). Increases in the population may tax existing community service facilities, requiring construction of new facilities that could cause significant environmental effects. Also discuss the characteristic of some projects which may encourage and facilitate other activities that could significantly affect the environment, either individually or cumulatively. It must not be assumed that growth in any area is necessarily beneficial, detrimental, or of little significance to the environment.*

This Chapter analyzes the Project's potential growth-inducing impacts for the criteria outlined below, as suggested in the State CEQA Guidelines. This analysis is based on Section 4.11, *Population and Housing*, and San Diego Association of Governments (SANDAG) estimates and forecasts: SANDAG Demographic and Socioeconomic Profiles; SANDAG Estimates; and SANDAG Board Report - Series 13 Regional Growth Forecast.

6.2 SIGNIFICANCE DETERMINATION THRESHOLDS

Generally, the Project would be growth-inducing if it would, directly or indirectly:

- Foster economic growth (e.g., changes in revenue base/employment expansion);
- Foster population growth directly through construction of additional housing or indirectly through construction of employment generating land uses that would create a demand for additional housing; and/or
- Remove obstacles to population growth (e.g., establishment of an essential public service or provision of new access to an area).

The State CEQA Guidelines require an EIR to "discuss the ways" a project could be growth-inducing and to "discuss the characteristics of some projects that may encourage…activities that could significantly affect the environment." However, the State CEQA Guidelines do not require that an EIR predict (or speculate) specifically where such growth would occur, in what form it would occur, or when it would occur. According to State CEQA Guidelines Section 15145, *Speculation*, the answers to such questions require speculation, which CEQA discourages.

The following analyzes the Project's potential growth-inducing impacts for the criteria outlined above, in accordance with State CEQA Guidelines Section 15126.2(d).

6.3 PROJECT IMPACTS

6.3.1 PROJECT SUMMARY

As discussed in detail in Section 3.5, *Project Characteristics*, the Project involves General Plan Amendments/Zone Changes/Specific Plan Amendments to as many as 17 candidate sites and as many as 36 parcels totaling approximately 111 gross acres; see also Appendix B, *Candidate Sites Table*. The candidate sites' maximum realistic yield (MRY), based on the proposed amendments, would be 2,494 dwelling units (DU). No non-residential uses are proposed. As indicated in Table 3-3, *Candidate Sites' Maximum Realistic Yield (MRY)*, the Project's MRY could result in a net increase of as many as 2,487 DU. It is noted that, although the proposed Project would displace the existing on-the-ground land uses (7 DU and 793,757 square feet of non-residential uses), the impact analyses presented in this EA conservatively assume Project buildout (i.e., 2,494 DU) and no credit for the displaced uses.

6.3.2 ECONOMIC AND POPULATION GROWTH

6.3 – Issue 1: Economic Growth
Would the Project foster economic growth (e.g., changes in revenue base/employment expansion)?

No non-residential employment generating land uses are proposed. Therefore, the Project would not foster economic growth through job creation. Future development would increase the City's existing population (as of January 2018) by approximately 10.0 percent (approximately 6,250 persons); see Issue 2a and 2b below. The Project's forecast population growth (see Issue 2 below) would increase sales and the City's revenue base. The forecast population growth would foster economic expansion through changes in the City's revenue base resulting from increased population. Therefore, the Project is considered growth inducing concerning economic expansion.

6.3 – Issue 2: Population Growth
Would the Project foster population growth directly through construction of additional housing or indirectly through construction of employment generating land uses that would create a demand for additional housing?

A project can foster population growth directly through construction of additional housing or indirectly through construction of employment generating land uses that would create a demand for additional housing.

HOUSING CONSTRUCTION

Future development accommodated through Project implementation would involve approximately 2,494 DU. Thus, the Project would induce population growth directly through its provision of new residential land uses. Individual projects would occur incrementally over time (20+ years), based on various factors and planning considerations; see Section 3.7, *Project Phasing*.

Existing Plus Project Conditions – Candidate Sites

As indicated in Table 6-1, *Existing Plus Project Growth Projections – Candidate Sites*, Project implementation would generate a population growth of approximately 6,250 persons. The Project's growth-inducement, as compared to various conditions on the candidate sites is indicated in Table 6-1 and summarized below:

- +6,232 persons, as compared to existing on-the-ground conditions;
- +5,771 persons, as compared to adopted Encinitas General Plan (EGP); and
- -2,481 persons, as compared to the Modified Mixed-Use Places (MMUP) strategy (i.e., the strategy with the greatest development yield).

TABLE 6-1: EXISTING PLUS PROJECT GROWTH PROJECTIONS – CANDIDATE SITES

Condition	Dwelling Units	Persons Per Household	Forecast Population
CANDIDATE SITES (PROJECT)[1]	**2,494**	2.51[2]	**6,250**
Existing On-the-Ground (OTG)	7		18
Change over Existing OTG	*+2,487*		*+6,232*
Encinitas General Plan (EGP)[3]	191	2.51	479
Change over EGP	*+2,303*		*+5,771*
Housing Strategy 3 (MMUP)[4]	3,261	2.68[4]	*8,731*
Change over MMUP	*-767*		*-2,481*

Notes:
1. Refer also to Appendix B, *Candidate Sites Table*.
2. Based on average over last five years (2014-2018). (State of California, *Department of Finance, E-5 Population and Housing Estimates for Cities, Counties and the State* — January 1, 2011-2018. Sacramento, California, May 2018).
3. City of Encinitas, *Land Use Policy Map*, September 2017.
4. RECON, *Final Environmental Assessment/Program Environmental Impact Report for At Home in Encinitas, the City of Encinitas Housing Element Update*, Page 4.11-10, May 12, 2016.

Existing Plus Project Conditions – City

Table 6-2, *Existing Plus Project Growth Projections - City*, compares the Project's forecast housing and population growth to existing 2018 conditions in the City. The City's existing housing stock and population, as of January 2018, are 26,409 DU and 63,158 persons, respectively. As indicated in Table 6-2, future development in accordance with the proposed HEU would increase the City's existing housing stock by approximately 9.0 percent (2,494 DU). Similarly, future development would increase the City's existing population by approximately 10 percent (approximately 6,250 persons). With implementation of the proposed Project, the City's housing stock and population would grow to approximately 28,903 DU and 69,408 persons, respectively.

TABLE 6-2: EXISTING 2018 PLUS PROJECT GROWTH PROJECTIONS – CITY

Condition	Dwelling Units	Forecast Population
CANDIDATE SITES (PROJECT)[1]	**2,494**	**6,250**
Existing 2018[2]	26,409	63,158
Project + Existing 2018	*28,903*	*69,408*
Project + Existing 2018 % Change	*+9.4%*	*+9.9%*

Notes:
1. Refer also to Appendix B, *Candidate Sites Table*.
2. State of California, Department of Finance, *E-5 Population and Housing Estimates for Cities, Counties and the State — January 1, 2011-2018*. Sacramento, California, May 2018).

Encinitas General Plan Buildout Plus Project Conditions

Table 6-3, *Encinitas General Plan Buildout Plus Project Growth Projections*, compares the Project's forecast housing and population growth to EGP buildout conditions. The EGP forecasts the City's buildout housing stock and population would total 26,356 DU and 66,417 persons, respectively. As indicated in Table 6-3, future development in accordance with the proposed HEU would increase the City's buildout housing

stock by approximately 9.5 percent (2,494 DU). Similarly, future development would increase the City's buildout population by approximately 9.4 percent (approximately 6,250 persons). With implementation of the proposed Project, the City's buildout housing stock and population would total approximately 28,850 DU and 72,667 persons, respectively.

TABLE 6-3: ENCINITAS GENERAL PLAN BUILDOUT PLUS PROJECT GROWTH PROJECTIONS

Condition	Dwelling Units	Forecast Population
CANDIDATE SITES (PROJECT)[1]	**2,494**	**6,250**
Encinitas General Plan (EGP)[2]	26,356	66,417
Project + EGP	*28,850*	*72,667*
Project + EGP % Change	*+9.5%*	*+9.4%*

Notes:
1. Refer also to Appendix B, *Candidate Sites Table*.
2. City of Encinitas, *City of Encinitas General Plan Land Use Element Table 3, Land Use Distribution and Sphere*.

San Diego Association of Governments 2035 Growth Forecasts Plus Project Conditions

Table 6-4, *SANDAG 2035 Growth Forecast Plus Project*, compares the Project's forecast housing and population growth to SANDAG 2035 growth forecasts. SANDAG forecasts the City's housing stock and population would total 26,633 DU and 64,718 persons by 2035, respectively. As indicated in Table 6-4, future development in accordance with the proposed HEU would increase SANDAG's 2035 housing forecast by approximately 9.4 percent (2,494 DU). Similarly, future development would increase SANDAG's population forecast by approximately 9.7 percent (approximately 6,250 persons). With implementation of the proposed Project, SANDAG's forecast 2035 housing stock and population would total approximately 29,127 DU and 70,968 persons, respectively.

TABLE 6-4: SANDAG 2035 GROWTH FORECAST PLUS PROJECT

Condition	Dwelling Units	Forecast Population
CANDIDATE SITES (PROJECT)[1]	**2,494**	**6,250**
SANDAG 2035[2]	26,633	64,718
Project + SANDAG 2035	*29,127*	*70,968*
Project + SANDAG 2035 % Change	*9.4%*	*9.7%*

Notes:
1. Refer also to Appendix B, *Candidate Sites Table*.
2. San Diego Association of Governments, *SANDAG Board Report - Series 13 Regional Growth Forecast*.

SANDAG growth forecasts are based on General Plan buildout and the Project proposes General Plan Amendments to accommodate the future housing necessary to meet the City's RHNA allocation, thus, the additional housing and population generated by the proposed Project were not accounted for in the current SANDAG 2035 growth forecasts. Future development would involve construction of additional housing, thus, inducing direct population growth, beyond SANDAG's 2035 growth forecasts for the City, which is considered a potentially significant impact. Mitigation Measure AQ-1 is recommended to ensure Project-related population growth (and VMT) are provided to SANDAG for incorporation into the future forecasts. This update would likely occur following Project approval.

Conclusion

As discussed above and summarized in Tables 6-1 through 6-4, the Project would foster population growth directly through construction of additional housing. Moreover, future development would involve

construction of additional housing, thus, inducing direct population growth beyond SANDAG's 2035 growth forecasts for the City. Thus, the Project is considered growth-inducing in this regard. However, the HEU does not propose residential development; rather, it provides capacity for future development consistent with State law. Individual projects would occur incrementally over time (20+ years), based on various factors and planning considerations. Further, State law requires that the City accommodate their RHNA "fair share" of the region's housing needs, which cannot be met without the Project's proposed General Plan/Zoning Amendments and the future development it would accommodate. Therefore, Project implementation would result in a less than significant impact concerning population growth.

CONSTRUCTION OF EMPLOYMENT-GENERATING LAND USES

As previously noted, a project can foster population growth indirectly through construction of employment generating land uses that would create a demand for additional housing. No non-residential employment generating land uses are proposed. Therefore, the Project would not indirectly foster population growth through job creation. No impact would occur in this regard.

6.3 – Issue 3: Removal of Obstacles

Would the Project remove obstacles to population growth (e.g., establishment of an essential public service or provision of new access to an area)?

A project could foster economic or population growth indirectly by removing obstacles to growth. Examples of obstacles include infrastructure limitations, lack of an essential public service or utility, and lack of roadways to gain access to a new area, among others. These conditions prohibit development in such areas since it cannot feasibly occur where such infrastructure/services are absent.

Future development in accordance with the HEU would occur on both vacant and developed lands. However, none of the future development accommodated by the Project would require a new essential public service or utility/service system; see Section 4.12, *Public Services and Recreation*, and Section 4.14, *Utilities and Service Systems*. The City's communities are already served by essential public services (i.e., fire and police protection, parks and recreational facilities, schools, and solid waste disposal), an extensive network of utility/service systems (i.e., water, wastewater, electricity, and natural gas), and other infrastructure necessary to accommodate/allow the existing conditions and planned growth. The existing public services and utility/service systems can be readily upgraded and/or extended onto the future development sites. Each individual development would be reviewed a project-by-project basis to determine the public services and utility/service systems necessary to support the proposed land uses. The increased demands for public services and utility/service systems would not reduce or impair any existing or future levels of services, within the respective service areas; see Sections 4.12 and 4.14. Project implementation would not require substantial development of unplanned/unforeseen public services or utility/service systems. Therefore, Project implementation would not induce economic or population growth by removing an obstacle to growth.

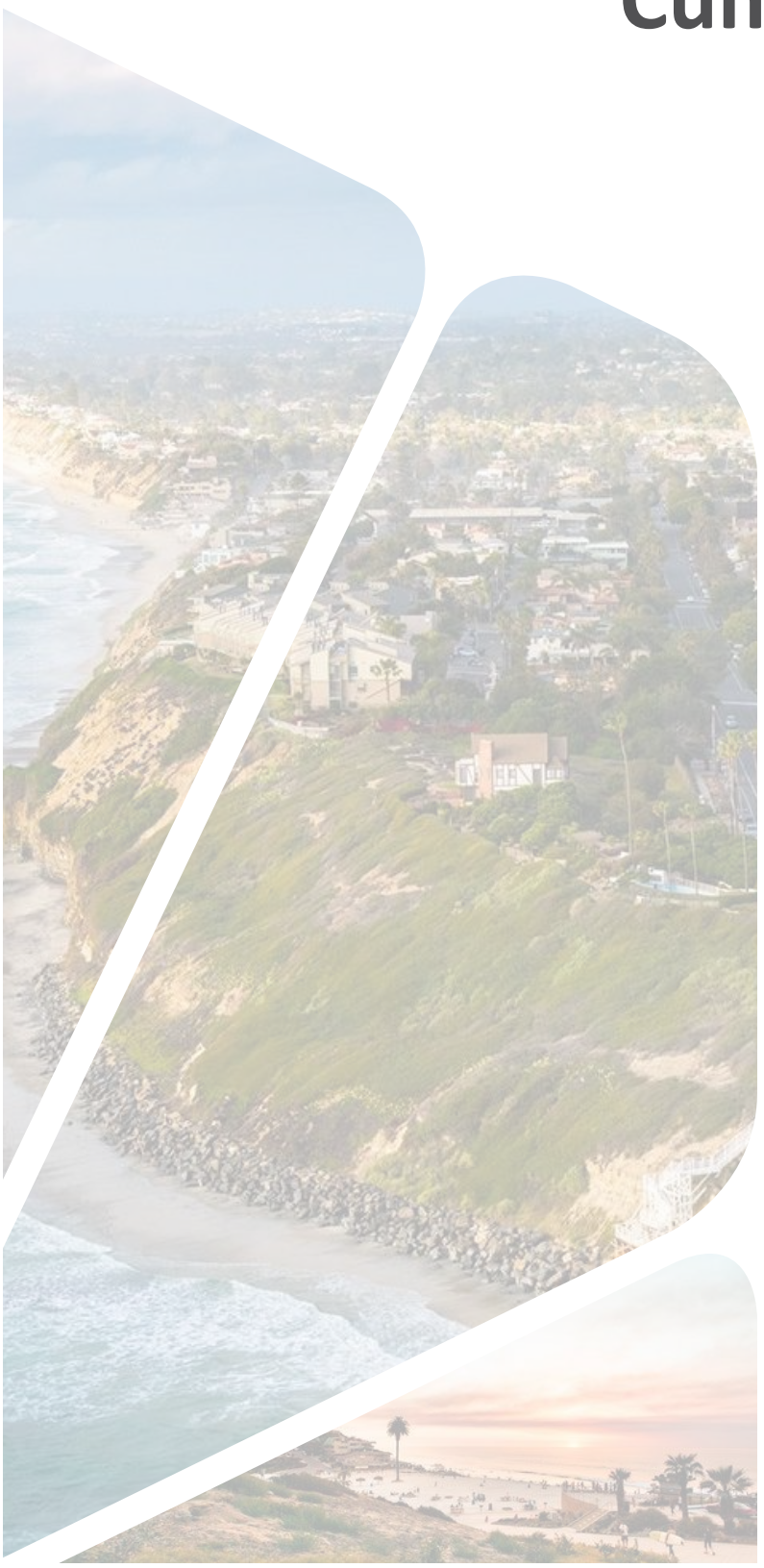
Regional access to the Project area is generally provided via Coast Highway 101 and Interstate 5 (I-5), and local access is provided via existing roadways. Although Project implementation would require transportation improvements in the study area to accommodate the future development (see Section 5.13, *Transportation and Traffic*), these improvements would not provide new access to an area. Therefore, Project implementation would not induce economic or population growth by providing new access to an area.

