



*The design team researched the rich history of the community*



*Connections to Leucadia's Greek namesake were explored for possible project design themes*

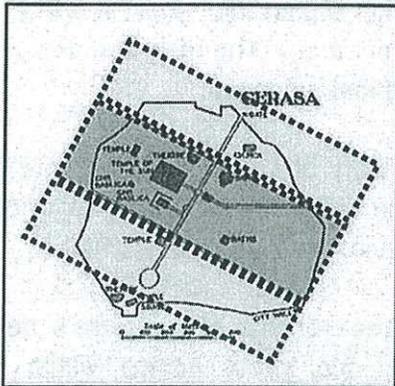
Building from the rich history of Leucadia enabled the design team to develop a plan that would respect the character and context of the area. The plan was designed and organized around two major themes:

1. Honor the History of Leucadia throughout the corridor by providing references to significant buildings, businesses, people or events.
2. Honor the Greek origins of Leucadia's name and many of the street names within the community; also look for connections to ancient Greek towns for cues in developing the plans for this community.

To incorporate the first of the two organizing themes, the design team did extensive research and interviewed community members on the history of the corridor. This information was then included in the plans to identify potential locations for historical markers, public plazas, specimen tree plantings and park areas to honor the past.

Implementing the second of the organizing elements for the plan involved research into Leucadia's Greek namesake. This research uncovered some similarities between the ancient Greeks and the modern-day Leucadians. First, the ancient Greeks maintained a high and spiritual regard towards nature. In the early workshops, the community expressed a great desire to preserve nature in the proposed project by saving the mature tree canopy, preserving open space, using native and naturalized plant materials, and utilizing "green" design principals to ensure an environmentally sustainable project. Secondly, the ancient Greeks placed a strong emphasis on creating "community" in their towns, providing ample civic areas, public gathering space, public markets and displays of public art. The citizens of Leucadia expressed desire for many of these same elements in the development of plans for the project.



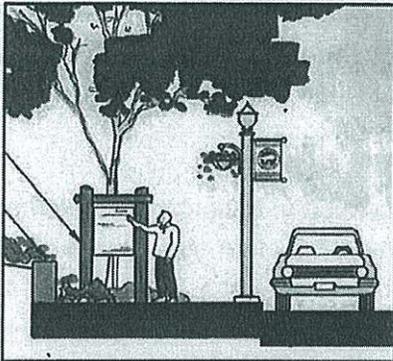


*Traditional Greek town planning divided community's into thirds – the design team incorporated this organizational element into the design proposed for Alternative #4*

These two similarities, a respect for nature and a desire for community, led the design team to further explore and apply traditional town planning methods from the ancient Greeks to provide possible design cues in developing the plans for this project.

Of notable importance, it was discovered that the father of Greek city planning was an architect, Hippodamus of Miletus, and many of the towns that he designed were divided into three distinctive parts. Stones or walls were used to mark the transition between the three parts of the town, which typically originated from the town's center. The center of town was known as the "Agora", which consisted of markets, public gathering areas and civic spaces.

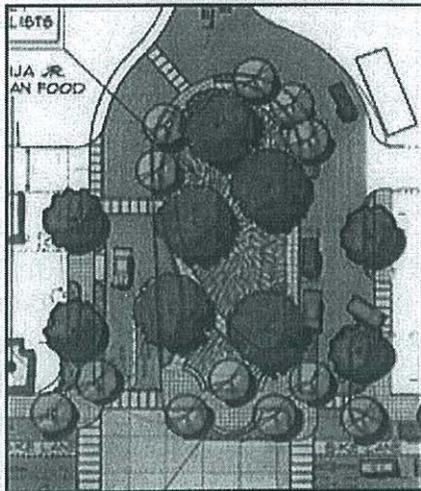
Outside of the "Agora", the two remaining parts of the town acted as gateways in which households and small supporting businesses and agricultural areas would be established. These areas acted as transitions into the town center, and typically were of smaller scale and village-like. The design team, after analyzing the linear geometry of the Highway 101 corridor, thought that employing the traditional Greek planning philosophy of dividing towns into thirds would help to provide organization of this project.



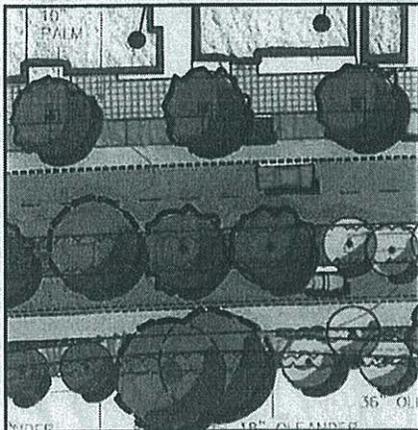
*Historical references, such as informational kiosks and commemorative plaques also became a part of the design theme for Alternative #4*

After describing the design themes and organizational elements of the project to the workshop attendees, the design team presented the overall design concept for the project. This concept divided the linear project area into thirds in order to provide smaller, more walkable segments along the corridor. These three districts are described as follows, and each would propose subtle variations in design features, materials and plant pallets to create a complimentary and cohesive design theme for the corridor.

The following pages describe the general design themes for each of the three districts, followed by detailed descriptions for the proposed Alternative #4.



One of many designs presented for the Roadside Park at the intersection of Leucadia Blvd. and Highway 101



Typical plan view of The Village, with parallel parking, 12' wide sidewalks and street trees provided in cut-out with tree grates

Being the center marketplace (or "Agora") of the corridor, the sidewalk treatments are wider (10'-12') with 2' x 2' score lined patten. Public spaces are abundant throughout the District and street furnishings are placed to encourage a walkable "Village" atmosphere.

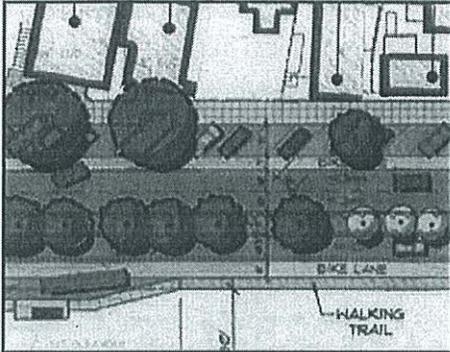
The center of this district is occupied by the existing "Roadside Park", which would be incorporated into the proposed design. Several design options for the renovation of the park were developed and presented at the workshop. Refer to the attached Workshop #3 Exhibits at the end of this narrative for these designs.

The landscaping proposed within The Village District reflects a more-native coastal pallet, with emphasis on "Heritage" tree types planted by early settlers of the Community.

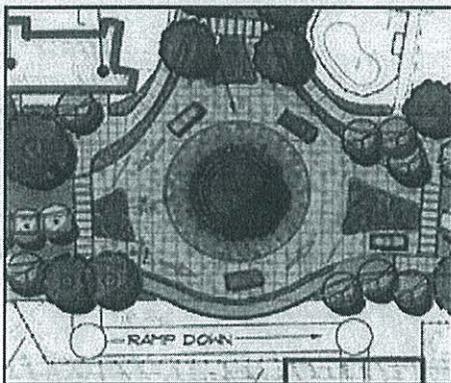
The Village District contains a mix of parking types (Parallel and Reverse Angle), provides bike lanes on both sides of the street and proposes one-Lane northbound and two-Lanes southbound with a dedicated left-turn lane provided at Leucadia Boulevard. The beginning and end of this District are marked by roundabouts with decorative walls and themed landscape treatments.

**3. North Gateway (Grandview to La Costa)**

Mostly residential, the North Gateway District is designed to reflect "Old Leucadia", reminiscent of the wooded seacoast when the Community was first settled.



*Typical plan view of the South Gateway, with reverse angled parking, 8' wide sidewalks and landscape pockets*



*The proposed roundabout at El Portal Street provides the transition between the South Gateway and The Village*

**1. South Gateway (A Street to El Portal)**

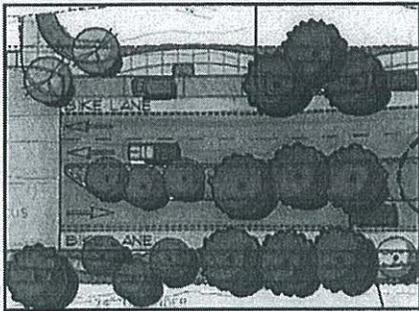
Primarily business oriented, the South Gateway District begins at A Street, the southern limit of work for the project. This District is designed as an extension of the Phase 1 Downtown Encinitas Streetscape project. The South Gateway will provide a transition from downtown into the Community of Leucadia. This transition is proposed to occur at the El Portal Street roundabout, where monument signage and decorative stone walls will be placed. (Note: The community boundary into Leucadia occurs at North Court).

Much of the sidewalk treatments, landscaping and street furnishings proposed for the South Gateway will carry-over from the existing downtown (Old Encinitas Community).

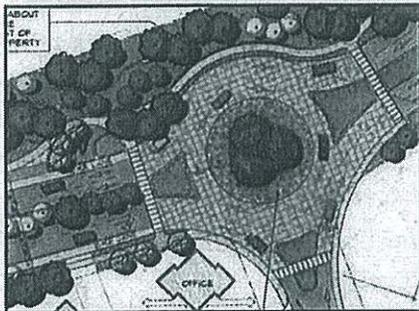
This District contains a mix of parking types (Parallel and Reverse Angle) and is proposed to have 8'-10' wide sidewalks along the west side of the street and bicycle lanes on both sides of the street. Two drive lanes in the northbound and two drive lanes in the southbound direction are provided at the south-end of the district, with a transition to one-lane northbound and two-lanes southbound occurring at the north end of the district.

**2. The Village (El Portal to Grandview)**

This heavily business oriented area comprises the Village District, and is designed as the true "heart of Leucadia". This district incorporates much of the historical and cultural elements that encompass the unique architecture and surrounding coastal beauty.



*Typical plan view of North Gateway, with parallel parking, 6' wide "meandering" sidewalks and landscape pockets*



*The proposed roundabout at La Costa Avenue provides the northern boundary to the project area*

The walkways are typically 6' wide, with a meandering layout that is emphasized with earth-tone concrete bands to symbolize a wooded path.

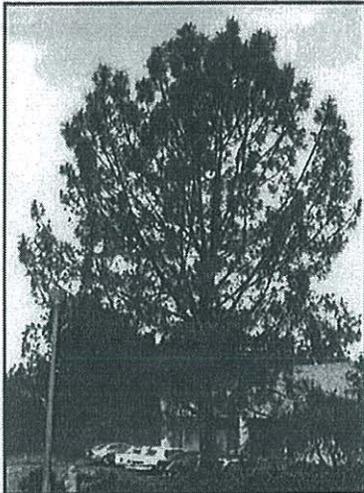
Similar to "The Village" the landscaping reflects a more native coastal pallet, with emphasis on "Heritage" trees, including cypress, eucalyptus, pines and coastal native oaks.

