

CITY OF ENCINITAS



Final Workshop #2 Design Alternatives Summary

July 2022

Prepared for:



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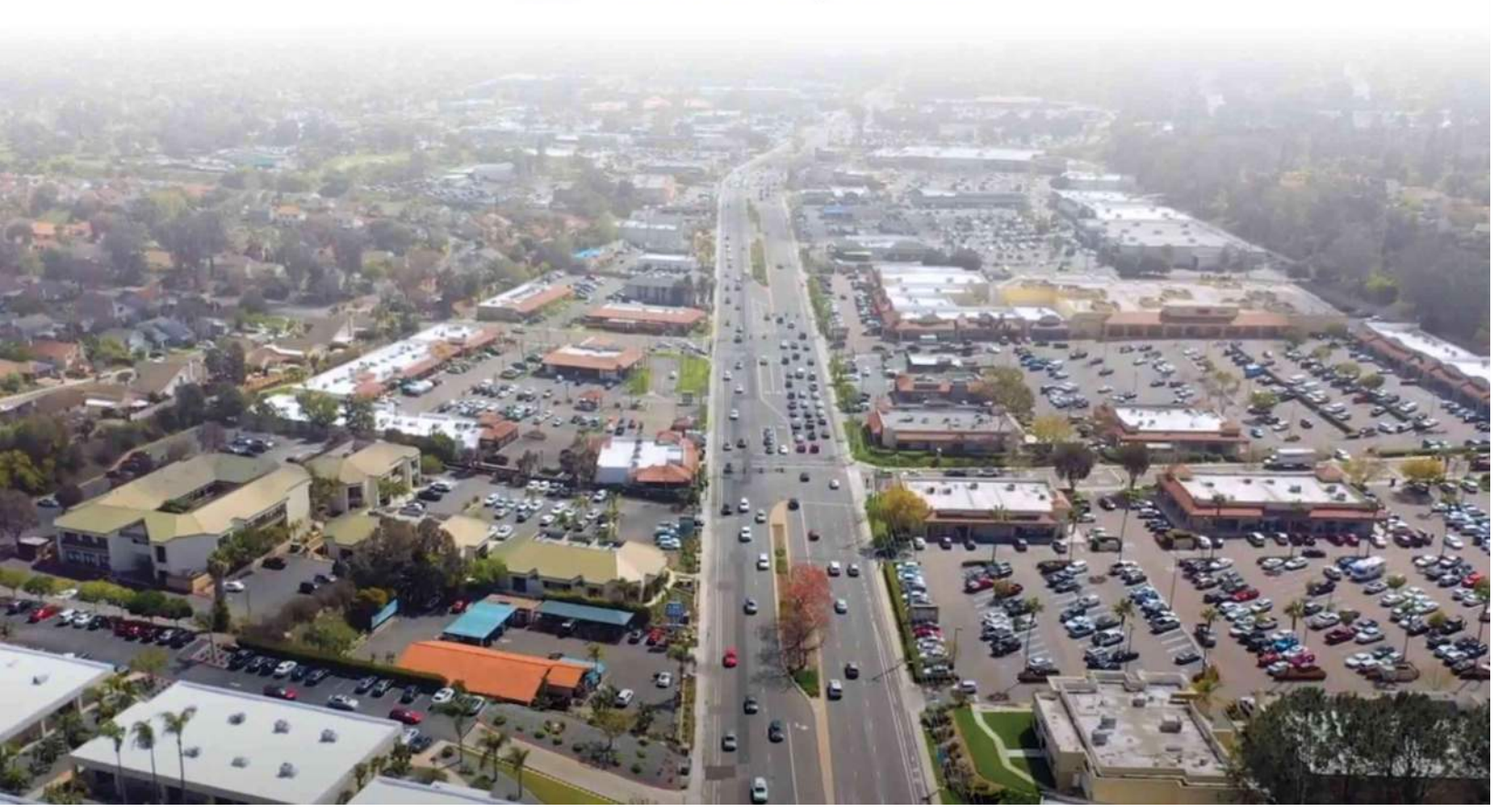


Table of Contents

- 1. Workshop #2 Background 2
- 2. Workshop #2 Overview 3
- 3. Workshop #2 Group Exercises 3
 - 3.1 Test Site Exercises 3
 - 3.2 Visual Preference Exercise 4
 - 3.3 Mapping Exercise 4
 - 3.4 Vision Statement Exercise 4
- 4. Workshop #2 Input Summary 5
 - 4.1 Workshop 2 Themes 5
 - 4.1.1 Test Site Exercise Themes 5
 - 4.1.2 Visual Preference Exercise Themes 6
 - 4.1.3 Mapping Exercise Themes 7
 - 4.1.4 Vision Statement Exercise Themes 8
 - 4.2 Emailed Comments 8
 - 4.3 Workshop #2 Online Platform 8
 - 4.3.1 Online Vision Statement Survey Themes 9
 - 4.3.2 Online Visual Preference Survey Themes 9
 - 4.3.3 Online Mapping Exercise Themes 11
 - 4.4 Pop-Up Events 13
- 5. Conclusion 14
- Appendix A Workshop Product Photos A-1
- Appendix B Workshop Statistics B-1
- Appendix C Emailed Comments C-1
- Appendix D Online Platform Results D-1

1. Workshop #2 Background

The second workshop for the El Camino Real Specific Plan Project (Project) was held in-person on June 20, 2022, from 6:00 p.m. to 8:00 p.m. at the Encinitas Community and Senior Center at 1140 Oakcrest Park Drive, Encinitas, CA. Fifty-three (53) people were recorded as attending in-person and 2 for those community members who were not able to attend the in-person workshop, and for those who wished to provide additional comments after the workshop, a virtual outreach effort was provided through an interactive online platform, supported by SocialPinpoint, to solicit input on the same content. The virtual platform was made publicly available between June 21, 2022 and July 13, 2022 and recorded 273 unique users and 77 unique stakeholders. Additionally, four Pop-up events were held between July 10 – 14 at the following locations; Paul Ecke Elementary School, Encinitas Village Shopping Center, The Brewer’s Tap Room, and Encinitas Ranch Town Center.

The main objectives of Workshop #2 were to:

- Summarize the El Camino Real Specific Plan Project to the community, including the project background, purpose, and timeline;
- Present the themes and feedback from Workshop #1 and the Developer Roundtable;
- Solicit input from the community on their vision for the project area and approaches to Design Concepts; and
- Provide an opportunity for community members to give feedback and expand on their Vision for the El Camino Real corridor.



Community members and stakeholders were notified of the meeting through a series of City email blasts, posts on the project website, a physical mailer to surrounding residents, and an event page on Eventbrite where community members were encouraged to RSVP for the workshop and note whether they needed Spanish translation. The website hosts project materials such as the Project Fact Sheet, Workshops #1 and recordings, and other background information. The project website includes a link for community members to sign-up for project updates and review the latest events and analyses conducted by the City of Encinitas Planning Staff and RICK Planning + Design project team staff (Project Team). The project website is available here:

www.encinitasca.gov/elcaminorealsp

All input received from the in-person workshop, online platform, and email has been recorded in this Workshop #2 Summary document and appendices, which will be used to inform the next phase of the project process. The next project phase includes the development of the Preferred

Design Alternative and drafting of the El Camino Real Specific Plan, which will also be presented to the community and made publicly available.

2. Workshop #2 Overview

Workshop #2 was organized into two main components. The first component included a 25-minute presentation on the summary of Workshop #1 findings and Developer Roundtable feedback. This presentation also introduced the Design Concepts approach to elicit feedback and introduced the group exercises.

The second component was a 90-minute group exercise. The group exercises were divided into the following four exercises:

- A. Test Site Exercise
- B. Visual Preference Exercise
- C. Mapping Exercise
- D. Vision Statement Exercise

Project Team members were present at each of the exercise stations to facilitate conversations and answer questions about the exhibits and guide the community through the exercises. Community members were provided sticky notes, pens, and green, blue and white sticky dots to engage with the prompts on the exhibits. For the Test Site Exercise, community members were supplied with 3D models of two test sites along the El Camino Real corridor, and to-scale polystyrene 'game pieces' representing different development types.



Project team members were available toward the end of the workshop to answer questions about the project. Additionally, Spanish translation was available if requested. However, this was not requested the night of the event.

Results from the group exercises are summarized into the themes described in Section 4 and detailed in Appendix A, Workshop Product Photos.

3. Workshop #2 Group Exercises

3.1 Test Site Exercises

For the Test Site Exercise, community members were encouraged to think about how redevelopment could occur on one of two test sites within the Project Area. They were then instructed to collaboratively arrange development types, or 'game pieces', on the 3-D model test

site. Finally, community members were invited to individually answer questions and provide clarification on thought processes and reasoning behind the arranged test site by responding to four prompts.

3.2 Visual Preference Exercise

The Visual Preference Exercise comprised of a series of eight (8) posters pinned up along the wall. The posters included prompts with supporting imagery intended to gather the community's preferences on different development types, design elements, styles, and amenities. Community members were invited to place a colored dot along a sliding scale from 'strongly disagree to strongly agree' on each of the poster prompts. Project Team facilitators were present at the visual preference posters to clarify the prompts, answer questions, and document comments from community members.

3.3 Mapping Exercise

The Mapping Exercise involved the community members interacting with aerial images of the Plan Area on two tables. Community members were invited to place development type markers (which were in the form of stickers) onto the aerial Plan Area map. To elicit greater feedback from the community, sticky notes were also utilized. Community members were invited to articulate their view on these sticky notes which were then placed in the applicable area on the aerial map. Project Team facilitators were at both tables to explain the exercise and answer questions from the community.

3.4 Vision Statement Exercise

Workshop 1 elicited feedback from the community on their vision for the project area. Particularly, would they like the look and feel of the area to be like in 20 years, what they would like to maintain and what could be improved upon within the project area. Based on the feedback from Workshop 1, the project team developed seven (7) Vision Statements to present at Workshop 2. These seven (7) Vision Statements were presented on a single poster on the wall.

"The El Camino Real corridor will...

- Maintain and expand upon the site's commercial and office serving uses, while integrating housing opportunities to create mixed-use development that is compatible with surrounding uses.
- Create an attractive and unified local and visitor-serving destination that attracts residents, jobs, businesses and shoppers.
- Enhance the scenic quality and circulation network to incorporate multi-modal transportation opportunities for locals and visitors alike including enhanced pedestrian, bicycle, vehicle, and transit infrastructure.
- Allow for multi-story mixed-use development that is sensitive in design, scale, massing, and topography of the site in relation to adjacent residential uses.
- Increase passive and active open space opportunities for enjoyment by locals and visitors alike.

- Protect, enhance, and improve the connections of the creek and open space areas between existing and future development.
- Ensure adequate infrastructure is in place to support future development.”

As with the Visual Preference Exercise, community members were invited to put a sticky dot on a sliding scale from ‘strongly disagree’ to ‘strongly agree’ to indicate their agreement with each statement. A Project Team member was present at this exercise to explain the exercise, answer questions and elicit feedback.

In association with the Vision Statement Exercise, a “Design El Camino Real” poster allowed community members to stick Right-Of-Way (ROW) components onto the hypothetical El Camino Real (ECR) street ROW. Example components include vehicle lanes, bike lanes, and planted medians. This allowed community members to interact with the El Camino Real ROW and offer their opinion of what changes they would like to see along this roadway.

4. Workshop #2 Input Summary

4.1 Workshop 2 Themes

All four workshop exercises garnered a high level of engagement and robust discussion. While many views were expressed on the development potential, and outcomes of the El Camino Real Specific Plan, the following section identifies the key overarching themes and topics that were discussed throughout Workshop #2. See Appendix A for supporting images of the results of the group exercises. See Appendix B, Workshop Statistics, for supplemental statistical analyses of workshop products.

4.1.1 Test Site Exercise Themes

- **Residential Development Location:** Many members of the community expressed a desire to locate residential development adjacent to existing residential developments which are typically located at the rear of the sites. They further expressed a desire that this development would ideally abut the slopes of the surrounding canyon and topography, so as to not impact view corridors.
- **View Corridors:** Community members expressed concerns that potential development along the Corridor would infringe on existing views. A strong desire for new development to not infringe on, and retain, existing views was expressed. This desire includes new development generally matching the grade of neighboring residential buildings. These preferences resulted in a strong indication that the community is receptive to buildings between one (1) and four (4) stories in height depending on the surrounding area, topography and buildings.
- **Pedestrian and Bicycle Linkages:** The community expressed strong preferences for an increased focus on pedestrian and bicycle linkages that connect both housing and commercial sites throughout the plan area. A preference for north-south pedestrian paseos with greenery was expressed.

- **Internal Green Spaces:** When considering how a site may develop in the future, a strong preference for internal greenspaces was evident. Many members of the community sought to have internal parks or plazas with buildings wrapped around the outside of these areas and orientated towards the greenspace.
- **Small Storefronts:** The community expressed a strong desire to retain existing small scale shops and to encourage more small storefronts along the El Camino Real corridor. Community members did not have a strong desire for large, big box storefronts; however, many acknowledged the ‘anchoring’ effect these stores can have on retail activity, as well as the convenience of having these types of stores near residential.
- **Podium Development:** When discussing potential development form, many members of the community expressed a desire for both small- and large-scale mixed use podium buildings.
- **Townhomes above Commercial:** The community expressed a desire to see vertical mixed-use development where-by townhomes are located on top of existing, or new, commercial buildings where they fit contextually within the area.
- **Car Parking:** The community expressed a desire that parking continue to be provided along the El Camino Real corridor at street level. They also expressed that this parking could be provided both in underground spaces or in above-ground structures.
- **Driveways:** The community expressed a desire to limit driveway access directly to and from El Camino Real.
- **Community Facilities:** The community expressed a desire for more community focused facilities including those targeted at young adults. Some examples of facilities the community would like to see included libraries, community centers, community parks and a public transportation hub.
- **Financial Pressures:** The community raised concerns that as property becomes more valuable, the local and long-standing community retail and services may be priced out of their neighborhood center either via property taxes or lack of affordable shopping options.
- **Height and Density:** As identified in Section B.1 of Appendix B, the average number of stories used in the Test Site Exercise was 2.8 stories. The average gross density was 16.7 dwelling units (du) per acre (ac) and the net density was 25.5 du/ac. Net density accounts for the undevelopable area of a site used for parking, roadways, setbacks, etc.
- **Public Benefits:** There is a community concern that with up-zoning only developers may benefit. The community would like to see clear benefits to the public including enhanced public spaces, affordable housing options, and others.

4.1.2 Visual Preference Exercise Themes

- **Building Types Posters:** The majority of participants showed preference towards Small Shopping Center, Three-Story Medical Offices, and Two-Story Office Building. The majority fell under “Strongly Disagree” for Large Box Shopping Center where-as about half of the participants ‘Strongly Agree’ with Residential Mixed Use. the majority of participants disagree with Motorcourt Apartment and Podium Apartment Buildings which is contrary to the results of the Test Site Exercise where Podium Apartment Buildings were

preferred. There is a more even spread of dots on Walk-Up Apartments, Apartment Building, and Townhomes.

- **Massing and Articulation Poster:** There was a diverse range of views from the community regarding massing and articulation. Many community members strongly agreed with the use of generous setbacks from the street and were evenly split among the other three examples provided. When asked if the ECR Corridor should have a different 'design and feel' to other places in Encinitas, most feedback was that it was 'Important' but not 'Strongly Important'.
- **Building Orientation Poster:** Approximately 68% of participants disagree or strongly disagree with buildings facing the parking lot, and over half of the participants prefer buildings facing an internal courtyard or internal promenade. There was an even distribution of dots for buildings facing the street.
- **Building Placement Poster:** There was a strong skew in dots towards "Agree" for the setback distances shown in the Top of Slope image, a strong skew towards "Disagree" for the setback distance shown in the Next to Street and Next to Single-Family Residential images. Meaning the community members would prefer greater distances between development and the street or single-family residential.
- **Building Frontages Poster:** Approximately 89% of participants agree or strongly agree with Outdoor Dining Frontages. Approximately 59% of participants agree or strongly agree Curbside Shopfronts, and approximately 41% of participants disagree with a Stoop Frontages. The other frontages received a relatively even spread of dots.
- **Common Open Space Poster:** All common open space options received more than 89% of participants under "Agree" or "Strongly Agree." The strongest preferences were for Plaza with Outdoor Seating and Pocket Parks.
- **Streetscape Elements Poster:** All streetscape elements received more than 84% of participants under "Agree" or "Strongly Agree." The strongest preferences were for High Visibility Crosswalks and Consolidated Driveways, as shown in Section B.2 of Appendix B.

4.1.3 Mapping Exercise Themes

- **Green Space:** Many members of the community identified that they would like green spaces (parks, plaza) centralized in the middle of developments.
- **Housing Typologies:** On the larger sites along the ECR Corridor, community members expressed a desire to see various types of residential housing to provide a range of housing choices.
- **Modest Housing:** Many community members expressed concern that any future multi-story residential development would be out of place along the El Camino Real street frontage as it is predominantly single story with a suburban character.
- **Trails and Green Linkages:** Many community members expressed a strong desire for trails and pedestrian linkages throughout the corridor that have been subject to some form of 'greening'. Many of these linkages were sketched following the boundaries of sites in a north/south direction.
- **Walking Connections:** Many community members expressed frustration of the need to drive between centers within the Corridor. They also expressed a strong desire for

expanded walking connections between the centers within the Corridor. This feedback was dovetailed with a desire for safe pedestrian crossings along El Camino Real.

- **Traffic Congestion:** The community expressed a concern that increased development will result in increased traffic congestion along an already busy corridor. Concern was expressed that the removal of car parking will only exacerbate and accelerate further congestion along the Corridor itself and surrounding neighboring streets.

4.1.4 Vision Statement Exercise Themes

As noted above in Section 3.4, Vision Statement Exercise, there were seven vision statements presented to the community. The majority of colored dots on each statement in this exercise were placed on the 'Neutral,' 'Agree,' or 'Strongly Agree' category showing that the community generally supported all seven of the statements presented. As shown in Section B.3 of Appendix B, the vision statement receiving the most "Strongly Agree" was: "Increase passive and active open space opportunities for enjoyment by locals and visitors alike" with approximately 77% of respondents strongly agreeing.

However, notably there were two vision statements that had over 22% of participants disagree with the statements (Appendix B). Those included:

- Enhance the scenic quality and circulation network to incorporate multi-modal transportation opportunities for locals and visitors alike including enhanced pedestrian, bicycle, vehicle, and transit infrastructure; and
- Ensure adequate infrastructure is in place to support future development.

Feedback from the Vision Statement expresses a desire for greater provision of public open space and more development if appropriately designed and sited for the area in which it will be located in. This feedback also appears to reflect the community's underlying concern, as seen in the other exercises, regarding greater transportation conflicts that may arise from increased development within the El Camino Real corridor.

The accompanying Design El Camino Real station, resulted in multiple variations of El Camino Real street ROW. The components commonly used were include six to eight vehicle lanes, buffered bike lanes, and planted medians, transit shelter, and sidewalk benches. It was expressed by community members to consider fewer driveways along ECR and prioritize walking, biking, and transit. Others expressed they would like no changes to the ECR ROW.

4.2 Emailed Comments

Additional public comments were received by City staff via email prior to the close of the public comment period. These comments are included as Appendix C, Emailed Comments.

4.3 Workshop #2 Online Platform

For community members who were not able to attend the in-person workshop and for those who wished to provide additional comments after the workshop, a virtual outreach effort was provided through an interactive online platform to solicit input on the same content that was presented at the workshop.



The second El Camino Real Specific Plan workshop was held on June 20, 2022 at the Encinitas Community and Senior Center.

The City's Project Team presented the findings of Workshop No. 1, Opportunities and Constraints for the corridor, presented draft design concepts, and then offered hands-on exercises to inform design standards of future development along the El Camino Real corridor.

If you were not able to attend to workshop, we still want your input! Browse through the following exercises and participate in the activities.

Please provide your thoughts and comments by **July 13, 2022**.

The online platform was organized into the same Mapping Exercise, Visual Preference Survey and Vision Statement exercises that were undertaken at the workshop, as shown in Appendix D, Online Platform Results.

4.3.1 Online Vision Statement Survey Themes

The Vision Statement Exercise resulted in general acceptance of all vision statements presented. The following vision statements, No. 6 and 7, received the highest acceptance rates, with 71% respondents either agreeing or strongly agreeing with the statements:

- El Camino Real Corridor will protect, enhance, and improve the connections of the creek and open space areas between existing and future development.
- El Camino Real Corridor will ensure adequate infrastructure is in place to support future development.

In contrast, vision statement No. 4, "El Camino Real Corridor will allow for multi-story mixed-use development that is sensitive in design, scale, massing, and topography of the site in relation to adjacent residential uses" received only 44% of respondent either agreeing or strongly agreeing with the statement.

4.3.2 Online Visual Preference Survey Themes

The Visual Preference Survey Exercise resulted in a range of views depending on the survey question from broad agreement to disagreement and neutrality. The results of the online Visual Preference Survey are integrated into the Workshop Statistics in Appendix B and further detailed in Appendix D, Online Platform Results. The following themes were evident from the responses expressed by the community:

Building Type Themes:

- There is a high level of agreement (83%) with Small Shopping Centers compared to the same response to Large Box Shopping Centers (28%).
- The community preferred two story office buildings (46%) over three story medical offices (37%). However, approximately a third of respondents were “Neutral” on both of these building types, meaning they neither agree or disagree with them.
- Walk-up Apartments, Apartments, Residential Mixed Use and Townhomes all had very split opinions with the greatest level of agreement/strong agreement being Residential Mixed Use (48%). The average in responses for Walk-Up Apartments, Apartment Buildings, and Townhomes fell between “Disagree” and “Neutral”.
- The community dislikes Podium Apartments and Motorhome Apartments with 78% and 63% respondents, respectively, strongly disagreeing or disagreeing with each building type.

Massing and Articulation:

- There is general agreement that all massing and articulation examples may be suitable on ECR with the greatest level of agreement being for the use of Setbacks at 56%.
- The average in responses for all massing and articulation techniques fell between “Neutral” and “Agree”, meaning the community did not feel strongly in agreeance, nor did they disagree with these techniques.
- The community does not believe it is important for ECR to have a different design and feel than other places in Encinitas with 48% of respondents selecting this was strongly unimportant or unimportant compared to 30% that agreed or strongly agreed, the rest were neutral.

Building Orientation:

- The community agreed or strongly agreed that buildings should face an internal courtyard (59%), an internal promenade (57%), or the street (47%).
- 51% of respondents selected strongly disagree or disagree to buildings facing the parking lot.

Building Placement:

- The community would were in agreeance with the image of a building located at the bottom of a slope (strongly agree/agree – 49%) compared to the building at the top of a slope (19%).
- 47% of respondents did not want to see buildings placed next to single family.
- The open comments on this section provided a range of views from provision of more green space, desire to see Southern California architecture expressed to concerns over the Specific Plan process.

Common Open Space:

- There is overwhelming and broad agreement or strong agreement from the community for all Common Open Space examples provided.
- 85% of respondents would like to see plazas with outdoor seating while playgrounds were the least supported at 55%.
- The vast majority of open comments sought better open space throughout the Project area with some concerns raised about homelessness.

Streetscape:

- The community widely agrees or strongly agrees with high visibility crosswalks (85%) and buffered sidewalks (77%).
- 52% of respondents agreed or strongly agreed with consolidated driveways.

Frontages:

- The community expressed an agreement or strong agreement with outdoor dining shopfronts (76%), reflective of the above plazas with outdoor seating.
- For residential examples, the community was split in its responses across all categories. However, generally respondents were agreeable or neutral to all examples provided with the exception of dooryards where 48% of respondents did not want to see this example.

4.3.3 Online Mapping Exercise Themes

The online Mapping Exercise garnered 105 comment from the community across fourteen (14) 'marker' options. A range of viewpoints were expressed across the responses received. These responses are shown in full on Pages 54-60 of Appendix D and are also cross-referenced to the map locations in which the were dropped on Pages 48-53.

The options are listed below with the number of responses associated with each option in brackets and themes from the responses.

Townhome (12 responses) and Walk-Up Apartments (13):

- Townhome markers were predominantly located away from the ECR right-of-way at the bottom of slopes and spread around the Project area. Conversely, Walk-Up Apartment markers were located at the south and northern extents of the Project Area but also located towards the rear of sites.
- The community sought to see retention of the mobile home park or providing opportunities for residents to purchase new affordable townhomes in the same location if replaced.
- Overall, ECR is suitable for senior citizen and multifamily dwellings up to three (3) story high.
- The community would like to see existing buildings retrofitted with apartment units on top up to three (3) story high.

Residential Mixed Use Wrap (16) and Small Mixed Use Podium (2):

- Mixed Use Wrap Building markers were heavily located at the southern end of the Project Area near Ralphs/CVS and rear area of the LA Fitness site. The community also included a few of these markers in the northern part of the Project Area around Target and Walmart.
- The vast majority of these markers were located towards the rear of the site, away from the ECR right-of-way.
- Many comments sought the dual use of big box stores to have residential on top with associated green space and public plazas.

Small Retail (5), Medium Commercial (1) and Large Commercial (1):

- Majority of the retail and commercial markers were located in the middle of the Project Area around the Vons/TJ Maxx shopping centers.
- Comments from respondents sought to encourage small retail stores whether that be integrating into big box developments or within larger residential complexes.

Plaza (5), Park (21) and Paseo (25):

- Plaza markers were located in the middle and southern sections of the Project Area and were predominantly associated with existing small retail restaurants and the desire for outdoor seating.
- There was a high density of Park markers located in the northern section of the Project Area and around the Solana Center. Responses were very positive on retaining and supporting the efforts of the Solana Center while providing support to beautify the area with public parks.
- Many comments sought to establish some form of linear park or walkway along ECR to facilitate walking and cycling around the Project Area. Some comments also sought the limitation of cars on Via Cantabria.
- The majority of paseo markers were dropped on the southern extent of the Project Area and sought to provide greater connections for cyclists and pedestrians and where appropriate, limit driveways to encourage walking and health and safety.
- Walking trails that provided access throughout the entire Project Area were also mentioned.