6.4 CONCLUSION

Overall, the proposed HEU would not be growth-inducing concerning fostering economic growth or removing an obstacle to growth. However, the Project would foster population growth directly through construction of additional housing, inducing direct population growth beyond the EGP buildout forecasts and SANDAG's 2035 growth forecasts for the City. However, Mitigation Measure AQ-1 is recommended to ensure Project-related population growth (and VMT) are provided to SANDAG for incorporation into the future forecasts. This update would likely occur following Project approval. Also, the HEU does not propose residential development; rather, it provides capacity for future development consistent with State law. Individual projects would occur incrementally over time (20+ years), based on various factors and planning considerations. Further, State law requires that the City accommodate their RHNA "fair share" of the region's housing needs, which cannot be met without the Project's proposed General Plan/ Zoning Amendments and the future development it would accommodate.

Chapter 7.0

Cumulative Analysis



Chapter 7 | Cumulative Analysis

7.1 INTRODUCTION

State CEQA Guidelines § 15355 defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Section 15355 further states that cumulative impacts can result from individually minor but collectively significant projects taking place over a period.

State CEQA Guidelines § 15130(a) requires a discussion of cumulative impacts of a project "when the project's incremental effect is cumulatively considerable." Cumulatively considerable, as defined in State CEQA Guidelines § 15065(a)(3), "means that the incremental effects of an individual project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects."

According to State CEQA Guidelines § 15130(b), the discussion of cumulative effects "...need not provide as great a detail as is provided for the effects attributable to the project alone. The discussion should be guided by standards of practicality and reasonableness...." The evaluation of cumulative impacts is to be based on either (a) "a list of past, present, and probable future projects producing related or cumulative impacts, including, if necessary, those impacts outside the control of the agency," or (b) "a summary of projections contained in an adopted local, regional, or statewide plan or related planning document, that describes or evaluates conditions contributing to the cumulative effect...Any such planning document shall be referenced and made available to the public at a location specified by the Lead Agency" (State CEQA Guidelines § 15130(b)(1)). Pursuant to State CEQA Guidelines § 15130(d), cumulative impact discussions may rely on previously approved land use documents such as general plans, specific plans, and local coastal plans, which may be incorporated by reference.

7.2 CUMULATIVE ANALYSIS SETTING AND METHODOLOGY

Cumulative effects would occur from development associated with buildout of the candidate sites combined with effects of development on land within and around the City of Encinitas (City) and region in the horizon year (2035). This Environmental Assessment (EA) relies on the 2016 PEIR cumulative assumptions for growth forecasted in the County of San Diego General Plan for the unincorporated community of San Dieguito; the City of Carlsbad General Plan; the City of Solana Beach General Plan; and, anticipated ambient growth in the City of Encinitas. A broad examination of cumulative impacts involves considering buildout of the Project together with growth and new development in these surrounding jurisdictions. For example, growth within the City and adjacent jurisdictions would result in increased traffic on area roadways and regional facilities, such as I-5.

The geographic area considered for each cumulative impact depends upon the topic that is being analyzed. For example, in assessing air quality impacts, all development within the air basin contributes to regional emissions of criteria pollutants, and basin-wide projections of emissions are the best tool for determining the cumulative effect. Each subsection below identifies the specific parameters for the cumulative evaluation.

SANDAG estimates anticipated growth for San Diego County's 18 cities and unincorporated areas for allocating growth to specific areas and identifying regional transportation infrastructure needed to support regional growth. The land uses and associated potential development that would result from buildout of the candidate sites generally correlate to SANDAG's 2035 regional growth forecasts.

A significant impact would occur if the Project's contribution to the cumulative effect is determined to be significant. Each subsection below provides an overview of the potential cumulative impacts that could occur followed by a summary of the Project's potential contribution to that cumulative effect. The subsection concludes with a determination of the significance of the Project.

7.3 CUMULATIVE IMPACT ANALYSIS

7.3.1 AESTHETICS

Consistent with the 2016 PEIR, the study area for the assessment of cumulative visual impacts includes the North County coastal region comprised of Encinitas, the unincorporated community of San Dieguito, and the cities of Carlsbad and Solana Beach. The 2016 PEIR concluded that adoption of the Housing Element Update (HEU) would contribute to the increased density and urbanization in the region but that adverse effects on visual character would be reduced through regulatory compliance with existing plans and programs as well as implementation of zoning standards and design guidelines intended to maximize consistency with the surrounding land use, including preserving significant views. The design controls placed on subsequent development would ensure that development occurs in accordance with the City goals, policies and design objectives. Therefore, the 2016 PEIR concluded the HEU's incremental contribution to visual impacts would not be cumulatively considerable.

Concerning the revised Project, as addressed in Section 4.1, *Aesthetics*, future development would not result in significant impacts to visual resources except for Candidate Sites #3 and #10, which could negatively impact the rural neighborhoods' characters resulting in a significant unavoidable impact concerning visual character. Consistent with the 2016 PEIR findings, future development on the candidate sites would not result in cumulatively considerable visual impacts.

7.3.2 Air Quality

The study area for the assessment of cumulative air quality impacts is the San Diego Air Basin (SDAB), which is currently in non-attainment for Federal and State ozone standards and respirable particulate matter (PM_{10} and $PM_{2.5}$) standards. Future development within the study area could have a cumulative impact on air quality due to increased air pollution emissions associated with construction and operations, including transportation. In addition to regional effects, increased traffic volumes could increase localized concentrations of carbon monoxide (CO_2).

The 2016 PEIR concluded that the cumulative assessment of air quality impacts to the SDAB relies partially on the assessment of a project's consistency with the adopted Regional Air Quality Strategies (RAQS) and State Implementation Plan (SIP). The analysis concluded that the additional housing would exceed the assumptions used to develop the RAQS and applicable SIP. Since the RAQS and SIP contain the means of attaining air quality standards for the entire San Diego Region, the 2016 PEIR found this exceedance to be significant on a cumulative basis. The 2016 PEIR also concluded that the HEU's incremental contribution to construction-related air quality emissions and operational air quality emissions would not be cumulatively considerable.

Concerning the revised Project's contribution to cumulative air quality impacts, the candidate sites' combined emissions (Project buildout) would exceed the SDAPCD significance thresholds for criteria pollutants on a programmatic basis. Exceeding these thresholds on a programmatic basis has the potential to hinder the region's compliance with the RAQS. As such, this exceedance is considered significant on a cumulative basis.

The Project's construction-related air quality effects would be reduced with implementation of Mitigation Measure AQ-2 which includes several restrictions on construction including but not limited to the types of architectural coating products and use and types of construction equipment. Adherence to the Encinitas General Plan (EGP) policies and mitigation measures associated with construction emissions would reduce impacts associated with future development. However, because neither the degree of concurrent construction nor project-specific details are known, it cannot be determined with certainty that construction emissions would be reduced to below regulatory thresholds. Therefore, on a programmatic basis, the Project would cumulatively contribute to a significant unavoidable impact concerning construction air emissions.

Concerning long-term operational emissions (mobile and stationary sources), individual future Project operational emissions are anticipated to be below significance thresholds and future development would occur in incremental phases over time (depending upon factors such as market demand, and economic and planning considerations). However, since under buildout conditions all future development projects would operate concurrently, the overall Project must be evaluated for significance consideration. Project buildout operational emissions would exceed significance thresholds for all criteria pollutants. Mitigation requiring that the Project reduce its maximum realistic yield (MRY) to levels that would result in operational emissions below the significance thresholds is infeasible, because State law requires that the City accommodate its Regional Housing Needs Assessment (RHNA) fair share of the region's housing needs. This cannot be achieved without the proposed rezoning and future development. Therefore, on a programmatic basis, the Project would cumulatively contribute to significant unavoidable long-term operational air emissions.

7.3.3 Biological Resources

The study area for the assessment of cumulative impacts to biological resources includes the North County coastal region inclusive of the City and neighboring jurisdictions. The 2016 PEIR concluded that adverse effects to biological resources would be reduced through implementation of Federal, State, and regional programs including Multiple Habitat Conservation Program (MHCP) compliance, EGP policies, and Encinitas Municipal Code (EMC) standards to protect sensitive species. Although the City has not adopted the MHCP, the City uses it as a local reference guide. The 2016 PEIR identified mitigation to reduce impacts to biological resources through requirements for site-specific biological and protocol surveys, and pre-construction surveys if vegetation clearing is proposed during the typical bird breeding season. Although future projects would contribute to cumulative biological resource impacts, following the MHCP as a reference for best practices, City codes and policies, and adherence to the 2016 PEIR mitigation would ensure that each project's incremental contribution to biological impacts would not be cumulatively considerable.

Concerning the revised Project and as discussed in Section 4.3, *Biological Resources*, there are various sensitive resources in the City. The distribution of these resources and potential for impacts to occur associated with future development on the candidate sites are identified in Tables 4.3-1 and 4.3-2. Consistent with the 2016 PEIR, Project impacts would be reduced to less than significant through

compliance with Federal, State, and regional programs, General Plan policies, and City ordinances in place for the protection of sensitive species. Although future projects on candidate sites would contribute to cumulative biological resource impacts, each project's incremental contribution to biological impacts would not be cumulatively considerable.

7.3.4 Cultural Resources

The study area for the assessment of cumulative impacts to cultural and tribal cultural resources is the San Diego region. Future development within the cumulative study area could have a cumulative impact on cultural resources through the loss records or artifacts as land is developed (or redeveloped). The 2016 PEIR found that potential impacts to historical and archaeological resources would be significant on a cumulative basis because preservation of resources could only be ensured at a project level. Impacts were identified as significant and unavoidable. Impacts to paleontological resources would not be cumulatively considerable.

The following is a summary of the revised Project's contribution to cumulative effects on historic, archaeological, tribal cultural, and paleontological resources.

There are no known historic resources on the candidate sites. Compliance with EGP policies and recommended mitigation measures for the protection of said resources would reduce potential impacts in the event historic resources are noted to less than significant. As such, the Project would not cumulatively contribute to impacts historic resources.

Future development on the candidate sites could impact archaeological and/or tribal cultural resources. It is possible that cumulative development could result in the adverse modification or damage to archaeological and/or tribal cultural resources. Potential cultural resource impacts associated with the development of individual projects would be site-specific. Future development would be subject to compliance with existing Federal, State, and local regulations and recommended mitigation measures concerning the protection of archaeological and tribal cultural resources on a project-by-project basis. Although future projects would be required to comply with EGP policies, EMC §30.34.050, and mitigation set forth in this EA, the Project could cumulatively contribute to significant unavoidable impacts concerning the alteration/destruction of an archaeological/prehistoric structure, object, or site.

Future development could significantly impact unknown subsurface paleontological resources. Measures are identified to mitigate potential impacts to paleontological resources. Although future projects throughout the cumulative Project area would contribute to cumulative impacts to paleontological resources, compliance with EGP policies, EMC standards, and the Project's mitigation requirements would ensure the Project's incremental contribution to paleontological impacts would not be cumulatively considerable.

7.3.5 Geology and Soils

The study area for the assessment of cumulative impacts to geology and soils is the San Diego Region. As development increases throughout the region, the number of persons/structures potentially exposed to seismic and geological hazards would increase. The following summarizes the Project's contribution to geology and soil impacts associated with geology and soils.

Southern California is a seismically active region with a range of geologic and soil conditions. These conditions can vary widely within a limited geographical area due to factors, including differences in

landforms and proximity to fault zones, among others. Therefore, while cumulative development could be exposed to seismic-related and geotechnical hazards, by their very nature, these hazards (i.e., strong ground shaking, liquefaction, landslides, unstable geologic units/soils, and expansive/compressible soils), the constraints are typically site-specific and there is usually little, if any, cumulative relationship between the development of a proposed project and development within a larger cumulative area, such as throughout a city or region. Additionally, while seismic conditions are regional in nature, seismic impacts on a given project site are site-specific. For example, development on the candidate sites or surrounding area would not alter geologic events or soil features/characteristics (such as ground-shaking, seismic intensity, or soil expansion). Therefore, the Project would not affect the level of intensity at which a seismic event on an adjacent site is experienced. However, future development on the candidate sites and in the City and region could expose more persons/structures to seismic hazards.

In accordance with the thresholds of significance, impacts associated with seismic events and hazards would be considered significant if the effects of an earthquake on a property could not be mitigated by an engineered solution. The significance criteria do not require elimination of the potential for structural damage from seismic hazards. Instead, the criteria require an evaluation of whether the seismic conditions on a site can be overcome through engineering design solutions that would reduce to less than significant the substantial risk of exposing people or structures to loss, injury, or death.

State and local regulatory code requirements and their specific mandatory performance standards are designed to ensure the integrity of structures during maximum ground shaking and seismic events. Future development would be constructed in compliance with applicable codes, which are intended to reduce the exposure of people or structures to substantial risk of loss, injury, or death related to geologic or seismic hazards. Therefore, Project impacts would be less than significant. Current building codes and regulations would apply to all present and reasonably foreseeable future projects, which could also be subject to even more rigorous requirements. Therefore, the Project—in combination with past, present, and reasonably foreseeable future projects—would not result in a cumulatively significant impact by exposing people or structures to risks related to geologic hazards, soils, or seismic conditions.

Future projects' compliance with the California Building Code (CBC) and EMC requirements would ensure that geology and soil impacts would be less than significant. As such, potential impacts would be reduced to a less than significant level with implementation of applicable standard engineering practices and construction requirements. The Project's incremental contribution to cumulative geotechnical and seismic impacts would be less than significant. None of the Project characteristics would affect or influence the geotechnical hazards for off-site development. Similarly, the cumulative projects, which would be required to comply with the CBC and their respective building code requirements are not expected to have an adverse impact on development on the candidate sites. For these reasons, no significant cumulative geotechnical impact would occur.

7.3.6 Greenhouse Gas Emissions

Because of the global nature of climate change, most projects will not result in greenhouse gas (GHG) emissions that are individually significant. Therefore, it is accepted as very unlikely that any individual development project would have GHG emissions of a magnitude to directly impact global climate change and the impact of future development on the candidate sites is therefore considered on a cumulative basis.

The 2016 PEIR found that buildout would result in an increase in GHG emissions. Compliance with regulatory programs intended to reduce GHG emissions was used to determine the significance of the

2016 PEIR emissions. Based on the analysis of regulatory programs, the 2016 PEIR concluded that the HEU would result in significant GHG emissions impacts due to transportation, energy, water use, and area sources. Regarding GHG policy consistency, the 2016 PEIR concluded that the HEU would not conflict with any State regulation to reduce GHG emissions, the most applicable plan (i.e., the Scoping Plan), nor policies codified in AB 32 and stated in EO S-3-05 and B-30-15.

The revised Project's incremental effect on statewide GHG emissions is addressed in Section 4.6, *Greenhouse Gas Emissions*. The test for local CEQA practice concerning GHG Project analysis is whether local action and Project mitigation would result in reasonable local fair-share of GHG reductions over time, and which show "substantial progress" toward the long-term State reduction targets. In result, the Project was evaluated for compliance with State and local climate plans and regulations to assess the Project's contribution to the local fair-share GHG reduction.

Consistent with the 2016 PEIR's analysis, notwithstanding implementation of regulatory measures, the revised Project would increase GHG emissions (see Table 4.6-2 and Table 4.6-3). As addressed in Section 4.6, due to the uncertainty of future Project details, at the program-level buildout of the Project would result in significant impacts due to transportation, energy, and area sources of GHG emissions. Therefore, this impact would be cumulatively significant and unavoidable.

Until the anticipated growth assumed as a part of the Project is included in the emission estimates of the SCS, impacts relative to conformance with the SCS would be cumulatively significant and unavoidable. The City adopted its Climate Action Plan (CAP) in January 2018. In the CAP, the City has committed to a 41 percent reduction below the City's 2012 levels by 2030. Although the revised Project would not directly conflict with the CAP policies and reduction measures, the potential exceedance of the City's interim screening threshold could conflict with the City's ability to achieve the CAP's GHG emissions reduction targets. Therefore, on a programmatic level, the Project's contribution would be cumulatively considerable and potential impacts are considered significant and unavoidable.