The North Gateway contains parallel parking only, with bike lanes on each side of the street. In the south portion of the District, the road continues from the Village District with a one-lane northbound and a two-lane southbound configuration, but shifts to a two-lane northbound and two-lane southbound roadway after the roundabout proposed at Bishops Gate (Sea Bluff).

The two-lane roundabout at La Costa Avenue ends the North Gateway District, and is the northern limit of work for the project.

After presenting the general design themes for each of the three plan districts, the design team provided details on the proposed Alternative #4. The major components of Alternative #4 are described below and continued on the following page:

1. Provides continuous sidewalks on the west side of the street.
2. Over 90% of the existing trees are saved and incorporated into the design.
3. Provides over 1,000 new trees along the corridor.
4. Slows traffic to 25 MPH.
5. Reduces lane widths.



*Several of the native trees proposed for the project are (from top to bottom) "Torrey Pine", "California Sycamore", "Coast Live Oak", and "Monterey Cypress"*

6. Proposed five roundabouts:

- El Portal Street
- Jupiter Street
- Grand View Street
- Bishops Gate (Sea Bluff)
- La Costa Avenue

7. Maintains the existing traffic signal at Leucadia Blvd.
8. Provides 67 additional parking spaces (mix of parallel and reverse angle)
9. Proposes one-lane northbound and two lanes southbound traffic configurations for the majority of the corridor – see plans for exact locations.
10. Provides 20' curb-to-curb clearance along the single northbound lane for emergency services access
11. Provides northbound and southbound bike lanes continuous along the corridor
12. Provides a walking trail continuous along the east side of the street.
13. Maintains Leucadia's cultural history and character
14. Incorporates "green" / "sustainable" design principals
15. Proposes native and naturalized tree and landscaping (see left for examples of proposed trees)

Copies of the Alternative #4 plans and support graphics are provided at the end of the Workshop #3 Narrative.

The third part of the workshop followed after the presentation of Alternative #4 and involved public participation through a questionnaire handout and discussions regarding the proposed Alternative #4 plans. Participants of the workshop were each given a questionnaire handout, which asked for feedback on the Alternative #4 plan.





*Workshop attendees review plans in small groups to provide feedback to the design team*

At the same time, workshop attendees were given an opportunity to gather in small groups review the project plans and provide additional comments on the design. Each group was provided with full size plans and markers to modify, note, change or revise anything on the entire plan. Twenty different stations were setup throughout the City Council Chambers, the neighboring Poinsettia and Carnation meeting rooms for groups to participate, interact and work together as a community. This exercise allowed for the participants to effectively voice their opinion as well as provide the consultant with an accurate record of what the community felt about the proposed plan.

After the groups reconvened, representatives from the supporting and opposing sides of the proposed Alternative 4 design presented their group's opinion. This process created a constructive dialogue between community members, which later transitioned into the question and answer portion of the evening. Although the workshop was scheduled to end at 8:00pm, the design team remained engaged with the participants well beyond the end time of the workshop until approximately 10pm. Every person who wished to speak was given an opportunity to ask questions of the design team and give their opinion about the project.

At the closure of Workshop #3, it was apparent that the community had a divided opinion regarding the proposed Alternative #4 plan. After the surveys were tallied, it was evident that the community support for the "Preferred Alternative Plan" had changed between Workshop #2 and Workshop #3.

Copies of the Workshop #3 handout questionnaire and a summary of the results are provided on the following pages.

**North Coast Highway 101 Streetscape  
Workshop #3 Handout – November 13, 2008**



Name: \_\_\_\_\_

Please provide us with your thoughts regarding the design ideas presented during tonight's workshop. Your input is greatly valued and will help us to better develop the future vision for the North Coast Highway 101 corridor.

Did you attend Workshop #1? (circle one)      Yes    No

Did you attend Workshop #2? (circle one)      Yes    No

Attendees of Workshops 1 and 2 identified the following as priorities for the project. Please **circle** the priorities that you agree with and **line through** the priorities you do not support.

- |                               |                           |
|-------------------------------|---------------------------|
| Preserve Existing Tree Canopy | Utilize Roundabouts       |
| Fewer Traffic Lanes           | Sustainable Design        |
| Increase Walkability          | Fix Drainage Problems     |
| Lower Traffic Speeds          | Add Bike Lanes            |
| Add Parking                   | Maintain Unique Character |

Please add other priorities that you feel are important to the success of this project.

_____	_____
_____	_____
_____	_____

Please prioritize the following elements of the proposed plan with #1 being the most important and #10 being the least important: (add your new priorities if needed)

- |                                     |                                 |
|-------------------------------------|---------------------------------|
| _____ Preserve Existing Tree Canopy | _____ Sustainable Design        |
| _____ Fewer Traffic Lanes           | _____ Fix Drainage Problems     |
| _____ Increase Walkability          | _____ Add Bike Lanes            |
| _____ Lower Traffic Speeds          | _____ Maintain Unique Character |
| _____ Add Parking                   | _____ _____                     |
| _____ Utilize Roundabouts           | _____ _____                     |

Do you support the new alternative presented tonight? (circle one)      Yes    No

Do you support this project moving ahead to City Council? (circle one)      Yes    No

Place any additional comments you may have on the back of this sheet.



**North Coast Highway 101 Streetscape  
Workshop #3  
Summary of Responses to Workshop Handout**



Workshop Date / Time: Thursday, November 13, 2008 / 6pm-8pm  
Workshop Location: Encinitas City Hall

**Attendance:**  
Head Count = 205  
Sign In Sheet = 177

Number of Survey Respondents 163

*Participants were asked to answer the following questions with a "Yes" or "No" response. Several persons did not respond (recorded as "Left Blank") or circled both "yes" and "no" (recorded as "Circled Both").*

Yes/No Questions	Yes	No	Left Blank	Circled Both	Total #
Did you attend Workshop #1?	39	116	8		163
Did you attend Workshop #2?	45	110	8		163
Do you support Alternative #4?	63	73	21	6	163
Do you support the project going to Council?	60	78	23	2	163

*Based on the list of Priorities established by the Participants of Workshops #1 & #2, Participants of Workshop #3 were asked to Circle the Priorities that they agreed with and to cross out (line through) the Priorities that they did not support. Responses that were neither Circled or Crossed Out were recorded as "Unmarked". Responses that were illegible or unclear were marked as "Unclear Response".*

Priorities	Circled	Crossed Out	Unmarked	Unclear Response	Total #
Preserve Existing Tree Canopy	114	5	41	3	163
Fewer Drive Lanes	39	77	46	1	163
Increased Walkability	95	17	50	1	163
Lower Traffic Speeds	75	41	46	1	163
Add Parking	56	44	62	1	163
Utilize Roundabouts	52	61	49	1	163
Sustainable Design	84	13	65	1	163
Fix Drainage Problems	100	7	55	1	163
Add Bike Lanes	84	32	46	1	163
Maintain Unique Character	111	5	46	1	163

*Participants were asked to prioritize the elements of the Proposed Plan in order, with #1 being the most important and #10 being the least important. Spaces that were left blank, did not use numbering scale from 1-10, were illegible or did not follow directions were recorded as "Left Blank or Unclear". Several responses indicated "yes" or "no" and did not use the numbering system. These responses were recorded, but are not factored into the numerical data.*

Prioritize the Following Elements	Raw Score	Number of Responses	Average	Left Blank or Unclear	"Yes"	"No"	Total #
Preserve Existing Tree Canopy	464	190	3.57	33			163
Fewer Traffic Lanes	725	97	7.47	58		8	163
Increased Walkability	499	129	3.87	34			163
Lower Traffic Speeds	644	120	5.37	42		1	163
Add Parking	661	103	6.42	57		3	163
Utilize Roundabouts	630	101	6.24	51		11	163
Sustainable Design	610	113	5.40	50			163
Fix Drainage Problems	583	124	4.70	38	1		163
Add Bike Lanes	596	121	4.93	42			163
Maintain Unique Character	567	127	4.46	36			163



**North Coast Highway 101 Streetscape  
Workshop #3  
Additional Public Comments**  
(Provided on back of Workshop #3 Handout)



Workshop Date / Time: Thursday, November 13, 2008 / 6pm-8pm  
Workshop Location: Encinitas City Hall

**Attendance:**  
Head Count = 205  
Sign In Sheet = 177

<b>Number of Survey Respondents</b>	<b>163</b>
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Participants provided Additional Priorities and Additional Comments on the Questionnaire. Below are summaries of those comments placed in general categories along with the number of specific responses to that particular comment and the number of "similar" responses to that particular comment. A "similar" response indicates that the person did not write exactly word-for-word the same response, but the intent was communicated that they held an opinion which was "similar" to comments made by others. Although the topics regarding Roundabouts, Traffic Lanes, Traffic Speeds, Bike Lanes and Sustainable Design were previously covered in the Questionnaire, any secondary (or additional) input or emphasis on that initial input was recorded in these "Other Priorities" as indicated by the respondent.

