B Community Character Study

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COMMUNITY CHARACTER AND SCENIC RESOURCE STUDY

Torrey Crest

1220 - 1240 Melba Road, 1190 Island View Lane
Community of Old Encinitas
City of Encinitas, CA

CASE No.: MULTI-004309-2021

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Prepared by:

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1. INTRODUCTION

1.1 Executive Summary

This report provides a Community Character and Scenic Resource Study for the proposed Torrey Crest project 1220 - 1240 Melba Road, 1190 Island View Lane, Single-Family Residential Development submitted by Torrey Pacific Corporation. The purpose of the analysis is to evaluate the effect of the project on the character of surrounding area, which includes the Community Study Area and the Neighborhood Study Area.

The proposed project consists of 30 single-family lots, including 7 one-story homes and 23 two-story homes. The project includes grading of the site and removal of most existing vegetation and trees. Mature trees on the site will be replaced at a 1:1 ratio. Landscaping will be provided along the project frontage and in shared spaces within the site. Two bioretention basins will be located on the site. The basin on Lot C at the southwest corner of the project adjacent to Lot 1 will be visible from the public right-of-way, surrounded by walls and fencing, but screened with landscaping on both the outside and inside of the basin. The basin at the northeast corner of the project behind lots 17 and 18, will be surrounded by walls and fencing for safety. The proposed project requests waivers for a private road, building height, net lot area, lot width, lot depth, side yard setback, and lot coverage under the City's affordable housing density bonus regulations. Requested waivers must be granted to allow development of the property at densities permitted under state law.

A Community Participation Program was prepared as part of the project submittal, which included identifying key issues of community concern through outreach and community discussion. Community members raised a number of key issues during the discussion, including questions about: general project details and project status; the density of homes and questions about how the density bonus works; community character; traffic and safety; on-site and perimeter trees; stormwater, water and drainage, including the bioretention basin; project and lot design, including parking and utilities; reduced setbacks; views from patios and balconies into existing homes; whether ADUs will be constructed; common open space areas; environmental, cultural and preservation issues; and home pricing and affordable units.

The project was evaluated based on the characteristics of the Community and Neighborhood study areas. The Community Study Area includes the communities of Old Encinitas and New Encinitas. While the project is located within Old Encinitas, it is very close to the boundary between the two communities. The character of Old Encinitas is defined in the City's Community Character Guidelines (Appendix A). The Guidelines define Old Encinitas as Inland Residential-Gridded, which was developed primarily in the 1960's and '70's and is made up of single-family homes with some "twin homes" and

condominiums dispersed throughout. Modest one- and two-story homes dominate the neighborhoods, and streets rarely include sidewalks or curbs throughout much of Old Encinitas. Some curbs and sidewalks have been added, but are not consistent. Topography varies, and landscapes are mature and abundant. Development is oriented on a north-south/east west grid pattern. Lot sizes vary, and most are rectangular, orienting primarily toward the north-south streets. Architecture styles are varied and houses are mostly set back from the street with a front yard between the structure and the street.

The character of New Encinitas is also defined in the City's Community Character Guidelines (Appendix A). The Guidelines define New Encinitas as Inland Residential-Curvilinear. It includes mainly single-family residential subdivisions developed in the late 1970's through the mid-1990's. It is suburban in character, with curvilinear streets and cul-de-sacs with larger homes set back from the street. More infill housing opportunities exist in areas that abut this context. Block sizes are large and irregular in shape, and streets are long, curving and often terminate in cul-de-sacs. Street widths are approximately 30' to 40'. Continuous attached sidewalks and formal curbs are present and architectural styles within neighborhoods are relatively uniform. Attached garages are a prominent element of front facades. Lot size varies and most are irregular with no consistent orientation. Homes are primarily two stories, with building heights between 20' and 30'. Front and rear setbacks are 20' to 30' and side setbacks are 5' to 15'.

The Neighborhood Study area is the area generally within 500 feet of the project site, and was developed in coordination with City staff. Land uses in the Neighborhood Study Area include single-family residences, Oak Crest Middle School, the Boys & Girls Club of San Dieguito-Encinitas Griset Branch, Bethlehem Lutheran Church, and the Seaview Farm agricultural property.

Overall the Neighborhood Study Area character is primarily semi-rural low-density residential, with no dominant architectural style. Lot sizes, setbacks, building heights, and landscaping are also mixed in the area, with no consistent pattern or unifying theme. The majority of properties in the study area have a lot coverage between 10 and 45 percent, with an average lot coverage of 25 percent.

The Community Character Analysis thresholds stipulate that the project be evaluated based on its effect on community character and scenic resources. For community character, the evaluation must consider whether the project would conflict with the City's Design Review Guidelines, would create an adverse contrast with the dominant attributes of the study areas, and/or would impact a community identification symbol/landmark.

- The analysis of the City Design Review Guidelines did not identify any conflicts and found that the project was consistent with the guidelines.
- The analysis of the community character found that the proposed land use and site features do not substantially contrast with the community

character identified and described for Old Encinitas or New Encinitas. Lot size, building height, lot coverage, building orientation, parking and setbacks are consistent with those typically found within the Inland Residential-Gridded communities of Old Encinitas and Inland Residential-Curvilinear communities of New Encinitas.

- The analysis of the neighborhood character found that the proposed project does not represent a significant departure from the existing neighborhood character, and is not considered a substantial, adverse contrast with the Neighborhood Study Area.

- While there are no community landmarks in the project vicinity, the project does include mature trees both on and off site. City policies general require mature trees to be preserved when possible, and community input received for the project indicated that many participants value the mature Torrey Pines trees along the frontage of the property and adjacent to the property boundary (off site) as an important component of community character. However, City public road standards require the construction of new concrete curb, gutter, and sidewalks along Melba Road from the eastern project boundary to Bluejack Road. Thus, a conflict exists between city tree policy and roadway standards. The proposed project will preserve the two Torrey Pine trees located along the western boundary of the project (off-site), and remove three Torrey Pine trees (and a mature Coast Live Oak) along the project frontage and Melba Road, replace the trees with new young trees, and update the project frontage to match City public road standards that require concrete curb, gutter and sidewalk on Melba Road.

  A Monterey Cypress tree located adjacent to 1250 Melba Road in the public right of way was designated a Heritage Tree per the procedures in the City's Urban Forest Management Program. The tree is located to the northeast of the property boundary. Two additional Torrey Pines that did not qualify as stand-alone Heritage Trees until the City updated its Heritage Tree Designation ordinance (Ordinance 2022-21, dated January 18, 2023), are now considered a Heritage Grove, which gives each tree all of the rights and protections as a Heritage Tree. These trees are located in the public right-of-way off-site, southwest of the basin on Lot C adjacent to 1202 Melba Road. None of the driplines of these trees overlap with the project site.

The Scenic Resources evaluation of the project must consider whether the project would substantially block specified public views, open up an undeveloped natural area for development, or result in substantial policy conflicts with applicable General Plan Scenic Resource Management policies.

- There are no designated scenic highways within the project vicinity.

- There are two vista points within a 2,000 foot viewshed of the project, however the proposed project will not be viewed from either of the two Vista Points so there will be no impact to the Vista Points.
- The site has six structures and has been previously disturbed, and thus would not open undeveloped natural areas for development.
- Options for addressing the potential conflict with General Plan Scenic Resource Management policies are described above.

Overall, the proposed project would not have any adverse impacts on community character or scenic resources. However, to ensure that the project maximizes compatibility with adjacent properties and continues to contribute to the general scenic character of the neighborhood, we recommend three additional measures:

1. Any wood, vinyl or masonry fencing used along the project frontage or visible from the public right-of-way should be in earth or natural colors to soften the visual impact of the fence.
2. Where appropriate, plantings should be used to screen all retaining walls visible from the public right-of-way.
3. Plantings within the bioretention basin at the southwest corner of the property should consider westbound views of the interior of the basin retaining wall. Where possible without compromising the function of the basin, interior landscaping (e.g., clumping grass) should screen and soften the view of the retaining wall from the public right-of-way.

1.2 Project Summary Description

The project includes the development of a 6.646-acre site with 30 new detached single-family residences. The site is located at 1220 - 1240 Melba Road, 1190 Island View Lane, north of the intersection of Melba Road and Wotan Drive and east of the terminus of Island View Lane in the Old Encinitas community. Access to the project is proposed from a private road off Melba Road.

The project site is currently developed with six residential structures, as well as previously cleared and graded land with some trees and vegetation. The density bonus project proposes to subdivide the property to create 30 new single-family lots with 27 market-rate units and 3 very-low affordable units, the construction of a new private road, and associated utility, drainage, and storm water treatment improvements. The project seeks approval of a density bonus tentative map, design review permit, and coastal development permit, and requests multiple waivers of development standards as well as two (2) incentives/concessions allotted under state density bonus law by providing affordable housing. The property will be graded to accommodate the additional proposed residences.

1.3 Summary of Public Involvement/Community Participation Program (CPP) Activities

1.3.1 Overview

A Community Participation Program (CPP) was prepared and information about the proposed project was provided to individuals who requested it. One CPP meeting was held with the community. The input received assisted the development team in preparing project designs that reflected the character of the community and considered concerns raised by local residents. The meeting is summarized below. The full detail of the CPP meeting is found in Appendix B.

1.3.2 Summary of the CPP Meeting

Date: The CPP meeting was held in a virtual format via Zoom, due to the Covid pandemic, on February 8, 2021 at 6:00 pm.

Notification: The City of Encinitas provided addresses to allow mailed notifications for all property owners and occupants living within 500 feet of the project site. A letter and vicinity map notifying all the property owners and occupants within 500 feet of the project side was mailed on January 20, 2021 (see Appendix B). Of the 156 notices that were mailed out, none were returned as undeliverable.

Attendees: Attendees included representatives for the applicant Torrey Pacific Corporation, project architect JZMK, project civil engineer Pasco Laret Suiter, as well as 105 logins from members of the public. Because the meeting was held virtually due to the Covid pandemic, there was no traditional sign-in sheet to the February 8 meeting. Included in this CPP report (see Appendix B) is a list of all community members who contacted the applicant to attend the Zoom meeting and a list of the community members who identified themselves as present at the meeting either verbally or through participation in the chat room. Because many community members shared information on how to access the meeting on social media sites or individually with other people, we do not have a comprehensive list of everyone in the community who had access to the meeting. Given the absence of a physical sign-in sheet, we also do not have a record of people who may have attended the meeting but did not identify themselves, verbally or through the chat room, as present.

Meeting Summary: A brief introduction was made by Brian Staver, representative for the applicant, Torrey Pacific Corporation. A short overview of the project was given by Tyler Lawson, one of the project's civil engineers. Another of the project's civil engineers, Bryan Knapp, also attended. Bryan Stadler, the project's architect, then began a presentation on the design of the proposed neighborhood and homes. After about three minutes, the attendees indicated that they were not interested in this subject matter, and the meeting moved on to questions and feedback. Attendees were able to ask questions

and give feedback both verbally and through a chat room that was visible to all participants. The meeting was moderated by Tyler Lawson and Bryan Knapp.

The following section compiles the questions, concerns, issues, and problems raised during the CPP process. This includes questions, concerns, issues, and problems raised either verbally or in the chat room during the February 8, 2021 CPP meeting as well as questions and concerns raised in comment cards or email from January 20, 2021 until the end of the open CPP comment period on February 21, 2021. Available for review are also the transcript of the February 8 CPP Zoom meeting (Attachment C), the public chat log from that meeting (Attachment D), CPP Comment Cards submitted by community members (Attachment E), and other feedback on the project submitted to the City and/or the applicant by email between January 20 and February 21, 2021 (Attachments F and G).

The responses to the questions and concerns were compiled by the project applicant and are presented in Appendix B. These include the live answers from the CPP meeting as well as additional information as helpful.

Key issues raised about the project include concerns about: general project details and project status; the density of homes and questions about how the density bonus works; community character; traffic and safety; on-site and perimeter trees; stormwater, water and drainage, including the bioretention basins; project and lot design, including parking and utilities; reduced setbacks; views from patios and balconies into existing homes; whether ADU's will be constructed; common open space areas; environmental, cultural and preservation issues; and home pricing and affordable units.

Key changes made to the second submittal of the plans (made July 26, 2021), based on feedback received, included adding an open space area within the project near the intersection of the two proposed streets, and removing the monument signage at the entrance to the private drive. Drainage plans were revised and the detention basin at the northeast side of the project was removed, although it was later added back in to the plans.

For the third submittal, on March 22, 2022, all of the application files current with the third submittal were provided through a public Dropbox folder to allow stakeholders access to the project information. To further respond to concerns expressed by the community, the bioretention basin at the south side of the property was moved from the eastern side of the proposed street to the western side of the street to better align with the topography of the neighborhood and retain views of the Torrey Pine trees that will remain. The vegetation proposed in the landscape plan was changed to more heavily favor a native palette. The applicant proposed a 1:1 replacement on all the mature trees that will be removed. On the Melba frontage, the third submittal had an "Option B" to use the existing sidewalk and preserve 5 Torrey Pine trees and 1 Coast Live Oak, pending waiver of the Public Road Standards. The one remaining bioretention basin used dry wells instead of a plastic liner. There

were now 8 of the 30 homes proposed to be single-story, which required multiple waivers of setbacks and lot coverage ratios.

For the fourth submittal, December 19, 2022, a second detention basin was added to the project. Option B was integrated as the proposed project, and Option A remained as the alternative to the proposed project.

For the fifth submittal, on October 26, 2023, there are now 7 of the 30 homes proposed to be single-story and 23 two-story units, which requires waivers of side setbacks and lot coverage ratios. The proposed ADU has been eliminated from the plans, and no waivers are now proposed for front yard setbacks, rear yard setbacks and connectivity. The terminology referring to Option A and B has been removed, and what was previously considered Option B is now officially designated the proposed project. What was previously considered Option A is now officially designated as the alternative to the proposed project. Two additional Torrey Pine trees located off-site and to the southwest of the basin on Lot C along Melba Road have been designated Heritage Trees as a result of the City amending its Heritage Tree Ordinance in early 2023, for a total of 3 Heritage Trees in the project vicinity.

For the sixth submittal, on February 26, 2024, the proposed project has been revised to conform with public road standards along the frontage of the property along Melba Road. This entails removal of three existing Torrey Pine trees and one existing Coast Live Oak tree. The sidewalk will be five feet of concrete and the project side of the road, and the existing asphalt sidewalk will remain to the east and west of the project boundaries. The two Torrey Pine trees that had been designated as Heritage Trees to the west of the project's frontage will be preserved. The alternative to the proposed project has been removed from the report.

The waiver referred to as "fence height" was removed from the report as it is not necessary. The proposed fence on the south side of Lot 30's side yard (along the Melba Road frontage) has been changed from a wood or vinyl fence to a freestanding masonry wall up to 6 feet using tan color slump block with a three-score slump block cap.

The location of the detention basin at the northeast portion of the project has been moved slightly from the east side of lots 18 and 19, to between lots 17 and 18, and the configuration of the nearby lots were modified slightly to accommodate the change. The detention basin on Lot 1 is now given its own lettered lot, Lot C. A sidewalk has been added between the project's mailbox location and the cul-de-sac.

2. EXISTING CONDITIONS

This chapter describes existing conditions within the neighborhood and community study areas surrounding the proposed project. Community character includes those attributes and assets that make a community unique, and that establish a sense of place for its residents. Existing conditions with respect to community character were determined by evaluating a variety of factors that contribute to the character of the community when viewed from public vantage points only. Views from private vantage points (e.g., private homes or yards, private roadways) are not included in this analysis.

Information on existing conditions was gathered from a variety of sources, including the City's General Plan, Zoning Map, site visits, aerial photography, and online mapping tools.

2.1 Study Areas

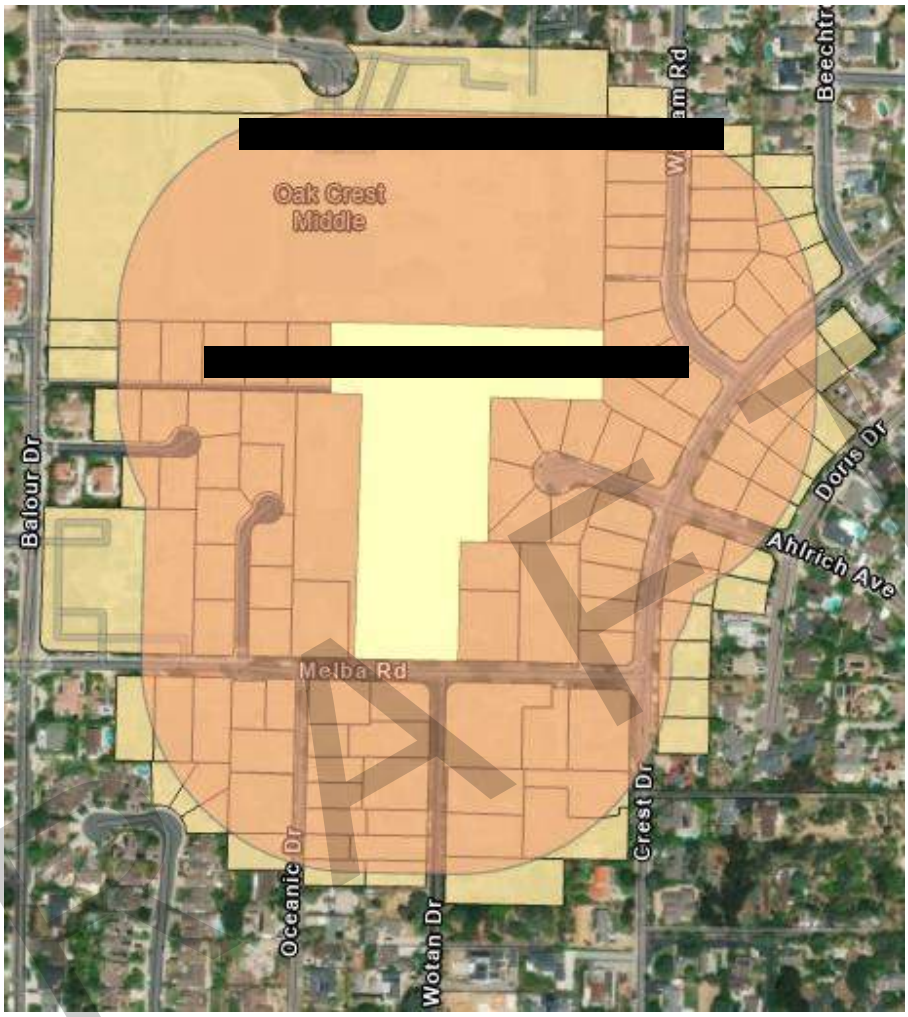
The community character study for the project includes two study areas, a Neighborhood Study Area and a Community Study Area. Figure 1 shows the Community Study Area. The Community Study Area is the larger community that the project falls within, the community of Old Encinitas. The Community Study Area is described in more detail below and in Appendix A. The Neighborhood Study Area includes the properties in the immediate vicinity of the project site, specifically land uses with property lines within or bordering a 500-foot radius from the site. Figure 2 shows the Neighborhood Study Area.

The following section details the existing conditions in the neighborhood and community study areas.

2.1.1 Neighborhood Study Area

The Neighborhood Study Area for the proposed project includes properties within approximately 500 feet of the project site. The boundaries of the Neighborhood Study Area were determined in consultation with City staff. Existing uses in the Neighborhood Study Area include single-family residences, Oak Crest Middle School, the Boys & Girls Club of San Dieguito-Encinitas Griset Branch, Bethlehem Lutheran Church, and the Seaview Farm agricultural property. Figure 1 shows the project site and the neighborhood study area.

Figure 1 – Neighborhood Study Area

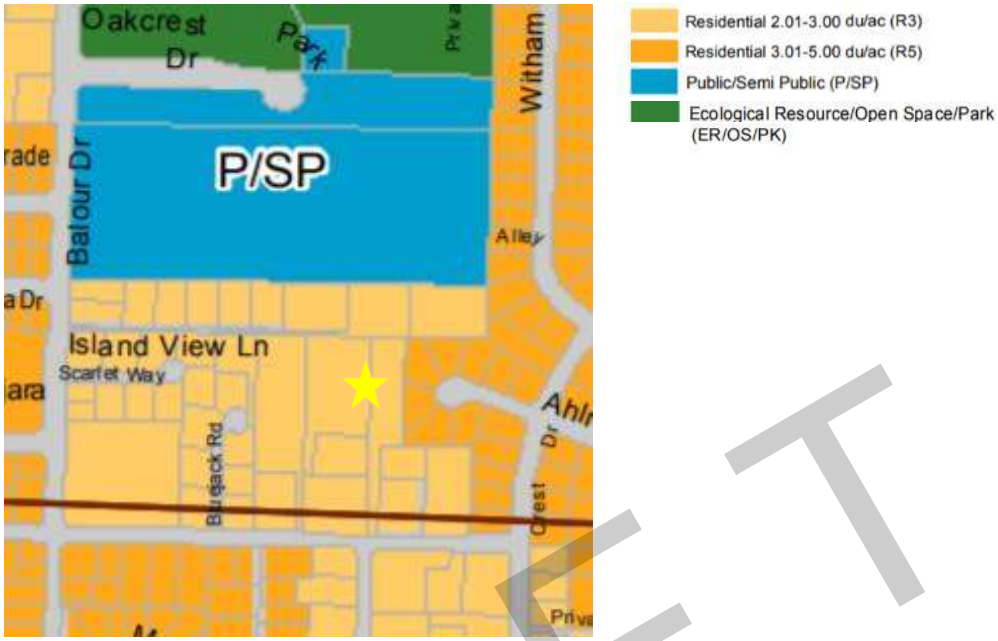


The Neighborhood Study Area includes properties within approximately 500 feet of the project site.

Land Use

The General Plan land use designation at the project site is Residential 2.01-3.0 du/ac (R3 zoning). Immediately north of the project site the land use designation is Public/Semi Public (P/SP zoning) at Oak Crest Middle School. To the northeast and south, the land use designation is Residential 3.01-5.0 du/ac (R5 zoning), while to the southeast and west the land use designation is R3. Figure 2 shows the General Plan land use designations in the project vicinity.

Figure 2 – General Plan Land Use Designations



Six residential structures are located on the project site.

The project site currently includes six residential structures, as well as previously cleared and graded land with some trees and vegetation. Land use in the neighborhood study area is predominately single-family residences adjacent to the project on the east and west sides. The Seaview Farm site, which includes a small stable and horse training facility, is adjacent to the site on the west side. Further to the west Bethlehem Lutheran Church is located at the corner of Melba Road and Balour Drive. The Church operates a preschool for children ages 2-5 on its campus.

Much of the area surrounding the project includes single-family residences.

About one third of the project site includes previously cleared and graded land.

Melba Road is located immediately south of the project site, and additional single-family residences are located south of Melba Road in the neighborhood study area. North of the project site is the Oak Crest Middle School Campus, which includes school buildings, parking lots, and a track and sports field. The Boys and Girls Club San Dieguito-Encinitas Griset Branch is adjacent to the middle school on the east, and includes a recreation center and garden space. A public access walkway connects the middle school campus to Witham Road, and runs adjacent to a portion of the north side of the project site.

Oak Crest Middle School is located immediately to the north of the project site.

Bethlehem Lutheran Church includes a number of larger buildings on its campus, such as the sanctuary, set back from the roadway and spaced throughout to minimize massing.

Building Types

The residential buildings in the Neighborhood Study Area are one- and two-story single-family homes, most with attached garages. Oak Crest Middle School, Bethlehem Lutheran Church and Preschool, and the Boys and Girls Club each include a number of separate one- and two-story buildings on their respective campuses. The Seaview farm property adjacent to the project site includes both a single-family residence and a large stable and covered riding ring.

One- and two-story single-family residential buildings make up the majority of the land use in the residential portions of the Neighborhood Study Area.

The Seaview Farm property is located adjacent to the site on the west side of the property.

Architectural Style

Architecture in the study area is generally mixed, with some modern designs, but without a unifying theme or uniform style. Buildings, fences, and other architectural elements are diverse and eclectic throughout the Neighborhood Study Area. Architectural styles include Craftsman, Mission, Cape Cod, Postmodern, and others. Color palettes vary, including shades of grey, beige, brown, white, blue, yellow, and green. Stucco and wood siding are primary materials, with some homes incorporating stone or brick accents.

Architecture in the study area includes Craftsman, modern, Mission/Spanish Colonial Revival, and others.

Architectural styles vary greatly in the study area, with an eclectic mix of color, materials, and design throughout.

Bulk and Mass

Buildings in the study area are primarily one or two stories, and follow the sloping topography of the neighborhood. Older residential construction in the study area is smaller, with homes 2,000 sf or less. There are pockets of newer construction with homes that are 3,000 to 4,000 sf or more, particularly along Bluejack Road and Scarlett Way. The Oak Crest Middle School, the Boys & Girls Club, Bethlehem Lutheran Church, and Seaview farm all include larger structures. Most properties include front setbacks that are at least 25 feet from the public right-of-way.

Larger residences in the study area include design details, landscaping, and architecture that breaks up perceived bulk.

Site Layout

Residences in the study area are typically located in the center of lots, with homes set back from the right of way by 25 feet or more. Newer homes along Scarlet Way and Bluejack Road in the Seaside Highlands development have smaller side and rear yards, with most buildings set back 20 feet from rear property lines. The tentative map for Seaside Highlands was approved in 2006 with a zero lot line, some 5 foot side yards, some 10 foot rear yards, however

New homes in the study area are generally larger, and take up more space on residential lots.

Older homes in the study area are smaller and have larger rear setbacks.

The Oak Crest Middle School campus is adjacent to the project site and includes Boys and Girls Club facilities on the east side.

when constructed in 2011, the development reflected mostly larger setbacks than allowed by the approved map. The Seaside Highlands development does have a few 5-foot side yards, and a 12.5-foot backyard on one of the lots. In contrast, older residences in the study area have larger rear setbacks, most between 40-60 feet from the rear property line.

The non-residential uses in the study area are located on large properties with various buildings spread across the sites. The middle school and church properties include large amounts of space for parking and recreation/sports.

The study area includes a mix of one-story and two-story buildings.

Lot Coverage

Lot coverage in the study area typically ranges from 10 percent to 45 percent, and the average lot coverage is 25 percent. Lot coverage on the middle school property north of the project site is about 16 percent, similar to lot coverage on the church property. Residential lot coverage is generally higher, with most properties having a lot coverage of 20 percent or more.

Building Heights

Building heights in the study area are a mix of one- and two-story. Homes on Bluejack Road and Scarlet Way are primarily two-story, while those on Ahlrich Dr., Witham Dr., and Crest drive are mostly one-story. Elsewhere building heights are more mixed. Both the middle school and church properties include two-story and one-story buildings.

Setbacks

While some locations have unusually narrow side setbacks, buildings in the study area are typically 10-18 feet apart.

Buildings are set back from the public right-of-way at least 25 feet, with the exception of residences located on corner lots where streetside setbacks are typically 18-20 feet but can be as narrow as 10 feet in some locations. Most of the homes along Scarlet Way and Bluejack Road are set back 20 feet from rear property lines, with the exception of 940 Bluejack Road where the rear setback is 13 feet. Most other residences in the study area have larger rear setbacks, typically between 40-60 feet from the rear property line.

Spacing between buildings varies throughout the study area. On some streets, buildings have wider side setbacks, with 20 feet between adjacent buildings (10 ft side setbacks). However, spacing is narrower in many places, typically 10-18 ft (5-6 ft side setbacks). Occasionally side setbacks are even more narrow, such as between some homes on Monterey Vista Way.