7.3.7 Hazards and Hazardous Materials

Impacts associated with hazardous materials are often site-specific and localized. The EA evaluates the potential presence of Recognized Environmental Conditions (RECs) in connection with the candidate sites and surrounding area. The 2016 PEIR concluded that adverse effects would be reduced through compliance with Federal, State, local, and regional programs associated with the safe handling and storage of known hazardous materials, as well as implementation of mitigation measures. Compliance with these regulations, EGP policies, and mitigation would ensure no direct or cumulative impacts related to hazardous materials would result from HEU implementation.

Concerning an increased risk of exposure to wildfire, potential impacts to future development would be addressed through project-level analysis and the application of remedial measures. Additionally, adherence to the State and local regulations including CBC standards would assure potential impacts would be less than significant. Compliance with these regulations as identified on a project basis would ensure that the HEU's incremental contribution to hazardous materials impacts would not be cumulatively considerable.

Impacts associated with hazardous materials are often site-specific and localized. Concerning the revised Project, the database search documents the findings of various governmental database searches regarding properties with known or suspected releases of hazardous materials or petroleum hydrocarbons and serves as the basis for defining the cumulative impacts study area. Although some of

the cumulative projects and other future projects associated with buildout of the surrounding communities could involve impacts associated with hazardous materials, the environmental concerns associated with hazardous materials are typically site-specific. Generally, the release of hazardous materials has site-specific impacts that do not compound or increase in combination with impacts elsewhere.

Projects are required to address any issues related to hazardous materials or wastes. Projects must adhere to applicable regulations for the use, transport, and disposal of hazardous materials and implement mitigation in compliance with Federal, State, and local regulations to protect against site contamination by hazardous materials. Compliance with all applicable Federal, State, and local regulations related to hazardous materials would ensure that the routine transport, use, or disposal of hazardous materials would not result in adverse impacts. Demolition activities associated with projects that effect asbestos or lead-based paint would also occur in compliance with regulations, which would ensure that hazardous materials impacts would be less than significant. Additionally, site-specific investigations would be conducted at sites where contaminated soils or groundwater could occur to minimize the exposure of workers and the public to hazardous substances.

Concerning exposure to wildfire, compliance with these regulations as identified on a project basis would ensure that the Project's incremental contribution to hazardous materials impacts would not be cumulatively considerable.

7.3.8 Hydrology and Water Quality

The study area for the assessment of cumulative impacts to hydrology and water quality includes the Carlsbad Hydrological Unit. The 2016 PEIR future developments' construction and operations could result in significant impacts on drainage patterns, water quality, flooding, and groundwater, and an increase in stormwater runoff within the study area. Projects would be required to comply with Federal, State, and local regulations to ensure potential impacts would be less than significant. The Project's incremental contribution to hydrology and water impacts would not be cumulatively considerable.

New development and redevelopment projects in the study area would result in some increases in impervious surfaces, and thus could generate increased runoff from project sites, including the candidate sites. Future development would be required to prepare and implement Water Quality Management Plans (WQMPs) specifying best management practices (BMPs), including low impact development BMPs, that would minimize runoff from sites and reduce contamination of runoff with pollutants. Therefore, related projects are not expected to cause substantial increases in runoff and are not expected to require construction of substantial new or expanded municipal storm drain systems.

Future development would be required to prepare and implement Stormwater Pollution Prevention Plans (SWPPPs) and/or WQMPs identifying BMPs to be used during project construction to minimize runoff, erosion, and stormwater pollution. Therefore, related projects are not expected to cause substantial increases in stormwater pollution. Project implementation would require future development to comply with applicable EGP policies and Federal, State, and local regulations related to site-specific drainage, flooding, and runoff. Project implementation would not contribute to cumulative impacts related to water quality, drainage pattern runoff, or flooding. Cumulative impacts would be less than significant, and impacts would not be cumulatively considerable.

7.3.9 Land Use and Planning

The study area for the assessment of cumulative land use impacts would be the City and neighboring jurisdictions. Cumulative land use impacts could result from changes to land use plans, which become incompatible and/or unsustainable. The 2016 PEIR concluded the HEU would be consistent with, modify, or replace policies of adopted plans and regulations governing land use and development in the City. The HEU would not conflict with any relevant regional or local plans, including San Diego Forward and EGP policies aimed at conservation and sensitive land. While future housing development would contribute to an overall increase in density and intensity of uses throughout the City, the extent of adverse effects on land use and planning would be reduced through compliance with established regulatory framework, including plans and programs, as well as zoning standards and design guidelines. The 2016 PEIR found that the HEU's incremental contribution to land use impacts would not be cumulatively considerable.

Project implementation would not conflict with applicable plans and policies identified above. Future development within the City would be subject to adopted EGP/Local Coastal Program and Specific Plan policies, as well as EMC processes that govern discretionary actions, including design review. The City would review future project applications for compatibility, policy consistency, applicable noise requirements, and require specific conditions as part of the approval process. Adoption of the new R-30 Overlay Zone would not alter the City's adopted discretionary review process. Subsequent "by right" projects would not be subject to further CEQA review, but would be subject to compliance with the established regulatory framework, including the EMC standards and design guidelines, and mitigation, as applicable. This would ensure development is compatible with nearby land uses, and compatible with each neighborhood's character. Therefore, the Project's incremental contribution to land use impacts would not be cumulatively considerable.

7.3.10 Noise

The study area for the assessment of cumulative noise impacts would be the City and neighboring jurisdictions. Although the City and surrounding jurisdictions are largely urbanized, future development or redevelopment could cumulatively increase ambient noise. The 2016 PEIR concluded that compliance with EGP policies and adherence to mitigation measures associated with noise abatement would ensure that the incremental contribution to noise impacts would not be cumulatively considerable.

Concerning the revised Project, noise impacts were assessed by comparing noise levels without the Project and future noise levels with buildout of the candidate sites. As discussed in Section 4.10, *Noise*, increases in ambient noise are expected to be less than 3 dB significance thresholds. Therefore, the Project's incremental contribution to an increase in ambient noise levels would not be cumulatively considerable.

No project-specific developments are addressed in the EA. Construction associated with related cumulative projects could also occur in other areas of the City and neighboring jurisdictions associated with redevelopment of existing developed sites, as well as new construction on undeveloped sites. Because construction activities tend to be localized and of limited duration and intensity, construction noise and vibration levels are not anticipated to contribute substantially to the cumulative environment at any given location following compliance with General Plan policies, municipal code ordinances, and site-specific mitigation. For these reasons, the Project's contribution to cumulative short-term noise or vibration exposure would be less than significant.

Cumulative noise impacts would occur primarily because of increased traffic on local roadways due to development on the candidate sites and other nearby development. A project's contribution to a cumulative traffic noise increase would be considered significant when the combined effect exceeds perception level (i.e., auditory level increase) threshold. Although there may be a significant noise increase due to the Project in combination with identified cumulative projects (combined effects), it must also be demonstrated that the Project has an incremental effect. In other words, a significant portion of the noise increase must be due to the Project. A significant impact would result only if both the combined and incremental effects criteria have been met. Significant mobile noise cumulative impacts would not occur on study area roadway segments, as mobile noise levels would not exceed both the combined and incremental effects criteria. Therefore, the Project's incremental contribution would not be cumulatively considerable.

7.3.11 Population and Housing

The study area considered for the population and housing cumulative impact analysis is defined as the region. The 2016 PEIR concluded that HEU buildout would respond to the need for affordable housing in compliance with the RHNA allocation and associated forecasted population growth within the City through 2035. Because the City is almost completely built out, any new development would be primarily infill or redevelopment of underutilized lands. Future housing development would accommodate the region's projected population growth and would be consistent with adopted plans and regional growth principles. No permanent displacement of housing or people would occur. Therefore, the 2016 PEIR concluded that HEU buildout would not result in a cumulatively considerable contribution to population and housing impacts.

Concerning the revised Project, its implementation would not extend infrastructure that would induce unanticipated population growth, and would therefore not combine with other related projects to contribute to a cumulative impact with respect to population growth. Project implementation, when combined with past, present, and reasonably foreseeable future projects, would not cumulatively contribute to significant adverse cumulative impacts concerning population or housing. Impacts would be less than significant.

7.3.12 Public Services and Recreation

The study area for public services and recreation is the applicable provider's service area. New development or redevelopment within the service area could result in cumulative impacts associated with additional demands for public services, resulting in the need for new or expanded facilities.

The 2016 PEIR concluded that future development within the City would be required to provide evidence that adequate facilities and services are available at the time of application. Future development would be required to pay applicable fees that would support acquisition and construction of additional facilities for fire/emergency response, schools, and parks and recreational facilities. The 2016 PEIR did not identify the need for expanded services or facilities; impacts were found to be less than significant. Therefore, the HEU's incremental contribution to public services, facilities, and recreational impacts were determined to not be cumulatively considerable.

Concerning the revised Project, cities and unincorporated areas continue to develop and, in many cases, intensify development, resulting in population increases and associated increases in the demand for public services and recreational facilities. Future developments would be required to comply with applicable regulations to ensure the adequate provision of public services, facilities, and recreational

facilities occur. Therefore, the Project's increased demand for services would not result in significant cumulative impacts.

7.3.13 Transportation and Traffic

The study area for transportation and traffic includes all EGP Circulation Element roadways within the limits of the City, as well as certain roadways nearby within the cities of Carlsbad and Solana Beach, and unincorporated San Diego County. Generally, the 2016 PEIR findings are applicable to the revised Project; see Section 4.13, *Transportation and Traffic*. Mitigation Measure TRF-1 Table A describes the improvements recommended to mitigate impacts to less than significant under Future Year 2035 With Project conditions. The assessment of traffic impacts associated with future development is based on identifying buildout traffic conditions and subtracting ambient growth (growth that would occur without the HEU). Therefore, the Future Year 2035 condition is inherently a cumulative analysis. As summarized below, Project implementation would result in significant unavoidable impacts to roadway segments, intersections, and ramp intersection/ramp metering throughout the City and surrounding jurisdictions within the cumulative study area. These significant impacts likewise represent significant cumulative impacts.

ROADWAY SEGMENTS AND INTERSECTIONS

Mitigation Measure TRF-1 Table A describes the potential improvements that, to the degree feasible, could mitigate some impacts to a less than significant level under Future Year 2035 With Project conditions.

The City has a citywide capital improvement program in place to address traffic improvements needed for future buildout under the adopted EGP. Because the Project would result in additional impacts beyond EGP buildout, a program related to future development consistent with the Project is required, as described in Mitigation Measure TRF-1. Further, future development would be subject to compliance with the EGP policies which are intended to mitigate impacts to traffic and circulation. However, the City has determined that certain mitigation measures/improvements are infeasible for one or more of the following reasons:

1. The improvement would result in the roadway exceeding the EGP classification;
2. Insufficient right-of-way existed and the City/Community prefer to retain existing adjacent uses instead of exercising eminent domain; and
3. improvement would conflict with existing/planned multi-modal facilities or adopted City policies or programs concerning the provision of multi-modal facilities (pedestrian, bicycle or transit)

Further, the City has not yet approved a mitigation fee program for the Project or included the measures identified in Mitigation Measure TRF-1 Table A in its Capital Improvement program, which means there is no assurance that funding would be available to construct the recommended improvements at the time future development is proposed. Therefore, impacts would be significant and unavoidable concerning 13 roadway segments and three (3) intersections:

Roadway Segments

- La Costa Avenue: North Coast Highway 101 to Vulcan Avenue – LOS F
- La Costa Avenue: Vulcan Avenue to Sheridan Road – LOS F
- Encinitas Boulevard: I-5 SB Ramps to I-5 NB Ramps – LOS F
- Encinitas Boulevard: I-5 NB Ramps to Saxony Road – LOS F

- Encinitas Boulevard: Quail Gardens Drive to Delphinium Street – LOS F
- Encinitas Boulevard: Delphinium Street to Balour Drive – LOS F
- Encinitas Boulevard: Balour Drive to Via Cantebria – LOS F
- Santa Fe Drive: Nardo Road to Windsor Road/Bonita Drive – LOS E
- Santa Fe Drive: Windsor Road/Bonita Drive to Balour Drive – LOS E
- Santa Fe Drive: Balour Drive to Lake Drive – LOS E
- Santa Fe Drive: Lake Drive to Crest Drive – LOS E
- Santa Fe Drive: Crest Drive to El Camino Real – LOS E
- South Rancho Santa Fe Road: City of Encinitas Limits to El Mirlo – LOS F

Intersections

- # 6 – Vulcan Avenue at La Costa Avenue – AM: LOS E, PM: LOS E
- # 17 – Saxony Road at Leucadia Boulevard – AM: LOS E, PM: LOS E
- # 45 – Balour Drive at Santa Fe Drive – AM: LOS F, PM: LOS F

FREEWAY RAMP INTERSECTIONS AND RAMP METERS

Although implementation of the recommended improvements (see Mitigation Measure TRF-1 Table A) could reduce impacts to less than significant, certain actions for design and implementation of the improvements would be required, which are within Caltrans jurisdiction, not City of Encinitas jurisdiction. Thus, the City cannot ensure that the improvements necessary to avoid/reduce impacts to less than significant would occur prior to future housing development. For these reasons, the HEU's impacts would be significant and unavoidable concerning the following Caltrans facilities (i.e., two ramp intersections and three ramp meters):

Ramp Intersections

- I-5 Northbound Ramps/Leucadia Boulevard – over capacity during the PM peak hour
- I-5 Southbound Ramps/Encinitas Boulevard – over capacity during the AM and PM peak hours

Ramp Meters

- I-5 Northbound on-ramp at Encinitas Boulevard – 20 minutes during PM peak hour
- I-5 Southbound on-ramp at Encinitas Boulevard – 17.0 minutes during AM peak hour
- I-5 Southbound on-ramp at Santa Fe Drive – 34.0 minutes during AM peak hour

7.3.14 Public Utilities and Service Systems

The study area for public utilities and service systems is the applicable provider's service area. New development or redevelopment within the service area could result in cumulative impacts associated with additional demands for public utilities and service systems, resulting in the need for new or expanded facilities.

STORM DRAIN

The 2016 PEIR concluded the HEU could contribute to impacts due to increased impervious surfaces throughout the service area, resulting in the potential for greater surface runoff and increased demands on existing stormwater. Development would be required to be comply with Federal, State, and local regulations to avoid/lessen potentially significant impacts related to runoff rates and volumes. If future projects need to increase sizing of existing storm drains, this would be reviewed on a project-by-project basis. Compliance with EGP policies and EMC regulations would ensure that the HEU's incremental contribution to storm drain infrastructure impacts would not be cumulatively considerable.

Concerning the revised Project, anticipated storm drain infrastructure for the candidate sites—together with related past, present, and reasonably foreseeable future projects—is not expected to result in the need for new or expanded storm drainage facilities that could result in significant environmental impacts. However, as concluded in the 2016 PEIR, if future projects need to increase sizing of existing storm drains, this would be reviewed on a project-by-project basis. Compliance with EGP policies and EMC regulations would ensure that the Project's incremental contribution to storm drain infrastructure impacts would not be cumulatively considerable.

WASTEWATER

The 2016 PEIR concluded future development consistent with the HEU would be required to document that adequate facilities are available to serve the sites. Following compliance with EGP policies and EMC regulations, the HEU's incremental contribution to wastewater capacity impacts would not be cumulatively considerable.

Given the existing available capacity, the wastewater treatment needs associated with development on the candidate sites—together with related past, present, and reasonably foreseeable future projects—would not result in the need for new or expanded wastewater treatment facilities that could result in significant environmental impacts or that could cause the wastewater treatment to exceed the capacity of the wastewater treatment facilities. The cumulative utilities impact with respect to wastewater treatment capacity would be less than significant. Wastewater treatment requirements issued by the Regional Water Quality Board for treatment plants are developed to ensure that adequate levels of treatment are provided. When combined with existing conditions and expected growth, the Project's estimated sewage flows are not expected to exceed the existing or projected capacity or ability to transport sewage to a treatment plant or exceed treatment or water quality standards. No significant cumulative impact is anticipated, and the Project's contribution is not considered cumulatively considerable.

