

**Appendix A. Notice of Preparation (NOP)  
and Responses to NOP**

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EDMUND G. BROWN JR.  
GOVERNOR

STATE OF CALIFORNIA  
GOVERNOR'S OFFICE *of* PLANNING AND RESEARCH  
STATE CLEARINGHOUSE AND PLANNING UNIT



KEN ALEX  
DIRECTOR

Notice of Preparation

September 29, 2015

To: Reviewing Agencies  
Re: North Coast Highway 101 Streetscape Project  
SCH# 2015091084

Attached for your review and comment is the Notice of Preparation (NOP) for the North Coast Highway 101 Streetscape Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Scott Vurbef  
City of Encinitas  
505 S. Vulcan Avenue  
Encinitas, CA 92024-3633

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan  
Director, State Clearinghouse

Attachments  
cc: Lead Agency

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2015091084  
**Project Title** North Coast Highway 101 Streetscape Project  
**Lead Agency** Encinitas, City of

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**Type** NOP Notice of Preparation  
**Description** The North Coast Highway 101 Streetscape project proposes to upgrade the corridor with multi-modal functions including street striping to reduce the number and the width of vehicle traffic lanes, enhanced bicycle facilities, enhanced pedestrian facilities, appropriately located and designed bus facilities, traffic calming measures, and street beautification.

---

**Lead Agency Contact**

**Name** Scott Vurbef  
**Agency** City of Encinitas  
**Phone** (760) 633-2692 **Fax**  
**email**  
**Address** 505 S. Vulcan Avenue  
**City** Encinitas **State** CA **Zip** 92024-3633

---

**Project Location**

**County** San Diego  
**City** Encinitas  
**Region**  
**Cross Streets** A Street / La Costa Ave  
**Lat / Long**  
**Parcel No.**  
**Township** **Range** **Section** **Base**

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**Proximity to:**

**Highways** I-5  
**Airports**  
**Railways** NCTD  
**Waterways** Pacific Ocean  
**Schools** Paul Ecke ES  
**Land Use** public roadway/public right-of-way / Transportation Corridor

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**Project Issues** Aesthetic/Visual; Coastal Zone; Drainage/Absorption; Flood Plain/Flooding; Public Services; Traffic/Circulation; Water Quality; Landuse; Cumulative Effects

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**Reviewing Agencies** Resources Agency; California Coastal Commission; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Wildlife, Region 5; Department of Fish and Wildlife, Marine Region; Native American Heritage Commission; Public Utilities Commission; State Lands Commission; California Highway Patrol; Caltrans, District 11; Air Resources Board, Transportation Projects; Regional Water Quality Control Board, Region 9

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**Date Received** 09/29/2015 **Start of Review** 09/29/2015 **End of Review** 10/28/2015

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Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P. O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613
For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH # 5091084

Project Title: North Coast Highway 101 Streetscape Project

Lead Agency: City of Encinitas Contact Person: Scott Vurbeff
Mailing Address: 505 S. Vulcan Ave Phone: 760-633-2692
City: Encinitas Zip: 92024 County:

Project Location: County: San Diego City/Nearest Community: Encinitas/Leucadia

Cross Streets: A Street/La Costa Ave. Zip Code: 92024

Lat. / Long.: ° ' " N/ ° ' " W Total Acres:

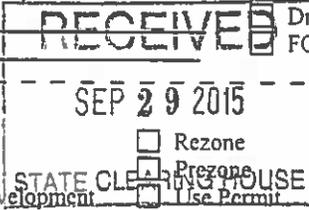
Assessor's Parcel No.: Section: Twp.: Range: Base:

Within 2 Miles: State Hwy #: Interstate 5 Waterways: Pacific Ocean

Airports: Railways: NCTD Schools: Paul Ecke Elementary

Document Type:

- CEQA: [X] NOP [ ] Draft EIR NEPA: [ ] NOI Other: [ ] Joint Document
[ ] Early Cons [ ] Supplement/Subsequent EIR [ ] EA [ ] Final Document
[ ] Neg Dec (Prior SCH No.) Draft EIS [ ] Other
[ ] Mit Neg Dec Other FONSI



Local Action Type:

- [ ] General Plan Update [ ] Specific Plan [ ] Rezone [ ] Annexation
[X] General Plan Amendment [ ] Master Plan [ ] Redevelopment
[ ] General Plan Element [ ] Planned Unit Development [ ] Use Permit [ ] Coastal Permit
[ ] Community Plan [X] Site Plan [ ] Land Division (Subdivision, etc.) [X] Other

Development Type:

- [ ] Residential: Units Acres [ ] Water Facilities: Type MGD
[ ] Office: Sq.ft. Acres Employees [ ] Transportation: Type
[ ] Commercial: Sq.ft. Acres Employees [ ] Mining: Mineral
[ ] Industrial: Sq.ft. Acres Employees [ ] Power: Type MW
[ ] Educational [ ] Waste Treatment: Type MGD
[ ] Recreational [ ] Hazardous Waste: Type
[X] Other: street improvements

Project Issues Discussed in Document:

- [X] Aesthetic/Visual [ ] Fiscal [ ] Recreation/Parks [ ] Vegetation
[ ] Agricultural Land [X] Flood Plain/Flooding [ ] Schools/Universities [X] Water Quality
[ ] Air Quality [X] Forest Land/Fire Hazard [ ] Septic Systems [ ] Water Supply/Groundwater
[ ] Archeological/Historical [ ] Geologic/Seismic [ ] Sewer Capacity [ ] Wetland/Riparian
[ ] Biological Resources [ ] Minerals [ ] Soil Erosion/Compaction/Grading [ ] Wildlife
[X] Coastal Zone [ ] Noise [ ] Solid Waste [ ] Growth Inducing
[X] Drainage/Absorption [ ] Population/Housing Balance [ ] Toxic/Hazardous [X] Land Use
[ ] Economic/Jobs [X] Public Services/Facilities [X] Traffic/Circulation [X] Cumulative Effects
[ ] Other

Present Land Use/Zoning/General Plan Designation:

public roadway/public right-of-way/Transportation Corridor

Project Description: (please use a separate page if necessary)

The North Coast Highway 101 Streetscape project proposes to upgrade the corridor with multi-modal functions including street striping to reduce the number and the width of vehicle traffic lanes, enhanced bicycle facilities, enhanced pedestrian facilities, appropriately located and designed bus facilities, traffic calming measures, and street beautification.



**DEPARTMENT OF TRANSPORTATION**

DISTRICT 11

PLANNING DIVISION

4050 TAYLOR STREET, M.S. 240

SAN DIEGO, CA 92110

PHONE (619) 688-6681

FAX (619) 688-2511

TTY 711

*Flex your power!  
Be energy efficient!*

October 22, 2015

11-SD-5

PM 41.51-44.07

North Coast Highway 101 Streetscape Project

Mr. Scott Vurbeff  
City of Encinitas  
505 South Vulcan Avenue  
Encinitas, CA 92024-3633

Dear Mr. Vurbeff:

The California Department of Transportation (Caltrans) appreciates the opportunity to review and comment on the Notice for Publication for the draft Environmental Impact Report for the North Coast Highway 101 Streetscape Project (Project) for the City of Encinitas (City). Caltrans would like to submit the following comments:

The Project has the potential to divert local traffic from Coast Highway to I-5. Therefore, a Traffic Impact Study (TIS) is necessary to determine the Plan's near-term and long-term impacts to State facilities – existing and proposed – and to propose appropriate mitigation measures, if necessary.

A traffic impact study (TIS) is necessary to determine this proposed project's near-term and long-term impacts to the State facilities – existing and proposed – and to propose appropriate mitigation measures. The study should use as a guideline the *Caltrans Guide for the Preparation of Traffic Impact Studies*. Minimum contents of the traffic impact study are listed in Appendix "A" of the TIS guide. [www.dot.ca.gov/hq/tpp/offices/ocp/igr\\_ceqa\\_files/tisguide.pdf](http://www.dot.ca.gov/hq/tpp/offices/ocp/igr_ceqa_files/tisguide.pdf)

The geographic area examined in the traffic study should include as a minimum all regionally significant arterial system segments and intersections, including State highway facilities where the project will add over 100 peak hour trips. State highway facilities that are experiencing noticeable delays should be analyzed in the scope of the traffic study for projects that add 50 to 100 peak hour trips.

A focused analysis may be required for project trips assigned to a State highway facility that is experiencing significant delay, such as where traffic queues exceed ramp storage capacities. A focused analysis may also be necessary if there is an increased risk of a potential traffic accident.