Streetscape and Roadway Design

The proposed project is located on Melba Road, a two-lane east-west road that extends from Crest Drive west to Regal Road. On-street parking is not permitted on Melba Road in the project vicinity. Melba Road has sharrows on both sides of the road, as well as curb improvements and an asphalt sidewalk on the north side of the street adjacent to the project site, and curb

improvements without sidewalks on the south side of the street across from the project site. Further to the west, curb, gutter, and sidewalk improvements are in place in the study area on the north side of Melba Road from Bluejack Road to Balour Drive, with some curbs on the south side of the street as well. While there are no parkways or street trees on Melba Road, there are mature trees and landscaping on private properties on both sides of the road adjacent to the street/sidewalk.

Melba Road south of the project site has additional curb, gutter, and sidewalk improvements.

Melba Road adjacent to the project site has an asphalt sidewalk on the north side of the road.

Wotan Drive south of the project site is a local two-way road.

Other roads in the study area include Oceanic Drive and Wotan Drive, south of Melba Road. These are two-way local roadways with on-street parking permitted and no curb, gutter, or sidewalk improvements. North of Melba Road are Bluejack Road, Scarlet Way, and Island View Lane, all of which are two-way cul-de-sac roads. Scarlet Way and Bluejack Rd have some curb, gutter, and sidewalk improvements, while Island View Lane does not. Oceanic Drive, Bluejack Road, Scarlet Way, and Island View Lane are all private roadways. Ahlrich Avenue and Witham Road are two-lane local roadways that provide access to residential properties east of the project site. Curb, gutter, and sidewalk improvements are in place on both sides of Witham Road, and curb and gutter on Ahlrich Avenue, but no sidewalks.

Balour Drive and Crest Drive are the two main north-south roadways in the project vicinity. Balour Drive is a two-lane roadway with bike lanes and curb, gutter, and sidewalk improvements north of Melba Road. South of Melba Road Balour Drive has sharrows only, and includes curb, gutter, and sidewalk improvements on the east side of the road. Crest Drive is a two-lane roadway with sharrows south of Melba Road and sidewalks in place on the west side of the road north of Melba Road.

Parking Supply

Both the Oak Crest Middle School and the Bethlehem Lutheran Church have off-street parking areas on site. Most residences in the neighborhood study area have parking in attached garages. On-street parking is also permitted on many roads within the study area.

Landscaping/Vegetation/Native Habitat/Mature Trees

Existing vegetation on the project site is limited in the north portion of the site, which was previously cleared and graded, and currently includes a few shrubs and small trees. Some larger trees and unmaintained landscaping surround the vacant home in this part of the project site.

While most properties in the study area are developed with mature landscaping, there is no unifying landscape style throughout the area.

The north portion of the project site has limited vegetation

The southern portion of the project site includes existing residences with some mature landscaping and lawn space. Three mature Torrey Pine trees are in place along the project frontage adjacent to Melba Road. In addition, a number of mature Torrey Pine trees are located off the project site, west of the property boundary and north of Melba Road.

A Monterey Cypress tree located adjacent to 1250 Melba Road in the public right of way was recently designated a Heritage Tree per the procedures in the City's Urban Forest Management Program. The tree is located to the northeast of the property boundary. Two Torrey Pine trees were also recently designated Heritage Trees. These trees are located in the public right-of-way off-site, southwest of the basin on Lot C adjacent to 1202 Melba Road. None of the driplines of these trees

Several mature Torrey Pine trees are in place adjacent to Melba Rd at the southern end of the project site.

overlap with the project site.

Trees, shrubs, and groundcover are in place along the street frontage at Bethlehem Lutheran Church and Preschool.

As with architecture, landscaping in the project vicinity varies considerably, and there is no consistent theme throughout the study area. Most properties in the study area are developed with mature landscaping, including a wide variety of drought-tolerant plants, succulents, tropical foliage, grasses, and mature trees. The land within the study area has been fully developed, leaving no undisturbed vegetation within the project vicinity. Both the church and middle school properties include large grassy fields, as well as trees and other landscaping spread throughout their campuses. While there are no street trees or parkway landscaping along roadways in the project vicinity, the Bethlehem Lutheran Church site includes mature trees and other landscaping adjacent to the sidewalk along Melba Road and Balour Drive.

Public and/or private amenities

There are no public amenities in the Neighborhood Study Area, but the Oak Crest Middle School site does include soccer and football fields, as well as basketball courts. The Boys and Girls Club site located on the middle school property also has a garden space.

Non-vehicular Mobility Features

There are both bicycle and pedestrian facilities in place along some of the roadways within the study area. Painted bike lanes are in place on Balour Drive north of Melba Road, while south of Melba Road there are painted sharrows on Balour Drive. A yellow marked crosswalk is also in place across all legs of the intersection of Balour Drive and Melba Road. Balour Drive also has sidewalks on both sides of the road north of Melba Road, and on the east side of the road only south of Melba Road.

Several roadways in the study area include sharrows or painted bike lanes.

On Melba Road, sidewalks are in place on the north side of the road between Balour Drive and Crest Drive. The road also includes sharrows, as does Crest Drive south of Melba Road. Crest Drive has sidewalks in place on the west side of the road north of Melba Road. Witham Road, Scarlet Way, and Bluejack Rd

also have sidewalks in place. Elsewhere in the study area, pedestrians share the roadway with other vehicles. There is a pedestrian-only access point to Oak Crest Middle School located on a path that intersects Witham Road east of Crest Drive.

Landform/topography

The north portion of the project site is the highest point in the vicinity. From this point, land slopes down to the east, west, and south. Oak Crest Middle School is located at a slightly lower elevation than the proposed project.

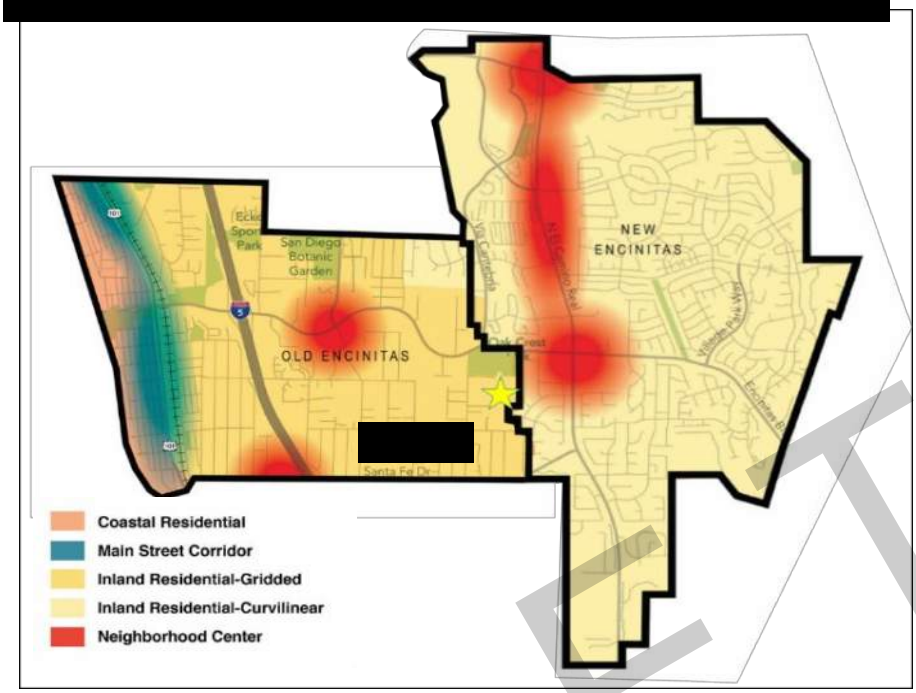
Yellow marked crosswalks and sharrows are in place at the intersection of Balour Drive and Melba Road.

2.1.2 Community Study Area

The City of Encinitas is comprised of five communities, which are described in the City's General Plan Land Use Element and included as part of the Community Study Guidelines in Appendix A. The designated community that the project is located within defines the Community Study Area for the project. The proposed project is located in the community of Old Encinitas. Old Encinitas includes the central part of the city, west of New Encinitas, south of Leucadia and north of Cardiff by the Sea. The community of New Encinitas is located east of the project site. Because of its proximity to the project site, this community was also reviewed as part of the community character area analysis.

Inland Residential-Gridded Communities

The predominant community character in Old Encinitas within the project vicinity is Inland Residential-Gridded. The Inland Residential-Gridded neighborhoods in Old Encinitas were developed mainly in the 1960s and 1970s, and include primarily single-family homes with some multi-family housing dispersed throughout the area. Neighborhoods are generally ordered around a street grid that runs north-south and east-west, with no alleys. Street widths are narrow, at 20'-30', and often do not include sidewalks or defined edges.



The proposed project is located within the community of Old Encinitas, adjacent to the community of New Encinitas.

Topography varies, and landscapes are mature and abundant. Lot sizes range from 4,000-15,000 SF, and lots are typically rectangular and oriented toward north-south streets. Lot coverage ranges from 20-50 percent, and setbacks include 15'-50' front setbacks, 5'-15' side setbacks, and 10'-40' rear setbacks. Buildings are oriented toward the street with on-site or street parking. Most buildings are 1-2 stories high, with building heights ranging from 20'-30'. Roof form includes hipped and gabled roofs. Most homes in the area are modest in size.

Within this community, there are design opportunities to focus higher density housing near arterials and activity centers, enhance connectivity to services, transit, and open space/trails, enhance active, outdoor lifestyles, and to design development with sensitivity to existing low-scale residential development.

Inland Residential-Curvilinear Communities

The predominant community character within the New Encinitas community adjacent to the project site is Inland Residential-Curvilinear. Inland Residential-Curvilinear neighborhoods include suburban development, defined by larger, single-family homes set back from the street. Lot sizes and setbacks vary, and attached garages are prominent at the front of homes. Architecture styles are typically uniform within single-family neighborhoods or housing developments. Block patterns include larger blocks with long, curvilinear streets that often end in cul-de-sacs. Residential streets are usually not

connected or aligned.

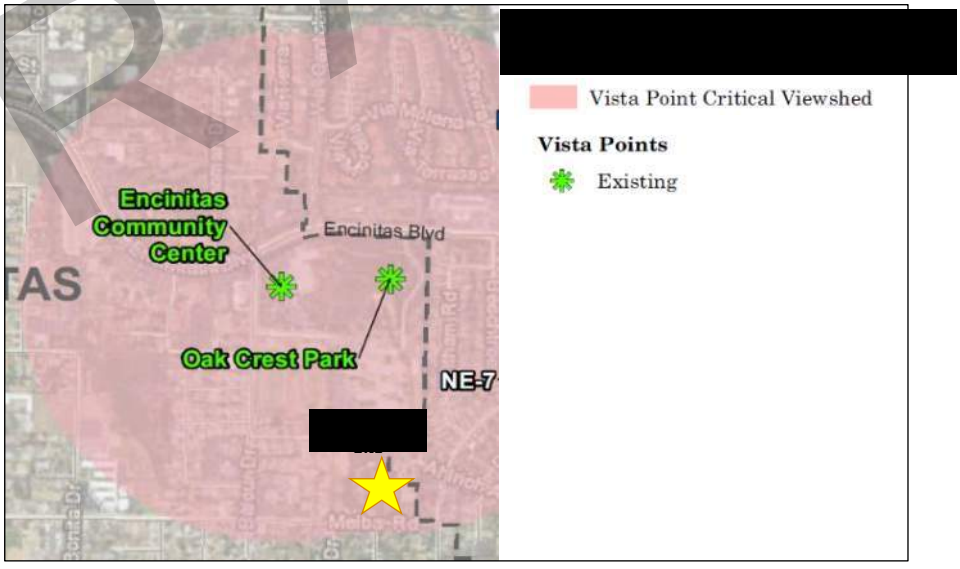
Lot sizes in the New Encinitas community are typically between 6,000 and 15,000 square feet, and are irregular in shape and orientation, measuring from 60-80 feet wide and 100-160 feet deep. Building orientation is typically facing the street, and parking is accessed on site from the street. Front setbacks generally vary from 20-30 feet, with side setbacks between 5 and 15 feet, and rear setbacks between 20 and 30 feet. Building height is typically between 20 and 30 feet, and primarily two stories. Roof form is hipped and gabled, and entries generally face the street.

Within this type of community there are design opportunities to focus higher density housing near arterials and to design development with sensitive transitions to adjacent low-scale, rural residential development.

2.2 Scenic Resources

Scenic resources within the project vicinity are defined by the Resource Management Element in the City's General Plan. The Resource Management Element identifies Scenic/Visual Corridor Overlay areas within which the character of development should be regulated to protect the integrity of designated Vista Points in the City. Within these viewsheds, building height, bulk, roof line and color and scale should not obstruct, limit or degrade the existing views. Landscaping should be located to screen undesirable views such as parking lots or mechanical equipment.

Figure 4 - Scenic Resources



The Resource Management Element identifies Oak Crest Park and the Encinitas Community Center, both located north of the project site, as Vista Points. A 2,000 sf viewshed surrounding these Vista Points is included within the Scenic/Visual Corridor Overlay area. The proposed project falls within this 2,000 sf viewshed.

3. PROPOSED PROJECT

3.1 Background

The Torrey Crest project includes construction of 30 new detached single-family residences on a 6.646-acre site.

The site is located north of Melba Road between Bluejack Road and Crest Drive, and south of Oak Crest Middle School in the Old Encinitas community. The project will require a Density Bonus Tentative Map, Coastal Development Permit, and Design Review Permit.

The southern portion of the property includes landscaping and existing residences.

3.1.1 Existing Site Conditions

The project site includes vacant, disturbed land that was previously cleared and graded, and six residential structures. One structure is unoccupied and is in significant disrepair, but there are three residences on the site that are currently occupied. All residential structures will be demolished as part of the proposed project, and the property will be graded to accommodate the proposed residences.

Existing single-family homes, including this vacant home left in disrepair, will be removed as part of the proposed project.

3.2 Project Description

The following describes the project design in more detail. Figures 5A-E, 6A-E, and 7A-E show visual simulations of the proposed project from the public right of way in the eastbound, northbound and west direction on Melba Road. Elevations, site plans, landscape plans, and additional details about the project design are included in Appendix C.

The project site is located adjacent to existing single-family residences and the Oak Crest Middle School.

Much of the project site is vacant, disturbed land that was previously cleared and graded, and currently includes limited vegetation.

Figure 5A – Existing Conditions (Eastbound View)

Figure 5B - Proposed Project (Eastbound View)
5-Year Growth

Figure 5C –Proposed Project (Eastbound View)
Mature Growth

Figure 6A – Existing Conditions (Northbound View)

TORREY PACIFIC CORPORATION

TORREY CREST - VIEW SIMULATIONS

Figure 6B – Proposed Project (Northbound View)
5-Year Growth

Figure 6C – Proposed Project (Northbound View)
Mature Growth

Figure 7A – Existing Conditions (Westbound View)

Figure 7B – Proposed Project (Westbound View)
5-Year Growth

Figure 7C – Proposed Project (Westbound View)
Mature Growth

3.2.1 Land Use

The project land use is single-family residential, with 30 detached. This includes 7 one-story residences, and 23 two-story residences. Three of the two-story residences will be affordable units. The site has a Residential 3 land use designation and a R3 zoning.

3.2.2 Lot Sizes

Lot sizes range from a minimum of 4,415 net square feet to a maximum of 11,013 net square feet. The average proposed lot size is 7,377 square feet. A waiver for minimum lot size was requested as part of the Density Bonus application for the proposed project.

3.2.3 Density

The gross site area is 289,503 square feet (6.646 gross acres). The project density is 4.5 units per acre. Lot coverage ranges from 22 percent on Lot 11 to 47 percent on Lot 23, but lot coverage for the majority of the project (20 units) is less than 36 percent. A waiver for lot coverage above the 35 percent limit in the R3 zone was requested as part of the Density Bonus application for the proposed project.

3.2.4 Architecture

The proposed project includes seven different floor plans with varying elevations. The three architectural styles proposed for the project include variations on Modern California Coastal style that are intended to provide variety across the site, while also complementing one another and creating a cohesive feel throughout the neighborhood. The three styles include Modern, California Coastal, and Farmhouse. Variations in roof pitch, color palette, siding, eaves, windows, porch styles, and other architectural detail help distinguish each of these styles.

The Modern style homes use stucco, composite wood siding, and brick veneer with a cool color palette. Lower roof slopes and tight eaves with minimal overhang emphasize the modern style of this design. Porches feature metal/contemporary trellis elements, garages have frosted glass doors, and window boxes add visual interest while keeping with a simpler, sleek modern style.

The California Coastal style homes include horizontal and vertical siding along with stone veneer, and a warm color palette. A steeper roof pitch, longer eave overhangs, wood trellis, and metal window awnings help distinguish the style of this design.

The Farmhouse homes include board and batten and horizontal siding with a neutral color palette and contrasting trim. Steeper gable roofs and 18-inch eave overhangs with rafter tails create a more "farmhouse" feel to this design. Accent shutters provide further architectural detail.

The variety in architectural styles and floor plans within the project help to add visual interest and avoid a "cookie cutter" feel to the development, and break up building massing/bulk.

3.2.5 Site Layout

The proposed project includes 30 single-family homes on a 6.646-acre site. The homes are oriented toward a private internal roadway that intersects with Melba Road and runs north-south through the majority of the site, before shifting direction to run east-west on the portion of the site adjacent to Oak Crest Middle School. Homes are spread fairly evenly throughout the site, with 18 homes taking access from private driveways along the north-south portion of the internal roadway, and 12 taking access from private driveways along the east-west portion.

The homes are surrounded by areas for future landscaping, to be installed by private homeowners after project completion, as well as private patio space. However, the installation of some landscaping is proposed as part of the project, including some privately maintained landscaping, as well as areas of landscaping by the homeowners association (HOA) that include grass lawns and landscaping within the bioretention basins. This includes trees throughout the site, as well as plantings along the east, west, and north property lines, as well as plantings along the project frontage on Melba Road. The site will also include two bioretention basins. One will be located at the southwest corner of the project adjacent on Lot C along Melba Road, and one at the northeast corner of the project behind lots 17 and 18. The northeast basin will be surrounded by walls and fencing for safety. The basin at the southwest corner of the project will be visible from the public right-of-way, surrounded by a combination of walls and fencing, but screened with landscaping on both the outside and inside of the basin.

There will be a total of 110 off-street vehicle parking spaces at the site and 16 on-street spaces on the internal access road.

3.2.6 Building Height

The project includes seven single-story homes, and 23 two-story homes. A waiver of building height requirements has been requested as part of the affordable housing density bonus regulations for lots 2, 10, 11, 18, and 19. The maximum height on these lots is between 26'11" (lot 2) and 29'10" (lot 19). The ridgelines of all other homes will be at or below the 26-foot maximum ridge height.

3.2.7 Bulk and Mass

The proposed project requests waivers for net lot area, lot width, lot depth, side yard setback, and lot coverage under the City's affordable housing density bonus regulations. Lot coverage proposed for the project is between 22 and 47 percent. Building footprints range from 1,320 to 3,446 square feet.

The proposed setbacks for the project are between 20 and 25 feet for the front setback, and 25 feet for the rear setback. Most side yard setbacks are 5 feet, with some lots having larger side setbacks. A waiver of side yard setback requirements has been requested as part of the affordable housing density bonus regulations.

The residences on Lots 1 and 30 (adjacent to Melba Road on the south side of the project) are set back significantly from the edge of the existing asphalt sidewalk adjacent to Melba Road as part of the proposed project, from the or the proposed concrete sidewalk in the project alternative, to provide privacy and minimize the appearance of the buildings from the roadway. Variations in architecture, building design, color, and building orientation are also used to break up the look of the project's bulk and mass.

Hollyleaf Cherry Tree

Western Redbud

Coastal Scrub Oak Tree

3.2.8 Landscaping/open space

The landscape plan for the proposed project includes 4 varieties of trees (Strawberry Tree, Western Redbud, Hollyleaf Cherry, and Coast Live Oak). Additional plantings on the property will be comprised of tall, medium, and low shrubs, as well as vines and groundcovers. Plantings will be selected from 15 tall and medium shrubs (Manzanita, Purple Hopseed bush, Toyon, Scrub Oak, Coastal Scrub Oak, Coffeeberry, Lemonade Berry, Coulter's Mantilija Poppy, Coast Rosemary, Agave, Aloe, Compact Strawberry Tree, Bougainvillea, Little John Bottle Brush, and Sage), 7 possible low shrubs and groundcovers (Dwarf Coyote Brush, Fairyduster, Canyon Prince Wild Rye, Deer Grass, Prostrate Myoporum, Prostrate Rosemary, and Blue Chalk Sticks), and 3 possible vines (Bougainvillea, Creeping Fig, and Flame Vine). In addition, three possible types of vegetation (Berkeley Sedge, Dune Sedge, and Pink Muhly) will be planted within the bioretention basins, and two grass lawn areas will be included in the north part of the project site. One will be located just west of the mailboxes, and the other will be located just east of Lot 20 along the cul-de-sac.

Existing trees and landscaping will be removed from the site, including the three Torrey Pine trees near the Melba Road frontage and one Coast Live Oak tree. The proposed project replaces the existing Torrey Pines and Coast Live Oak with new trees along the project frontage. The Torrey Pine tree on the west side of the site near the residence located on 1210 Melba Road will remain.

In addition to the new trees along Melba Road, a variety of shrubs and groundcover will be provided along the project frontage. The landscape design will include low and medium shrubs closer to the edge of the sidewalk on Melba Road, with taller shrubs further from the sidewalk. Taller shrubs will be maintained approximately to the heights of the walls around the bioretention basin on the southwest side of the property, at a height that would allow pedestrians some visibility into the basin.

Planting design along the street frontage will include a tiered landscape with a mixture of small, medium and large plants similar to this design.

Landscaping will also be installed along the perimeter of the project and within the two shared lawn areas in the north part of the project. The bioretention basins will be landscaped, including a perimeter of taller shrubs to screen the basin at the southwest corner of the property that is visible from the public right-of-way. Internal landscaping will be installed in both bioretention basins, with plantings reaching a height up to 2 feet, depending on the species. This will help to soften the appearance of the interior of the basin that is visible from the Melba Road. For the market-rate residences, private landscaping will be provided at a future date by the homeowner, and is not included as part of the project. Landscaping for affordable residences will be provided at the time of project construction.

Wood or vinyl privacy fencing up to 6’ in height will be constructed around the perimeter of the property on the east and north sides, and along most of the west side except for the portion of the west property line adjacent to the southwest bioretention basin. Fencing will also be installed between lots. Along the south side of the property adjacent to Melba Road, a free standing masonry wall up to 6' using tan color slump block will be installed on the side of lot 30, behind the frontage landscaping. Wood fencing will be installed along the side of lot 1, behind the frontage landscaping and bioretention basin (Lot C). Lots 6 – 9 will be given the option for a 6’ steel view fence in lieu of a 6’ wood fence

along the western perimeter. A 3'6" cable guardrail will be installed on top of the retaining wall on the west side of the property adjacent to lots 2-9, on the south and west side of lot 10, west and north side of lot 11, and the east sides of lots 18, 19, 22, 23, and 24. A minimum of 5' fencing will surround the bioretention basin; masonry wall on the west and south sides, and steel on the east and north sides.

3.2.9 Streetscape

The project site is located adjacent to Melba Road, on the north side of the street. For the streetscape adjacent to Melba Road, the project proposes to remove the existing Torrey Pine trees and Coast Live Oak and replace with new trees. The existing asphalt sidewalk would be removed and replaced with curb, gutter, and sidewalk improvements adjacent to the project frontage on the north side of Melba Road. That would continue the existing pattern located to the west of the project. A 5' concrete sidewalk would be provided, with curb ramps at the intersection of Melba Road and the private project access road. The existing asphalt sidewalk would remain to the east and west of the project boundaries.

3.2.10 Grading Plan Elements

The developed site will be graded to maintain roughly the same topography as the existing site. Project grading includes approximately 22,000 cubic yards of excavation and 6,500 cubic yards of fill, resulting in export of 15,500 cubic yards of fill material.

3.2.11 Manufactured Slopes

The north portion of the existing site is fairly flat, while the southern portion slopes gradually to the south. Slopes are less than 25 percent over nearly the entire site (98.6%). Grading and development will generally mimic the existing landform, with flat pads graded to accommodate residences. No significant graded landforms will be included as part of the proposed project. Slopes on the east side of lots 18 and 19 will be landscaped as part of the project, then privately maintained, as will the slopes to the rear of lots 10, 11, 12, 13 and 14, and between lots 20 and 22. Slopes surrounding the bioretention basins will be landscaped as part of the project and maintained by the HOA.

3.2.12 Retaining Walls

A retaining wall up to 6 feet high will surround the bioretention basin on the southwest corner of the property. The wall will be screened by landscaping.

In addition, retaining walls up to 6' in height will be located along the east side of the property adjacent to lot 22-24, and lots 27-30, on the west side of the property adjacent to lots 2-11, between lots throughout the property, on the

south side of lot 30, on the north side of lots 11 and 18, and surrounding the bioretention basin adjacent to lots 17 and 18. The walls will be constructed with tan colored slump block. On the east and south sides of the project, retaining walls will be screened by wood or vinyl fencing, as well as landscaping along the frontage of Melba Road.

3.2.13 Freestanding Fences

Wood or vinyl privacy fencing up to 6' in height will be constructed around the perimeter of the property on the east, west, and north sides. Between lots, fencing will be 6' in height or more. Wood fencing will also be installed along the side of lot 1, behind the frontage landscaping and bioretention basin (Lot C). Lots 6 – 9 will be given the option for a 6' steel view fence in lieu of a 6' wood fence along the western perimeter. A 3'6" cable guardrail will be installed on top of the retaining wall on the west side of the property adjacent to lots 2-9, and on the south and west side of lot 10, west and north side of lot 11, and the east sides of lots 18, 19, 22, 23, and 24. A minimum of 5' fencing will surround part of the bioretention basin, with masonry wall on the west and south sides, and steel on the east and north sides. A freestanding masonry slump block wall with tan color is proposed along the south side of Lot 30 (along the Melba Road frontage.)

3.2.14 On-street Parking

There will be a total of 16 on-street spaces on the internal access road.

3.2.15 Street Improvements

The proposed project includes the following street improvements adjacent to Melba Road. The existing three Torrey Pine trees and one Coast Live Oak would be removed and replaced. The existing asphalt sidewalk would be removed and replaced with curb, gutter, and sidewalk improvements adjacent to the project frontage on the north side of Melba Road. A 5' concrete sidewalk would be provided, with curb ramps at the intersection of Melba Road and the private project access road. The existing asphalt sidewalk would remain to the east and west of the project boundaries.

Access to the project site is from a private road that intersects Melba Road, and 16 on-street spaces will be located on the private road. Access to project garages will be from driveways off the private road.

3.2.16 Public and/or Private Amenities

The project includes two green lawn areas for resident use, but does not include any other shared public or private amenities.

3.2.17 Non-vehicular Mobility Features

The proposed project will include a new 5' concrete sidewalk on the north side of Melba Drive. Curb ramps will be installed on both sides of the project access driveway to facilitate pedestrian access along Melba Road. A sidewalk has been added between the project's mailbox location and the cul-de-sac.

Per discussions with staff at Oak Crest Middle School, direct pedestrian access from the project site to the middle school campus will not be provided. Such access can lead to problems with parents parking in inappropriate locations for student drop-off/pick-up, and requires additional supervision on the part of school staff.

4. PROJECT ANALYSIS

An analysis of the proposed project includes an evaluation of how the proposed project would affect community character and scenic resources within the neighborhood and community study areas. This chapter provides an analysis of these variables, taking into consideration the information presented in Chapters 2 and 3 regarding the character of the neighborhood and community study areas, and how the proposed project may contrast or affect the existing setting.

Per the City's guidelines for community character analysis (Appendix A), the effect of the project on community character is evaluated for views from public space only. Only those parts of the project that are visible from public roadways and sidewalks, as well as from any other public vantage points within the neighborhood study area, are included in the community character analysis. Views of the project from private vantage points, such as views from private roads, or views from private homes or yards, are not considered in this community character analysis.