WATER INFRASTRUCTURE/WATER SUPPLY

The 2016 PEIR concluded future development consistent with the HEU would be required to document that adequate water supplies were available to support the individual projects. Compliance with EGP policies and EMC regulations would ensure that the incremental contribution to water supply impacts would not be cumulatively considerable.

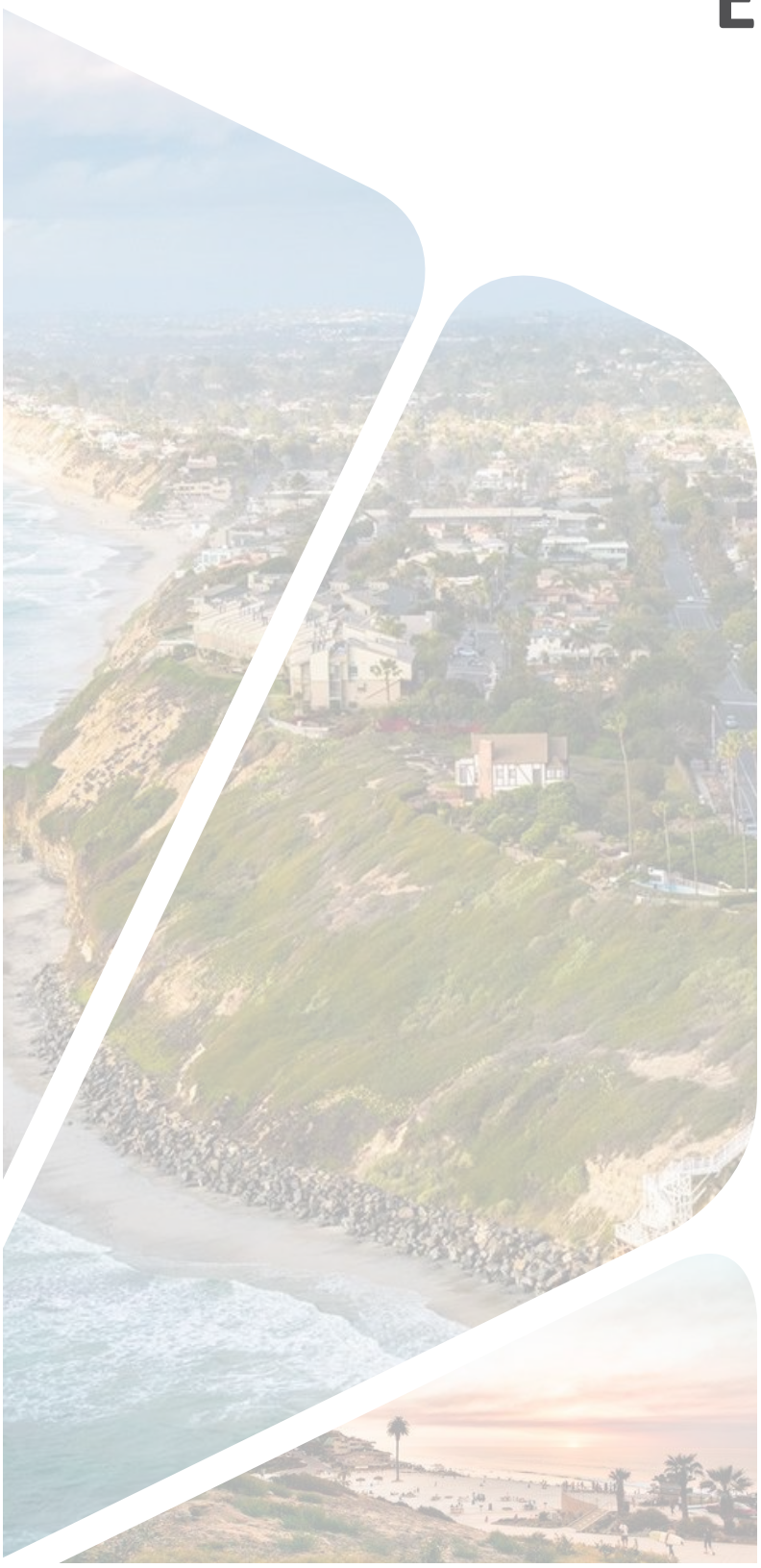
The Project's water supply needs, together with related past, present, and reasonably foreseeable future projects, could result in the need for new or expanded water entitlements that could result in significant environmental impacts. Concerning future development within the San Dieguito Water District (SDWD) service area, future development in accordance with the HEU would not be cumulatively considerable, since the SDWD's projected water supply would meet demand during all conditions (with excess supplies). However, concerning future development within the Olivenhain Municipal Water District (OMWD) service area, since the OMWD's projected water supply would meet demand during normal and single-dry years, but with no excess supplies, and since the projected water supply would not meet demand during the three multiple-dry years, future development in accordance with the HEU would be cumulatively considerable. Related projects proposing General Plan amendments, which are not accounted for in the Urban Water Management Plans, when combined with the revised Project, would further aggravate existing water supply shortages. Since Project implementation would have a significant impact on water supply, the Project could combine with other related projects to result in significant cumulative water supply impacts.

SOLID WASTE

The 2016 PEIR concluded that future development would be required to participate in recycling programs, comply with EGP policies, and the City's Solid Waste and Recycling Ordinance to preclude significant solid waste disposal impacts related to construction and operations. The 2016 PEIR found that compliance with EGP policies and EMC regulations would ensure that the Housing Element's incremental contribution to solid waste impacts would not be cumulatively considerable. Future projects in the area would increase solid waste generation and decrease available capacity of the County's landfills. Consistent with the 2016 PEIR's findings, compliance with EGP policies and EMC regulations would ensure that the Project's incremental contribution to solid waste impacts would not be cumulatively considerable.

Chapter 8.0

Effects Found Not to be Significant



Chapter 8 | Effects Found Not to be Significant

The California Environmental Quality Act (CEQA) provides that an Environmental Impact Report (EIR) shall focus on the significant effects on the environment, discussing the effects with emphasis in proportion to their severity and probability of occurrence. The environmental topics concluded to be clearly insignificant and unlikely to occur need not be discussed further in the EIR, unless information inconsistent with this finding is subsequently received.

California Public Resources Code (PRC) § 21100 (c) states that an EIR shall contain a statement briefly indicating the reasons that a project's various possible significant effects were determined not to be significant and were, therefore, not discussed in detail in the Draft EIR (PRC § 21000 et. seq.). To this end, this Environmental Assessment (EA) further evaluates the Project's possible significant effects, in substantial conformance with the State CEQA Guidelines.

This Section addresses the revised Project's effects that were determined to not be significant and therefore, per State CEQA Guidelines § 15128, do not need to be discussed in detail within this EA. State CEQA Guidelines § 15128 also requires a brief indication of the reasons why these effects were not found to be significant. The following environmental topics were found not to be significant: agriculture and forestry resources; hazards and hazardous materials (concerning airports and airstrips), mineral resources; and noise (concerning airports and airstrips). Consistent with the 2016 PEIR and in substantial conformance with CEQA Guidelines Appendix G, each environmental topic below answers the CEQA Environmental Checklist questions used to determine the Project's impacts.

8.1 AGRICULTURE AND FORESTRY RESOURCES

Would the Project:

- *Conflict with existing zoning for agricultural use, or a Williamson Act contract?*
- *Conflict with existing zoning for, or cause rezoning of, forest land timberland or timberland zoned Timberland Production; or*
- *Result in the loss of forest land or conversion of forest land to non-forest use?*

LESS THAN SIGNIFICANT IMPACT.

None of the candidate sites are zoned for agricultural use, except Candidate Site #9, which is located within the Encinitas Ranch Specific Plan and is zoned ER-AG (Encinitas Ranch – Agriculture Zone). Candidate Site #9 is mapped as unique farmland and is currently used as a flower nursery, not food production. The Encinitas Ranch Specific Plan is the only area within the City that has an existing agriculture zone. The City does have an urban agriculture zone, yet no properties hold this zone outside of the Encinitas Ranch Specific Plan. None of the candidate sites are within a Williamson Act contract (San Diego County Williamson Act 2013/2014 Sheet 1 of 2 map). As noted, all candidate sites are within the "urban and built-up land" designation, except Candidate Site #9. Therefore, the Project would result in a less than significance impact concerning conflicts with existing zoning for agricultural use, or a Williamson Act contract.

The City does not contain any forest land as defined by Public Resources Code § 12220(g), timberland as defined by Public Resources Code § 4526, nor timberland production zone/timberland preserve zone as defined by Government Code § 51104(g). Therefore, no impact would occur.

All 17 candidate sites are located within the existing built environment and would not result in the loss of forest land or conversion of forest land to non-forest uses. Therefore, no impact would occur in this regard.

Project implementation would not result in other changes to the existing environment, as it pertains to the conversion of farmland or forest land to a non-agriculture use. Therefore, no impact would occur.

8.2 HAZARDS AND HAZARDOUS MATERIALS

Would the Project:

- *Be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, resulting in a safety hazard for people residing or working in the Project area; or*
- *For a project within the vicinity of a private airstrip, would the Project result in a safety hazard for people residing or working in the Project area.*

NO IMPACT.

None of the candidate sites are near a private airstrip or within two miles of McClellan-Palomar Airport (the nearest airport). Further, none of the candidate sites are within the McClellan-Palomar Airport's Airport Influence Area (McClellan-Palomar Airport Land Use Compatibility Plan, Exhibit III-5, *Compatibility Policy Map: Airport Influence Area*). Therefore, the Project would not result in a safety hazard for people residing or working in the Project area concerning an airport or private airstrip.

8.3 MINERAL RESOURCES

Would the Project:

- *Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state? or*
- *Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?*

NO IMPACT.

The City of Encinitas is within the MRZ-3 Classification.[1] The MRZ-3 Classification is defined by "areas containing known or inferred mineral occurrences of undetermined mineral resource significance." All candidate sites are within the MRZ-3 Classification resulting in no loss of known mineral resources of value to the region or residents of the State or local importance.

The Housing sites are not within an area designated by the State for locally important mineral resources and none are utilized for mineral resource production. As such, the Project would not impact the availability of any known mineral resource or locally important mineral resource.

[1] Updated Mineral Land Classification Map for Portland Cement Concrete-Grade Aggregate in the Western San Diego County Production Consumption Region, California, California Geological Survey, 2017.

8.4 NOISE

Would the Project:

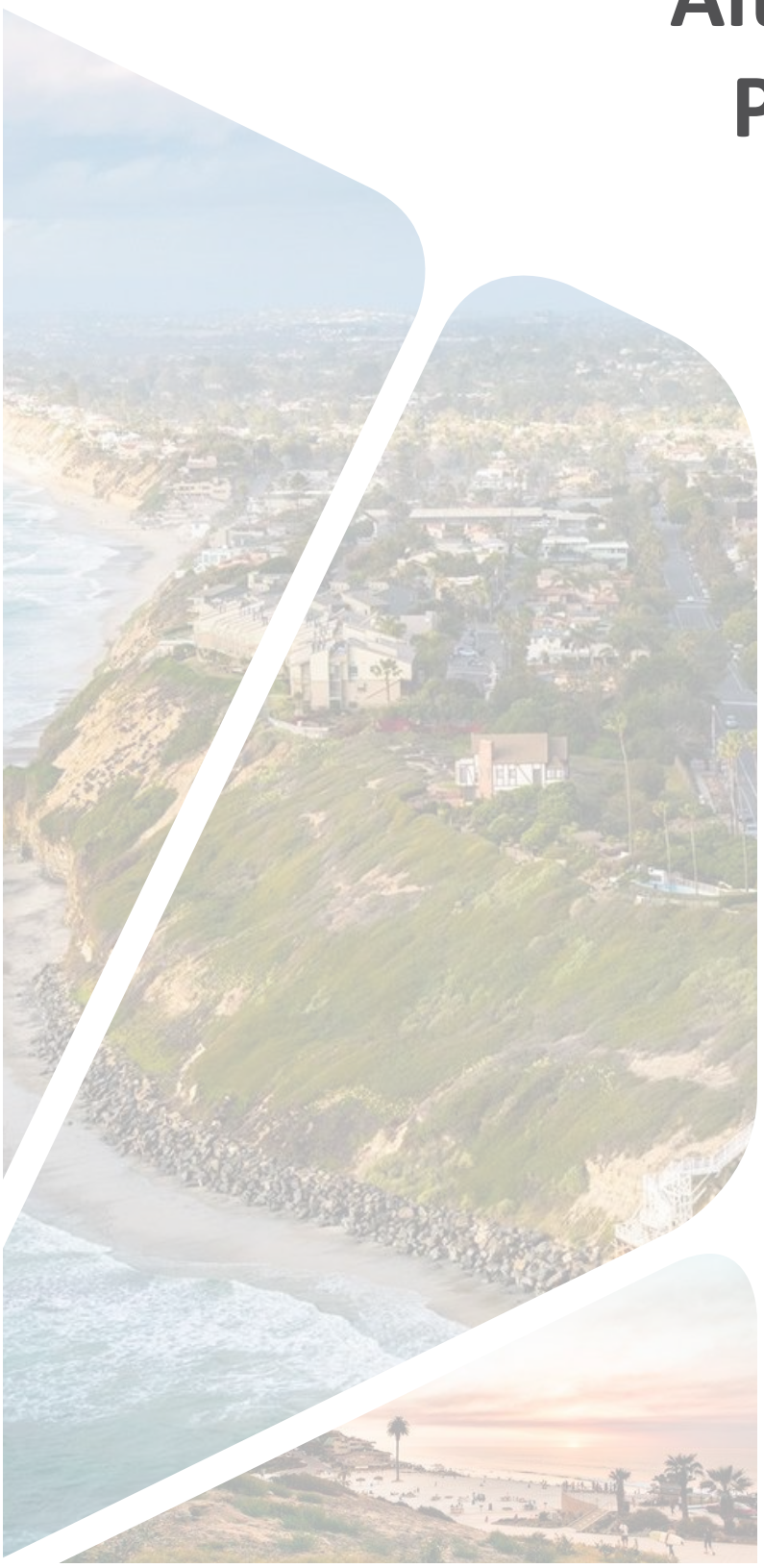
- *Be located within an airport land use plan, or where such a plan has not been adopted, within two miles of a public airport or public use airport, and would the Project expose people residing or working in the Project area to excessive noise problems; or*
- *For a project within the vicinity of a private airstrip, would the Project expose people residing or working in the Project area to excessive noise levels.*

NO IMPACT.

None of the candidate sites are near a private airstrip or within two miles of McClellan-Palomar Airport (the nearest airport). Further, none of the candidate sites are within the Airport Influence Area for McClellan-Palomar Airport (McClellan-Palomar Airport Land Use Compatibility Plan, Exhibit III-5, *Compatibility Policy Map: Airport Influence Area*). Therefore, the Project would not result in excessive noise levels for people residing or working in the Project area concerning an airport or private airstrip.

Chapter 9.0

Alternatives to the Proposed Project



Chapter 9 | ALTERNATIVES TO THE PROPOSED PROJECT

9.1 INTRODUCTION

Under the California Environmental Quality Act (CEQA), the identification and analysis of alternatives to a project is a fundamental part of the environmental review process. Public Resources Code (PRC) § 21002.1(a) establishes the need to address alternatives in an environmental impact report (EIR) by stating that in addition to determining a project's significant environmental impacts and indicating potential means of mitigating or avoiding those impacts, "the purpose of an environmental impact report is ... to identify alternatives to the project."

Direction regarding the definition of project alternatives is provided in *State CEQA Guidelines § 15126.6(a),* as follows:

> *An EIR shall describe a range of reasonable alternatives to the project, or to the location of the project, which would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project, and evaluate the comparative merits of the alternatives.*

The *State CEQA Guidelines* emphasize that the selection of project alternatives be based primarily on the ability to reduce impacts relative to the proposed project, "even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly."[1] The *State CEQA Guidelines* further direct that the range of alternatives be guided by a "rule of reason," such that only those alternatives necessary to permit a reasoned choice are addressed.[2]

> *Among the factors that may be taken into account when addressing the feasibility of alternatives are site suitability, economic viability, availability of infrastructure, general plan consistency, other plans or regulatory limitations, jurisdictional boundaries, and whether the proponent can reasonably acquire, control or otherwise have access to the alternative site. . .*

Beyond these factors, the *State CEQA Guidelines* require the analysis of a "no project" alternative and an evaluation of alternative location(s) for the project, if feasible. Based on the alternatives analysis, the City must identify an environmentally superior alternative. If the environmentally superior alternative is the no project alternative, then the EIR must identify an environmentally superior alternative among the other alternatives.[3] In addition, *State CEQA Guidelines* § 15126.6(c) requires that an EIR identify any alternatives that were considered for analysis but rejected as infeasible and discuss the reasons for their rejection.