Community Center (2), Library (1) and Gym (1):

- The comments for the gym (LA Fitness) and the community center sought their retention as important parts of the community.
- Support for the Solana Center was expressed and monitoring/security for the community center.

4.4 Pop-Up Events

City of Encinitas staff conducted four pop-up style events to obtain the public's feedback utilizing the Test Site 2 group exercise from the June 20th workshop for discussion purposes. E-blasts were sent through the City's interested parties list days prior to the pop-up event dates. In total, staff discussed the project with approximately 20 members of the public across the pop-up events. The information below summarizes the pop-up event location details, and the comment themes that staff heard from the members of the public who desired to interact with staff during the pop-up events.

Most discussions with members of the public resulted in the support of housing, with a few noting concerns with traffic, and that the housing should be placed strategically following similar location preferences that the project team received during the June 20th workshop. A reduction to travel lane widths was not supported, but bicycle and pedestrian improvements were supported. Incorporating pedestrian improvements (movement throughout the corridor, access from residential neighborhoods, landscape buffers), and enhanced landscaping throughout the corridor is preferred. A mix of retaining businesses, bringing in new retail, and restaurant uses is desired to also create more of a vibrant destination type of development that can be enjoyed by all age groups. Transit accessibility for all age groups that can move people in and out of the corridor (to schools, the beach, etc.) was also wanted.

Date: Sunday, July 10, 2022
Time: 10 AM to 2 PM
Location: Leucadia Farmer's Market
Paul Ecke Elementary School
185 Union Street

Public Participation: Five+

Feedback: All visitors to the table wanted to hear more about the project and learn ways to participate, and only some provided feedback at the table. One was supportive of housing along the corridor while one was not supportive of any change. All had concerns with regards to traffic along the corridor. Some had concerns with the stores or services they use no longer being available or affordable. One had concerns on alternative transportation means for seniors, such as transit, to access the shopping along the corridor and note they feel unsafe when driving the busy corridor.

Date: Wednesday, July 13, 2022
Time: 11 AM to 1 PM
Location: Encinitas Village Shopping Center
105-133 N El Camino Real

Public Participation: Three

Feedback: Participants were ok with housing being included within the corridor, so long as the traffic is not impacted. They do not want to see a reduction in travel lanes. One person did not want to see expanded bicycle facilities but would like to see pedestrian improvements throughout the corridor that is safe. Two people wanted to see some of the businesses in the corridor remain. One had concerns with undersized parking spaces in the small lot centers and getting in and out of some of the small lot centers is dangerous.

Date: Wednesday, July 13, 2022
Time: 5 PM to 7 PM
Location: The Brewer's Tap Room

1456 Encinitas Boulevard

Public Participation: Nine

Feedback: Overall, everyone supports housing being added within the corridor that is strategically placed. Everyone supported adding more landscaping and greenspaces throughout the corridor. Two had concerns with traffic impacts that currently exist and being exacerbated with housing being added into the corridor. Two would like to see more pedestrian connectivity across the corridor walking lot from lot and surrounding residential. Four people support the creation of destination driving businesses with a diverse variety of retail and restaurant mix for a younger clientele and to create a vibrant area. One did not have an issue with three or higher storied structures in the corridor specifically. One person indicated that a higher percentage of affordable housing should be placed within the corridor. Two people wanted to see better transit access (more frequency) for all ages, which includes a City circulator such as a trolley. One was in support of parking structures if they're not visible and are also partially underground.

Date: Thursday, July 14, 2022

Time: 11 AM to 1 PM

Location: Encinitas Ranch Town Center
City Lot between Chase Bank and Ortho Mattress
1088 N El Camino Real

Public Participation: Three

Feedback: A variety of housing types was supported. The housing would need to be placed in strategic locations, but there were concerns with the housing adding to traffic impacts. One person did not want to see any housing. One person did not want to see the housing immediately adjacent to the main roadway networks and would also like to see commercial in-fill at underutilized parking lots as well. One person would like to see landscape buffers at sidewalks, more fruit trees being planted, and noted that the landscaping that is installed should not have constant maintenance.

5. Conclusion

Workshop #2 presented a diverse range of views from the community on how they want the El Camino Real corridor to be developed. The diversity of views was evident with some community members being open to more housing and development with buildings up to three (3) stories high, while others expressed they do not want any housing or increase in height at all throughout the corridor. The end-products of the Workshop were reflective of this diverse range of views, as shown by the 3-D models with different development types and arrangements, the sticky note comments made on the mapping exercise, and the dots on the posters. There are a number of key takeaways that will be taken into consideration for the next phases of the Project which include:

- **Development Types:** The Visual Preference Survey Exercise showed a preference in building types for: residential mixed use, small shopping centers, general office and medical offices. The online platform also showed a preference towards small shopping centers, general office and medical offices. The Test Site Exercise products showed a preference for: mixed-use podium, townhomes, small retail shops, plazas, and greenways and paseos.

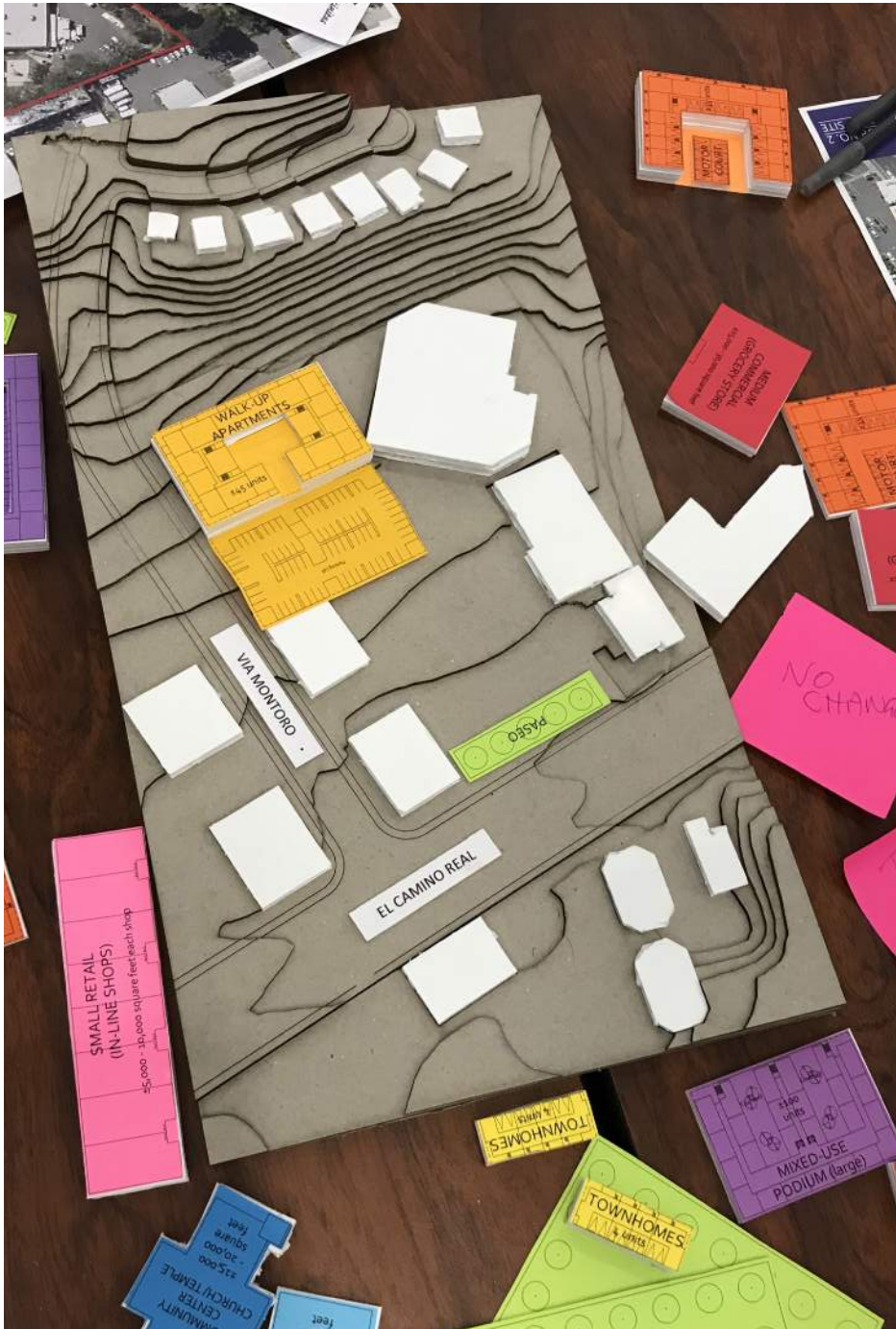
- **Development Orientation:** The Visual Preference Survey Exercise Building Orientation poster as well as the online platform results showed a preference for buildings facing an internal courtyard or internal promenade. The Test Site Exercise products showed a preference for buildings facing an internal park or plaza. Small retail shops were commonly placed fronting El Camino Real in the Test Site Exercise, whereas residential development types were often placed opposite of El Camino Real towards the back of the site.
- **Residential Densities:** Appendix B shows that the average net density of the test site exercise products was 21.6 dwelling units per acre for Test Site A and 16.3 dwelling units per acre for Test Site B. Meaning when the total acreage is reduced to account for undevelopable area such as setbacks, internal roadways, and surface parking. For example, Test Site A was 7.4 total acres, however the net acreage is approximately 5.9 acres to account for approximately 1.5 acres of undevelopable area.
- **Building Heights:** In support of the densities produced in the Test Site Exercise, as shown in Appendix B, the average number of stories used was three stories. There was common concern for residential views of surrounding neighborhood that look over the corridor. As such, the common preference was to minimize impacts on adjacent residential uses.
- **Development Amenities:** The Test Site Exercise products commonly used park, plaza, paseo, and green space development types throughout the site. The Mapping Exercise products resulted in a considerable number of park and plaza stickers, and the Visual Preference Survey Exercise showed heavy preference for all common open space amenities: plazas with outdoor seating, playgrounds, pocket parks, and linear parks. Other community members expressed their other types of community amenities such as a movie theater or amenities geared towards teenagers. The online platform results also showed a heavy preference towards plazas, linear parks or paseo, and parks.

While there were a diverse range of views on the majority of the topics discussed, the group exercises did provide some broad agreement within the community on certain topics. The community at large appears to be united in the idea of providing greater parks, plazas, greenery, and community facilities. As a reflection of this, the community appears to be receptive to a vision statement that promotes active open spaces and a blend of uses including moderate housing options. Further, the community appears to be in general agreement that development standards should limit impacts on of residential development upslope of the canyon. Finally, the community feedback swings towards the limiting of vehicle access to/from El Camino Real from adjacent sites and protecting this right of way as a thoroughfare.

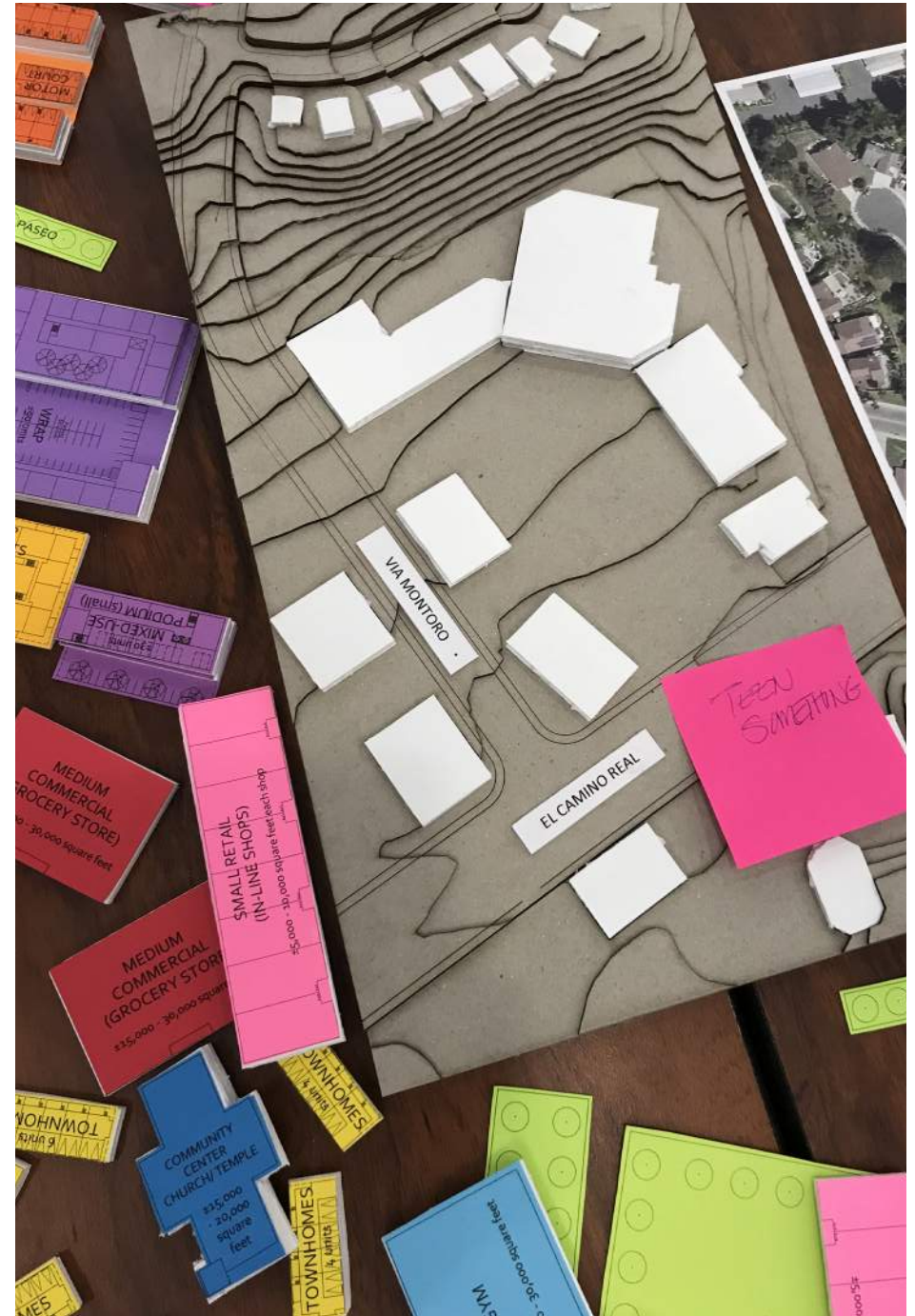
**El Camino Real Specific Plan
Workshop No. 2 Summary**

