

Appendix B. Project Chronology

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**CITY OF ENCINITAS
CITY COUNCIL
AGENDA REPORT
Meeting Date: January 13, 2010**

TO: Mayor and City Council

VIA: Phil Cotton, City Manager 
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FROM: Planning & Building Department
Patrick Murphy, Director
Diane S. Langager, Principal Planner

SUBJECT: Presentation of the North Coast Highway 101 Streetscape project and results of the final workshop. Staff will be seeking Council direction on which streetscape alternative the City should pursue. **Contact Person:** Principal Planner Langager.

BACKGROUND: On October 10, 2007, based on an RFP selection process, City Council authorized the City Manager to negotiate an agreement with MW Peltz + Associates, Inc. for professional landscape architecture design services for the North Coast Highway 101 Streetscape project (CIP #CMS04D) with an option to also include Dan Burden of Glating Jackson for additional public outreach. Based on negotiations and work with MW Peltz to fine tune the design and citizen participation process, the final contract was signed on January 3, 2008. Contract amendment #1 was authorized by Council on April 9, 2008 to allow for additional public outreach by the Subconsultant Dan Burden and additional traffic analysis by the Subconsultant Linscott Law & Greenspan. Contract amendment #2 was authorized by Council on April 8, 2009 for an additional workshop and the preparation of an additional plan by MW Peltz + Associates, Inc. as well as additional traffic analysis by Subconsultant Linscott, Law & Greenspan.

In early 2008, the City initiated the streetscape project to enhance the North Coast Highway 101 corridor. Community input has been heavily utilized to create design concepts for beautification, landscape, pedestrian, circulation, and parking improvements. The project scope of work is to develop a design concept for an approximately 2.5 mile stretch of North Coast Highway 101 (A Street to La Costa Avenue) and to provide a detailed design for the southerly segment extending approximately ½ mile (A Street to North Court).

Staff was previously before the City Council on February 13, 2008 with an Informational "Kick-off" Presentation for the North Coast Highway 101 Streetscape Project which included an introduction of the project consultants, an overview of the project area, and a general background/process discussion. A similar presentation was given to the Planning Commission on February 7, 2008.

As public involvement is key to the ultimate design of the North Coast Highway 101 Streetscape, a total of four community participation workshops have been held for the project. Additionally, a number of stakeholder meetings have been held; a project overview and status report addressing the project and results of Community Workshops #1 and 2 was also presented to the Planning Commission on September 18, 2008. Staff also presented project status overviews to Council on April 9, 2008 and April 8, 2009 in conjunction with the contract amendment requests.

A **summary** of the three public workshops and the plan alternatives (Alternatives #1 - #4,) is included herein as Attachment 1; a **summary** of the latest workshop (#4) and the plan alternatives currently under consideration, 4A & 5, is addressed below in the "Analysis" Section. A "Progress Report to City Council" was prepared by the project consultant MW Peltz + Associates, which includes a **detailed discussion** of the project alternatives and the design and public outreach process, is attached herein as Attachment 2. The Traffic Impact Analysis for the project prepared by Linscott, Law & Greenspan is included as the Appendices within the Progress Report.

ANALYSIS: The meeting is being held to receive a presentation on the North Highway 101 Streetscape project, receive public comment and to provide direction to staff of the plan alternative to further evaluate and to initiate the discretionary permit process. An overview of the design & community participation process, the project plan alternatives, workshop results, design and traffic calming concepts and traffic analysis will be presented by the project consultants. Additionally, staff is seeking Council direction on which plan alternative, Plan 4a or 5, the City should pursue.

Throughout the process, the primary design priorities/issues associated with the project have focused on the following:

- Preserve or restore existing tree canopy
- Fewer travel lanes (reduction of one northbound travel lane)
- Increased Walkability
- Appropriate Traffic Speeds (25, 30, 35 or 40mph)
- Add Parking
- Appropriate Parking design: reverse angle, standard angle, or parallel
- Appropriate traffic controls: roundabouts, traffic signals or stop signs
- Add Bike Lanes
- Eliminate Cut thru traffic
- Traffic Impacts to side streets
- Plant Palette (native, drought tolerant vs. domestic)

These design issues have also been coupled with the fact that the right-of-way is limited, for the most part, to 90 feet, and, although discussions are continuing, NCTD, to date, has declined the City the ability to encroach into their right-of-way for improvements. NCTD has authorized encroachment for bus stops and bus pull-outs.

As shown in the Workshop Summary, the participant responses were mixed as to whether there was support for the refined plan/Alternative #4 which had been presented at Workshop #3. Given

the disparity in responses at Workshop #3, staff determined that additional input was warranted from the community and an additional workshop should be held. Additionally, staff requested the consultant to prepare a plan alternative (Alternative #5) which does not eliminate the northbound lane nor utilizes roundabouts. Many participants had noted concern with these design features but still noted a preference for sidewalks, bike lanes, additional parking etc. which may be difficult to accomplish given the right-of-way constraints. Therefore staff thought it appropriate for a concept plan to be prepared to ascertain what could be accomplished if four travel lanes are maintained.

As concerns of traffic impacts to side streets has been an issue continually raised at the workshops and the informational open houses, staff also requested the consultant to prepare an expanded traffic analysis. Throughout the process, staff has anticipated that this analysis would be conducted once the plan was formally accepted by Council, however, since the issue continues to arise and since the disparity continues within the community regarding the project design, staff thought it appropriate to consider the additional analysis during the design/community participation process.

It was also evident from the Workshop #3 Summary that there were a significant number of new participants interested in the project. Of the 163 participants who responded to the questionnaire; 116 participants had not attended the first workshop and 110 participants had not attended the second workshop. Therefore in preparation for the fourth workshop, other events were planned to assist in educating and informing the public of traffic calming, pedestrian safety & walkability concepts as well as the project status. An Educational Session was held on Saturday, October 3, 2009 at the Community & Senior Center which provided a broad range of presentations, educational material and a case study on the Birdrock Traffic Calming Project in La Jolla. The session concluded with an informational open house which allowed for viewing of the plan alternative #4 and questions and answers with staff and the project consultant. An Informational Open House was also held on Thursday, October 8, 2009 at the Community Room of the Encinitas Library. Again, the open house allowed for review of the project history, related documents, Alternative Plan #4 and questions for staff and the project consultant.

Workshop #4 (October 10, 2009)

To allow for additional public input related to project alternatives, the City conducted a fourth Community Workshop at which time another plan alternative #5 was presented in comparison with a refined version of the alternative #4, referred to as Alternative #4A. Additionally, the results of additional traffic analysis were presented. The plans for design alternatives #4A & #5 were also available for viewing at City Hall following the workshop during normal business hours Monday, October 12 thru Wednesday, October 14, 2009. Details of Workshop #4 are described in the Progress Report to City Council prepared by MW Peltz + Associates, Inc.

The Plan Alternatives consist primarily of the following:

Alternative 4A

Roundabouts, reverse angle & parallel parking, and one north bound lane

Alternative 5

Four (4) travel lanes; traffic signals (no roundabouts), and parallel parking

Both plan alternatives work to maintain the majority of the existing trees.

As noted, Alternative #4 which had been presented at Workshop #3 was refined and presented at the fourth workshop as Alternative 4A. The refinements to the design were made to accommodate the Americans with Disabilities Act (ADA), vehicular circulation and pedestrian safety. The refined design parameters were based on comments from city staff and were incorporated into both Alternative 4A as well as the new Plan Alternative 5. The design changes as specified in the Progress Report related to ADA accessible parking spaces, pedestrian activated ("HAWK") crosswalks, turning radii for intersections, red curbs for vehicular sight distance, additional northbound left turn pockets and additional southbound and northbound u-turns.