4.1 Thresholds for Evaluation

The proposed project was evaluated based on the following thresholds. It should be noted that changes in community character that may result from a project are not necessarily adverse. However, potential adverse effects may occur if the project meets one of the following thresholds:

Community Character

Would the project:

1. have substantial conflict with applicable provisions of the City's Design Review Guidelines;
2. introduce features that would result in a substantial, adverse contrast with most of the dominant attributes and assets that generally define the neighborhood and community study areas when viewed from surrounding public vantage points; or
3. result in the physical loss, isolation or degradation of a 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).

Scenic Resources

Would any of the following conditions apply:

1. The project would substantially block a public view through a designated scenic highway/visual corridor or from a vista point identified in the Encinitas General Plan. In order to determine whether this condition has been met, the level of effort required by the viewer to retain the view should be considered.

2. The project would substantially obstruct, interrupt, or detract views through a designated scenic view corridor, significant viewshed, and/or panoramic vista from the following vantage points:

    - public road;
    - public trail within the Encinitas Trails Master Plan;
    - scenic vista or highway; or
    - public recreational area.

3. The project would have an adverse effect by opening up an undeveloped natural area for development, which would ultimately cause extensive public view blockage. Public view blockage would be considered extensive when the overall scenic quality of a visual resource is changed; for example, from an essentially natural view to a largely manufactured appearance.

4. The project would result in substantial policy conflicts with applicable scenic resource/viewshed policies of the General Plan's Resource Management Element. These determinations should provide explanations that are supported by evidence.

4.2 Community Character Analysis

The community character is defined by the design of buildings, landmarks, and surrounding landscaping within a neighborhood. The following describes the potential impact of the proposed project on the community character.

The proposed project would demolish six existing residential structures and construct 30 new single-family residences, along with a new private access road to serve the project. The following evaluates the potential impacts of the project on the community character of the neighborhood surrounding the project.

4.2.1 City Design Review Guidelines

The proposed project was reviewed for compliance with the City's Design Review Guidelines, which provide design guidance for site planning, grading and landform, circulation, parking, and streetscape, architecture and signs, lighting, and landscaping. The complete set of guidelines and review of project compliance is included in Appendix D. The proposed project complies with the City's Design Review Guidelines.

4.2.2 Site Features

Community Study Area

The community study area evaluated for this analysis is the community of Old Encinitas. The community of New Encinitas is located east of the project site. Because of its proximity to the project site, this community was also reviewed as part of the community character area analysis.

The predominant community character in Old Encinitas is defined as Inland Residential-Gridded, which includes single-family and some multi-family housing ordered around a street grid that runs north-south and east-west. Homes in this type of community are generally 1-2 stories, with moderate lot sizes.

The predominant community character in New Encinitas is defined as Inland Residential-Curvilinear, which is very similar to the Inland Residential-Gridded communities in Old Encinitas. Inland Residential-Curvilinear communities in New Encinitas include larger, single-family homes set back from the street. Lot sizes and setbacks vary, and attached garages are prominent at the front of homes. Lot coverages are slightly lower in this area of New Encinitas, and there are more two-story homes in this area. Architecture styles are typically uniform within single-family neighborhoods or housing developments. Block patterns include larger blocks with long, curvilinear streets that often end in cul-de-sacs. Residential streets are usually not connected or aligned.

The proposed project consists of single-family homes that are 1 or 2 stories. Lot size, building height, lot coverage, building orientation, parking and setbacks are consistent with those typically found within the Inland Residential-Gridded communities of Old Encinitas and Inland Residential-Curvilinear communities of New Encinitas. Overall, the proposed project is similar in character to the type of development found throughout these communities.

Neighborhood Study Area

The community character within the Neighborhood Study Area is defined by the land use, site design, and architectural features of the properties in the area. Overall the neighborhood study area character is primarily residential, with single-family homes surrounding most of the project site, along with a middle school to the north of the site and a private horse stable and arena west of the northwest part of the site.

The area is a mix of new homes and older existing residences, along with institutional church and school uses, and a private horse stable and training facility. Buildings in the neighborhood study area are 1-2 stories high. Architectural styles are mixed in the area and include Craftsman, Mission, Cape Cod, Postmodern, and others, with no unifying style, building material, or color

palette throughout the study area. Similarly, landscaping, hardscape, and fencing style varies throughout the area. Most homes are set back at least 25 feet from the public right-of-way, and bulk is limited. Residential uses are mainly located on moderate-sized lots (1/4 acre or less), and many homes are oriented towards north-south private roads.

Lot sizes are smaller than the minimum required in the R3 zone, in order to meet the density allowable under state density bonus law. Lot coverage for residential properties in the neighborhood is generally 20 percent or more, and zoning in the neighborhood study area allows for a lot coverage up to 35 percent on residential properties. One-half (15) of the homes exceed this standard, and 11 exceed the lot coverage standard by more than one percentage point. Of the 15 homes that exceed the lot coverage standard, seven are single-story homes, which typically take up more space on a lot. However, higher lot coverages are not unusual in the area, as there are over a dozen properties in the study area with a lot coverage over 35 percent and the typical range includes lot coverages between 11 percent and 39 percent.

Most residential buildings in the neighborhood are set back from the public right-of-way at least 25 feet. The two proposed residences adjacent to Melba Road are set back at least 23 feet from the right-of-way. Front yard and rear yard setbacks are within the range found throughout the neighborhood study area. Similarly, while four proposed residences are slightly higher (up to 4') than the maximum for the R3 zone, building heights are generally consistent with the other one- and two-story residences within the neighborhood.

The project is a density bonus project providing affordable units, and a mix of one- and two-story units to break up the monotony of the site plan. From the public right-of-way along Melba Road, the majority of the homes along the private road will not be visible. Based on these factors, the proposed project does not represent a significant departure from the existing neighborhood character, and is not considered a substantial, adverse contrast with the Neighborhood Study Area.

4.2.3 Community landmarks and features

The project site includes three existing mature Torrey Pine trees and one mature Coast Live Oak along the Melba Road frontage of the property, as well as other mature trees spread throughout the site. In addition, a number of mature Torrey Pine trees are located outside the property boundary, west of the property line. Tree protection and mature trees are addressed in various documents and policies adopted by the City.

General Plan Resource Management Element Policies:

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

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

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

POLICY 4.11: The City will develop a program to preserve views that also preserves the appropriate vegetation and removes obstacles that impact views. Trees and vegetation which are themselves part of the view quality along the public right-of-way will be retained.

Additional City Guidance Regarding Trees:

Municipal Tree Ordinance. Ordinance 2017-02 amending the City's Municipal Tree Ordinance was adopted May 10, 2017. The ordinance supports the Environment Focus area: be good shepherds of open spaces, beaches, parks, and the natural environment, and sub-points "Implement Climate Action Plan" and "Protect and preserve our natural resources." The ordinance relates to the General Plan Resource Element Goal 3: The City will make every effort possible to preserve significant mature trees, vegetation and wildlife habitat within the Planning Area.

The ordinance is primarily designed to regulate the planting, management, maintenance, preservation, and, where necessary, removal of public trees and Heritage Trees. The ordinance does not define what is meant by "significant" mature trees. Section 15.02.110 addresses the protection of trees, and states, "Nothing in this chapter prevents a private property owner from the ability to develop his/her property." Because of this, the City cannot require the property owner to preserve on-site trees if they affect the development of the property.

Heritage Tree Program. The project area includes three Heritage Trees. This includes a Monterey Cypress tree located adjacent to 1250 Melba Road in the public right of way that was recently designated a Heritage Tree per the procedures in the City's Urban Forest Management Program. The tree is located to the northeast of the property boundary. Two additional Torrey Pine trees adjacent to 1202 Melba Road were recently added to the Heritage Tree program. None of the driplines of these three trees overlap with the project site.

None of the other trees on-site or privately owned off-site trees located along the boundary line or overhanging the project property line are considered Heritage Trees.

Climate Action Plan (CAP). The City adopted a CAP in 2018, and updated it in 2020. Under the Carbon Sequestration section is Goal 7.1: Increase Urban Tree

Cover. Supporting measures for Goal 7.1 include "The City will continue to encourage developers to avoid the removal of any mature trees when a property is developed or redeveloped. If the removal of mature trees is unavoidable, trees are required to be replaced at a 1:1 ratio.

Analysis

The project site includes a variety of mature trees, including three Torrey Pine trees and a Coast Live Oak along the Melba Road frontage of the property, as well as others located throughout the site. A number of mature Torrey Pine trees are also located off site to the west of the project site, adjacent to the property boundary and along Melba Road.

General Plan Resource Mangement Element policies 3.2 and 4.11 address the issue of mature trees along the public right-of-way, specifiying that mature trees that contribute to views along the right-of-way should be preserved when possible. However, the City's public road standards dictate that Melba Road should be upgraded to current standards as new development occurs. Upgrading the right-of-way and project frontage along Melba Road to meet the City's road standards would require the removal of the existing mature trees along Melba Road to allow for the completion of curb, gutter, and sidewalk improvements.

Because both the Resource Management Element policies and City public road standards were previously adopted by the City Council, any conflicts between these policies must be resolved by City Council decision. For the development of the frontage and right-of-way along Melba Road, the property owner has proposed that the project would retain the two existing off-site Torrey Pine trees, and remove the three existing Torrey Pine trees and the Coast Live Oak along the project frontage. The existing asphalt sidewalk would be replaced with a concrete sidewalk along the project frontage, and the asphalt sidewalk would remain to the east and west of the project boundaries. This would allow construction of curb, gutter, and sidewalk improvements. New trees would be planted to replace the trees removed for the sidewalk construction, at a ratio of 1:1. This would comply with the City's public road standards, but potentially conflict with the City's Resource Management Element policies.

Feedback from some of the residents in the neighborhood has indicated a strong preference for the existing trees on Melba Road to remain, as the opinion was expressed that the trees help define the community character in the project vicinity. The City's Planning Commission is expected to consider the project and make a recommendation to the City Council regarding the approval/denial of the project If the City Council hears the project and recommends approval, the City Council will make the final determination.

Resource Management Element policies 3.1 and 3.6 address mature trees in more broad terms. The project applicant commissioned an arborist to prepare a Tree Survey Report for the proposed project site. Its purpose was to identify

on-site trees, privately owned off-site trees located along a boundary line or overhanging a project property line, and City trees located within 30 feet of the project. Tree locations were mapped and height and canopy noted. The condition of each tree was subsequently rated. Some of the trees were considered invasive species, and some were in very poor condition or no longer living. A Tree Appraisal that included relevant off-site trees was performed by the arborist following the City's "Urban Forest Management Plan - Administrative Manual Procedures, February 28,2012."

After evaluating all the trees on the subject property, a Tree Protection Plan was prepared specifying which trees would remain and which would be removed. The plan includes the preservation of two existing on-site mature Torrey Pine trees located at the rear (west side) of Lot 1. One is fully on the subject property and the other is on the west project boundary line, and the adjacent property owner agrees it should remain. With the exception of these two trees that will be preserved, all mature trees on the property will be removed and replaced at a 1:1 ratio. Under the proposed project, 127 trees will be removed and replaced.

Off-site trees. According to the arborist report, off-site trees are defined as privately owned off-site trees located along a boundary line or overhanging a project property line. A total of 30 mature off-site trees have been identified. Of these, 28 out of the 30 will remain on the perimeter of the proposed project. The only two that will not remain relate to a private drainage easement, and will be replaced on those properties at a minimum of 1:1 ratio.

As part of the proposed project, all existing off-site Torrey Pine trees will be preserved.

4.3 Scenic Resources Analysis

Scenic resources contribute to the visual quality of a community. They include scenic view corridors, significant viewsheds, scenic highways, historic viewsheds, and vista points, as identified in the City's Resource Management Element. The following evaluates the proposed projects' potential effect on scenic resources within the project vicinity.

4.3.1 Views from Designated Scenic Highways/Visual Corridors or Vista Points

The proposed project is located within the viewshed of two vista points identified in the Resource Management Element, the Encinitas Community Center/Senior Center and Oak Crest Park, which are adjacent to each other. Oak Crest Park abuts the Community Center/Senior Center property directly to the east and is connected to the Community Center/Senior Center via a series of hiking trails. Oak Crest Middle School lies directly south of both Oak Crest Park and the Community Center/Senior Center. The Encinitas Community Center/Senior Center property is at the corner of Encinitas Boulevard and

Balour Drive, and takes vehicular access off Balour Drive via a shared driveway with Oak Crest Middle School. The proposed project is located south of Oak Crest Middle School, so the Middle School property is between the proposed project and the Community Center/Senior Center, and the park.

The Community Center/Senior Center site features large trees which provide an abundance of shade for both the buildings, located in the northeastern portion of the site, and the parking lot which is located in the western portion of the Community Center site. The site is elevated above Balour Drive. Because of the tree canopy, views from the buildings are very limited. The west facing portion of the parking lot however, features scenic views that extend west to the Pacific Ocean. This scenic view is assumed to be the reason the site is identified as a Vista Point in the General Plan. Due to the presence of the tree canopy, plus the sizeable Middle School property immediately to the south, and intervening topography, there are no views of the proposed project from the Community Center/Senior Center site.

Vehicular access to Oak Crest Park is from Encinitas Boulevard. A scenic vista is found from the northern portion of the park extending northeast to a distant valley which is part of Encinitas and parts of San Diego County beyond the City's boundary. This northeastern scenic view is assumed to be the reason the Oak Crest Park is identified as a Vista Point in the General Plan, as intervening topography and development prevents views to the west, north, east and south. One of Oak Crest Park's trails extends south through the park and terminates at the top of a slope at Oak Crest Park Drive near both Oak Crest Middle School and the Community Center/Senior Center. From this vantage point, it is possible to look south across the Oak Crest Middle School campus in the direction of the proposed project. It is a very distant view interrupted by topography, vegetation and large school playing fields. The ridge with the existing homes along Island View Drive are in the distant view, mostly obscured by vegetation, and the terminus of Island View Drive, where the project is proposed, is not distinguishable from this view.

For the reasons described in the above paragraphs, the proposed project will not impact the Vista Points located at the Encinitas Community Center/Senior Center, or Oak Crest Park.

4.3.2 Views through Designated Scenic View Corridors, Significant Viewshed, or Panoramic Vista

The project site will not obstruct a designated scenic view corridor, significant viewshed, or panoramic vista.

4.3.3 Development of Natural Areas

[redacted]

The project is located on a site that does not include any undisturbed natural areas. The project would not open up any undeveloped natural area for development.

4.4 Recommendations

The project includes the development of 30 single-family homes within a community characterized by similar single-family residential development. The project will preserve or replace mature trees on site and adjacent to the property boundary. As described in sections 4.2 and 4.3 above, the proposed project would not have any adverse impacts on community character or scenic resources.

We recommend three additional measures to ensure that the project maximizes compatibility with adjacent properties and continues to contribute to the general scenic character of the neighborhood. These recommendations were developed based on the input of adjacent residents, as well as City policies and guidelines.

1. Any wood, vinyl or masonry fencing used along the project frontage or visible from the public right-of-way should be in earth or natural colors to soften the visual impact of the fence.

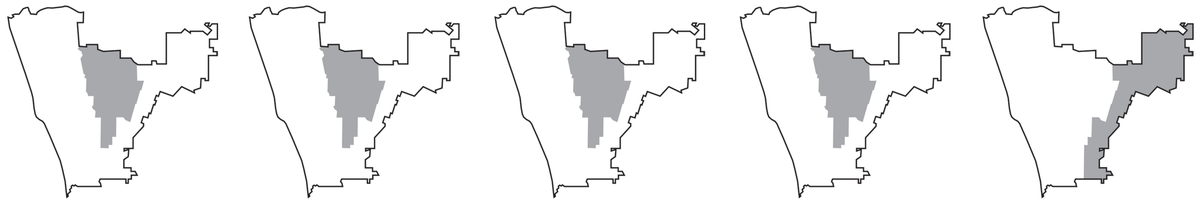
2. Where appropriate, plantings should be used to screen all retaining walls visible from the public right-of-way.

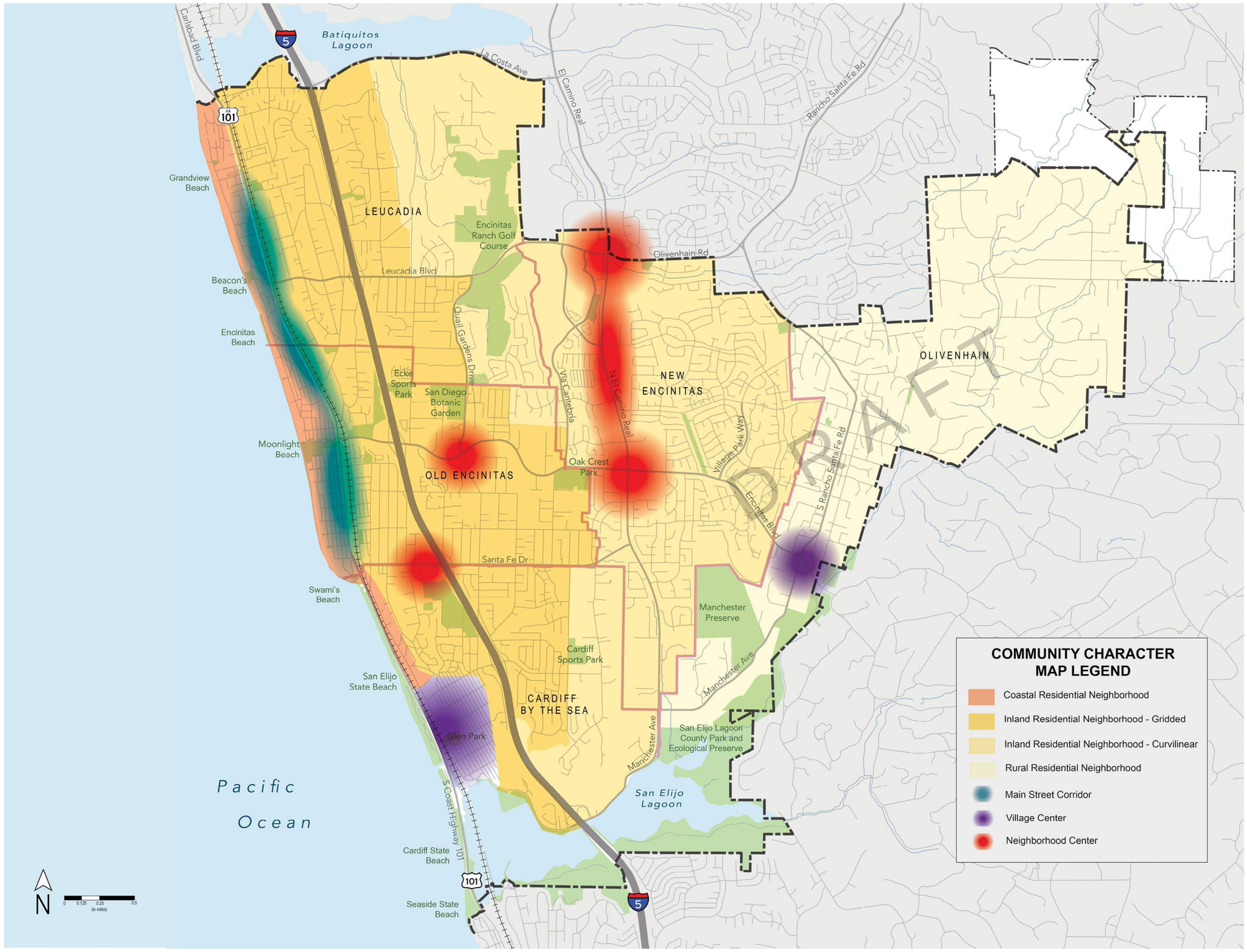
3. Plantings within the bioretention basin at the southwest corner of the property should consider westbound views of the interior of the basin retaining wall. Where possible without compromising the function of the basin, interior landscaping (e.g., clumping grass) should screen and soften the view of the retaining wall from the public right-of-way.

Appendix A: Community Character Analysis Guidelines

2A COMMUNITY CHARACTER

FUTURE HOUSING RESPONDS TO EXISTING CHARACTER





This map seeks to describe "community character" that exists in Encinitas. These areas are described to recognize differences in their physical characteristics, including street layout, lot size, and building form and scale.

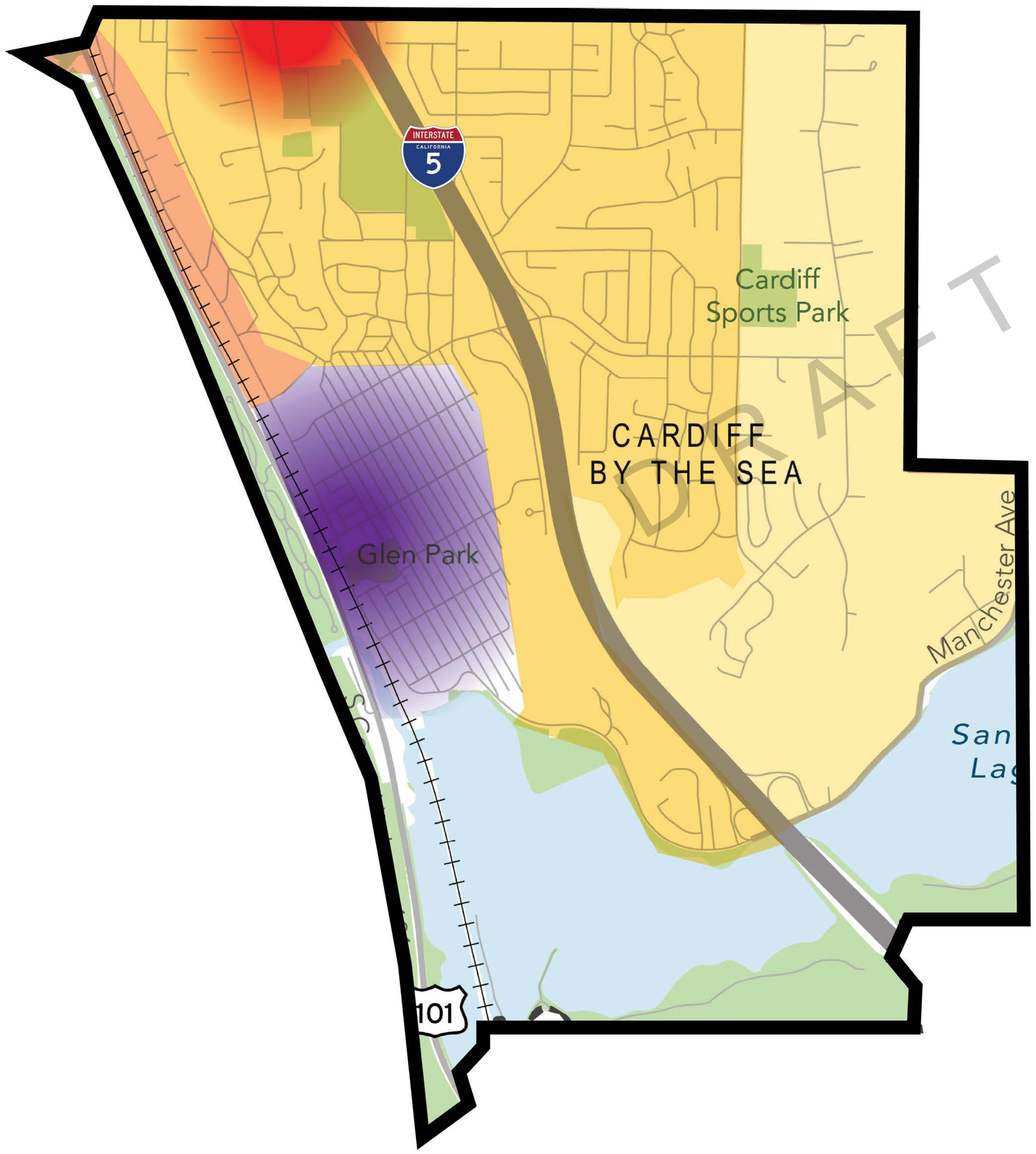
Some of these character areas are ones in which the potential exists for introducing multifamily housing. Other character areas may not have much potential for multifamily housing, but any new development along those boundaries should be designed to create a positive transition to them.

Note that the boundaries illustrated between community character areas should be taken as general identifiers where changes in character occur; they should not be interpreted as fixed, hard lines. The intent is to describe the general location of areas with shared characteristics.

	COASTAL RESIDENTIAL	INLAND RESIDENTIAL - GRIDDED	INLAND RESIDENTIAL - CURVILINEAR	RURAL RESIDENTIAL	MAIN STREET CORRIDOR	VILLAGE CENTER	NEIGHBORHOOD CENTER
LEUCADIA	●	●	●		●		
OLD ENCINITAS	●	●	●		●		●
CARDIFF	●	●	●			●	●
NEW ENCINITAS			●				●
OLIVENHAIN				●		●	

2B COMMUNITY CHARACTER
FUTURE HOUSING RESPONDS TO EXISTING CHARACTER

CARDIFF



CARDIFF

OVERVIEW

Cardiff is located in the southwest section of Encinitas, just south of downtown. Unlike Leucadia and Old Encinitas, Cardiff's development is located ***east*** of Highway 101 with San Elijo State Park located ***west*** of Highway 101 along the coast. Cardiff's major arterials include Highway 101 and Interstate 5 running north-south and Santa Fe Drive and San Elijo Avenue running east-west.

Future housing development should acknowledge that Cardiff includes its own identity and therefore designs should respect and respond to the uniqueness of the surrounding context. There are five general community character areas that exist in Cardiff, which are shown on the map to the left.

- **Coastal Residential**
- **Village Center**
- **Inland Residential-Gridded**
- **Inland Residential-Curvilinear**
- **Neighborhood Center**

Each context is described in detail on the following pages.

COMMUNITY CHARACTER
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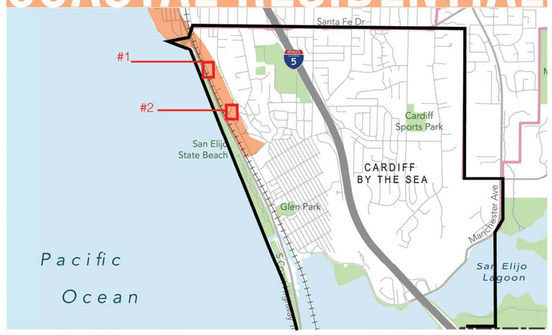
2C COMMUNITY CHARACTER

FUTURE HOUSING RESPONDS TO EXISTING CHARACTER

CARDIFF

COASTAL RESIDENTIAL



Snapshot Area - Key **Detailed Areas**

Snapshot Area #1 - Aerial Photograph

Snapshot Area #2 - Aerial Photograph

San Elijo State Park is located to the west of Highway 101 in this context (shown on left side of image above).

DESCRIPTION

This context exists in Cardiff, east of Highway 101 along the coast and north of the Town Center. It is generally fully developed, primarily as single-family and some multifamily residential uses. Few infill opportunities currently exist, although some occasions arise when buildings are replaced and lots are assembled. More infill housing opportunities exist in areas that abut this context, and thus considering its character will be important in planning new, compatible projects in those locations.

DESIGN CHARACTERISTICS

- Blocks are irregular - dimensions vary
- Street grid generally oriented to coastline
- Streets are mainly shared space (no established curb & sidewalk)
- Street widths are approximately 25'-30'
- Lot sizes and front setbacks are small
- Topography varies - this character area is generally perched upon steeper slopes and homes are built into the hillside
- Views to the ocean are abundant

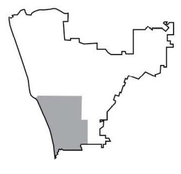
Snapshot Area #1 - Building Placement Diagram

Snapshot Area #2 - Building Placement Diagram

This context is perched upon a hill overlooking Highway 101 and the coast.

Views of the ocean can be reached throughout this context.

Residences are layered up the hillside to reach views of the ocean. Access is often shared.