The range of feasible alternatives must be selected and discussed in a manner to foster meaningful public participation and informed decision making. The range of potential alternatives to the proposed Project also includes those that could feasibly accomplish most of the project's basic objectives and avoid or substantially lessen one or more of the significant effects. An alternative whose effect cannot be reasonably ascertained and whose implementation is remote and speculative need not be considered.

[1] *State CEQA Guidelines § 15126.6(b).*
[2] *State CEQA Guidelines § 15126.6(f).*
[3] *State CEQA Guidelines § 15126.6(e)(2).*

9.2 PROJECT OBJECTIVES

Housing Element Update (HEU)

1. **Housing Choice.** Accommodate a variety of housing types to meet the needs of all Encinitas residents, creating opportunities for attainably-priced housing for all income groups.
2. **Adequate Supply.** Provide adequate sites with corresponding density to meet the City's Regional Housing Needs Assessment (RHNA) allocation, inclusive of prior planning cycle carryover housing units.
3. **Effective Implementation.** Deliver State-mandated and locally desired programs to implement the City's Housing Element.

Housing Strategies

1. **Maintain Community Character.** Integrate future development using a blend of two- and three-story buildings or building elements into the City's seven community character contexts through appropriately located sites and project design, and embrace the unique cultural identities expressed in each of the five communities.
2. **Achieve a Variety of Neighborhood Types.** Provide a mix of building types and varied site designs that incorporate existing community character contexts to achieve a variety of neighborhood types.
3. **Consider Infrastructure Conditions.** Ensure adequate infrastructure to support new housing by locating future development in areas that have existing or potential capacity for infrastructure and public services to accommodate it.
4. **Address Mobility Needs.** Maintain or enhance community access and mobility networks.
5. **Strive for a Sustainable Encinitas.** Coordinate planning for land use, transportation, and housing to reduce environmental impacts and preserve a natural, healthy environment.
6. **Strengthen the Local Economy.** Locate housing in the appropriate places to grow the economy organically by supporting local businesses and making the City more fiscally sustainable.
7. **Equitably Distribute Multi-Family Housing.** Distribute attached and multi-family housing to the City's five communities.

9.3 SIGNIFICANT AND UNAVOIDABLE PROJECT IMPACTS

Only those impacts found significant and unavoidable are relevant in making the final determination of whether an alternative is environmentally superior or inferior to the proposed Project; see State CEQA Guidelines § 15126.6. As concluded in Section 4.1 through Section 4.14, the Project would result in significant and unavoidable impacts concerning the following environmental issue areas:

AESTHETICS

- Despite compliance with the established regulatory framework, future development on Candidate Sites #3 and #10 would be dissimilar to the existing neighborhoods and could negatively impact the neighborhoods' characters. Therefore, future development of Candidate Sites #3 and #10 would result in significant unavoidable impacts concerning visual character.

AIR QUALITY

Despite compliance with the established regulatory framework and recommended mitigation measures, the Project would result in significant unavoidable air quality impacts concerning the following:

- Regional Air Quality Strategy Consistency: The candidate sites' combined emissions (Project buildout) would exceed the SDAPCD significance thresholds for criteria pollutants at the plan level. Exceeding these thresholds at the plan level has the potential to hinder the region's compliance with each RAQS.
- Criteria Pollutants:
    - Short-Term Construction Emissions: Neither the degree of concurrent construction nor project-specific details are known, and it cannot be determined with certainty that construction emissions would be reduced to below regulatory thresholds. Therefore, the Project would result in a significant unavoidable impact concerning construction emissions at the plan level. Following compliance with the established regulatory framework and recommended mitigation measures, impacts at the Project level would be less than significant.
    - Long-Term Operational Emissions: All future development projects would operate concurrently at buildout, and buildout operational emissions would exceed significance thresholds for all criteria pollutants. Therefore, at the plan level the Project would result in a significant unavoidable impact. Following compliance with the established regulatory framework, impacts at the Project level would be less than significant.

CULTURAL

Despite compliance with EGP Policies 7.1 and 7.2, EMC §30.34.050, and Mitigation Measure CUL-2, the Project would have potential to result in significant and unavoidable impacts concerning the alteration/ destruction of an archaeological/prehistoric structure, object, or site, and adverse change in the significance of a tribal cultural resource.

GREENHOUSE GAS EMISSIONS

Despite compliance with the established regulatory framework and recommended mitigation measures, Project implementation would result in significant and unavoidable impacts concerning the following:

- Greenhouse Gas Emissions: The total greenhouse gas (GHG) emissions from Candidate Site #9 (largest site) long-term operations would be approximately 3,333.20 $MTCO_2e$/yr, which would exceed the City's 900 $MTCO_2e$/yr interim screening threshold for individual projects. Since several other candidate sites would involve similar MRY, their operational emissions would similarly exceed significance thresholds.
- Compliance with the City's CAP: Although the Project would not directly conflict with the policies and reduction measures within the City's CAP, the potential exceedance of the City's interim screening threshold would potentially conflict with the City's ability to achieve the CAP's GHG emissions reduction targets. Impacts would be significant and unavoidable despite the implementation of Mitigation Measures GHG-1 and GHG-2 at the plan level.
- Cumulative GHG Emissions: Because GHG emission are global in nature, the Project's potential exceedance of the City's interim GHG screening threshold would also result in a cumulative impact despite compliance with the established regulatory framework and recommended mitigation measures.

LAND USE AND PLANNING

Despite compliance with the established regulatory framework, future development on Candidate Sites #3 and #10 would be dissimilar to the existing neighborhoods and could negatively impact the neighborhoods' very low-density characters. Therefore, consistent with the significance criteria set forth in the 2016 PEIR, future development of Candidate Sites #3 and #10 would result in significant unavoidable neighborhood compatibility impacts from the Project's effects on visual character. Future development of Candidate Site #9 would result in a significant unavoidable impact to agricultural resources.

TRANSPORTATION AND TRAFFIC

Despite compliance with the established regulatory framework and recommended mitigation measures, the Project would result in significant unavoidable transportation and traffic impacts concerning the following facilities:

Roadway Segments

- La Costa Avenue: North Coast Highway 101 to Vulcan Avenue – LOS F
- La Costa Avenue: Vulcan Avenue to Sheridan Road – LOS F
- Encinitas Boulevard: I-5 SB Ramps to I-5 NB Ramps – LOS F
- Encinitas Boulevard: I-5 NB Ramps to Saxony Road – LOS F
- Encinitas Boulevard: Quail Gardens Drive to Delphinium Street – LOS F
- Encinitas Boulevard: Delphinium Street to Balour Drive – LOS F
- Encinitas Boulevard: Balour Drive to Via Cantebria – LOS F
- Santa Fe Drive: Nardo Road to Windsor Road/Bonita Drive – LOS E
- Santa Fe Drive: Windsor Road/Bonita Drive to Balour Drive – LOS E
- Santa Fe Drive: Balour Drive to Lake Drive – LOS E
- Santa Fe Drive: Lake Drive to Crest Drive – LOS E
- Santa Fe Drive: Crest Drive to El Camino Real – LOS E
- South Rancho Santa Fe Road: City of Encinitas Limits to El Mirlo – LOS F

Intersections

- # 6 – Vulcan Avenue at La Costa Avenue – AM: LOS E, PM: LOS E
- # 17 – Saxony Road at Leucadia Boulevard – AM: LOS E, PM: LOS E
- # 45 – Balour Drive at Santa Fe Drive – AM: LOS F, PM: LOS F

Ramp Intersections

- I-5 Northbound Ramps/Leucadia Boulevard – over capacity during the PM peak hour
- I-5 Southbound Ramps/Encinitas Boulevard – over capacity during the AM and PM peak hours

Ramp Meters

- I-5 Northbound on-ramp at Encinitas Boulevard – 20 minutes during PM peak hour
- I-5 Southbound on-ramp at Encinitas Boulevard – 17.0 minutes during AM peak hour
- I-5 Southbound on-ramp at Santa Fe Drive – 34.0 minutes during AM peak hour

9.4 PROJECT ALTERNATIVES

Potential environmental impacts associated with the following alternatives are compared to the proposed Project's impacts:

- "No Project/Adopted General Plan" Alternative; and
- "Alternative Candidate Sites" Alternative.

9.4.1 "NO PROJECT/ADOPTED GENERAL PLAN" ALTERNATIVE

DESCRIPTION OF THE ALTERNATIVE.

According to State CEQA Guidelines § 15126.6(e), the specific alternative of "no project" shall also be evaluated along with its impact. The purpose of describing and analyzing a no project alternative is to allow decision makers to compare the impacts of approving the proposed Project with impacts of not approving the proposed Project. The no project analysis is required to discuss the existing conditions (at the time the Notice of Preparation is published, as well as what would be reasonably expected to occur in the foreseeable future, if the Project were not approved, based on current plans and consistent with available infrastructure and community services.

The "No Project/Adopted General Plan" Alternative assumes that the 2013-2021 Housing Element Update Housing Implementation Plan (Project or HEU) would not be implemented. Under this Alternative, the Project's proposed General Plan/Zoning Code/Specific Plan Amendments to the 17 candidate sites would not occur. The approximately seven dwelling units (7 DU) and approximately 793,757 square feet (SF) of non-residential land uses located on the candidate sites would not be removed/replaced by future residential development. Overall, the future development accommodated through Project implementation of as many as 2,494 DU, with a resultant population growth of approximately 6,250 persons (see Table 3-4, *Candidate Sites' Forecast Population*), would not occur.

This Alternative assumes the City's buildout land use and population growth projections for the City and its sphere of influence (SOI) area, as outlined in Encinitas General Plan (EGP) Land Use Element Table 3, *Land Use Distribution and Sphere*.

The existing/adopted EGP land use designations for each of the 36 parcels that make up the 17 candidate sites are specified in Appendix B, *Candidate Sites Table*, and Table 2-3, *Existing General Plan Land Use Designations*. Table 9-1, *Candidate Sites' Maximum Realistic Yield (MRY) – "No Project/Adopted General Plan" Alternative*, presents the MRY for each candidate site based on adopted EGP under this Alternative. As indicated in Table 9-1, the candidate sites' MRY based on adopted EGP would be 191 DU and approximately 831,016 square feet (SF) of non-residential land uses. With this Alternative, the forecast population growth would be approximately 479 persons. This Alternative would result in 2,303 fewer DU as compared to the proposed Project; see also Section 6.0, *Growth-Inducement*. When compared to existing on-the-ground (OTG) land uses, this Alternative would result in an additional 184 DU and an additional 37,259 SF of non-residential land uses.

Because the Project proposes only to add the R-30 Overlay on each candidate site, the existing underlying EGP land use designation would remain on all 17 sites. Thus, as compared to the proposed Project, the non-residential land uses' MRY under this Alternative would be the same as the Project's, and the following comparative analyses will focus on the change in residential uses. It is noted, this Alternative does not preclude development of candidate sites with non-residential land uses, consistent with existing land use designations.

TABLE 9-1: CANDIDATE SITES' MAXIMUM REALISTIC YIELD (MRY) – "NO PROJECT/ADOPTED GENERAL PLAN" ALTERNATIVE				
Site	Parcel (Net Acres)	Dwelling Units		
		Existing On-the-Ground	Adopted General Plan	Proposed General Plan (Project)
01	2.00	0	2	60
02	6.93	0	14	208
03	7.60	0	8	228
05	4.78	1	0	143
06	2.93	0	0	88
07	2.97	0	0	89
08	6.02	3	12	181
09	9.85	1	30	296
10	9.85	1	20	296
11	1.92	0	6	58
12	3.39	0	0	102
AD01	2.40	0	7	72
AD02	9.05	0	39	272
AD06	6.25	0	0	188
AD07	0.80	0	0	24
AD08	2.00	1	6	60
AD09	4.40	0	48	132
Total	***83.14***	***7***	***191***	***2,494***
			Alternative : Project Difference	***-2,303***
			Alternative : Project % Difference	***-92%***
Note: Refer also to Appendix B, *Candidate Sites Table*.				

IMPACT COMPARISON TO THE PROPOSED PROJECT

Aesthetics

The "No Project/Adopted General Plan" Alternative would involve 2,303 fewer DU, as compared to the proposed Project, thus, potential aesthetic impacts concerning plan consistency, public views, visual character, and scenic resources would generally be proportionately less. As concluded in Section 4.1, *Aesthetics,* future development of Candidate Sites #3 and #10 would result in a significant unavoidable impact concerning visual character. Candidate Site #3's MRY according to the adopted EGP (RR-1 designation) would be eight (8) DU, and Candidate Site #10's MRY according to the adopted EGP (RR-2 designation) would be 20 DU. As compared to the Project's 30 DU per net acre density, future development of Candidate Sites #3 and #10 under this Alternative would involve low density residential development (RR-1 and RR-2), which would not be dissimilar to the existing neighborhoods and would not negatively impact the neighborhoods' characters. Thus, the Project's significant unavoidable impact concerning visual character would be avoided with this Alternative. Thus, the "No Project/Adopted General Plan" Alternative would be considered environmentally superior to the proposed Project concerning aesthetics.

Air Quality

The "No Project/Adopted General Plan" Alternative would generate significantly less pollutant emissions than the proposed Project, given this Alternative would involve approximately 92 percent less residential development. The "No Project/Adopted General Plan" Alternative would avoid the Project's significant and unavoidable short-term, long-term, localized pollutant concentrations, and cumulative impacts to air quality, since it would involve significantly less development that would generate pollutant emissions below impact thresholds. Thus, the "No Project/Adopted General Plan" Alternative would be considered environmentally superior to the proposed Project concerning air quality.

Biological Resources

The "No Project/Adopted General Plan" Alternative would involve comparable impacts to biological resources, including special status plant and wildlife species and riparian habitat and other sensitive natural communities. Like the proposed Project, the "No Project/Adopted General Plan" Alternative's potential impacts to biological resources would be reduced to less than significant following compliance with the existing regulatory framework and recommended mitigation measures. Based on similar development footprints, this Alternative would result in similar impacts as the proposed project concerning biological resources. Thus, the "No Project/Adopted General Plan" Alternative would be considered neither environmentally superior nor inferior to the proposed Project concerning biological resources.

Cultural and Tribal Cultural Resources

Although the "No Project/Adopted General Plan" Alternative would involve less residential development, as compared to the proposed Project, any site disturbance (i.e., construction-related earth-disturbing actions) could impact historical, archaeological, paleontological, and tribal cultural resources, and human remains. For this reason, the "No Project/Adopted General Plan" Alternative would likely involve comparable impacts to cultural and tribal cultural resources following compliance with the established regulatory framework, recommended mitigation measures, and site-specific mitigation measures. Based on similar development footprints, this Alternative would not avoid the Project's significant and unavoidable impacts concerning the alteration/destruction of an archaeological/prehistoric structure, object, or site, and an adverse change in the significance of a tribal cultural resource. Thus, the "No Project/Adopted General Plan" Alternative would be considered neither environmentally superior nor inferior to the proposed Project concerning cultural and tribal cultural resources.

Geology and Soils

Following compliance with the established regulatory framework and recommended mitigation measures, the proposed Project would result in less than significant impacts concerning the exposure of people or structures to potential substantial adverse effects involving strong seismic ground shaking, seismic-related ground failure, and landslides, soil erosion, unstable geologic units, and expansive soils.

The "No Project/Adopted General Plan" Alternative would decrease the number of people and structures potentially exposed to seismic and geological hazards, given future development would occur at less density. However, because this Alternative would involve similar development footprints, like the Project, this Alternative would result in less than significant impacts concerning geology and soils, following compliance with the established regulatory framework and recommended mitigation measures. Therefore, this Alternative would be considered neither environmentally superior nor inferior to the proposed Project concerning geology and soils.