Key Design Issues - The key design issues for Alternative 4A and 5 are **specified** in the Progress Report and are **summarized** below:

SUMMARY OF KEY DESIGN ISSUES

<u>Issue</u>	<u>Alternative 4A</u>	<u>Alternative 5</u>
Intersection Controls	Uses 5 Roundabouts & 1 Traffic Signal	No Roundabouts Uses 4 Traffic Signals
Number of Drive Lanes	Predominately 3 lanes of Traffic: 1 Lane Northbound 2 Lanes Southbound	Maintains 4 Lanes of Traffic: 2 Lanes Northbound 2 Lanes Southbound
Design Speed	30 MPH	35 MPH
Drive Lane Widths	Predominately One 10.5' Wide Drive Lane Northbound Two 10' Wide Drive Lanes Southbound	Predominately Two 10' Wide Drive Lanes Northbound Two 10' Wide Drive Lanes Southbound
Parking	Provides Reverse Angle Parking & Parallel Parking 263 Spaces Provided (+38 Spaces over Existing)	Provides Parallel Parking Only 233 Parking Spaces Provided (+7 Spaces Over Existing)

Tree Canopy	92% of Existing Trees will Remain Total Number of Trees = 1,111	90% of Existing Trees Will Remain Total Number of Trees = 928
Number of U Turns	Northbound = 19 Southbound = 11	Northbound = 19 Southbound = 11
Number of Bus Stops	Northbound = 11 Southbound = 11	Northbound = 11 Southbound = 11

As shown above the primary differences in the plan alternatives focus on intersection controls (roundabouts vs. traffic signals); number of drive lanes (three vs. four); and the types of parking (reverse angle vs. parallel). The preservation and restoration of the tree canopy is in essence resolved with both plan alternatives.

Project plans and cross sections are included in the Progress Report; additionally they are available on the North Coast Highway 101 Streetscape Website and are available for viewing in the Planning & Building Department. The plans will be on display in the Poppy Room at City Hall from January 7 thru January 13, 2010; and are available for viewing during normal business hours. It should be noted that the plans are concept plans at this time and will be subject to further analysis which may affect design features and ultimately resulting tree counts and parking counts.

Traffic Analysis – The Traffic Analysis, dated January 5, 2010, prepared by Linscott, Law & Greenspan, Engineers (LLG) documents that “...the projected 2030 volumes are highest for the No Build alternative; followed closely by Alternative 5. Alternative 4A is forecasted to have the lowest volumes and yield the best overall operations, primarily due to the presence of roundabouts at two intersections. For both Alternatives 4A and 5, all but one intersection is overall calculated at LOS D or better. For the No build alternative; four intersections are calculated at LOS E or F.” The Traffic Analysis addresses diversion of Highway 101 Traffic and notes that, in comparison with the No Build Alternative, Alternative 4A “... daily traffic volumes will reduce on Highway 101 by an approximately 6000 ADT north and south of Leucadia Boulevard. The traffic volume on Interstate 5 is likely to increase by approximately 4,000 ADT north of Leucadia Boulevard and approximately 5,000 ADT south of Leucadia Boulevard. On Vulcan Avenue, the traffic is likely to increase by approximately 2,000 ADT north of Leucadia Boulevard and approximately 1,000 ADT south of Leucadia Boulevard. The volumes on Neptune are estimated to increase by less than 100 ADT.” The Traffic Analysis states that, in comparison to the No Build Alternative, “... Alternative 5 daily traffic volumes will reduce on Highway 101 by an approximately 1,000 ADT north of Leucadia Boulevard and approximately 2,000 ADT south of Leucadia Boulevard. The traffic volume on Interstate 5 is likely to increase by approximately 1,000 ADT north of Leucadia Boulevard and approximately 2,000 ADT south of Leucadia Boulevard. On Vulcan Avenue, the traffic is likely to remain the same north of Leucadia Boulevard and increase between 1,000 and 2,000 ADT south of Leucadia Boulevard. The volumes on Neptune are estimated to increase by less than 100 ADT.” Finally, the LLG Traffic Analysis concludes that “...either Alternative 4A or 5 are acceptable from a traffic perspective.”

Emergency Access – Plan 4A proposes the elimination, for the most part, of one north bound lane whereby the plan is predominately comprised of one 10.5' wide northbound lane and two 10' wide south bound travel lanes. To ensure emergency access, the Encinitas Fire Department has been involved with the plan review and has accepted a 20 foot minimum distance from curb-to-curb for the northbound direction of traffic. In those instances on Plan 4A where only one northbound lane is proposed, the 20 foot width is attained with a 10.5 foot drive lane, a 1.5' painted stripe (separating the drive lane from the bike lane) and an 8' bike lane. The early plan alternatives (1-3) originally utilized a 17 foot curb-to-curb width, however, upon further consideration the Fire Department stipulated a 20 foot curb-to-curb width to ensure emergency access. The Fire Marshal, in correspondence dated October 6, 2009, noted acceptance of the 20 foot width (Attachment 3). The Fire Marshal will also be a part of the presentation at the January 13, 2010 Council meeting to address public concerns related to emergency access.

Workshop Results – To survey the participants regarding 1) many of the project topics; 2) their involvement with the project; and 3) specific input regarding the design alternatives a handout was given to the workshop participants as well as the participants who viewed the plans at city hall. At the workshop it was clarified that if reverse angle parking is utilized then a separate bike lane can be striped, however, if front end angle parking is utilized a separate bike lane can not be provided due to design standards. Therefore, a specific question was included on the handout to ascertain a preference by participants for reverse angle parking or front end angle parking. The handout for the participants at the City Hall Exhibit had the same questions as the workshop participants; however, it clearly specified October 12 – 14, 2009 to verify survey results. The handouts and Summary of Responses are included in the Progress Report.

Of the 136 people who attended the workshop and returned a completed handout; 95 people preferred Alternative #4A, 35 people preferred Alternative #5, and 6 people did not respond. Of the 75 people who viewed the plans at City Hall and returned a completed handout, 33 people preferred Alternative #4A, 37 preferred Alternative #5 and 5 people did not respond. The workshop participants indicated that 67% favored reverse angle parking, 15% favored front end angle parking and 18% indicated no response. The City Hall Exhibit participants indicated that 45% favored reverse angle parking, 31% favored front end angle parking and 24% indicated no response.

Please note staff was available upon request to answer questions of the participants at City Hall; however, staff was not available at all times during the event and folks were able to view the plans on their own without staff involvement. To avoid duplication, handouts were not accepted without a name being provided. Some participants of the workshop also viewed the plans at City Hall; however, if they had already turned in a handout at the workshop another one could not be completed.

Permitting Process, Project Implementation & Phasing

Upon receiving Council direction on which plan alternative, Plan 4A or 5, the city should pursue, the next step in the process is to pursue discretionary permits. At a minimum a Design Review Permit and Coastal Development Permit will be required for either Plan Alternative. However,

given the three lane road configuration proposed predominantly for Plan 4A, an amendment to the General Plan, Local Coastal Program and North 101 Corridor Specific Plan (N101SP) is deemed appropriate. North Coast Highway 101 is classified as a Major Arterial in the Circulation Element of the City of Encinitas General Plan. A Major Arterial is described as a four-lane divided roadway with a typical right-of-way width of 85-120 feet and a curb to curb pavement width of approximately 80 feet. Additionally, the N101SP provides cross sections and design recommendations for North Highway 101; the cross sections depict a four lane configuration. The General Plan and the N101SP are components of the Local Coastal Program. Given the three lane configuration for Plan 4A, an amendment to the General Plan and N101SP roadway classifications are recommended to specify, via text, that a Major Roadway may be authorized as a 3 lane road as long as the operational characteristics are adequate. As shown in the Traffic Analysis, Plan 4A operates quite well as a predominantly three lane roadway.

Based on cursory review of the General Plan and the N101SP, other than the denotation for a four lane road configuration, both Plan Alternatives conform to the respective goals and policies. One of the major goals of the N101SP is to maintain the village atmosphere and pedestrian character of the N101SP area. Given this recurring theme, it appears that Plan 4A is more in line with the goals and policies of the N101SP. Plan 4A, for the most part, provides a greater balance of right-of-way needs for vehicular, pedestrian and bicycle traffic. Plan 4A allows for more public spaces by providing nodes at corners with roundabouts, slows traffic more, and provides more parking. Additionally, Plan 4A provides pedestrian connectivity to the east as the roundabouts coordinate with the proposed pedestrian undercrossings and coastal access points.