DESIGN OPPORTUNITIES

- Respect edges to keep low-scale residential feel
- Maintain public views to ocean
- Maintain access through neighborhoods and to public space
- Minimize curb cuts for pedestrian character and preserve street parking

LOT FEATURES

Lot Size:	.05-.30 acres (2,000-15,000 SF)
Dimensions (Width by Depth):	30'-60' by 100'-150'
Lot Shape & Orientation:	Rectangular, oriented toward north-south streets
Lot Coverage:	50% and greater
Building Orientation:	Facing street
Parking Access/Location:	On-site - from alleys and/or street; on-street

BUILDING FORM & PLACEMENT

Setbacks:	Front: 5'-25'; Side: 0'; Rear: 0'-25'
Building Height:	15'-25'
# of Stories:	1-2 stories
Roof Form:	Varies
Entry:	Facing street

COMMUNITY CHARACTER

@HOME IN ENCINITAS

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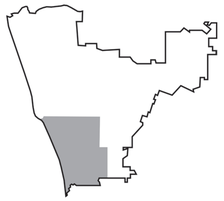
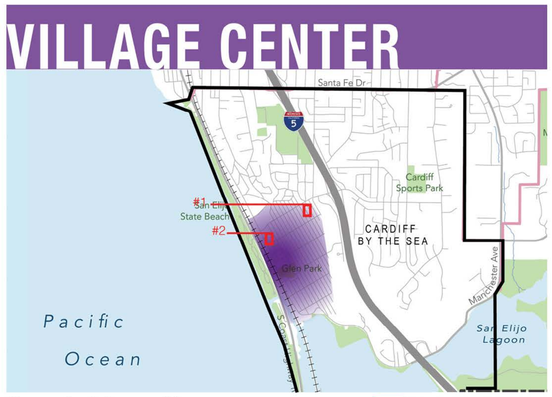
2D COMMUNITY CHARACTER

FUTURE HOUSING RESPONDS TO EXISTING CHARACTER



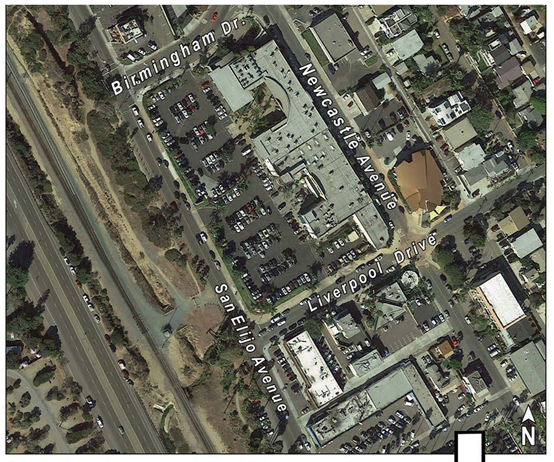
CARDIFF

VILLAGE CENTER



Snapshot Area - Key **Detailed Areas**

Snapshot Area #1 - Aerial Photograph



Snapshot Area #2 - Aerial Photograph

Palm tree-lined streets with attached sidewalks and on-street parking is common in the Cardiff Town Center commercial area.

CARDIFF

DESCRIPTION

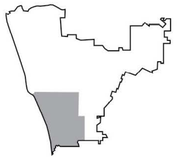
The Village Center context exists in the Cardiff Town Center area. It includes a mixed-use commercial core, surrounded by modestly-scaled residences on a grid oriented to the coast. It has a relaxed feeling and a sense of connection with the outdoors. Most buildings are individual, free-standing structures, with spaces in between that link them to each other and the adjacent residential neighborhood. Opportunities for infill housing and mixed use projects exist in this context, mainly within the commercial core, which could help reinforce the "village" character.

DESIGN CHARACTERISTICS

- Block sizes are relatively consistent (approximately 225' by 615')
- Street grid is rectilinear and parallels the coast; alleys are common
- Street widths are approximately 30'-40' and sidewalks are rare
- Lot sizes and front setbacks are small
- Topography slopes upwards from the coast
- Views to ocean are abundant
- Town Center commercial structures are freestanding with larger setbacks and office space is a prominent use
- Transitions from commercial to residential land uses are integrated

DESIGN OPPORTUNITIES

- Maintain village character
- Connect to adjacent neighborhoods
- Maintain views to ocean
- Enhance active, outdoor lifestyles



Snapshot Area #1 - Building Placement Diagram

Snapshot Area #2 - Building Placement Diagram

LOT FEATURES

Lot Size:	.05-.35 acres (2,000-15,000 SF), or greater
Dimensions (Width by Depth):	30'-150' by 100'-150'
Lot Shape & Orientation:	Rectangular and perpendicular to the street
Lot Coverage:	50% and greater
Building Orientation:	Facing street
Parking Access/Location:	On-site - in front of and to the sides of buildings; On-street

BUILDING FORM & PLACEMENT

Setbacks:	Front: 0-50'; Side: 0'-20; Rear: 0'-50'
Building Height:	15'-30'
# of Stories:	1-2 stories
Roof Form:	Primarily flat, with other mixed forms
Entry:	Facing street

More modern-style architecture is common, especially for civic and commercial buildings.

Commercial office buildings are fairly unique to the Village Center context.

Some historic structures are present and a variation of building height exists along the street.

Modestly-scaled residences line the streets behind the Village Center commercial core.

COMMUNITY CHARACTER

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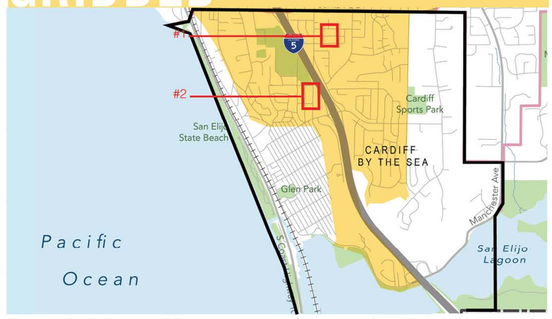
City of Encinitas | 2014

2E COMMUNITY CHARACTER

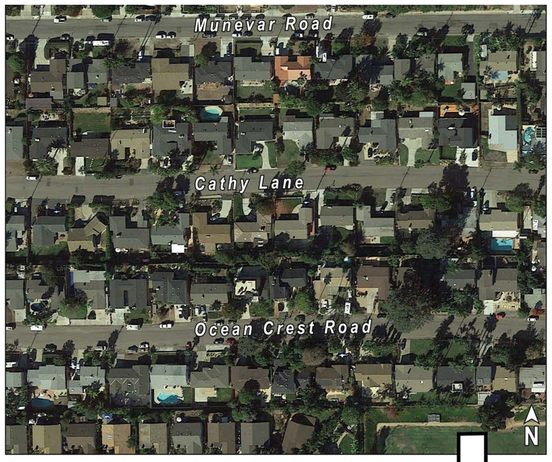
FUTURE HOUSING RESPONDS TO EXISTING CHARACTER

CARDIFF

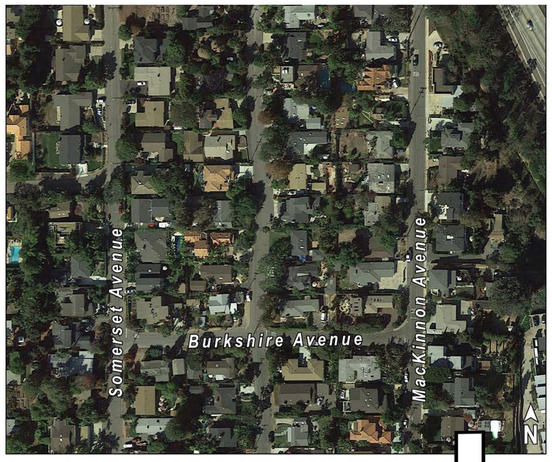
INLAND RESIDENTIAL - GRIDDED



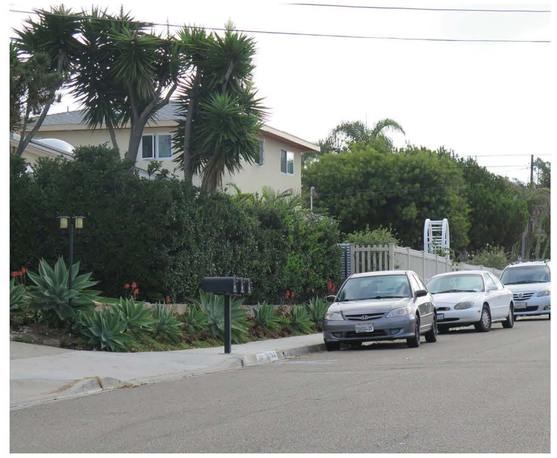
Snapshot Area - Key **Detailed Areas**



Snapshot Area #1 - Aerial Photograph



Snapshot Area #2 - Aerial Photograph



This context includes mainly single-family homes set back from the street with abundant and mature landscapes in front.

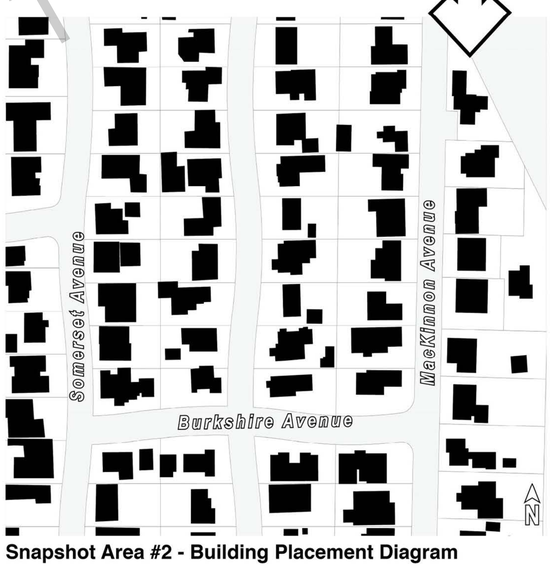
DESCRIPTION

The Inland Residential - Gridded context exists in the interior of Cardiff. This context is generally organized on the north-south/east-west grid. It developed primarily in the 1960s and 70s and includes single-family dwellings with some “twin homes” and condominiums dispersed throughout. Street edges are informal and rarely include sidewalks or curbs. Some opportunities for attached single family and multifamily infill exist in this context along major arterials and where this context abuts the Neighborhood Center context.

DESIGN CHARACTERISTICS

- Blocks sizes are approximately 200’-300’ by 600’-1,000’
- Streets generally run north-south and east-west with no alleys
- Street widths are approximately 20’-30’
- Lot sizes and front setbacks are average
- Sidewalks are attached or non-existent
- Topography varies
- Modest one-story homes dominate the neighborhoods
- Landscapes are mature and abundant

Snapshot Area #1 - Building Placement Diagram

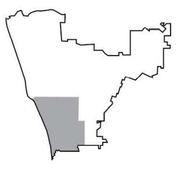


Snapshot Area #2 - Building Placement Diagram

Architectural styles vary in this context, but most are modest in size.

Twin homes are common in this context.

Some larger homes are present.



DESIGN OPPORTUNITIES

- Design with sensitive transitions to respect the existing low-scale residential form and character
- Enhance connectivity to services, transit, and open space/trails
- Focus higher density housing close to arterials and activity centers
- Enhance active, outdoor lifestyles

LOT FEATURES

Lot Size:	.10-.30 acre (4,000-15,000 SF)
Dimensions (Width by Depth):	50-70’ by 100-160’ relatively consistent
Lot Shape & Orientation:	Rectangular, oriented toward north-south streets
Lot Coverage:	20-50%
Building Orientation:	Facing street
Parking Access/Location:	On-site from street; on-street

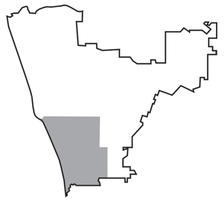
BUILDING FORM & PLACEMENT

Setbacks:	Front: 15-50’; Side: 5’-15; Rear: 10’-40’
Building Height:	20’-30’
# of Stories:	1-2 stories
Roof Form:	Hipped and gabled
Entry:	Facing street

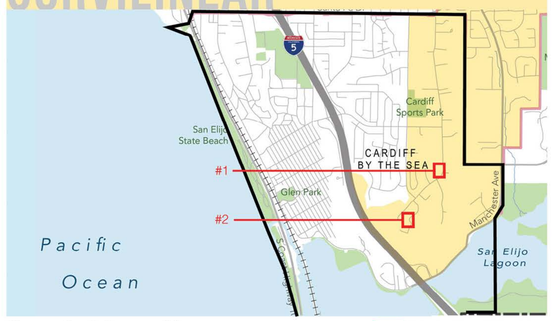
COMMUNITY CHARACTER @HOME IN ENCINITAS City of Encinitas | 2014

2F COMMUNITY CHARACTER

FUTURE HOUSING RESPONDS TO EXISTING CHARACTER



INLAND RESIDENTIAL - CURVILINEAR



Snapshot Area - Key **Detailed Areas**

Snapshot Area #1 - Aerial Photograph

Snapshot Area #2 - Aerial Photograph

Streets are curvilinear and often terminate in cul-de-sacs.

DESCRIPTION

This context exists on the eastern portion of Cardiff. The context includes mainly single family residential subdivisions developed in the late 1970s through the mid-1990s. It is suburban in character, with curvilinear streets and cul-de-sacs with larger homes set back from the street. More infill housing opportunities exist in areas that abut this context, and thus considering its character will be important.

DESIGN CHARACTERISTICS

- Blocks are irregular and very large
- Streets are long, curving and often terminate in cul-de-sacs
- Street widths are approximately 30'-40'
- Continuous sidewalks and formal curbs are present
- Lot sizes and setbacks vary
- Topography varies with streets running parallel along hillsides
- Architectural styles within neighborhoods are relatively uniform
- Attached garages are a prominent element of front facades

Snapshot Area #1 - Building Placement Diagram

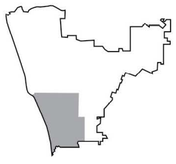
Snapshot Area #2 - Building Placement Diagram

Attached garages are prominent on front facades.

Some one-story ranch homes are also present in this context.

DESIGN OPPORTUNITIES

- Design with sensitive transitions to respect the existing low-scale residential form and character
- Enhance connectivity to services, transit, and open space/trails
- Focus higher density housing close to arterials and activity centers
- Enhance active, outdoor lifestyles



LOT FEATURES

Lot Size:	.10-.35 acre (4,000-15,000 SF)
Dimensions (Width by Depth):	60'-80' by 100'-160'; irregular
Lot Shape & Orientation:	Irregular, no consistent orientation
Lot Coverage:	20-40%
Building Orientation:	Facing street
Parking Access/Location:	On-site from street

BUILDING FORM & PLACEMENT

Setbacks:	Front: 10'-30'; Side: 5'-15; Rear: 40'-100'
Building Height:	20'-30'
# of Stories:	Primarily 2 stories
Roof Form:	Hipped and gabled
Entry:	Facing street

COMMUNITY CHARACTER @HOME IN ENCINITAS

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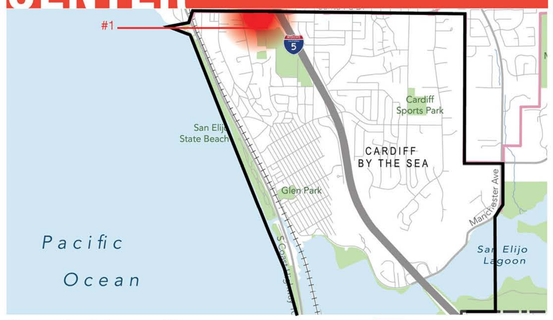
2G COMMUNITY CHARACTER

FUTURE HOUSING RESPONDS TO EXISTING CHARACTER

CARDIFF

NEIGHBORHOOD CENTER



Snapshot Area - Key **Detailed Areas**

Snapshot Area #1 - Aerial Photograph

"Big box" development is common in this context.

DESCRIPTION

The Neighborhood Center context in Cardiff is limited mostly to the intersection of I-5 and Santa Fe Drive. Land use is primarily retail. Developments are auto-oriented with large surface parking lots adjacent to "big box" stores and strip centers. Opportunities for infill housing and mixed use exist and could help supplement the retail atmosphere and create a more vibrant and walkable experience, especially with the adjacency to a new community park nearby.

DESIGN CHARACTERISTICS

- Blocks are large and irregular in shape
- Street widths are approximately 50'-70'
- Sidewalks are attached to a formal curb
- Setbacks are large
- Lots and buildings are very large
- Large, surface parking lots are prominent and are located in front of commercial buildings
- Major retailers are the main focus

Snapshot Area #1 - Building Placement Diagram

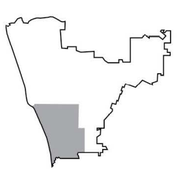
Big box stores are complemented with strip commercial stores such as banks, restaurants, and other retail services.

Large, surface parking lots are located in front of buildings.

Buildings are set back from the street with large box signs oriented to the driver.

DESIGN OPPORTUNITIES

- Enhance pedestrian experience with smaller, more human-scaled buildings and streets within new projects.
- Enhance connectivity to services, transit, and open space/trails
- Mix in higher density residential uses to help animate and activate the retail experience
- Respect low-scale nature of abutting residential neighborhoods



LOT FEATURES

Lot Size:	0.5- 4 acres (20,000-175,000 SF) or greater
Dimensions (Width by Depth):	100'-200' by 100'-600'
Lot Shape & Orientation:	Irregular shapes; inconsistent orientation
Lot Coverage:	20-40%
Building Orientation:	Facing street or facing inwards; inconsistent
Parking Access/Location:	On-site from street, in front of and to the sides of buildings

BUILDING FORM & PLACEMENT

Setbacks:	Front: 20-400'; Side: 0'-50; Rear: 20'-60'
Building Height:	20'-40'
# of Stories:	Primarily 1 story
Roof Form:	Flat, with some exceptions
Entry:	Facing street or facing inwards; inconsistent

COMMUNITY CHARACTER

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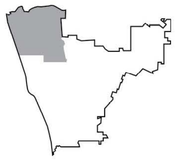
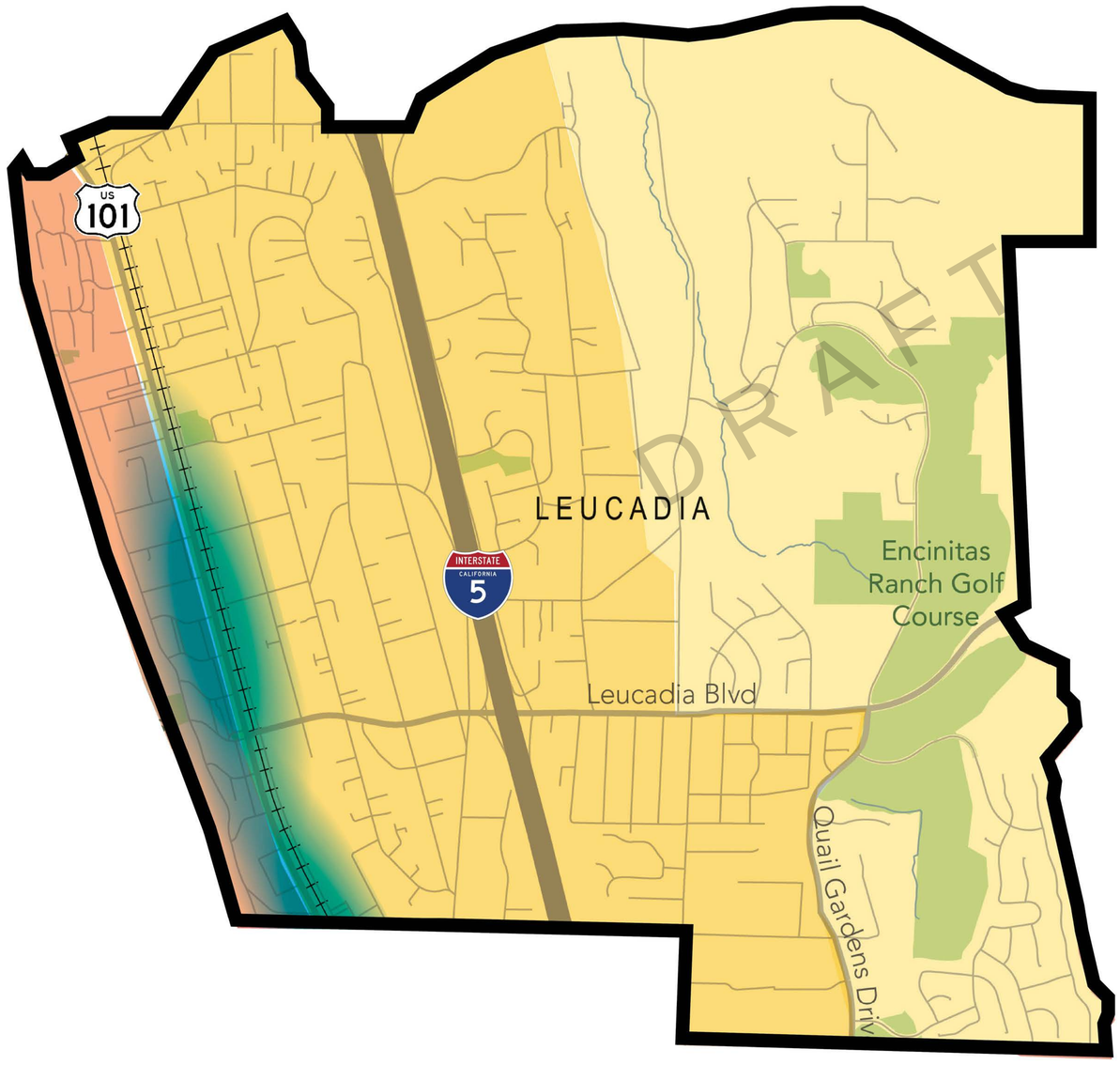
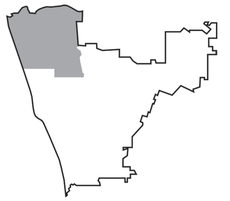
2B COMMUNITY CHARACTER
FUTURE HOUSING RESPONDS TO EXISTING CHARACTER



LEUCADIA





OVERVIEW

Leucadia is located in the northwest section of Encinitas, just north of downtown. Its major arterials include Highway 101 and Interstate 5 running north-south and Leucadia Boulevard and La Costa Avenue running east-west.

Future housing development should acknowledge that Leucadia includes its own identity and therefore designs should respect and respond to the uniqueness of the surrounding context. There are four general community character areas that exist in Leucadia, which are shown on the map to the left.

- **Coastal Residential**
- **Main Street Corridor**
- **Inland Residential-Gridded**
- **Inland Residential-Curvilinear**

Each context is described in detail on the following pages.

COMMUNITY CHARACTER @HOME IN ENCINITAS
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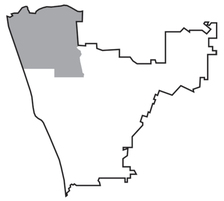
2C COMMUNITY CHARACTER

FUTURE HOUSING RESPONDS TO EXISTING CHARACTER



LEUCADIA

COASTAL RESIDENTIAL

Snapshot Area - Key **Detailed Areas**

Snapshot Area #1 - Aerial Photograph

Snapshot Area #2 - Aerial Photograph

Most streets in this context of Leucadia are "shared" streets, meaning there are no sidewalks, so cars and pedestrians share the street.

DESCRIPTION

This character area exists in Leucadia, west of Highway 101, along the coast. It is generally fully developed, primarily as single-family and some multi-family residential uses. Few infill opportunities currently exist, although some occasions arise when buildings are replaced and lots are assembled. More infill opportunities exist in areas that abut this context, and thus considering its character will be important in planning new, compatible projects in those locations.

DESIGN CHARACTERISTICS

- Blocks are irregular - dimensions vary
- Street grid generally oriented to coastline
- Streets are mainly shared space (no established curb & sidewalk)
- Street widths are approximately 25'-30'
- Lot sizes vary and front setbacks are small
- Topography varies slightly within neighborhoods; properties adjacent to the coast are perched upon steep hillside.

Snapshot Area #1 - Building Placement Diagram

Snapshot Area #2 - Building Placement Diagram

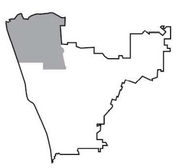
Properties are accessed from the street - curb cuts for driveways are common, with a landscaped buffer between the street edge and building.

Most streets do not have curb and gutter.

Original construction tends to be one story in height, but two stories is common for new construction.

DESIGN OPPORTUNITIES

- Respect edges to keep low-scale residential feel
- Maintain public views to ocean
- Maintain access through neighborhoods and to public space
- Minimize curb cuts for pedestrian character and preserve street parking



LOT FEATURES

Lot Size:	.05-.30 acres (2,000-15,000 SF)
Dimensions (Width by Depth):	30'-60' by 100'-150'
Lot Shape & Orientation:	Rectangular, oriented toward north-south streets
Lot Coverage:	50% and greater
Building Orientation:	Facing street
Parking Access/Location:	On-site - from alleys and/or street; on-street

BUILDING FORM & PLACEMENT

Setbacks:	Front: 5'-25'; Side: 0'; Rear: 0'-25'
Building Height:	15'-25'
# of Stories:	1-2 stories
Roof Form:	Varies
Entry:	Facing street

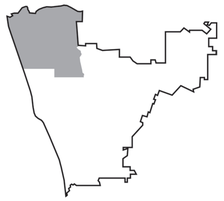
COMMUNITY CHARACTER

@HOME IN ENCINITAS

City of Encinitas | 2014

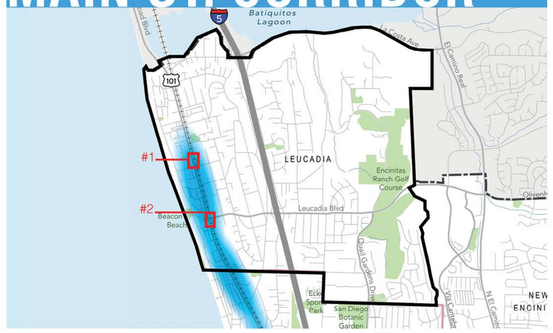
2D COMMUNITY CHARACTER

FUTURE HOUSING RESPONDS TO EXISTING CHARACTER



LEUCADIA

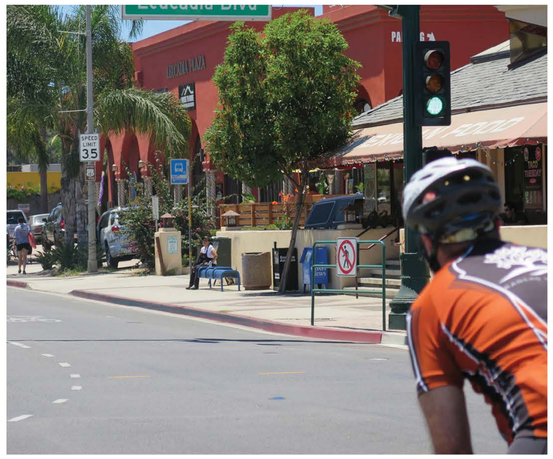
MAIN ST. CORRIDOR



Snapshot Area - Key **Detailed Areas**

Snapshot Area #1 - Aerial Photograph

Snapshot Area #2 - Aerial Photograph



Highway 101 in Leucadia is pedestrian and bike friendly.

DESCRIPTION

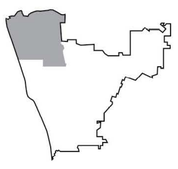
This character area exists in Leucadia along Highway 101. It has a commercial focus at the street edge. Many buildings have retail on the ground floor with offices or housing above. The experience along the street is lively with outdoor café seating and retail activity. Opportunities for infill housing and mixed use projects exist in this context which could help redefine a unique “center” for Leucadia.