<u>List Other Priorities You Feel Are Important</u>	<u>Number of Responses</u>	<u>Number of Similar Responses</u>	<u>Total</u>
<b><i>Traffic Management / Drive Lanes</i></b>			
Expand Traffic Study to include adjacent streets (Vulcan / Ponto / Leucadia Blvd / Neptune/ All Streets West of Highway 101)	13	16	29
Keep 2 Lanes Northbound & Southbound (4 Lanes Total)	16	8	24
Eliminate/Reduce Cut Through Traffic	3	8	11
Use Stop Signs (Not Roundabouts or Traffic Lights)	8	2	10
Shift Leucadia Blvd. North & Make Roadside Park Bigger	8	1	9
Not Convinced that One Northbound Lane will be Safe/ will Work (Avoid Bottlenecks)	4	3	7
35 MPH Design Speed	4		4
25 MPH is "Too Slow"	3		3
De-Emphasize Highway 101 as a Freeway	2	1	3
Enforce Current Speed Limit 40 MPH	2	1	3
Highway 101 is a thoroughfare, not an "artsy shopping area" (Provides "Overflow" or "Alternative" route for I-5)	3	0	3
Use Traffic Lights (No Roundabouts)	2	1	3
Like the Right-Turn Only Intersection at Leucadia Blvd.	2	1	3
Improve Safety / Sight Distance & Visibility of Motorists	2		2
One Lane Southbound (Two Lanes Total)	2	0	2
Not Willing to Sacrifice Vehicular LOS for Pedestrian Improvements	1	0	1
Increase Number of Drive Lanes	1	0	1
Make Vulcan One-Way Northbound & Eliminate Northbound Lane on 101 to Increase Sidewalk & Park Space Along Corridor	1	0	1
No Stop Lights	1	0	1
More Transit Stops (Bus Stops)	1	0	1
25 MPH Design Speed	1	0	1
40 MPH Design Speed (Maintain Existing)	1	0	1
Add U-Turn Lanes	1	0	1
Make Leucadia Blvd. Safer West of 101 (to Beach)	1	0	1
Provide Safety Entry to HWY 101 (Left & Right Turns)	1	0	1
Plan Fails to be Future-Focused (Traffic & Growth)	1	0	1



**List Other Priorities You Feel Are Important**

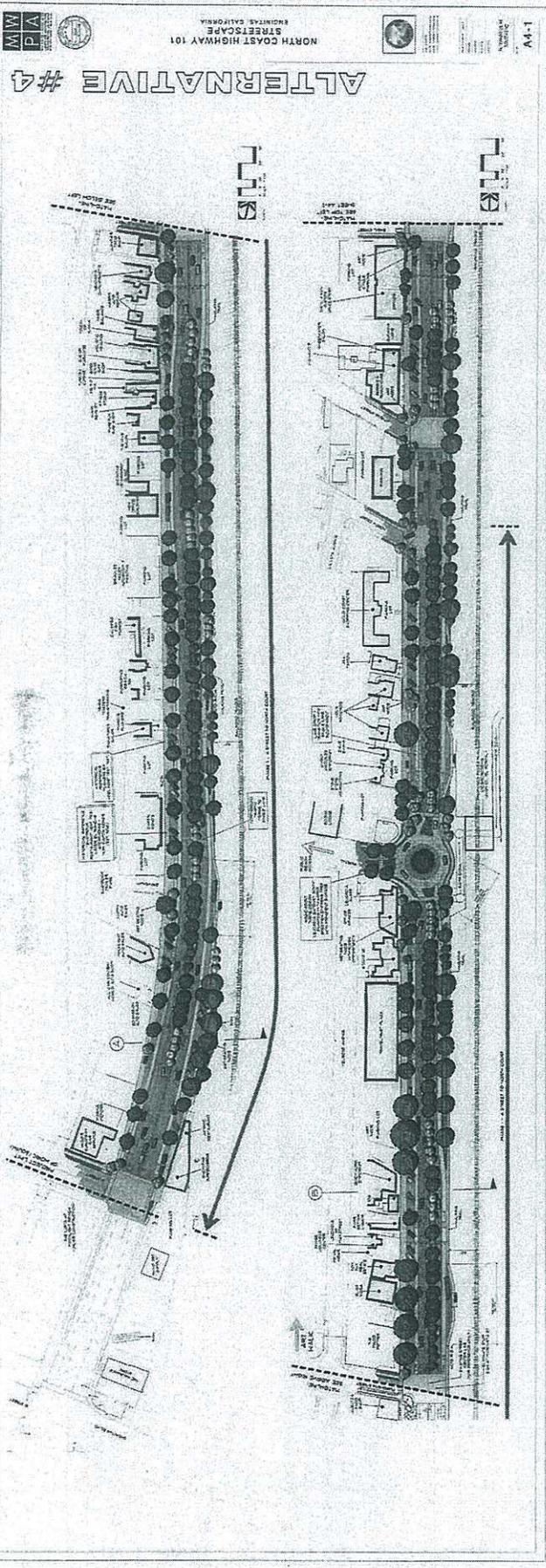
	Number of Responses	Number of Similar Responses	Total
<b><i>Bike Lanes</i></b>			
Provide Two-Lane Bike Path on East Side	3	0	3
Bike Lane on Vulcan, not on 101	1	0	1
No Bike Lanes	1	0	1
Increase Bicycle Safety / Danger from Opening Doors	1	0	1
Provide Southbound Walking & Bike Lane on Neptune with Lights	1	0	1
<b><i>Roundabouts</i></b>			
No Roundabouts / Roundabouts Do Not Help Traffic	14	2	16
Decrease the Number of Roundabouts	6	3	9
Large Roundabouts (Two-Lanes)	1	1	2
No 2-Lane Roundabouts	1	0	1
<b><i>Parking</i></b>			
No Back-In Angle Parking	9	0	9
No Back-In Angle Parking / Use Head-In Angled Parking	1	3	4
Why do we need so much parking? Reduce Parking	2	0	2
Like Back-In Angled Parking	1	0	1
No Angled Parking (Head-In or Back In)	1	0	1
No Back-In Angle Parking / Use Parallel Only	1	0	1
No Street Parking / Provide Parking Structure	1	0	1
Provide Parking on Northbound Side	1	0	1
<b><i>NCTD / Railroad Tracks &amp; Crossings</i></b>			
Bury the RR Tracks	8	2	10
Provide Safe Pedestrian Crossings at RR Tracks (At-Grade)	8	2	10
Fix RR Crossing / Intersection at Leucadia Blvd.	7	1	8
Provide Pedestrian Crossings / "Bridge" Over RR Tracks	4	0	4
Provide Pedestrian Crossings "Under" RR Tracks with Plan	1	0	1
The City (Representative) needs to address R.O.W. issues with NCTD	1	0	1
Add Canopy, Bike Lane & Parking in NCTD R.O.W.	1	0	1
<b><i>Sustainable Design</i></b>			
Prefer Native Plants	5	1	6
Low Water Use / Drought Tolerant Plants (Not Exclusively Native)	5	0	5
Use Recycled Water / Use "Recaptured" Water (Cisterns)	3	0	3
Consider Landscape Maintenance	2	0	2
"Less is More" (Desire Less Hardscape)	1	0	1
Use Permeable Concrete (Textured & Stained)	1	0	1
<b><i>Trees</i></b>			
O.K. if "Some" Trees have to Go for Improvements	3	1	4
Add More Trees + Planting in Median (Beautification Project, not "Major" Overhaul)	3	0	3
Don't Plan "around" Eucalyptus Trees that will die in 15 years	2	0	2
Plant More Trees (Now)	1	0	1
Keep as Many Trees as Possible	1	0	1
Consider Existing Tree Health / Root System	1	0	1
Not so many trees (Don't Over-Tree)	1	0	1
Trim Existing Trees	1	0	1
No New Trees if it Reduces Driving Lanes	1	0	1



**List Other Priorities You Feel Are Important**

	Number of Responses	Number of Similar Responses	Total
<b>General Design Comments</b>			
Improve/Master Plan Leucadia 101 & Vulcan Corridor Together (What about Vulcan?)	3	6	9
Don't Want "Major" Redevelopment or "High Density"	2	2	4
Consider Safety of School Kids	4	0	4
East Side Trail in Decomposed Granite	2	0	2
Provide Better (or More) Business Access	2	0	2
Sidewalks don't need to be so wide	2	0	2
Maintain Historical Status of Highway & Park	2	0	2
Make Plans Consistent with LOSSAN & CALTRANS Plans	1	0	1
Increase Safety	1	0	1
Too "Over-Designed"	1	0	1
Provide "Balance"	1	0	1
No Bus Stops at Cafes	1	0	1
Add Commercial Loading Zones	1	0	1
Protect "Dark Skies"	1	0	1
Better Street Lighting on West Side	1	0	1
Bury Utilities	1	0	1
Outdoor Furniture Impedes Wheelchairs, Strollers on Sidewalks	1	0	1
Remove the Center Medians	1	0	1
Allow sidewalk dining / cafes	1	0	1
Not So Many Historical Plaques	1	0	1
<b>Miscellaneous Comments</b>			
Good Job (City & Consultants)	12	2	14
Leave Leucadia Alone / No Project	12	0	12
How Much Does this Cost?	4	3	7
Please Coordinate with Business Owners for Input (Conduct a real "Needs Assessment")	3	3	6
Provide education to people who did attend previous workshops	3	2	5
Put project to a "vote" of the people (Election)	4	0	4
Need More Detail / Information (Unspecified)	3	0	3
No Private Property "Taking" for Roundabouts	2	1	3
Who is Paying for this?	3	0	3
Provide Timely Construction (Limit Impacts to Businesses)	3	0	3
Focus on Existing Street & Sidewalk Maintenance	2	0	2
Listen to the people who live here, not people who will gain financially from the project (Businesses)	1	1	2
Address Blight	1	0	1
Redo the Highway 101 Specific Plan First	1	0	1
Why Rip-Up "New" Sidewalks on West Side?	1	0	1
There was "no control" on voting at Workshop #1	1	0	1





**Alternative #4**  
Sheet 1 of 3

**Tree Canopy**  
Alternative #4 works to balance the community's request for preservation of existing trees with the proposed street improvements. The plan successfully maintains 92.33% of the 301 existing trees, which includes the relocation of 57 existing palm trees.  
While the plan does propose to remove 23 existing trees, many of these trees could be relocated. Determination of potential trees that could be relocated would be considered on a case-by-case basis.

**Alternative #4 Summary**

**Parking Spaces**  
292 Parking Spaces Proposed  
Mix of Parallel and Reverse Angle Parking

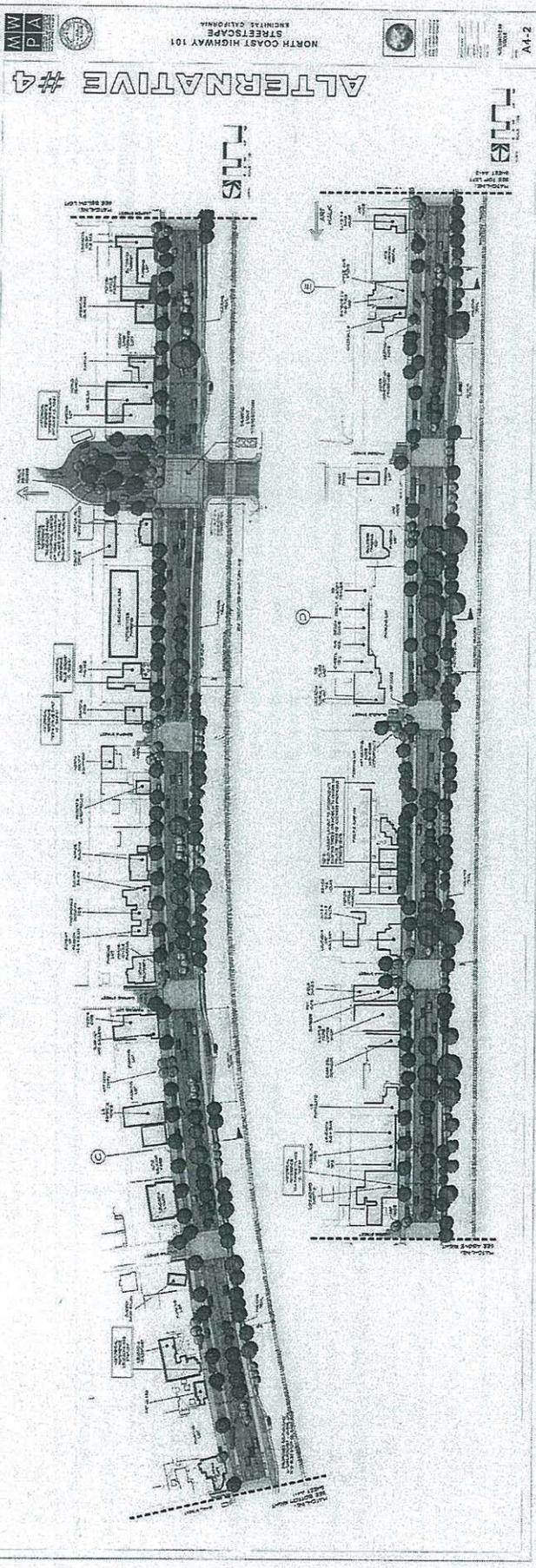
**Bike Lanes**  
Width Varies: 7' (min.) to 8' (max.) Northbound  
7' Wide Southbound