④ The project scope of work is to develop a design concept for an approximately 2.5 mile stretch of North Coast Highway 101 (A Street to La Costa Avenue) and to provide a detailed design for the southerly segment extending approximately ½ mile (A Street to North Court). The detailed design and ultimate construction of the first phase was selected from A Street to North Court since that is where the Downtown streetscape improvements terminate and that segment of roadway does not have significant drainage problems therefore the design and construction would be simpler than other segments. However, additional and/or different phasing can be considered. In fact given the Ponto Development to the north in Carlsbad, a design solution at the intersection of La Costa and North Coast Highway 101 may readily be necessary. Therefore construction phasing could occur at both ends of the corridor. Additionally, upon final selection of the plant palette, tree plantings could occur throughout the corridor to initiate the restoration of the tree canopy.

Based on the goals and policies of the N101SP and based on the survey results of Workshop #4 which revealed Alternative 4A as the preferred community alternative, staff recommends that Council direct staff to move forward with Plan 4A as the preferred alternative and initiate the required discretionary permit process including an amendment to the General Plan, Local Coastal Program and the N101SP.

FISCAL AND STAFF IMPACTS: Completion of the North Coast Highway 101 Streetscape project was identified as one of the City Council's high priority projects. To date, the City Council has allocated approximately 2.7 million dollars thru FY 09/10 for Capital Improvement Project No. CMS04D. Funding for the design work and community participation process comes

from this approved capital project. To date, approximately \$887,000.00 has been spent on the project, which also includes work for the interim sidewalk project. The original contract included a total base service fee of \$275,950.00; an additional \$34,200 increase was authorized with Contract Amendment #1 and an additional \$85,900 was authorized with Contract Amendment #2 bringing the total contract amount to \$396,050.00. Working drawings for the first phase, ½ mile stretch from A Street to North Court, are included in the base contract. However, the project engineering was anticipated to be completed by the Engineering Department; based on staffing changes it is anticipated that the design engineering for the working drawings will need to be subcontracted out. This will require either a contract amendment with the project consultant or a separate contract with an Engineering firm. Costs associated with this work are not known at this time; a cost estimate will be requested at such time that the project is selected and working drawings initiated. Additionally, any changes to the project phasing could potentially require a change to the contract with the project consultant for completion of the working drawings.

ALTERNATIVE ACTIONS: Alternative actions available to the Council include:

- Direct staff to move forward with Plan 5 as the preferred alternative and initiate the required discretionary permit process;
- Continue the item for further information and review as deemed necessary by Council.

RECOMMENDATION: Receive the report and presentation, receive public testimony and direct staff to move forward with Plan 4A as the preferred alternative and initiate the required discretionary permit process including an amendment to the General Plan, Local Coastal Program and the N101SP.

ATTACHMENTS:

Attachment 1 Summary of Workshops 1, 2 & 3 and Plan Alternatives 1, 2, 3 and 4

Attachment 2 North Coast Highway 101 Streetscape Project Progress Report to City Council, dated January 5, 2010, prepared by MW Peltz + Associates, Inc. including the Traffic Impact Analysis Highway 101 Streetscape, dated January 5, 2010, prepared by Linscott Law & Greenspan, Engineers

Attachment 3 Correspondence from City of Encinitas Fire Marshall, dated October 6, 2009

Attachment 4 Public Notice for the 1/13/09 City Council Meeting

Attachment 5 General Public Correspondence (thru January 5, 2010).

*** The complete administrative record for this application is available for review in the Planning and Building Department.

Summary of Workshops 1,2 & 3
and
Plan Alternatives 1, 2, 3 and 4

Workshop #1 (February 21 & 23, 2008)

The first workshop was comprised of two parts at which the consultant presented design theories and concepts and the community members listed values, priorities and important issues related to the streetscape project. After a walking tour, the workshop participants broke into groups to brainstorm the design concepts/themes preferred for the project. A summary of workshop #1 which lists the participants' values, priorities, and design preferences are included in the Progress Report prepared by the project consultant for review.

The top five values for living in Encinitas were noted as: 1) Coastal/Beach/Ocean; 2) Neighborly/Friendly/Community; 3) Peaceful/Safe/Quiet/Quaint; 4) Artsy/Funky; and 5) Laid-Back/Mello/Informal/Rural.

The top five priorities noted for the North Coast Highway 101 Corridor were: 1) Restore the Tree Canopy; 2) Fewer Drive Lanes; 3) Walking/Bicycling to Vulcan/Lower Speeds; 4) Fix Drainage Problems; and 5) Continuous Bike Lanes.

The most enthusiastically supported design concepts/themes to be utilized for the project were noted as: 1) Ten foot drive lanes; 2) One Northbound Lane; 3) Walkable; 4) Roundabouts; 5) Landscaping 6); Pop-outs; and 7) Trees.

Workshop #2 (May 29, 2008)

The second workshop was held to present alternative concept designs to the community and receive comments/feedback. Three primary alternatives were presented based on various design characteristics.

Alternative #1 – Design characteristics: Roundabouts, reduction in the number of travel lanes (1 Northbound, 2 Southbound), reduced travel lane widths, back-in angled parking, increased parking (328 spaces), and a restored/replanted tree canopy.

Alternative #1 includes the majority of the design concepts supported by the community; however, in order to accommodate the reconfiguration of the travel lanes and angled parking the median needs to be relocated. With the relocation of the median many of the existing trees will need to be removed; therefore with Alternative #1 the restoration of the tree canopy would occur with new tree plantings.

Alternative #2 – Design characteristics: Traffic signals, reduction in the number of travel lanes (1 Northbound, 2 Southbound), reduced travel lane widths, back-in angled parking, increased parking (350 spaces), and a restored/replanted tree canopy.

Alternative #2 includes the majority of the design concepts included in Alternative #1; however traffic signals are included in lieu of roundabouts. In order to accomplish the roundabouts as proposed in Alternative #1 and Alternative #3, some encroachment into private property occurs; therefore the City would need to acquire the property to complete the improvements. Alternative #2 was developed to avoid the encroachment by utilizing traffic signals. More parking spaces are accomplished with this design since traffic signals do not require as much space as the roundabouts. The road and median configuration is the same as Alternative #1, therefore existing trees will need to be removed and the restoration of the tree canopy would occur with new tree plantings.

Alternative #3 - Design characteristics: Roundabouts, reduction in the number of travel lanes (1 Northbound, 2 Southbound), reduced travel lane widths, back-in angled parking, increased parking (261 spaces), and preserve majority of the existing tree canopy.

Alternative #3 includes the majority of the design concepts included in Alternative #1; however the road configuration and center median is meandered in certain areas to minimize the loss of existing trees. The tree canopy would be restored with the preservation of the majority of the existing trees and enhanced with new tree plantings. Given the meandering road and median configuration not as many parking spaces can be accomplished; only 261 spaces are accomplished with this alternative as opposed to 328 with Alternative #1 and 350 with Alternative #3.

A comment form/questionnaire was given to the community participants to address many of the issues associated with the project. The comment form and a summary of Workshop #2 are included in the Progress Report prepared by the project consultant for review. As reflected in the citizen comment forms, of the three alternative concept plans presented at the workshop, the community selected Alternative #1 as the preferred design.

After workshop #2 staff met with the board members of Leucadia 101 Mainstreet, Leucadia Town Council and Seacoast Preservation. Also, in order to provide additional opportunities for the public to fully assess the plans, staff along with other community members were available at the Leucadia 101 Mainstreet offices during Artwalk on August 31, 2008 to present the plans, provide information and answer questions regarding the streetscape project. The amount of interest from the community at Artwalk was overwhelming.