DESIGN CHARACTERISTICS

- Block sizes vary
- Rectilinear street grid is oriented to coast line
- Street widths range from 60’-80’ on Highway 101 and 30’-50’ on side streets
- Sidewalks and street trees are sporadic
- Buildings are located at the sidewalk edge on Highway 101
- Topography is relatively flat
- Architecture and building styles are an eclectic mix
- A major regional transit spine (railway) is adjacent to Highway 101
- A few historic buildings are present

DESIGN OPPORTUNITIES

- Enhance “downtown” character with a mixture of uses
- Maintain connections to abutting neighborhoods
- Maintain eclectic character and style
- Animate the street and sidewalk edge
- Design to accommodate all modes of transportation



Snapshot Area #1 - Building Placement Diagram

Snapshot Area #2 - Building Placement Diagram

Some two and three-story buildings are present in Leucadia along Highway 101.

Leucadia’s Main Street Corridor context includes an eclectic mix of architecture styles and color.

LOT FEATURES

Lot Size:	.05-.60 acre (2,000- 25,000 SF)
Dimensions (Width by Depth):	40’-250’ to 75’-125’
Lot Shape & Orientation:	Rectangular, oriented toward Highway 101
Lot Coverage:	50% and greater
Building Orientation:	Facing Highway 101
Parking Access/Location:	On-site - from rear and side streets, located behind and to the sides of buildings; On-street

BUILDING FORM & PLACEMENT

Setbacks:	Front: 0’; Side: 0’-20; Rear: 0’-50’
Building Height:	15’-35’
# of Stories:	1-2 stories
Roof Form:	Varies
Entry:	Facing street

COMMUNITY CHARACTER

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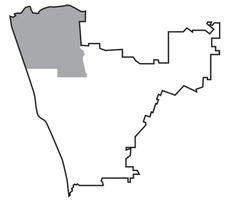
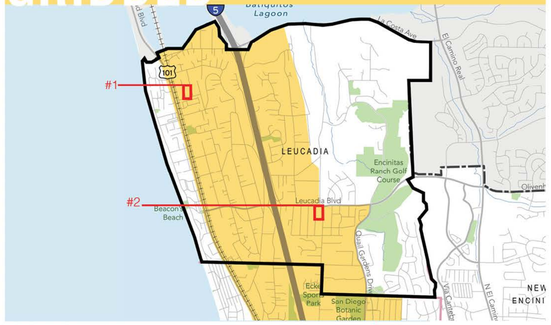
2E COMMUNITY CHARACTER

FUTURE HOUSING RESPONDS TO EXISTING CHARACTER



LEUCADIA

INLAND RESIDENTIAL - GRIDDED



Snapshot Area - Key **Detailed Areas**

Snapshot Area #1 - Aerial Photograph

Snapshot Area #2 - Aerial Photograph

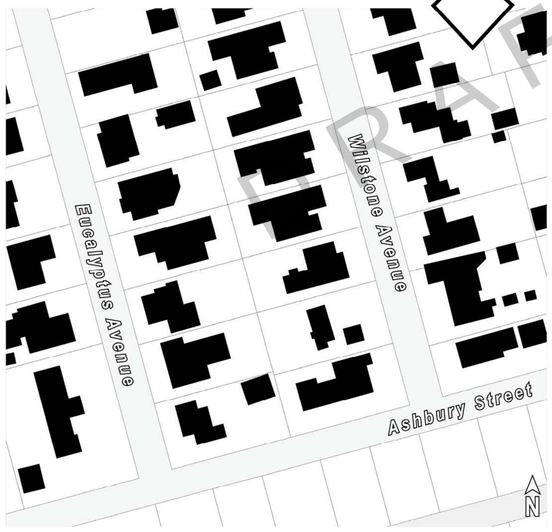
Second story views of the ocean are available in some parts of this context in Leucadia.

DESCRIPTION

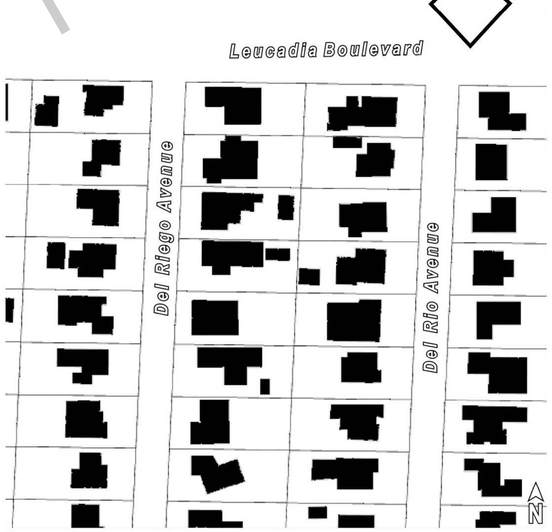
The Inland Residential - Gridded character area exists east and west of Interstate 5 in Leucadia. It developed primarily in the 1960s and 70s and includes mainly single-family dwellings with some "twin homes" and condominiums dispersed throughout. Streets rarely include sidewalks or curbs. Some opportunities for attached single family and multifamily infill exist in this context along major arterials and where this context abuts the Neighborhood Center context.

DESIGN CHARACTERISTICS

- Block sizes are relatively consistent (approximately 500' by 1,000')
- Street grids are both north-south/east-west and coastal oriented
- Street widths are approximately 20'-30'
- Sidewalks are generally non-existent, with some exceptions
- Topography varies
- Modest one-story homes dominate the neighborhoods
- Landscapes are mature and front yards are common



Snapshot Area #1 - Building Placement Diagram



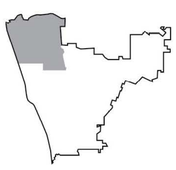
Snapshot Area #2 - Building Placement Diagram

Sidewalks are rare. The street edge is informal and the transition from public right of way to private yard is blurred.

Front yards are common in this context.

On-street parking is available on most streets.

Architectural styles vary, but are reminiscent of the 60s and 70s.



DESIGN OPPORTUNITIES

- Design with sensitive transitions to respect the existing low-scale residential form and character
- Enhance connectivity to services, transit, and open space/trails
- Focus higher density housing close to arterials and activity centers
- Enhance active, outdoor lifestyles

LOT FEATURES

Lot Size:	.10-.30 acre (4,000-15,000 SF)
Dimensions (Width by Depth):	50-70' by 100-200' varies
Lot Shape & Orientation:	Rectangular, oriented toward north-south streets
Lot Coverage:	20-50%
Building Orientation:	Facing street
Parking Access/Location:	On-site from street; on-street

BUILDING FORM & PLACEMENT

Setbacks:	Front: 15-50'; Side: 5'-15; Rear: 10'-40'
Building Height:	20'-30'
# of Stories:	1-2 stories
Roof Form:	Hipped and gabled
Entry:	Facing street

COMMUNITY CHARACTER

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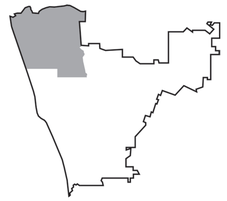
2F COMMUNITY CHARACTER

FUTURE HOUSING RESPONDS TO EXISTING CHARACTER

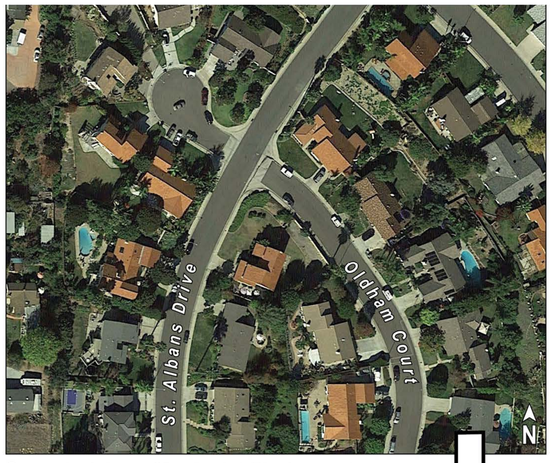


A LEUCADIA

INLAND RESIDENTIAL - CURVILINEAR

Snapshot Area - Key **Detailed Areas**

Snapshot Area #1 - Aerial Photograph



Snapshot Area #2 - Aerial Photograph

This design context includes significant topography.

DESCRIPTION

This character area exists in Leucadia, east of Interstate 5. The context includes mainly single family residential subdivisions developed in the late 1970s through the mid-1990s. It is suburban in character, with curvilinear streets and cul-de-sacs with larger homes set back from the street. More infill opportunities exist in areas that abut this context, and thus considering its character will be important.

DESIGN CHARACTERISTICS

- Block sizes are large and irregular in shape
- Streets are long, curving and often terminate in cul-de-sacs
- Street widths are approximately 30'-40'
- Lot sizes are large and setbacks are average
- Continuous sidewalks and formal curbs are present
- Topography varies; long, curving streets run parallel along hillsides
- Architectural styles within neighborhoods are relatively uniform
- Attached garages are a prominent element of front facades

Snapshot Area #1 - Building Placement Diagram

Snapshot Area #2 - Building Placement Diagram

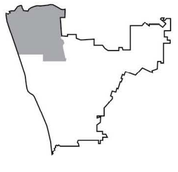
Views of the ocean can be reached in this context due to the topography.

Cul-de-sacs are a common feature in this context.

Sidewalks are attached to the curb and buildings are set back from the street.

DESIGN OPPORTUNITIES

- Design with sensitive transitions to respect the existing low-scale residential form and character
- Enhance connectivity to services, transit, and open space/trails
- Focus higher density housing close to arterials and activity centers
- Enhance active, outdoor lifestyles



LOT FEATURES

Lot Size:	.20-.45 acre (7,000-15,000 SF)
Dimensions (Width by Depth):	50'-100' by 100'-150'; irregular
Lot Shape & Orientation:	Irregular, no consistent orientation
Lot Coverage:	20-40%
Building Orientation:	Facing street
Parking Access/Location:	On-site from street

BUILDING FORM & PLACEMENT

Setbacks:	Front: 20'-30'; Side: 5'-15; Rear: 20'-30'
Building Height:	20'-30'
# of Stories:	Primarily 2 stories
Roof Form:	Hipped and gabled
Entry:	Facing street

COMMUNITY CHARACTER @HOME IN ENCINITAS

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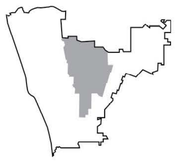
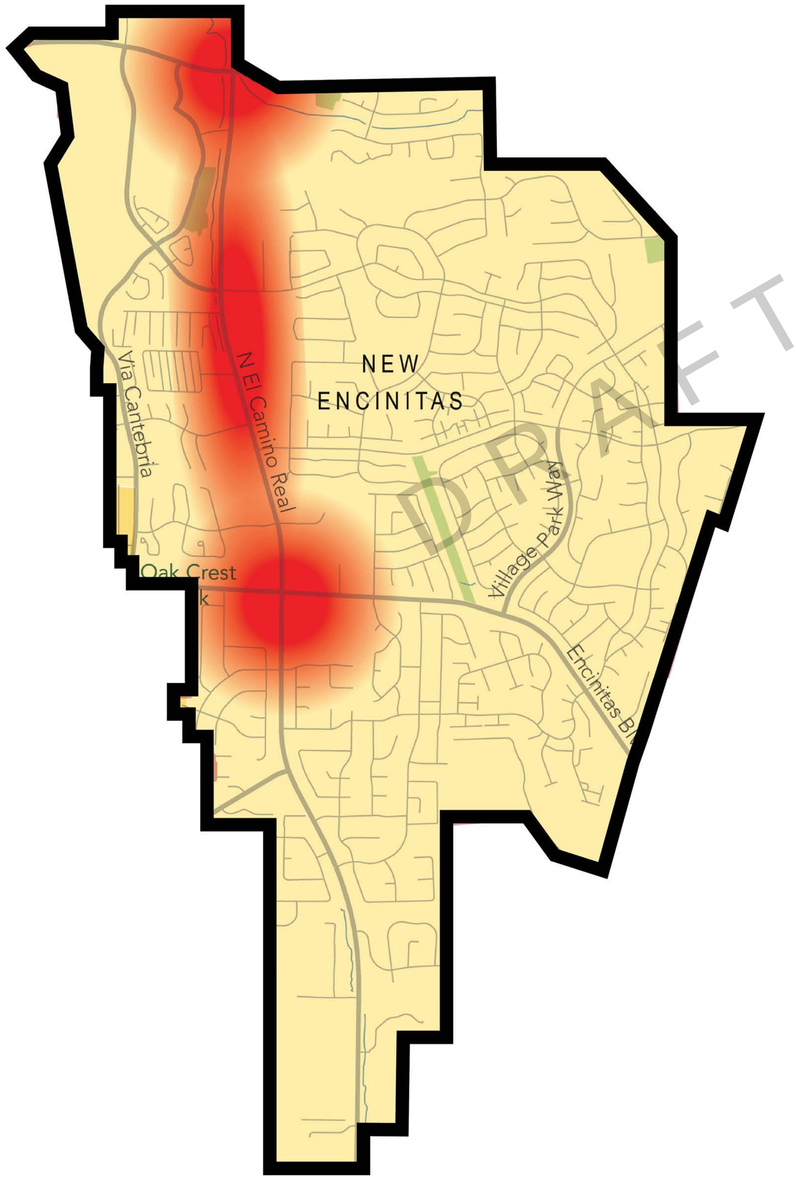
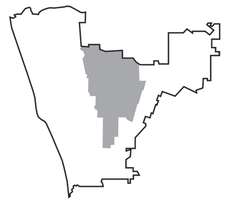
2B COMMUNITY CHARACTER
FUTURE HOUSING RESPONDS TO EXISTING CHARACTER



NEW ENCINITAS





NEW ENCINITAS

OVERVIEW

New Encinitas is located in central Encinitas, just east of downtown. Development patterns in New Encinitas are typical of suburban tract developments, with large-lot single family residences on winding streets and cul-de-sacs with commercial nodes located along major arterials. Its major arterial streets include El Camino Real running north-south and Encinitas Boulevard running east-west.

Future housing development should acknowledge that New Encinitas includes its own identity and therefore designs should respect and respond to the uniqueness of the surrounding context. There are two general community character areas that exist in New Encinitas, which are shown on the map to the left.

Inland Residential-Curvilinear

Neighborhood Center

Each context is described in detail on the following pages.

COMMUNITY CHARACTER
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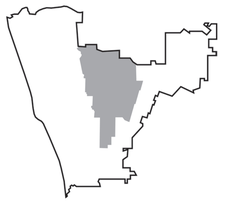
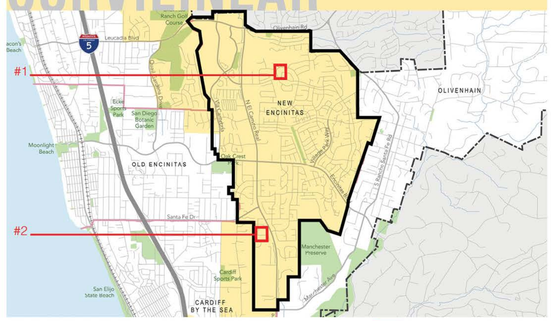
2C COMMUNITY CHARACTER

FUTURE HOUSING RESPONDS TO EXISTING CHARACTER



NEW ENCINITAS

INLAND RESIDENTIAL - CURVILINEAR



Snapshot Area - Key **Detailed Areas**

Snapshot Area #1 - Aerial Photograph

Snapshot Area #2 - Aerial Photograph

Architectural styles tend to be relatively uniform within subdivisions, although, styles may vary from neighborhood to neighborhood.

DESCRIPTION

Much of the development in New Encinitas is characterized by this context. It includes mainly single family residential subdivisions developed in the late 1970s through the mid-1990s. It is suburban in character, with curvilinear streets and cul-de-sacs with larger homes set back from the street. More infill housing opportunities exist in areas that abut this context, and thus considering its character will be important. However, some attached single family and multifamily infill could occur along major arterials.

DESIGN CHARACTERISTICS

- Block sizes are large and irregular in shape
- Streets are long, curving and often terminate in cul-de-sacs
- Street widths are approximately 30'-40'
- Continuous attached sidewalks and formal curbs are present
- Lot sizes and setbacks are large
- Topography varies; street run parallel to hillsides.
- Architectural styles within neighborhoods are relatively uniform
- Attached garages are a prominent element of front facades, as alleys are non-existent

Snapshot Area #1 - Building Placement Diagram

Snapshot Area #2 - Building Placement Diagram

Topography becomes more varied as distance from the coast increases.

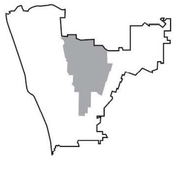
Attached garages are very characteristic of this character area.

Sidewalks are almost always present, typically attached to the curb with curb cuts for driveways.

Streets patterns are dominated by long curving streets that terminate sight lines.

DESIGN OPPORTUNITIES

- Design with sensitive transitions to respect the existing low-scale residential form and character
- Enhance connectivity to services, transit, and open space/trails
- Focus higher density housing close to arterials and activity centers
- Enhance active, outdoor lifestyles



LOT FEATURES

Lot Size:	.13-.35 acre (6,000-15,000 SF)
Dimensions (Width by Depth):	60'-80' by 100'-160'; irregular
Lot Shape & Orientation:	Irregular, no consistent orientation
Lot Coverage:	20-40%
Building Orientation:	Facing street
Parking Access/Location:	On-site from street

BUILDING FORM & PLACEMENT

Setbacks:	Front: 20'-30'; Side: 5'-15; Rear: 20'-30'
Building Height:	20'-30'
# of Stories:	Primarily 2 stories
Roof Form:	Hipped and gabled
Entry:	Facing street

COMMUNITY CHARACTER

@HOME IN ENCINITAS

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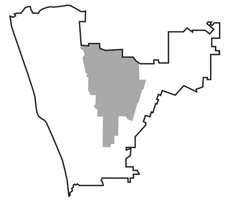
2D COMMUNITY CHARACTER

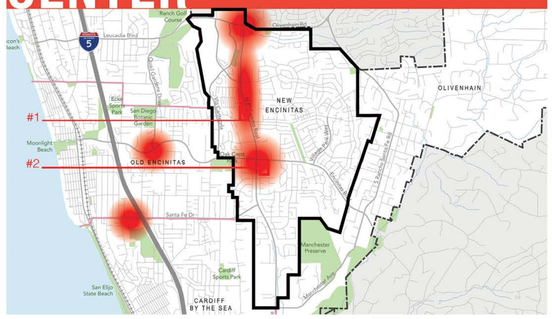
FUTURE HOUSING RESPONDS TO EXISTING CHARACTER

NEW ENCINITAS



NEW ENCINITAS

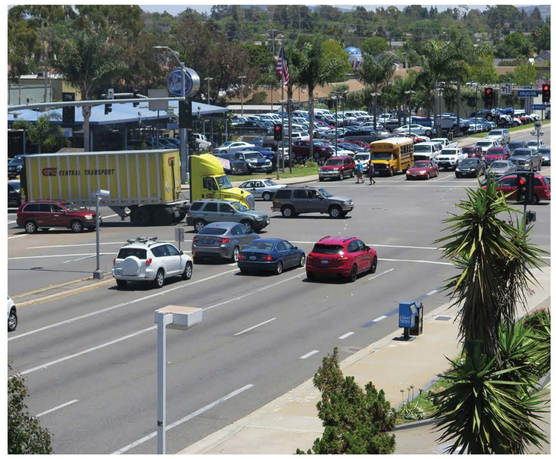
NEIGHBORHOOD CENTER



Snapshot Area - Key **Detailed Areas**

Snapshot Area #1 - Aerial Photograph

Snapshot Area #2 - Aerial Photograph



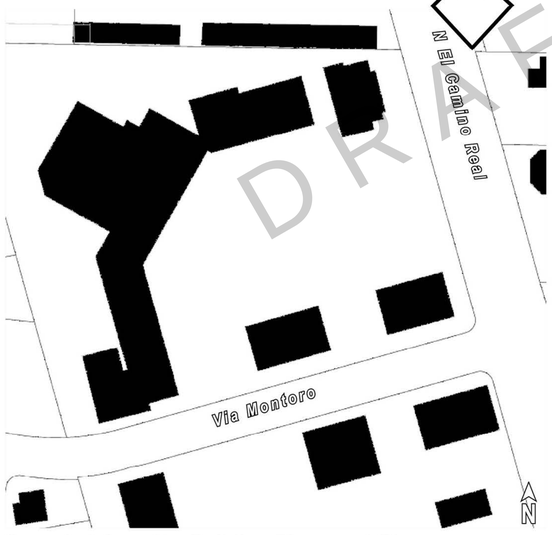
This design context occurs along Encinitas' major traffic arterials, and the activity centers where these arterials intersect.

DESCRIPTION

The Neighborhood Center design context in New Encinitas exists along the El Camino Real corridor, between Encinitas and Leucadia Boulevards. The context is distributed in activity centers (major intersections) and corridors (major arterials.) Land use is primarily retail. Developments are auto-oriented with large surface parking lots adjacent to "big box" stores and strip centers. Opportunities for infill housing and mixed use exist and could help supplement the retail atmosphere and create a more vibrant and walkable experience.

DESIGN CHARACTERISTICS

- Block sizes are large and irregular in shape
- Streets are curvilinear, oriented along major arterials
- Street widths are approximately 80'-110'
- Sidewalks are generally attached to formal curbs
- Buildings and lots are very large with large setbacks
- Major retailers are the main focus
- Large, surface parking lots are prominent
- Topography varies: arterials follow low-lying areas



Snapshot Area #1 - Building Placement Diagram

Snapshot Area #2 - Building Placement Diagram

Attached sidewalks are common, but other street furnishings are rare, as this context is primarily auto-oriented.

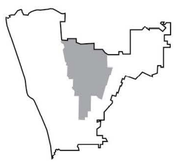
The large parcels in this context are covered with plentiful surface parking.

Landscaping in this context is often a strip of grass or small scale planting, while street trees exist only intermittently.

Although this design context does include some office space and professional services, retail is the dominate land use.

DESIGN OPPORTUNITIES

- Enhance pedestrian experience with smaller, more human-scaled buildings and streets within new projects.
- Enhance connectivity to services, transit, and open space/trails
- Mix in higher density residential uses to help animate and activate the retail experience
- Respect low-scale nature of abutting residential neighborhoods



LOT FEATURES

Lot Size:	1- 5 acres (45,000-220,000 SF) or greater
Dimensions (Width by Depth):	100'-400' by 100'-600'
Lot Shape & Orientation:	Irregular shapes; inconsistent orientation
Lot Coverage:	20-40%
Building Orientation:	Facing street or facing inwards; inconsistent
Parking Access/Location:	On-site from street, in front of and to the sides of buildings

BUILDING FORM & PLACEMENT

Setbacks:	Front: 20-100'; Side: 0'-50; Rear: 20'-60'
Building Height:	20'-40'
# of Stories:	Primarily 1 story
Roof Form:	Flat, with some exceptions
Entry:	Facing street or facing inwards; inconsistent

COMMUNITY CHARACTER

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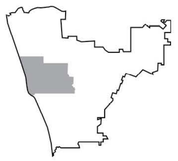
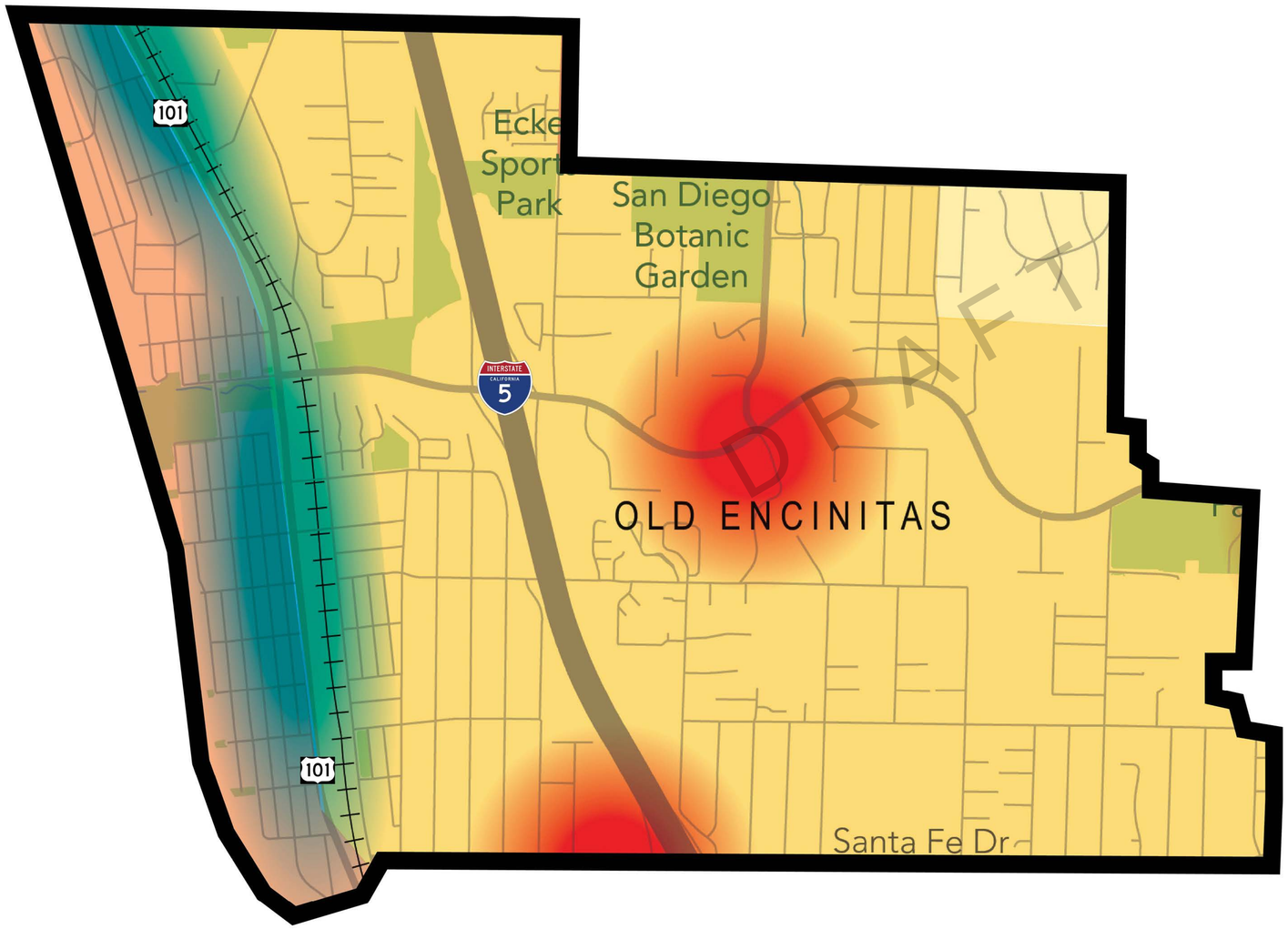
City of Encinitas | 2014

2B COMMUNITY CHARACTER
FUTURE HOUSING RESPONDS TO EXISTING CHARACTER



OLD ENCINITAS



OLD ENCINITAS

OVERVIEW

Old Encinitas is located in the center of Encinitas and includes the historic core and downtown for the City. Its major arterial streets include Highway 101 and Interstate 5 running north-south and Encinitas Boulevard and Santa Fe Drive running east-west.

Future housing development should acknowledge that Old Encinitas includes its own identity and therefore designs should respect and respond to the uniqueness of the surrounding context. There are five general community character areas that exist in Old Encinitas, which are shown on the map to the left.

- **Coastal Residential**
- **Main Street Corridor**
- **Inland Residential-Gridded**
- **Inland Residential-Curvilinear**
- **Neighborhood Center**

Each context is described in detail on the following pages.