All freeway entrance and exit ramps where a proposed project will add a significant number of peak-hour trips that may cause any traffic queues to exceed storage capacities should be analyzed. If ramp metering is to occur, a ramp queue analysis for all nearby Caltrans metered on-ramps is required to identify the delay to motorists using the on-ramps and the storage necessary

Mr. Scott Vurbeff  
October 22, 2015  
Page 2

to accommodate the queuing. The effects of ramp metering should be analyzed in the traffic study. For metered freeway ramps, LOS does not apply. However, ramp meter delays above 15 minutes are considered excessive.

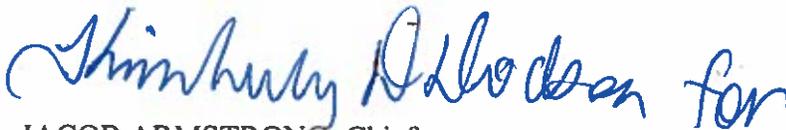
The data used in the TIS should not be more than 2 years old.

Caltrans endeavors that any direct and cumulative impacts to the State Highway System be eliminated or reduced to a level of insignificance pursuant to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA) standards.

Caltrans looks forward to continuing coordination with City staff on the North Coast Highway 101 Streetscape Project and the upcoming Encinitas General Plan Update; again, please include Caltrans in future notifications for related public meetings and workshops.

If you have any questions, please contact Kimberly Dodson, of the Caltrans Development Review Branch, at 619-688-2510 or by e-mail sent to [kimberly.dodson@dot.ca.gov](mailto:kimberly.dodson@dot.ca.gov).

Sincerely,



JACOB ARMSTRONG, Chief  
Development Review Branch

**From:** [Kathleen Lees](#)  
**To:** [Stephanie Keller](#)  
**Subject:** Fwd: CPP Meeting  
**Date:** Wednesday, October 07, 2015 5:29:43 PM  
**Attachments:** [page15image368.png](#)

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Dear Stephanie; Sorry, I misspelled your name the first time. Kathleen

Begin forwarded message:

**From:** Kathleen Lees <[mcmillenlees@cox.net](mailto:mcmillenlees@cox.net)>  
**Subject:** Fwd: CPP Meeting  
**Date:** October 7, 2015 at 4:01:55 PM PDT  
**To:** Stephanie Keller <[skeller@encinitas.gov](mailto:skeller@encinitas.gov)>

Dear Stephanie;

Please add the Leucadia-Encinitas Town Council to your mailing list for anything that happens in Leucadia and North Coastal Encinitas. The L-ETC is a non-profit organization whose purpose is to inform our members of significant happenings in the community. We have been actively involved with the North Corridor Street Scape Plan since it's very beginning. Several of our Board members were instrumental in getting the Leucadia 101 Main Street Association established. We are interested in all things Leucadia.

We received this notice from one of our members who lives on Hermes. Presumably within the 500 feet cut off. Also, I understand it has been published in the Coast News but, unfortunately, we obviously missed it. The Planning Department includes us in their CPP mailings and it is most helpful. We would very much appreciate being included in mailings regarding Public Works and Engineering in the Leucadia and North Coastal Encinitas areas.

We have requested several times to be included in your mailing lists and sometimes we receive notices and sometimes not. Please let me know if there is something else we can do to be included in notifications from your department. We are happy to comply.

Leucadia-Encinitas Town Council  
P. O. Bos 232193  
Leucadia, CA 92023

Yours,  
Kathleen M. Lees  
Sect'y to the L-ETC Board



## Notice of Preparation of a Draft Environmental Impact Report (EIR), Citizen Participation Program (CPP) Meeting, and EIR Scoping Meeting

**Date:** September 25, 2015

**To:** State Clearinghouse, Responsible Agencies, Trustee Agencies, Organizations and Interested Persons

**Lead Agency:** City of Encinitas, Public Works Department  
505 S. Vulcan Avenue, Encinitas, CA 92024  
Contact: Stephanie Kellar, P.E., Project Manager  
Phone: 760-633-2839  
E-mail: [skellar@encinitasca.gov](mailto:skellar@encinitasca.gov)

**Project Title:** North Coast Highway 101 Streetscape Project

**Project Location:** North Coast Highway 101 between A Street and La Costa Avenue, Community of Leucadia (see attached Project Location Map)

**Project Applicant:** City of Encinitas Public Works Department

**Case Number:** 10-035 DR/CDP and 10-036 GPA/SPA/LCPA

**CITIZEN PARTICIPATION PROGRAM AND EIR SCOPING MEETINGS, held back-to-back:** For the convenience of the public, the City of Encinitas Public Works Department will conduct the Citizen Participation Program meeting and the EIR Scoping meeting back-to-back so that participants may attend either one or both of the meetings. On Thursday, October 8, 2015 from 6:30 PM to 7:30 PM, the Public Works Department will conduct a public meeting to present proposed revisions to the project as part of the Citizen Participation Program. Also on October 8, 2015, from 7:30 PM to 8:30 PM, the EIR Scoping meeting will occur, during which time the City will solicit input and comments from public agencies and the general public on the proposed Draft Environmental Impact Report for the project.

These back-to-back meetings will be held at the Encinitas Community Center Banquet Hall, located at 1140 Oakcrest Park Dr., Encinitas, CA 92024.

Interested parties may attend either one or both of the meetings to review the proposed project exhibits and submit written comments on the scope of the Draft EIR during the meetings. A brief presentation will be provided for the project revisions, and an overview of the EIR process will be provided. Representatives from the Public Works Department, Planning and Building Department, and the project consultant will be available to address questions regarding the proposed project design and EIR process. Since the environmental analysis for the project is currently being conducted and has not been completed, information regarding environmental effects of the project will not be presented at the meeting.

If you have any questions regarding these joint public meetings, please contact Stephanie Kellar, Project Manager, at [skellar@encinitasca.gov](mailto:skellar@encinitasca.gov) or (760) 633-2839.

**From:** [Robert Barelmann](#)  
**To:** [Stephanie Kellar](#)  
**Subject:** 1967 N. Coast Highway 101 Leucadia, CA ----EIR Comments  
**Date:** Wednesday, October 14, 2015 6:12:21 PM

---

Stephanie,

At the meeting we discussed the errant Right-of-Way line running through my property. Please send us a copy of the updated version.

I have spent many evenings attending publicly-noticed meetings on the North Coast Streetscape Program over the past 8 years. It is quite disappointing to see poster boards from 2009 on the stands for us to review while engineering has plans hidden somewhere that are not available to those folks who come to get the most updated information. The most recent public meeting showed two lanes southbound and one lane northbound as the preferred design.

Do you have the same program when homeowners send plans through the City's review process?...I think not! It is per capita much more expensive for homeowners or homebuilders to provide the voluminous information that you require than for the City to provide a few poster boards and sets of engineering drawings on a Multi-Million Dollar project for our review. Expense, as you expressed at the meeting, is not an excuse deciding whether to display current or outdated plans.

The EIR Process 30-day process should be terminated. A new public meeting should be scheduled to notice the entire City with sets of engineering drawings and new poster boards for public review. A general description of the proposed traffic flow patterns should be included in the notice. North Coast Highway 101 is a circulation element roadway used by everyone in the City, not just those folks living 500 feet from the centerline of the highway. The preliminary designs were correctly noticed to neighbors in close proximity to the project for their comment and review; however, at this stage of the Streetscape process, the design and function of the circulation element highway has significantly changed to the point where Citywide notice is to be expected.

Regards,

Beach Studio LLC  
Bob Barelmann, Manager  
760-497-7777

**From:** Stephanie Kellar  
**To:** ["Robert Barelmann"](#)  
**Subject:** RE: 1967 N. Coast Highway 101 Leucadia, CA ----EIR Comments  
**Date:** Wednesday, October 14, 2015 6:49:00 PM  
**Attachments:** [137350-73-PD-Layout1.pdf](#)

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Mr. Barelmann,

Attached is the corrected drawing that our engineers completed Monday night. I apologize that it was not ready for the October 8 meeting. No right-of-way is necessary from you for the construction of the roundabout, but the walkway crossing property today will remain on your property, although slightly modified.

The Engineering plans (30% level) are available at City Hall (Planning Dept. and Engineering Dept.) for review. I am also requesting a website host order from our IT Dept. so that I can post the plans online. I hope to have this achieved within a week.