An Informational Open House was also held on October 1, 2008 from 4:00 – 8:00pm at the Encinitas Library Community Room to allow the public another opportunity to view the concept design plans and other exhibits to gain a further understanding of the project alternatives. The workshop summaries were also available in order to assess the results of the workshops. Staff and the project consultant were present to provide information and answer questions. It was an informal setting with no planned presentations whereby the citizenry could attend at their convenience. Approximately 90 citizens attended the Open House based on the sign-in sheet.

After Workshop #2, the preferred alternative (Alternative #1) and other potential design options were analyzed and further developed/refined by the consultant based on citizen and staff input. Based on continued community feedback, one of the primary issues of concern associated with the project seemed to be the potential removal of the existing trees. To address the tree canopy issue, further analysis was conducted by the project consultant to assess the existing trees and provide design options for consideration to maintain some of the trees. Additionally, fire staff further

assessed the project plans and required a 20 foot paved width on the north bound side of the road to ensure that if an emergency vehicle was stopped on the side of the road or any other vehicle was stopped or broken down, an emergency vehicle would be able to pass. The 17 foot paved width which had been incorporated into the Plan Alternatives 1, 2 and 3 was then increased to 20 feet.

Workshop #3 (November 13, 2008)

The third workshop was held to present the refined plan alternative along with other design options for consideration and to receive additional public input. As always, the public was encouraged to attend the workshop to be active participants; in fact additional advertisements were placed in the North County Times, the Coast News and the Union Tribune San Diego Backyard insert. A banner, financed by Leucadia 101 Mainstreet and Leucadia Glass, was also placed at Roadside Park to further inform the public of the workshop.

The refined plan alternative, referenced as **Alternative #4**, was presented to the community and maintains many of the same design attributes as the original plan Alternative #1 such as:

- 5 roundabouts (El Portal, Jupiter, Grandview, Seabluffe and La Costa)
- One Lane Northbound/Two Lanes Southbound
- North and Southbound bike lanes
- 25 mph traffic design speed
- Reduced Lane Widths
- Continuous Sidewalks

Given the 20 foot paved width requirement for the northbound lane, a 10.5 foot travel lane was proposed with an 18inch stripe separating the travel lane from the 7 – 8' bike lane. With the additional width requirement on the northbound side of the road, the median typically was not moved further east allowing for a significant increase in the number of trees to be maintained/saved with the project. The plan saved over 90% of existing trees and adds over 1,000 new trees. There are approximately 301 existing trees; as proposed with Alternative #4, 57 palms are to be relocated and only 23 trees are to be removed. Given the median placement and the fixed 90 foot right-of-way width, parking design for the refined plan varies between parallel and reverse angle parking. This reduced the amount of new parking provided with the project, but still adds 67 additional parking spaces for a total of approximately 292 parking spaces an approximate 22.9% increase. Additionally, the sidewalk widths on the west side also vary from place to place given the fixed median and fixed right-of-way width. A number of cross sections are included with Alternative #4 to show the variations in design.

The consultant separated the plan area into three segments, the South Gateway (A Street to El Portal), The Village (El Portal to Grandview) and the North Gateway (Grandview to La Costa). The plan proposes subtle variations in design features and material and plant palettes for these areas; additionally as part of the refined plan, the consultant proposed to honor the history of Leucadia throughout the corridor by providing placard references to significant building businesses, people or events.

A comment form/questionnaire was given to the community participants to address many of the issues associated with the project. The Summary of Questionnaire Responses for Workshop #3 is included in the Progress Report prepared by the project consultant for review.

***North Coast Highway 101
Streetscape Project***

***Progress Report to City Council
January 5, 2010***

Prepared by:



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Progress Report to City Council

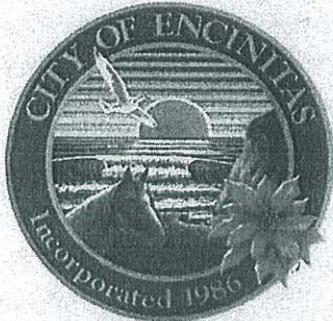
North Coast Highway 101 Streetscape
 Encinitas, California



Introduction

Purpose of the Report

In early 2008, the City of Encinitas initiated a streetscape project to enhance the North Coast Highway 101 corridor. The project scope of work is to develop a design concept for an approximately 2-1/2 mile stretch of North Coast Highway 101 ("Highway 101"), which extends from A Street to La Costa Avenue. The second phase of the scope of work is to provide a detailed design for the southerly segment extending approximately 1/2 mile (A Street to North Court).



This report is provided to summarize the design process to date for the entire scope of work, which has included four public workshops and produced 5 Alternative designs. Since the public participation process has not concluded, and a 'final' design concept has not been selected by the City at this time, this report is generated to provide a representation of the steps taken throughout the process to solicit public input and develop a plan to address the project goals and desires of the public. Copies of the plans and supporting exhibits presented at each of the four workshops are included in this report.

In addition, a copy of the Traffic Impact Analysis for the Highway 101 Streetscape project has been included as an attachment to this report. This report includes the preliminary traffic studies conducted for all the proposed design alternatives. The report also provides a complete analysis of the final two plans presented at Workshop #4, which also includes an analysis for a "no build" scenario. The traffic conditions are analyzed for the current, potential near-term and projected long-term traffic impacts of the proposed project, under each of the two scenarios and the "no build" scenario.

Production of Conceptual Design Plans



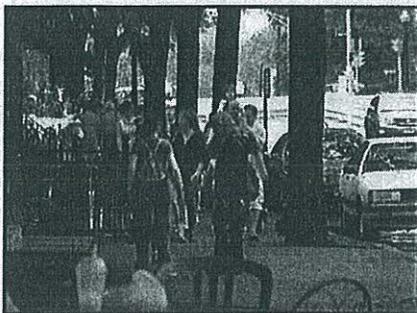
Existing Leucadia Entry Sign at North End of the Project Area

The creation of the conceptual design alternatives resulted directly from the public participation process in each of the workshops. These designs were generated to illustrate general layouts and possible design configurations to incorporate walkable community concepts, traffic management and calming techniques, and achieve a balance of right-of-way needs associated with pedestrian, bicycle, vehicle circulation and parking throughout the corridor. Restoration of the existing tree canopy is also a high priority and is addressed in the alternative plans. The conceptual designs alternatives do not include specific locations of driveways and streetscape elements, but do include typical details, street sections, suggested colors and materials of proposed improvements and a pallet of landscaping materials.

Once a preferred alternative plan has been identified, the design team will begin work to generate a cost estimate and continue to work with City Staff as needed to prepare for project approvals. Once approved, the design team will begin detailed design work for the southernmost ½ mile of the project; per the project's current phasing. These plans will include proposed pedestrian, vehicular and bicycle improvements; curb alignments and access points (driveways); planters, lights and street furniture.

Project Goals

The goal initially established for the project is to create a walkable community along the Highway 101 corridor, utilizing traffic calming techniques and providing a balance of right-of-way needs associated with pedestrian, bicycle and vehicular circulation and parking. Additional goals for the project were established through the public participation process of the project, and included preservation of the existing tree canopy, addressing drainage problems, maintain existing community character and provide improvements to support local businesses.



Streetscape with a "balance" of right-of-way needs includes: Bicyclists, Pedestrians and Motor Vehicles

Process

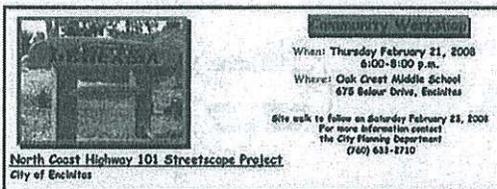
Community Participation

Community input has been heavily utilized throughout the design process to create the conceptual plans for the beautification, landscaping, pedestrian and vehicular circulation and parking improvements proposed for the streetscape project. All of the alternative plans generated for the project are a direct result of the community participation process.