COMMUNITY CHARACTER
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City of Encinitas | 2014

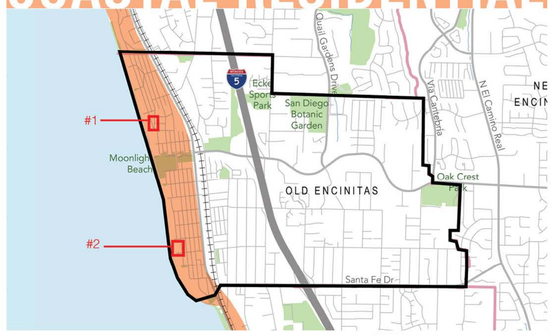
2C COMMUNITY CHARACTER

FUTURE HOUSING RESPONDS TO EXISTING CHARACTER

OLD ENCINITAS

OLD ENCINITAS

COASTAL RESIDENTIAL



Snapshot Area - Key **Detailed Areas**

Snapshot Area #1 - Aerial Photograph

Snapshot Area #2 - Aerial Photograph

East-west streets are often sloped.

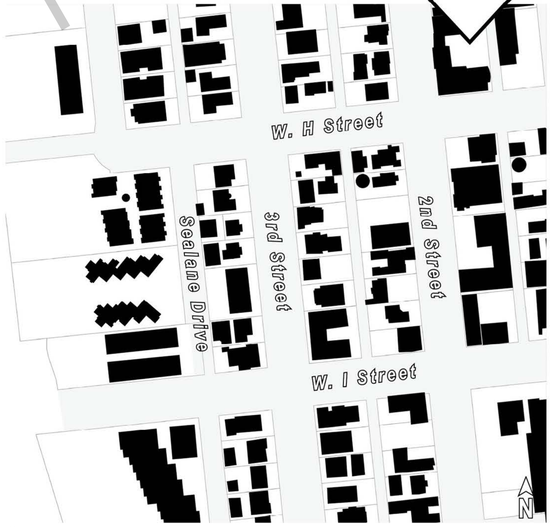
DESCRIPTION

This character area exists along the coastal edge of Old Encinitas, west of Highway 101. It is generally fully developed, primarily as single-family and some multi-family residential uses. Few infill opportunities currently exist, although some occasions may arise when buildings are replaced and lots are assembled. More infill opportunities exist in areas that abut this context, and thus considering its character will be important in planning new, compatible projects.

DESIGN CHARACTERISTICS

- Block sizes are generally consistent (approximately 215' by 400')
- Rectilinear street grid is oriented to coastline
- Street widths are relatively consistent (approximately 25'-30' wide)
- Alleys are common
- Sidewalks are not consistent - attached, detached, and non-existent
- Lot sizes and front setbacks are small
- Topography varies slightly within neighborhoods; properties adjacent to the coast are perched upon steep hillside.
- Access to beaches are important

Snapshot Area #1 - Building Placement Diagram

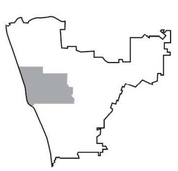


Snapshot Area #2 - Building Placement Diagram

A range of housing styles and sizes exist in this context.

In some areas, primarily along the coast, sidewalks do not exist.

On streets closer to Highway 101, detached sidewalks exist.



DESIGN OPPORTUNITIES

- Respect edges to keep low-scale residential feel
- Maintain public views to ocean
- Maintain access through neighborhoods and to public space and beaches
- Minimize curb cuts for pedestrian safety and preserve on-street parking

LOT FEATURES

Lot Size:	.05-.30 acres (2,000-15,000 square feet)
Dimensions (Width by Depth):	30'-60' by 100'-150'
Lot Shape & Orientation:	Rectangular, oriented toward north-south streets
Lot Coverage:	50% and greater
Building Orientation:	Facing street
Parking Access/Location:	On-site - from alleys and/or street; on-street

BUILDING FORM & PLACEMENT

Setbacks:	Front: 5'-25'; Side: 0'; Rear: 0'-25'
Building Height:	15'-25'
# of Stories:	1-2 stories
Roof Form:	Varies
Entry:	Facing street

COMMUNITY CHARACTER

@HOME IN ENCINITAS

City of Encinitas | 2014

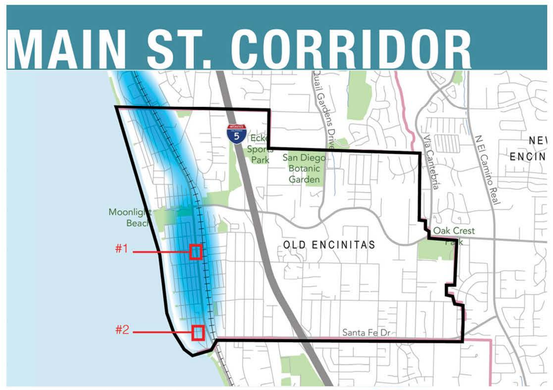
2D COMMUNITY CHARACTER

FUTURE HOUSING RESPONDS TO EXISTING CHARACTER

OLD ENCINITAS

OLD ENCINITAS

MAIN ST. CORRIDOR



Snapshot Area - Key **Detailed Areas**

Snapshot Area #1 - Aerial Photograph

Snapshot Area #2 - Aerial Photograph

Highway 101 also serves as Main Street for the historic downtown.

DESCRIPTION

This character area exists along Highway 101 in Old Encinitas. It has a commercial focus, but includes a mix of uses, and operates as the "downtown" for the entire city. Many buildings have retail on the ground floor with offices or housing above. The experience along the street is lively, with lots of outdoor café seating and retail. Infill housing and mixed use projects could occur in this character area to help reinforce downtown's unique character.

DESIGN CHARACTERISTICS

- Block sizes are consistent (approximately 230'-300' by 400'-430')
- Rectilinear street grid is oriented to coastline
- Street widths range from 60'-80' on Highway 101 and 30'-50' on side streets
- Sidewalks are attached to curbs and street trees are common
- Buildings are located at the sidewalk edge along Highway 101
- Topography is relatively flat
- Architecture and building styles are an eclectic mix
- A major regional transit spine (railway) is adjacent to Highway 101
- Historic buildings are present

Snapshot Area #1 - Building Placement Diagram

Snapshot Area #2 - Building Placement Diagram

The corridor functions as a major multi-modal transit spine.

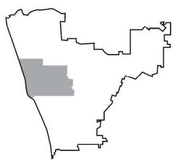
Pedestrian activity is high in this context.

Development along the corridor tends to be a mix of one and two story structures which express individuality.

Parts of Highway 101 include diagonal on-street parking to support commercial uses.

DESIGN OPPORTUNITIES

- Enhance "downtown" character with a mixture of uses
- Maintain connections to abutting neighborhoods
- Maintain eclectic character and style
- Animate the street and sidewalk edge
- Design to accommodate all modes of transportation



LOT FEATURES

Lot Size:	.05-.60 acre (2,000- 25,000 square feet)
Dimensions (Width by Depth):	40'-100' to 60'-90'
Lot Shape & Orientation:	Rectangular, oriented toward Highway 101
Lot Coverage:	50% and greater
Building Orientation:	Facing north-south streets
Parking Access/Location:	On-site - from rear and side streets, located behind and to the sides of buildings; On-street

BUILDING FORM & PLACEMENT

Setbacks:	Front 0'; Side: 0'-20; Rear: 0'-50'
Building Height:	15'-45'
# of Stories:	1-2 stories
Roof Form:	Varies
Entry:	Facing street

COMMUNITY CHARACTER

@HOME IN ENCINITAS

City of Encinitas | 2014

2E COMMUNITY CHARACTER

FUTURE HOUSING RESPONDS TO EXISTING CHARACTER

OLD ENCINITAS

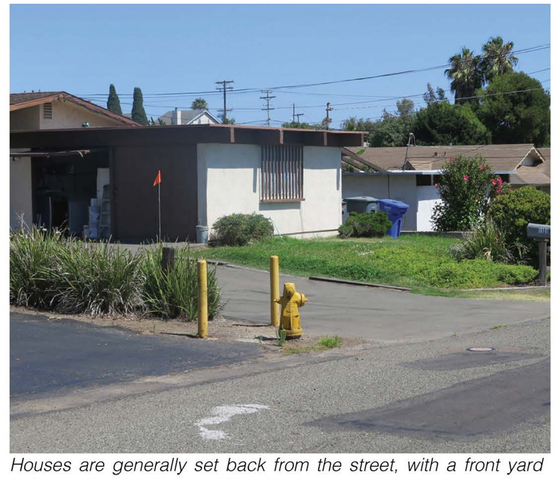
OLD ENCINITAS

INLAND RESIDENTIAL - GRIDDED

Snapshot Area - Key **Detailed Areas**

Snapshot Area #1 - Aerial Photograph

Snapshot Area #2 - Aerial Photograph



Houses are generally set back from the street, with a front yard between the structure and the street.

DESCRIPTION

The Inland Residential - Gridded character area exists east and west of Interstate 5 in Old Encinitas. This residential context is generally organized on the north-south/east-west grid. It developed primarily in the 1960s and 70s and includes single-family dwellings with some "twin homes" and condominiums dispersed throughout. Streets rarely include sidewalks or curbs. Opportunities for attached single family and multifamily infill exist in this context along major arterials and where this context abuts the Neighborhood Center context.

DESIGN CHARACTERISTICS

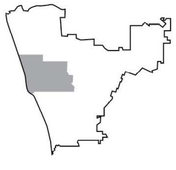
- Block size is relatively consistent (325' by 1,300')
- Streets are oriented in the north-south/east-west directions
- Street widths are approximately 20'-30' wide
- Sidewalks are generally non-existent, as are alleys
- Topography varies
- Modest one-story homes dominate the neighborhoods
- Landscapes are mature and abundant on private property

Snapshot Area #1 - Building Placement Diagram

Snapshot Area #2 - Building Placement Diagram

Modest one story homes dominate this design context.

Some curbs and sidewalks have been added, but are not consistent.



DESIGN OPPORTUNITIES

- Design with sensitive transitions to respect the existing low-scale residential form and character
- Enhance connectivity to services, transit, and open space/trails
- Focus higher density housing close to arterials and activity centers
- Enhance active, outdoor lifestyles

LOT FEATURES

Lot Size:	.10-.30 acre (4,000-15,000 square feet)
Dimensions (Width by Depth):	50-70' by 140-160' relatively consistent
Lot Shape & Orientation:	Rectangular, oriented toward north-south streets
Lot Coverage:	20-50%
Building Orientation:	Facing street
Parking Access/Location:	On-site from street; on-street

BUILDING FORM & PLACEMENT

Setbacks:	Front: 15-50'; Side: 5'-15; Rear: 10'-40'
Building Height:	20'-30'
# of Stories:	1-2 stories
Roof Form:	Hipped and gabled
Entry:	Facing street

COMMUNITY CHARACTER @HOME IN ENCINITAS

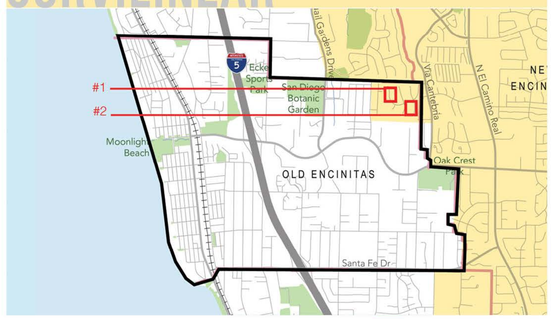
City of Encinitas | 2014

2F COMMUNITY CHARACTER

FUTURE HOUSING RESPONDS TO EXISTING CHARACTER

OLD ENCINITAS

INLAND RESIDENTIAL - CURVILINEAR



Snapshot Area - Key **Detailed Areas**

Snapshot Area #1 - Aerial Photograph

Snapshot Area #2 - Aerial Photograph

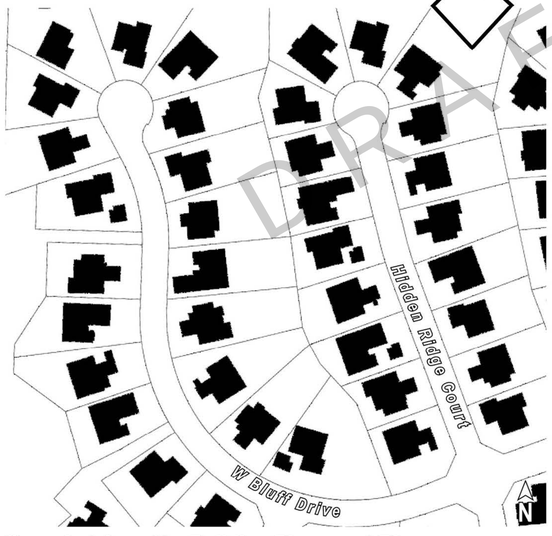
Curb cuts are common along streets and topography allows for expansive views.

DESCRIPTION

This character area exists in the northeast corner of Old Encinitas. The context includes a single family residential subdivision, typical of the late 1970s through the mid-1990s development. It is suburban in character, with curvilinear streets and cul-de-sacs with larger homes set back from the street. More infill opportunities exist in areas that abut this context, and thus considering its character will be important.

DESIGN CHARACTERISTICS

- Block sizes are large and irregular in shape
- Streets are long, curving and often terminate in cul-de-sacs
- Street widths are approximately 30'-40'
- Continuous attached sidewalks and formal curbs are present
- Lot sizes and setbacks are large
- Topography varies; street run parallel to hillsides.
- Architectural styles within neighborhoods are relatively uniform
- Attached garages are a prominent element of front facades, as alleys are non-existent



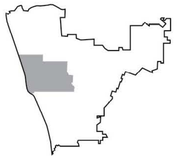
Snapshot Area #1 - Building Placement Diagram

Snapshot Area #2 - Building Placement Diagram

Some streets include attached sidewalks and some streets do not include sidewalks.

Cul-de-sacs are a common feature in this context.

Most homes include a pedestrian (sidewalk) and auto (driveway) entrance from the street.



DESIGN OPPORTUNITIES

- Design with sensitive transitions to respect the existing low-scale residential form and character
- Enhance connectivity to services, transit, and open space/trails
- Focus higher density housing close to arterials and activity centers
- Enhance active, outdoor lifestyles

LOT FEATURES

Lot Size:	.13-.35 acre (6,000-15,000 square feet)
Dimensions (Width by Depth):	60'-80' by 100'-160'; irregular
Lot Shape & Orientation:	Irregular, no consistent orientation
Lot Coverage:	20-40%
Building Orientation:	Facing street
Parking Access/Location:	On-site from street

BUILDING FORM & PLACEMENT

Setbacks:	Front: 20'-30'; Side: 5'-15; Rear: 20'-30'
Building Height:	20'-30'
# of Stories:	Primarily 2 stories
Roof Form:	Hipped and gabled
Entry:	Facing street

COMMUNITY CHARACTER @HOME IN ENCINITAS

City of Encinitas | 2014

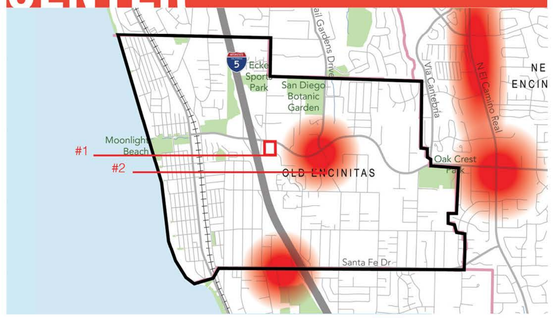
2G COMMUNITY CHARACTER

FUTURE HOUSING RESPONDS TO EXISTING CHARACTER

OLD ENCINITAS

OLD ENCINITAS

NEIGHBORHOOD CENTER



Snapshot Area - Key **Detailed Areas**

Snapshot Area #1 - Aerial Photograph

Snapshot Area #2 - Aerial Photograph

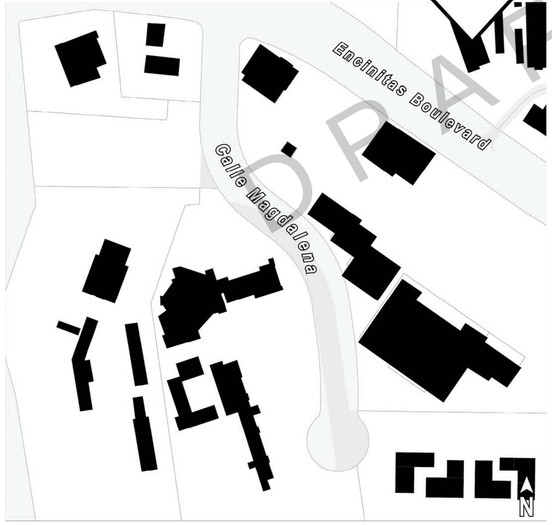
This context exists along major arterials like Encinitas Boulevard.

DESCRIPTION

The Neighborhood Center character area exists in Old Encinitas along Encinitas Boulevard, east of the Interstate. Land use is primarily retail, though professional and consumer services are common as well. Developments are auto-oriented with large surface parking lots and strip centers. Opportunities for infill housing and mixed use exist, and could help supplement the retail atmosphere and create a more vibrant and walkable experience.

DESIGN CHARACTERISTICS

- Block sizes are large and irregular in shape
- Streets are curvilinear, oriented along major arterials
- Street widths are approximately 70'-100'
- Sidewalks are generally attached to formal curbs
- Buildings and lots are very large with large setbacks
- Major retailers are the main focus
- Large, surface parking lots are prominent
- Topography varies: arterials follow low-lying areas



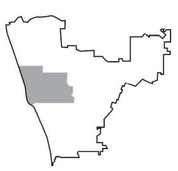
Snapshot Area #1 - Building Placement Diagram

Snapshot Area #2 - Building Placement Diagram

A few smaller commercial buildings are located closer to the street.

Buildings are mainly commercial, set back from the street, with parking in front.

Sidewalks are attached to the curb with a generous landscape "buffer" between the sidewalk and the buildings.



DESIGN OPPORTUNITIES

- Enhance pedestrian experience with smaller, more human-scaled buildings and streets within new projects.
- Enhance connectivity to services, transit, and open space/trails
- Mix in higher density residential uses to help animate and activate the retail experience
- Respect low-scale nature of abutting residential neighborhoods

LOT FEATURES

Lot Size:	.25- 4.5 acres (45,000-200,000 square feet)
Dimensions (Width by Depth):	100'-150' by 100'-400'
Lot Shape & Orientation:	Irregular shapes; inconsistent orientation
Lot Coverage:	20-40%
Building Orientation:	Facing street or facing inwards; inconsistent
Parking Access/Location:	On-site from street, in front of and to the sides of buildings

BUILDING FORM & PLACEMENT

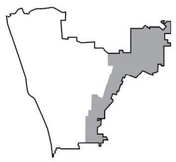
Setbacks:	Front: 20-100'; Side: 0'-50; Rear: 20'-60'
Building Height:	20'-40'
# of Stories:	Primarily 1 story
Roof Form:	Flat, with some exceptions
Entry:	Facing street or facing inwards; inconsistent

COMMUNITY CHARACTER

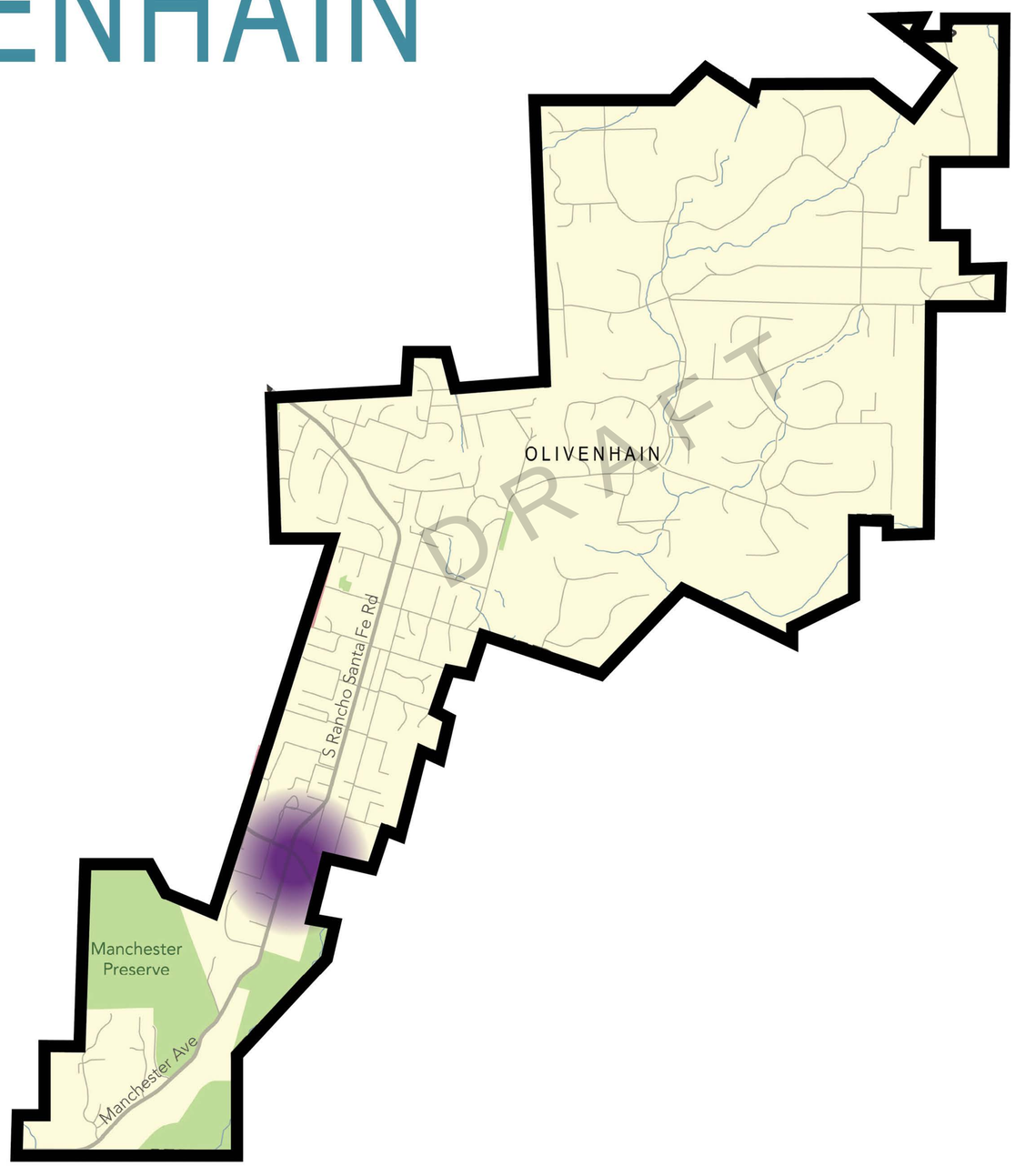
@HOME IN ENCINITAS

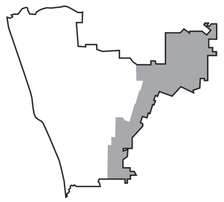
City of Encinitas | 2014

2B COMMUNITY CHARACTER
FUTURE HOUSING RESPONDS TO EXISTING CHARACTER



OLIVENHAIN





OLIVENHAIN

OVERVIEW

Olivenhain is located in the easternmost section of Encinitas, just east of New Encinitas. Olivenhain is unique in that it is characterized by a very rural atmosphere with a significant equestrian culture. The “center” of Olivenhain is located at the intersection of Encinitas Boulevard and Rancho Santa Fe Road, its two major arterial streets.

Future housing development should acknowledge that New Encinitas includes its own identity and therefore designs should respect and respond to the uniqueness of the surrounding context. There are two general community character areas that exist in New Encinitas, which are shown on the map to the left.

Rural Residential

Village Center

Each context is described in detail on the following pages.

COMMUNITY CHARACTER
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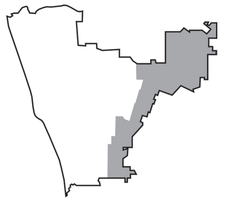
City of Encinitas | 2014

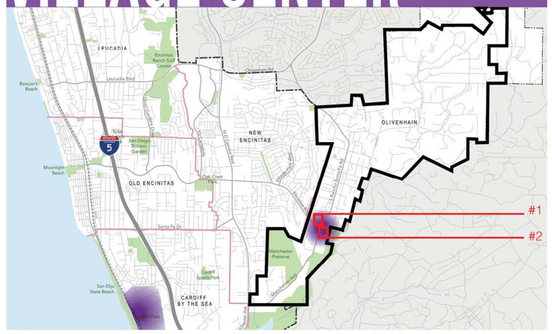
2C COMMUNITY CHARACTER

FUTURE HOUSING RESPONDS TO EXISTING CHARACTER



OLIVENHAIN

VILLAGE CENTER



Snapshot Area - Key **Detailed Areas**

Snapshot Area #1 - Aerial Photograph

Snapshot Area #2 - Aerial Photograph

Larger setbacks and free standing buildings create an open feel to the Village Center

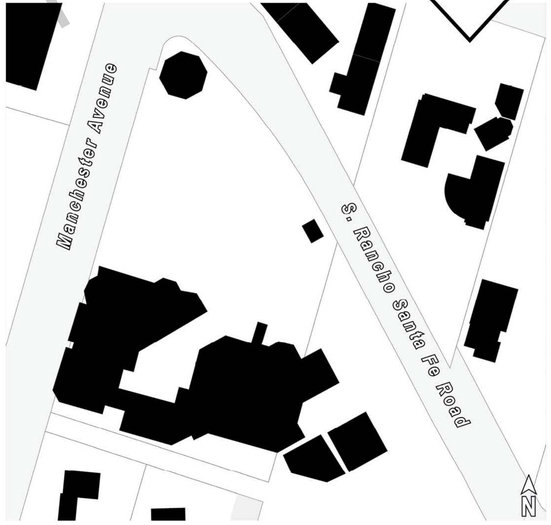
DESCRIPTION

The Village Center context in Olivenhain exists around the intersection of Rancho Santa Fe Road and Encinitas Boulevard. It is primarily commercial in use, with a relaxed feeling and a sense of connection with the outdoors. Most buildings are individual, free-standing structures, with spaces in between that link them to each other and the adjacent neighborhoods. Opportunities for infill housing and mixed use projects exist in this context and could help reinforce the "village" character.

DESIGN CHARACTERISTICS

- Blocks are large and irregular in shape
- Streets are curvilinear and oriented along major arterials
- Street widths are approximately 60' to 100'
- Sidewalks are attached to formal curbs
- Lots and setbacks are large
- Topography generally includes low slopes
- Structures are freestanding with larger setbacks
- Office space is a relatively significant land use
- Transitions from commercial to residential land uses are integrated

Snapshot Area #1 - Building Placement Diagram



Snapshot Area #2 - Building Placement Diagram

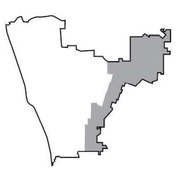
Office space is a relatively significant land use.

Sidewalks are attached to the curb with a landscape buffer between the street and parking areas.

Most commercial buildings have hipped, clay tile roofs. Buildings are set back from the street with parking in front.