I will forward your other comments and concerns to our environmental coordinator.

Sincerely,

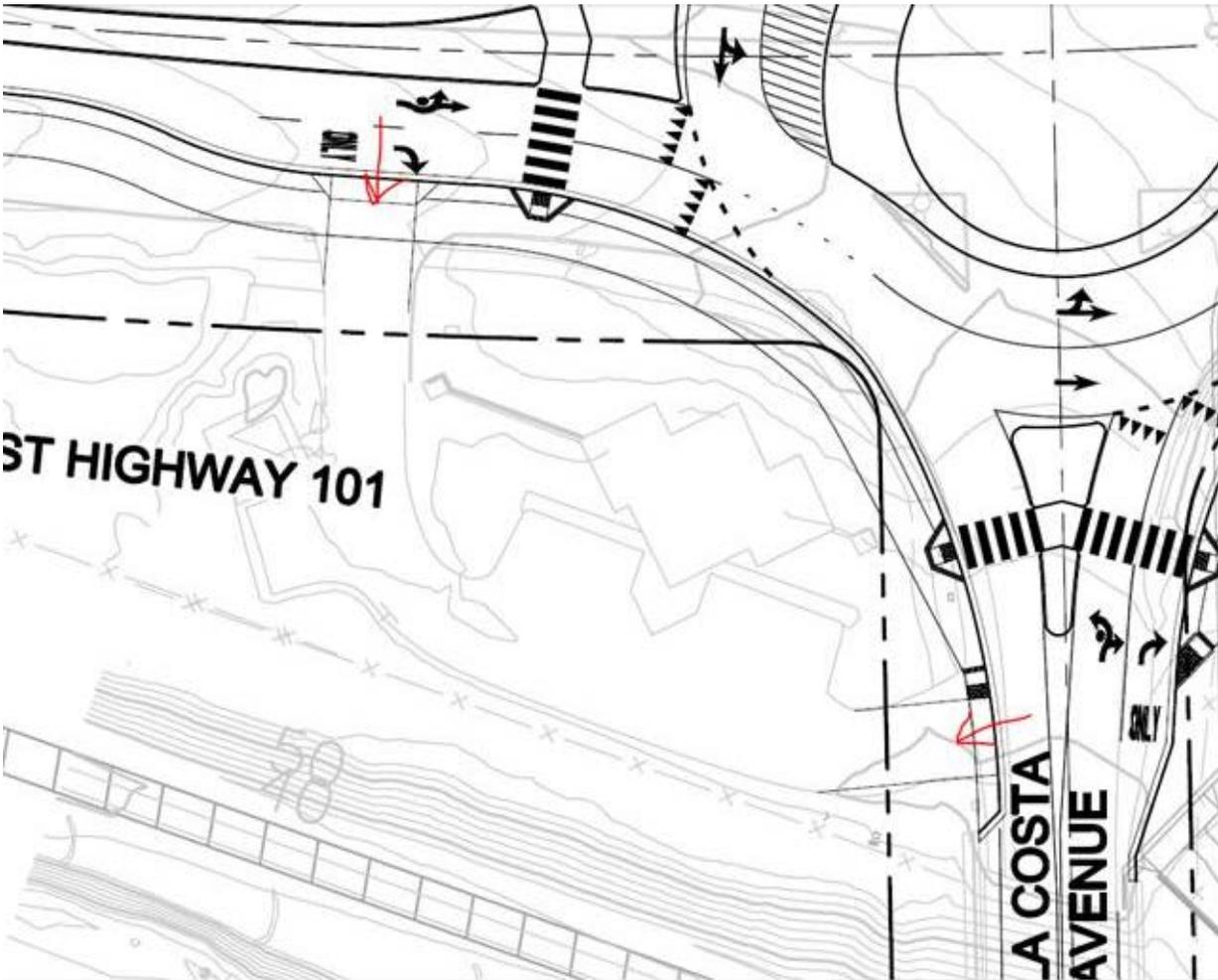
Stephanie Kellar, P.E.  
Associate Civil Engineer  
City of Encinitas  
505 S. Vulcan Ave.  
Encinitas, CA 92024  
P. 760.633.2839  
F. 760.633.2818

**From:** Stephanie Kellar  
**To:** ["Robert Barelmann"](#)  
**Subject:** RE: 1967 N. Coast Highway 101 Leucadia, CA ----EIR Comments  
**Date:** Thursday, October 15, 2015 12:40:00 PM

---

Mr. Barelmann,

I neglected to answer your first question. Driveway aprons are proposed as indicated below.



Stephanie Kellar, P.E.  
Associate Civil Engineer  
City of Encinitas  
505 S. Vulcan Ave.  
Encinitas, CA 92024  
P. 760.633.2839  
F. 760.633.2818

---

**From:** Robert Barelmann [mailto:[ecp9@roadrunner.com](mailto:ecp9@roadrunner.com)]

**Sent:** Thursday, October 15, 2015 12:06 PM  
**To:** Stephanie Kellar  
**Subject:** Re: 1967 N. Coast Highway 101 Leucadia, CA ----EIR Comments

Stephanie,

Could you confirm that there is a curb cut for a driveway on Coast Highway 101 and a curb cut on La Costa Avenue for our existing driveways?

Please make a copy of the Sheet 73 of Project #0099 - SI with a transmittal letter to Beach Studio LLC. It was clearly presented that future changes to the improvement drawings are difficult once the EIR is completed. Perhaps, "a culvert could be moved slightly to accommodate design interference" per the EIR meeting.

The engineering plans that you sent to me are unsigned, undated and no revisions shown. How may I refer to this particular drawing at some date in the future? How will we know if any changes have been made for the formal EIR submittal? Will the EIR contain all unsigned and undated drawings? If these plans were just revised October 5th as you stated, the drawing should reflect it.

Regards,  
Bob Barelmann

On Oct 14, 2015, at 6:49 PM, Stephanie Kellar <[Skellar@encinitasca.gov](mailto:Skellar@encinitasca.gov)> wrote:

Mr. Barelmann,

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Sincerely,

Stephanie Kellar, P.E.  
Associate Civil Engineer  
City of Encinitas  
505 S. Vulcan Ave.  
Encinitas, CA 92024  
P. 760.633.2839  
F. 760.633.2818

---

**From:** Robert Barelmann [<mailto:ecp9@roadrunner.com>]  
**Sent:** Wednesday, October 14, 2015 5:49 PM  
**To:** Stephanie Kellar  
**Subject:** 1967 N. Coast Highway 101 Leucadia, CA ----EIR Comments

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Regards,

Beach Studio LLC  
Bob Barelmann, Manager  
760-497-7777

<137350-73-PD-Layout1.pdf>

**From:** Stephanie Kellar  
**To:** ["Robert Barelmann"](#)  
**Subject:** RE: 1967 N. Coast Highway 101 Leucadia, CA ----EIR Comments  
**Date:** Thursday, October 15, 2015 12:33:00 PM  
**Attachments:** [Sheet 73.pdf](#)

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Mr. Barelmann,

Please advise if you wish for a printed copy of Sheet 73. If so, please speak to the Engineering front counter staff to make payment for a D-size sheet, and they will then provide it to you. If an electronic copy suffices, see attached.

Engineers do not sign their plans until they are finalized, according to State law.

The plans are currently at 30%. These plans are the ones that have been provided to Planning for the formal EIR submittal.

You may refer to either of the drawings that I provided to you by the date and time stamp in the right-hand margin.

Sincerely,

Stephanie Kellar, P.E.  
Associate Civil Engineer  
City of Encinitas  
505 S. Vulcan Ave.  
Encinitas, CA 92024  
P. 760.633.2839  
F. 760.633.2818

**From:** [Darius Degher](#)  
**To:** [Stephanie Kellar](#); [Catherine Blakespear](#); [Lisa Shaffer](#); [Tony Kranz](#); [Carris Rhodes](#)  
**Subject:** Streetscape and Cycling  
**Date:** Wednesday, October 14, 2015 9:41:50 AM  
**Attachments:** [Bike\\_Ltr\\_F.docx](#)

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Hi All,

I'm attaching a commentary letter that I just sent to the Coast News. I'd intended to submit it to Stephanie after the last Streetscape EIR meeting, for the record, but then it developed into something for public consumption as well.

Sorry, I realize it's extremely late and that the changes it proposes may be impossible to implement. But I'm airing these issues anyway, because they are part of a vision for Encinitas that I feel is valuable.