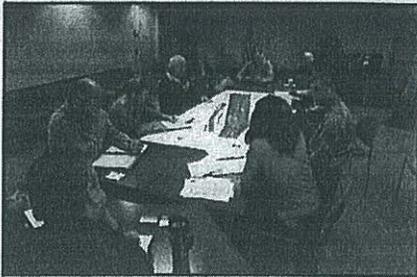
The process started in early 2008, when the City initiated the streetscape project to enhance the North Coast Highway 101 corridor. The first public meeting was held before the City's Planning Commission on February 7, 2008 as an Informational "Kick-Off" Presentation for the North Coast Highway 101 Streetscape Project. This presentation included an introduction of the project consultants, an overview of the project area, and a general background/process discussion. A similar presentation was given to the City Council on February 13, 2008.

As public involvement is key to the ultimate design of the North Coast Highway 101 Streetscape; a total of three community participation workshops were scheduled for the project. A fourth Public Workshop was added to the community outreach process after the third workshop in order to address additional public comments and to build consensus for the proposed improvements. Dates for the four workshops are provided below, and detailed accounts of all the workshops and stakeholder's meetings are provided later in this report.

Workshop #1	February 21 & 23, 2008
Workshop #2	March 29, 2008
Workshop #3	November 13, 2008
Workshop #4	October 10, 2009



Samples of Workshop Notices mailed to the public, over 5,000 mailers were distributed for each workshop event



Stakeholder's Meetings focused discussion of the proposed project improvements with a variety of interested groups

Included in the workshop process, and throughout the entire design process, Stakeholder Meetings were held to discuss the proposed project with a variety of organizations. Representatives who participated in the meetings, included: property owners, city departments and other governmental agencies that represent specific interests or provide services along the corridor. Below is a partial list of the various organizations that were represented in the Stakeholder's Meetings during the design process:

1. Leucadia 101 Mainstreet Association
2. Leucadia Town Council
3. Seacoast Preservation Association
4. San Diego Bike Collation
5. North County Transit District
6. Property Owner's Focus Group
7. San Dieguito Water District
8. Encinitas School District
9. City of Encinitas Parks and Recreation Department
10. City of Encinitas Planning Department
11. City of Encinitas Engineering Department
12. City of Encinitas Fire Department



Outside of the workshops, several events and displays of the plans were provided to further maintain open communication with the public throughout the process. These events provided informational updates specific to the project and general educational opportunities for the public regarding traffic calming, pedestrian safety and walkability concepts.

An informational update was provided to the Planning Commission by the design team on September 18, 2008. This presentation summarized Workshops #1 and #2 and provided highlights of the three alternative designs generated to-date and the preliminary traffic analysis. Public comment was received at the meeting, but no action was taken by the Commission.



City Staff provided a status update and review of the Highway 101 Streetscape Project to the City Council on May 8, 2009. The purpose of the presentation was to provide discussion on the progress through the third workshop and to request authorization for an additional public workshop, the production of an additional plan alternative and for additional traffic analysis. Public testimony was taken during the meeting and the City Council authorized staff to proceed with the additional scope of work.

Further public outreach during the process included work by City Staff to provide displays of the plans at the community's annual Art Walk event in 2008 and 2009 and at the Farmer's Market on multiple occasions. In addition, two Informational Open Houses and an Educational Forum were held by City Staff in conjunction with the design team.

The Informational Open Houses were conducted at the Encinitas Public Library in October of 2008 and 2009. These events allowed an opportunity for the public to review the plans in an informal setting and discuss the project with the design team one-on-one.

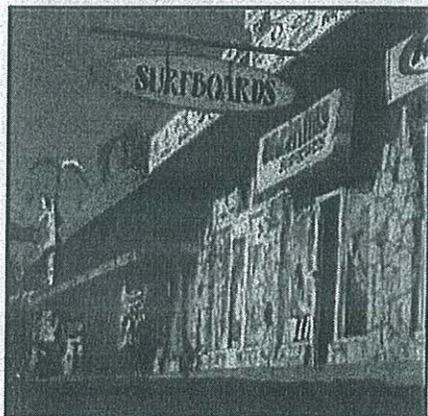
The Educational Forum was conducted in October 2009 and provided a broad range of presentations, educational material, and case studies on contemporary traffic and streetscape design concepts. A panel of guest speakers facilitated the discussions, and included representatives from Walk San Diego, the City of San Diego Engineering Department, the La Jolla Community Planning Association and the Bird Rock Traffic Task Force. The last two hours of the event included an open house component, in which the project plan alternatives were displayed and the design team was available for questions.

January 13, 2010 marks the next milestone for the project, where the plans and progress report will be presented to the public at City Council meeting. The meeting is being held to receive public comment and to allow for review and discussion of the plan alternatives by the City Council.

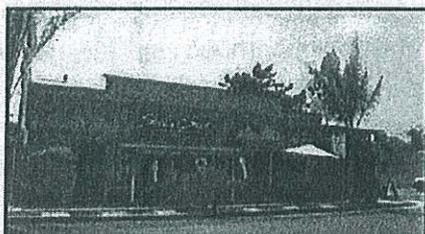
An overview of the design & community participation process, the project plan alternatives, design and traffic calming concepts and traffic analysis will be presented by the design team. Additionally, City Staff will be seeking direction from the City Council to identify which plan alternative to pursue as the preferred alternative design.

Project Inventory

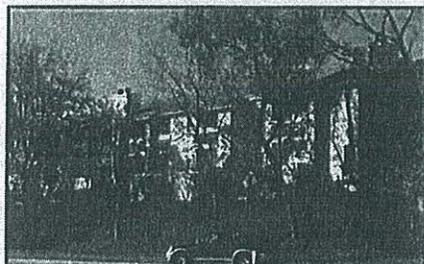
Context



The only location of retail and restaurants on the east side of HWY 101 occurs at the far south end of the project, near A Street.



Typical one-story commercial structure located about midway along the corridor, on west side of HWY 101



Typical three-story residential structure located at the north end of the corridor, on the west side of HWY 101

The North Coast Highway 101 corridor in the City of Encinitas begins at Encinitas Blvd. and extends north for a distance of approximately 2-1/2 miles to the city limits at La Costa Avenue. The majority of this corridor is included in the proposed project, which extends from A Street to La Costa Avenue (see the attached "Project Area Exhibit" for reference). The corridor traverses through the community of Leucadia, which has a long and unique history dating back to the late 1800's. When designing the conceptual plans for this project, it is extremely important to place the corridor within the overall context of the existing physical surrounding areas, as well as the historical and cultural context of the community.

First, because the project area is a part of a much larger network of streets and neighborhoods, assessing the physical context of the corridor and surrounding community is vital to achieve a successful project. The project area is unique with its linear and "one-sided" development configuration. Meaning, most of the development has occurred on the west side of the street, except for a few businesses that occupy the east side of the street at the south end of the project limits. The composition of the existing development in the south and middle portions of the corridor is mainly one and two story structures, occupied by commercial businesses and restaurants. Along the northern end of the corridor, a higher percentage of residential condominium developments occupy two and three story structures; along with one and two story businesses, restaurants and hotels. Many of the existing structures date back to the mid 1900's, and when combined with newer commercial buildings and nearby beach cottage-style residential neighborhoods, they form an eclectic blend of architecture styles along the corridor that is distinctively "Leucadia".





Mature trees along the corridor



Looking west into the residential neighborhoods adjacent the HWY 101 corridor



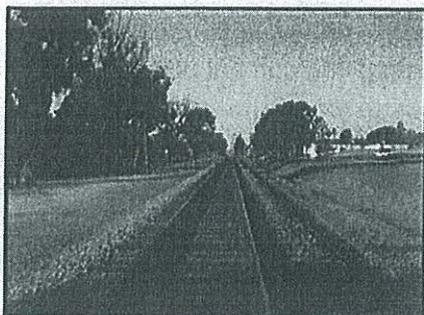
Looking north at the ocean views near the intersection of HWY 101 and La Costa Avenue

The area is complemented by a strong presence of mature trees, which surround and provide enclosure over the streets and walkways. In combination, the existing architecture and trees provide the framework for the Highway 101 corridor. Many of the trees date back to the early settlers of the region and are over 100 years old. Although the majority of the trees planted along the corridor are much younger than this, the existing mature trees provide an important role in defining the unique character of the surrounding community.