**Traffic Design Speed**  
25 MPH

**Road Configuration / Traffic Control**  
One 10.5' Wide Northbound Drive Lane  
(Note: 20' min. curb-to-curb provided at all times along single NB lane)  
Two 10' Wide Southbound Drive Lanes

**Five Roundabouts:**  
El Portal  
Jupiter Street  
Grand View Street  
Bishop's Gate (Sea Bluff)  
La Costa Blvd.

**One Traffic Signal:**  
Leucadia Blvd.

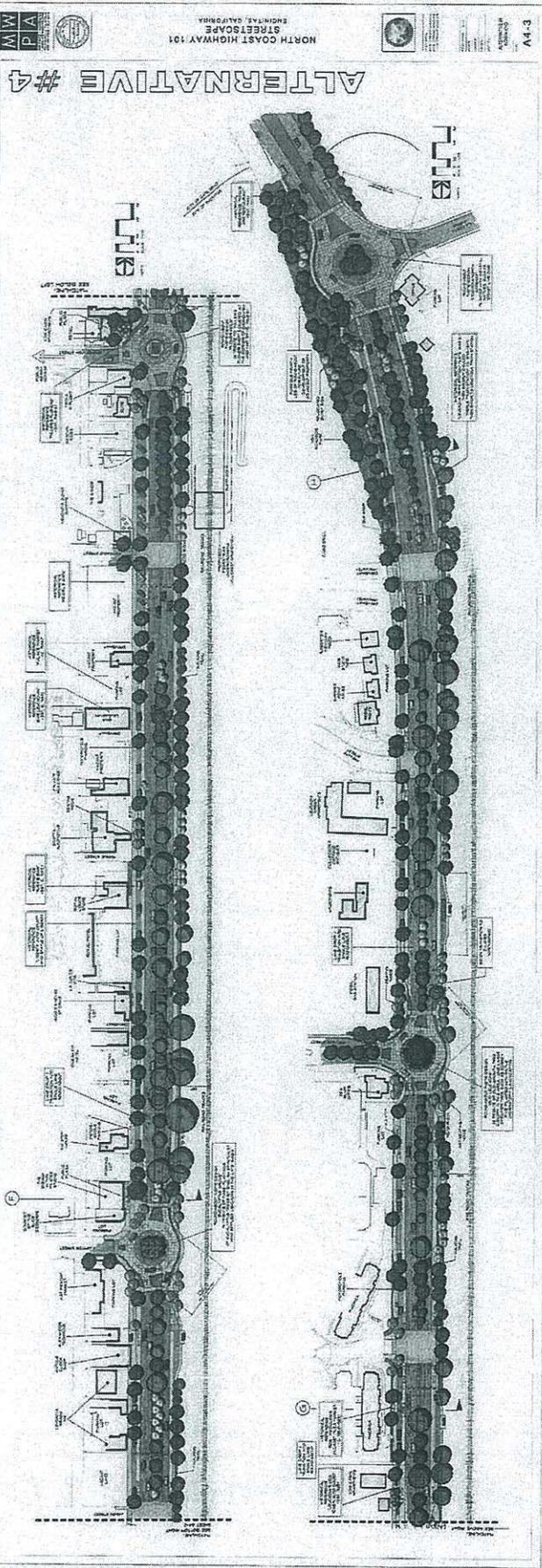


**Road Configuration / Traffic Control**  
 One 10.5' Wide Northbound Drive Lane  
*(Note: 20' min. curb-to-curb provided at all times along single NB lane)*  
 Two 10' Wide Southbound Drive Lanes  
 Five Roundabouts:  
 El Portal  
 Jupiter Street  
 Grand View Street  
 Bishop's Gate (Sea Bluff)  
 La Costa Blvd.  
 One Traffic Signal:  
 Leucadia Blvd.

**Parking Spaces**  
 292 Parking Spaces Proposed  
 Mix of Parallel and Reverse Angle Parking  
**Bike Lanes**  
 Width Varies: 7' (min.) to 8' (max.) Northbound  
 7' Wide Southbound  
**Traffic Design Speed**  
 25 MPH

**Tree Canopy**  
 Alternative #4 works to balance the community's request for preservation of existing trees with the proposed street improvements. The plan successfully maintains 92.33% of the 301 existing trees, which includes the relocation of 57 existing palm trees.  
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**Alternative #4**  
 Sheet 2 of 3



**Alternative #4**  
Sheet 3 of 3

**Tree Canopy**  
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**Alternative #4 Summary**

**Parking Spaces**  
292 Parking Spaces Proposed  
Mix of Parallel and Reverse Angle Parking

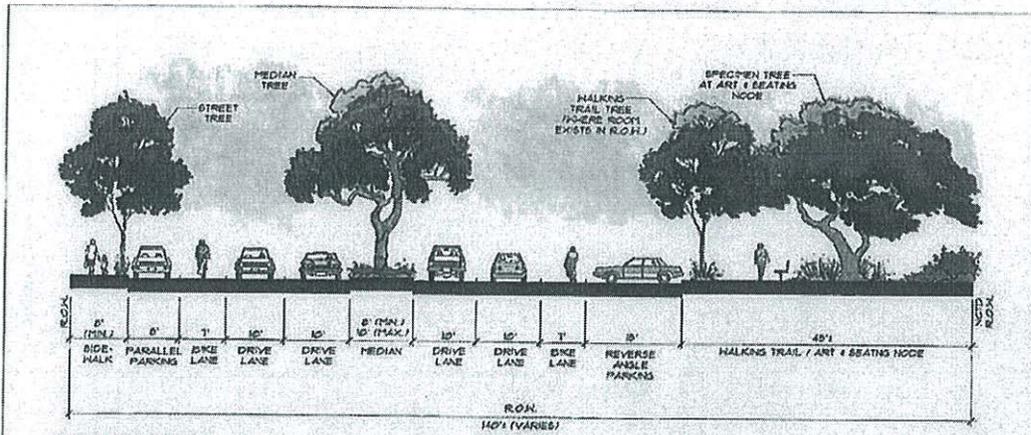
**Bike Lanes**  
Width Varies: 7' (min.) to 8' (max.) Northbound  
7' Wide Southbound

**Traffic Design Speed**  
25 MPH

**Road Configuration / Traffic Control**  
One 10.5' Wide Northbound Drive Lane  
*(Note: 20' min. curb-to-curb provided at all times along single NB lane)*  
Two 10' Wide Southbound Drive Lanes

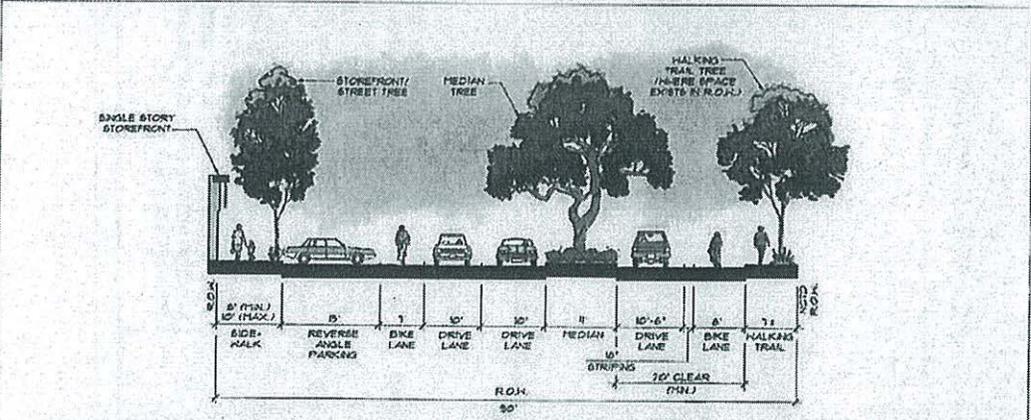
**Five Roundabouts:**  
El Portal  
Jupiter Street  
Grand View Street  
Bishop's Gate (Sea Bluff)  
La Costa Blvd.