Thanks for listening!  
Darius

PS Something completely different: Stephanie, please also accept the suggestion for a bike path between 101 and Neptune on Leucadia Blvd. I bike that all the time on my way to Beacons, and I stop traffic because there's no room for both bikes and cars there.

**From:** [Darius Degher](#)  
**To:** [Stephanie Kellar](#); [Catherine Blakespear](#); [Tony Kranz](#); [Carris Rhodes](#); [Lisa Shaffer](#)  
**Subject:** Streetscape Bike Path Commentary Ditched  
**Date:** Thursday, October 15, 2015 8:24:27 AM

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Hi again,

Just wanted you all to know that I pulled that commentary from the Coast News. I realized that it really is too late to make such suggestions and that no good was likely to come from such a commentary at this point in time. So, feel free to ignore the text I sent you a couple of days ago. :)

On the other hand, you never know what might happen in life. If we find ourselves back at the Streetscape drawing board for some reason, I hope you will take my ideas and vision into consideration, especially as plans for the Coastal Rail Trail develop. (In fact, as I think about it, that might actually be the right time to broach some of the issues contained in that commentary.) Ah, live and learn . . .

All best! Hope I haven't been a nuisance,  
Darius

**From:** [Darius Degher](#)  
**To:** [Stephanie Kellar](#); [Catherine Blakespear](#); [Tony Kranz](#); [Carris Rhodes](#); [Lisa Shaffer](#)  
**Subject:** Streetscape Bike Path Commentary Ditched  
**Date:** Thursday, October 15, 2015 8:24:27 AM

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All best! Hope I haven't been a nuisance,  
Darius

**From:** [Aaron Hebshi](#)  
**To:** [Stephanie Kellar](#)  
**Subject:** North Coast Hwy 101 Streetscape project  
**Date:** Monday, October 12, 2015 12:46:19 PM

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Hi Stephanie,  
I wasn't able to attend either of the public meetings on October 8th but would like to know more about this exciting-sounding project. Is there a website I can go to?

Thanks,  
Aaron Hebshi

**From:** [Aaron Hebshi](#)  
**To:** [Stephanie Kellar](#)  
**Subject:** Re: North Coast Hwy 101 Streetscape project  
**Date:** Friday, October 16, 2015 4:09:38 PM

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Hi Stephanie, wow, that's a lot to digest. It's good to see bike lanes being installed, and I like the use of bulbouts to make street crossings less hazardous. Overall I think the redesign will make the stretch of Hwy 101 safer and more enjoyable for bicyclists and pedestrians with the following exceptions:

- 1) It looks like the 4-way stop sign at Marcheta st. will be removed, but a crosswalk across Hwy 101 will be left in place on the north side of the intersection. Will there be signals that allow pedestrians to cross safely here? Other crosswalks look equally challenging to cross; e.g., at Daphne St., Basil St., and Phoebe St.. My daughter, who will eventually be walking or biking to Paul Ecke Elementary would normally cross Hwy 101 at the stop sign at Marcheta and traverse along the east side of the Hwy to Encinitas Blvd. With the redesign and the apparent removal of that stop sign, she would be forced to stay on the west side of the Hwy (busy with lots of street crossings) and cross at Encinitas Blvd. In short, it appears as if the redesign makes it challenging to access the (safer) east side of the Hwy by foot or bike.
- 2) The roundabouts are a creative solution to reducing traffic speed while maintaining flow. However, as presented, they will be a challenge to navigate for bicyclists. The plan views show that a bicyclist has two choices when approaching the roundabout: merge with car traffic and take the whole lane, or shunt onto the sidewalk. Am I interpreting this correctly? A preferred and safer solution would be to maintain the bike lane width as it enters the roundabout. Was this considered?

Thanks for the opportunity to look at this.

Aaron

On Fri, Oct 16, 2015 at 12:59 PM, Stephanie Kellar <[Skellar@encinitasca.gov](mailto:Skellar@encinitasca.gov)> wrote:

Aaron,

Thanks for your interest in the project. Please check out:

<http://archive.ci.encinitas.ca.us/weblink8/browse.aspx?startid=731011>

I posted the entire 30% set of plans at this location. Please be patient while you access the link, as the large set takes a while to load. Please let me know if you have any questions.

Thanks,

Stephanie

Stephanie Kellar, P.E.

Associate Civil Engineer

City of Encinitas

505 S. Vulcan Ave.

Encinitas, CA 92024

P. [760.633.2839](tel:760.633.2839)

F. [760.633.2818](tel:760.633.2818)

**From:** Aaron Hebshi [mailto:[aaron.hebshi@gmail.com](mailto:aaron.hebshi@gmail.com)]

**Sent:** Monday, October 12, 2015 12:46 PM

**To:** Stephanie Kellar

**Subject:** North Coast Hwy 101 Streetscape project

Hi Stephanie,

I wasn't able to attend either of the public meetings on October 8th but would like to know more about this exciting-sounding project. Is there a website I can go to?

Thanks,

Aaron Hebshi

**From:** [Barb Irwin](#)  
**To:** [Stephanie Kellar](#)  
**Subject:** Comments on North Coast Streetscape project  
**Date:** Tuesday, October 06, 2015 6:05:38 PM

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Please consider a mandatory bicycle route on Vulcan for large group races, accessed at La Costa and Santa Fe. From Encinitas Blvd to A, going south, the lanes are narrow already, and on street parking is more important to me than a bike lane.

Residential cyclists can cycle on Vulcan, 2nd and 3rd Streets and various crossroads. The Main Street atmosphere is not enhanced by cyclists, nor are cyclists in need of Main Street.

Bicycling is clearly recreational, not specific to providing transportation for majority of riders. Because of this, I believe cyclists deserve an excellent passageway on Vulcan for racing, casual and recreational use, separated from downtown activities.

Roundabouts don't work for pedestrians or side street access during rush hour. There is no yielding. I appreciate the 4 way stop signs and signals.

I welcome the EIR process, and hope for a simple, low dollar solution. Thank you for the opportunity to comment.

/s/ Barbara Irwin  
313 La Mesa Ave.  
Encinitas, CA 92024

**From:** [Lynn Autumn](#)  
**To:** [Stephanie Kellar](#); [Kristin Gaspar](#); [Mark Muir](#); [Catherine Blakespear](#); [Tony Kranz](#); [Lisa Shaffer](#)  
**Subject:** Meeting tonight re Preparation of Draft EIR, CPP and EIR Scoping  
**Date:** Thursday, October 08, 2015 6:03:30 PM

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Lynn and Russell Marr

434 La Veta Avenue

Encinitas, CA 92024

760-436-0129

Comments as part of CPP re proposed revisions to the project

As part of the engineered plans, an additional one-lane roundabout has been included without soliciting input from the public.

Those at the initial workshop, after the walk-about, met at City Hall. Only the roundabout at Grandview and 101 was enthusiastically supported. This can be verified through the relevant consultants' report.

3. The public needs to be informed, well in advance, whether the project revisions include a proposal that the additional parking, which the City is to lease through NCTD, and pave, will require these parking spaces to be paid for by those individuals using and benefiting from them, such as through a special business property owner parking assessment, or parking meters.

The notice we were mailed states traffic calming measures including roundabouts and traffic signals are key elements of the project. When given the choice, through a question on the survey given at the most widely attended meeting, at City Hall, after what was to be the final workshop in October of 2008, we, the public first voted, by well over 60% of those answering the survey, that we did not want roundabouts as part of the streetscape.

5. Council set up another workshop, less well attended, in September of 2009. The answers to that survey were supplemented by survey responses solicited from others present at City Hall during the week following the final 2009 workshop. For that survey, there was no alternative offered as an answer so that we could respond no roundabouts are desirable. There were essentially only two multiple-choice questions, with only two possible answers, each.

- a. Do we favor front in or back-in angled parking?
- b. Do we favor traffic signals or roundabouts?

More people favored roundabouts than traffic signals in the final, less well-attended workshop in 2009. Why does the current project description refer to traffic signals? Realistically, we all know that is not the alternative, here. I have counted the

number of traffic signals on Leucadia Blvd between Camino Real and Highway 101. On that major roadway, there are 10 traffic signals, one stop sign (where a roundabout is to be installed, we are told, eventually, at Hygeia), and two roundabouts. The ten-year traffic study on Leucadia Blvd. did not justify, through collisions, any traffic calming devices, including at Hermes and Leucadia Blvd, which is only one block from the RR tracks. Backups happen, daily, particular during peak traffic periods. I have personally been stuck on the tracks, and had to pull to the right, blocking the bicycle lane.