Side streets intersect the Highway 101 corridor along the west side of the street and run a few short blocks towards the ocean. Almost all of the properties that occupy these side streets are residential, with a few exceptions of small businesses that occur closer to the intersection along the corridor. The network of side streets is more intact within the southern third of the corridor. Generally, the streets in the south portion of the neighborhoods are wider and provide more curbs, gutters and sidewalks than the neighborhood streets located towards the middle and the north end of the corridor. The neighborhood streets located in the middle and north ends of the corridor are typically shorter and are not constructed in a grid layout like the streets in the south. Several of these streets are dead ends, but most run west until they terminate at their intersection with Neptune Avenue, a residential street which runs south to north along the top edges of the bluffs.

The neighborhoods to the west of Highway 101 and Neptune Avenue are higher in elevation than Highway 101 and block ocean views from a majority of the corridor. Since views of the ocean are limited because of topography, they only occur at the far north end of the corridor where the bluffs terminate near the intersection of La Costa Avenue.





Looking north along the railroad tracks, HWY 101 is located to the west (left) and Vulcan Avenue is located to the east (right)



Trains travel at a high rate of speed through the corridor



It is common to see pedestrians crossing the tracks; however, it is only permitted at two locations along the corridor

The railroad runs parallel to the east side of the Highway 101 corridor for its entire length. Since the railroad occupies the eastern boundary of the corridor, street and pedestrian crossings are limited, and only two streets intersect Highway 101 from the east within the project area. These streets are: Leucadia Blvd., which intersects the corridor about midway along the length of the project; and La Costa Avenue, which defines the northern boundary of the project area.

The presence of the railroad dominates the east side of the street, and train traffic is fairly regular. Since there are no train stops within the project area, trains tend to travel at a high rate of speed and generate clouds of dust in their wake as they pass through the community. Pedestrians are prohibited from crossing the railroad tracks at undesignated locations by law. Currently, these two street crossings provide the only legally allowable street crossings along the corridor. This condition creates a "divide" between the neighborhoods located east and west of the railroad right-of-way.

Vulcan Avenue is a two-lane collector street located on the east side of the railroad tracks, which mirrors Highway 101, and runs the entire length of the project area. This street is largely residential, with a variety of businesses that mainly occur midway along the corridor at the intersection of Leucadia Blvd. Although Vulcan Avenue is outside of the project area, it is an important street for pedestrian and vehicular circulation within the vicinity of the proposed project.

The existing businesses, residential properties, network of streets, railroad tracks, mature trees, landscaping, and proximity to the ocean all combine to provide the physical context for the Highway 101 project.





Much of the existing tree canopy is traced back to the early settlers of the area



Leucadia has retained much of its "funky" beach town character over time

A second aspect to providing context for the project area involves the historical and cultural development of the corridor, which provides much of the existing community's character. It is known that the early history of the area points to English Spiritualists, who settled here seeking religious freedom in the late 1800's. It was these early settlers who planted many of the trees that line Leucadia's streets today. These settlers are also given credit for naming the town Leucadia, which translates to "Sheltered Place" or "Paradise" in Greek. Many years later, local streets developed along this corridor were named after Greek Gods and Goddesses.

During the mid 1900's, with an increase in population and ease of automobile travel, the region began to grow. Highway 101 was the main road between San Diego and Los Angeles at this time, and prior to the completion of 1-5 in the late 1960's, Leucadia became a popular stopping off point for travelers. More and more people settled in Leucadia and began to establish charming and unique restaurants and shops to accommodate the growing population of the region and travelers along North Coast Highway 101.

It was during this period, and the decades that followed, that most coastal towns in San Diego County experienced rapid redevelopment along the Highway 101 corridor and lost their connection to the past. However, Leucadia has been able to retain its small town atmosphere and picturesque setting with historic buildings, mature stands of trees and unique sense of character.

Much of the discussion regarding the cultural and historical context of the project area was presented during Workshop #3. It is extremely important to honor and respect the context of this community's heritage in developing the conceptual designs for the corridor.



Existing Conditions

While a study of the context of a project area provides a designer with an understanding of the larger picture, an evaluation of the existing conditions is a detailed study of solely the project area. The design team collected information from the field by walking the site, making observations and taking inventory of existing project elements such as: curbs, gutters, bike lanes, drive lanes sidewalks, landscaping, lighting and signs. All of this information was verified with the existing base survey provided to the design team from the City of Encinitas and recorded in the project notes and documenting photographs.

Highway 101 is an existing four-lane roadway with a posted speed limit of 40 mph within the project area. There is a center median that provides a landscaped buffer between the southbound and northbound lanes of traffic for a large portion of the corridor. The median starts at Cadmus Street, and extends north to La Costa Avenue. South of Cadmus Street, no median exists.

Within the project area, there are two signalized intersections and one all-way stop controlled intersection. The signalized intersections occur midway along the corridor at Leucadia Blvd, and at the far north end of the corridor at La Costa Avenue. Both of these intersections provide pedestrian crossings of Highway 101 and the adjacent railroad tracks. An all-way stop controlled (stop sign) intersection occurs on the south end of the project at Marcheta Street. This is the only existing stop sign for travelers on Highway 101 within the project area. All remaining side streets intersecting the corridor are stop controlled, without affecting traffic flow on Highway 101.



Inventory and Assessment of existing site conditions



Looking west from Leucadia Blvd towards pedestrian crossing of HWY 101 located north of intersection



Stop sign intersection and pedestrian crossing at Marcheta Street



Heavy bicycle traffic is common in both directions along the HWY 101 corridor



Many areas along the corridor lack sidewalks, curbs and gutters



Existing asphalt trail on east side of HWY 101, south of El Portal Street



One of the 11 existing bus stops located along the east side of HWY 101

The entire Highway 101 corridor along San Diego County's north coast is one of the most heavily bicycled routes in Southern California. The community of Leucadia is located in the middle of this busy bicycle corridor. However, no formal bike lanes are provided along the corridor. In certain areas, a painted edge stripe is provided along the outside edge of the drive lanes to provide separation between bicyclists and motorists.

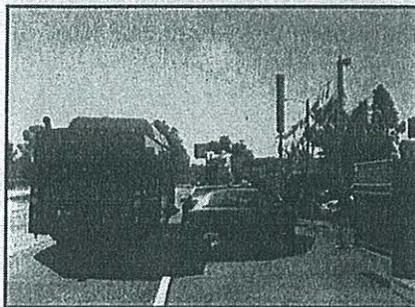
Curb, gutter and sidewalk improvements are not consistent along Highway 101 corridor. The curbs, gutters and sidewalks are in the best condition throughout the middle of the corridor, especially along the segments where the City recently constructed sidewalks. In 2007, the City commenced a project to install new sidewalks, curbs and gutters along the west side of Highway 101 extending from North Court to Jason Street. These sidewalks were completed and provide the longest stretch of continuous sidewalk along the corridor and have greatly improved pedestrian circulation. In other areas, stretches of roadway exist where the curb is broken and the sidewalk cracked, or there is no curb or sidewalk at all.

Most of the areas on the east side of the street are unimproved and function as an improvised dirt trail. There are limited areas in the south end of the corridor, located on the east side of the street, where an asphalt path exists. Despite the limited improvements on the east side, pedestrian traffic does exist. Joggers, dog-walkers and pedestrians are frequently seen utilizing the east side of Highway 101. In addition, there are eleven northbound bus stops located along the east side of the street. Currently, designated pedestrian crossings to the east side of the street are limited to only three intersections: Marchetta Street, Leucadia Blvd. and La Costa Avenue.