**One Traffic Signal:**  
Leucadia Blvd.



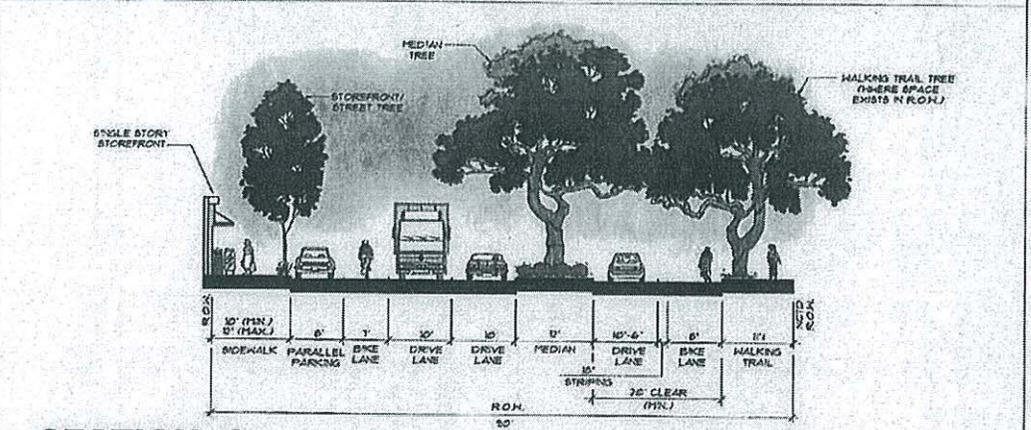
**SECTION A**

SCALE: 3/16" = 1'-0"  
LOOKING NORTH



**SECTION B**

SCALE: 3/16" = 1'-0"  
LOOKING NORTH



**SECTION C**

SCALE: 3/16" = 1'-0"  
LOOKING NORTH

NORTH COAST HIGHWAY 101  
STREETSCAPE  
ENCINITAS, CALIFORNIA

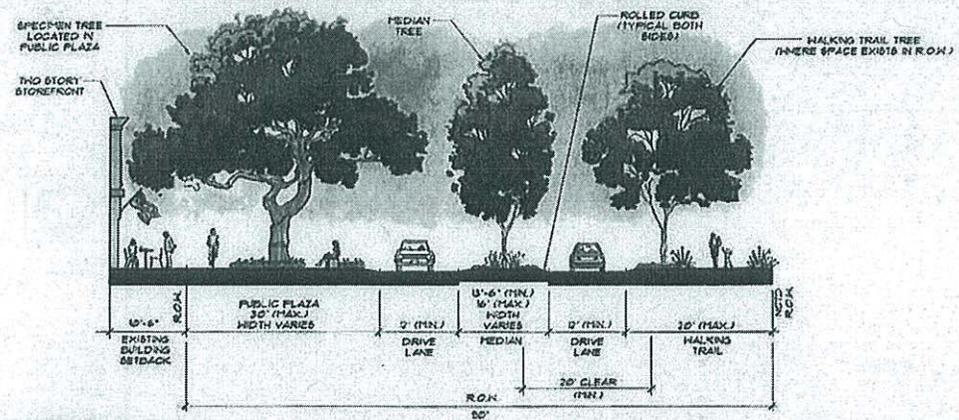
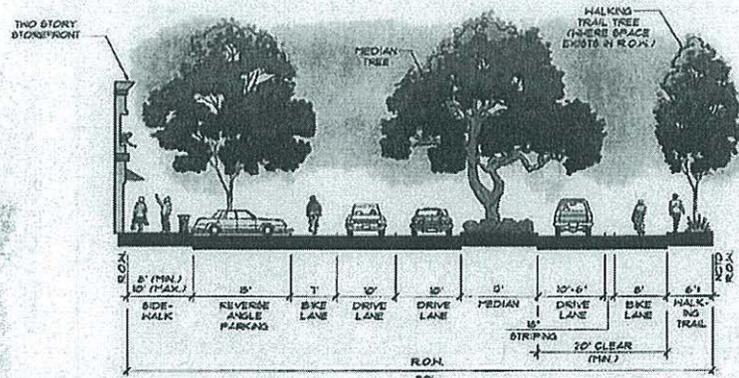
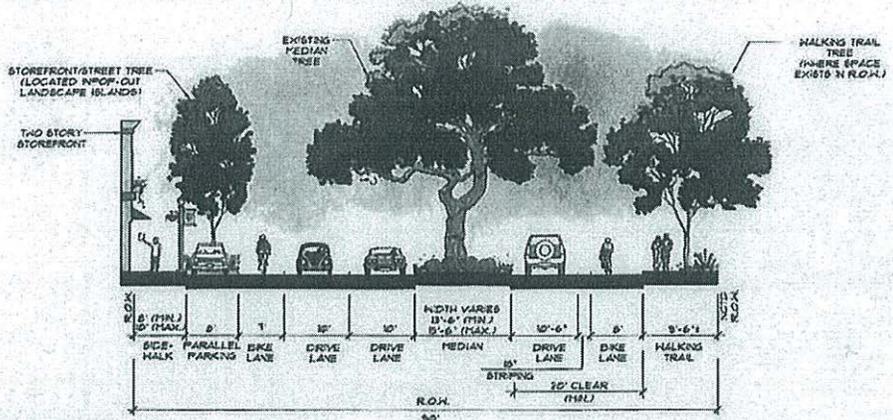


PROJECT: 1100 ENCINITAS BLVD  
DATE: 08/2011  
DRAWN BY: [blank]  
CHECKED BY: [blank]  
DATE: 3/17/12

**STREET SECTIONS**  
Sheet  
**A4-4**

**Alternative 4 Street Sections A, B & C**

North Coast Highway 101 Streetscape  
Workshop #3 Exhibits



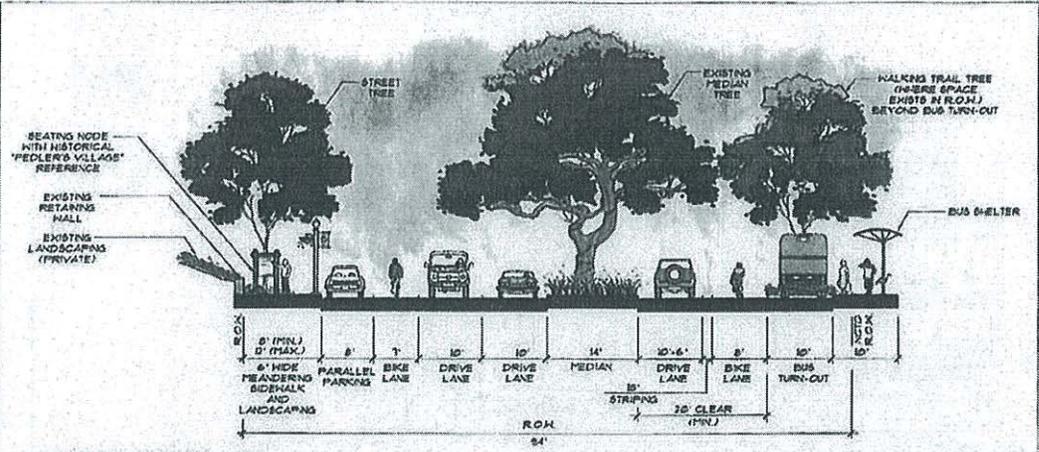
NORTH COAST HIGHWAY 101  
STREETSCAPE  
ENCINITAS, CALIFORNIA



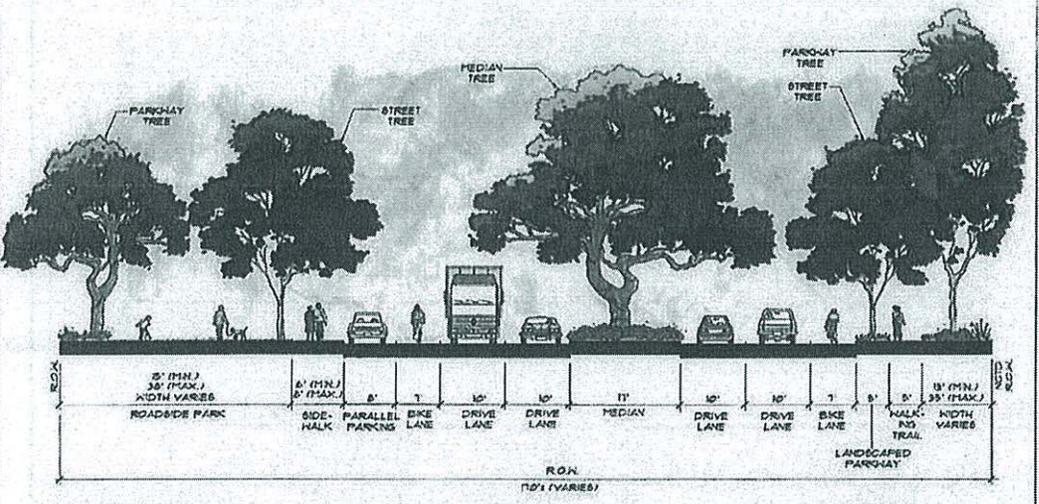
PROJECT NAME: 004  
SHEET: A4-5  
DATE: 11/10/10  
SCALE: AS SHOWN  
STREET SECTIONS  
A4-5

# Alternative 4 Street Sections D, E & F

North Coast Highway 101 Streetscape Workshop #3 Exhibits



**SECTION G**  
SCALE: 3/8" = 1'-0"  
LOOKING NORTH



**SECTION H**  
SCALE: 3/8" = 1'-0"  
LOOKING NORTH

NORTH COAST HIGHWAY 101  
STREETSCAPE  
ENCINITAS, CALIFORNIA



ENCINITAS PUBLIC WORKS DEPARTMENT

DATE: 08/11/11  
DRAWN: [blank]  
CHECKED: [blank]  
APPROVED: [blank]  
DESIGNED: [blank]

**STREET SECTIONS**

0001  
**A4-6**

# Alternative 4 Street Sections G & H

North Coast Highway 101 Streetscape  
Workshop #3 Exhibits

# Historical Leucadia

'paradise' or 'a sheltered place'



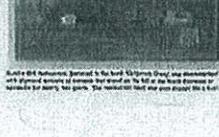
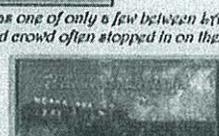
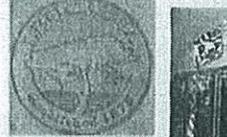
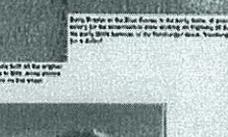
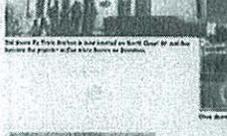
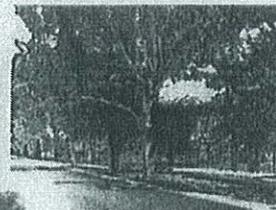
## Merle Joins the Map

Merle, a small town in the heart of the Leucadia peninsula, has a rich history of its own. It was founded in 1892 by Merle and his family. The town was built on a small island, and its location made it a popular spot for vacationers. Over the years, Merle has grown into a charming community with a mix of historic and modern buildings. The town is known for its beautiful views of the ocean and its peaceful atmosphere. Merle is a true gem of the Leucadia peninsula, and it is well worth a visit.



English spiritualists planted Leucadia's trees in the late 1830s to create an open-air temple...the temple included rows of Cypress, Eucalyptus and Pine Trees.