7. Again, we weren't given the choice of NO ROUNDABOUTS, or a reduced number of roundabouts. The 2009 survey was not statistically valid. The data was manipulated in order to arrive at pre-determined conclusions, and to discount the vote of the majority at the City Hall workshop that more people attended in 2008.

### Comments re Draft EIR

It seems inappropriate that the notice states "Since the environmental analysis for the project is currently being conducted and has not been completed, information regarding environmental effects of the project will not be presented at the meeting." How can the public or interested agencies make comprehensive, relevant comments when we have not been provided with a comprehensive analysis and staff/consultant report?

The notice also states that the "EIR prepared for the proposed project will analyze the environmental effects of the project and will focus on aesthetics, hydrology/water quality, land use, public services and facilities, and transportation/circulation. These seem to be listed in reverse order of importance with respect to the appeal to the California Coastal Commission, which is already on file.

Why isn't there any mention of the amendment to our Local Coastal Program which the lane diet mandates? What is the timing on that? We know it's well past due!

The neighbors and local commuters would like to know whether or not intersections with roundabouts will be graded with a letter grade, as is the protocol for non-roundabout intersections, with respect to projected environmental impacts of traffic. The public is concerned that roundabouts will add to gridlock, collisions, and commuter delay, also increasing safety concerns for bicyclists who will also have to funnel through the five one lane roundabouts which will effectively take what was a four lane highway, major arterial down to one lane in each direction.

We do not want roundabouts to be used as alleged "traffic calming devices," when they would have the opposite effect. We do not want them used to enable higher density than our current road infrastructure can realistically support. We do not want roundabouts to add to a decreasing quality of life because a few business interests are pushing for them.

According to the U.S. Department of Transportation, under bicycle safety, and according to statistics previously provided to the City, including all of Council, there are more collisions involving bicyclists, nationwide, at intersections with

roundabouts than at those same intersections prior to the roundabouts' installation. All of the traffic would have to funnel into one lane, in each direction, including bicycle traffic.

There is one roundabout, in Carlsbad, on 101 and State St. Funding was secured for that, outside of the City, partly because of the railtrail corridor, there, which does provide an alternative for bicyclists and pedestrians. There will be no railtrail alternative for bicyclists as part of this proposed project, from El Portal to La Costa, along Historic Highway 101.

More mature trees will be removed. It seems disingenuous to claim, "an increase in the number of trees in the project corridor," when so many of the replacement trees are saplings and will take 20-30 years to mature.

Neighbors and local commuters are concerned that the traffic will slow down so much, were roundabouts installed that there would be a further impact in slowing emergency response time, which response time is already subpar in parts of Northern Coastal Leucadia.

Neighbors and local commuters are concerned that the five or six one-lane roundabouts would create much more cut through traffic on side streets, particularly Neptune. I ride my bike, regularly, on Neptune, and I've already noticed a distinct increase in traffic, there, after the lane diet. Eight foot wide bicycle lane is unnecessary when, legally, bicyclists are to ride single file, except when passing, according to the Sheriff. Bicyclists are currently encouraged by the overly wide bike lane to ride in squadrons, often spilling over into the one lane where motor vehicles are allowed.

In summary, we feel that traffic and circulation would be negatively impacted, as well as public health and safety. Our roads were not planned for the density which we already have.

Parking in the RR right of way is already allowed, at no charge. To include leased, paved parking along the tracks would involve expenses either to adjacent business owners, or to those parking, probably in metered spaces. The public needs to be informed of these specific projected conditions, before the project is approved, as redesigned.

The public needs to be made aware of how much of the current free parking, in the dirt along the tracks, will be eliminated by the proposed roundabouts.

The public was never given the opportunity to participate in a public vote on this hugely expensive project. Nor was there an independent public needs assessment performed. The survey results from 2008-2009 are outdated and statistically invalid, because it was not a scientific, controlled test or study.

The traffic reports done after the lane diet are inconclusive because none of them were done during peak seasonal traffic periods.

We were promised, through Coastal Commission staff and City staff, and their joint meetings, including numerous conference calls and individual meetings, that our appeals would be heard, at the latest, by spring of 2015. That never happened. Many of those wishing to object to the project have suffered health issues, or have moved out of area, or have just gotten older and cannot be as

active as we were. We strongly feel that the majority of the public would rather have the money being devoted to this roundabout project be instead spent on improving our roads, which have a huge deferred maintenance backlog.

The roundabout at El Portal would need a traffic signal when the underpass is built. The roundabout at La Costa would probably also require traffic signals, due to it being a busy intersection and a beach access to Ponto. The roundabouts, as planned, would negatively affect access/egress to our beaches, due to the gridlock which would assuredly ensue.

The public feels we have been sold a "bill of goods." We didn't have a true choice between roundabouts or no roundabouts, but other streetscape improvements. We didn't have a true choice, either, between roundabouts OR traffic signals, as we will undoubtedly be forced to endure both, if the project goes through to construction, as planned.

**From:** [Samantha Morrow](#)  
**To:** [Stephanie Kellar](#); [Glenn Pruim](#); [Edward Deane](#)  
**Subject:** FW: StreetScape Oct 8 meeting  
**Date:** Thursday, October 08, 2015 10:53:55 AM

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Info

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**From:** Carol Mortz [mailto:CarolMortz@mail.com]  
**Sent:** Thursday, October 08, 2015 10:44 AM  
**To:** Council Members; City Manager; Samantha Morrow  
**Subject:** StreetScape Oct 8 meeting

Am very much opposed of the new changes that the City Staff has prepared for Streetscape for the businesses.

This StreetScape Morphing Proposal, that is Staff generated, supports that we need a state agency to oversee this concept of StreetScape.

The recent changes to the original proposal of an addition of public parking along the Rail Road Tracks is not "pedestrian friendly" more importantly changes the original intent and presentation of the concept of "StreetScape" for our community and its residents.

For the sake of time Encinitas City Staff presented and designed "StreetScape" is not what was originally proposed and was expected by the affect residents, families, neighborhood and community. Frankly this is just another example of our City Staff using the concept of morphing at the expense of affected residents. Who really gains by this morphed change!

This should and does fall under the Coastal Commission review as it greatly changes residents, families their neighborhood and community way of life. It is not supportive of why we became a city in the first place as is seen in a Recorded document "Joint City council/planning commission/general plan AD Hoc Committee general plan workshop" dated 2/25/1988. It allows three story business buildings when we as a community voted on and made Prop A that specifically states "NO THREE STORY HIGH BUILDINGS" along our 101 Hwy businesses.

For the above reasons this process should include the Coastal Commission review and approval so that the affected residents can be protected, supported, heard and helped.

Carol Mortz  
Neptune

**From:** [bud norton](#)  
**To:** [Stephanie Kellar](#)  
**Subject:** North Coast Highway 101 Streetscape Project  
**Date:** Wednesday, October 21, 2015 12:52:01 PM

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Just want to remind the engineers and project managers that Highway 101 is a highway. Highways are built for cars and trucks, not bicycles. Bike paths are for bicycles. If you plan to make highway 101 a bike path ( which you certainly seem to be trying to do) then you are really messing things up. And, you've been doing a great job of messing the Highway 101 up for over two years now. Also, since you hope to reduce or eliminate cars and trucks on the 101, and increase the recreational users, ie bikes, then you might want to have them pay taxes and fees for the upkeep. Maybe even have them get road use permits. And it would be nice if the bicyclists obeyed the laws of the road, or, better yet, the laws were enforced. I'm sorry, what was I thinking: "law enforcement"! excuse me you were busy texting. Maybe you're just too young. Ask your parents what a highway is designed for. It is also defined in a dictionary, if you have ever used one of those. Also, your parents might help you with the meaning of common sense. You might get the hint by now that I don't think much of your plan or the feather you're putting in your hat for coming up with it. Sincerely, Wally the lifeguard.

**From:** [June Sekera](#)  
**To:** [Stephanie Kellar](#)  
**Subject:** follow-up re: bike lanes  
**Date:** Friday, October 09, 2015 11:34:06 AM

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Stephanie,

Thanks so much for taking the time to talk with me last night. I will indeed attend a Council meeting and talk about the need to have a safe bike lane on Vulcan.