Greenhouse Gas Emissions

The "No Project/Adopted General Plan" Alternative would generate significantly less GHG emissions than the proposed Project, given this Alternative would involve approximately 92 percent less residential development. The "No Project/Adopted General Plan" Alternative would likely not avoid the Project's significant and unavoidable GHG impacts concerning total GHG emissions, compliance with the City's CAP, and cumulative GHG Emissions. Although it would involve significantly less development, it would generate emissions that would exceed the impact thresholds. Although Project impacts would not be avoided, the impacts under this Alternative would be less than the proposed Project. Thus, the "No Project/Adopted General Plan" Alternative would be considered environmentally superior to the proposed Project concerning GHG emissions.

Hazards and Hazardous Materials

As discussed in Section 4.7, *Hazards and Hazardous Materials*, following compliance with the established regulatory framework and recommended mitigation measures, the Project would result in less than significant impacts concerning: the creation of a hazard to the public/environment through the routine transport, use, or disposal of hazardous materials; reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; and emissions near a school. Similarly, the Project would result in less than significant impacts concerning interference with an adopted emergency response/evacuation plan, and would not exacerbate exposure to wildland fires. Because this Alternative would involve similar development footprints and land uses, like the Project, this Alternative would result in less than significant impacts concerning hazards and hazardous materials. Thus, the "No Project/Adopted General Plan" Alternative would be considered neither environmentally superior nor inferior to the proposed Project concerning hazards and hazardous materials.

Hydrology and Water Quality

As concluded in Section 4.8, *Hydrology and Water Quality*, the proposed Project would result in less than significant impacts concerning water quality, groundwater supplies, alterations to drainage patterns, contributions to runoff water, and dam inundation, following compliance with the established regulatory framework. Impacts related to hydrology and water quality under the "No Project/Adopted General Plan" Alternative would be comparable to the proposed Project based on similar development footprints. Future development under both the proposed Project and "No Project/Adopted General Plan" Alternative would be subject to Federal, State, and local regulations aimed at controlling hydrology and water quality related impacts. Thus, the "No Project/Adopted General Plan" Alternative would be considered neither environmentally superior nor inferior to the proposed Project concerning hydrology and water quality.

Land Use and Planning

The Project involves General Plan, Zoning Code, and Specific Plan Amendments to the 17 candidate sites. Based on the proposed amendments, the Project's MRY would be 2,494 DU. The Project also proposes various conforming amendments to the EGP, Encinitas Municipal Code (EMC) Title 30, *Zoning Code*, Local Coastal Plan, Specific Plans (North 101 Specific Plan and Encinitas Ranch Specific Plan), and ancillary amendments to other planning documents, as necessary for clarification and consistency purposes. None of the Project's proposed amendments would occur under the "No Project/Adopted General Plan" Alternative. As indicated in Table 9-1, under the "No Project/Adopted General Plan" Alternative, the candidate sites' MRY based on adopted EGP would be 191 DU and approximately 831,016 square feet (SF) of non-residential land uses. This MRY is based on lower density residential land use designations (RR-1, RR-2, RR-3, RR-5, and RR-11) than the Project's proposed R-30 Overlay, with 30 DU per net acre. Comparatively, this Alternative would result in 2,303 fewer DU (92 percent less) than the proposed Project. As described in Section 4.9, *Land Use and Planning*, future development on Candidate Sites #3

and #10 would be dissimilar to the existing neighborhoods and could negatively impact the neighborhoods' characters, thus resulting in significant unavoidable neighborhood land use compatibility impacts from the Project's effects on visual character. This Alternative would result in significantly less residential development than the proposed Project, and would avoid the Project's proposed land use amendments. Additionally, this Alternative would avoid the Project's significant unavoidable neighborhood land use compatibility impacts concerning visual effects on community character. As described in Section 4.9, future development on Candidate Site #9 would have significant unavoidable impacts to agricultural resources. This Alternative does not preclude development of candidate sites with non-residential land uses, consistent with existing land use designations. This impact would be avoided under this Alternative. Thus, the "No Project/Adopted General Plan" Alternative would be considered environmentally superior to the proposed Project concerning land use and planning.

Noise

As concluded in Section 4.10, *Noise*, following compliance with the established regulatory framework and recommended mitigation, the proposed Project would result in less than significant impact, with mitigation incorporated, concerning permanent increases in ambient traffic noise levels, exposure of persons noise levels exceeding City standards, and temporary increases in ambient noise levels. The "No Project/Adopted General Plan" Alternative would generate significantly less noise than the proposed Project, given this Alternative would involve approximately 92 percent less residential development. Like the proposed Project, following compliance with the established regulatory framework and recommended mitigation, this Alternative would result in less than significant impacts concerning noise. Overall, the noise-related impacts associated with this Alternative would be significantly less than the proposed Project's, given substantially less residential development would occur. Thus, the "No Project/ Adopted General Plan" Alternative would be considered environmentally superior to the proposed Project concerning noise.

Population and Housing

As concluded in Section 4.11, *Population and Housing*, the Project's impacts concerning it's potential to concentrate population growth and displace housing/people would be less than significant. Due to a similar development footprint, under the "No Project/Adopted General Plan" Alternative, existing housing/people would be similarly displaced, as with the proposed Project, resulting in less than significant impact.

Although population growth would occur under this Alternative as with the proposed Project, the degree of growth would be significantly less. With this Alternative, the forecast population growth would be approximately 479 persons, or approximately 81 percent less population growth than the proposed Project. Both the proposed Project and this Alternative would be required to adhere to EGP policies and EMC standards, and provide required development impact fees, to assure that the City can support the population growth.

As indicated in Table 6-3, *Encinitas General Plan Buildout Plus Project Growth Projections*, the City's buildout population based on existing adopted EGP (i.e., this Alternative) would be 66,417 persons. As indicated in Table 6-3, future development in accordance with the proposed HEU would increase the City's buildout population by approximately 9.4 percent (approximately 6,250 persons). Under this Alternative, the Project's forecast population growth would not occur.

Although, impacts concerning displacement of people/housing from the "No Project/Adopted General Plan" Alternative would be the same as the proposed Project, this Alternative's forecast population growth would be significant less than with the proposed Project. Thus, the "No Project/Adopted General

Plan" Alternative would be considered environmentally superior to the proposed Project concerning population and housing.

Public Services and Recreation

The residential development and forecast population growth under the "No Project/Adopted General Plan" Alternative would be significantly less than the proposed Project. Thus, this Alternative would generate less demand for public services and recreational facilities than the proposed Project. Site-specific development accommodated under the "No Project/Adopted General Plan" Alternative would involve comparable, however less, impacts to public services and recreation as the proposed Project, following compliance with the established regulatory framework. Thus, the "No Project/Adopted General Plan" Alternative would be considered environmentally superior to the proposed Project.

Transportation and Traffic

Table 9-2, *Trip Generation Summary - "No Project/Adopted General Plan" Alternative*, identifies the ADT generation for this Alternative and the proposed Project. As indicated in Table 9-2, this Alternative would generate 1,149 ADT, or approximately 92% percent fewer ADT than the Project's forecast 14,965 ADT. The "No Project/Adopted General Plan" Alternative would generate less traffic than the proposed Project, given less development would occur. Therefore, this Alternative would avoid the Project's significant and unavoidable transportation and traffic impacts.

TABLE 9-2: TRIP GENERATION SUMMARY - "NO PROJECT/ADOPTED GENERAL PLAN" ALTERNATIVE

Scenario	Average Daily Trips (ADT)
"NO PROJECT/ADOPTED GENERAL PLAN" ALTERNATIVE	**1,146**[1]
Proposed Project	14,965[2]
"No Project/Adopted General Plan" Alternative Compared to Project	*-13,818*
"No Project/Adopted General Plan" Alternative Compared to Project %	*-92.3%*

Notes:
1. Based on 6.0 ADT per DU (SANDAG).
2. See Table 4.13-1, *Trip Generation Summary*.

The Future Year 2035 Without Project (Adopted EGP- this Alternative) condition represents EGP buildout without the Project, as discussed in detail in Section 4.13, *Transportation and Traffic*. Forecast traffic data for this scenario was obtained from the 2016 PEIR Traffic Impact Study (see 2016 PEIR Appendix N, *Traffic Impact Study (Revised)*), which indicates that the City of Encinitas General Plan Update SANDAG Series 12 Year 2035 Sub-Area model was used as a base to develop the Year 2035 No Project forecasts.

Table 4.13-1, *Trip Generation Summary*, identifies the average daily trip (ADT) generation for the Future 2035 Adopted General Plan scenario, without and with the revised Project. As indicated in Table 4.13-1, 696,144 ADT would be generated under the Future 2035 Adopted General Plan Without Project scenario. The following summarizes the Section 4.13 findings concerning the Future 2035 Adopted General Plan Without Project scenario:

Roadway Segments. A total of 28 roadway segments are forecast to operate at a deficient level of service (LOS E or LOS F) (see Table 4.13-2). These 28 roadway segments would continue to be deficient with the Project. Also, four additional roadway segments would worsen to an unacceptable LOS E or LOS F with the Project.

Freeway Segments. All I-5 freeway segments would operate at LOS D or better under Future Year 2035 Without and With Project conditions.

Intersections. A total of 14 intersections are forecast to operate at a deficient LOS E or LOS F under Future Year 2035 Without Project conditions (see Table 4.13-4). The 14 intersections forecast to operate at a deficient LOS without the proposed Project would continue to be deficient with Project implementation.

Ramp Intersections. All signalized ramp intersections are forecast to operate "Under Capacity" or "At Capacity" during the AM and PM peak hours under Future Year 2035 Without and With Project conditions.

Ramp Metering. All ramp meters would operate acceptably under Future Year 2035 Without and With Project conditions, except at five locations where delays would exceed the 15-minute threshold.

Under Future Year 2035 Without Project conditions, many of the facilities would operation deficiently, like the Project. However, this Alternative would generate approximately 92% percent fewer ADT than the Project. Thus, the "No Project/Adopted General Plan" Alternative would be considered environmentally superior to the proposed Project concerning transportation and traffic.

Utilities and Service Systems

The residential development and forecast population growth under the "No Project/Adopted General Plan" Alternative would be significantly less than the proposed Project. Thus, this Alternative would generate less demand for utilities and service systems than the proposed Project. Site-specific development accommodated under the "No Project/Adopted General Plan" Alternative would involve comparable, however less, impacts to utilities and service systems as the proposed Project, following compliance with the established regulatory framework. Thus, the "No Project/Adopted General Plan" Alternative would be considered environmentally superior to the proposed Project concerning utilities and service systems.

ABILITY TO MEET PROJECT OBJECTIVES

The "No Project/Adopted General Plan" Alternative would result in less impacts than the proposed Project, proportionate to the reduced MRY. Although this Alternative could, in part, avoid the Project's significant and unavoidable impacts, the "No Project/Adopted General Plan" Alternative would not achieve any of the Project's Objectives concerning the HEU and housing strategies. The HEU includes General Plan/Zoning Code/Specific Plan Amendments specifically intended to accommodate the City's remaining RHNA allocation of 1,594 DU. None of the Project's proposed amendments would occur under this Alternative. Therefore, this Alternative would not provide adequate sites with corresponding density to meet the City's RHNA allocation, inclusive of prior planning cycle carryover housing units. Under the "No Project/Adopted General Plan" Alternative, the City would not meet its current eight-year Fifth Housing Element Cycle 2013-2020 RHNA. Thus, this Alternative would directly conflict with California Government Code § 65583, which stipulates that a jurisdiction must assess its housing element every eight years and identify adequate sites for housing and provide for the existing and projected needs of all economic segments of the community.

9.4.2 "ALTERNATIVE CANDIDATE SITES" ALTERNATIVE

DESCRIPTION OF THE ALTERNATIVE

The "Alternative Candidate Sites" Alternative's characteristics are generally, as described for the proposed Project in Chapter 3.0, *Project Descriptions*, with certain exceptions described below. This Alternative involves General Plan, Zoning Code, and Specific Plan Amendments to as many as 20 low- and very-low income candidate sites (as many as 46 parcels totaling approximately 107 acres); see Appendix H, *"Alternative Candidate Sites" Alternative Table*. The 20 candidate sites proposed under this Alternative are depicted on Figure 9-1, "*Alternative Candidate Sites" Alternative Map*. Appendix H, *"Alternative*

Candidate Sites" Alternative Table, indicates the candidate sites, which remained on the HEU's inventory and are included in the sites that comprise this Alternative, as well as the candidate sites that were analyzed in the 2016 PEIR. Like the Project, this Alternative also proposes various conforming amendments to the EGP, EMC Title 30, *Zoning Code*, Local Coastal Plan, Specific Plans (North 101 Specific Plan, Encinitas Ranch Specific Plan, and Downtown Specific Plan), and ancillary amendments to other planning documents, as necessary for clarification and consistency purposes.

Table 9-3, *Candidate Sites' Maximum Realistic Yield (MRY) – "Alternative Candidate Sites" Alternative*, presents the MRY for each candidate site based on the proposed zoning under this Alternative. As indicated in Table 9-3, the candidate sites' MRY based on the proposed zoning under this Alternative would be 2,201 DU and 697,489 SF of non-residential land uses. With this Alternative, the forecast population growth would be approximately 5,516 persons.

Because this Alternative proposes only to add the R-30 Overlay on each candidate site, the existing underlying zoning would remain on all 20 sites. Thus, as compared to the adopted zoning, the non-residential land uses' MRY under this Alternative would be the same, and the comparative analyses presented below will focus on the change in residential uses.

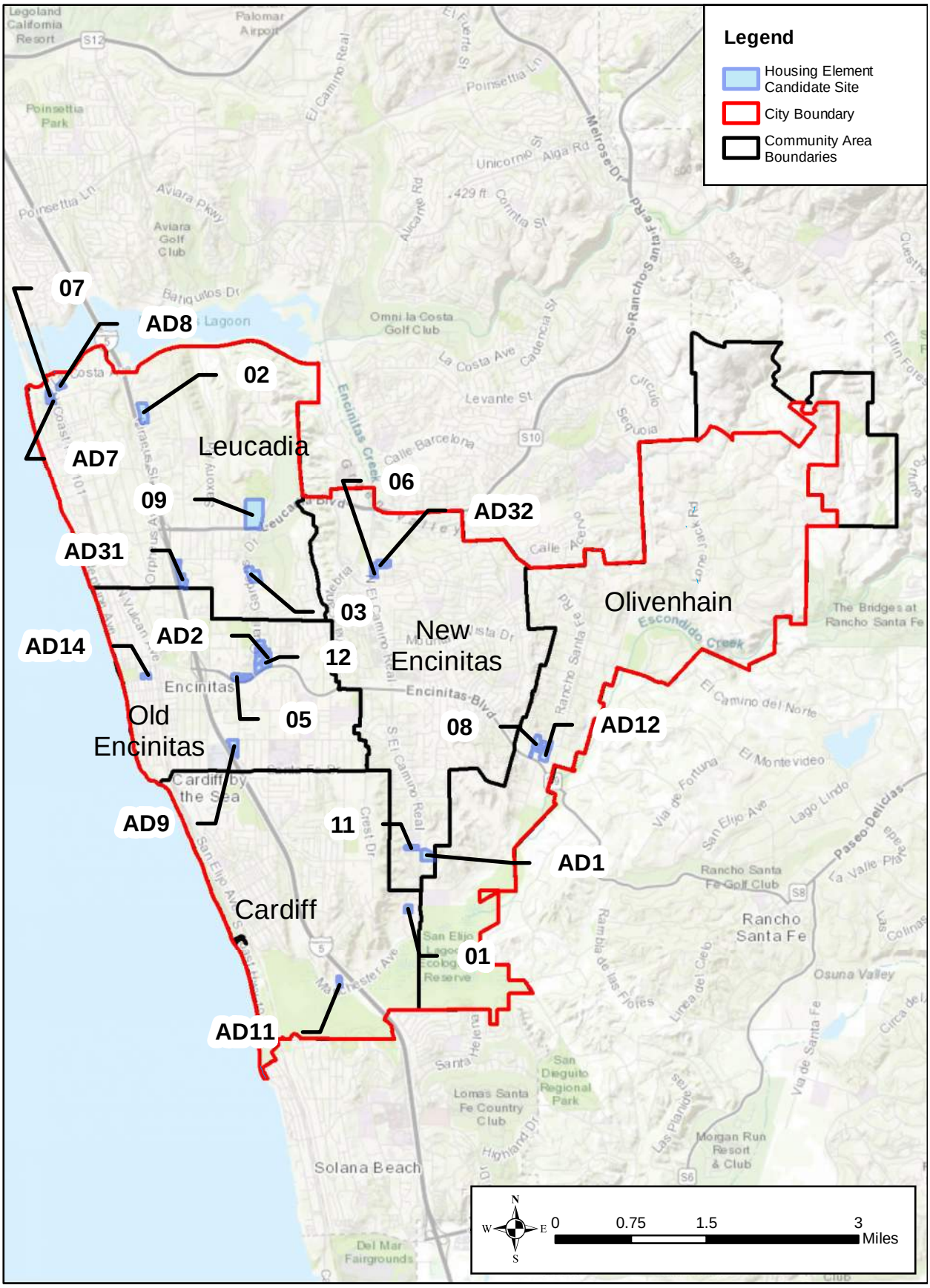
As indicated in Table 9-3, as compared to existing OTG land uses, this Alternative's MRY could result in a net increase of as many as 2,191 DU and a net decrease of as much as 750,805 SF of non-residential land uses. Like the proposed Project, although this Alternative would displace the existing OTG land uses (10 DU and 750,805 SF of non-residential uses), the impact analyses presented below conservatively assume Alternative buildout (i.e., 2,201 DU) and no credit for the displaced uses.