**APPENDIX A
Workshop Product Photos**

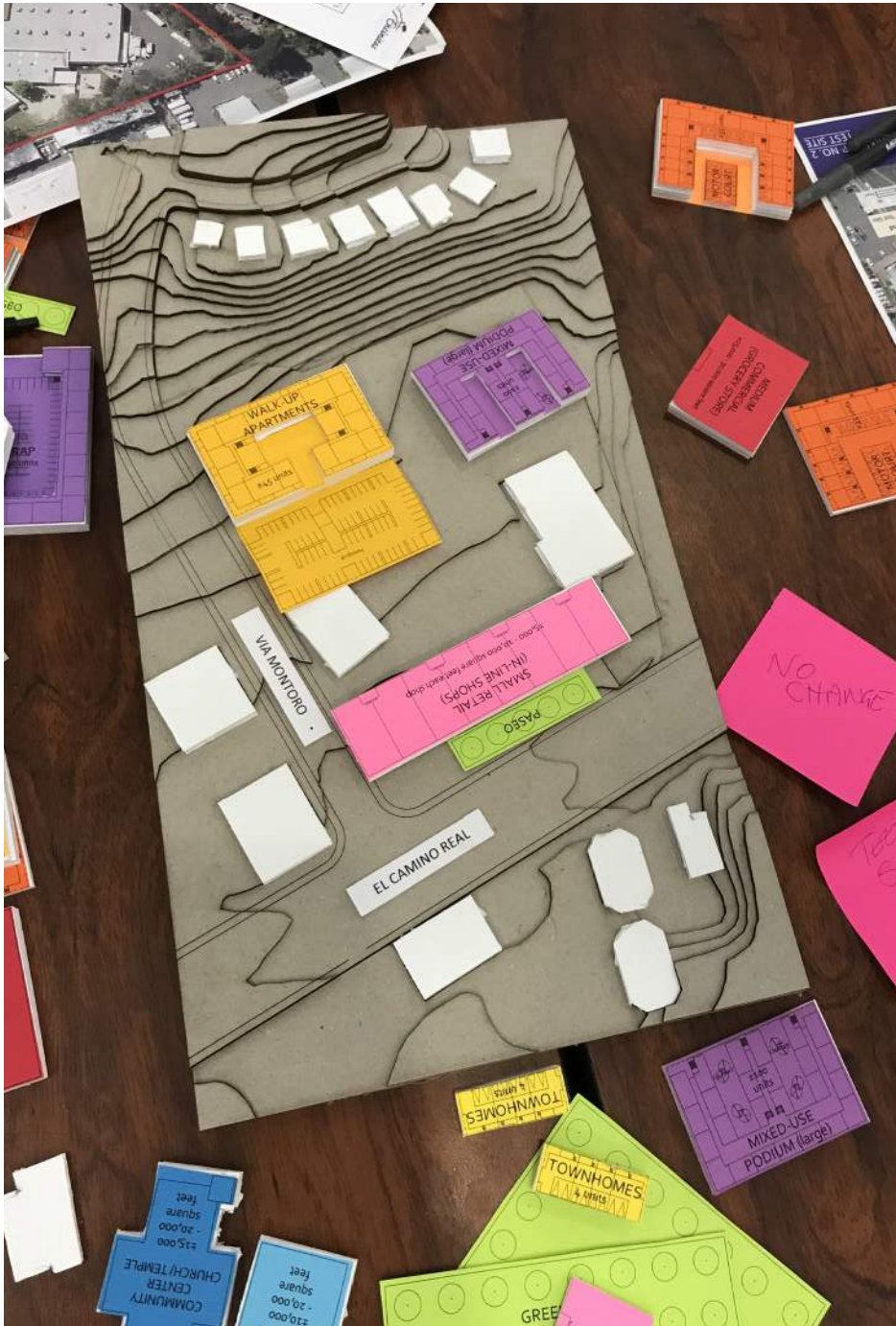
Test Site Exercise Product #1



Test Site Exercise Product #2



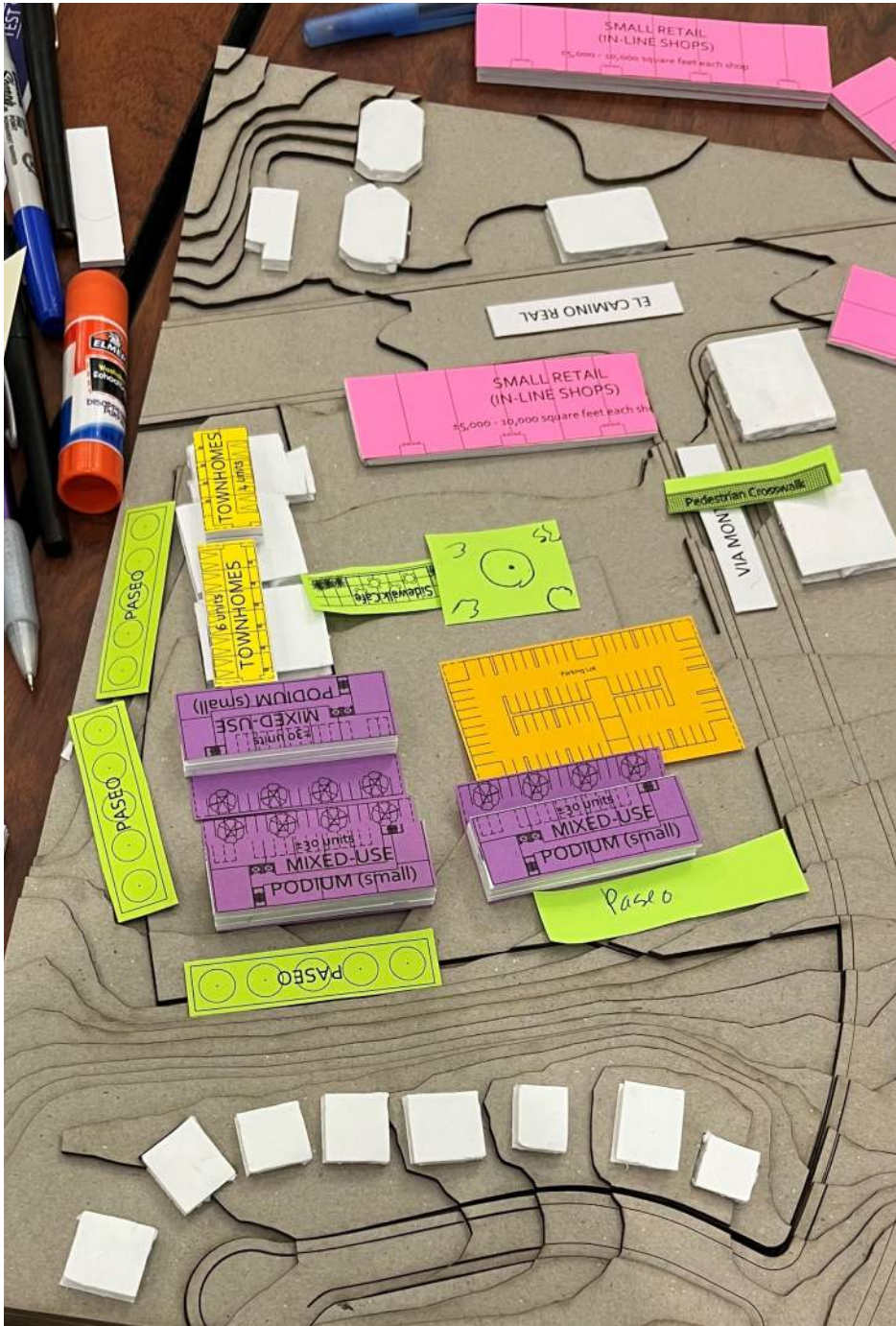
Test Site Exercise Product #3



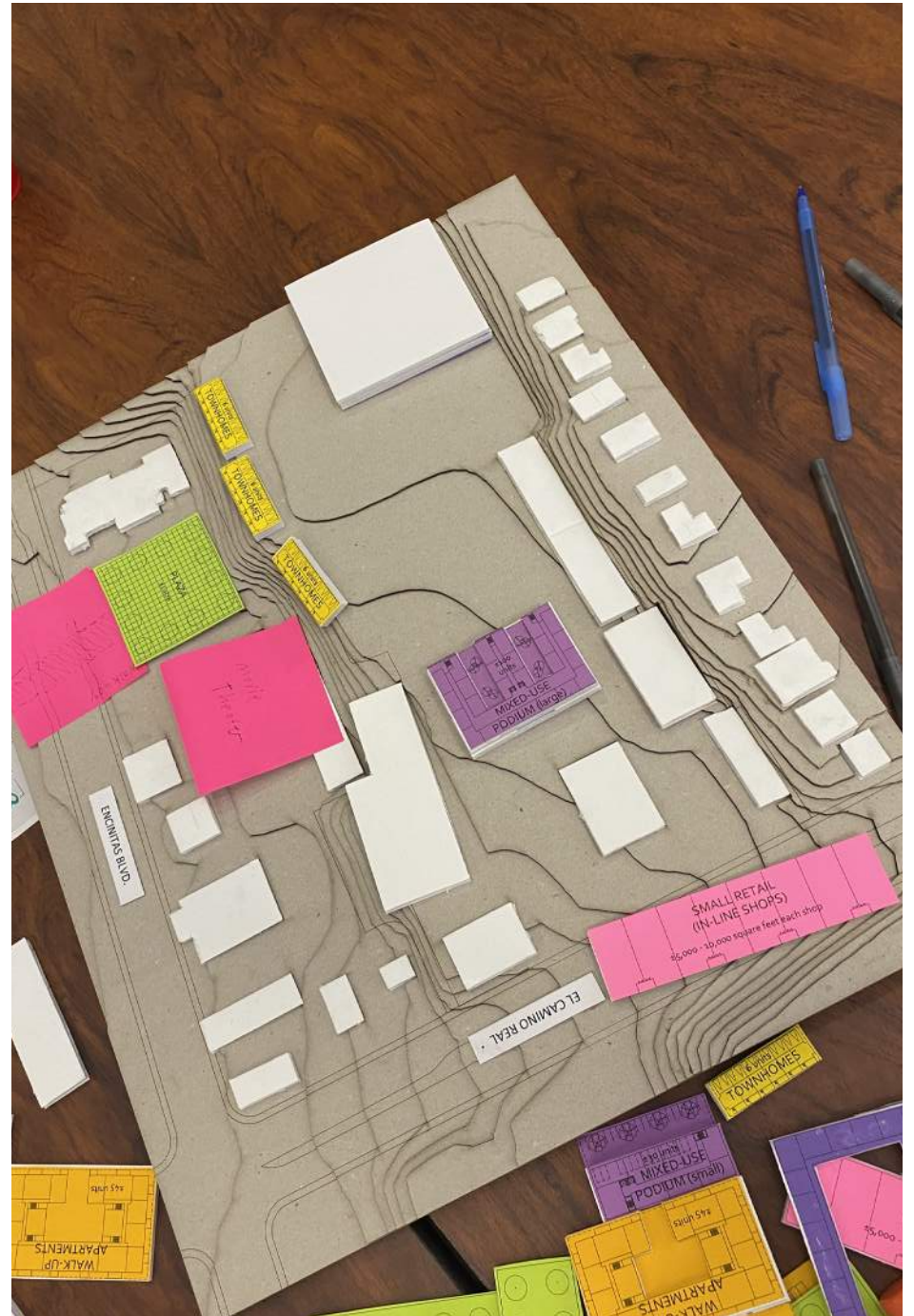
Test Site Exercise Product #4



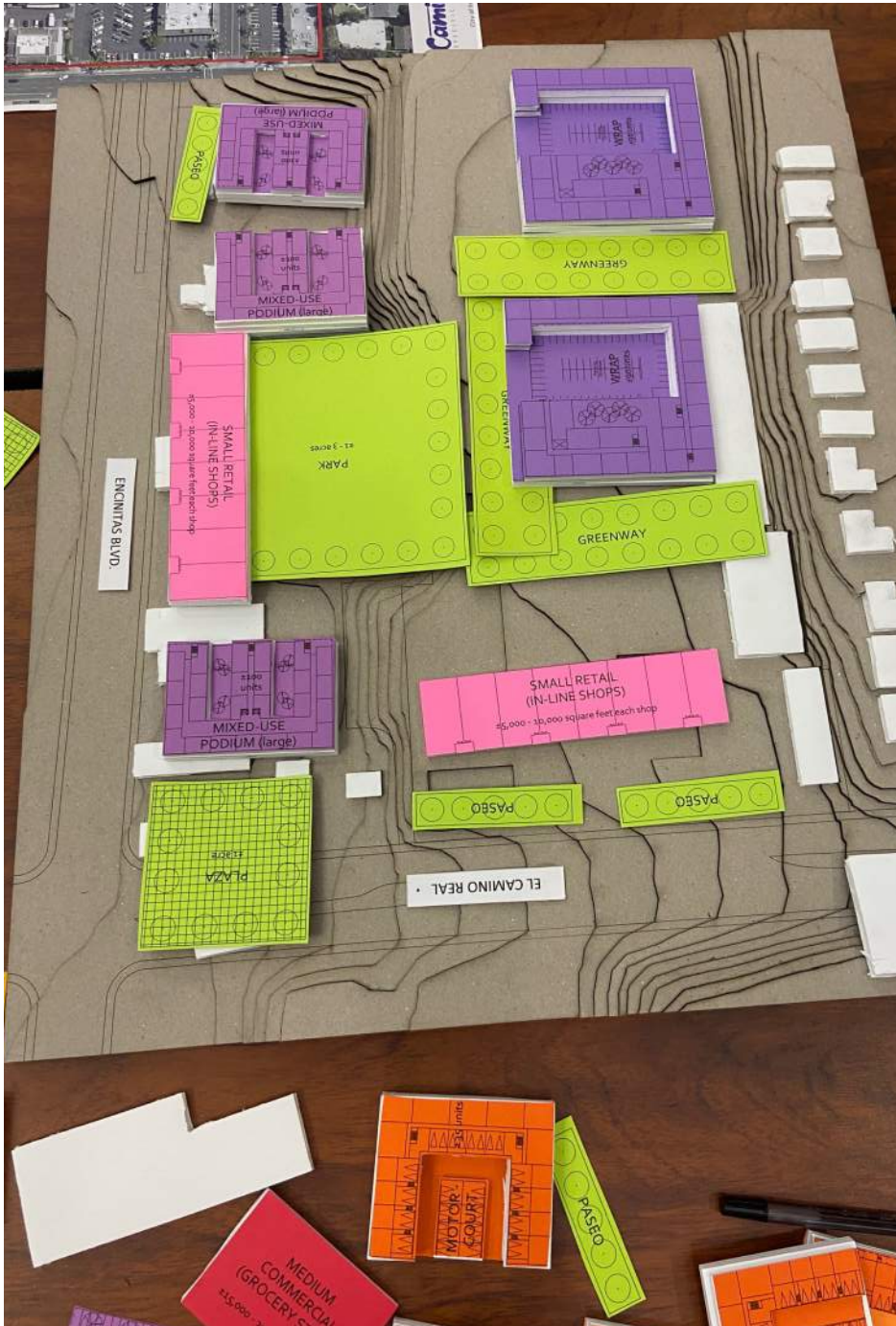
Test Site Exercise Product #7



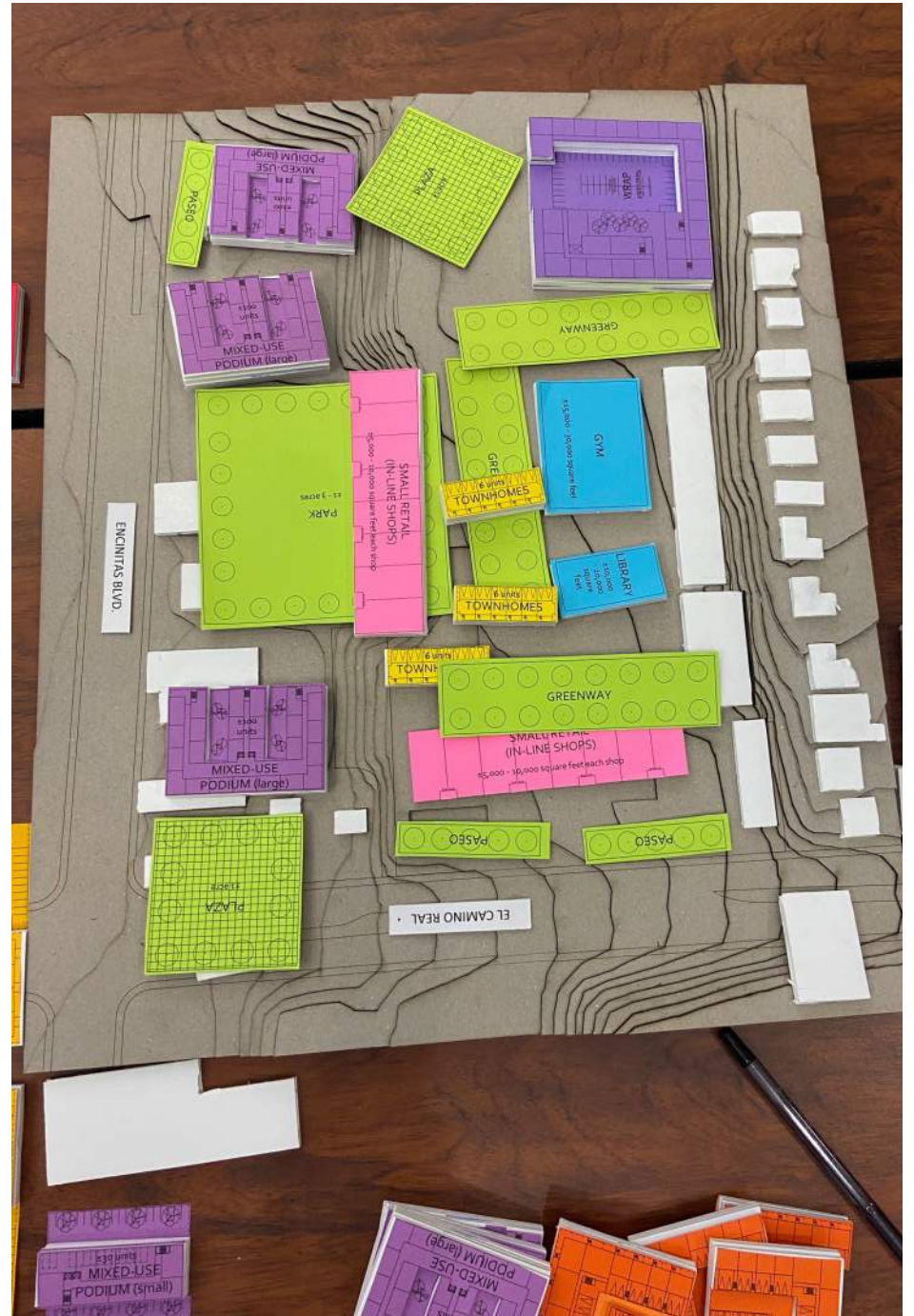
Test Site Exercise Product #8



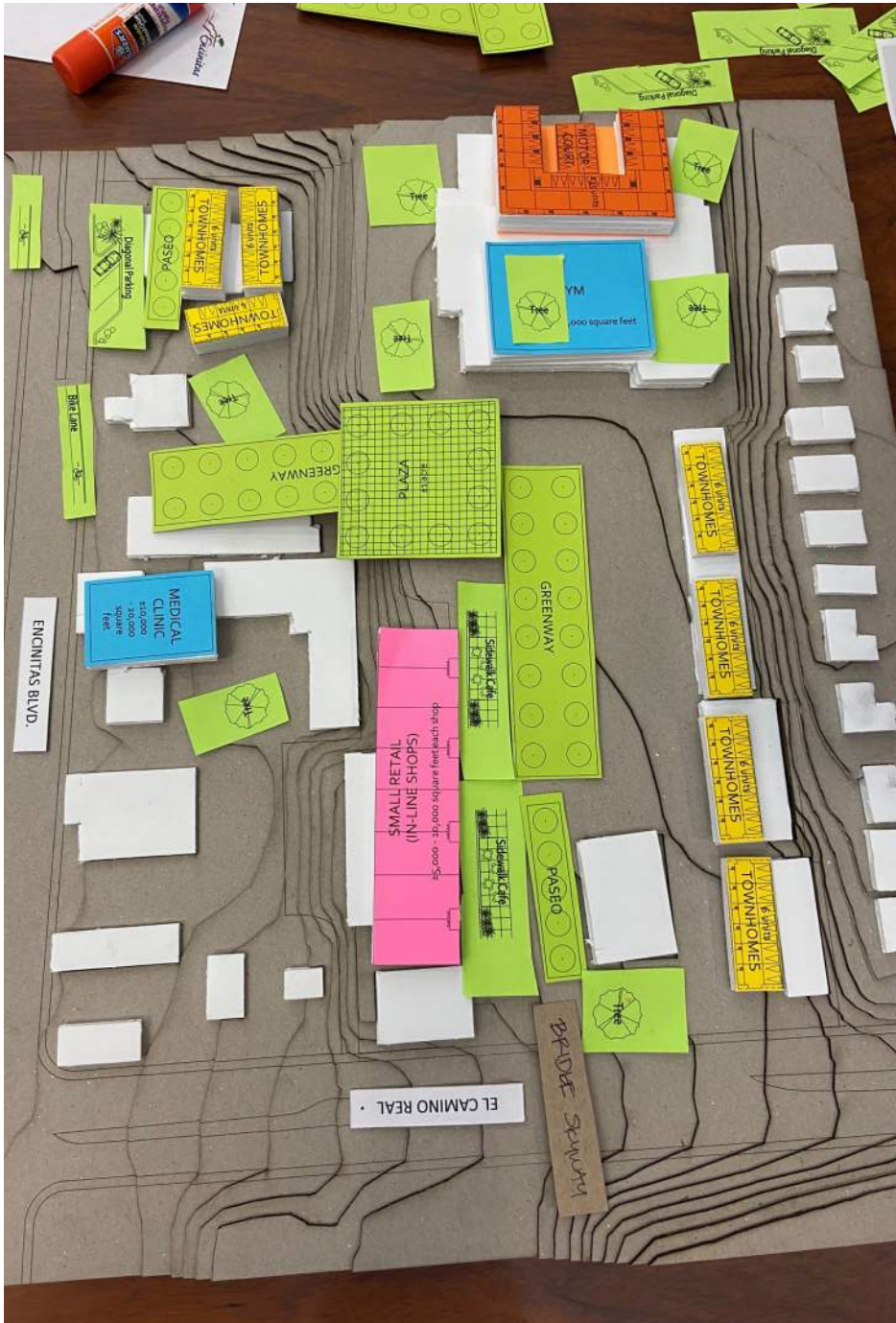
Test Site Exercise Product #9



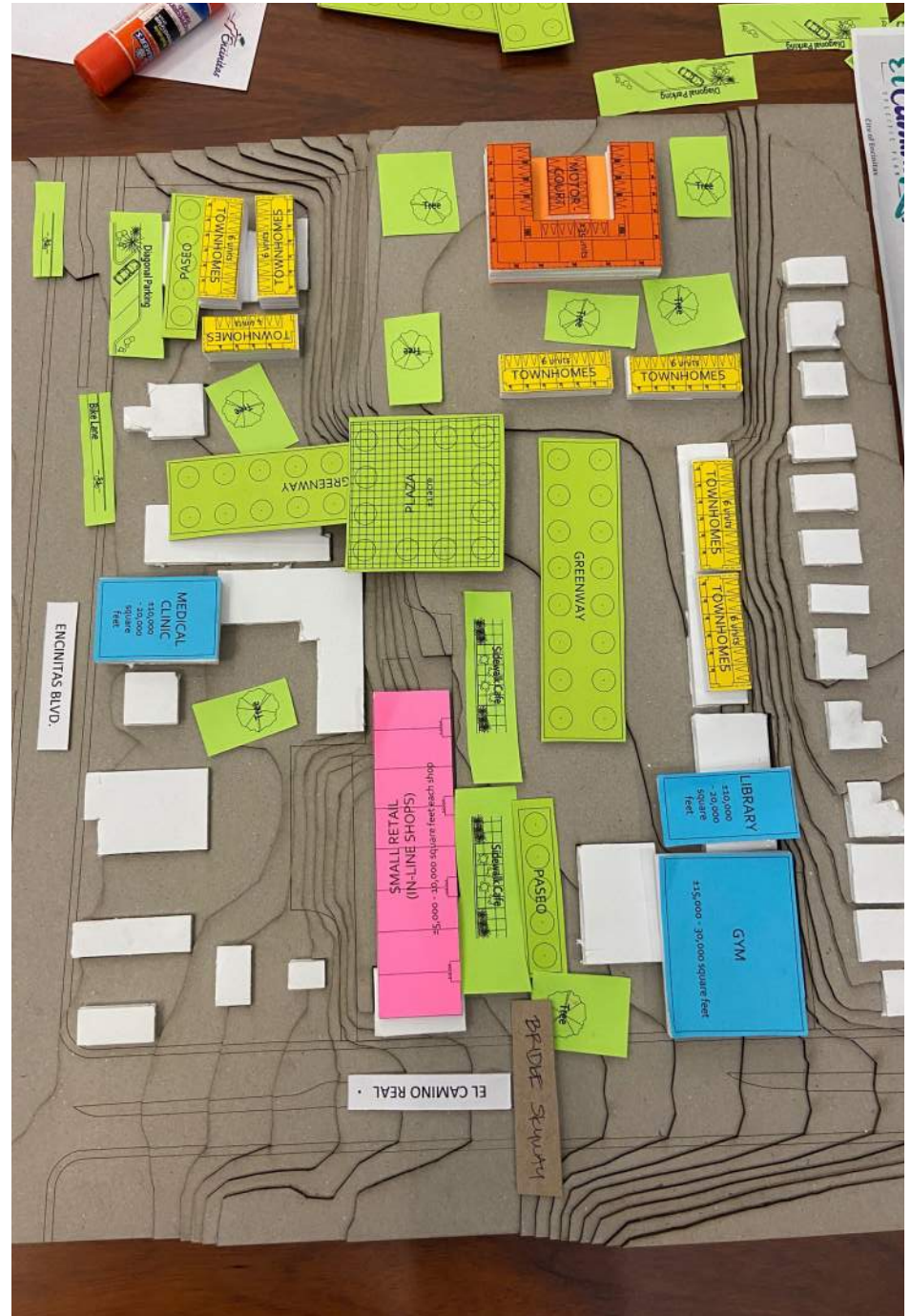
Test Site Exercise Product #10



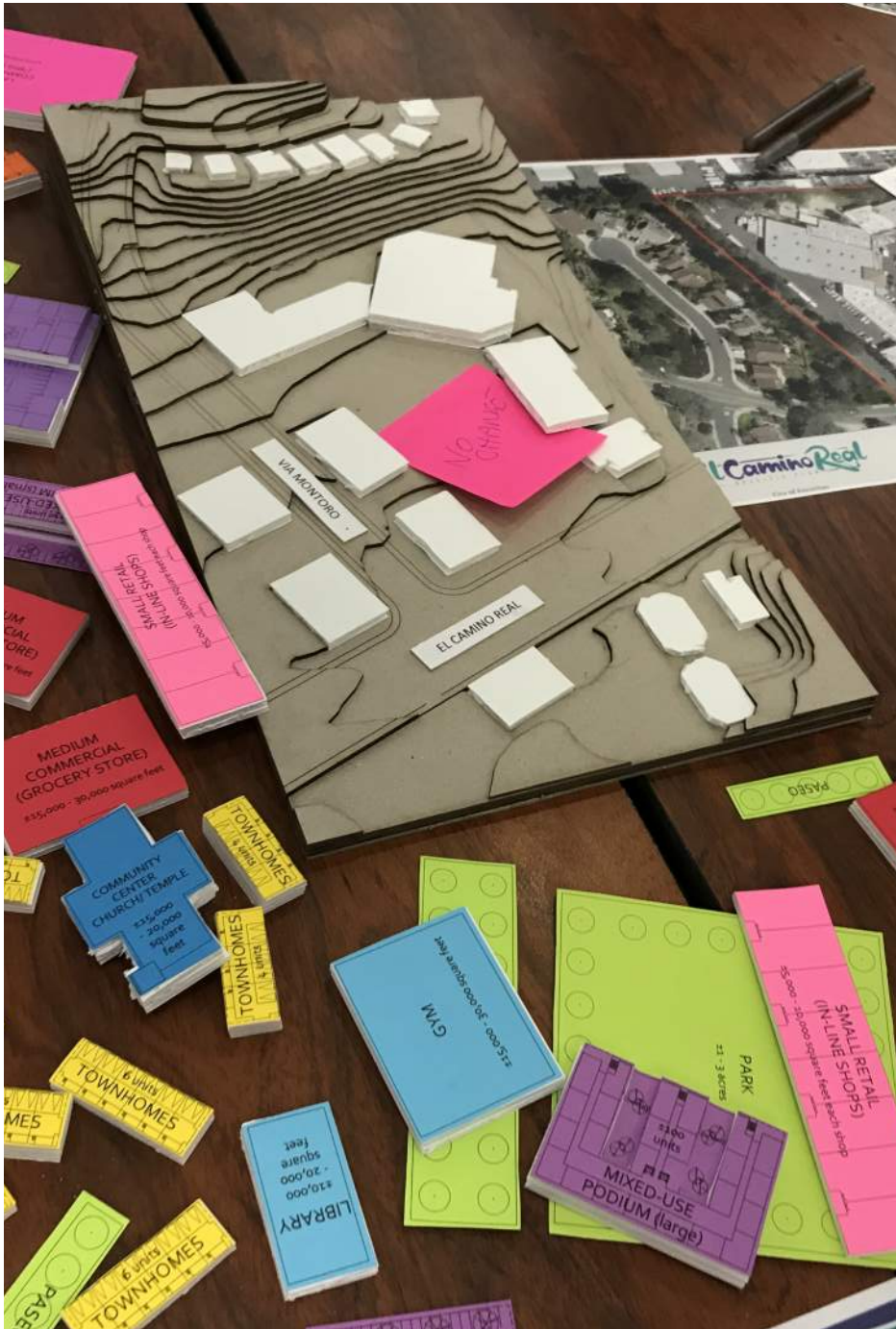
Test Site Exercise Product #11



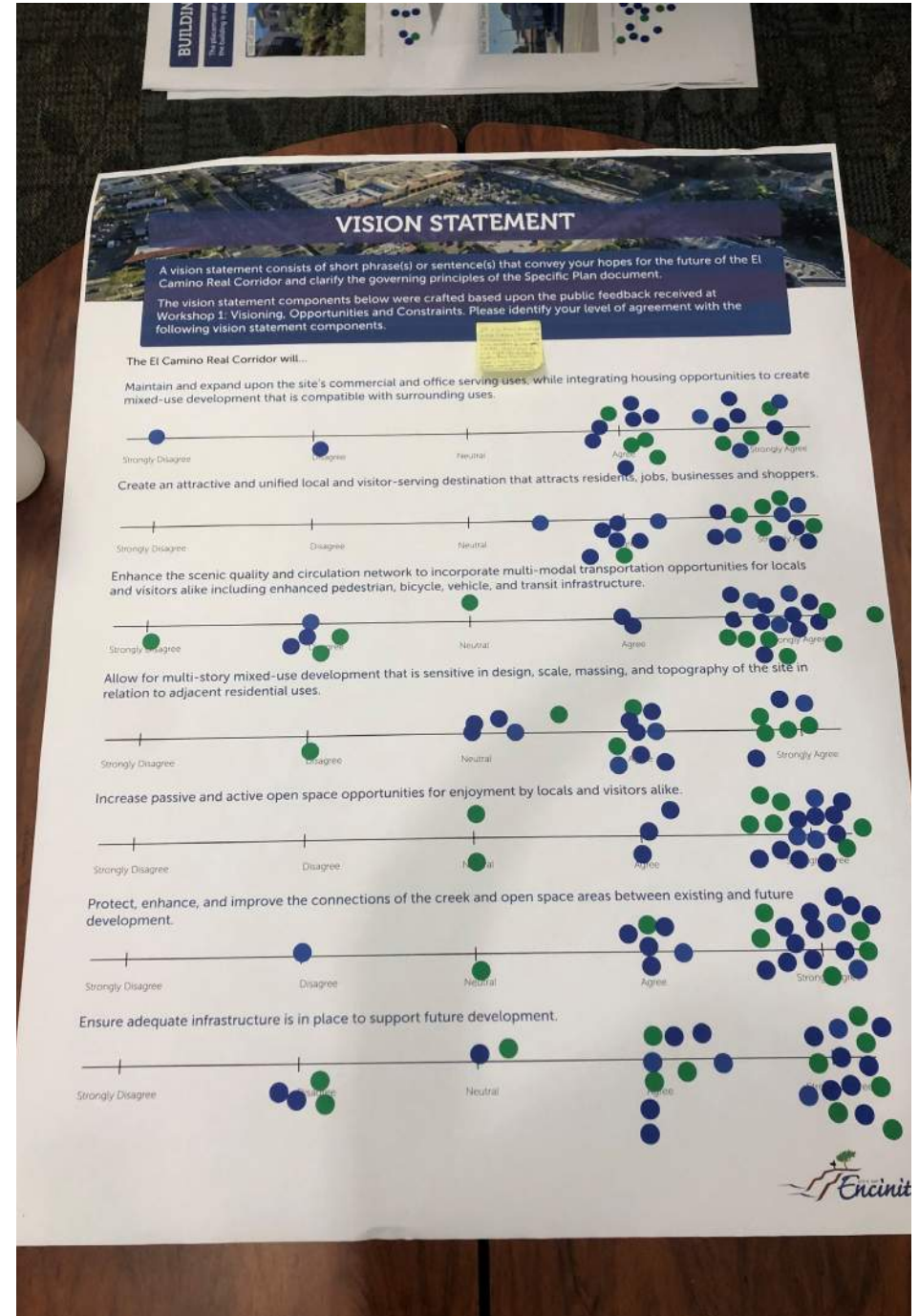
Test Site Exercise Product #12



Test Site Exercise Product #13



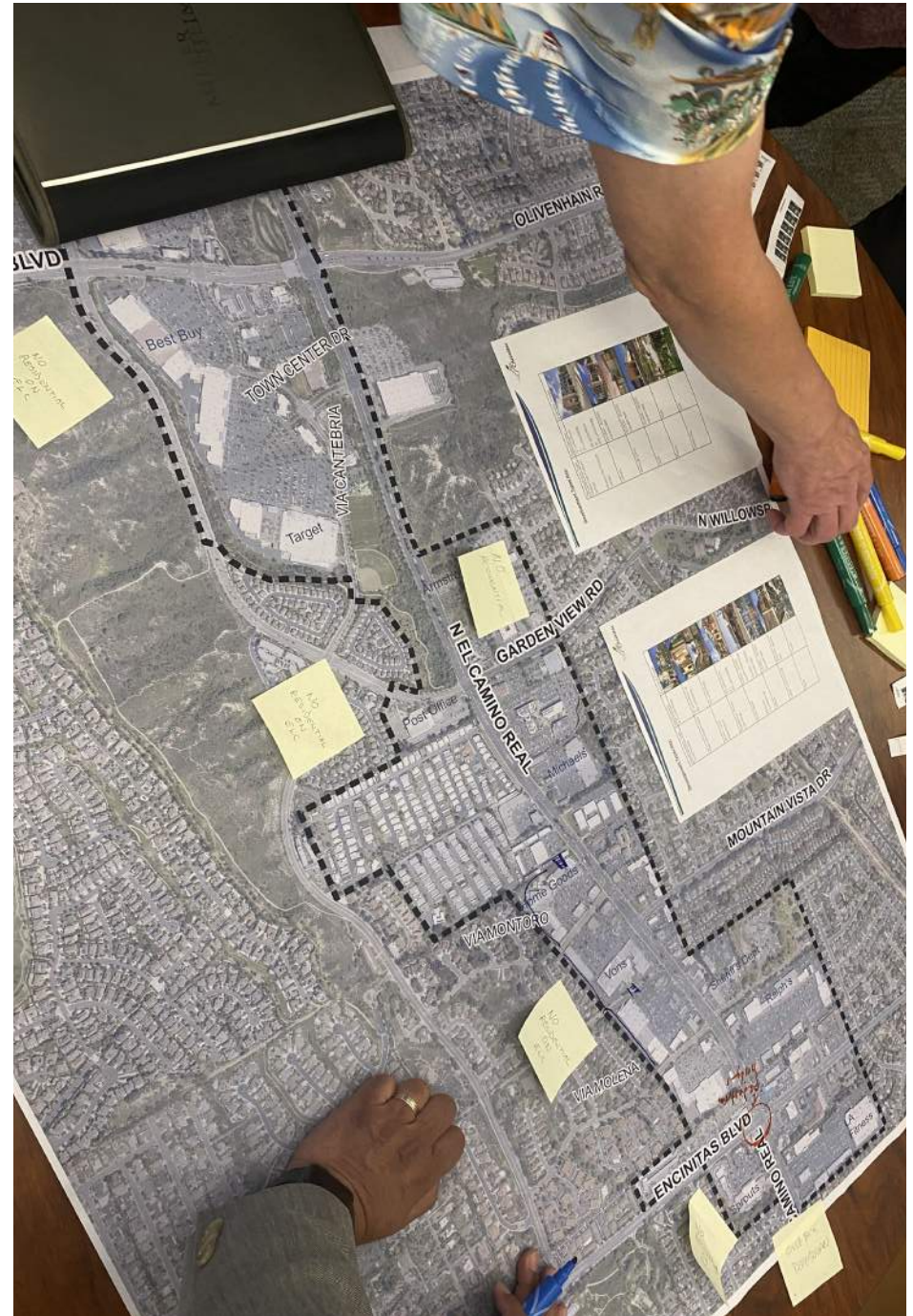
Vision Exercise Product #1



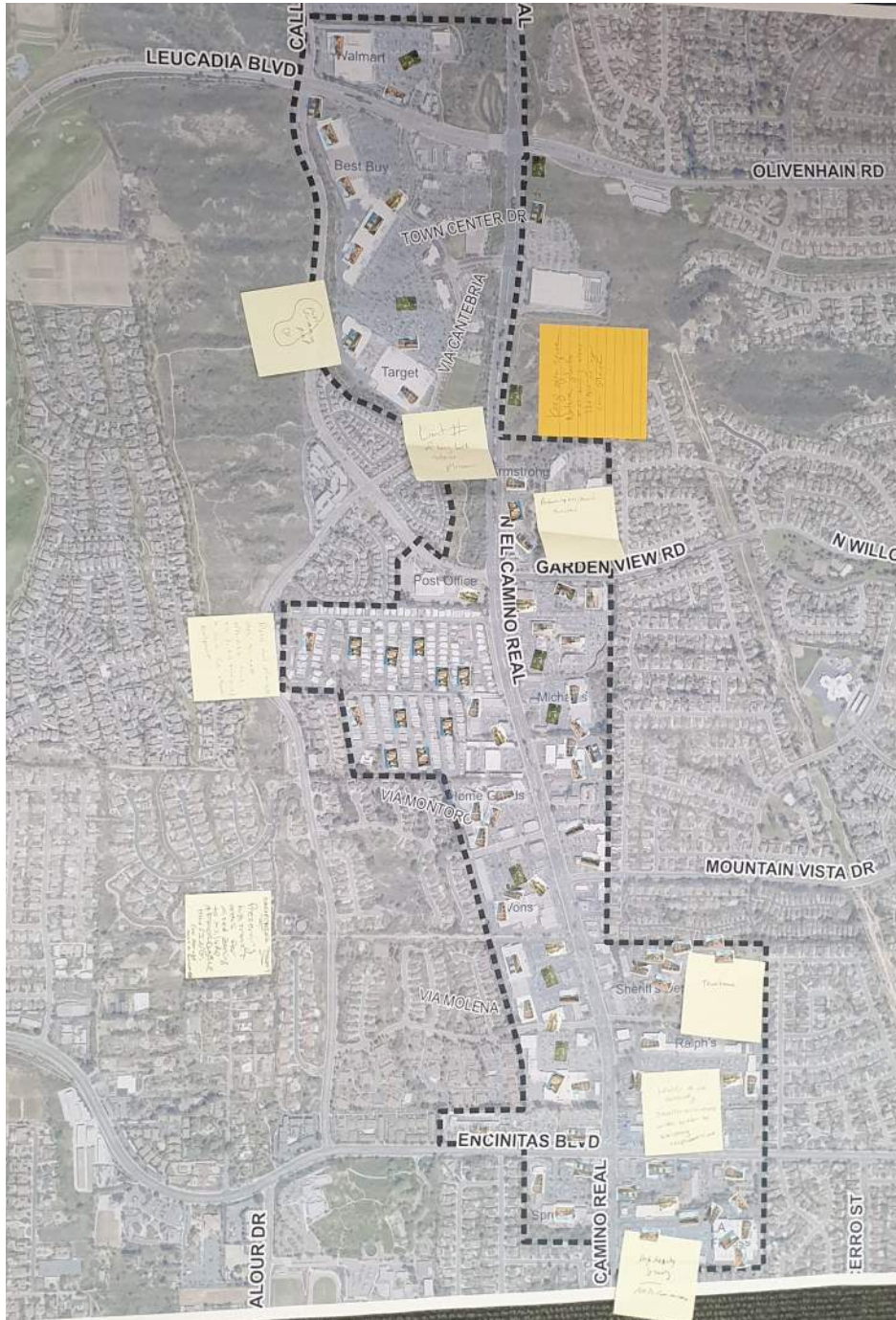
Mapping Exercise Product #1



Mapping Exercise Product #2



Mapping Exercise Product #3



Mapping Exercise Product #4




Visual Preference Exercise Product #1

BUILDING TYPES

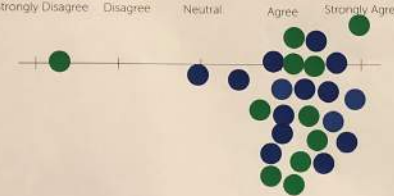
Of the existing building types below, are the building type's size and scale appropriate for the Specific Plan Area? Should their look and feel be replicated within the Specific Plan Area?

Small Shopping Center




Size and Scale:

Strongly Disagree Disagree Neutral Agree Strongly Agree

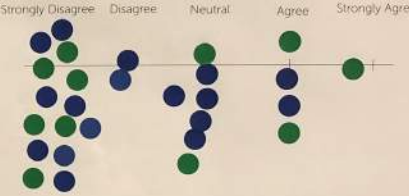


Large Big Box Shopping Center




Size and Scale:

Strongly Disagree Disagree Neutral Agree Strongly Agree

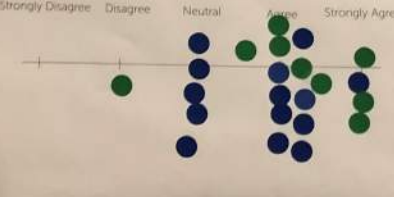


Three-Story Medical Offices




Size and Scale:

Strongly Disagree Disagree Neutral Agree Strongly Agree

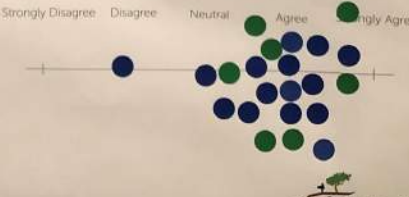



Two-Story Office Building



Size and Scale:

Strongly Disagree Disagree Neutral Agree Strongly Agree






Visual Preference Exercise Product #2

BUILDING TYPES CONT...

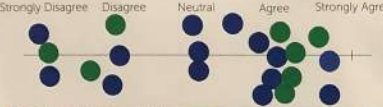
Based on your vision for the Specific Plan Area, are the building type's size and scale appropriate for the corridor? Should their look and feel be replicated within the Specific Plan Area?

Walk-Up Apartment Building




Size and Scale:

Strongly Disagree Disagree Neutral Agree Strongly Agree

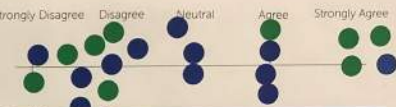


Apartment Building




Size and Scale:

Strongly Disagree Disagree Neutral Agree Strongly Agree

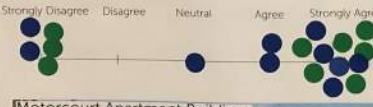


Residential Mixed Use




Size and Scale:

Strongly Disagree Disagree Neutral Agree Strongly Agree

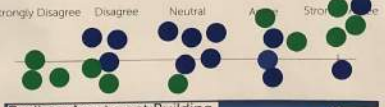


Townhome




Size and Scale:

Strongly Disagree Disagree Neutral Agree Strongly Agree

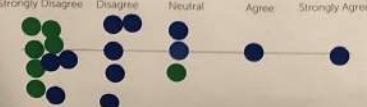


Motorcourt Apartment Building




Size and Scale:

Strongly Disagree Disagree Neutral Agree Strongly Agree




Podium Apartment Building



Size and Scale:

Strongly Disagree Disagree Neutral Agree Strongly Agree




Visual Preference Exercise Product #3

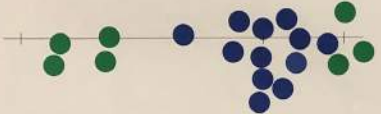
MASSING AND ARTICULATION

Architectural differentiation can help break up the feeling of bulk and scale. Of the following architectural techniques, should they be applied to future development within the Specific Plan Area?


Setbacks




Strongly Disagree Disagree Neutral Agree Strongly Agree




Stepbacks



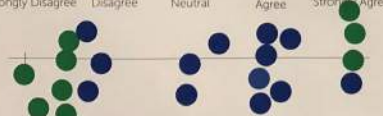
Strongly Disagree Disagree Neutral Agree Strongly Agree




Varied Roof Lines/Forms



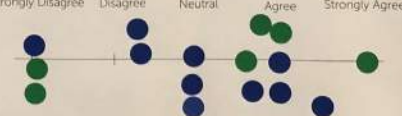
Strongly Disagree Disagree Neutral Agree Strongly Agree



Façade/Plane Break



Strongly Disagree Disagree Neutral Agree Strongly Agree



How important is it for the El Camino Real Corridor to have a different design and feel than that of other places in Encinitas?



Very Unimportant

Unimportant

Neutral

Important

Very Important





Visual Preference Exercise Product #4

COMMON OPEN SPACE

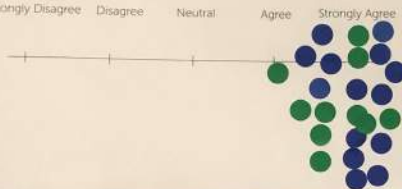
Would the following open space amenities add to the character of the El Camino Real corridor? Should their look and feel be applied throughout the Specific Plan Area?

Plazas with Outdoor Seating




Adds to Character:

Strongly Disagree Disagree Neutral Agree Strongly Agree

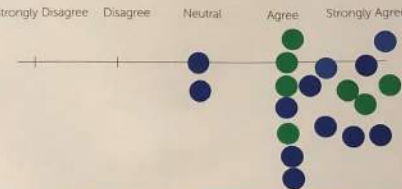


Playgrounds




Adds to Character:

Strongly Disagree Disagree Neutral Agree Strongly Agree

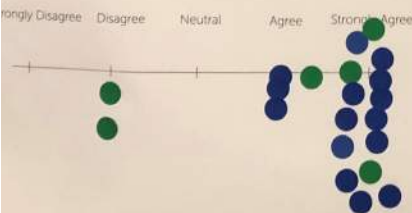


Pocket Parks




Adds to Character:

Strongly Disagree Disagree Neutral Agree Strongly Agree

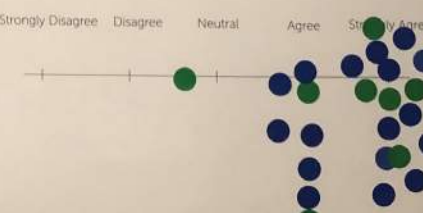



Linear Parks



Adds to Character:

Strongly Disagree Disagree Neutral Agree Strongly Agree






Visual Preference Exercise Product #5

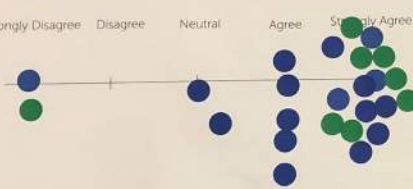
STREETSCAPE ELEMENTS

Would the following streetscape elements improve your experience along El Camino Real?


Buffered Bike Lanes



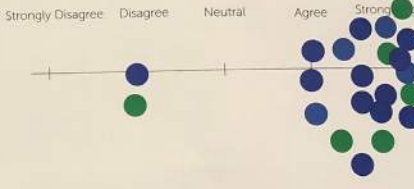
Strongly Disagree Disagree Neutral Agree Strongly Agree




Consolidated Driveways (fewer driveways on El Camino Real)



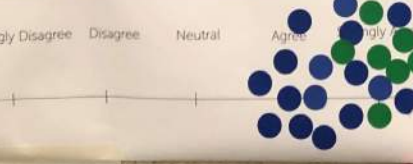
Strongly Disagree Disagree Neutral Agree Strongly Agree




Buffered Sidewalks



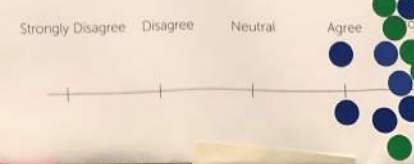
Strongly Disagree Disagree Neutral Agree Strongly Agree



High Visibility Crosswalks



Strongly Disagree Disagree Neutral Agree Strongly Agree




Visual Preference Exercise Product #6

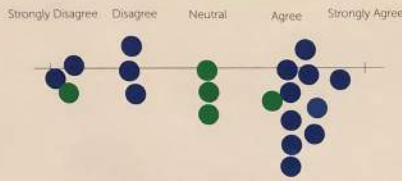
BUILDING PLACEMENT

The placement of a building affects its sense of bulk and scale. In each of these examples, would you agree the building is placed appropriately in relation to it's surroundings?


Top of Slope



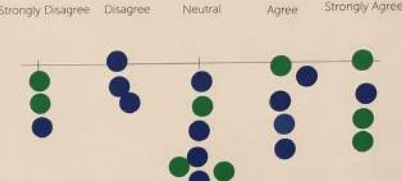
Strongly Disagree Disagree Neutral Agree Strongly Agree




Bottom of Slope



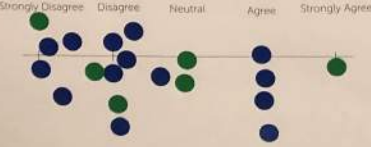
Strongly Disagree Disagree Neutral Agree Strongly Agree




Next to the Street



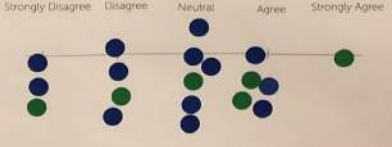
Strongly Disagree Disagree Neutral Agree Strongly Agree



Next to Single-Family Residential



Strongly Disagree Disagree Neutral Agree Strongly Agree






Visual Preference Exercise Product #7

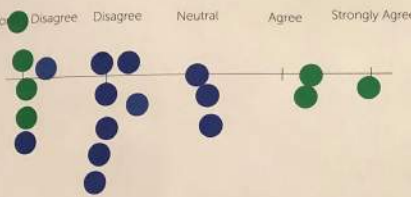
BUILDING ORIENTATION

How do you prefer buildings be orientated within the Specific Plan Area, meaning where should buildings face? Buildings within the Specific Plan Area should be oriented to...


Face the Parking Lot



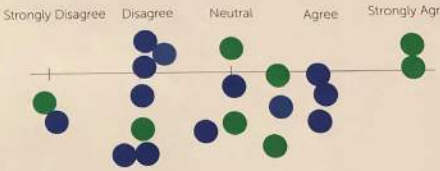
Strongly Disagree Disagree Neutral Agree Strongly Agree




Face the Street



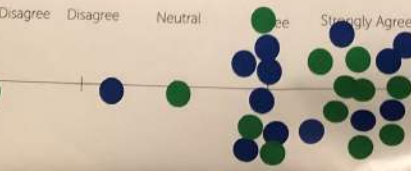
Strongly Disagree Disagree Neutral Agree Strongly Agree




Face an Internal Courtyard



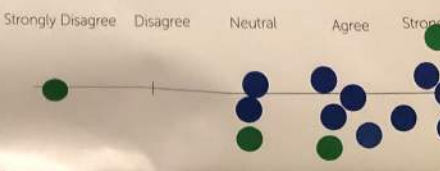
Disagree Disagree Neutral Agree Strongly Agree



Face an Internal Promenade



Strongly Disagree Disagree Neutral Agree Strongly Agree




Visual Preference Exercise Product #8

BUILDING FRONTAGES

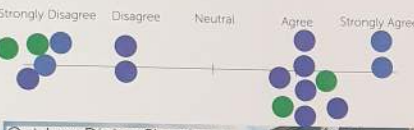
Building frontages can create a welcoming pedestrian experience. Which of these frontage types would you like to see within the Specific Plan Area? Should their look and feel be replicated throughout the Specific Plan Area?

Curbside Shopfront




Size and Scale:

Strongly Disagree Disagree Neutral Agree Strongly Agree

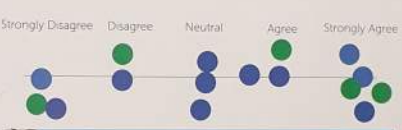


Dooryard




Size and Scale:

Strongly Disagree Disagree Neutral Agree Strongly Agree

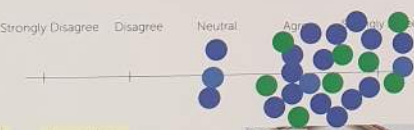


Outdoor Dining Shopfront




Size and Scale:

Strongly Disagree Disagree Neutral Agree Strongly Agree




Frontyard




Size and Scale:

Strongly Disagree Disagree Neutral Agree Strongly Agree

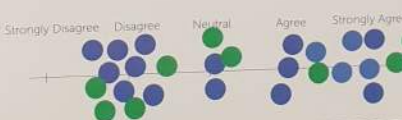


Stoop



Size and Scale:

Strongly Disagree Disagree Neutral Agree Strongly Agree



Handwritten notes on sticky paper:

- More parking spaces for an outdoor dining + retail area/shopping on a local or mobile.
- Outdoor dining: 10-15% of total area, 10-15% of total area, 10-15% of total area.
- Stoop: 10-15% of total area, 10-15% of total area, 10-15% of total area.

**El Camino Real Specific Plan
Workshop No. 2 Summary**

**APPENDIX B
Workshop Statistics**

B.1 Test Site Exercise Statistics

The following tables summarize the findings of the Workshop Products shown in Appendix A. The Table B 1-1, Test Site A, reflects the results of the medium-sized parcel and Table B 1-2, Test Site B, reflects the results of the large-sized parcel. The Workshop Product # pertains to the product number listed in Appendix A, Workshop Photos.