And concerning the painting of a continuation of the bike lane on Encinitas Blvd. on the north side right before the I-5 underpass, you had said to contact you to get the contact info. for Kipp Hefner.

thanks,  
June Sekera

**From:** [Elena Thompson](#)  
**To:** [Stephanie Kellar](#)  
**Subject:** 10-7-15 STREETSCAPE EIR public comments  
**Date:** Wednesday, October 07, 2015 2:05:55 PM

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Hi!

Let's get this started and ensure sound pedestrian and bike access for generations to come = a true "complete street" with sidewalks, sufficient crosswalks, and adequate traffic calming. Road and lane diets should also be a priority. This is no longer a highway with the I-5. This is our residential community, a beach town.

Let's start removing guard rails on the roadway now...Let's also fully fund and build the entire project at once so it is sure to be completed in full within 5 years, no longer! Please focus on applying for grant funding today and Sandag advance borrowing on Transnet funding as other cities do

Thank you,

Leucadia residents, Elena and John Thompson

**From:** [John Wigmore](#)  
**To:** [Stephanie Kellar](#); [Matthew Gordon](#); [Thomas Blondin](#)  
**Subject:** North Coast Highway 101 Streetscape Project  
**Date:** Sunday, October 11, 2015 12:20:44 PM

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What impact will the "street scape project have on:

1. Pedestrian and auto traffic on Neptune Ave.?
2. Safety of pedestrian traffic on Leucadia Blvd between Hwy 101 and Neptune Ave moving to and from the Beacons Beach?
3. The absence of a pedestrian sidewalk on Leucadia Blvd between Hwy 101 and Neptune Ave?
4. Property values in vicinity of the Project, that is, between Hwy 101 and Neptune Ave.?
5. Parking availability to Beacons Beach users?

John G. Wigmore  
870 Neptune Ave.,  
Encinitas, CA 92024

[jgwigmore@yahoo.com](mailto:jgwigmore@yahoo.com)  
760 942 1430

**From:** [Bill Wood](#)  
**To:** [Stephanie Kellar](#)  
**Subject:** North Highway 101 Streetscape Project NOP meeting  
**Date:** Sunday, October 18, 2015 9:50:16 PM

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Dear Ms. Kellar,

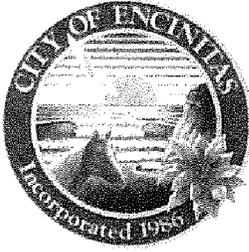
Thank you for the presentation on October 8, 2015 regarding the North Highway 101 Streetscape Project NOP Meeting. I have just moved into the project corridor area and am excited to see planning is underway to improve this corridor of the 101. Being new to the area and project, I want educate myself more on this project and have the following questions:

1. Please let me know how I can get a copy of the most current set of design drawings that will be used in the EIR analysis.
2. Provide a list of project objectives and a brief history of the process involved in arriving at the project objectives. In other words, why is this project being done and what is it intending to accomplish.
3. Provide a summary explaining how the various proposed design improvements will meet the project objectives.
4. At the NOP public meeting held on October 8, 2015, the 30% plans proposed constructing 4 roundabouts within 0.6 of a mile from La Costa Blvd to Jupiter Street. From a common sense standpoint, this seems an excessive about of roundabouts with-in such a short distance that will create unnecessary traffic congestion and impacts. Please provide the rationale for proposing these many roundabouts, what functional objective these proposed improvement are to achieve, along with traffic impacts they will cause.
5. The plan proposes eliminating the existing traffic signal at La Costa Avenue and Highway 101. The current traffic signal provides traffic gaps (especially during early morning rush hour) that allows for ease of left and right hand turns on to Highway 101 from adjoining streets (i.e. Grandview, Jupiter, etc). It seems prudent to keep a traffic signal at La Costa Avenue and Highway 101. Provide the traffic analysis of the advantages and impacts of replacing the La Costa Avenue traffic signal with a round-about.

Best Regards

Bill Wood  
143 Jupiter Street  
562-833-9113  (cell)  
[bwood.enc@gmail.com](mailto:bwood.enc@gmail.com)

**Public Comments Received at  
October 8, 2015 Citizen Participation Meeting**



North Coast Highway 101  
Streetscape Project  
CITIZEN PARTICIPATION  
MEETING



October 8, 2015

Thank you for attending. Please provide your comments and input relative to the proposed east side parking and Leucadia Blvd. south side crosswalk elements of the Streetscape project.

## COMMENTS

STEPHANIE,  
LA COSTA AVE & Hwy 101 -

CURRENTLY NO PARKING ON  
BOTH SIDES OF THE STREET.  
THE PARKING WAS REMOVED ON  
WEST SIDE WITH SHARED LANE  
IMPLEMENTATION

ADD PARKING ON STREETSCAPE.  
EXCESS RIGHT-OF-WAY - MORE THAN  
ANYWHERE ELSE ON VENTURE  
STREETSCAPE AREA LET'S DISCUSS IT

Name: ROBERT SARELMAN W  
Email: rcp9@ROADRUNNER.COM  
Phone: 760-497-7777



**North Coast Highway 101  
Streetscape Project  
CITIZEN PARTICIPATION  
MEETING**



**October 8, 2015**

*Thank you for attending. Please provide your comments and input relative to the proposed east side parking and Leucadia Blvd. south side crosswalk elements of the Streetscape project.*

# COMMENTS

*Speaking as a resident of Leucadia/  
Old Encinitas the parking on  
the East side of 101 will provide  
an invaluable infrastructure piece  
for the residents, businesses,  
children, family and schools.  
As much parking should be  
made available on the east  
side as possible, ~~as well~~  
~~as~~ especially near the future  
underpass at El Portal.*

Name: Tasha Boerner Howath,  
 Email: ~~pea + tsa~~ TSC PEC DTA  
 Phone: 760 456 7511 pec.tsc@gmail.com



North Coast Highway 101  
Streetscape Project  
**CITIZEN PARTICIPATION  
MEETING**



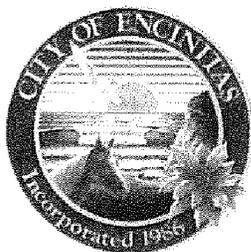
October 8, 2015

*Thank you for attending. Please provide your comments and input relative to the proposed east side parking and Leucadia Blvd. south side crosswalk elements of the Streetscape project.*

## COMMENTS

For the scramble, please consider removing the eastern-most crosswalk as it will unlikely be used. Anyone going to those corners would use diagonal. The scramble looks like it will be the better option to effectively get people where they want to go, though no traffic flow issues were presented.

Name: Tasha Beemer Horvath  
Email: tasha.bl@gmail.com  
Phone: 760 456 7871



North Coast Highway 101  
Streetscape Project  
**CITIZEN PARTICIPATION  
MEETING**



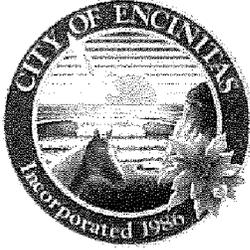
October 8, 2015

*Thank you for attending. Please provide your comments and input relative to the proposed east side parking and Leucadia Blvd. south side crosswalk elements of the Streetscape project*

## COMMENTS

Please consider adding stop signs to El Portal at Melrose, La Veta and La Mesa because this will de facto become the new entry point into our neighborhood. Please do this BEFORE opening the round about.

Name: Tasha Boerner Hornath  
Email: tashabh@gmail.com  
Phone: 760 456 7111



**North Coast Highway 101  
Streetscape Project  
CITIZEN PARTICIPATION  
MEETING**



**October 8, 2015**

*Thank you for attending. Please provide your comments and input relative to the proposed east side parking and Leucadia Blvd. south side crosswalk elements of the Streetscape project.*

## **COMMENTS**

Please put a crosswalk  
from the northern-most  
parking lot to FISH 101.

Name:

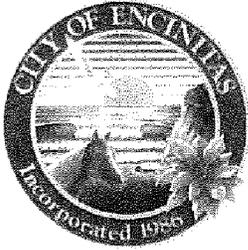
Tasha Boerner Howard

Email:

tasha.bh@gmail.com

Phone:

760 456 711



North Coast Highway 101  
Streetscape Project  
CITIZEN PARTICIPATION  
MEETING



October 8, 2015

Thank you for attending. Please provide your comments and input relative to the proposed east side parking and Leucadia Blvd. south side crosswalk elements of the Streetscape project.