Table 9-4, *"Alternative Candidate Sites" Alternative Compared to Project*, compares this Alternative to the proposed Project. As indicated in Table 9-4, as compared to the proposed Project's adopted zoning MRY, this Alternative could result in a net decrease of as many as 293 DU, or approximately 12 percent less than the proposed Project.

IMPACT COMPARISON TO THE PROPOSED PROJECT

Aesthetics

The "Alternative Candidate Sites" Alternative would involve 293 fewer DU, however 3.9 less gross acres, as compared to the proposed Project, thus, potential aesthetic impacts concerning plan consistency, public views, visual character, and scenic resources would generally be like the proposed Project's. As concluded in Section 4.1, *Aesthetics,* future development of Candidate Sites #3 and #10 would result in a significant unavoidable impact concerning visual character. Candidate Site #10 is excluded from this Alternative. Thus, the Project's significant unavoidable impact concerning visual character associated with Candidate Site #10 would be avoided with this Alternative. However, impacts associated with added Candidate Sites #AD11, #AD12, #AD14, #AD31, #AD32 would be introduced, including potential impacts to: a scenic view corridor and vista point critical viewshed from Candidate Site #AD11, a scenic view corridor from Candidate Sites #AD12, #AD31, and #AD32; and a vista point critical viewshed from Candidate Site #AD14, see Figure 9-1, "*Alternative Candidate Sites" Alternative Map*, and Figures 4.1-1a through 4.1-1e, *Scenic Resources*. Thus, the "Alternative Candidate Sites" Alternative would be considered neither environmentally superior nor inferior to the proposed Project concerning aesthetics.



Source: Kimley-Horn & Assoc., GIS.

TABLE 9-3: CANDIDATE SITES' MAXIMUM REALISTIC YIELD (MRY) – "ALTERNATIVE CANDIDATE SITES" ALTERNATIVE				
Site[1]	Parcel (Net Acres)	Dwelling Units		
		Existing On-the-Ground	Adopted Zoning	Proposed Zoning (Alternative)[2]
01	2.00	0	2	60
02	6.93	0	14	208
03	8.55	0	9	26
05	4.78	1	0	143
07	2.97	0	0	89
AD01	2.40	0	7	72
AD02	9.05	0	39	272
09	9.85	1	1	296
11	1.92	0	6	58
12	3.39	0	0	102
06	2.93	0	0	88
08	6.02	3	12	181
AD09	1.36	0	15	41
AD07	0.80	0	20	24
AD11	1.27	2	14	38
AD12	4.60	0	9	138
AD14	1.51	0	0	45
AD31	6.48	2	25	195
AD32	2.23	0	0	67
AD08	2.00	1	6	60
Total	***81.0***	***10***	***179***	***2,201***
			Alternative : Project Difference	***-293***
			Alternative : Project % Difference	***-12%***

Notes:

1. Refer also to Appendix H, Candidate Sites Table – "Alternative Candidate Sites" Alternative.
2. Total numbers are subject to slight round-off error.

Air Quality

The "Alternative Candidate Sites" Alternative would generate less pollutant emissions than the proposed Project, given this Alternative would involve approximately 12 percent less residential development. However, the "Alternative Candidate Sites" Alternative would not avoid the Project's significant and unavoidable short-term, long-term, localized pollutant concentrations, and cumulative impacts to air quality, since it would involve only slightly less development that would generate pollutant emissions that would still exceed impact thresholds. Thus, the "Alternative Candidate Sites" Alternative would be considered environmentally superior to the proposed Project concerning air quality.

TABLE 9-4: "ALTERNATIVE CANDIDATE SITES" ALTERNATIVE COMPARED TO PROPOSED PROJECT				
Description	**Project**	**Alternative**	**Change**	**% Change**
Candidate Sites Total	17	20	+3	--
Gross Acres	111.2	107.3	-3.9	-3%
Net Acres	83.1	81.0	-2.1	-2%
Parcels	36	46	+10	--
MRY (DU)	2,494	2,201	-293	-12%
Population (Persons)	6,250	5,516	-734	-12%
Candidate Sites Added		+5 (#AD11, #AD12, #AD14, #AD31, #AD32		
Candidate Sites Deleted		-2 (#AD06, #10)		
Site #3		Revised Gross & Net Acres Proposed RR-3, instead of R-30 OL		
Site #AD09		Revised Net Proposed R-35 OL, instead of R-30 OL		
Note: Refer also to Appendix H, *Candidate Sites Table – "Alternative Candidate Sites" Alternative*.				

Biological Resources

Although the "Alternative Candidate Sites" Alternative would involve less development area than the Project, it would result in comparable impacts to biological resources, including special status plant and wildlife species and riparian habitat and other sensitive natural communities. Impacts associated with excluded Candidate Sites #AD06 and #10 would be avoided. However, impacts associated with added Candidate Sites #AD11, #AD12, #AD14, #AD31, #AD32 would be introduced, including potential impacts to: coastal sage scrub from Candidate Sites #AD12 and #AD32; and wetlands from Candidate Site #AD14; see Figure 9-1, "*Alternative Candidate Sites" Alternative Map*, and Figures 4.3-1a through 4.3-1e, *Existing Vegetation*. Like the proposed Project, the "Alternative Candidate Sites" Alternative's potential impacts to biological resources would be reduced to less than significant following compliance with the existing regulatory framework and recommended mitigation measures. Given some impacts would be avoided while others would be introduced, this Alternative would result in similar impacts as the proposed project concerning biological resources. Thus, the "Alternative Candidate Sites" Alternative would be considered neither environmentally superior nor inferior to the proposed Project concerning biological resources.

Cultural and Tribal Cultural Resources

The "Alternative Candidate Sites" Alternative would involve slightly less (approximately 4.0 less acres) of site disturbance (i.e., construction-related earth-disturbing actions) could impact historical, archaeological, paleontological, and tribal cultural resources, and human remains. Impacts associated with excluded Candidate Sites #AD06 and #10 would be avoided. Additionally, impacts associated with added Candidate Sites #AD11, #AD14, #AD31, #AD32 would be introduced and comparable to the proposed Project's impacts. Candidate Site #AD12 is in a High Sensitivity Zone, and Candidate Site #AD32 is in a Medium Sensitivity Zone; see Figure 9-1, "*Alternative Candidate Sites" Alternative Map*, and Figure 4.4-1, *Cultural Sensitivity Areas – City*. For this reason, the "Alternative Candidate Sites" Alternative would involve comparable impacts to cultural and tribal cultural resources following compliance with the

established regulatory framework, recommended mitigation measures, and site-specific mitigation measures. This Alternative would not avoid the Project's significant and unavoidable impacts concerning the alteration/destruction of an archaeological/prehistoric structure, object, or site, and an adverse change in the significance of a tribal cultural resource. Thus, the "Alternative Candidate Sites" Alternative would be considered neither environmentally superior nor inferior to the proposed Project concerning cultural and tribal cultural resources.

Geology and Soils

Following compliance with the established regulatory framework and recommended mitigation measures, the proposed Project would result in less than significant impacts concerning the exposure of people or structures to potential substantial adverse effects involving strong seismic ground shaking, seismic-related ground failure, and landslides, soil erosion, unstable geologic units, and expansive soils.

The "Alternative Candidate Sites" Alternative would decrease the number of people and structures potentially exposed to seismic and geological hazards, given slightly less residential development would occur. However, because this Alternative would involve only a slightly smaller development footprint, like the Project, this Alternative would result in less than significant impacts concerning geology and soils, following compliance with the established regulatory framework and recommended mitigation measures. Impacts associated with excluded Candidate Sites #AD06 and #10 would be avoided. However, impacts associated with added Candidate Sites #AD11, #AD12, #AD14, #AD31, #AD32 would be introduced. Candidate Sites #AD11 and #AD12 would be in a landslide hazard zone; see Figure 9-1, "*Alternative Candidate Sites" Alternative Map,* and Figure 4.5-3, *Landslide Hazards*. As with the proposed Project, impacts involving geology and soils under this Alternative would be less than significant following compliance with the established regulatory framework and recommended mitigation. Therefore, this Alternative would be considered neither environmentally superior nor inferior to the proposed Project concerning geology and soils.

Greenhouse Gas Emissions

The "Alternative Candidate Sites" Alternative would generate less GHG emissions than the proposed Project, given this Alternative would involve approximately 12 percent less residential development. The "Alternative Candidate Sites" Alternative would likely not avoid the Project's significant and unavoidable GHG impacts concerning total GHG emissions, compliance with the City's CAP, and cumulative GHG Emissions. Although it would involve less development, it would generate emissions that would exceed the impact thresholds. Although Project impacts would not be avoided, the impacts under this Alternative would be less than the proposed Project. Thus, the "Alternative Candidate Sites" Alternative would be considered environmentally superior to the proposed Project concerning GHG emissions.

Hazards and Hazardous Materials

As discussed in Section 4.7, *Hazards and Hazardous Materials*, following compliance with the established regulatory framework and recommended mitigation measures, the Project would result in less than significant impacts concerning: the creation of a hazard to the public/environment through the routine transport, use, or disposal of hazardous materials; reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment; and emissions near a school. Similarly, the Project would result in less than significant impacts concerning interference with an adopted emergency response/evacuation plan, and would not exacerbate exposure to wildland fires. Because this Alternative would involve similar development footprints and land uses, like the Project, this Alternative would result in less than significant impacts concerning hazards and hazardous materials. Thus, the "Alternative Candidate Sites" Alternative would be considered neither environmentally superior nor inferior to the proposed Project concerning hazards and hazardous materials.

Hydrology and Water Quality

As concluded in Section 4.8, *Hydrology and Water Quality*, the proposed Project would result in less than significant impacts concerning water quality, groundwater supplies, alterations to drainage patterns, contributions to runoff water, and dam inundation, following compliance with the established regulatory framework. Impacts associated with excluded Candidate Sites #AD06 and #10 would be avoided. However, impacts associated with added Candidate Sites #AD11, #AD12, #AD14, #AD31, #AD32 would be introduced, including potential impacts to Candidate Sites #AD11 and #AD12 from being in a Dam Inundation zone and FEMA Flood Zone – 100 year; see Figure 9-1, "*Alternative Candidate Sites" Alternative Map,* and Figure 4.8-2, *Flood Hazards – City*. Impacts related to hydrology and water quality under the "Alternative Candidate Sites" Alternative would be comparable to the proposed Project. Future development under both the proposed Project and "Alternative Candidate Sites" Alternative would be subject to Federal, State, and local regulations aimed at controlling hydrology and water quality related impacts. Therefore, the "Alternative Candidate Sites" Alternative would be considered neither environmentally superior nor inferior to the proposed Project concerning hydrology and water quality.

Land Use and Planning

The Project involves General Plan, Zoning Code, and Specific Plan Amendments to the 17 candidate sites. Based on the proposed amendments, the Project's MRY would be 2,494 DU. The Project also proposes various conforming amendments to the EGP, Encinitas Municipal Code (EMC) Title 30, *Zoning Code*, Local Coastal Plan, Specific Plans (North 101 Specific Plan, Encinitas Ranch Specific Plan, and Downtown Specific Plan), and ancillary amendments to other planning documents, as necessary for clarification and consistency purposes. This Alternative involves a Downtown Specific Plan amendment (due to Candidate Site #AD14), which is not a part of the proposed Project. This Alternative would similarly involve amendments to the 20 candidate sites. As indicated in Table 9-3, under the "Alternative Candidate Sites" Alternative, the alternative candidate sites' MRY based on adopted zoning would be 2,201 DU and approximately 697,489 SF of non-residential land uses. Like the proposed Project, this MRY is based on a proposed R-30 Overlay, with 30 DU per net acre for all candidate sites, except Candidate Site #3, where proposed zoning is RR-3 (instead of R-30 OL, as with the Project) and Candidate Site #AD09, where proposed zoning is R-35 OL (instead of R-30 OL, as with the Project). Comparatively, this Alternative would result in 293 fewer DU (12 percent less) than the proposed Project. As described in Section 4.9, *Land Use and Planning*, future development on Candidate Site #9 would have significant unavoidable impacts to agricultural resources, which would not be avoided under this Alternative. As also described in Section 4.9, future development on Candidate Sites #3 and #10 would be dissimilar to the existing neighborhoods and could negatively impact the neighborhoods' characters, thus resulting in significant unavoidable neighborhood land use compatibility impacts from the Project's effects on visual character. Candidate Site #10 is excluded from this Alternative. Thus, the Project's significant unavoidable impact concerning visual effects on community character would be avoided with this Alternative. This Alternative would result in slightly less residential development than the proposed Project, however, would not avoid the Project's proposed land use amendments. Additionally, this Alternative would avoid the Project's significant unavoidable neighborhood land use compatibility impacts concerning visual effects on community character at Candidate Site #10. Thus, the "Alternative Candidate Sites" Alternative would be considered environmentally superior to the proposed Project concerning land use and planning.

Noise

As concluded in Section 4.10, *Noise*, following compliance with the established regulatory framework and recommended mitigation, the proposed Project would result in less than significant impact, with mitigation incorporated, concerning permanent increases in ambient traffic noise levels, exposure of persons noise levels exceeding City standards, and temporary increases in ambient noise levels. The "Alternative Candidate Sites" Alternative would generate slightly less noise than the proposed Project,

given this Alternative would involve approximately 12 percent less residential development. Like the proposed Project, following compliance with the established regulatory framework and recommended mitigation, this Alternative would result in less than significant impacts concerning noise. Overall, the noise-related impacts associated with this Alternative would be less than the proposed Project's, given less residential development would occur. Thus, the "Alternative Candidate Sites" Alternative would be considered environmentally superior to the proposed Project concerning noise.

Population and Housing

As concluded in Section 4.11, *Population and Housing*, the Project's impacts concerning it's potential to concentrate population growth and displace housing/people would be less than significant. Under this Alternative, 10 DU would be displaced, as compared to seven with the proposed Project. Under the "Alternative Candidate Sites" Alternative, existing housing/people would be similarly displaced, as with the proposed Project, although to a slightly greater degree than the Project. As with the Project, impact under this Alternative would be less than significant impact.

Although population growth would occur under this Alternative as with the proposed Project, the degree of growth would be less. With this Alternative, the forecast population growth would be approximately 5,516 persons, or approximately 12 percent less population growth than the proposed Project. Both the proposed Project and this Alternative would be required to adhere to EGP policies and EMC standards, and provide required development impact fees, to assure that the City can support the population growth.

Although, impacts concerning displacement of people/housing from the "Alternative Candidate Sites" Alternative would be slightly greater than the proposed Project, this Alternative's forecast population growth would be less than with the proposed Project. Thus, the "Alternative Candidate Sites" Alternative would be considered environmentally superior to the proposed Project concerning population and housing.