Table B 1-1, Test Site A

Workshop Product #	Total Site Acreage	Approx. Net Site Acreage	Approx. Total Units	Gross Density (du/ac)	Net Density (du/ac)	Number of Stories Used
1	7.4	5.92	45	6.1	7.6	3
2	7.4	5.92	0	0.0	0.0	0
3	7.4	5.92	145	19.6	24.5	3
4	7.4	5.92	35	4.7	5.9	3
5	7.4	5.92	95	12.8	16.0	3
6	7.4	5.92	476	64.3	80.4	6
7	7.4	5.92	100	13.5	16.9	3
Average:			128.0	17.3	21.6	3.0
Median:			95.0	12.8	16.0	3.0
Median Without Zeros:			97.5	13.2	16.5	3.0

¹Net Acreage and Density means the total acreage is reduced by 20% to account for undevelopable area such as setbacks, internal roadways, and surface parking.

Table B 1-2, Test Site B

Workshop Product #	Total Site Acreage	Approx. Net Site Acreage	Approx. Total Units	Gross Density (du/ac)	Net Density (du/ac)	Number of Stories Used
8	14.75	11.8	118	8.0	10.0	3
9	14.75	11.8	480	32.5	40.7	3
10	14.75	11.8	408	27.7	34.6	3
11	14.75	11.8	75	5.1	6.4	4
12	14.75	11.8	75	5.1	6.4	3
13	14.75	11.8	0	0.0	0.0	0
Average:			192.7	13.1	16.3	2.7
Median:			118.0	8.0	10.0	3.0
Median Without Zeros:			96.5	8.0	10.0	3.0

¹Net Acreage and Density means the total acreage is reduced by 20% to account for undevelopable area such as setbacks, internal roadways, and surface parking.

B.2 Visual Preference Exercise Statistics

The following tables summarize the statistical findings of the Visual Preference Exercise from the in-person workshop and the online platform. The number of responses under each designator on the sliding scale was counted and is reflected as a percentage of total respondents. For the dots used in the in-person workshop, if dots were indistinctly placed between two designators, then the dots were deferred to the least preferred to be conservative. The designators were given a quantitative variable from which an average was calculated, as shown in the right-hand column. The percentages reflect where notable majorities occur. A conditional formatting setting was used on the cells to indicate the overall distribution or responses for each topic; meaning the darker the cell, the higher the intensity of responses.

Building Types

In-Person Workshop Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Small Shopping Center	4.0%	0.0%	8.0%	64.0%	24.0%	4.04
Large Big Box Shopping Center	50.0%	7.1%	25.0%	14.3%	3.6%	2.14
Three-Story Medical Offices	0.0%	4.3%	21.7%	56.5%	17.4%	3.87
Two-Story Office Building	0.0%	4.5%	27.3%	54.5%	13.6%	3.77
Walk-Up Apartment Building	13.6%	18.2%	18.2%	36.4%	13.6%	3.18
Apartment Building	14.3%	33.3%	14.3%	19.0%	19.0%	2.95
Residential Mixed Use	22.7%	0.0%	4.5%	22.7%	50.0%	3.77
Townhome	12.5%	20.8%	25.0%	20.8%	20.8%	3.17
Motorcourt Apartment Building	47.4%	26.3%	15.8%	5.3%	5.3%	1.95
Podium Apartment Building	22.7%	45.5%	13.6%	9.1%	9.1%	2.36

Online Platform Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Small Shopping Center	1.6%	6.6%	8.2%	44.3%	39.3%	4.13
Large Big Box Shopping Center	21.3%	32.8%	18.0%	19.7%	8.2%	2.61
Three-Story Medical Offices	18.3%	15.0%	30.0%	31.7%	5.0%	2.90
Two-Story Office Building	9.8%	11.5%	32.8%	36.1%	9.8%	3.25
Walk-Up Apartment Building	32.2%	20.3%	15.3%	13.6%	18.6%	2.66
Apartment Building	30.0%	16.7%	13.3%	26.7%	13.3%	2.77
Residential Mixed Use	25.0%	15.0%	11.7%	18.3%	30.0%	3.13
Townhome	30.0%	16.7%	13.3%	23.3%	16.7%	2.80
Motorcourt Apartment Building	43.3%	20.0%	21.7%	10.0%	5.0%	2.13
Podium Apartment Building	52.5%	25.4%	11.9%	6.8%	3.4%	1.83

Massing and Articulation

In-Person Workshop Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Setbacks	10.5%	10.5%	5.3%	52.6%	21.1%	3.63
Stepbacks	24.0%	12.0%	16.0%	28.0%	20.0%	3.08
Varied Roof Lines/Forms	9.1%	31.8%	13.6%	27.3%	18.2%	3.14
Façade/Plane Break	18.8%	12.5%	18.8%	43.8%	6.3%	3.06
How important is it for the El Camino Real Corridor to have a different design and feel than that of other places in Encinitas?	0.0%	11.1%	22.2%	66.7%	0.0%	3.56

Online Platform Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Setbacks	9.8%	13.1%	21.3%	39.3%	16.4%	3.39
Stepbacks	13.1%	18.0%	21.3%	34.4%	13.1%	3.16
Varied Roof Lines/Forms	18.3%	11.7%	21.7%	31.7%	16.7%	3.17
Façade/Plane Break	14.8%	11.5%	29.5%	29.5%	14.8%	3.18

Massing and Articulation Question

In-Person Workshop Results

	Very Unimportant (1)	Unimportant (2)	Neutral (3)	Important (4)	Very Important (5)	Average
How important is it for the El Camino Real Corridor to have a different design and feel than that of other places in Encinitas?	0.0%	11.1%	22.2%	66.7%	0.0%	3.56

Online Platform Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
How important is it for the El Camino Real Corridor to have a different design and feel than that of other places in Encinitas?	21.7%	26.7%	21.7%	20.0%	10.0%	2.70

Building Orientation

In-Person Workshop Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Face the Parking Lot	31.6%	36.8%	15.8%	10.5%	5.3%	2.21
Face the Street	9.5%	33.3%	33.3%	14.3%	9.5%	2.81
Face an Internal Courtyard	3.6%	3.6%	3.6%	32.1%	57.1%	4.36
Face an Internal Promenade	5.3%	0.0%	15.8%	26.3%	52.6%	4.21

Online Platform Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Face the Parking Lot	19.3%	31.6%	21.1%	22.8%	5.3%	2.63
Face the Street	8.6%	19.0%	25.9%	31.0%	15.5%	3.26
Face an Internal Courtyard	12.1%	5.2%	24.1%	41.4%	17.2%	3.47
Face an Internal Promenade	12.1%	8.6%	22.4%	37.9%	19.0%	3.43

Building Placement

In-Person Workshop Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Top of Slope	15.0%	15.0%	15.0%	50.0%	5.0%	3.15
Bottom of Slope	13.0%	13.0%	34.8%	21.7%	17.4%	3.17
Next to the Street	25.0%	35.0%	15.0%	20.0%	5.0%	2.45
Next to Single-Family Residential	15.8%	21.1%	31.6%	26.3%	5.3%	2.84

Online Platform Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Top of Slope	17.2%	31.0%	32.8%	15.5%	3.4%	2.57
Bottom of Slope	5.2%	15.5%	31.0%	39.7%	8.6%	3.31
Next to the Street	12.1%	17.2%	39.7%	24.1%	6.9%	2.97
Next to Single-Family Residential	26.3%	21.1%	29.8%	21.1%	1.8%	2.51

Building Frontages

In-Person Workshop Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Curbside Shopfront	29.4%	11.8%	0.0%	47.1%	11.8%	3.00
Dooryard	18.8%	12.5%	18.8%	18.8%	31.3%	3.31
Outdoor Dining Shopfront	0.0%	0.0%	11.1%	55.6%	33.3%	4.22
Frontyard	33.3%	4.8%	23.8%	23.8%	14.3%	2.81
Stoop	0.0%	40.7%	14.8%	18.5%	25.9%	3.30

Online Platform Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Curbside Shopfront	20.0%	15.0%	31.7%	23.3%	10.0%	2.88
Dooryard	20.0%	28.3%	33.3%	16.7%	1.7%	2.52
Outdoor Dining Shopfront	5.1%	5.1%	13.6%	45.8%	30.5%	3.92
Frontyard	18.3%	15.0%	23.3%	33.3%	10.0%	3.02
Stoop	20.0%	10.0%	33.3%	28.3%	8.3%	2.95

Common Open Space

In-Person Workshop Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Plazas with Outdoor Seating	0.0%	0.0%	0.0%	12.5%	87.5%	4.88
Playgrounds	0.0%	0.0%	10.5%	52.6%	36.8%	4.26
Pocket Parks	0.0%	10.0%	0.0%	20.0%	70.0%	4.50
Linear Parks	0.0%	0.0%	3.8%	30.8%	65.4%	4.62

Online Platform Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Plazas with Outdoor Seating	3.3%	5.0%	6.7%	30.0%	55.0%	4.28
Playgrounds	15.0%	10.0%	20.0%	30.0%	25.0%	3.40
Pocket Parks	6.7%	6.7%	13.3%	30.0%	43.3%	3.97
Linear Parks	6.7%	1.7%	6.7%	43.3%	41.7%	4.12

Streetscape Elements

In-Person Workshop Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Buffered Bike Lanes	8.0%	0.0%	8.0%	20.0%	64.0%	4.32
Consolidated Driveways	0.0%	8.0%	0.0%	20.0%	72.0%	4.56
Buffered Sidewalks	0.0%	0.0%	0.0%	34.6%	65.4%	4.65
High Visibility Crosswalks	0.0%	0.0%	0.0%	21.7%	78.3%	4.78

Online Platform Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Buffered Bike Lanes	10.2%	5.1%	16.9%	28.8%	39.0%	3.81
Consolidated Driveways	20.0%	11.7%	16.7%	31.7%	20.0%	3.20
Buffered Sidewalks	8.3%	5.0%	10.0%	41.7%	35.0%	3.90
High Visibility Crosswalks	3.3%	5.0%	6.7%	40.0%	45.0%	4.18

B.3 Vision Statement Exercise Statistics

The following tables summarize the statistical findings of the Vision Statement Exercise. The number of dots under each designator on the sliding scale was counted and is reflected as a percentage of total respondents. If dots were indistinctly placed between two designators, then the dots were deferred to the least preferred to be conservative. The designators were given a quantitative variable from which an average was calculated, as shown in the right-hand column. The percentages reflect where notable majorities occur.