DESIGN OPPORTUNITIES

- Maintain village character
- Connect to adjacent neighborhoods
- Maintain views to ocean
- Enhance active, outdoor lifestyles



LOT FEATURES

Lot Size:	.5- 4 acres (25,000-175,000 SF)
Dimensions (Width by Depth):	100'-350' by 150'-350'
Lot Shape & Orientation:	Irregular shapes; inconsistent orientation
Lot Coverage:	20-40%
Building Orientation:	Facing street or facing inwards; inconsistent
Parking Access/Location:	On-site from street, in front of and to the sides of buildings

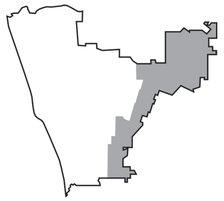
BUILDING FORM & PLACEMENT

Setbacks:	Front: 20-100'; Side: 0'-50; Rear: 20'-60'
Building Height:	20'-40'
# of Stories:	Primarily 1 story
Roof Form:	Flat, with some exceptions
Entry:	Facing street or facing inwards; inconsistent

COMMUNITY CHARACTER @HOME IN ENCINITAS City of Encinitas | 2014

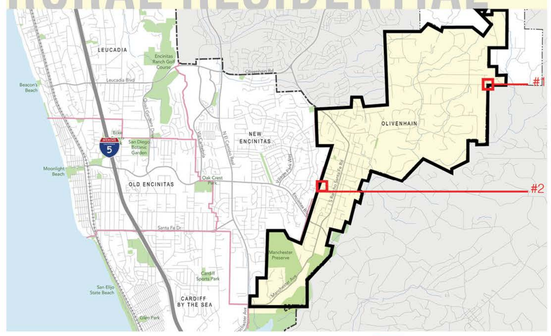
2D COMMUNITY CHARACTER

FUTURE HOUSING RESPONDS TO EXISTING CHARACTER



OLIVENHAIN

RURAL RESIDENTIAL



Snapshot Area - Key **Detailed Areas**

Snapshot Area #1 - Aerial Photograph

Snapshot Area #2 - Aerial Photograph

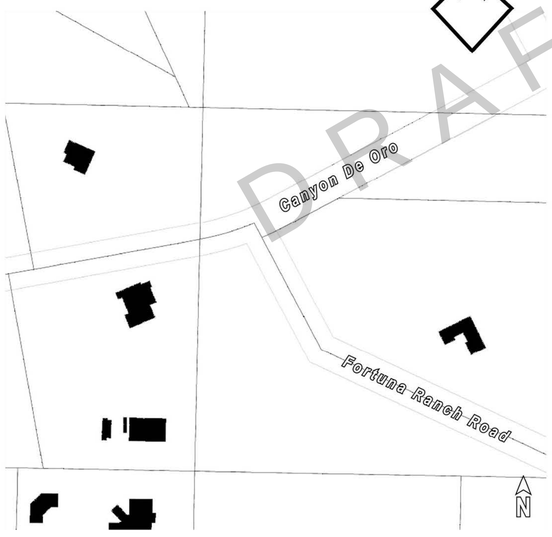
This design context is defined by a strong rural character. Corrals and stables are common.

DESCRIPTION

The Rural Residential context makes up the majority of Olivenhain. It is pastoral in nature, with single family uses on very large lots with views to the foothills. A significant equestrian culture exists in this context, and many multi-use trails exist for walking, biking, jogging, or horse-riding. Few opportunities for multifamily housing exist in this context due to the remote nature of the area. However, some areas exist that abut this context where small, multifamily and mixed use projects could be integrated.

DESIGN CHARACTERISTICS

- Blocks are large and irregular in shape
- Streets are long and curving and follow topography
- Street widths are approximately 20'-30'
- Sidewalks generally do not exist, but equestrian trails are common
- Lots and setbacks are extremely large
- Topography includes rolling hills abutting the foothills
- The character is pastoral and landscapes are natural



Snapshot Area #1 - Building Placement Diagram

Snapshot Area #2 - Building Placement Diagram

Streets are narrow and may be paved or unpaved. Sidewalks are often shared equestrian paths.

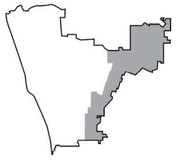
Lots are very large and allow for variability in the size and placement of homes.

Architectural styles vary widely, and many structures are custom-built.

Landscaping in this design context is more natural, and often used for privacy.

DESIGN OPPORTUNITIES

- Respect low-scale, rural nature of development with sensitive transitions
- Enhance connectivity to services and open space and trails
- Focus higher density housing along arterials that include opportunities for placemaking
- Maintain pastoral character and equestrian culture



LOT FEATURES

Lot Size:	2-3 acres (85,000-130,000 SF), or greater
Dimensions (Width by Depth):	200'-500' by 200'-600'
Lot Shape & Orientation:	Irregular shapes; inconsistent orientation
Lot Coverage:	10-25%
Building Orientation:	Inconsistent orientation
Parking Access/Location:	On-site from street with significant driveway

BUILDING FORM & PLACEMENT

Setbacks:	Large, but inconsistent
Building Height:	15'-30'
# of Stories:	Primarily 1 and 2 stories
Roof Form:	Varied
Entry:	Varied

COMMUNITY CHARACTER @HOME IN ENCINITAS

City of Encinitas | 2014

Appendix B: Community Participation Program

Citizen Participation Plan Final Report
MULTI-4309-2021, DR-4311-2021, SUB-4310-2021, CDPNF-4312-2021 and CPP 4313-2021
1220-1240 Melba Road, 1190 Island View Lane, Encinitas, CA. 92024
Torrey Crest

A Citizen Participation meeting was held on **February 8, 2021**, from **6:00 PM to 8:00 PM** via **Zoom**. There were approximately **105** logins. A brief introduction was made by **Brian Staver**, representative for the applicant, Torrey Pacific Corporation. A short overview of the project was given by **Tyler Lawson**, one of the project's civil engineers. Another of the project's civil engineers, **Bryan Knapp**, also attended. **Bryan Stadler**, the project's architect, then began a presentation on the design of the proposed neighborhood and homes. After about three minutes, the attendees indicated that they were not interested in this subject matter, and the meeting moved on to questions and feedback. Attendees were able to ask questions and give feedback both verbally and through a chat room that was visible to all participants. The meeting was moderated by Tyler Lawson and Bryan Knapp.

Techniques used to notify and involve the public regarding the application

A letter and vicinity map notifying all property owners and occupants within 500 feet of the project site was mailed on January 20, 2021 (see Attachment A). Of the 156 notices that were mailed out, none were returned as undeliverable.

Because the meeting was held virtually due to the Covid pandemic, there was no traditional sign-in sheet to the February 8 meeting. Included in this CPP report is a list of all community members who contacted the applicant to attend the Zoom meeting and a list of the community members who identified themselves as present at the meeting either verbally or through participation in the chat room (see Attachment B). Because many community members shared information on how to access the meeting on social media sites or individually with other people, we do not have a comprehensive list of everyone in the community who had access to the meeting. Given the absence of a physical sign-in sheet, we also do not have a record of people who may have attended the meeting but did not identify themselves, verbally or through the chat room, as present.

Questions, Concerns, Issues, and Problems Expressed and Responses to Them

The following section compiles the questions, concerns, issues, and problems raised during the CPP process. This includes questions, concerns, issues, and problems raised either verbally or in the chat room during the February 8 CPP meeting as well as questions and concerns raised in comment cards or email from January 20, 2021 until the end of the open CPP comment period on February 21, 2021. Overlapping or similar comments and questions have been combined in the below descriptions of questions and concerns raised. The responses to the questions and concerns compiled below include the live answers from the CPP meeting as well as additional information as helpful. Available for review are also the transcript of the February 8 CPP Zoom

meeting (Attachment C), the public chat log from that meeting (Attachment D), CPP Comment Cards submitted by community members (Attachment E), and other feedback on the project submitted to the City and/or the applicant by email between January 20 and February 21, 2021 (Attachments F and G).

1. General Project Details and Project Status

a. What is the name of the project?

The name of the project is "Torrey Crest." The application number is Multi-004309-2021. Monument signage at the entrance to the proposed subdivision has been removed from the application with the second submittal.

b. Who is the contact person at the City? Who is the assigned planner?

The planner assigned to the project by the City is J. Dichoso. Email: jdichoso@encinitasca.gov.

c. Who owns the 7 lots being developed? Have they been consolidated?

All 7 are owned by Torrey Pacific Corporation (TPC).

d. How many existing homes are on the site, and which are proposed to be removed?

There are four existing residences (a 3-bedroom at 1190 Island View, a 2-bedroom at 1220 Melba, a 1-bedroom at 1230 Melba, and a 3-bedroom at 1240 Melba) and two accessory dwelling units (a 1-bedroom at 1230A Melba and a 1-bedroom guest house on 1240 Melba). All six residential structures are proposed to be removed. A cultural resources report prepared by an architectural historian evaluated all of the existing structures and determined that none meets the threshold to qualify as historically significant.

e. Who currently lives on the property? The CPP states "The subject property is zoned R-3 and is currently vacant." Is that true? Nobody lives on any of the lots?

At the time of the initial application, one home and one accessory dwelling were occupied by a co-owner of TPC, three homes were rented by TPC to third parties, and one home was vacant. As of March 2022, this is still the case except only two homes remain rented by TPC to third parties and two are now vacant. Due to an error, the CPP notice sent out in January 2021 mistakenly said that the land was vacant. We contacted the City on January 21, 2021, after we noticed the error, but the notices had already been mailed.

f. Does the project require a General Plan amendment?

No.

g. Don't you have to get a tentative map approved before the architectural review?

That used to be more common, but it is not necessary. Projects, like this one, increasingly are seeking simultaneous approval of the tentative map and

architecture to ensure that stormwater treatment design and lot geometry are functional and appropriately customized.

h. At what stage is the CEQA process? Was there an environmental impact review?

The CPP meeting was held less than a month after our initial application was submitted, and we had not yet received review comments from the City, including a review of environmental impacts. Though not required to by the City, we have since elected voluntarily to do an EIR. That work started formally in May, 2021.

i. When will the city be reviewing the proposal so that the community can have a voice?

Our initial application was made on January 15, 2021 and we received comments from the City staff on April 27, 2021. On July 26, 2021, we resubmitted the project ("second submittal"), and we received comments from the City staff on December 22, 2021. On March 22, 2022, we resubmitted the project ("third submittal"). Right now the project remains in the planning stage and our application is not complete. Once the application is deemed complete by City staff and the draft EIR is ready for consideration, a hearing before the City Planning Commission will be scheduled. This will be the first public hearing on the proposal.

j. Will Torrey Pacific Corporation be the builder as well as the developer?

No. There is not a legal or procedural reason that requires that decision to be definitive right now, but TPC is not planning on being the builder.

k. If you aren't planning to build homes, how can you claim density bonus and why are you showing us plans for architecture and landscaping?

We are planning for homes to be built. We are designing the project and getting it approved, and we then plan to sell the land with approved plans to a builder. They would then build the neighborhood with those plans. If they sought to make any significant changes to the approved plans, it would require approval from the City.

l. Will the proposed homes, irrigation, and landscaping actually be installed, or is the plan to get approval, grade the site, and leave?

If TPC sells the approved project to a builder for completion, as currently planned, then TPC itself would not be installing the proposed homes, irrigation, and landscaping. The overall is project is predicated on these homes, irrigation, and landscape ultimately being installed, and after receiving project approval, any significant changes to completing the project as designed would require City approval.

m. What is the timescale for duration of construction, completion of construction, etc.?

The discretionary process – planning, hearing before the Planning Commission, etc. – may take more than a year from now. The completion of construction of the homes will depend, in part, on how quickly the homes sell. During the CPP meeting

in February, 2021, we hypothesized it might be perhaps 8 months until the Planning Commission heard the matter and then another two years until the homes were build and sold, though it wouldn't surprise us if it took longer. As of March, 2022, the total time to completion is hard to estimate.

n. Will the project have an HOA?

Yes.

o. Why were technical reports, like the geotechnical report and drainage study, not provided before the CPP meeting, even upon request?

The CPP meeting was held within four weeks of our initial application being submitted. We had it in mind at that time that it would be helpful to mediate that process via the City and their preliminary review of the material. At this point, we are making application files available directly with our submittals. All of the application files current with the third submittal are provided in the following, public Dropbox folder:

https://www.dropbox.com/sh/3eaay79nvln8d6u/AAAZ9YX1PfHdIw31c5ifQ8tOa?dl=0

p. Will there be another CPP meeting once you have collected more information and are more informed on details?

At this time, we are not planning to hold another CPP meeting.

q. Are you open to revising the project to address the concerns of the neighborhood?

Since the CPP meeting and other discussions with neighbors, we have incorporated feedback from the City and neighbors into subsequent submittals. Revisions and customizations made to the plans with the second submittal included removing three of the four retention basins. As a result, water was no longer directed down Island View Lane or into the public easement brow ditch that leads to Witham. The basin at Melba was consolidated into one.

Furthermore, in the third submittal, the basin was moved from the eastern side of the proposed street near Melba Road to the western side of the street to better align with the topography of the neighborhood and retain views of the Torrey Pine trees that will remain. We have changed the vegetation proposed in the landscape plan to more heavily favor a native palate. We're doing 1:1 replacement on all mature trees that will be removed. On the Melba frontage, the third submittal has an "Option B" to use the existing sidewalk and preserve 5 Torrey Pine trees and 1 Coast Live Oak, pending City approval of a waiver of the Public Road Standards.

2. Trees

a. What will happen to the trees on the site of the proposed development?

As of March, 2022, “Option B” in the plans provides a way for the project and City to preserve 100% of the Torrey Pines located on site, on neighboring private property, and on the City’s Melba Road frontage between the project and Bluejack Road.

The large Torrey Pine that is west of the existing white house and closer to Melba, Tree No. 119 in the arborist report, will be preserved under all versions of the plans being proposed. The large Torrey Pine that is west of the existing white house and closer to the horse barn, Tree No. x17 in the project’s arborist report, is a boundary-line tree and will be preserved under all versions of the plans being proposed.

The 3 Torrey Pine trees on site near the Melba Road sidewalk, Trees No. 107, 108, and 109, in the arborist report, are proposed to be preserved under “Option B” in the plans. Doing so requires the City to waive the Public Road Standards. These 3 Torrey Pine trees were planted by John Staver in 1990.

The total number of Torrey Pines entirely onsite is 4 (Trees No. 119, 107, 108, and 109) and only 1 of these is entirely within our control (Tree No. 119) and it is proposed to be preserved in “Option A” and in “Option B”.

Additionally, in “Option B” 2 off site Torrey Pine trees, Trees No. x15 and x16, are preserved. These are the 2 trees entirely within City-owned ROW between the project and Bluejack Road. These 2 Torrey Pines were also planted by John Staver in 1990 and also require the City to waive the Public Road Standards to be preserved.

There are 2 Torrey Pine trees impacted by the Public Road Standards (Trees No. 107, 108, 109, x15, and x16). Otherwise, all of the Torrey Pines that are a visible feature of the ridgeline remain. There are eight along the driveway to the horse barn (x18 – x25), there are several on 1160 Island View Lane, there are several on the southern edge of Oak Crest MS, there is a tall one on 1207 Ahlrich (x6), there are Torrey Pines in the Melba frontage between the project and Crest, there are Torrey Pines near Oceanic and on Wotan.

To reiterate, all of the Torrey Pines remain in “Option B” in the plans and the only 5 that would not remain if the City does not elect to waive the Public Road Standards (“Option A”) are the 5 that were planted by John Staver in 1990 (Trees No. 107, 108, 109, x15, and x16).

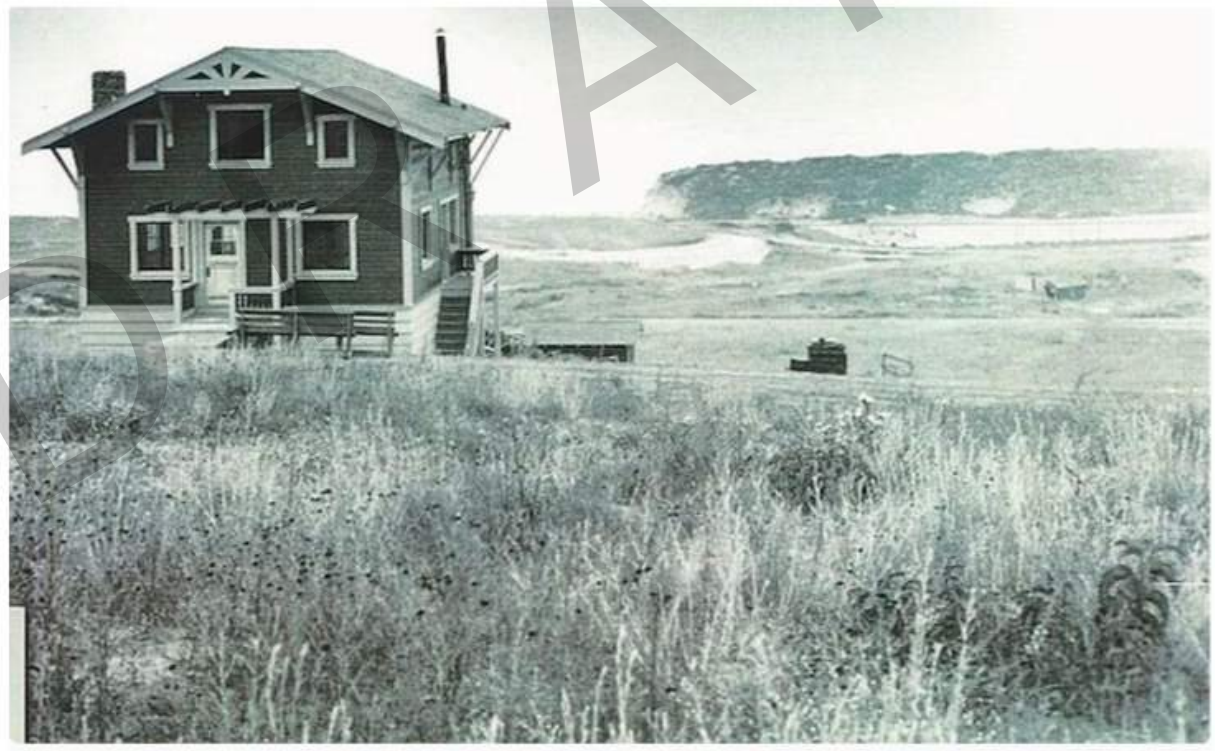
Additionally, in “Option B” a Coast Live Oak that would otherwise be impacted by the widening of Melba Road and concrete sidewalk is proposed to remain.

For the mature trees to be removed, we are proposing to replace those at a 1 to 1 ratio.

Of the 173 trees in the arborist report, 64 are on the City of Encinitas Invasive Plant Policy invasive species list. There are 109 trees that are not on the invasive species list. Of the 109 non-invasive trees, 86 are not native to California. In other words, of the 173 trees onsite, 150 are not native to California.

There are 23 onsite trees scheduled to be removed under “Option A” which are a species native to California. There are 19 onsite trees scheduled to be removed under “Option B” which are a species native to California and not including the Trees No. 106-109 outlined above.

Summary of the 19 trees which are a species native to California which must be removed under “Option B”: 9 Coast Live Oak, 4 White Alder, 4 California Sycamore, and 2 Monterey Cypress. None of these species are assumed to have existed on the site as of 1920, when the site most likely would have looked like the Cardiff hillside in the following two photos.



J Frank Cullen's house, c. 1911

The amount of ROW being dedicated to the City remains the same in "Option A" and "Option B" so the City would have the option of doing "Option A" improvements later.

b. What is your intent with property line trees?

There are 5 boundary-line trees, Trees No. x2, x3, x4, x5, and x17 in the arborist report. As of March, 2022, all of the boundary-line trees are proposed to be preserved. Trees No. x2-x5 are Monterey Cypress trees and Tree No. x17 is a Torrey Pine tree. The other trees with an "x" in the number in the arborist report are entirely off site. We have met with neighbors and the project arborist to document and discuss recommendations for each tree with a dripline that overhangs the project boundaries. For trees on neighboring properties that overhang the property line, the arborist report includes an evaluation and tree protection plan.

c. Concerns about the proposed development affecting the roots of trees, especially Torrey Pine trees, on neighboring lots.

As detailed in the arborist report, the project arborist identified all offsite trees that overhang the property line and any City trees within 30 feet of the property

line. All such trees were evaluated by the arborist, including a root investigation on 2, to determine what was necessary to keep these trees unharmed. A plan to protect each tree is included in the report.

d. Concerns about whether Torrey Pine trees and vegetation will be removed along Melba.

As of March, 2022, "Option B" in the plans, which requires City waiver of the Public Road Standards, is a plan to preserve all 5 of the Torrey Pines and the 1 Coast Live Oak located adjacent to the Melba Road sidewalk.

e. Will this area be relandscaped to screen the project edges along Melba?

Yes. As of March, 2022, renderings of the project edges along Melba under "Option A" and "Option B" from three vantage points are included in the application material. The renderings and proposed Landscape Plans are also included in the Dropbox folder referenced above.

https://www.dropbox.com/sh/3eaay79nvln8d6u/AAAZ9YX1PfHdIw31c5ifQ8tOa?dl=0

f. Concerns about homes in the development being built in the "fall zone" of large trees, including Torrey Pines, on neighboring properties.

The project arborist has visited the nearby Torrey Pines to investigate the collars and do a root investigation on 2. All are in "Good" or "Fair" condition. Tree owners are responsible for monitoring the health of their trees.

g. Concerns about removal of mature trees and damaging tree roots that hold up bluffs and sand and claystone soil and that stabilize surrounding slopes.

Tree protection plans have been worked out for the on site and nearby trees to be protected. The location of tree protection zone (TPZ) fencing is on the Civil Plans. The arborist report specifies a process for root severance for the trees to remain so that work outside of the TPZ does not rip up part of a root within a TPZ. The arborist report specifies that the project arborist will be on site to observe root cutting for the trees to be protected. For trees to be removed, it will remain in the interest of the builder to not damage the top of the boundary near the cut slope on Oak Crest MS or any other boundary-adjacent locations that may be damaged by tree removal. Within the project's boundaries, the top several feet of soil will need to be removed and replaced in most locations for reasons specified by the project's geotechnical engineer.

3. Density of the Project

a. Zoning and application of Density Bonus Law

i. What is the current zoning?

The underlying zone is R3.

ii. Can you provide the details on upzoning from R3 to R5?

The proposed 30 homes are not based on a change in the underlying zoning from R3 to R5. They are based on the application of State Density Bonus Law. See our response below.

iii. How do you get from R3 for 6.6 acres = 20 homes to 30 homes?

The project is using California Government Code Section 65915(f)(2), which is part of the code's section on Density Bonus and Other Incentives to address the State's housing issues. The code defines a "density bonus" as "a density increase over the otherwise maximum allowable gross residential density as of the date of application." Our project as proposed qualifies for a 50% density bonus. Because the underlying R3 zoning allowed 20 homes (6.646 x 3 = 19.94; anything above a whole number rounds up to the next whole number), the density bonus allows for 30 homes.

iv. Is there a higher bump in density for building very low income houses versus low income houses?

Yes. The difference is explained in California Government Code Section 65915(f). For a project like we propose, if 15% of the base density of homes are set aside as affordable, the code provides for a 27.5% density bonus if you provide low-income affordable units and a 50% density bonus if you provide very low income affordable units. A project can also have a 50% density bonus using low-income units, but a higher proportion of the total number of houses built (24%) have to be set aside as affordable.

v. Are you calculating density based on net acreage? What about the net acreage change to Encinitas Municipal Code that was adopted on 12/16/2020?

We are calculating density based on gross acreage, not net acreage. At the time we submitted our preliminary application on January 15, 2021, the change to the City's density bonus provisions (Ordinance 2020-09) requiring the use of net acreage was not yet effective. Subsequently, the State notified Encinitas that its ordinance was in conflict with State Density Bonus Law, and the City Council repealed Ordinance 2020-09 on May 26, 2021. Our use of gross acreage is consistent with both State and City laws. The City has used gross acreage for all density bonus projects since January, 2017.

vi. How many lots would be allowed if based on net instead of gross acreage? Would net acreage subtract the area of the street?

Yes, net acreage would subtract the area of the street. In this hypothetical scenario, for a density bonus project using net acreage as the project has been proposed, the base density would round up to 17 homes, and the total with a 50% density bonus would round up to 26 homes.

But, this question is in many ways a moot point (see above). The net acreage of the project as-is in the third submittal is 5.55 acres. This subtracts existing Melba ROW, additional proposed Melba ROW dedication, existing private road and public utility easements, proposed private road, and slope adjustments. The project like this one may be redesigned if net acreage was applicable. When a project uses net acreage, it might, for example, limit or eliminate sidewalks and on-street parking to minimize street area.

vii. What exemptions are being sought?

As of March, 2022, the project is requesting two incentives and eleven waivers, with most waivers having to do with lot geometry. These incentives and waivers are listed on the first sheet of the revised civil engineering plans submitted to the City and in the density bonus report.

Under State Density Bonus Law, the project is allowed three incentives, but we are now only requesting two: (1) to not underground certain overhead utilities, see below, and (2) height relative to existing grade over 26' but still under 26' relative to proposed grade and under 30' relative to existing grade. As of March, 2022, this incentive is being used on 5 lots for reasons primarily related to stormwater treatment design.

The City development standards the project is requesting waivers from are: net lot area; lot width; lot depth; building height relative to existing grade (also an incentive); private streets (road width and cul-de-sac radius); side, front, and rear yard setbacks; connectivity of adjacent land uses; subdivision design standards, and development standards.

viii. Is it true that there are no limits to the waivers you can request in density bonus? There seem to be more waivers/exemptions than merited by the applicable density bonus parameters.

Yes, the number of waivers that can be applied to a project are unlimited. The idea is that many things may need to be adjusted, by at least a bit, to accommodate the increase in density relative to the implementation of the underlying zoning.

ix. If there's a danger of environmental or health and safety issues, can waivers be denied?

No and yes. At the time of the first submittal, the State Density Bonus Law included an exception that applied if a project would have a specific, adverse impact upon the "physical environment." A recent amendment removed the exception related to "physical environment". As of March, 2022, a waiver exception still applies if a project would have a specific, adverse impact upon the "public health and safety".

x. **Can you provide the details on reduced side, front, and backyard setbacks.**

The main constraint in the site design is lot width. All of the lots have at least one side yard setback of 5' and many of the homes have a 5' side yard setback on both sides. As of March, 2022, there are three homes with a waiver related to backyard setback and one home with a waiver related to front yard setback. The Civil Plans, available in the Dropbox folder, summarize all of the setbacks on Sheet 2.

https://www.dropbox.com/sh/3eaay79nvln8d6u/AAAZ9YX1PfHdIw31c5ifQ8tOa?dl=0

xi. **AB2345 is not applicable because density bonus applies when you provide low-income housing, and this project is actually removing low-income homes. The proposed project results in a net loss of 3 if you count the 6 on site currently. How does your project take into account that you are losing 4 to 6 homes currently on the proposed site?**

There are rules related to replacement of total homes and homes occupied by lower income households. The first part is covered by 30 homes being more than 6 homes. The second part is covered by an analysis of how many current residents may qualify for a right to return.

xii. **Can you reduce the density and still make money?**

Yes, there is still residual land value. We estimate the residual land value would be less. The land value is whatever is estimated to be leftover after a builder subtracts her costs for construction, site improvements, City fees, overhead, profit, and related expenses from projected revenue, and we subtract the costs of the application.

b. Community Character

i. **Please give us a concise description of how the proposed development fits with the character of the neighborhood**

Please see the project's community character report for a detailed analysis on this question.