Orange Avenue along in the 1920s by California... Roadside Park through the years... The evolution of the lot



NORTH COAST HIGHWAY 101  
STREETSCAPE  
ENCINITAS, CALIFORNIA

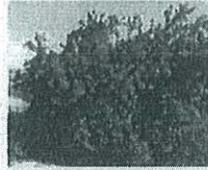


SITE HISTORY

## Exhibit #1

North Coast Highway 101 Streetscape Workshop #3 Exhibits

# LARGE SHRUBS



ASTER MULTIFLORUS  
TOUCH



EUCALYPTUS CALIFORNICA  
CALIFORNIA SCARLETT BARK



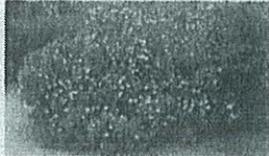
NOLINA COLLETTII  
PILULA ROCK



LAURUS NOBILIS  
LAVINA



MELALEUCA LEUCADENDRON  
CALIFORNIA FLEECY BARK



PENSTEMON CALIFORNICUS  
CALIFORNIA PENSTEMON



PRUNELLA  
CALIFORNIA PRUNELLA



LEPTOSIPHON ARGENTAEUS  
NEW ZEALAND TEA TREE

# GRASSES



NASSELLA FLEXUOSA  
PURPLE NEEDLE GRASS



PHALARIS  
DEER GRASS



LEYMUS CONDENSATUS  
CANYON PRINCE WHEAT



CALAMAGROSTIS FOLIOLOSA  
PANDORA REED GRASS



ELYMUS  
YELLOW EYED GRASS



DESCHAMPSIA CESPITOSA  
TURTLE HAWK GRASS

# PERENNIALS



SALVIA CLEVELANDII  
CALIFORNIA BLUE SAGE



GALVEZIA SPECIOSA  
SUNSET BUSH SHARP NAGLE



SALVIA OFFICINALIS  
SAGE



PACIFIC COAST IRIS



LAVANDULA ANGUSTIFOLIA  
LAVENDER



SALVIA LEUCOSTEM  
SAGE



SENECIO CALIFORNICUS  
DUFFY FLECK



HELIANTHUS  
DWARF FLECK



COREOPSIS  
LEWISIA

CALIFORNIA NATIVE



NORTH COAST HIGHWAY 101  
STREETSCAPE  
ENCINITAS, CALIFORNIA



PLANTING

PLANTING

PLANTING

SHRUBS

SHRUBS

## Exhibit #2

North Coast Highway 101 Streetscape  
Workshop #3 Exhibits

## PARKWAY TREES

Suggested for expansive planting areas where roots and limbs will not conflict with vehicular and pedestrian uses.



FICUS RELIGIOSA  
BUTTERFLY FIG



EUCALYPTUS  
EUCALYPTUS



FICUS RELIGIOSA  
NEW ZEALAND CHRISTMAS TREE



EUCALYPTUS  
EUCALYPTUS

## MEDIAN TREES

Varying combinations of these trees are suggested for median planting areas.



COMPTOSIA MACDONNANA  
CENTURY CYPRUS



ANACARDIUM OCCIDENTALE  
PECAN TREE



FICUS RELIGIOSA  
BUTTERFLY FIG



FICUS RELIGIOSA  
BUTTERFLY FIG



PLATANUS RACEMOSA  
CALIFORNIA Sycamore



CAREX CALIFORNICA  
COAST LIVE OAK



FICUS RELIGIOSA  
BUTTERFLY FIG

## ACCENT TREES

Suggested for highlighting unique streetscape features such as art nodes, seating areas, public plazas, and bus stops.



ERYTHRINA CAFFRA  
CORAL TREE



FICUS RELIGIOSA  
BUTTERFLY FIG



FICUS RELIGIOSA  
BUTTERFLY FIG



FICUS RELIGIOSA  
BUTTERFLY FIG



FICUS RELIGIOSA  
BUTTERFLY FIG

## STREET TREES

Suggested for sidewalk tree grates and sidewalk planting areas. Street trees with an upright form are suggested for storefront planting, while broad headed trees are suggested for sidewalk planting areas not directly in front of businesses.



FICUS RELIGIOSA  
BUTTERFLY FIG



LAURUS NOBILIS  
DREXLER LAUREL



FICUS RELIGIOSA  
BUTTERFLY FIG



FICUS RELIGIOSA  
BUTTERFLY FIG



EXAMPLE: CUSTOM TREE GRATE CAN BE USED TO REINFORCE A COMMUNITY'S DNA CHARACTER.



FICUS RELIGIOSA  
BUTTERFLY FIG



FICUS RELIGIOSA  
BUTTERFLY FIG



NORTH COAST HIGHWAY 101  
STREETSCAPE  
ENCINITAS, CALIFORNIA



TREES

## Exhibit #3

North Coast Highway 101 Streetscape  
Workshop #3 Exhibits

## NORTH GATEWAY

The North Gateway extends from Grandview to La Costa Avenue. Organic forms and natural materials complement the large trees and wooded feel of the North Gateway.



Wood bench with metal legs



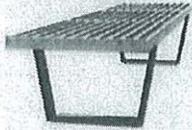
"Sedimentary" concrete seatwall with cobble



Wood and metal trash receptacle



Historic light standard installed along Highway 101 through Leucadia in the 1930's, but have now been removed.



Backless wood bench with metal legs



Concrete bollard with recessed light



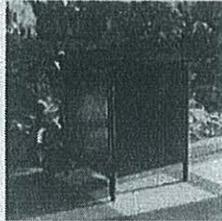
Metal trash receptacle with decorative cut grass pattern

## VILLAGE

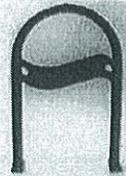
The Village extends from El Portal to Grandview. It includes shops, restaurants, and gathering places which all contribute to the vitality of Leucadia.



Metal "wave" bench



Square metal trash receptacle



Classic "U" shape bike rack with "wave" detail



Historic light standard installed along Highway 101 through Leucadia in the 1930's, but have now been removed.



Wood and metal bench



Metal trash receptacle



Sculptural bike rack

## SOUTH GATEWAY

The South Gateway extends from "A" Street to El Portal. It is the bridge between downtown Encinitas and the entry to Leucadia.



Stone bench similar to the style of the custom seating nodes in downtown Encinitas



Custom tiled trash receptacle, downtown Encinitas



Classic "U" shape bike rack, downtown Encinitas



Historic style light standard, downtown Encinitas



NORTH COAST HIGHWAY 101  
STREETSCAPE  
ENCINITAS, CALIFORNIA



DATE: 10/10/03

PROJECT NAME: 101

DATE: 10/10/03

SCALE: 1/8" = 1'-0"

DATE: 10/10/03

SITE FURNITURE

DATE: 10/10/03

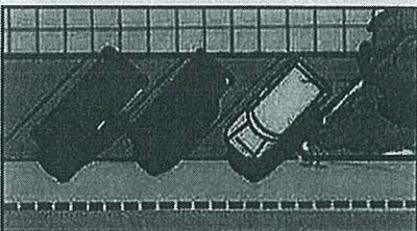
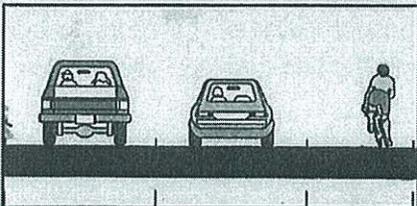
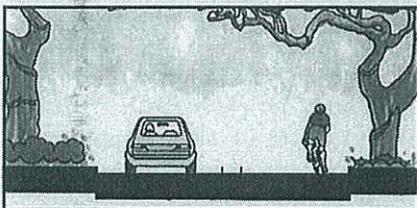
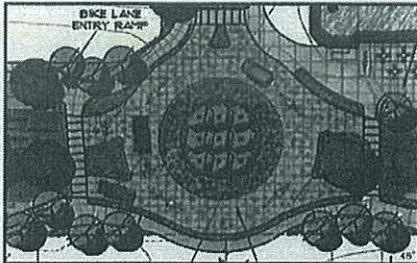
## Exhibit #4

North Coast Highway 101 Streetscape  
Workshop #3 Exhibits

## Workshop #4

### Workshop #4 (October 10, 2009)

As earlier summarized in Workshop #3, of the 163 participants who responded to the handout provided during the workshop; 116 participants had not attended the first workshop and 110 participants had not attended the second workshop. The responses were mixed regarding support for the refined plan, Alternative #4. While 63 respondents noted support for the plan; 73 respondents did not support the plan. In addition, 21 respondents left the question blank and 6 respondents stated that they both supported, and did not support the plan.

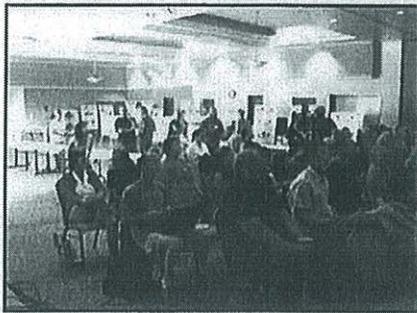


*Heading into Workshop #4, the primary issues of concern included: the use of roundabouts; the reduction in drive lanes; and the use of reverse angle parking*

Given the large numbers of first-time participants and the disparity in community input received at Workshop #3, it was apparent that additional input was warranted to clarify the direction for the project. In April 2009, the Encinitas City Council directed City Staff to prepare another plan, conduct additional traffic analysis and hold an additional workshop to address the outstanding design and traffic issues voiced by the public at Workshop #3.

Since it was obvious that the majority of the participants stated preferences for sidewalks, bike lanes, additional parking and preservation of the existing tree canopy, it was important to address the other items that were still of concern. The primary issues of concern included: the use of roundabouts, the reduction in the number of northbound drive lanes and the use of reverse angle parking. City Staff, as authorized by the City Council, directed the design team to produce a concept plan to address these issues. The plan would illustrate what could be accomplished if neither roundabouts nor reverse angle parking were utilized and four travel lanes are maintained. In addition, the design team was directed to perform further traffic analysis, including possible impacts to side streets adjacent to the project area.





Approximately 150 people attended Workshop #4

Workshop #4 was held on Saturday, October 10, 2009 in Encinitas at the Community & Senior Center from 9am-12pm. The workshop introduced the public to the new plan, Alternative #5, which maintains four lanes of traffic and does not utilize roundabouts or reverse angle parking. A refined Alternative #4 plan, now called Alternative #4A, was also presented along with results of the additional traffic analysis. The workshop was composed of three main parts:

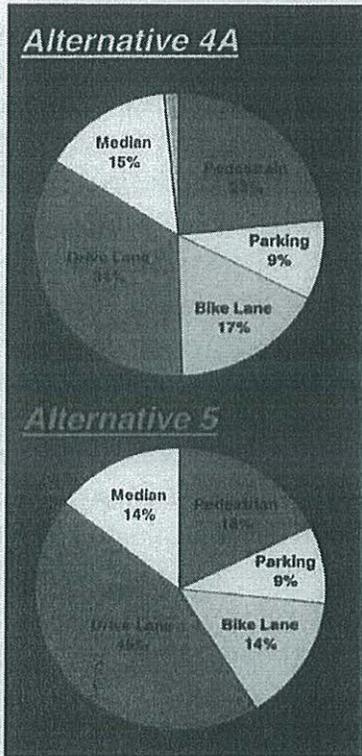
1. Presentation of Alternative #4A (formally known as Alternative #4) and the new Alternative #5; plus presentation of the updated traffic analysis.
2. Participant review and interaction with the plan exhibits.
3. Workshop participant's presentations and comments on the plan alternatives, and question and answer session with the design team.