Vision Statement

In-Person Workshop Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
1) Maintain and expand...	6.7%	0.0%	0.0%	53.3%	40.0%	4.20
2) Create an attractive...	0.0%	0.0%	8.3%	41.7%	50.0%	4.42
3) Enhance the scenic...	0.0%	31.3%	6.3%	12.5%	50.0%	3.81
4) Allow for multi-story...	0.0%	0.0%	16.7%	50.0%	33.3%	4.17
5) Increase passive...	0.0%	0.0%	7.7%	15.4%	76.9%	4.69
6) Protect, enhance...	0.0%	7.1%	0.0%	28.6%	64.3%	4.50
7) Ensure adequate infrastructure...	0.0%	22.2%	11.1%	33.3%	33.3%	3.78

Online Platform Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
1) Maintain and expand...	35.0%	6.7%	10.0%	31.7%	16.7%	2.88
2) Create an attractive...	13.8%	8.6%	20.7%	29.3%	27.6%	3.48
3) Enhance the scenic...	25.0%	3.3%	11.7%	21.7%	38.3%	3.45
4) Allow for multi-story...	32.2%	13.6%	10.2%	20.3%	23.7%	2.90
5) Increase passive...	10.0%	6.7%	16.7%	20.0%	46.7%	3.87
6) Protect, enhance...	11.5%	6.6%	11.5%	24.6%	45.9%	3.87
7) Ensure adequate infrastructure...	14.8%	4.9%	21.3%	29.5%	29.5%	3.54

**El Camino Real Specific Plan
Workshop No. 2 Summary**

**APPENDIX C
Emailed Comments**

Subject: FW: Outrageous ELC Scheme/Scheming

From: Bruce Kesler <bnksd1@aol.com>
Sent: Wednesday, July 6, 2022 11:19 AM
To: Melinda Dacey <mdacey@encinitasca.gov>
Cc: bnksd1@aol.com
Subject: Outrageous ELC Scheme/Scheming

[NOTICE: Caution: External Email]

The entire ELC project has been a bait and switch, ignoring the initial promises and the public inputs to instead impose and insert housing along the ELC that will reduce commercial accessibility and the sales taxes that support Encinitas and interfere with traffic and reduce parking, all while increasing the burdens on infrastructure and schools. It is an outrageous that the City Council has sold out to developers in the current housing building to create an even bigger bulge of required "affordable housing" in the next phase, which the City Council is trying to squeeze into ELC and burden the local residents and reduce the living conditions in the neighborhoods that we paid for when we chose to buy here.bnk

Bruce Kesler
BNKSD1@aol.com
760-208-7918



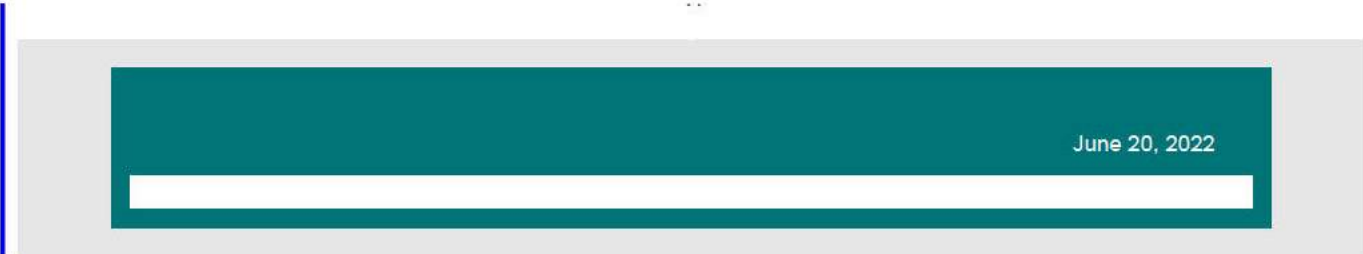
From: Bruce Kesler <bnksd1@aol.com>
Sent: Tuesday, June 21, 2022 8:33 AM
To: Melinda Dacey <mdacey@encinitasca.gov>
Cc: editor@coastnewsgroup.com; bnksd1@aol.com
Subject: Deception Re: Today! El Camino Real Specific Plan Workshop No. 2 on Monday, June 20, 2022

[NOTICE: Caution: External Email]

Workshop #1 for the community said and was about multiple ideas for the El Camino Real corridor special plan. The overwhelming public attitude was opposition to further slowing traffic or reducing parking. Then the Planning Commission announced the unnecessary Z crosswalks near Encinitas Blvd, creating further traffic backups and congestion along El Camino Real. Despite the city planner having large mailing lists concerned about the corridor, instead of publicly requesting volunteers for a Task Force to then be screened, the Council unilaterally appointed Council member supporters. Workshop # 2 was delayed and when it finally occurred June 20 it was all about plans to put residential housing along the El Camino Real corridor, displacing existing retail and parking and needing changes to traffic. There were no options presented opposed to that. Once residential is allowed then the state can and will impose its density increases regardless of limiting zoning. We've seen the 250+ units apartments result at the corner of Encinitas Blvd and Ranch Santa Fe Road. With this runaway deceptive process by the City Council members, there are only two solutions: Vote them out, and have more Proposition A and such law suits to stop this urbanization ideology imposed on a suburban area.

Bruce Kesler
BNKSD1@aol.com
760-208-7918

In a message dated 6/20/2022 12:00:45 PM Pacific Standard Time, mdacey@encinitasca.gov writes:



Subject: FW: El Camion Real Workshop

From: James Bolt <james.bolt@hpinvestors.com>
Sent: Monday, July 18, 2022 10:53 AM
To: Melinda Dacey <mdacey@encinitasca.gov>
Cc: Tyler Winslow <tyler.winslow@hpinvestors.com>
Subject: El Camion Real Workshop

[NOTICE: Caution: External Email]

Hi Melinda. I represent the ownership of the multi-tenant auto repair center at 318-330 N El Camino Real. We understand that you are leading the charge for a mixed-use/residential overlay and would like for our property to be included in the maps. Please let us know what you need from us. Thank you.

James Bolt | Senior Vice President of Asset Management
HP Investors | www.hpinvestors.com

Main: 858-271-6701
Mobile: 616-405-6995
Email: james.bolt@hpinvestors.com
335 15th St,
San Diego, CA 92101

From: John Economides <johnnecono@aol.com>
Sent: Thursday, July 14, 2022 3:33 PM
To: Melinda Dacey <mdacey@encinitasca.gov>
Subject: El Camino Real Specific Plan

[NOTICE: Caution: External Email]

Hi Melinda,

I want to thank you for your efforts in managing this complex and controversial specific plan.

I am a bit late to the game in commenting on the work done to date. I did submit a comment at the very early stages of this work, but I don't know if it ever got recorded or noted, so I would like to submit my comment on the topic again, just to make sure.

I live adjacent to and just east of (below) Via Cantebria. Access into and out of our small enclave of homes (25 in total) is only by way of Via Cantebria. The two access points, Via Andalusia and Via Montecito, are at uncontrolled intersections. There are times during the day when it is difficult to safely turn left (southbound) onto Via Cantebria due to traffic. These times tend to coincide with the morning and afternoon school traffic.

I have two major concerns regarding the El Camino Real Specific Plan and its impact on traffic on Via Cantebria, and also on Via Molena and Via Montoro. First, to the extent traffic becomes more constrained on El Camino Real, I am concerned that it will move traffic onto the parallel street of Via Cantebria. Those of us who have lived here after the extension of the roadway in conjunction with the development of Encinitas Ranch have noticed increasing levels of traffic along Via Cantebria. It seems people discovered that it was a quicker way than using El Camino Real to move north/south, especially if there is a desire to get to Encinitas Blvd west of Via Cantebria.

Part of my first concern has to do with not knowing if traffic impacts on Via Cantebria and the two connecting streets between it and El Camino Real will be adequately addressed in the ECR Specific Plan. I suspect that any environmental document will need to address this, but I haven't found anything on the City's ECR Specific Plan website that states traffic impacts on adjacent streets will be addressed and negative impacts mitigated.

A second major concern has to do with traffic, pedestrian and bicycle safety. While the speed limit is posted as 40 mph, I regularly see vehicles traveling in excess of 50 mph, and later at night, we hear vehicles (we assume) racing. I've been outside once to see a couple of vehicles driving by at freeway speeds, and I suspect the others I've heard are similarly traveling at those speeds. The traffic lights on Via Centebria at Via Molena and Via Montoro stay green unless triggered, so it is pretty easy to understand why racers find this street attractive, despite the limited horizontal and vertical sight distances.

With the increased emphasis on making Encinitas bike and pedestrian friendly, we have also seen a significant increase in the number of people walking and bike-riding along Via Cantebria. It seems to be a main thoroughfare for children going to and from school, both walking and riding bikes. E-bikes have brought us many more children traveling in excess of 20 mph on their bikes on the downhill portions, and there are many children under 16 who are riding e-bikes. The concentration of schools south of Encinitas Blvd (St Johns, Oak Crest, Ocean Knoll, and San Dieguito) means that many children are out walking and riding, along with teen drivers going to San Dieguito, using Via Cantebria as a main thoroughfare.

I'm not desiring to comment on the age or speed restrictions, but I am concerned that increased motorized vehicle traffic along Via Cantabria and the two connecting streets, along with increased bicycle and pedestrian usage is bound to create additional hazards along Via Cantabria unless something is done to calm traffic. So, I would like to see traffic calming measures introduced along Via Cantabria, and to have these measures included in the ECR Specific Plan. These could include reducing the number of travel lanes from 4 to 2, except at the intersection with Encinitas Blvd and possibly Via Molena, widening of bike lanes and the introduction of protective measures for the bike lanes, installing speed feedback signs, replacing street parking on at least one side of Via Molena and Via Montoro with protected bike lanes, installing a high-visibility crosswalk between Via Montecito and Via Molena and also between the two senior housing complexes north of Via Montoro, and bulbouts at the intersections and crosswalks. A more costly safety measure would include a pedestrian/bike bridge across Encinitas Blvd at Via Cantabria.

Thank you for your time and attention.

Respectfully,

John

John A Economides

310 Via Andalusia
Encinitas, CA 92024
619.985.4066 (mobile)

Subject: FW: Follow up on plan from brewers tap room

-----Original Message-----

From: l.n.brittain <https://urldefense.proofpoint.com/v2/url?u=http-3A__l.n.brittain-40gmail.com&d=DwIGaQ&c=euGZstcaTDllvimEN8b7jXrwqOf-v5A_CdpgnVfiiMM&r=eMAhe-ncKqBoL1YDNSq6tql2vu6EaJFCoQOYrdh5AOY&m=PqI_sWpj2yMsl_Py5bJE4H6v8S9xL5tYdu-1vxMpX1E&s=hugGGNcncHjCBC92o2pCDBUb-33lYljfMt5rRE2gmWo&e=>>
Sent: Thursday, July 14, 2022 8:59 PM
To: Melinda Dacey <mdacey@encinitasca.gov>
Subject: Follow up on plan from brewers tap room

[NOTICE: Caution: External Email]

Hi Melinda,

It was nice to talk to you at Brewer's Tap Room! We appreciate your coming out into the community. A couple of concerns about the plan:

It seems like the plan assumes that retail will keep shrinking in favor of online shopping. I don't think that's necessarily true, as shipping costs increase and the environment suffers. We should keep options for local shopping available.

The Whole Foods live work space in Encinitas downtown didn't seem to work—the store couldn't survive. And a friend who lived there said it was noisy.

I know Encinitas has to allow more housing, especially low income housing. But my concern is that replacing shops with live work spaces might eliminate spaces for shops that might be needed if online shopping dwindles in popularity and that, above all, it might increase traffic to the area. Maybe I'm wrong to think that housing increases traffic compared to shops?

I really hope El Camino Real isn't supposed to be the only solution to Encinitas' need for more housing. It would be an unfair burden on an overly-trafficked area. Housing should be increased evenly throughout Encinitas.

And Encinitas Blvd. needs a lot of beautifying. It's such a freeway right now—not nice to walk or bike on, and not landscaped. I think traffic using it to get to Rancho Santa Fe and Escondido should be encouraged to go other ways more.

I had lots of good feelings about mixed use and the general project, and I really hope for buffered bike lanes. I think I spoke of them to you.

Thanks for listening,
Laura Brittain
(The no-idling girl)

Subject: FW: Feedback on Encinitas plan

-----Original Message-----

From: Leslie Schneider <schneider.leslie@rocketmail.com>

Sent: Thursday, July 14, 2022 8:12 PM

To: Melinda Dacey <mdacey@encinitasca.gov>

Subject: Feedback on Encinitas plan

[NOTICE: Caution: External Email]

Hello Melinda,

I am a 23 year resident of encinitas before that a resident of solana beach for 27 years.

I am reading through the housing plan and trying to enter my feedback but am having a hard time. I can't drive down the street anywhere in Encinitas without passing over poorly paved roads that are regularly torn up and sloppily replaced, unkept landscaping and businesses struggling to survive. How can the city expand expenses when it can't manage what it's already supposed to be maintaining? I'd love to see more attractive sidewalks, building facades and more open space for existing residents but I'm troubled that the city has allowed what it already should be taking care of to fall into disrepair.

I don't agree with adding more residential buildings and anything that adds more vehicles (including bikes) to the road seems absurd.

Where in the plan does it call for maintaining/improving existing structures and open spaces Perhaps I missed it?

Kind regards,
Leslie Schneider
858-722-3276

July 3, 2022

To: Melinda Dacey
Project Manager , City of Encinitas
Re: Comments on El Camino Real Specific plan workshops 1 and 2

Dear Melinda Dacey,

I would like to submit these comments to the public record and for discussion about the El Camino Real Specific plan.

In BizTown in 6th grade, elementary school students get to conduct an urban planning workshop, which includes a vision, mission and brief strategy component. I saw that a vision session was conducted at workshop 1, but I thought it a bit premature to move on so quickly without building out each of the visions into missions and strategies. Also, because the workshops are experiencing such low attendance, I question whether the specific plan will be representative of the what residents, businesses and visitors would embrace. If you look at the historic successes of Specific District planning in Encinitas, the Cardiff Specific plan is a great example. The plan took twenty years and hundreds of people were involved with developing the specific plan. The current process is too fast, too limited in the number of meetings and certainly too small a number of residents, visitors and businesses are participating. Let us not learn from the disastrous general plan update in 2011, it is very important to learn that that planning process failed because, to quote GPAC member Sjirk Zijlstra, *“I believe that the Council created the committee to ensure that the representatives of many different citizen interest groups would not only participate in the preparation of the 2035 Plan, but would also see to it that the final product has the blessing of the majority of the committee, the representatives of the citizens of Encinitas. I am very concerned that the process to date has not provided for any consensus on any policy or action, especially when it comes to a vision for the size of the population and the GP related consequences of the size increase.”*

Given this historic perspective, the strategic plan will also need to identify methods to get the Encinitas residents to approve major density, scale and intensification of land use, something that blocked the passage of Measures T and U for new housing element updates in the city. The GPAC and ERAC results of 2011 are equally wrong planning approaches and will also fail to garner public support.

I strongly recommend that much greater outreach be conducted to involve hundreds of Encinitas residents. I would also like to see a summary table (anonymized) of the background and interest of each workshop participant as part of the public record.

In order to have credibility with the residents of Encinitas and to ensure a full and equal participation by the residents, visitors and businesses of our city, Community participation should include:

Representation should include

5 Residents – all five communities 1 Commercial Property owner(s) 1 Environmental Advocate (w/ professional experience) 1 Small Business Owner 1 Auto Sales owner 1 Executive for Large Retail 1 Agricultural 1 Property Manager 1 Realtor – commercial 1 Realtor- residential 1 Broker (may be combined with realtor) 1 Developer 1 Arts – Visual/Performing Arts 1 Social/community based organization (institutional, church, interfaith, etc.) 1 Visitor Serving Industry 1 Outdoor Recreational

Advocate (bike, running, swim, tri-athlete, surf, skate, hike, etc.) 1 Affordable Housing
Advocate/developer 1 Medical Office Property Owner 1 Industrial/Office Property Owner

Vision proposal

Encinitas city revenue is based primarily on property tax revenues. While Encinitas is benefiting from the coastal CA real estate boom through increased property value appreciation, it is a risky civic model to rely so heavily on a single source of revenue. I have a vision that the El Camino Real Specific Plan will be driven by diversification of revenue sources that help foster a robust economic activities that provides next generation employment housing and business opportunities for businesses.

The ECR planning materials state that retail business is comprised of stand-alone business and shopping mall and big box stores. The report states that stand alone businesses and malls are declining, as witnessed by the empty store fronts along ECR and the empty big box stores. Very importantly, a significant healthcare ecosystem has been created in Encinitas with major organizations like UCSD healthcare, Sharp Healthcare and Scripps Health systems operating in the ECR Corridor. A surrounding ecosystem of healthcare labs (Quest Diagnostics) and service providers has flourished around these anchor healthcare organizations.

The automobile industry, which can generate significant sales tax revenue (see Carlsbad budget), while clustered along ECR, is landlocked by surrounding land uses, and expansion of their facilities appears limited by current zoning and lack of available real estate. . I don't see anything about this as a component of the ECR specific plan to date?

Interesting is the relocation to Encinitas of a Google High Tech startup company, Flock Freight, they stated they relocated because of the availability of commercial space, zoning, access to mass transit and the beach and a vibrant 101 retail and restaurant corridor. I don't see anything about this as a component of the ECR specific plan to date?

In summary,

I think that there needs to be much better representation of Encinitas businesses, residents and visitors in the planning process. I think the process migration to housing types generated a notion that the outcome of the ECR specific plan was already determined. And I think the opportunity to create significant numbers of very high income jobs has not even been mentioned. And finally, it must be noted that any changes in land use and zoning will have to be approved by a popular vote as Proposition A is in effect and has been upheld by the courts. Getting an ECR specific plan approved by Encinitas voters must take an inclusive, highly communicative approach for any possibility of approval by Encinitas voters.

Sincerely,

Steven Gerken
Encinitas resident

**El Camino Real Specific Plan
Workshop No. 2 Summary**

**APPENDIX D
Online Platform Results**

Appendix D – Online Platform Results

For community members who were not able to attend the in-person workshop, and for those who wished to provide additional comments after the workshop, a virtual outreach effort was provided through the interactive online platform, Social Pinpoint. This platform solicited input from the community on the same exercises that were presented at the in-person Workshop #2, including a mapping exercise, visual preference survey and visioning statement survey. The following appendix contains the results of this online engagement through July 15, 2022, when the comment period closed. A total of 77 individual community members used the online platform to provide input.

Visioning Statements and Visual Preference Survey

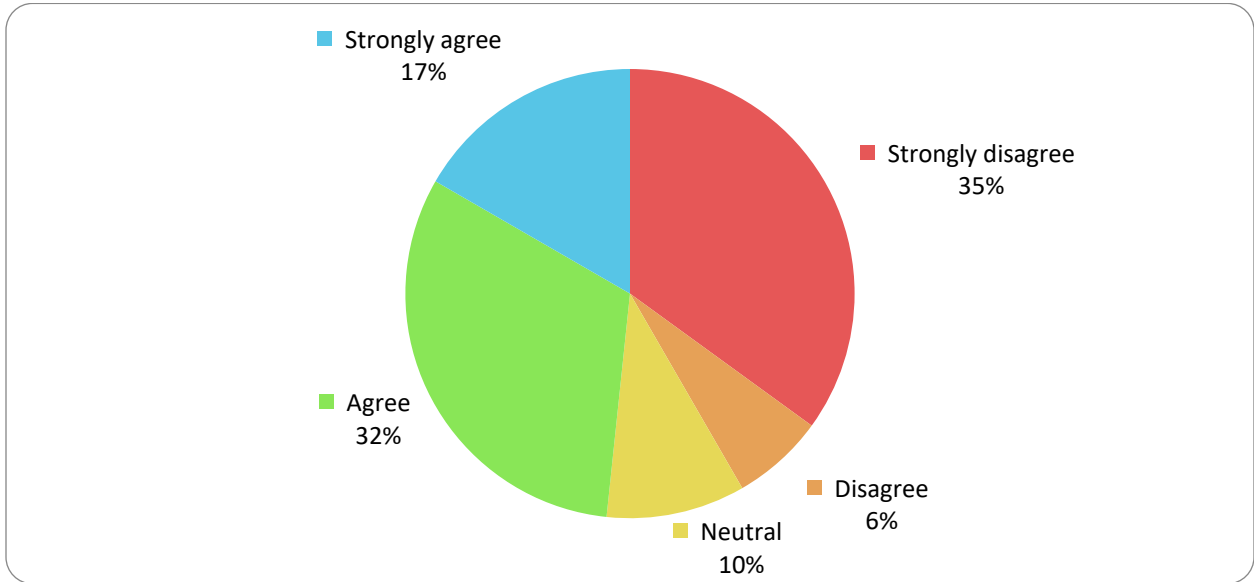
The online platform responses to the Visioning Statement Survey and Visual Preference Survey have been presented in pie graph format. Three (3) text-based answers have also been provided in a table format. The seven (7) Visioning Statements are stated above their respective pie graphs. Each Visual Preference question is contained on its own page with the applicable image first followed by the pie graph showing the responses applicable to that image.

Mapping Exercise

The Mapping Exercise results show each ‘pin’ dropped by a community member on a map. Each pin is numerically labeled to correspond with a text submission on Page D-52 through D-58 of this Appendix.

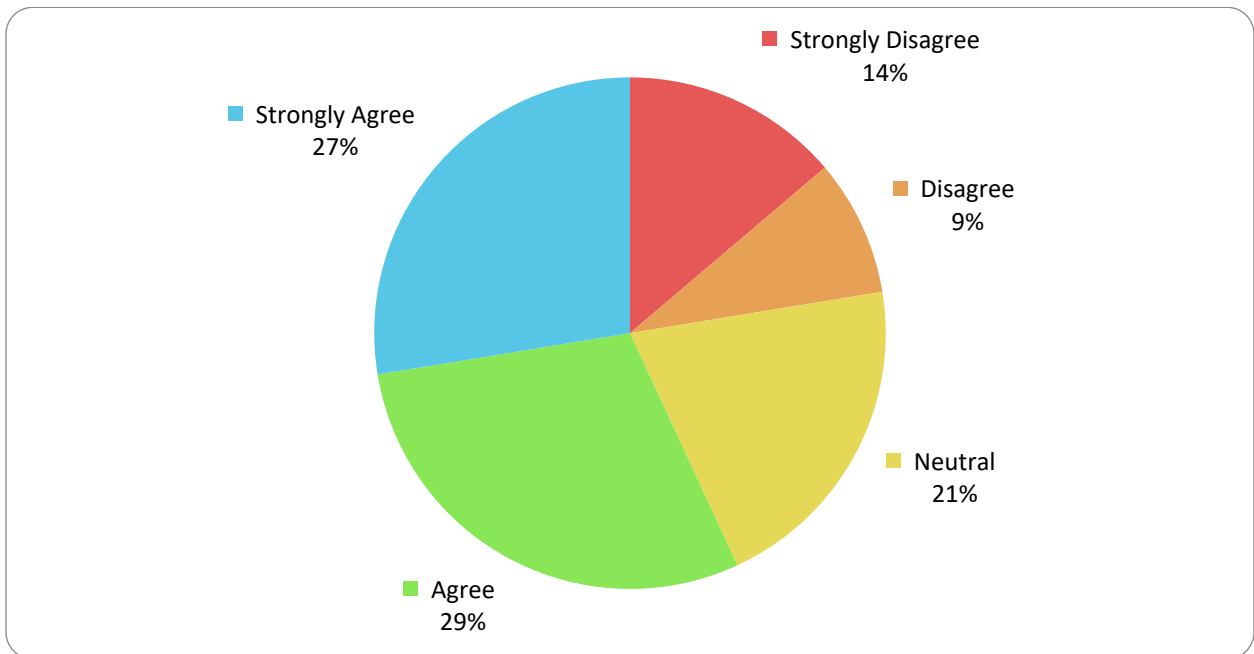
Vision Statement #1

El Camino Real Corridor will maintain and expand upon the site's commercial and office serving uses, while integrating housing opportunities to create mixed-use development that is compatible with surrounding uses.