Public Services and Recreation

The residential development and forecast population growth under the "Alternative Candidate Sites" Alternative would be less than the proposed Project. Thus, this Alternative would generate less demand for public services and recreational facilities than the proposed Project. Site-specific development accommodated under the "Alternative Candidate Sites" Alternative would involve comparable, however less, impacts to public services and recreation as the proposed Project, following compliance with the established regulatory framework. Thus, the "Alternative Candidate Sites" Alternative would be considered environmentally superior to the proposed Project.

Transportation and Traffic

Table 9-5, *Trip Generation Summary - "Alternative Candidate Sites" Alternative*, identifies the ADT generation for this Alternative and the proposed Project. As indicated in Table 9-5, this Alternative would generate 13,206 ADT, or approximately 12% percent fewer ADT than the Project's forecast 14,965 ADT. The "Alternative Candidate Sites" Alternative would generate less traffic than the proposed Project, given less development would occur. However, this Alternative would not avoid the Project's significant and unavoidable transportation and traffic impacts. It is anticipated this Alternative would result in similar impacts to roadway segments, freeway segments, intersections, ramp intersections, and ramp metering, as the proposed Project. Thus, the "Alternative Candidate Sites" Alternative would be considered environmentally superior to the proposed Project concerning transportation and traffic.

TABLE 9-5: TRIP GENERATION SUMMARY - "ALTERNATIVE CANDIDATE SITES" ALTERNATIVE	
Scenario	**Average Daily Trips (ADT)**
"ALTERNATIVE CANDIDATE SITES" ALTERNATIVE	**13,206**[1]
Proposed Project	14,965[2]
"Alternative Candidate Sites" Alternative Compared to Project	*-1,759*
"Alternative Candidate Sites" Alternative Compared to Project %	*-12%*
Notes: 1. Based on 6.0 ADT per DU (SANDAG). 2. See Table 4.13-1, *Trip Generation Summary*.	

Utilities and Service Systems

The residential development and forecast population growth under the "Alternative Candidate Sites" Alternative would be slightly less than the proposed Project. Thus, this Alternative would generate less demand for utilities and service systems than the proposed Project. Site-specific development accommodated under the "Alternative Candidate Sites" Alternative would involve comparable, however less, impacts to utilities and service systems as the proposed Project, following compliance with the established regulatory framework. Thus, the "Alternative Candidate Sites" Alternative would be considered environmentally superior to the proposed Project concerning utilities and service systems.

ABILITY TO MEET PROJECT OBJECTIVES

The "Alternative Candidate Sites" Alternative would result in slightly less impacts than the proposed Project, proportionate to the reduced MRY. Additionally, the Alternative would, in part, avoid the Project's significant and unavoidable impacts. Additionally, the "Alternative Candidate Sites" Alternative would achieve all the Project's Objectives.

9.5 ALTERNATIVES CONSIDERED BUT REJECTED

In accordance with State CEQA Guidelines § 15126.6(c), an EIR should identify any alternatives that were considered but rejected as infeasible and briefly explain the reasons for their rejection. According to the State CEQA Guidelines, among the factors that may be used to eliminate alternatives from detailed consideration are the alternative's failures to meet the most basic project objectives, the alternative infeasibility, or the alternative's inability to avoid significant environmental impacts. The current HEU process considered various candidate sites throughout the update process. The *Final Environmental Assessment/Program Environmental Impact Report for At Home in Encinitas, the City of Encinitas Housing Element Update* (2016 PEIR) considered a total of 28 candidate sites.[4] Of these 28 candidate sites that were considered, all were rejected, except five candidate sites, which remained on the HEU's inventory and are included in the sites that comprise the "proposed Project" reviewed in this Environmental Assessment (EA); see Appendix B, *Candidate Sites Table*. Table 9-6, *Candidate Sites Considered But Rejected*, lists the candidate sites considered in the 2016 PEIR, but subsequently rejected. These sites were rejected for various reasons, including the following among others:

- Further analysis of individual site constraints;
- Property owner interest to develop housing from other property owners;
- Community input; and
- Existing commercial or other uses on the site.

[4] 2016 PEIR Tables 3-4a, 3-4b, and 3-4c.

Additionally, some of the candidate sites were considered in the 2016 PEIR, but subsequently rejected, because it was unlikely that they would be redeveloped for housing within the planning period.

9.6 "ENVIRONMENTALLY SUPEIOR" ALTERNATIVE

According to State CEQA Guidelines § 15126.6(e), *"No Project" Alternative*, "if the environmentally superior alternative is the "No Project" alternative, the EIR shall also identify an environmentally superior alternative among the other alternatives." Table 9-7, *Comparison of Alternatives*, summarizes the comparative analyses presented above (i.e., the Alternatives compared to the proposed Project).

As shown in Table 9-7, the "No Project/Adopted General Plan" Alternative is the environmentally superior alternative, because it would avoid many of the proposed Project's impacts. Therefore, in compliance with CEQA requirements, an environmentally superior alternative among the other alternatives is identified below.

The environmentally superior alternative is the "Alternative Candidate Sites" Alternative, given it would achieve the greatest impact reductions in various environmental issue areas. Additionally, the "Alternative Candidate Sites" Alternative would satisfy all Project Objectives.

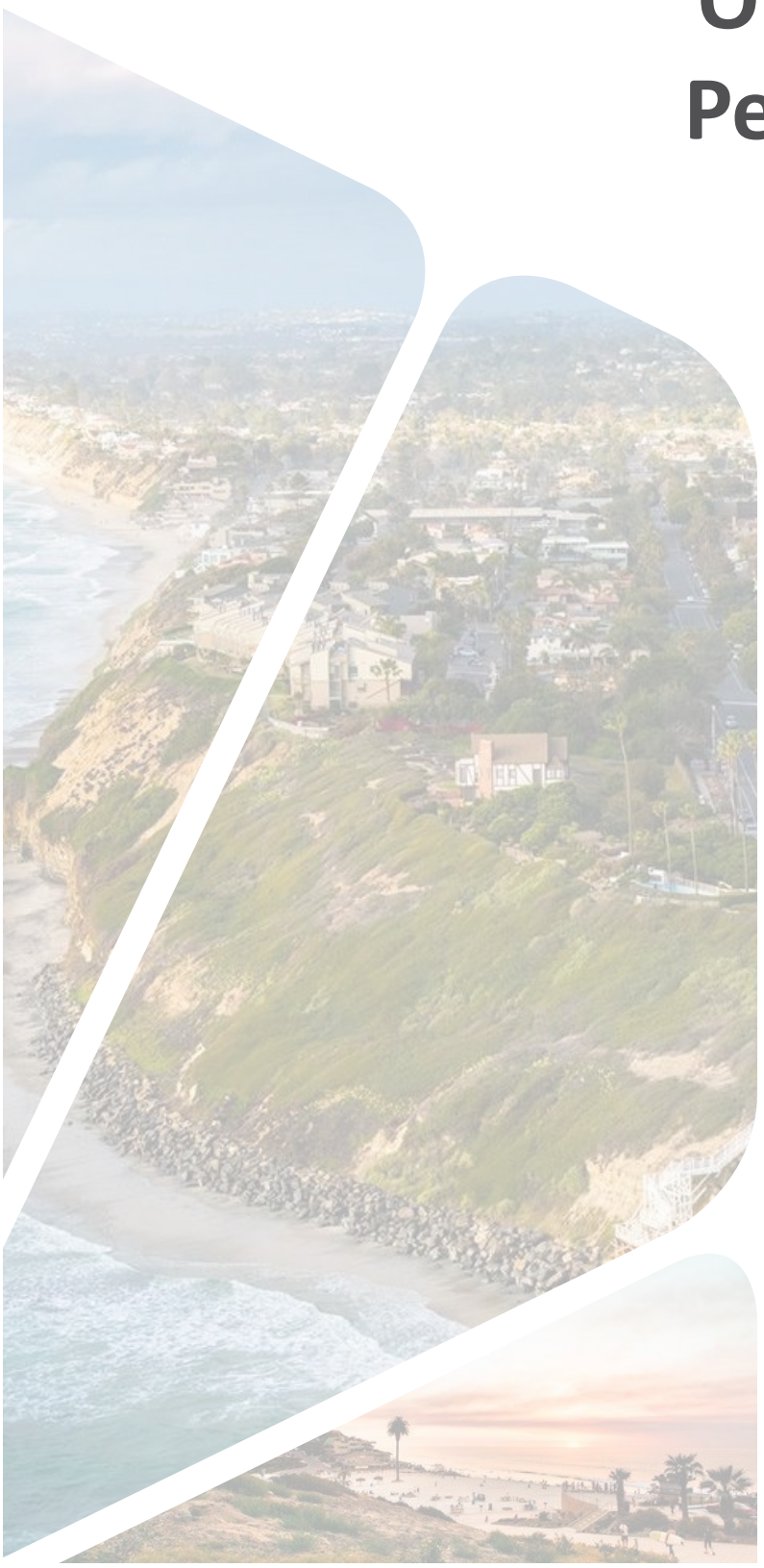
TABLE 9-6: CANDIDATE SITES CONSIDERED BUT REJECTED				
Site	Parcel Area (Net Acres)	Dwelling Units		
		Existing On-the-Ground	Adopted General Plan	Proposed Project
ALT 2	17.55	17	237	309
ALT 3	14.56	0	0	291
ALT 4	6.19	3	13	186
ALT 6	3.10	0	0	93
ALT 7	21.02	65	342	416
CBHMG-1	0.77	0	0	23
C-1	9.35	0	0	187
C-2	10.57	1	89	317
C-3	4.87	0	0	97
C-7	0.55	0	0	11
L-1	5.21	6	65	126
L-2	2.15	0	27	43
L-4	1.89	0	6	57
L-5	1.69	1	5	51
L-6	5.45	4	16	164
NE-1	10.20	0	0	188
NE-3	10.00	0	0	300
NE-4	18.90	0	0	378
NE-7	9.05	0	0	181
O-2	4.80	0	10	96
O-3	4.87	0	0	97
O-4	4.00	0	9	80
O-5	1.60	1	7	48
OE-1	2.31	5	43	46
OE-2	7.25	0	0	145
OE-4	4.00	0	0	80
OE-5	12.17	0	183	243
OE-8	11.09	0	0	222
TOTALS	***205.16***	***103***	***1,052***	***4,475***
Source: 2016 PEIR Tables 3-4a, 3-4b, and 3-4c.				

TABLE 9-7: COMPARISON OF ALTERNATIVES		
Environmental Issues	**"No Project/Adopted General Plan" Alternative**	**"Alternative Candidate Sites" Alternative**
Aesthetics	↘	↘
Air Quality	↘	↘
Biological Resources	=	=
Cultural and Tribal Cultural Resources	=	=
Geology and Soils	=	=
Greenhouse Gas Emissions	↘	↘
Hazards and Hazardous Materials	=	=
Hydrology and Water Quality	=	=
Land Use and Planning	↘	↘
Noise	↘	↘
Population and Housing	↘	↘
Public Services and Recreation	↘	↘
Transportation and Traffic	↘	↘
Utilities and Service Systems	↘	↘

↗ Indicates an impact that is greater than the proposed Project (environmentally inferior).
↘ Indicates an impact that is less than the proposed Project (environmentally superior).
= Indicates an impact that is equal to the proposed Project (neither environmentally superior nor inferior).
* Indicates a significant and unavoidable impact.

Chapter 10.0

Organizations and Persons Consulted



Chapter 10 | Organizations and Persons Consulted

Organizations and persons consulted during preparation of this Environmental Assessment for the 2013-2021 Housing Element Update Project include the following:

10.1 CITY OF ENCINITAS

Planning Department

- Brenda Wisneski, Development Services Director
- Diane Langager, Principal Planner
- Scott Vurbeff, Environmental Project Manager
- Roy Sapau, City Planner
- Laurie Winter, Planner
- Nicole Piano-Jones, Housing Management Analyst
- Thomas Fiechtner, Encinitas GIS

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Cardiff School District

- Jill Vinson, Superintendent

San Dieguito Union High School District

- Daniel Young, Facilities Construction Planner

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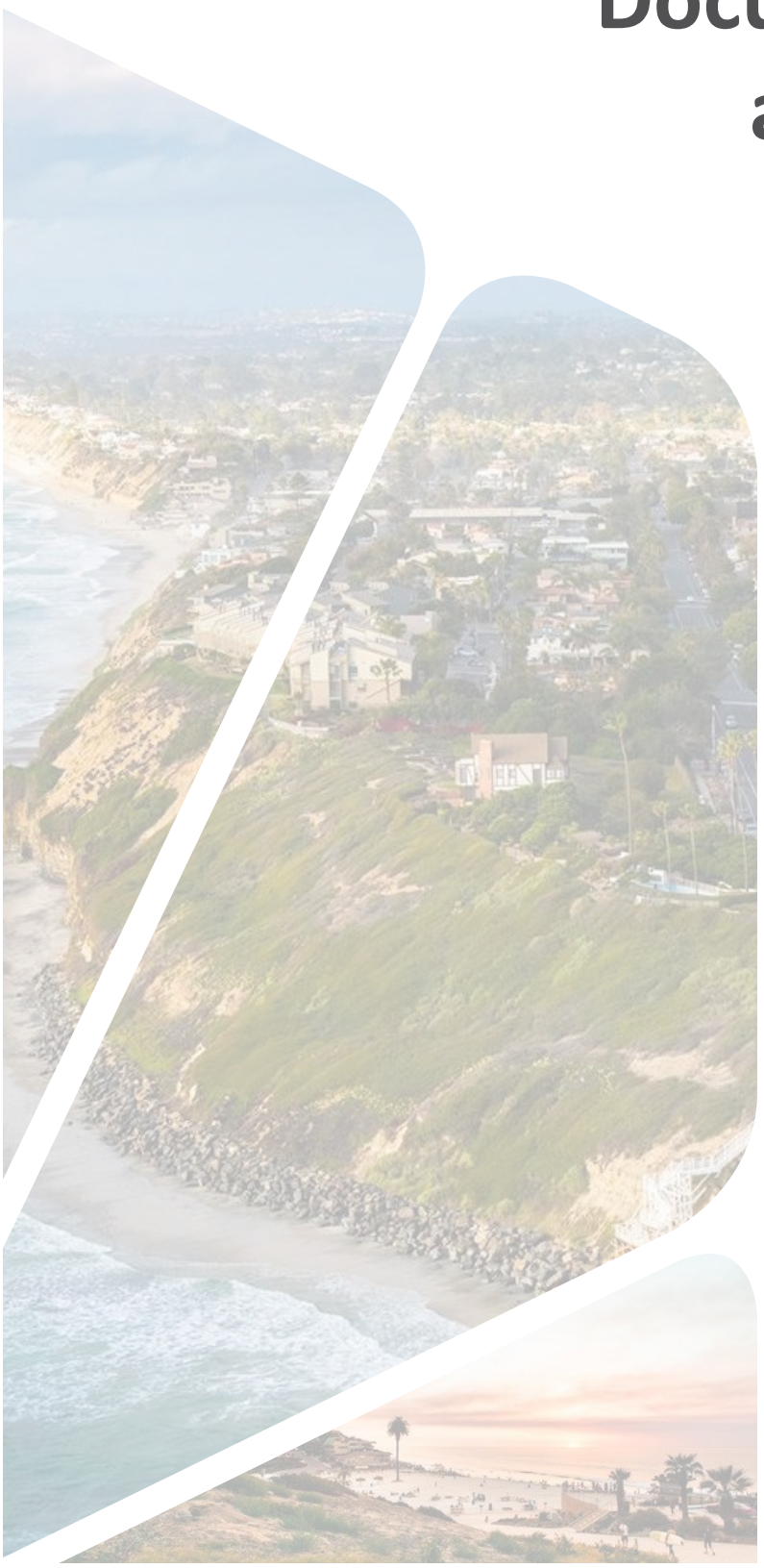
- Eric Mapson, Western Regional Account Manager

Chapter 11.0

Document Preparers and Certification



Chapter 11 | Document Preparers and Certification

This document has been prepared in collaboration with the City of Encinitas' Planning Department under the direction of the Development Services Director and is based on independent analysis and determinations made in substantial conformance with the State CEQA guidelines.

Document preparers for development of this Environmental Assessment include the following:

11.1 CITY OF ENCINITAS

Planning Department

- Brenda Wisneski, Development Services Director
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