Pedestrian friendly streets contain essential infrastructure, such as: sidewalks, curbs and gutters



Lack of curbs, gutters and sidewalks can cause confusion and conflict between vehicles, bicyclists and pedestrians

Sidewalks, curbs and gutters are important elements for organizing the urban environment. They provide a framework for all the other streetscape improvements by establishing the pedestrian walkway, creating space for street furnishings, defining planting areas and storefronts. These improvements define the space allocated for motor vehicles, bicyclists, and water flow. The lack of consistent sidewalks, curbs and gutters not only creates problems for pedestrian circulation, but it negatively impacts vehicular parking, bicycle safety and drainage.

Since there are extended lengths of roadway without curbs, on-street parking can occur in an ad-hoc manner, occurring close to driveways and street intersections. This condition can create safety problems with vehicular sight distances and visibility for motorists attempting to enter the highway from side streets. In addition, vehicles are often observed parked within the public right-of-way on both sides of the street, impeding pedestrian and bicycle circulation and encroaching into the railroad right-of-way.

The issues associated with the existing lack of curbs and undefined on-street parking are an important part of this project. Providing improvements and organization to the on-street parking will greatly improve the safety of the corridor for all users and benefit many of the older buildings that were constructed at a time when off-street parking requirements were different, or non-existent. Many of these older structures do not have off-street parking lots and rely on parking provided along the street to service their customers. Safer and more efficient parking on the street will benefit these older establishments and support local businesses. In addition, the presence of on-street parking can reduce the need for large expanses of paving associated with public parking

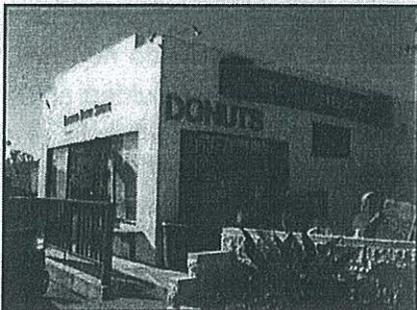




Existing parallel parking on the west side of HWY 101



Lack of curbs and gutters contribute to existing drainage problems along the corridor



Storefront landscaping and pedestrian amenities help to shape the character of the HWY 101 corridor

lots and act as a deterrent to speeding vehicles; both creating a more pedestrian-friendly environment.

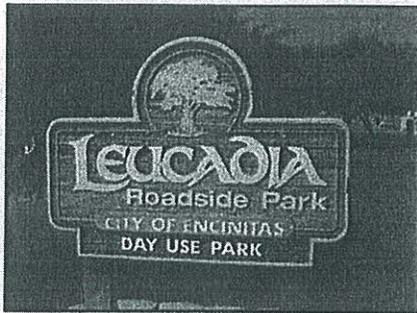
The majority of the on-street parking is provided on the west side of the street. There are a few parking spaces provided on the east side of the street, adjacent to businesses located at the south end of the corridor. On-street parking is prohibited along the northbound travel lanes, except as mentioned at the far south end of the project. Along the southbound direction of travel, on-street parallel parking is permitted in areas where no red painted curb exists. On-street parking is free of charge, and there are no public parking lots located within the project area.

Drainage problems persist throughout the areas along the corridor, largely due to the existing topography and lack of storm water conveyance systems. The corridor is relatively flat along the length of the project area, which does not assist gravity in transporting water away from the roadway and pedestrian areas. Rather, water collects and ponds in the low spots along the edge of the street, even during small rain events. This problem is exacerbated by the lack of curbs, gutters and storm drains.

Existing landscaped areas are provided along the project area in a variety of forms. There are a few places where the sidewalk and curbs formally define planting areas, and there are other areas where landscaping is provided in voids of concrete and along the side of the street.

For the most part, the landscaped areas along the west side of the street are planned and purposeful. They compliment and provide a softening of the existing structures and help to provide human scale to the corridor. Existing mature trees provide shade on the walkways and create an inviting atmosphere. In many locations, property owners and businesses have provided landscaping and





View looking west of Roadside Park, located at the intersection of Highway 101 and Leucadia Blvd.



Typical street sign and traffic signal located along the Highway 101 corridor

other pedestrian friendly improvements, such as planters, tables, benches, and trash receptacles. These elements greatly enhance the streetscape and reinforce the unique character of the community.

The east side of the street and the medians are sparsely landscaped, consisting of informal plantings of shrubs and groundcovers. The ground surface consists mainly of unimproved earth, or dirt, with some areas of wood bark mulch. However, the majority of the mature trees are located within the landscaped areas located in these areas. As stated earlier, the importance of the existing mature trees to the community character is vital. In order to catalog all the existing mature trees within the project area, a detailed survey of the existing trees was conducted. This detailed survey mapped the locations of all trees on both sides of the street and in the center median that had a caliper size greater than 4" diameter.

Located midway along the corridor, just west of Highway 101 and Leucadia Blvd. intersection, Roadside Park provides an open space area and landscaping. The area consists largely of lawn and trees. It provides an attractive element along the corridor, but appears to be under-utilized by the public. This is likely due to the park's proximity to a busy intersection and lack of pedestrian improvements.

City owned and maintained signs, street lights, traffic signals and guardrails are located throughout the corridor. Signs are provided on galvanized poles, marking parking restrictions, bus stops, street intersections, and traffic directions. Except for a few signs that have been designed to reflect the Old Highway 101 insignia and nostalgia, most of the signs lack design continuity and may be subject to replacement as part of a consistent signage program that better reflects the corridor's character and history.





Cor-Ten steel guardrails protect trees from vehicular traffic and provide a "rustic" appearance along the corridor

Light poles and traffic signals are fairly typical and standardized. These elements could also be better coordinated aesthetically to reflect the community character. In several locations, Cor-Ten steel traffic guardrails provide a rustic appearance to the roadway. These guardrails have been located adjacent to the travel lanes to protect existing large trees and provide a historical context to the corridor.

Both the context of the surrounding neighborhoods and the existing physical conditions along Highway 101 contain many positive elements worth capitalizing on. For example: many individual property owners have made improvements to their businesses that contribute greatly to the eclectic character of the corridor; the existing tree canopy is one-of-a-kind, and defines this community's segment of the corridor from others in the region; and the strong history of the community provides context for building future improvements to reflect and honor the past. Obvious efforts have recently been made to tie new physical improvements along the corridor into the existing community context.