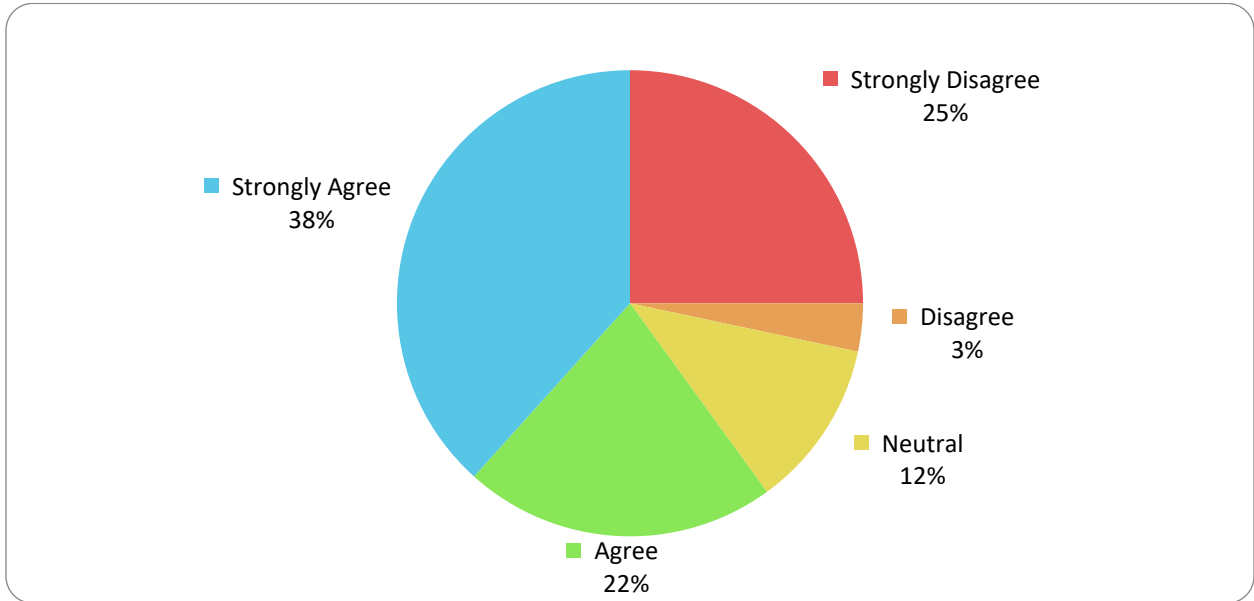
Vision Statement #2

El Camino Real Corridor will create an attractive and unified local and visitor-serving destination that attracts residents, jobs, businesses and shoppers.



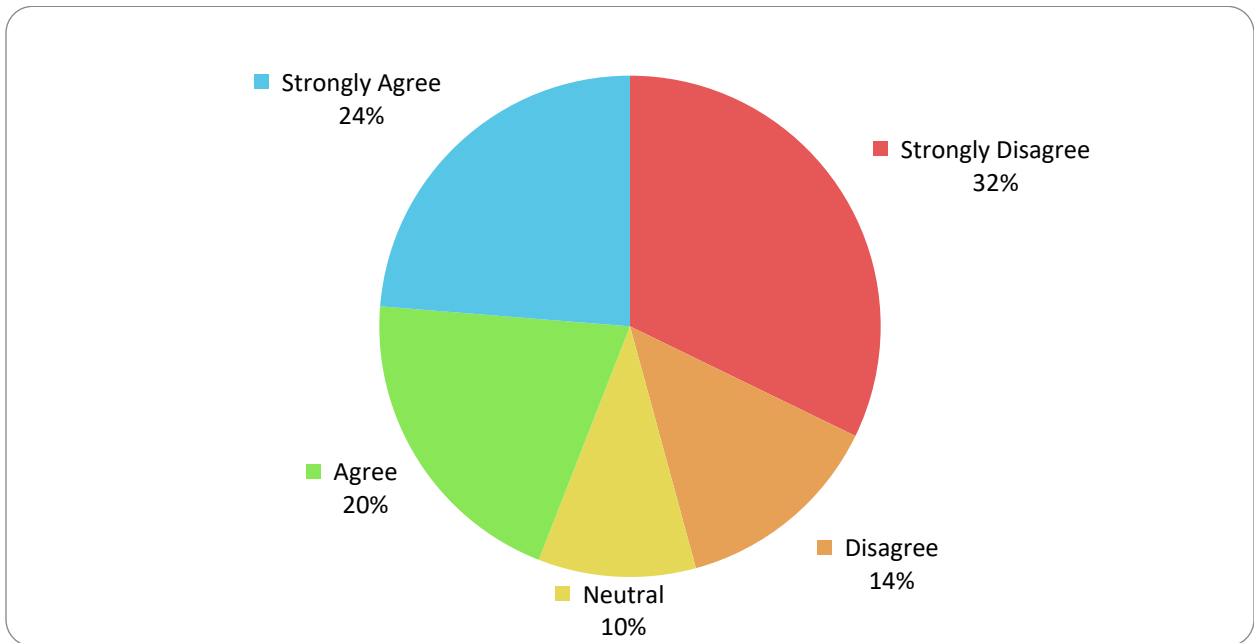
Vision Statement #3

El Camino Real Corridor will enhance the scenic quality and circulation network to incorporate multi-modal transportation opportunities for locals and visitors alike including enhanced pedestrian, bicycle, vehicle, and transit infrastructure.



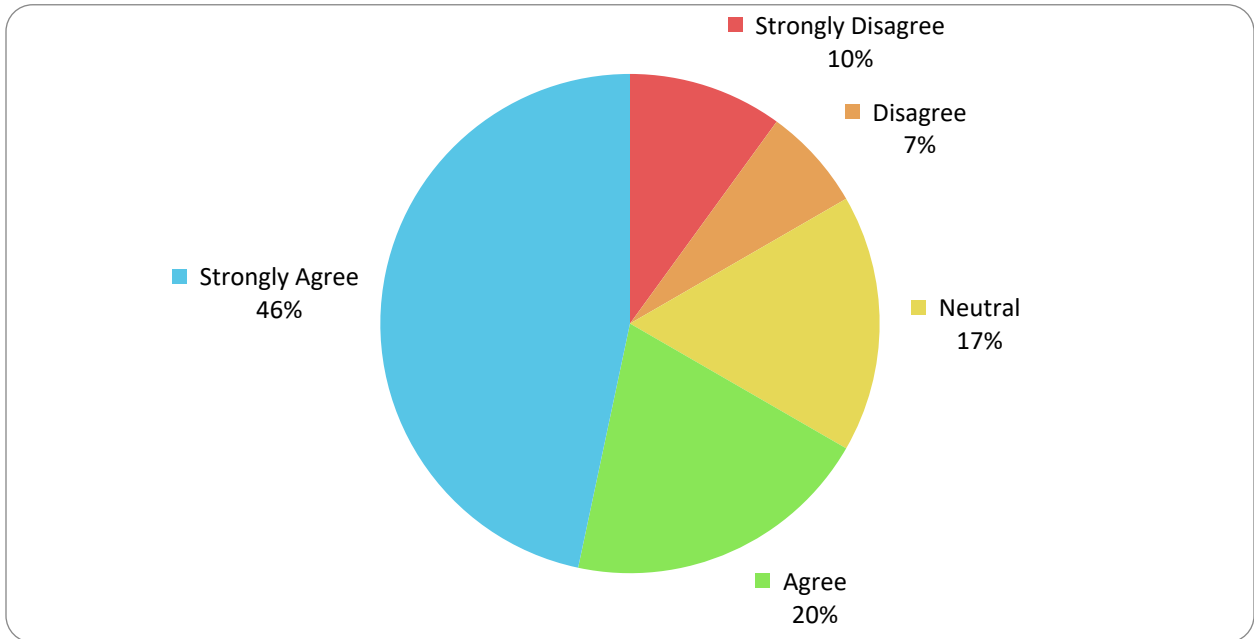
Vision Statement #4

El Camino Real Corridor will allow for multi-story mixed-use development that is sensitive in design, scale, massing, and topography of the site in relation to adjacent residential uses.



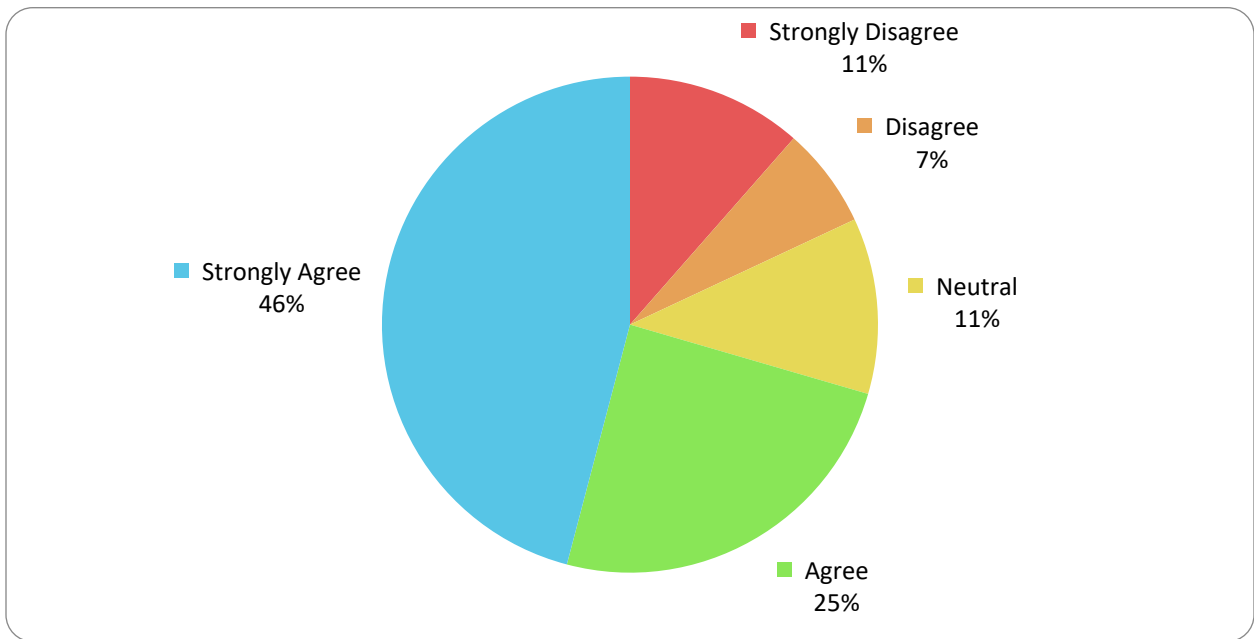
Vision Statement #5

El Camino Real Corridor will increase passive and active open space opportunities for enjoyment by locals and visitors alike.



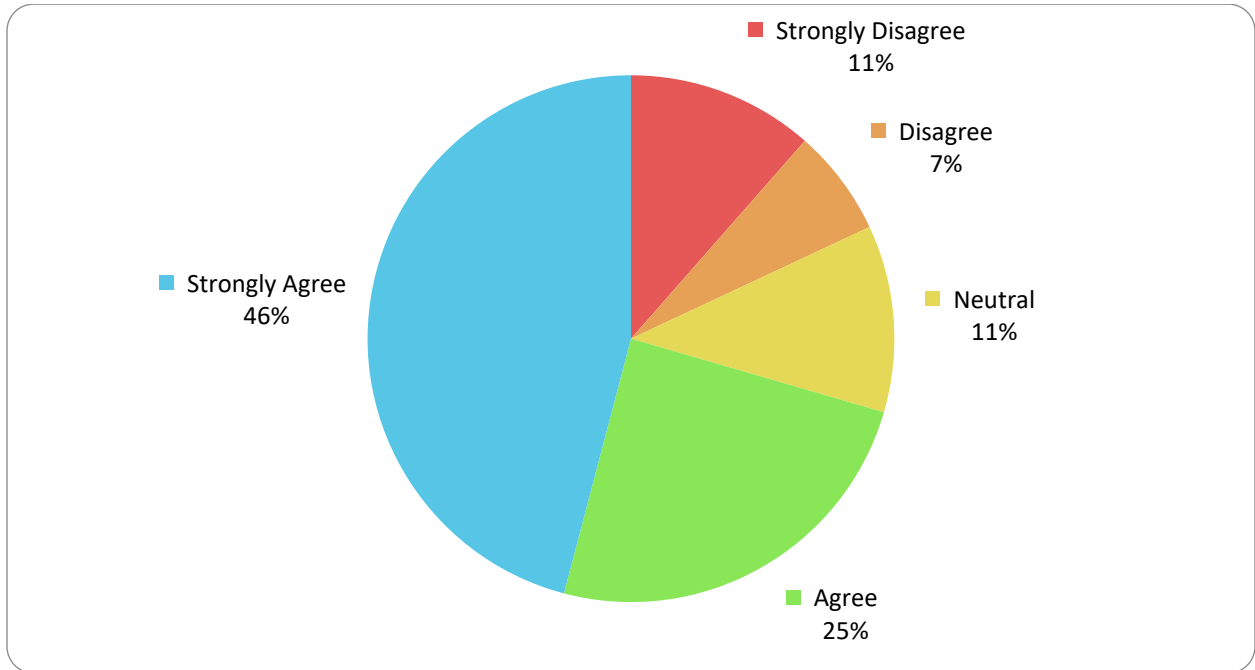
Vision Statement #6

El Camino Real Corridor will protect, enhance, and improve the connections of the creek and open space areas between existing and future development.

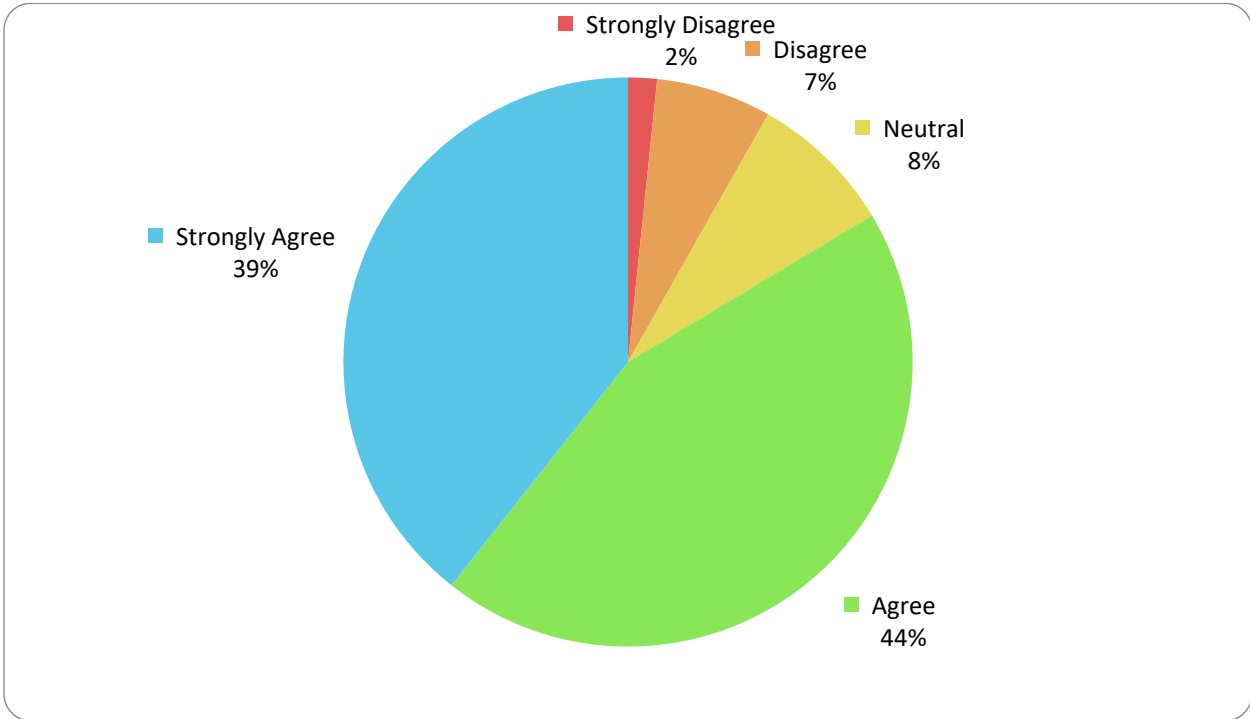


Vision Statement #7

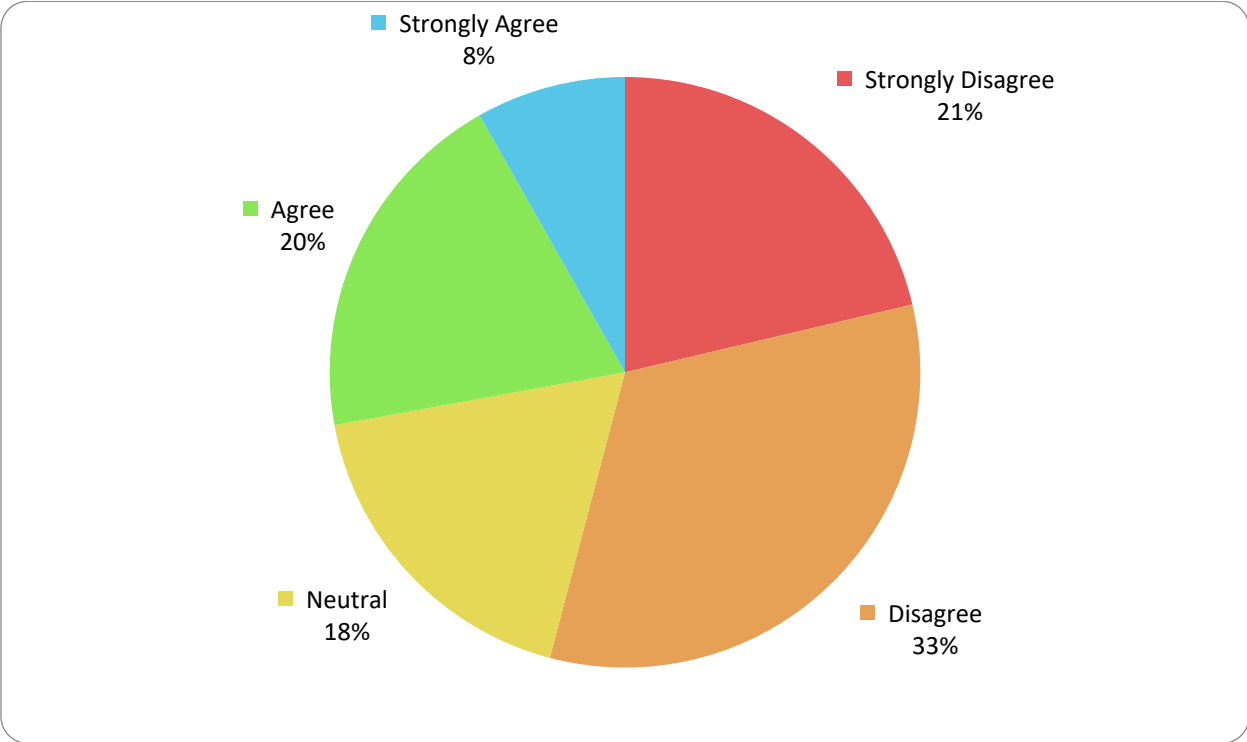
El Camino Real Corridor will ensure adequate infrastructure is in place to support future development.



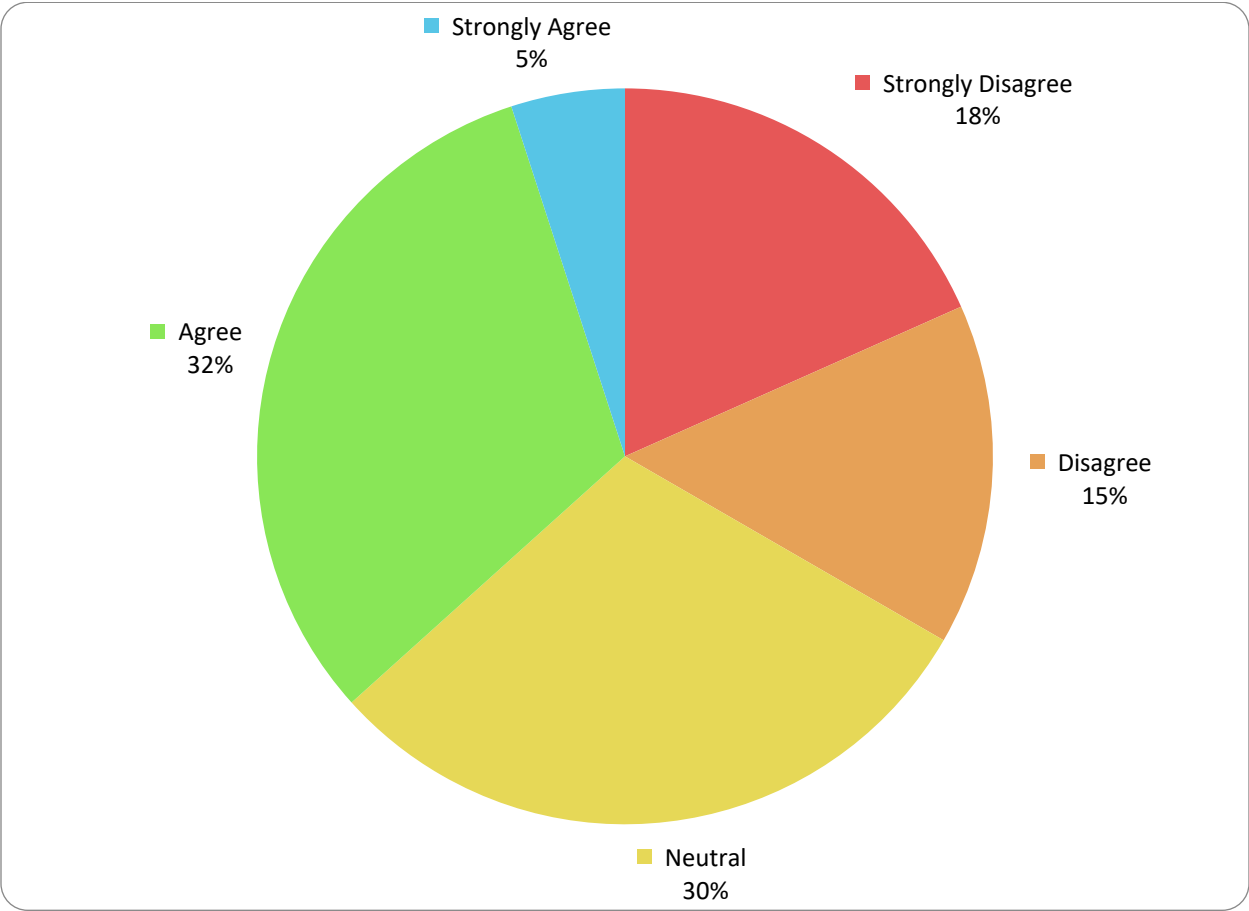
Building Types – Small Shopping Center



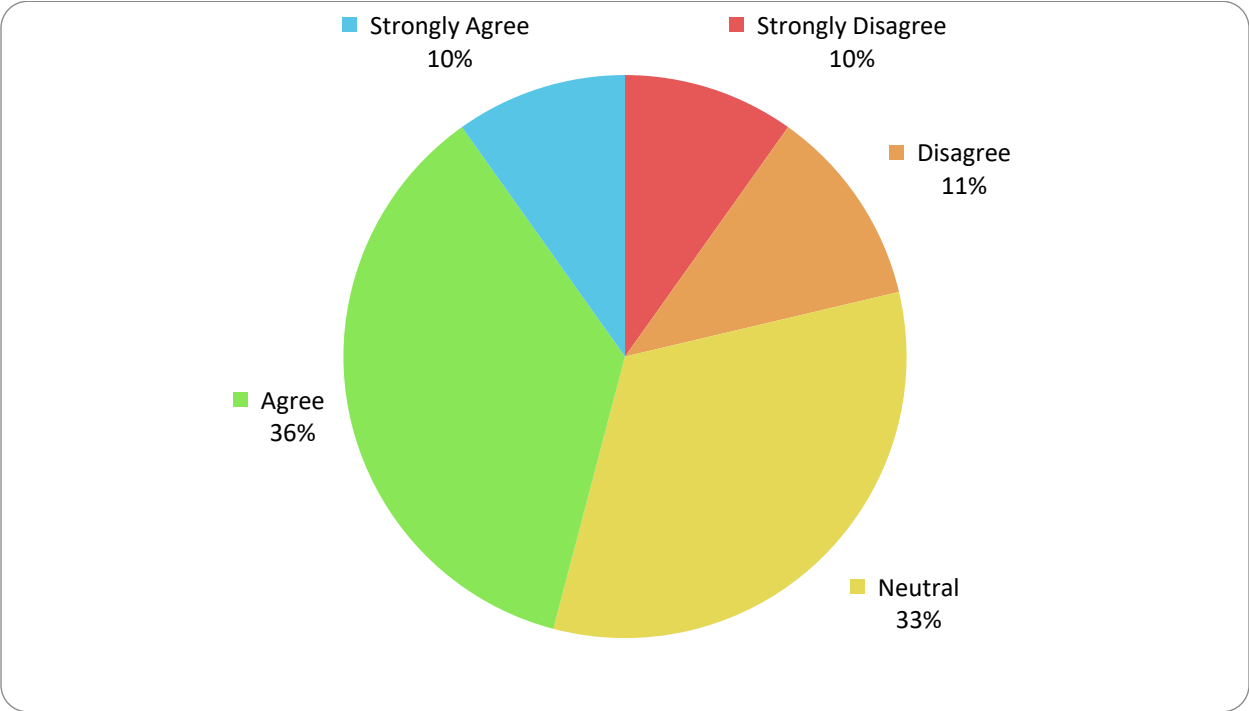
Building Types – Large Box Shopping Center