Prior to the start of the workshop, as participants entered the room they were asked to sign in and were given the opportunity to browse the new plans presented on full size graphic boards. Plans, sections and traffic studies were also placed along the perimeter of the room to help familiarize the participants to the latest design alternatives.



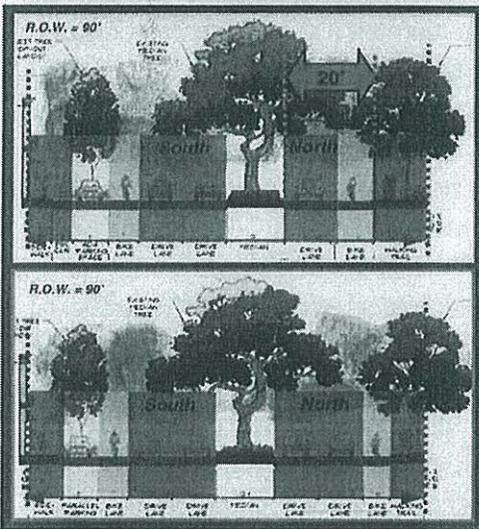
The design team asked the workshop attendees to focus on the "Big Picture" or "Vision" of the corridor in order to provide direction for the project moving forward

The workshop began with a brief overview of the work done to date and the goals for Workshop #4. The main goal for Workshop #4 was clearly stated, which was to present the latest two alternative designs (#4A and #5) and solicit public input in hopes of establishing the "general design framework" for the project. To reach this goal, the design team asked the participants to keep in mind the "Big Picture", or "Vision" for the future of the Highway 101 corridor. The design team also reminded participants that many of the fine details of the plans would evolve once a preferred direction was established. Items such as exact driveway locations are important to the overall project, but were not specifically a part of these conceptual designs.



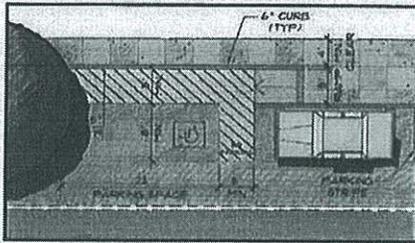
Before the detailed presentation of the plans, a comparison matrix of the specific design features associated with both Alternative #4A and Alternative #5 was presented. A summary of these comparisons is provided in detail at the end of this narrative; see the Workshop #4 Exhibits titled "Alternative Designs Comparison Matrix" for additional information. Additionally, there were changes to the plans incorporated between Workshop #3 and Workshop #4 that were explained, which resulted from feedback received at Workshop #3 and further review and analysis.

During the presentation of the plan comparisons matrix, the public was directed to focus on the design features of each alternative that were still contested with the goal of finding resolution for these items. As stated earlier, these items were: intersection controls (roundabouts v. traffic signals); number of drive lanes (three v. four); and the types of parking (reverse angle v. parallel). Likewise, the public was reminded that the project is limited to only providing improvements within the City's right-of-way. It was clear, that given the public's desire for numerous improvements along the corridor (increased sidewalk widths, bike lanes, landscaped medians, a walking trail on the east side of the street and increased parking), this may be difficult to accomplish given the right-of-way constraints. The design team emphasized that each of the desired design elements would need to fit within the available right-of-way, and asked the public to consider the limited space available and prioritize these elements as they viewed the two alternative plans.

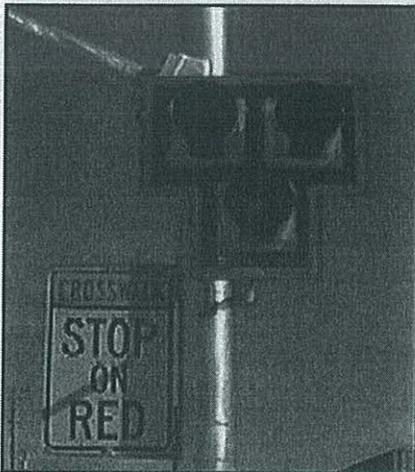


The design team explained in detail that the available public right-of-way is limited and the proposed improvements must be balanced if a "shared" roadway is desired

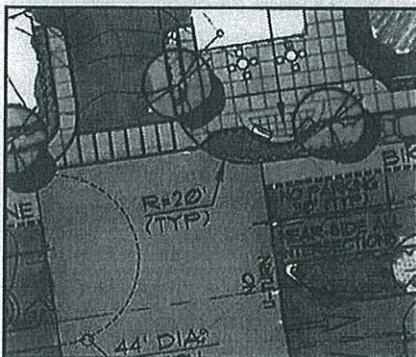
The review of modifications to both the alternative plans explained changes that occurred to accommodate the Americans with Disabilities Act (ADA), vehicular circulation and pedestrian safety. The items were all coordinated with the City of Encinitas Engineering Department, and approved for consideration on this project:



Example of ADA accessible on-street parking space



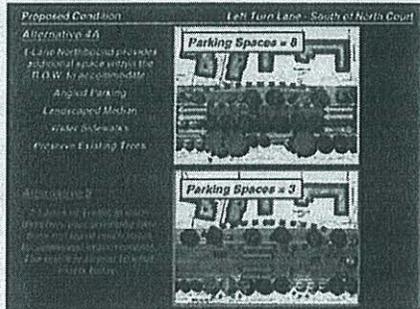
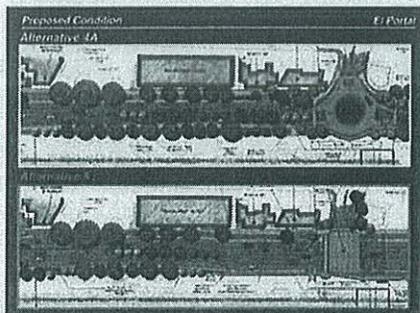
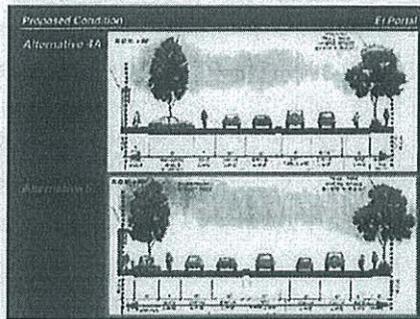
Example of "HAWK" signal



Typical plan view of intersection illustrating 20' radius at corners and "No Parking" within the area required for vehicular sight distance/visibility

1. A minimum of one ADA accessible parking space was provided for every twenty five standard parking spaces on each block located within the project area. Details of the proposed ADA accessible parking spaces are provided; see "Exhibit #1" of the Workshop #4 Exhibits provided at the end of this narrative for additional information.
2. Pedestrian activated ("HAWK") crosswalks were provided across Highway 101 at uncontrolled intersections near bus stops, in order to provide safe crossings for people who wish to access public transit on the east side of the street. Additional information regarding the proposed pedestrian activated ("HAWK") crosswalks is provided at the end of this narrative; see "Exhibit #2" of the Workshop #4 Exhibits.
3. Turning radii for all intersections was increased to 20' from the previously provided 15' due to comments from the City's Engineering Department.
4. The vehicular sight distance requirement for all intersections was increased due to comments from the City's Engineering Department. No parking spaces, landscaping or other physical elements of the streetscape over 24" high shall be permitted within 30' on the near side, or 25' on the far side of street intersections with Highway 101. These areas will be defined with red painted curbs.
5. Due to public comment at Workshop #3, additional northbound left turn pockets and lanes were added to the plans to accommodate vehicular access to businesses on the west side of the street. Additional southbound and northbound U-Turns were also incorporated into the plans presented at Workshop #4.

After the public was brought back up-to-speed on the development of the plans since the previous workshop, the design team began the detailed presentation of both Alternative #4A and Alternative #5.



*Examples taken from the workshop PowerPoint presentation illustrating how the two alternative plans were compared side-by-side*

The plans were presented in small “block-by-block” segments, with both Alternative #4A and 5 illustrated on the same PowerPoint slide for easy comparison. Starting from the south end of the project at A Street, the design team essentially “walked” the workshop participants along the entire project corridor. The specific design elements for each of the plans were described throughout the presentation, including cross sections of the street to illustrate the proposed conditions. An effort was made to describe in detail the two plans, and how each worked to accomplish the goals set forth by the public.

Time was taken during the presentation to provide specific details on how each plan differed and addressed the three major public concerns under consideration: use of reverse angle parking, the use of roundabouts and reduction in the number of drive lanes. Copies of these detail exhibits, along with copies of the street cross sections and both alternative plans are provided at the end of this narrative.

After the presentation of the alternative plans, the design team provided a series of “*Frequently Asked Questions and Answers*” regarding the proposed improvements and also provided a summary of the updated traffic analysis. A copy of the FAQ presentation is provided in the Workshop #4 Exhibits at the end of this narrative. A complete copy of the traffic analysis is provided as an attachment to this report.

The conclusion of the design team’s presentation began part two of the Workshop, which involved community participation and interaction with the plans and exhibits. First, the workshop participants were handed surveys that addressed many of the topics covered and asked to provide a history of their involvement with the project and specific input regarding the designs. A copy of the handout and a summary of the information collected are provided at the end of this narrative.



*Attendees reviewed plans during the public participation portion of the Workshop*

The second part of the community participation segment provided the participants the opportunity to draw and write comments directly on full sized sets of both plans, which were displayed on tables within the workshop hall. In addition, the participants were free to walk around, talk with each other and observe in detail the numerous plan exhibits provided. Members of the design team were present in the workshop hall during this portion of the workshop to answer any specific questions, but the intent of this exercise was to give the public time to review the plans and exhibits and formulate any questions or comments they might have so they could be asked and answered in front of the entire group in the next segment of the workshop. After about 45 minutes, the workshop participants were asked to take their seats and begin part three of the workshop; the question and answer period.

Part three of the workshop started with selecting volunteers from the audience to present their views and comments regarding the two new plans, taken directly from the comments written and drawn on the two exhibits provided during the previous portion of the workshop. These presentations initiated further discussions and questions from the audience, which were taken and answered one-at-a-time by the design team. All participants who wished to speak were given an opportunity to address the plans and the design team. Once all questions and comments from the audience were complete, all the workshop handouts were collected and the workshop concluded.