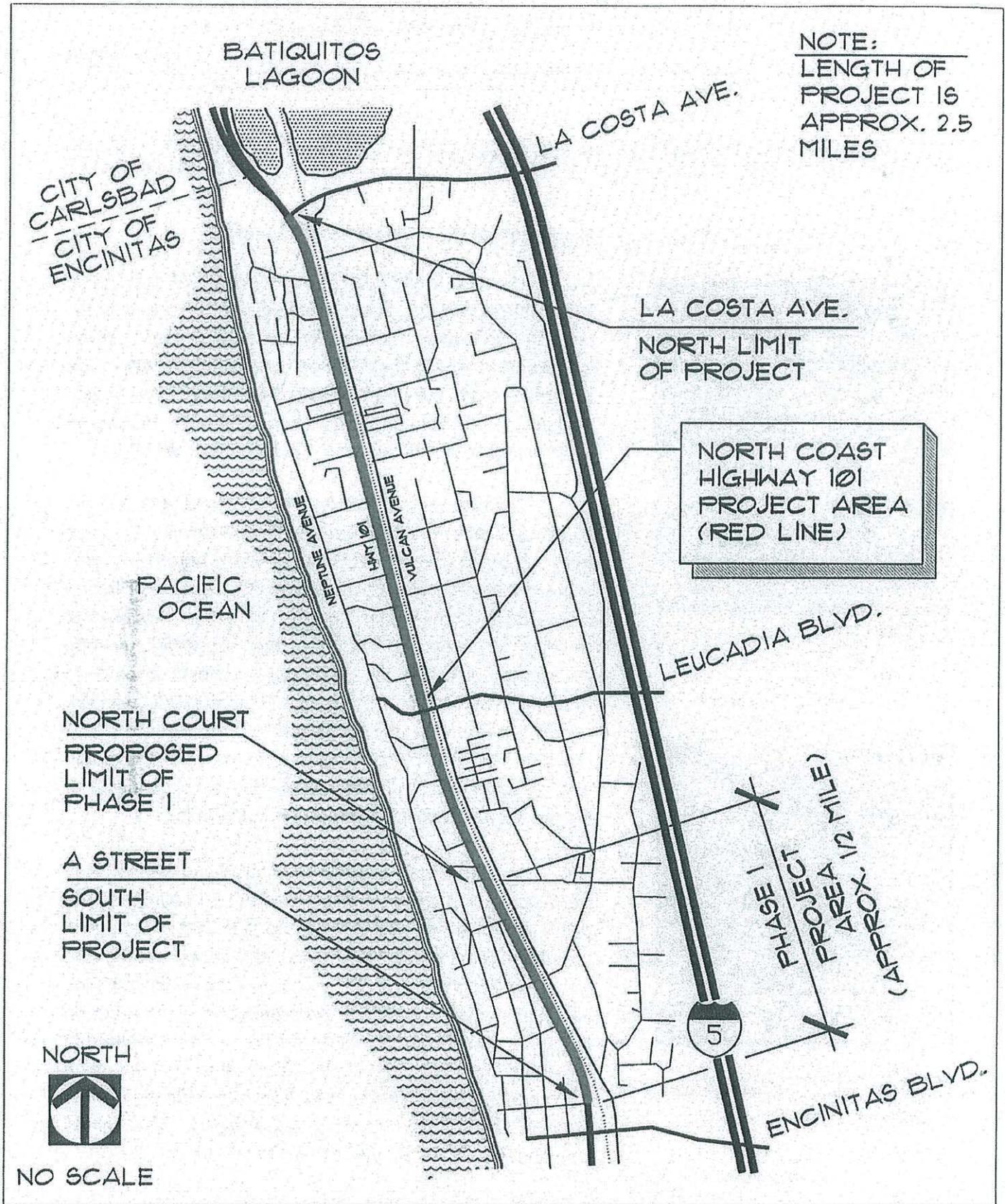


Stamped insignias in recently installed concrete sidewalks provide context to the surrounding community

In 2007, the city's sidewalk project included stamping the new concrete along the corridor with the Highway 101 and Leucadia insignias. Future work to design the streetscape should compliment these subtle and unique efforts and continue to define the existing community character.

Additional inventory of the existing conditions involved a detailed study and analysis of the existing and projected traffic volumes along the corridor. The complete Traffic Impact Analysis is provided as an attachment to this document. For reference, the following page provides a "Project Area Exhibit" to illustrate the proposed project's limit of work along the North Coast Highway 101 corridor in context with the surrounding community.





NORTH COAST HIGHWAY 101 STREETScape PROJECT
PROJECT AREA EXHIBIT



Workshop #1

Workshop #1 (February 21 & 23, 2008)



Workshop facilitator Dan Burden greets the crowd at opening night of Workshop #1

The first workshop was comprised of two parts, which introduced the public to design theories and traffic calming concepts. Community members were given opportunities to list their values, priorities and important issues related to the development of the streetscape project designs. The workshop also conducted an interactive walking tour of the project area and a design charrette.

The first part of Workshop #1 was held at Oak Crest Middle School in Encinitas on Thursday February 21, 2008 from 6:00pm to 8:00pm. This part of Workshop #1 included a presentation by walkability expert, Dan Burden, Director of Walkable Communities and Senior Urban Designer at Glatting Jackson. The evening provided several participatory activities for community members in order to facilitate discussion about the community's visions, priorities and values for developing the streetscape along Highway 101. These activities provided the consultant team with valuable information and identified which aspects of the project are most important to the community.

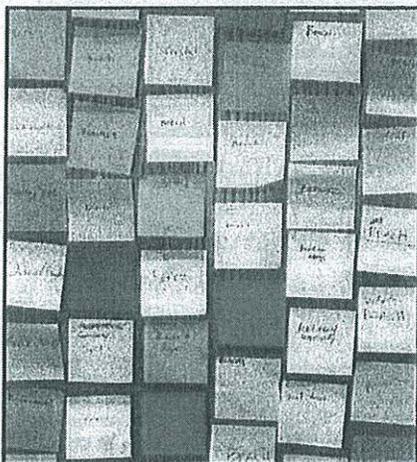


Workshop attendees review the large aerial photograph of the Highway 101 corridor

As workshop participants entered the venue, they were each given a packet of supplies to be used during the different workshop activities. At the side of the room, the consultant team posted a large aerial photograph showing the entire length of the 101 corridor. Before finding their seats, workshop participants were asked to place a dot on the aerial photograph marking their home (if it appeared in the photo area) or business, or place they frequented along the corridor. This gave the consultants an indication of the areas of greatest interest along Highway 101. This activity also oriented workshop participants to the project site.



Workshop attendees write their "vision" for the future on the corridor on index cards



Post-it notes display the common values shared by workshop attendees



Workshop attendees vote to prioritize issues for the proposed streetscape project to address

To begin the workshop, Dan Burden asked each audience member to write their vision for the Highway 101 corridor through Leucadia on the index card given to them in their activities packet. As the index cards were collected, Dan began his presentation on the fundamentals of successful streetscape design as well as some traffic engineering principles for creating more walkable communities.

Dan cited many cities from across the countries that have successfully created walkable environments with a sense of community by implementing these fundamentals and principles. During his presentation, Dan asked the audience to list five reasons why they value Leucadia. The workshop participants were to list their reasons on post-it notes that came in the activities packet they received when they came in. After listing their reasons, the workshop participants grouped their post-its by common values. Once the post-its were placed in groups, it was clear that most people value Leucadia for similar reasons.

Upon completing his presentation, Dan invited the audience to participate in a brainstorming session as the final activity of the night. The workshop participants brainstormed issues they felt were priorities to be considered as part of the North Coast Highway 101 Streetscape Project. As the audience called out the issues that came to mind, their ideas were recorded on large sheets of paper at the side of the room. Once all of the project priorities had been recorded, workshop participants used stickers included in their activities packet to vote for the items they felt most important. Each participant received seven stickers with which to vote, along with the instruction that each participant could vote only once for a single issue. As the workshop participants completed this final activity and gathered their things to leave, their votes were tallied. The values they had listed on post-its earlier in the evening were also photographed and collected in organized categories.





Workshop #1 provided an interactive experience for community members

From the community participation exercises conducted during the evening's workshop, the top five values listed on the post-it notes for living in Encinitas were noted as:

1. Coastal/Beach/Ocean
2. Neighborly/Friendly/Community
3. Peaceful/Safe/Quiet/Quaint
4. Artsy/Funky
5. Laid-Back/Mello/Informal/Rural

The top five priorities which received the most votes during the exercises included:

1. Restore the Tree Canopy
2. Provide Fewer Drive Lanes
3. Walking/Bicycling to Vulcan/Lower Speeds
4. Fix the Drainage Problems
5. Provide Continuous Bike Lanes



The Second part of Workshop #1 was held on Saturday February 23, 2008 from 8:30am to 2:00pm. It included a "walking audit" of the project site, followed by a design charrette at City Hall.

Due to the large number of workshop participants, and the length of the project area, attendees were asked to choose to walk either the north half of the corridor or the south half. After choosing which section they preferred to walk, the participants boarded buses at City Hall and headed out for the project site.



Workshop #1 "walking audit" provided attendees the opportunity to explore the project area with the design team

Once on foot along the Highway 101 corridor, each group was lead by members of the project consultant team on a walk to discuss and observe various issues related to the development of future project improvements. These discussions included many of the traffic calming issues and techniques presented during part one of the workshop, including: lane width measurements, the widths of crosswalks at street intersections; pedestrian circulation