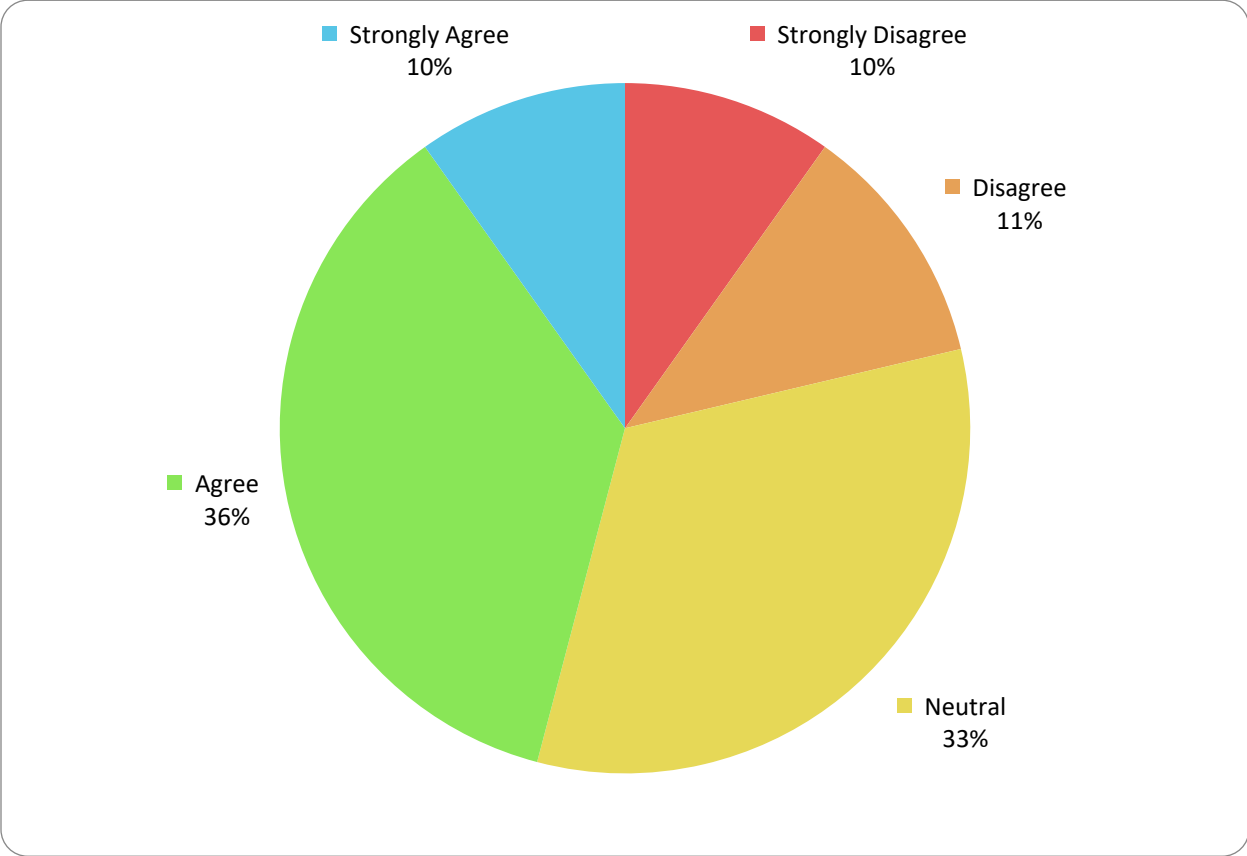
Building Types – 3 Story Medical Office



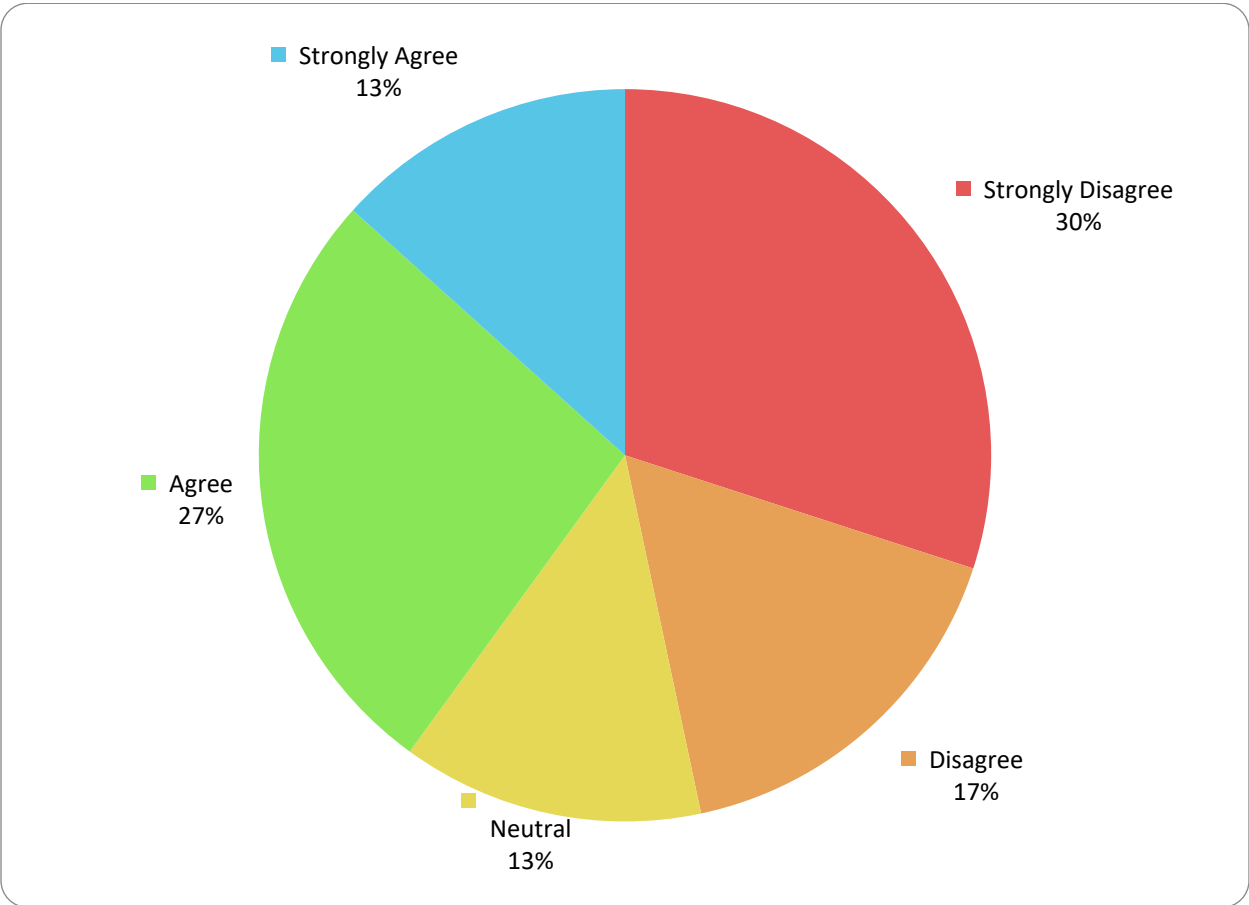
Building Types – 2 Story Office Building