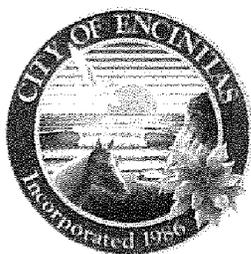
## COMMENTS

As a resident of Leucadia/Old Encinitas, we bike every day to school. Many neighbors will not walk or bike to school because they have two bad choices: 1) Either cross Leucadia 101 as a car or 2) Walk across to crosswalks to get to the safer bike/ped path. The crosswalk ~~at~~ on the south side of Leucadia Blvd (cars scramble) is a key infrastructure improvement to ~~keep~~ keep our kids, families and communities safe and getting quickly to their destinations.

Name: Tasha Boerner by car, bike or

Email: ~~tashab@comcast.net~~ <sup>horvat</sup> tashab@comcast.net food

Phone: 760 450 7511



North Coast Highway 101  
Streetscape Project  
CITIZEN PARTICIPATION  
MEETING



October 8, 2015

Thank you for attending. Please provide your comments and input relative to the proposed east side parking and Leucadia Blvd. south side crosswalk elements of the Streetscape project.

## COMMENTS

Leucadia Blvd to Phoebe St. Sheet 4 of 7

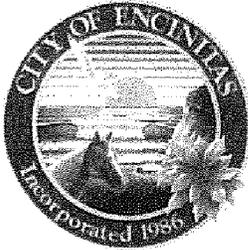
- We need more parking adjacent to Phoebe St. Several new businesses have become very successful & busy and currently there is not enough parking. Average working days Phoebe St. is packed w/ cars and quite often illegally. I don't have curb space for my waste bins or for my friends to park when they come visit. Additionally if Seaweed & Gravel is having an event the parking is unmanageable.
- Also is there bike lanes in the roundabouts?
- Will the bike lane be part of the Coastal Rail Trail or will that be on Vulcan? I prefer Vulcan.

Name: Roberta Walker

Email: bertha7@me.com

Phone: 801-243-6668

**Public Comments Received at  
October 8, 2015 EIR Scoping Meeting**



**North Coast Highway 101  
Streetscape Project  
EIR SCOPING MEETING**



**October 8, 2015**

*Thank you for attending. Please provide your comments and input relative to the scope and content of the EIR for the Streetscape project.*

# COMMENTS

We are very supportive of the streetscape improvements as updated October 8, 2015 : crosswalks, undercrossings, parking east of 101 next to the train tracks, also bike lanes - the roundabouts are an excellent idea and perhaps one more needs to added between Phoebe + Marcheta

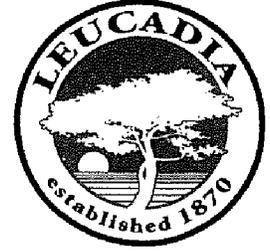
I would like to see the improved landscape ie trees etc... more greenery is more beautifying  
Ideas: sidewalk up Leucadia Blvd + GrandView to Beacons + GrandView Beaches

THE COMMUNITY NEEDS PARKING ALONG THE "ENTIRE CORRIDOR" RATHER THAN JUST 3 SMALLER PARKING LOCATIONS ALONG WITH GARDENS/LANSCAPING - ALL THE DIRTY UGLY

Name: Lisa Berg / Jeff Berg  
 Email: outlier@cox.net / sealive@cox.net  
 Phone: 760-212-6828 / 760-712-6323



North Coast Highway 101  
Streetscape Project  
EIR SCOPING MEETING



October 8, 2015

Thank you for attending. Please provide your comments and input relative to the scope and content of the EIR for the Streetscape project.

## COMMENTS

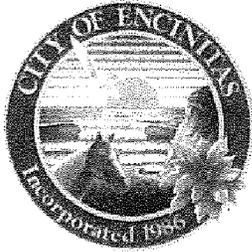
- In the EIR please try to capture as much water ~~at~~ onsite as possible
- Please address flooding in the EIR
- Please ensure safe access for families west of the 101 to head north of the 101
- Please address drought tolerant plants
- Please look at shade provision at bus stops
- Please remember that people live and work there as well as it being a

Name: Tasha Boerner Horvath

Email: tashabh@gmail.com

Phone: 714 457-7111

circled on  
map  
road



**North Coast Highway 101  
Streetscape Project  
EIR SCOPING MEETING**



**October 8, 2015**

*Thank you for attending. Please provide your comments and input relative to the scope and content of the EIR for the Streetscape project.*

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## **COMMENTS**

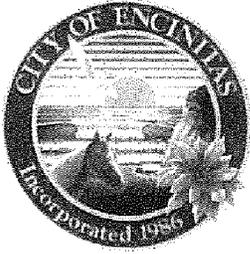
We are business owners of Companion Pet Care at 222 N HWY 101. Your map still shows that you have removed 1 of our entrances to our business.

We were told last year that this would be resolved & what we still have an entrance and an exit. We would like to see a map that reflects that. Also we are still very concerned about back in parking. It is a bad idea.

Name: Nancy Bushnell / Gerry Soifer

Email: gmssoifer@gmail.com

Phone: 760-753-1162



**North Coast Highway 101  
Streetscape Project  
EIR SCOPING MEETING**



**October 8, 2015**

*Thank you for attending. Please provide your comments and input relative to the scope and content of the EIR for the Streetscape project.*

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## **COMMENTS**

Please don't forget a bike path btwn 101 and Pescadero on Leucadia Blvd.

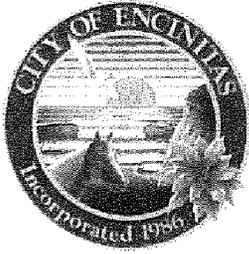
Name:

Darius Degher

Email:

darius.degher@gmail.com

Phone:



**North Coast Highway 101  
Streetscape Project  
EIR SCOPING MEETING**



**October 8, 2015**

*Thank you for attending. Please provide your comments and input relative to the scope and content of the EIR for the Streetscape project.*

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## **COMMENTS**

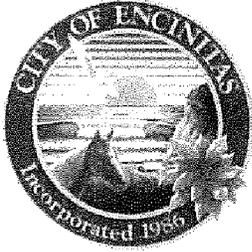
*You're doing great work  
& we're excited about the  
plans!  
(We're Leucadia residents.)*

*Thank you!*

Name: REBECCA FINK

Email: FINKBUKE @ AOL.COM

Phone: 760-815-2564



North Coast Highway 101  
Streetscape Project  
EIR SCOPING MEETING



October 8, 2015

Thank you for attending. Please provide your comments and input relative to the scope and content of the EIR for the Streetscape project.

## COMMENTS

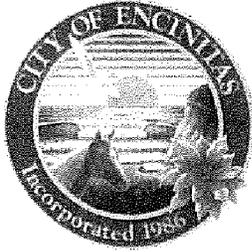
1) Grand view Roundabout needs to be entirely re-considered - have been bringing up this issue repeatedly - the design involves demolishing our private property (building & business) & results in no parking for the current businesses on the corners of Grandview

- have spoken to Ed Denne many times about the importance of these issues & nothing has changed

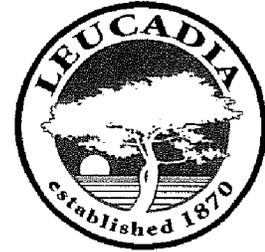
Name: Erik Gilman

Email: erik@swellproperty.com

Phone: 619. 823. 3408



**North Coast Highway 101  
Streetscape Project  
EIR SCOPING MEETING**



**October 8, 2015**

*Thank you for attending. Please provide your comments and input relative to the scope and content of the EIR for the Streetscape project.*

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## **COMMENTS**

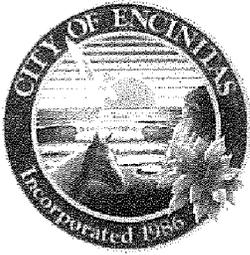
1) Admitt about conversation around the plan showing eminent domain of our office at the North west corner of Grandview (Swell Property)

2) Need parking, not trees in front of our Hotel - The Portofino Beach inn - soon to be renovated and re-branded

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North Coast Highway 101  
Streetscape Project  
EIR SCOPING MEETING



October 8, 2015

Thank you for attending. Please provide your comments and input relative to the scope and content of the EIR for the Streetscape project.

## COMMENTS

+ Safe crossing of the RR Corridor for pedestrians. Analyze the "best access" for residents on the east side. We should determine the need of the residents to be able to cross to shopping & beaches - even bus service. Two under crossings, Leuc Blvd & La Costa are not adequate. Consider at-grade pedestrian crossings.

\* Preserve as many old →

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grow trees as possible.  
Plant new trees as soon  
as possible.