To provide further opportunity for public viewing and comment on Alternative #4A and Alternative 5, a separate copy of the workshop handout and displays of the alternative plans and exhibits was provided at City Hall for three additional days:

Monday, October 12, 2009; 7:30am – 6:00pm

Tuesday, October 13, 2009; 7:00am – 6:00pm

Wednesday, October 14, 2009; 7:00am – 6:00pm



*The week following Workshop #4, three additional days of review for Alternative #4A and #5 were provided at the Encinitas City Hall*

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The results of the handouts from both Workshop #4 and the City Hall Exhibit are provided on the following pages. The two versions of the handouts were identical in the questions asked, except each was provided with a different date to correspond to the time in which the participants completed the survey. Participants were also instructed to provide their names on the handouts to ensure that no person could return multiple surveys. For this reason, handouts completed without names were not included in the results. Fortunately, the number of incomplete surveys was minimal. Only four handouts from the 215 collected from both the workshop and the City Hall Exhibit were incomplete and not included in the results.

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 didn't respond. The design team specifically asked participants to consider the benefits and drawbacks presented during the workshop regarding the two types of angled parking presented: reverse angle parking with a bike lane, or front-in parking without a bike lane. The responses from workshop attendees indicated that 67% favored reverse angle parking, 15% favored front-in angled parking and 18% indicated no response. There were 3 incomplete handouts returned at the conclusion of Workshop #4 that did not have a name provided.

Of the 75 people who viewed the plans at the Encinitas City Hall and returned a completed handout; 33 preferred Alternative #4A, 37 preferred Alternative #5, and 5 people didn't respond. The responses from the individuals that viewed the plans at City Hall indicated that 45% favored reverse angle parking, 31% favored front-in angled parking and 24% indicated no response. There was 1 incomplete handout returned at the City Hall Exhibit that did not have a name provided.

**North Coast Highway 101 Streetscape  
Workshop #4 Handout – October 10, 2009**



Name: \_\_\_\_\_

Please be sure to provide us with your name to ensure your opinion is counted.

- |  |     |    |
|--|-----|----|
| Did you attend Workshop #1? (circle one)                       | Yes | No |
| Did you attend Workshop #2? (circle one)                       | Yes | No |
| Did you attend the Open House on 10/01/08? (circle one)        | Yes | No |
| Did you attend Workshop #3? (circle one)                       | Yes | No |
| Did you attend the Educational Forum on 10/03/09? (circle one) | Yes | No |
| Did you attend the Open House on 10/08/09? (circle one)        | Yes | No |

After the presentation today, which plan do you prefer? (circle one)    4A    5

Which scenario do you prefer? (circle one)

Reverse Angle Parking with a  
Bike Lane

Front End Angle Parking with  
no Bike Lane

My relationship to the project is... (circle all that apply)

- |                                  |                                       |
|----------------------------------|---------------------------------------|
| Resident in the Community        | Commuter along the 101 Corridor       |
| Bicyclist along the 101 Corridor | Business Owner along the 101 Corridor |
| Other _____                      |                                       |

**Alternative 4A and 5 will be on display at the City of Encinitas beginning Monday October 12. The community will have the opportunity to review the plans in more detail and fill out surveys.**

**The viewing hours are as follows:**

- Monday, October 12, 2009; 7:30am – 6:00pm; Poinsettia Room  
 Tuesday, October 13, 2009; 7:00am – 2:00pm; Poinsettia Room; 2:00pm – 6:00pm; Carnation Room  
 Wednesday, October 14, 2009; 7:00am – 5:00pm; Poinsettia Room

**Workshop #4 Handout  
Page 1 of 1**



**North Coast Highway 101 Streetscape  
Workshop #4 Handout – October 12-14, 2009**



Name: \_\_\_\_\_

Please be sure to provide us with your name to ensure your opinion is counted.

- |  |     |    |
|--|-----|----|
| Did you attend Workshop #1? (circle one)                           | Yes | No |
| Did you attend Workshop #2? (circle one)                           | Yes | No |
| Did you attend the Open House on 10/01/08? (circle one)            | Yes | No |
| Did you attend Workshop #3? (circle one)                           | Yes | No |
| Did you attend the Educational Forum on 10/03/09? (circle one)     | Yes | No |
| Did you attend the Open House on 10/08/09? (circle one)            | Yes | No |
| Did you attend Workshop #4? (circle one)                           | Yes | No |
| After reviewing the plans today, which do you prefer? (circle one) | 4A  | 5  |

Which scenario do you prefer? (circle one)

Reverse Angle Parking with a Bike Lane

Front End Angle Parking with no Bike Lane

My relationship to the project is... (circle all that apply)

- |                                  |                                       |
|----------------------------------|---------------------------------------|
| Resident in the Community        | Commuter along the 101 Corridor       |
| Bicyclist along the 101 Corridor | Business Owner along the 101 Corridor |
| Other _____                      |                                       |

**Post Workshop #4 Handout  
Provided at City Hall Exhibit  
Page 1 of 1**



**North Coast Highway 101 Streetscape  
Workshop #4  
Summary of Responses to Workshop Handout**



Workshop Date / Time: Saturday, October 10, 2009 / 9:00am - 12:00pm  
Workshop Location: Encinitas Community and Senior Center

**Attendance:**

Head Count = Approximately 150 people present  
Sign In Sheet Counts = 127

<b>Number of Survey Respondents</b>	<b>136</b>
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Workshop Participants Attendance Summary	Yes	No	No Response
Did you attend Workshop #1?	63 46.32%	65 47.79%	8 5.88%
Did you attend Workshop #2?	51 37.50%	79 58.09%	6 4.41%
Did you attend the Open House on 10/01/08?	52 38.24%	75 55.15%	9 6.62%
Did you attend Workshop #3?	67 49.26%	60 44.12%	9 6.62%
Did you attend the Educational Forum on 10/03/09?	40 29.41%	85 62.50%	11 8.09%
Did you attend the Open House on 10/08/09?	58 42.65%	68 50.00%	10 7.35%

Which plan do you prefer?	A	B	No Response
	95 69.85%	35 25.74%	6 4.41%

Which parking scenario do you prefer?	Reverse Angle with a Bike Lane	Front End with no Bike Lane	No Response
	91 66.91%	20 14.71%	25 18.38%

My relationship to the project is... (choose as many as apply)	Total
Resident in the Community	119
Commuter along the 101 Corridor	65
Bicyclist along the 101 Corridor	67
Business Owner along the 101 Corridor	20

**Additional Comments**

Live near the 101	Pedestrian along 101 Corridor
Safe biking for family	Project done all at once instead of phases
Get the transit district to participate	Walk the 101 3-4 times a week
LTC Board member; Parks & Rec Commissioner	Pedestrian along 101 Corridor
Consumer along the 101 Corridor	Native
Preserve Historic Character	L101 Board Member
Work at business on Hwy 101 in Project Area, phase 1	Neptune resident worried about traffic
Build it Now!!!	Regularly walk through the corridor
Pedestrian along 101 Corridor	Surfer
No walkway on East side	Member of Stakeholder Group

**North Coast Highway 101 Streetscape  
Workshop #4 - Post Workshop Exhibit at City Hall  
Summary of Responses to Handout provided at City Hall**



**Exhibit Dates / Times:**

Monday, October 12, 2009 / 7:30am - 6:00pm

Tuesday, October 13, 2009 / 7:00am - 6:00pm

Wednesday, October 14, 2009 / 7:00am - 5:00pm

Exhibit Location: Encinitas City Hall

**Number of Survey Respondents** 75

Workshop/Participants/Attendance summary	Yes	No	No Response
Did you attend Workshop #1?	13 17.33%	51 68.00%	11 14.67%
Did you attend Workshop #2?	13 17.33%	52 69.33%	10 13.33%
Did you attend the Open House on 10/01/08?	11 14.67%	50 66.67%	14 18.67%
Did you attend Workshop #3?	9 12.00%	50 66.67%	16 21.33%
Did you attend the Educational Forum on 10/03/09?	3 4.00%	57 76.00%	15 20.00%
Did you attend the Open House on 10/08/09?	10 13.33%	54 72.00%	11 14.67%
Did you attend Workshop #4?	3 4.00%	57 76.00%	15 20.00%

Which plan do you prefer?	A	B	No Response
	33 44.00%	37 49.33%	5 6.67%

Which parking scenario do you prefer?	Reverse Angle with a Bike Lane	Front End with no Bike Lane	No Response
	34 45.33%	23 30.67%	16 24.00%

My relationship to the project is (choose as many as apply)	Totals
Resident in the Community	64
Commuter along the 101 Corridor	26
Bicyclist along the 101 Corridor	21
Business Owner along the 101 Corridor	12

Additional Comments	
Member of 101 Association	Concerned about entrances to buildings
Pedestrian along the 101 Corridor	Walker - Exerciser
Business manager on Vulcan	Realtor
Surfer who crosses 101 almost daily	Property owner

**Post Workshop #4  
Exhibit at City Hall Summary  
Page 1 of 1**



### Overview of Key Design Issues

<u>Issue</u>	<u>Alternative 4A</u>	<u>Alternative 5</u>
<b>Intersection Controls</b>	<p><b>Uses 5 Roundabouts:</b>  <i>El Portal</i>  <i>Jupiter Street</i>  <i>Grandview Street</i>  <i>Bishop's Gate (Sea Bluff)</i>  <i>La Costa Avenue</i></p> <p><b>Uses 1 Traffic Signal:</b>  <i>Leucadia Boulevard</i></p>	<p><b>No Roundabouts</b></p> <p><b>Uses 4 Traffic Signals</b>  <i>El Portal</i>  <i>Leucadia Boulevard</i>  <i>Grandview Street</i>  <i>La Costa Avenue</i></p>
<b>Number of Drive Lanes</b>	<p><b>Predominately Three Lanes of Traffic:</b>  <i>1 Lane Northbound</i>  <i>2 Lanes Southbound</i></p> <p><b>Provides Four Lanes of Traffic (2 lanes in each direction) in the following areas:</b></p> <p><i>From A Street to Encinitas Veterinary Clinic (just south of Marcheta Street) <sup>1</sup></i></p> <p><i>From Europa Street to just north of Leucadia Blvd. <sup>2</sup></i></p> <p><i>From Bishop's Gate (Sea Bluff) to La Costa Avenue <sup>3</sup></i></p>	<p><b>Maintains Four Lanes of Traffic:</b></p> <p><i>2 Lanes Northbound</i>  <i>2 Lanes Southbound</i></p>
<b>Design Speed <sup>4</sup></b>	<b>30 MPH</b>	<b>35 MPH</b>

Refer to sheets 4-6 of 6 for footnotes

**Alternative Design Comparison Matrix**  
**Sheet 1 of 6**



North Coast Highway 101 Streetscape  
 Workshop #4 Exhibits