Many of the homes in the area were built before the City incorporated in 1986, when higher density and lower setbacks were allowed. After 2004, State Density Bonus Law was applicable which was used with the Bluejack Road application in 2006. Several of the homes on Monterey Vista Way for example, built around 1985, are within 500' of the project. The Summerfield subdivision homes on Witham, built in the 1970's, are within 500' of the project. The homes in the San Abella/San Andrande subdivision, within 500' of the part of the project under Island View Lane, were approved in 1959. The subject property had similar zoning options available to it before 1986. It has had similar zoning options available to it since 2004 as the Bluejack Road subdivision.

ii. **Please consider reducing the number of homes in this development. It does not fit into the neighborhood for this many homes.**

We have considered more of an estate home type of format. For a variety of reasons, we have elected to keep the number of homes as initially proposed.

iii. **Disagreement with the CPP letter's description of the proposed project as being consistent in size and character to the surrounding neighborhood.**

1. *Feedback included: Most surrounding area is R-3 and 1274 and 1262 Melba to the east are even larger. Some Crest and Lake are R-1. Bluejack is out of character with the neighborhood and unlike what they propose (short road, only 8 houses, maybe different underlying zoning). CPP letter says properties to east are R5 w/ lots typically in range of 8700 sq ft, but that is a minimum, the actual lot size is bigger.*

More than two-thirds of the homes in the 500' mailing radius for this CPP are zoned R-5. Additionally, there are homes zoned R-3 nearby which were approved before the City incorporated and don't conform with the R-3 requirements. For example, two-thirds (10/15) of the homes on the west side of Wotan have lots that are less than 14,500 sf. One-third (5/15) of the homes on the west side of Wotan have lots under 8,700 sf. Bluejack Road is zoned R-3, but it is a density bonus project that used State Density Bonus Law as it was updated in 2004.

iv. **The neighborhood was rural when it was first designed – the roads are designated as rural – and don't allow for something this dense.**

As of today, the area bounded by Balour Drive to the west, Encinitas Boulevard to the north, El Camino Real to the east, and Santa Fe Drive to the south has a relatively urban level of development. We recognize that the City and neighborhood wish to balance the character of the roads with the realities of the number of cars currently using them. In the third submittal we have included an "Option A" that uses the Public Road Standards – it would widen Melba Road, replace part of the asphalt sidewalk with a concrete sidewalk, and remove trees – and an "Option B" that would need the City to waive the Public Road Standards to keep the existing asphalt sidewalk, the existing road width, and six trees discussed above (Trees No. 106, 107, 108, 109, x15, and x16 in the arborist report).

v. **The density of the development and small space between houses does not invite an image of "garden green space" as in the surrounding neighborhood. Beauty and quiet are selling points for homes in this neighborhood, which would impacted by this. This will cause irreparable harm to the character of the neighborhood. Once something like this is done, you cannot get it back.**

As property owners of 1234 and 1240 Melba since 1951, the owners of the project are familiar with how different the City is now relative to then. The proposed project is similar in density to much of the development currently zoned R-5 that took place in the late 1950's through early 1980's (San Abella/San Andrande subdivision, Monterey Vista Way subdivision, Ahlrich/Witham/Beechtree etc. subdivisions). We have delayed developing the property, but our rights to also subdivide as most of the other parcels in 1951 have subsequently done, should not, because of the delay alone, be compromised. Once landscaping has had time to become established, we believe that the character of the proposed streets will be similar to much of the surrounding area.

vi. **Are you open to reducing the total unit count? Have you considered a smaller development and including a park?**

We added a neighborhood park in the second submittal near the intersection of the two proposed streets. We have considered a smaller project, but have elected to keep it as initially submitted.

vii. **Since everyone is really concerned about the density, couldn't you consider having larger, more expensive homes? How do the finances change if you develop R3 versus the current proposal? In other words, what is the difference in profit?**

We have considered more of an estate home type of format. For a variety of reasons, including finances, we have elected to keep the project as initially proposed. We also appreciate that this project would allow 30 households the opportunity to enjoy living on the property and in the surrounding community, as opposed to a smaller number of people.

4. **Traffic**

a. **Questions and concerns about the traffic study.**

i. **Has there been a traffic study done? Who is the traffic engineer?**

Yes. Justin Rasas with LOS engineering.

ii. **Was the traffic study done during school hours? Was the traffic study done pre-Covid?**

The traffic study was conducted during State-wide stay-at-home orders and projections were made using data collected pre-COVID stay-at-home orders. Data was subsequently collected after all of the nearby schools reopened in late August, 2021. The projections were very similar to the subsequent data. Similarly, the City independently collected traffic data in September, 2021, which was also very similar to the projections and August, 2021, data.

iii. **Concerns that the traffic study is invalid because it was done during covid and stay-at-home orders when the local schools were not open in-person.**

See above. We and the City have independently collected traffic data since schools reopened and state stay-at-home orders were lifted in late summer / fall 2021.

iv. **In addition to the problem of covid, the traffic study is useless unless it includes interviews and surveys with neighbors on all surrounding streets who are familiar with the extent of the chaotic, dangerous gauntlet of cars (especially trying to get kids to school and ppl to freeway to get to work).**

The traffic engineer is familiar with Encinitas. He has interviewed the nearby schools on attendance levels relative to pre-COVID expectations at the time of the late August, 2021, data collection. The project has not included an access point to Oak Crest MS near the proposed cul-de-sac so that middle-school-related trips remains consistent with pre-project patterns.

v. **When schools are in session, many children walk past the proposed opening and there is safety issue to be considered. A "traffic survey" will not show this or the record the number of kids who cycle to school on Melba. What has been done to study the impact of the development on the "walkability" of the area?**

We have met with the prior and current City Engineer. The project was reviewed with the City Engineer and other City staff before initially being submitted and Melba Road frontage improvements were one of the topics. The question of "walkability" is the inverse of some of the questions about trees and the rural feel of Melba Road along the project's 230' of frontage. To address these concerns, the third submittal has an "Option A" and "Option B" for the Melba Road frontage improvements.

vi. **Concerns about safety of cycling on Melba, which is already dangerous, with traffic from 30 news homes. A cycling safety study should be done.**

See above. "Option A" widens Melba Road by a few feet and would reduce the problems with roots under the path of travel in the present condition. The arborist report and a note in the Civil Plans, on feedback from the project arborist, address the removal of a nuisance root associated with Tree No. 108 if "Option B" is selected. The number of trips added to Melba Road from the project is low relative to the existing number of trips.

vii. **Concerns about public access to the traffic study.**

As with all of the application files available in March, 2022, the following Dropbox folder contains the third submittal traffic study.

https://www.dropbox.com/sh/3eaay79nvln8d6u/AAAZ9YX1PfHdIw31c5ifQ8tOa?dl=0

b. **Questions and concerns about access to/from the development**

i. **Why is there only one entrance/exit to the proposed development?**
That's all that's required. See below for constraints on creating an additional entrance/exit. We have a 30' wide easement over Island View Lane; however, we would prefer to not use it and our neighbors living on Island View Lane would prefer for us to not use it as an additional entrance/exit.

ii. **Could you find another exit where it doesn't all dump on to Melba? Go over back by the Boys and Girls club, give up one lot and have an entrance on to Encinitas Blvd?**
SDUHSD is not interested in letting go of the garden area north of the project, east of the middle school, and south of the Boys and Girls Club.

iii. **There is already access right now from Island View to the property. Can't you buy the home that's in the way and give access to Balour?**
We have a 30' wide easement over Island View Lane; however, we would prefer to not use it and our neighbors living on Island View Lane would prefer for us to not use it.

iv. **Why do Crest, Melba, and Wotan have all the traffic responsibility for this new development? Why isn't Oceanic required by the city to shoulder some?**
Oceanic is a private road. The strip of land that blocks traffic from continuing on Oceanic to Santa Fe Drive and/or Lake Drive is outside our control.

c. **Questions and concerns about traffic, mitigation efforts, and safety**

i. **How are you mitigating the traffic flow on Melba?**
The traffic study and EIR remain in draft stages. Mitigation may be required if the impact is found to be significant. Qualitatively, we believe that future homeowners will self-mitigate when practical as soon as they are familiar with the existing traffic patterns around school drop-off and pickup times as many of our neighbors currently do when a trip is somewhat discretionary.

ii. **What improvements are proposed for Melba? Is there a possibility that Melba will be widened?**
Under "Option A" Melba Road will be widened a few feet between the eastern project boundary near Wotan and the start of the concrete sidewalk associated with the Bluejack Road improvements. Additionally, in "Option A" the project will use a concrete sidewalk on the north side of Melba in the area widened. We support the preference of the Planning Commission and/or City Council on the use of "Option A" or "Option B".

iii. **Concerns about delayed 911 response due to overstressed system.**
With its infill location near the border of Old Encinitas and New Encinitas, the project is in close proximity to the San Diego County Sheriff's Department North Coast Station, Encinitas Fire Department Station 5, Scripps Memorial

Hospital Encinitas, and related services. Relative to many alternatives for the City's future housing needs, the project is efficiently located.

iv. **Concerns about impact on existing traffic issues, especially related to the five nearby schools. Concerns include traffic on Melba backing up from Nardo to Crest; traffic on Crest backing up from Melba to Witham; difficulty getting out of Oceanic onto Melba during these backups, etc.**

See (4) (c) (i) above. We believe future homeowners will avoid the school drop-off and pickup times, as many of our neighbors currently do, when a trip is somewhat discretionary.

v. **Concerns about increased traffic onto/through Wotan, which already has a dangerous right-only turn onto Santa Fe.**

We believe that the difficult driving conditions on Wotan (narrow, unprotected turn onto Santa Fe which backs up, unprotected turn from Santa Fe south onto Lake which also backs up) will largely self-mitigate trips generated by the project on Wotan relative to current usage. The traffic study provides a professional's opinion on the distribution of trips generated by the project that go east versus west on Melba and, if east, south on Wotan versus south on Crest versus north on Crest.

vi. **Concerns about worsened pedestrian and bike safety along Melba and surrounding streets, which neighbors believe are already dangerous.**

The proposed street is being designed to applicable standards for sight distance. Two active driveways will be consolidated into one proposed street entrance.

vii. **Concern that Melba at Crest is not designed to handle an additional 60-90 cars and that attempting to "improve" the road would immediately and irreparably detract from the quiet character of the community.**

As of the third submittal, the plans include an "Option A" and an "Option B" for the Melba Road improvements. "Option A" is consistent with the City's Public Road Standards and would require an improved sidewalk, wider street, and removal of 5 Torrey Pines and 1 Coast Live Oak. "Option B" uses the existing sidewalk and preserves the 5 Torrey Pines and 1 Coast Live Oak otherwise impacted. The project will dedicate the same ROW setback to the City under both options. We support the preference of the Planning Commission and/or City Council on which of these two options should be used.

viii. **Request to retain some Torrey Pine trees and green space along Melba to preserve visibility when merging onto the narrow section of Melba Road.**

Regarding the Torrey Pine trees, see the responses related to "Option A" versus "Option B", above. In terms of visibility, "Option A" includes a

widening of Melba Road by two feet from the span adjacent to the development's property line and west to the start of Bluejack Road sidewalk improvement. Appropriate lines of sight on site will be used in both "Option A" and "Option B".

ix. Can the project be required to provide a signalized intersection at Crest/Santa Fe or Balour/Santa Fe?

This would depend on whether the project generated a significant impact and whether a signalized intersection at Crest/Santa Fe and/or Balour/Santa Fe was considered appropriate mitigation. The project adds a small percentage of trips relative to the existing number of trips already using the Crest/Santa Fe and Balour/Santa Fe intersections. Any such requirement would need to be consistent with how the City has handled this type of issue on other projects.

x. Will there be a stop sign?

A stop sign is not proposed at the intersection of the proposed road and Melba Road. This is the same condition that exists at the intersections of Melba with Bluejack, Wotan, and Oceanic.

xi. Concern about heavy equipment used in the construction process and impacts on traffic and the safety of children walking to school when in use.

Construction traffic typically arrives by 7am and leaves after 3:30pm.

5. Stormwater, Water, and Drainage

a. Drainage

i. Where is storm drainage flowing?

The third submittal includes a detailed hydrology study to address this question. Most of the stormwater is directed to a basin in the southwest corner of the project near Melba Road for hydromodification, biofiltration, and then infiltration into the Torrey Sandstone formation through two dry wells for most storm events. The cubic feet per second of peak flow in a 100-year storm event leaving the project boundaries is lower post-project than pre-project. A small, self-mitigating slope will continue to sheet flow toward the brow ditch that leads to Witham; a small, self-mitigating slope will continue to sheet flow toward Crest, a small, self-mitigating slope will continue to sheet flow toward Balour Drive and Island View Lane will remain undisturbed by the project and continue to flow to Balour Drive.

ii. For calculating drainage, what's the square footage of non-permeable materials based off of?

It is based on a sum of all of the proposed impervious surfaces (roofs, driveways, sideways, streets, etc.) and an allowance for future landscaping hardscape.

iii. **What storm events were considered in your analysis?**

The 2-year, six-hour storm event, the 10-year six-hour storm event; and the 100-year, six-hour storm event.

iv. **Is there any way to curtail the water so it doesn't flow onto the streets? What about drainage to sewer instead of street?**

We are not allowed to put stormwater into the sewer. In the second and third submittals, we have proposed a dry well system so that much of the cumulative stormwater will infiltrate instead of flow onto the streets.

v. **Concern about lack of existing storm infrastructure to tie into for runoff.**

After sizing the system for the biofiltration and hydromodification requirements coupled with the dry wells, much of the stormwater will infiltrate. The onsite stormwater system reduces the amount of storm water reaching City infrastructure post-project relative to existing conditions pre-project.

vi. **How are you dealing with surface water coming down the main entrance onto Melba?**

Curb inlets to direct the water into a storm drain under the street and into the basin.

vii. **Are you planning on using Island View Lane for drainage purposes? How much drainage is going to be coming off the site to Island View Lane?**

Less drainage is going to be coming off the site to Island View Lane post-project than pre-project. A small, self-mitigating slope on the western side of lots 9 and 10 will continue to drain toward Island View Lane. Otherwise, storm water that currently drains in a sheet flow condition toward Island View Lane is directed east and south to the stormwater basin. Pre-project 0.76 acres drain to the top of Island View and post-project 0.07 acres. The parcel under Island View Lane is proposed to remain undisturbed, so the conditions for storm water that lands on Island View Lane remain the same pre- and post-project.

viii. **What about drainage on the east side of the property, to houses at Ahlrich? Are you accounting not just for surface water, but also for groundwater that seeps into yards? The proposed houses will have irrigation that increases the amount of water seeping into yards.**

The surface of these lots slopes toward the proposed street so that surface flow is directed north or west and ultimately south to the stormwater basin.

Additionally, these lots will have area drains that direct roof and landscape water to the proposed street.

ix. **If you are considering using the culvert at the west side of the homes on Witham, it does not exist for the most part any more. Use of that approach would most likely cause damage.**

As of the third submittal we are not proposing to use the public stormwater easement and existing infrastructure that takes water from the east side of part of the project and Oak Crest MS to Witham other than from a small, self-mitigating slope. Pre-project 0.91 acres drain to this brow ditch and post-project 0.04 acres.

b. Bioretention basins

i. **Are bioremediation areas required by law?**

Yes.

ii. **Will the detention basin at the northeast side overflow onto Witham Road?**

The detention basin at the northeast side of the project has been removed with the second and third submittals.

iii. **Who is responsible for maintaining the bioretention basins in the long run?**

The HOA, in the manner required. The City has enforcement rights.

iv. **Who is responsible for if a poorly maintained basin overflows and causes damage to neighbors? Do neighbors bear burden of lawsuit?**

The basin will be owned by the HOA.

v. **Are these open basins which would potentially bring in mosquitos? How will you deal with biopit mosquito issues and the disease threat they pose to humans and animals?**

The surface of the basin is required to drain within 36 hours after a storm event.

vi. **Concern that there are already existing basins nearby, like at Oak Crest, so in terms of issues of vectors, smell, etc., the neighborhood is talking about 3 or 4 total basins.**

The project has been redesigned to use only one basin.

vii. **Could there be more, smaller bio swails or retention basins so that certain areas don't seem so inundated? Would spreading them out all over the property make more sense for neighbors?**

The 4 basins in the first submittal had cumulatively more surface area than the 1 basin in third submittal. They were lined with plastic such that all of the

water eventually had to exit the site whereas the third submittal uses dry wells.

6. Project and Lot Design

a. Private Road and Parking

i. What is the width of the private road?

The proposed width of the private road for most of its length is 28'. It narrows at its intersection with Melba Road and narrows also at the intersection within the proposed development. These measurements are indicated in the Civil Plans submitted to the City.

ii. Can fire trucks, delivery trucks, and cars pass on the narrow road?

Yes. We have discussed the proposed road with the Fire Department. For the design of the project's private street, we are relying upon Encinitas Municipal Code 10.04.020 Chapter 5 Section 503.2.1 Dimensions. … Exceptions: … (3.) "Roads serving only residential dwellings, that are not within the Very High Fire Hazard Severity Zone, shall have an unobstructed width of not less than 20 feet" for the minimum roadway width.

iii. Who maintains the private road, the HOA or the City?

The HOA will be responsible for maintaining the road.

iv. Will the neighborhood have a sidewalk? Will it be on both sides of the street for the full length of the private drive? If no, why not?

A 5'-wide sidewalk is proposed along the west side of the private road and not after the intersection on the north side. Adding a sidewalk to the opposite side of the street would require either reducing the depth of the lots on that side of the street or eliminating on-street parking.

v. How are you getting away with not having sidewalks on both sides of the street?

We are using a private street design that is similar to Bluejack Road. Sidewalks are not required. We have proposed a sidewalk on the west side of the proposed street between Melba Road and the project's mailbox and neighborhood park area.

vi. Where is visitor parking? Where is overflow parking? Diagrams show only one parking space on the driveway and only six parking spaces on the side of the street for the whole subdivision.

All of the proposed homes can fit two or three cars in their garages and at least one or two additional cars in their driveways. Between garages and driveways, the current plans propose 121 off-street parking spaces, which is more than required (87). There are an additional 14 parking spaces along the

private road. Sheet 11 of the Civil Plans depicts available parking in the project.

vii. **Will parking spill over to Wotan and Oceanic and block Melba? Will this impact first responder access?**

The project has not proposed any waivers related to parking.

viii. **Would parking be required for ADUs? Have you addressed parking and traffic effects of future ADUs being built?**

No. We do not anticipate many ADUs, if any. If proposed now, the ADU's could use State Density Bonus Law related to setback waivers, lot coverage waivers, and related. We have not proposed any. If proposed now, we would include them in the traffic study.

ix. **Will there be street lights?**

Three street lights are proposed. One is on the west side of the proposed street near its intersection with Melba Road, one is near the mailboxes on the southwest corner near the intersection of the two proposed streets within the project, and one is on the north side of the cul-de-sac.

x. **Will there be access to the middle school from the site like there is from Witham Road?**

We are not proposing a connection to Oak Crest MS.

b. **Utilities**

i. **Will all the utilities be underground?**

Yes, all new utilities within the project boundaries will be underground.

ii. **Where are you undergrounding the utilities from?**

The pole on south side of Melba Road across the driveway from 1210. Water and sewer will be connected at the intersection of the proposed street to existing mains within Melba Road.

iii. **The applicant says yes, utilities would be underground. But the plans say one of the concessions requested is to not underground utilities. Which is it?**

The concession only relates to existing overhead utilities that are outside the proposed housing development boundaries. We are proposing to underground all of the on-site utilities.

iv. **Concern by residents of Island View Lane about the requested variance on undergrounding of utilities. They request that all utilities in the development as well as on the easement on the southern side of Island View Lane be undergrounded.**

The 3 power poles on Island View Lane were addressed by the Bluejack Road / Scarlet Way density bonus subdivision. Services to all of the existing homes on Island View Lane were undergrounded at that time and the overhead line between the poles was allowed to remain. We are using an incentive to not do any additional undergrounding on Island View Lane.

c. Lot and house layout

i. How did you get the reduced setbacks on side and front yards? That is not consistent with the neighborhood.

The reduced setbacks on side and front yards are allowed through State Density Bonus Law. Reduced setbacks were also available to homes in the area that were approved by the County before 1986 or in the City after 2004, such as the density bonus project on Bluejack Road and Scarlet Way. Of the 153 homes in the CPP mailing list (subtracting the two churches and Oak Crest MS), 46 are zoned R-3 and 107 are zoned R-5, and the vast majority were approved under rules that allowed side yard setbacks under 10' and backyard setbacks under 25'.

ii. Are you open to a larger setback so the homes being built will not be so close to current homes?

See (b) (vii) above on estate lot format. The project would have to be significantly less dense to move the needle on backyard setbacks and overall distances between existing structures and proposed structures. The removal of homes from the project would almost exclusively widen side yard setbacks given the geometry of the underlying parcels and location of the proposed streets.

iii. What about varying the depths of homes from the front of the street? Can you introduce horizontal relief on the front of buildings so it doesn't look like a bunch of row houses lined up?

From its first submittal, the project has proposed more single-story homes, currently 8 out of 30, than required by the City's design guidelines. Additionally, from the first submittal, the project has proposed varied lot sizes and mix of 2-car wide and 3-car wide garages. Furthermore, the second-story floor plans of the two-story homes step back from the first-story floor plans in a manner that contributes positively to one's experience of the proposed homes in relationship to adjacent homes as a visitor or resident.

iv. Why are lots 18 and 19 so much bigger than the other ones?

Lots 18 and 19 were reduced in size after the stormwater basin in the first submittal was removed from the eastern side of these two lots.

v. To prevent future home owners in the development from building right up next to the fence line or in tree fall zones, is it possible to put a covenant on

the development restricting future modifications of the property, specificly ADUs and additions of second stories?

We do not wish to condition the future homeowners in a way that is separate from those conditions that the City Council and/or State etc. may deem appropriate for all homeowners in the City.

vi. Concern about second-floor patios being constructed close to property line with views into existing homes.

The ridge line topography of the site provides material views to the west and east on many of the lots. The intent is to provide access to the view to the ocean or inland mountains over neighboring lots.

vii. Concern about houses being turned sideways on lots to reduce setbacks from existing homes.

The project has gone through many site plan revisions to constructively use an irregularly-shaped parcel. The area of concern being described is Lot 20 in the third submittal relative to the adjacent home on 1208 Ahlrich. To the northwest, the home on Lot 20 is setback 10' from the property line and more than 50' from the existing home on 1208 Ahlrich. To the north, the project has an HOA-maintained landscape area south of the cul-de-sac.

viii. Suggestion that all homes should be single-story.

We are not able to put together the project that we want to put together using only single-story homes. In the third submittal, 8 of the 30 homes are proposed to be single-story. The modestly-sized single-story homes leave less room for backyards and side yards than larger two-story homes. The average home is 3,378 square feet. The project as proposed already requests several waivers of setbacks and lot coverage ratios, which additional single-story homes would exacerbate. For example, the market-rate Plan 2 floorplan has 2,518 SF and a footprint of 3,004 SF with the garage included, and Plan 7, the largest home in the subdivision has 4,193 SF on a footprint including the garage of only 2,850 SF. The footprint of the largest two-story home is smaller than the footprint of the smallest single-story, market-rate home.

d. Other

i. How many ADUs could be developed? Will there be any restrictions on ADUs?

Link to City info sheet:

https://encinitasca.gov/Portals/0/City%20Documents/Documents/Development%20Services/Planning/Applications%20%26%20Information/ADU%20Info%20Sheet.pdf

With the way the project is designed, we don't think many, if any, of the future homeowners will elect to build an ADU. None are being proposed to be built at this time.

ii. **Have you allowed any open space for pets and kids? Suggestion that there should be more open space within the development.**

With the second submittal, we added a neighborhood park near the intersection of the two proposed streets.

iii. **Some of the lots have 4'-wide BMP access paths. What are those?**

The 4 BMP areas in the first submittal have been consolidated into 1 and 4'-wide BMP access paths are no longer required.

iv. **Why can't you provide new landscaping to the edge of Melba?**

The third submittal includes renderings of the Melba frontage using the third submittal version of the Landscape Plan. The renderings show three vantage points (looking east on Melba, looking west on Melba, and looking north on Wotan) at 5 years and maturity, and for the "Option A" versus "Option B" scenarios related to preserving 6 trees (5 Torrey Pines and 1 Coast Live Oak) impacted by the City's Public Road Standards.

v. **Will you install fake grass?**

This is not proposed for any HOA-maintained areas.

vi. **Solar panels should not be an option.**

There is a State solar mandate which as also been incorporated into the City's requirements. AB 178 requires photovoltaic systems on all new low-rise residential buildings built on or after January 1, 2020. The Architecture Plans outline solar opportunity zones for the parts of the roofs that are proposed for photovoltaic systems. The City's Green Building Ordinance, 2021-13, has also adopted standards, including a requirement to not allow natural gas in new homes, that further encourages the use of photovoltaic systems.

7. **Environmental, Cultural, and Preservation Issues**

a. **Has there been a wildlife study done? Concern that the biology report indicated that the only animals observed were lizards and house finch, though neighbors are aware of many other animals.**

The Biology report is not intended to be a comprehensive survey of present animals. The Biology report will go through the EIR to insure that it answers the questions it is intended to answer.

b. **Suggestion for a nature corridor through the site in the fall zone of Torrey Pines.**

We have proposed a neighborhood park near the intersection of the project's two proposed streets. The project arborist has visited the nearby Torrey Pine trees to investigate the collars and do a root investigation on 2. All are in "Good" or "Fair" condition. Tree owners are responsible for monitoring the health of their trees.

c. **Given that there were greenhouses, have studies have been done on pesticides? What are you doing for soil testing?** ***[note that "3rd interim guidance" not applicable to this kind of site"]***

Yes, multiple rounds of soil testing have taken place. As of March, 2022, the DEH has approved the project's Soil Remediation Plan and Community Health and Safety Plan. These documents are available to review on Geotracker or the project's Dropbox.

https://www.dropbox.com/sh/3eaay79nvln8d6u/AAAZ9YX1PfHdIw31c5ifQ8tOa?dl=0

d. Concern about greenhouse gas emissions from construction activities and long-term traffic congestion.

These questions are being addressed in the context of CEQA and the project's EIR. An air quality study has been prepared that includes construction emissions in its scope of study.

e. I consider the front home that faces Melba the Old Encinitas equivalent of the Olivenhain meeting house. Tearing this down would just be so tragic.

The significance of the home, in the context of applicable rules about historical and cultural preservation, is being reviewed by the EIR.

f. Request from community members that an EIR be conducted.

TPC has voluntarily elected to pay the City of Encinitas to conduct an EIR on the project. TPC deposited $105,442 with the City of Encinitas on May 25, 2021, for the EIR to be conducted, and we hope the result of that work is available for public review soon.

8. Home Pricing and Affordable Units

a. What is the starting price point for the homes?

Unknown at this time.

b. Please address the utilization of the AB 2345 affordable housing provision.

AB 2345 is one of many updates to State Density Bonus Law since it was first adopted in 1979.

c. What is the definition of "affordable" in terms of the affordable homes?

A "Very Low" income as of the 2021 limits (2022 limits not yet published) is annual income of $42,450 for a 1-person household and up to $80,000 for an 8-person household. Annual affordable housing costs must not exceed 30% of annual income.

d. Why did you choose very low income versus low income for the affordable units?

We reviewed the permutations available under very low versus low density bonuses. The very low options were more consistent with the project we want to design.

e. **How do you only have to build 3 affordable units for 30 houses when Bluejack had to do 2 for 17 houses?**

The Bluejack density bonus project has 18 homes and first submitted an application in 2006 under a 2004 update to the State density bonus rules. One unit was used to satisfy the State density bonus rules and one unit was used to satisfy the City's inclusionary housing rules. The builder subsequently received approval to pay an in-lieu fee for the City inclusionary unit. It's my understanding that only 1 of the 18 was initially occupied as an affordable unit. The current rules allow for State density bonus units to also count as City inclusionary units. The rules are similar but not the same as in 2006.

f. **How does someone qualify for the three affordable homes?**

Unless an existing third-party tenant qualifies and wishes to return to the project, the City will be responsible for selecting the future renters and/or buyers of the affordable homes.

g. **Will current renters on the property get first access to purchase the affordable units?**

State law provides for current renters to get first access to affordable units if their incomes qualify them for the units.

h. **If the affordable houses are rented, who will own them? Could Torrey Pacific Corporation retain the 3 affordable lots for itself?**

TPC does not plan to retain the affordable homes. The eventual decision to sell or rent the homes, and who would own the homes if rented, will be made by the builder.

9. **<u>Uncategorized Questions, Concerns, Issues, and Problems</u>**

a. **The property should not be developed into single-family homes, but should be made a community park, garden, or other public space.**

We prefer to create a housing development.

b. **TPC is not appropriately heeding the feedback of long-term residents and needs to work to a higher standard than minimum legal standards.**

We believe that we are acting reasonably and that the project should be held to the standards that previous and subsequent projects are typically held to.

c. **The only concern of the TPC is maximizing profit, and the owners of TPC do not need more money.**

As outlined above, we want to make a housing development, and we will be glad to know that 30 households will be able to live on the property in the future, including any existing residents that elect to return.

d. The design is generic and will look like every other density bonus project.

We think the architecture is well done.