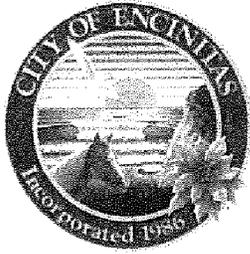
\* OBVIOUSLY - drainage

\* Look at buildout if  
the Specific Plan is not  
updated. If all the mixed  
use sites are developed it  
will have a negative  
impact on traffic, parking  
& community character -  
i.e. aesthetics.

\* Economic impact of  
making all these changes  
w/o creating access for the  
residents on the east  
of the RR corridor.

\* Public transportation  
along 101 & Valencia.

\* Coastal Rail Trail.



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*also*

*see*

*reverse*

**COMMENTS**



We feel that a part of the complete process should be a public vote during a general election.

The vast majority do not support five one lane roundabouts on 101 through Leucadia alternatives involving ped/bike/parking improvements but no roundabouts or only one or two roundabouts should be considered

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The project should  
be vetted through  
the Traffic + Safety,  
Planning and  
Environmental commissions

There should be 3-5  
year traffic studies  
for intersections involved  
during peak seasonal  
and peak daily periods  
- before + after  
current lane diet.

Traffic safety study  
Should include current  
parking "allowed" in dirt  
in RR right of way to  
see if there is a problem

Comments as part of CPP re proposed revisions to the project

1. As part of the engineered plans, an additional one-lane roundabout has been included without soliciting input from the public.
2. Those at the initial workshop, after the walk-about, met at City Hall. Only the roundabout at Grandview and 101 was enthusiastically supported. This can be verified through the relevant consultants' report.
3. The public needs to be informed, well in advance, whether the project revisions include a proposal that the additional parking, which the City is to lease through NCTD, and pave, will require these parking spaces to be paid for by those individuals using and benefiting from them, such as through a special business property owner parking assessment, or parking meters.
4. The notice we were mailed states traffic calming measures including roundabouts and traffic signals are key elements of the project. When given the choice, through a question on the survey given at the most widely attended meeting, at City Hall, after what was to be the final workshop in October of 2008, we, the public first voted, by well over 60% of those answering the survey, that we did not want roundabouts as part of the streetscape.
5. Council set up another workshop, less well attended, in September of 2009. The answers to that survey were supplemented by survey responses solicited from others present at City Hall during the week following the final 2009 workshop. For that survey, there was no alternative offered as an answer so that we could respond no roundabouts are desirable. There were essentially only two multiple-choice questions, with only two possible answers, each.
  - a. Do we favor front in or back-in angled parking?
  - b. Do we favor traffic signals or roundabouts?
6. More people favored roundabouts than traffic signals in the final, less well-attended workshop in 2009. Why does the current project description refer to traffic signals? Realistically, we all know that is not the alternative, here. I have counted the number of traffic signals on Leucadia Blvd between Camino Real and Highway 101. On that major roadway, there are 10 traffic signals, one stop sign (where a roundabout is to be installed, we are told, eventually, at Hygeia), and two roundabouts. The ten-year traffic study on Leucadia Blvd. did not justify, through collisions, any traffic calming devices, including at Hermes and Leucadia Blvd, which is only one block from the RR tracks. Backups happen, daily, particular during peak traffic periods. I have personally been stuck on the tracks, and had to pull to the right, blocking the bicycle lane.
7. Again, we weren't given the choice of NO ROUNDABOUTS, or a reduced number of roundabouts. The 2009 survey was not statistically valid. The data was manipulated in order to arrive at pre-determined conclusions, and to discount the vote of the majority at the City Hall workshop that more people attended in 2008.

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Comments re Draft EIR

It seems inappropriate that the notice states "Since the environmental analysis for the project is currently being conducted and has not been completed, information regarding environmental effects of the project will not be presented at the meeting." How can the public or interested agencies make comprehensive, relevant comments when we have not been provided with a comprehensive analysis and staff/consultant report?

The notice also states that the "EIR prepared for the proposed project will analyze the environmental effects of the project and will focus on aesthetics, hydrology/water quality, land use, public services and facilities, and transportation/circulation. These seem to be listed in reverse order of importance with respect to the appeal to the California Coastal Commission, which is already on file.

Why isn't there any mention of the amendment to our Local Coastal Program which the lane diet mandates? What is the timing on that? We know it's well past due!

The neighbors and local commuters would like to know whether or not intersections with roundabouts will be graded with a letter grade, as is the protocol for non-roundabout intersections, with respect to projected environmental impacts of traffic. The public is concerned that roundabouts will add to gridlock, collisions, and commuter delay, also increasing safety concerns for bicyclists who will also have to funnel through the five one lane roundabouts which will effectively take what was a four lane highway, major arterial down to one lane in each direction.

We do not want roundabouts to be used as alleged "traffic calming devices," when they would have the opposite effect. We do not want them used to enable higher density than our current road infrastructure can realistically support. We do not want roundabouts to add to a decreasing quality of life because a few business interests are pushing for them.

According to the U.S. Department of Transportation, under bicycle safety, and according to statistics previously provided to the City, including all of Council, there are more collisions involving bicyclists, nationwide, at intersections with roundabouts than at those same intersections prior to the roundabouts' installation. All of the traffic would have to funnel into one lane, in each direction, including bicycle traffic.

There is one roundabout, in Carlsbad, on 101 and State St. Funding was secured for that, outside of the City, partly because of the railtrail corridor, there, which does provide an alternative for bicyclists and pedestrians. There will be no railtrail alternative for bicyclists as part of this proposed project, from El Portal to La Costa, along Historic Highway 101.

More mature trees will be removed. It seems disingenuous to claim, "an increase in the number of trees in the project corridor," when so many of the replacement trees are saplings and will take 20-30 years to mature.

Neighbors and local commuters are concerned that the traffic will slow down so much, were roundabouts installed that there would be a further impact in slowing emergency

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response time, which response time is already subpar in parts of Northern Coastal Leucadia.

Neighbors and local commuters are concerned that the five or six one-lane roundabouts would create much more cut through traffic on side streets, particularly Neptune. I ride my bike, regularly, on Neptune, and I've already noticed a distinct increase in traffic, there, after the lane diet. Eight foot wide bicycle lane is unnecessary when, legally, bicyclists are to ride single file, except when passing, according to the Sheriff. Bicyclists are currently encouraged by the overly wide bike lane to ride in squadrons, often spilling over into the one lane where motor vehicles are allowed.

In summary, we feel that traffic and circulation would be negatively impacted, as well as public health and safety. Our roads were not planned for the density which we already have.

Parking in the RR right of way is already allowed, at no charge. To include leased, paved parking along the tracks would involve expenses either to adjacent business owners, or to those parking, probably in metered spaces. The public needs to be informed of these specific projected conditions, before the project is approved, as redesigned.

The public needs to be made aware of how much of the current free parking, in the dirt along the tracks, will be eliminated by the proposed roundabouts.

The public was never given the opportunity to participate in a public vote on this hugely expensive project. Nor was there an independent public needs assessment performed. The survey results from 2008-2009 are outdated and statistically invalid, because it was not a scientific, controlled test or study.

The traffic reports done after the lane diet are inconclusive because none of them were done during peak seasonal traffic periods.

We were promised, through Coastal Commission staff and City staff, and their joint meetings, including numerous conference calls and individual meetings, that our appeals would be heard, at the latest, by spring of 2015. That never happened. Many of those wishing to object to the project have suffered health issues, or have moved out of area, or have just gotten older and cannot be as active as we were. We strongly feel that the majority of the public would rather have the money being devoted to this roundabout project be instead spent on improving our roads, which have a huge deferred maintenance backlog.

The roundabout at El Portal would need a traffic signal when the underpass is built. The roundabout at La Costa would probably also require traffic signals, due to it being a busy intersection and a beach access to Ponto. The roundabouts, as planned, would negatively affect access/egress to our beaches, due to the gridlock which would assuredly ensue.

The public feels we have been sold a "bill of goods." We didn't have a true choice between roundabouts or no roundabouts, but other streetscape improvements. We didn't have a true choice, either, between roundabouts OR traffic signals, as we will undoubtedly be forced to endure both, if the project goes through to construction.

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## COMMENTS

- Please address flooding w/ this project
- please use as much LIID as possible
- please preserve and add as many trees as possible
- please plant only native landscaping
- please prioritize bicycles and pedestrians in the project
- keep the roundabouts as designed
- please use natural building materials to preserve the natural landscape

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