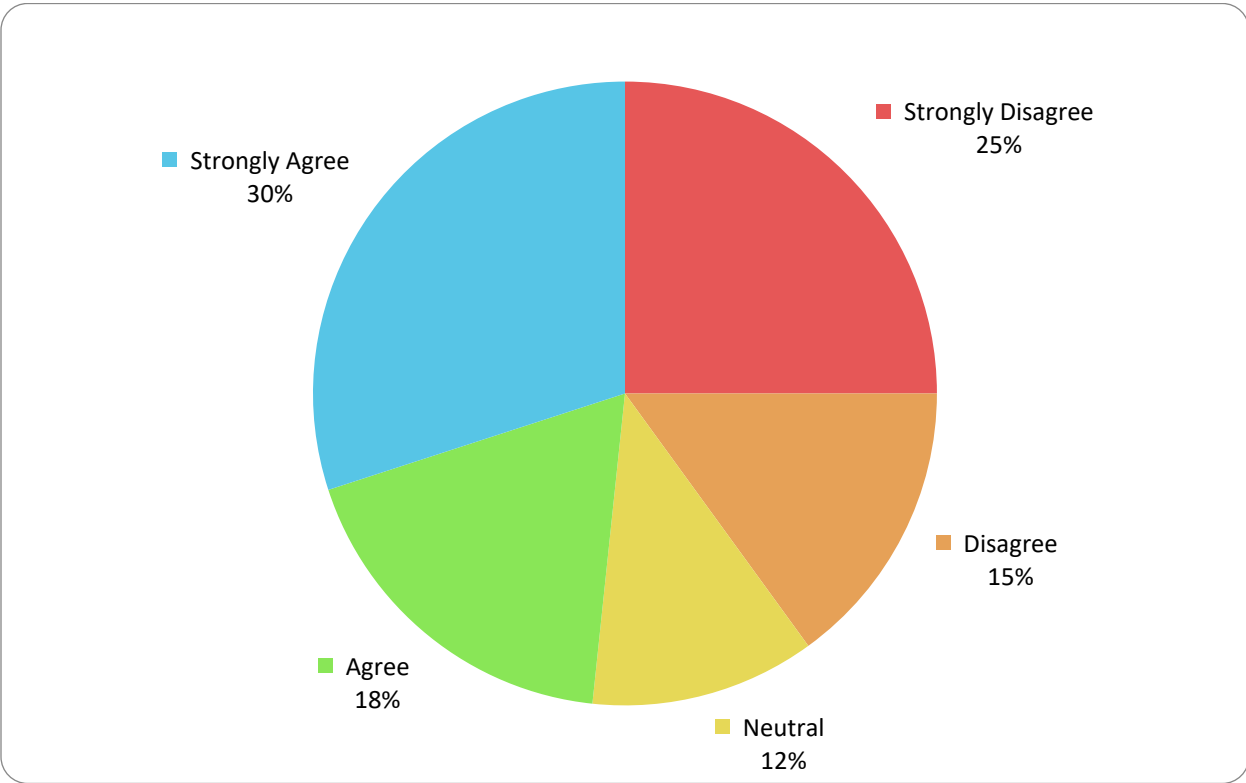
Building Types – Walk-Up Apartment



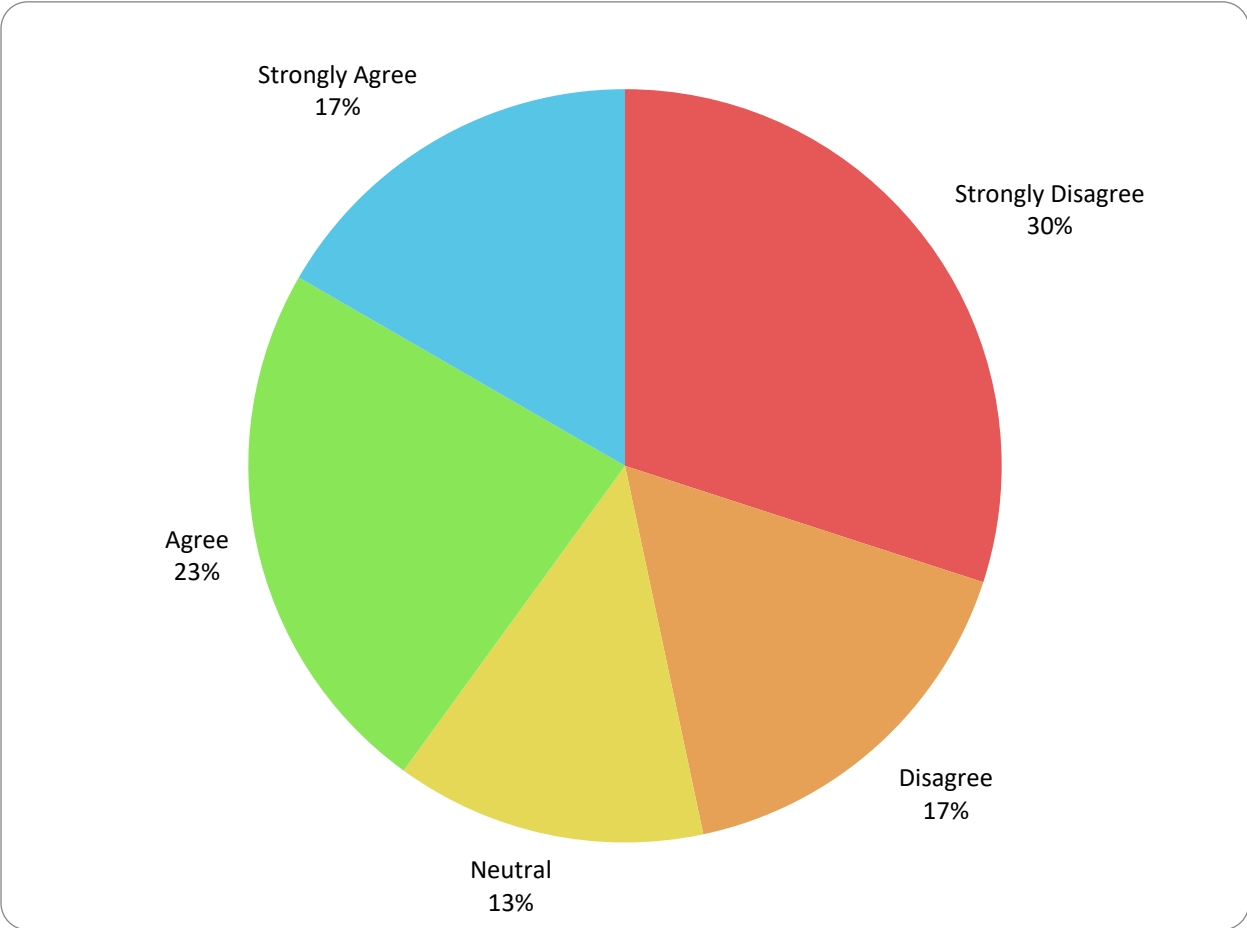
Building Types – Apartment



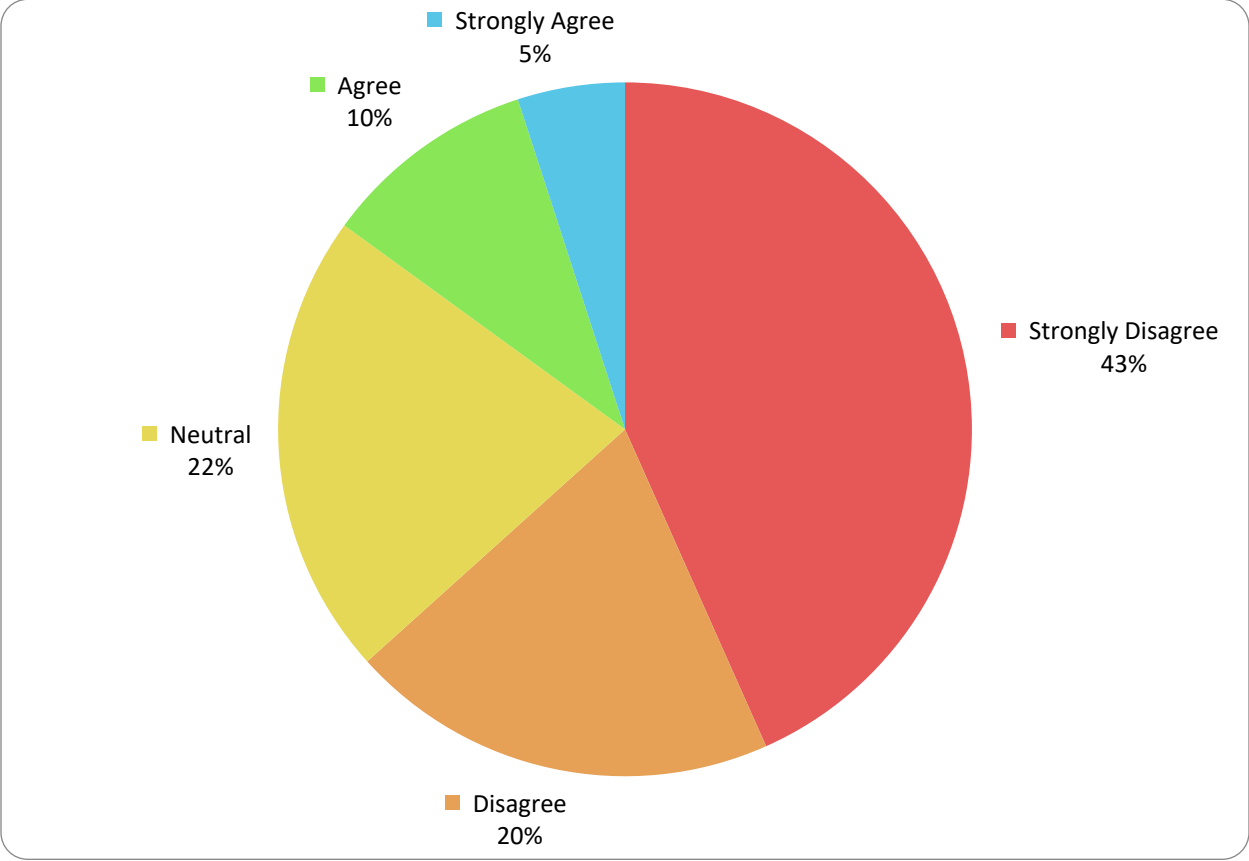
Building Types – Residential Mixed Use



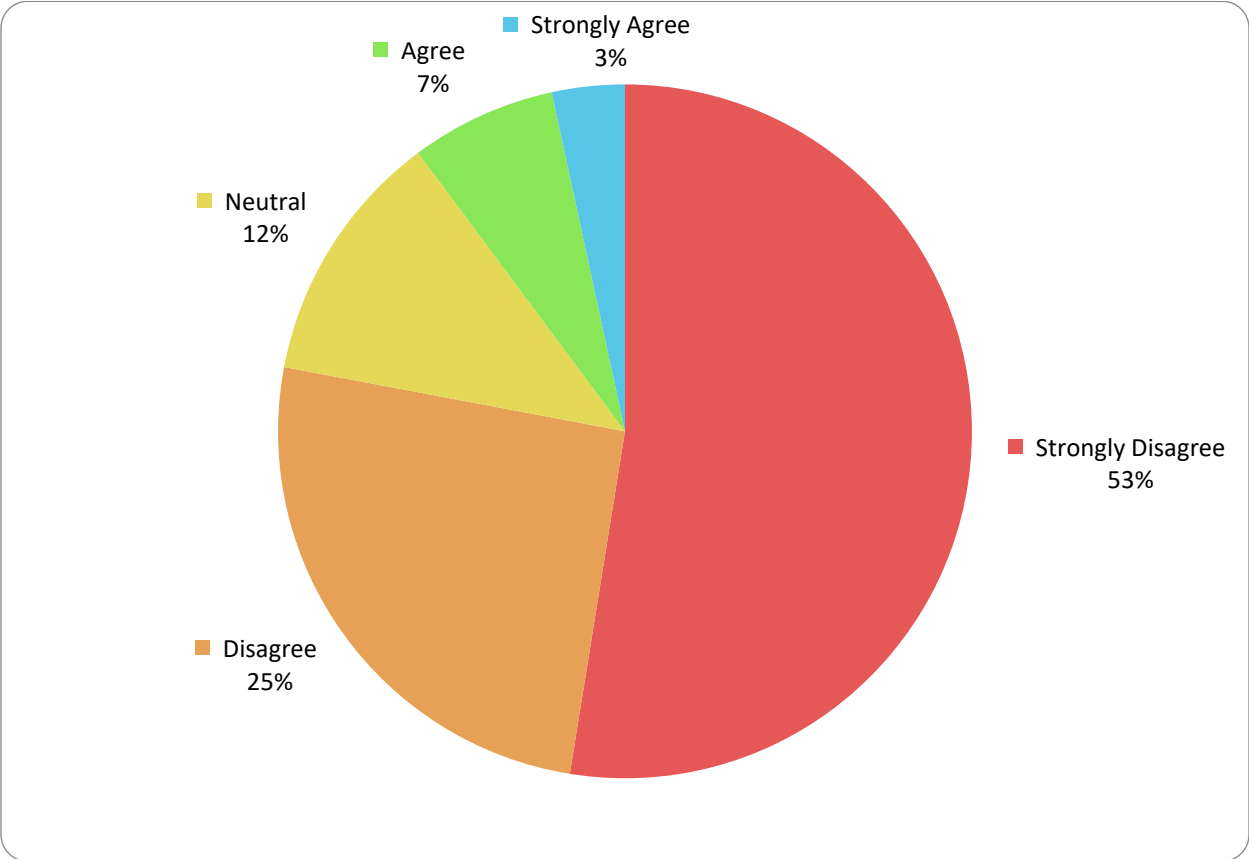
Building Types – Townhome



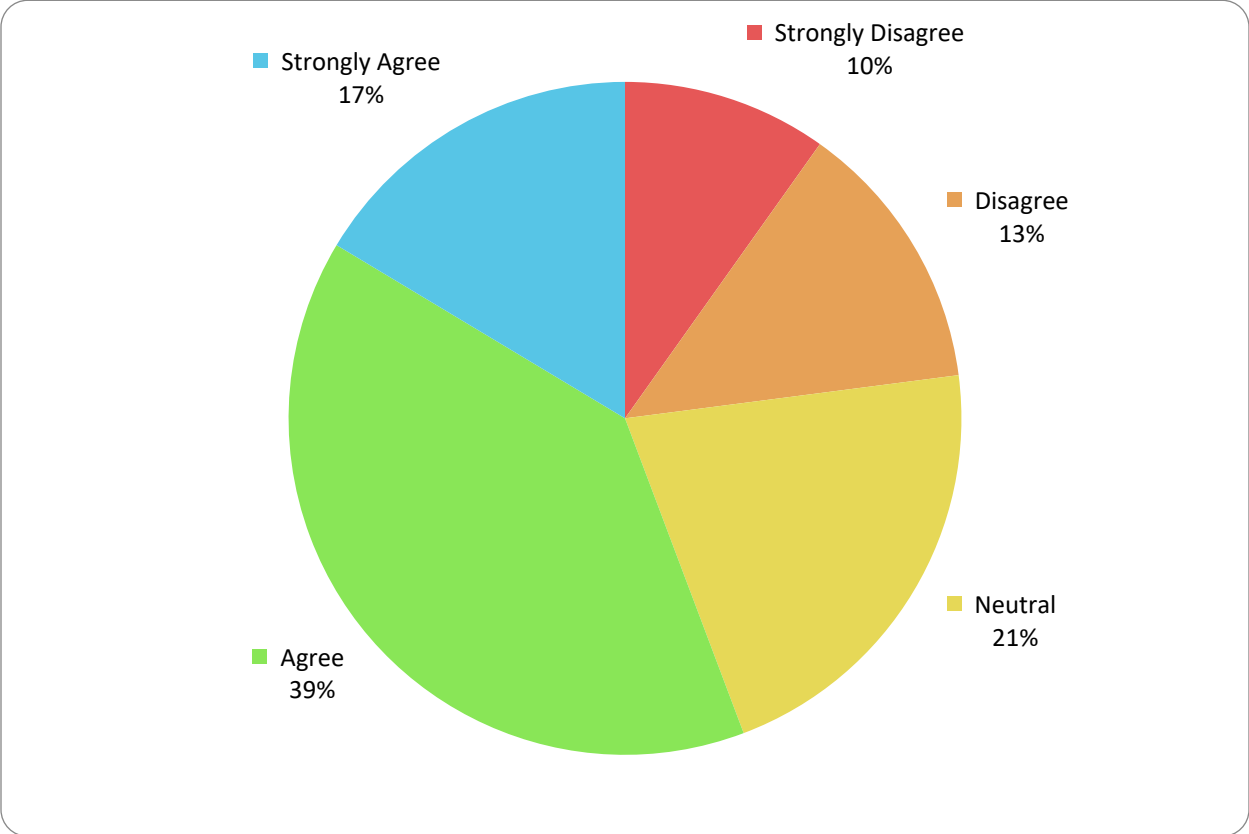
Building Types – Motorcourt Apartment



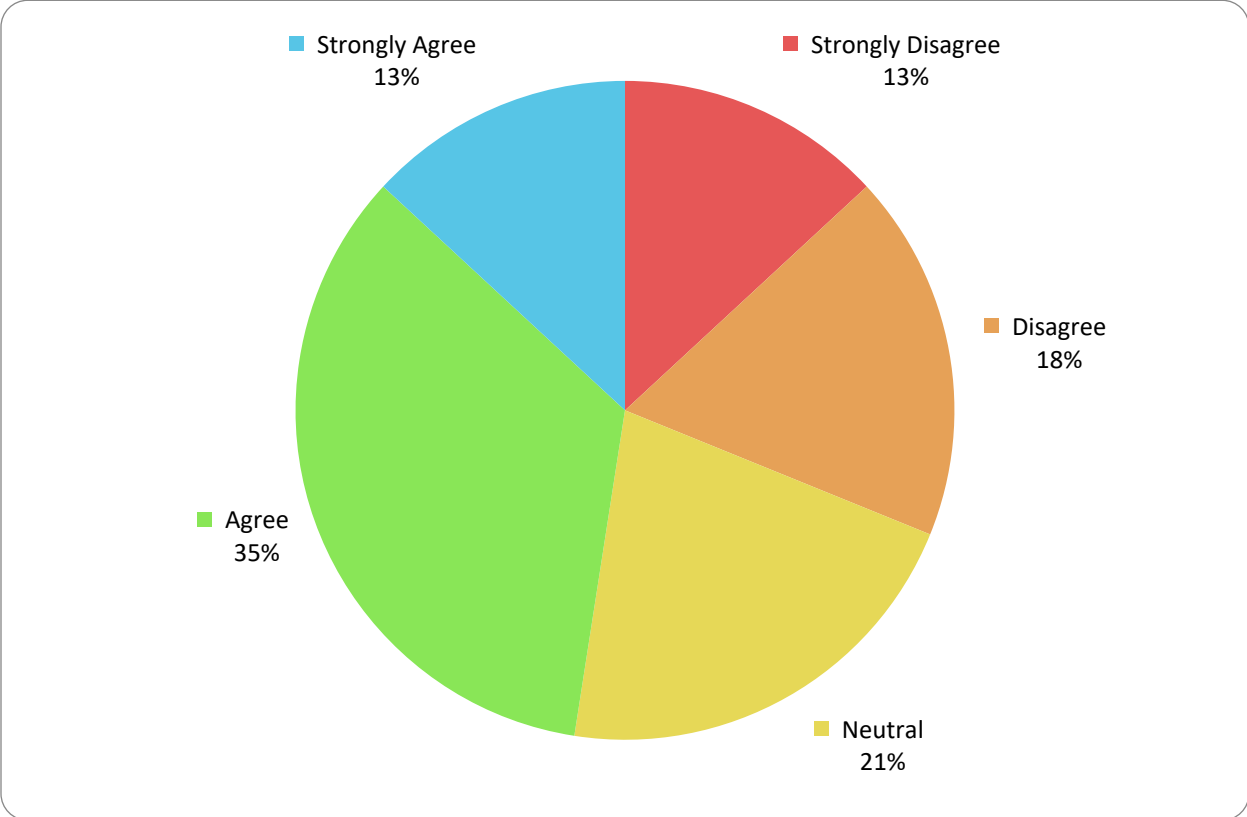
Building Types – Podium Apartment



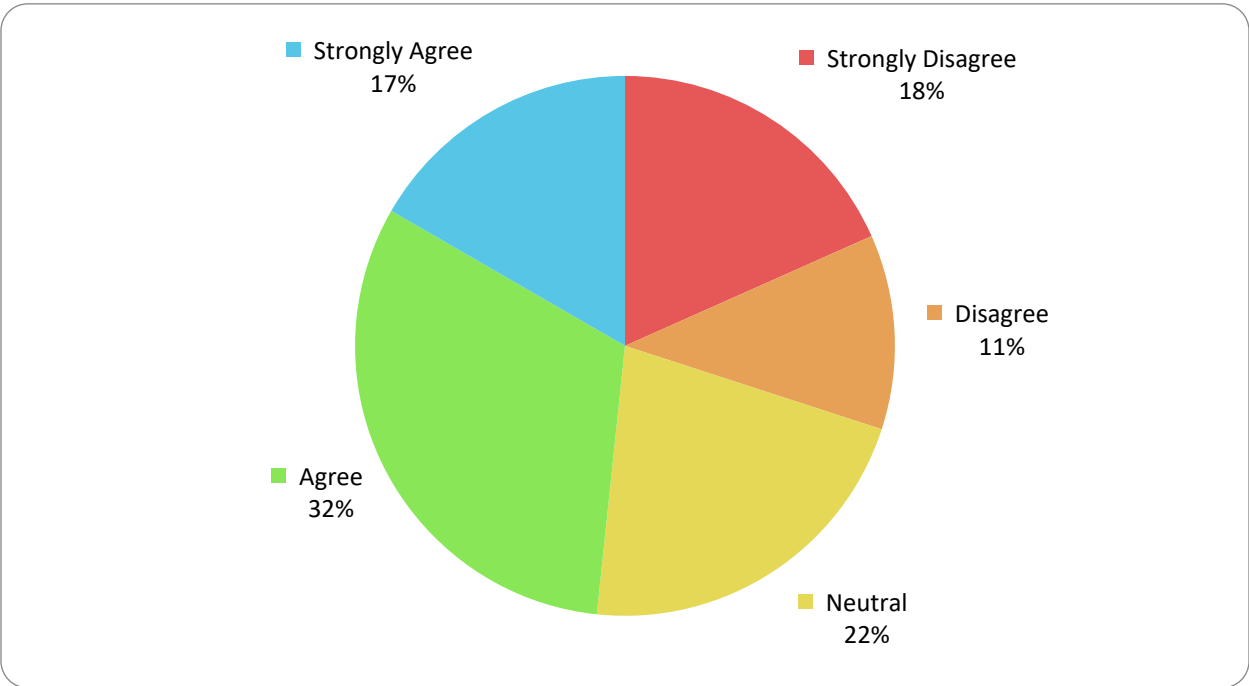
Massing and Articulation – Setbacks



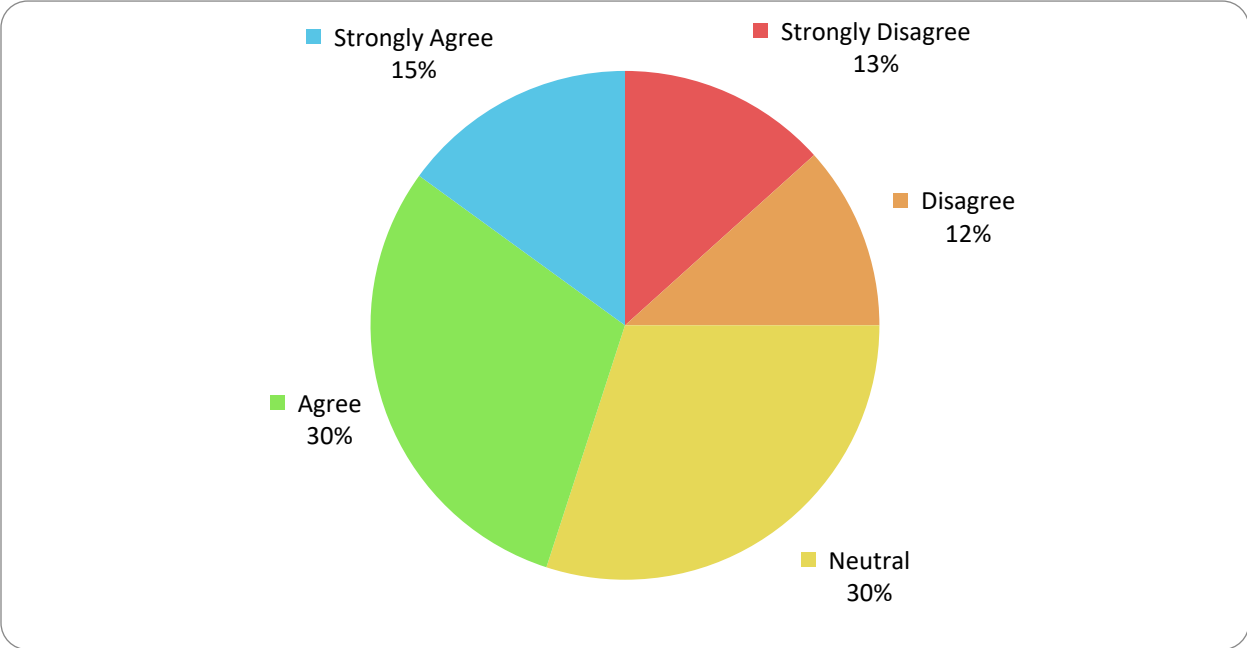
Massing and Articulation – Stepbacks



Massing and Articulation – Varied Roof Lines/Forms

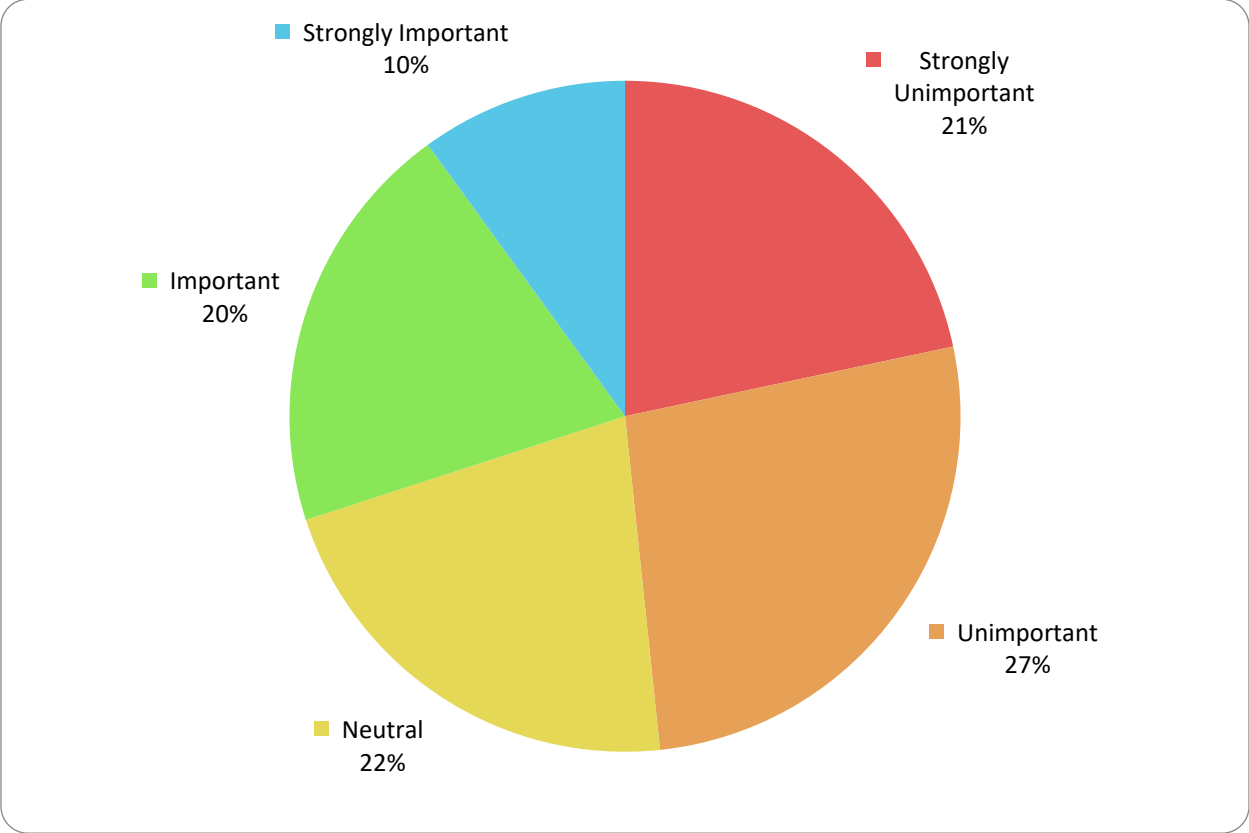


Massing and Articulation – Façade/Plane Break

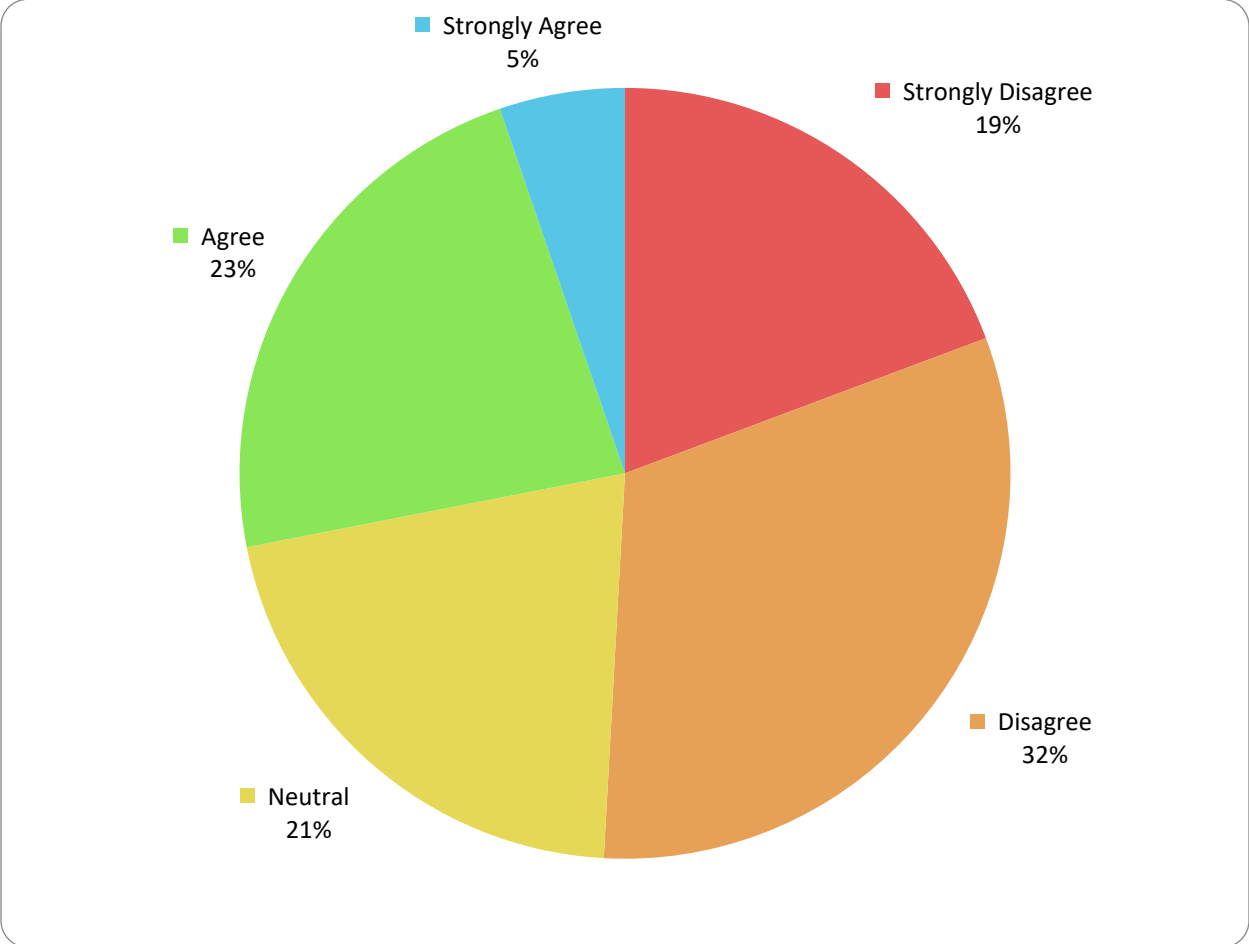


Massing and Articulation Question

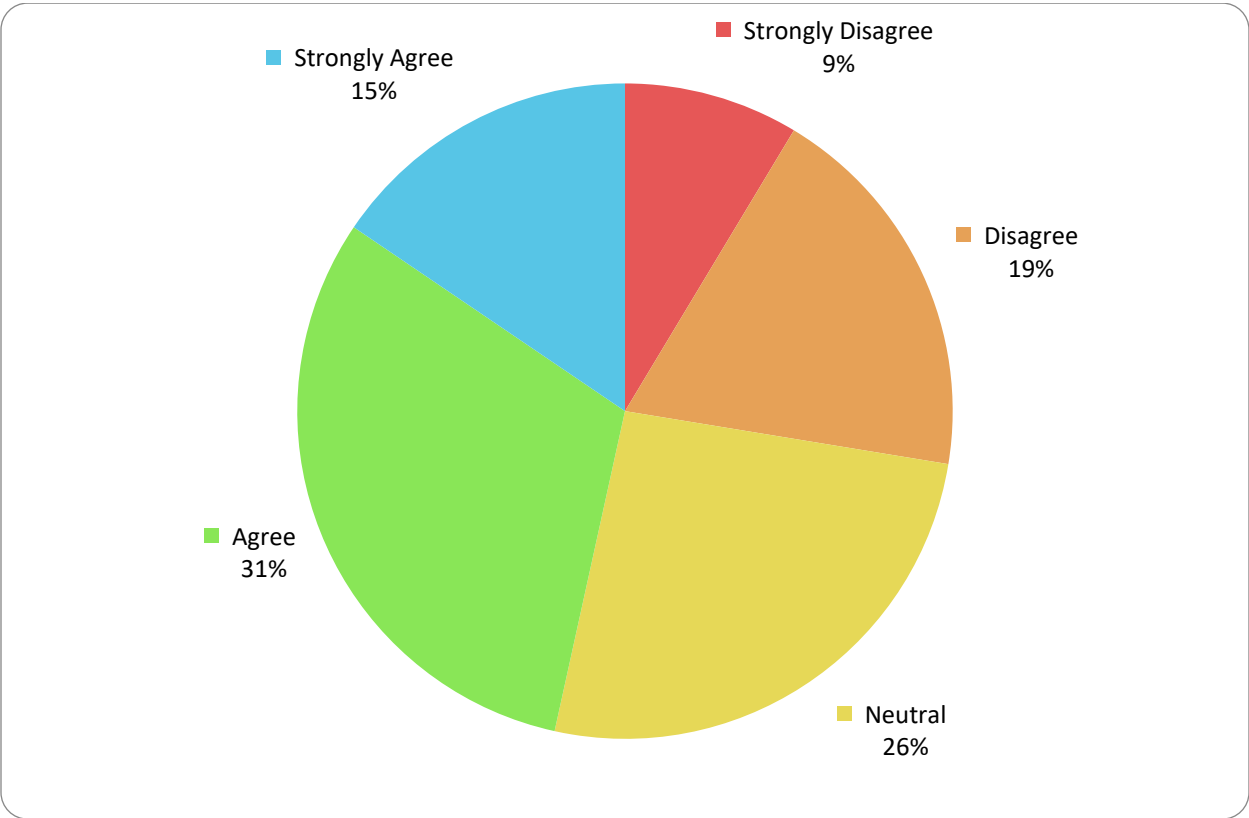
How important is it for the El Camino Real Corridor to have a different design and feel than that of other places in Encinitas?



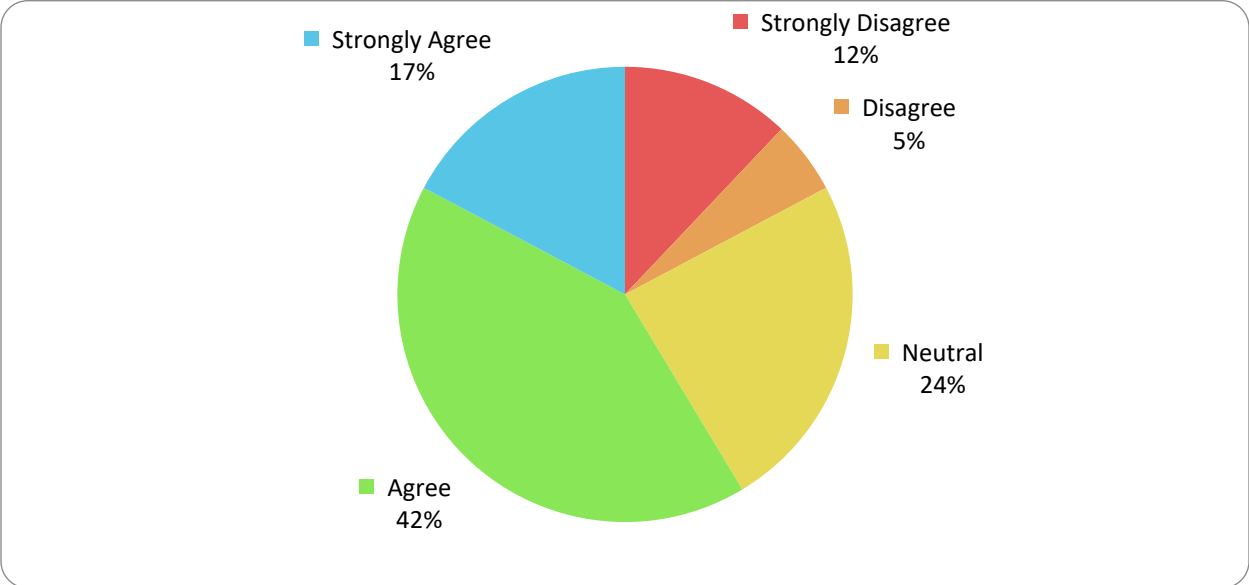
Building Orientation – Face the Parking Lot



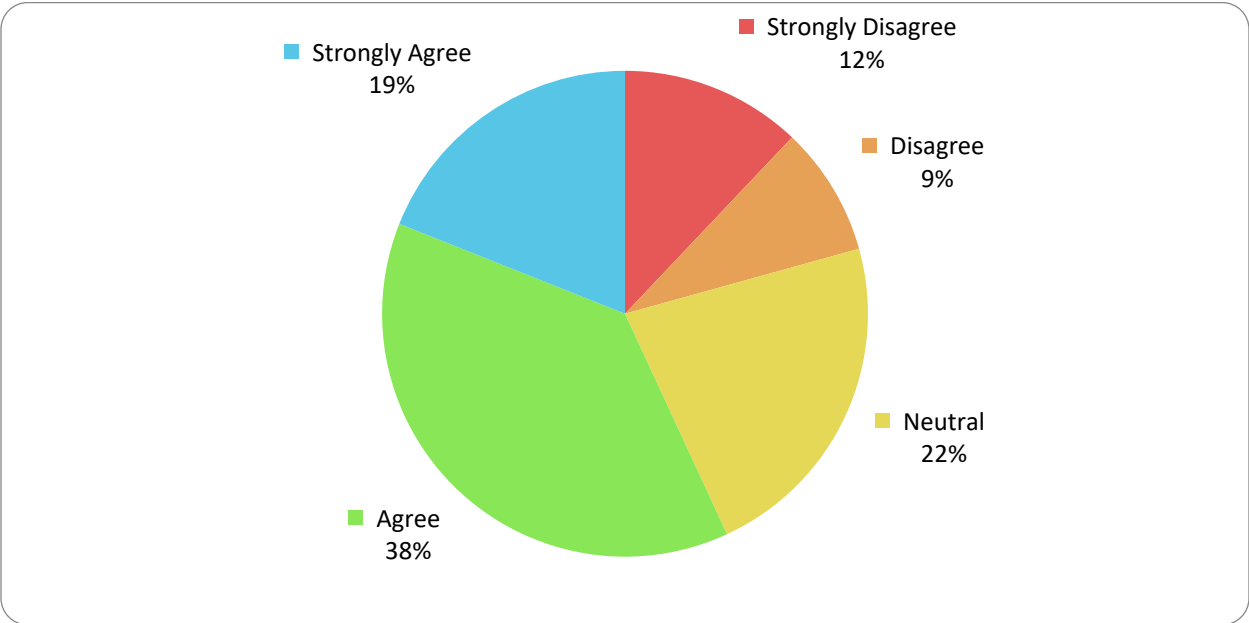
Building Orientation – Face the Street



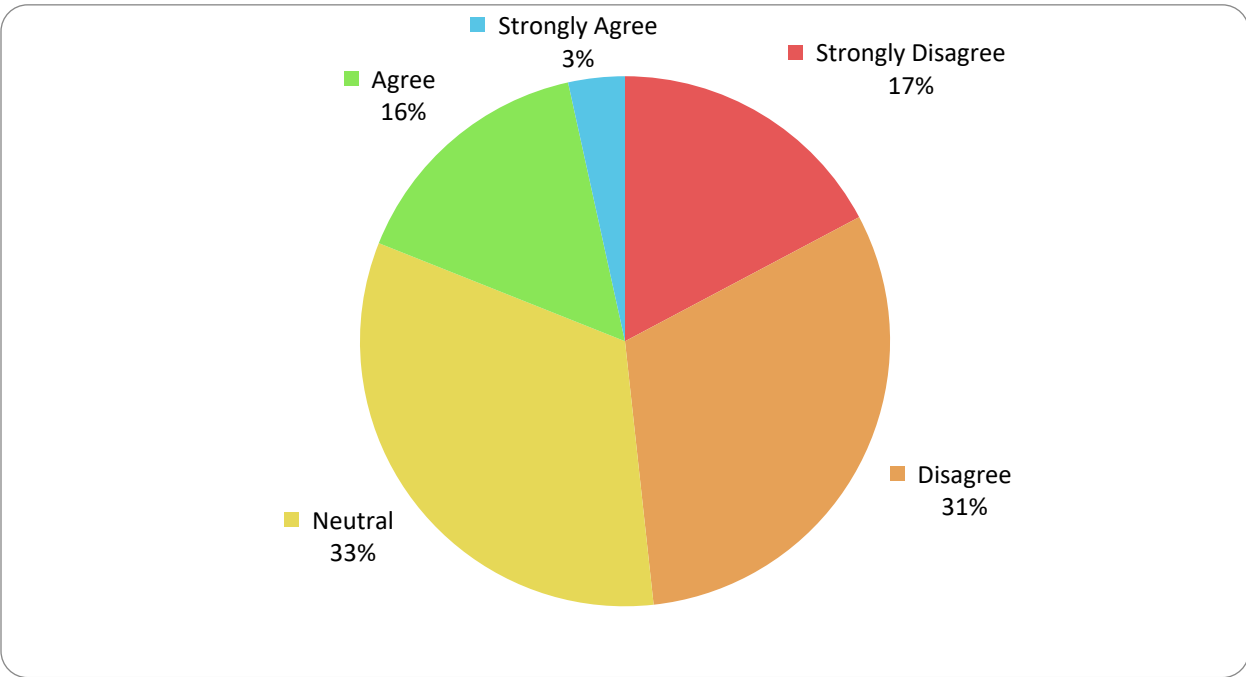
Building Orientation – Face the Internal Courtyard



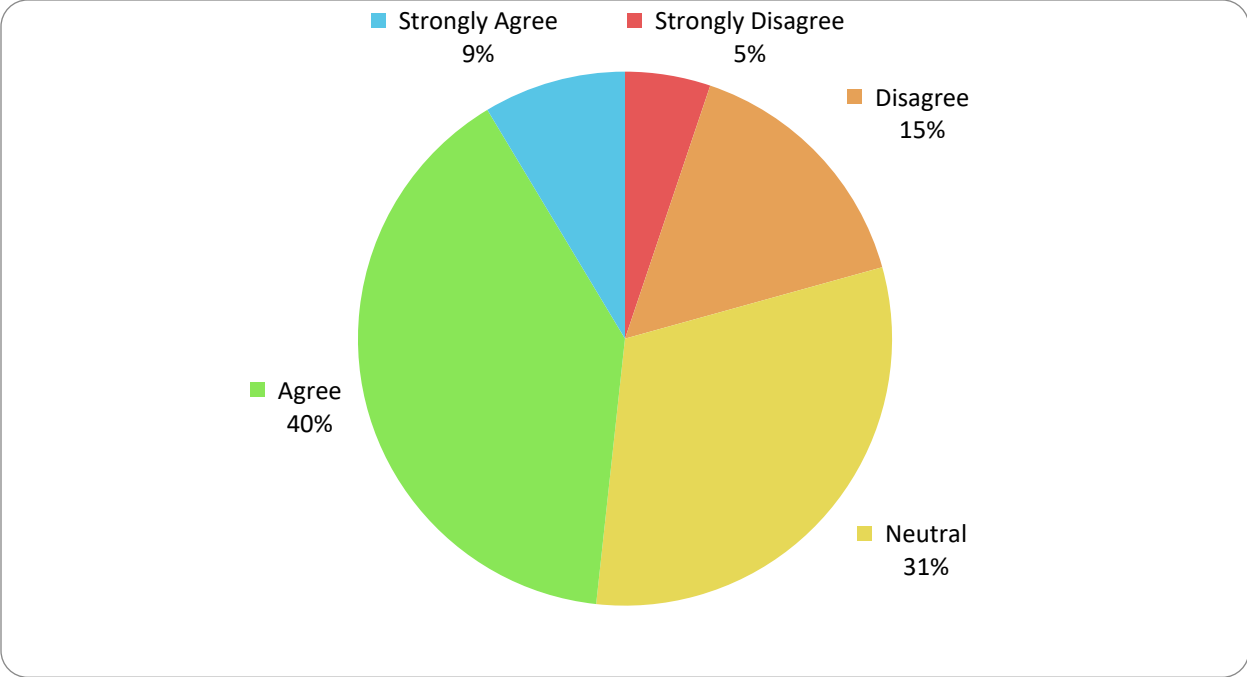
Building Orientation – Face an Internal Promenade



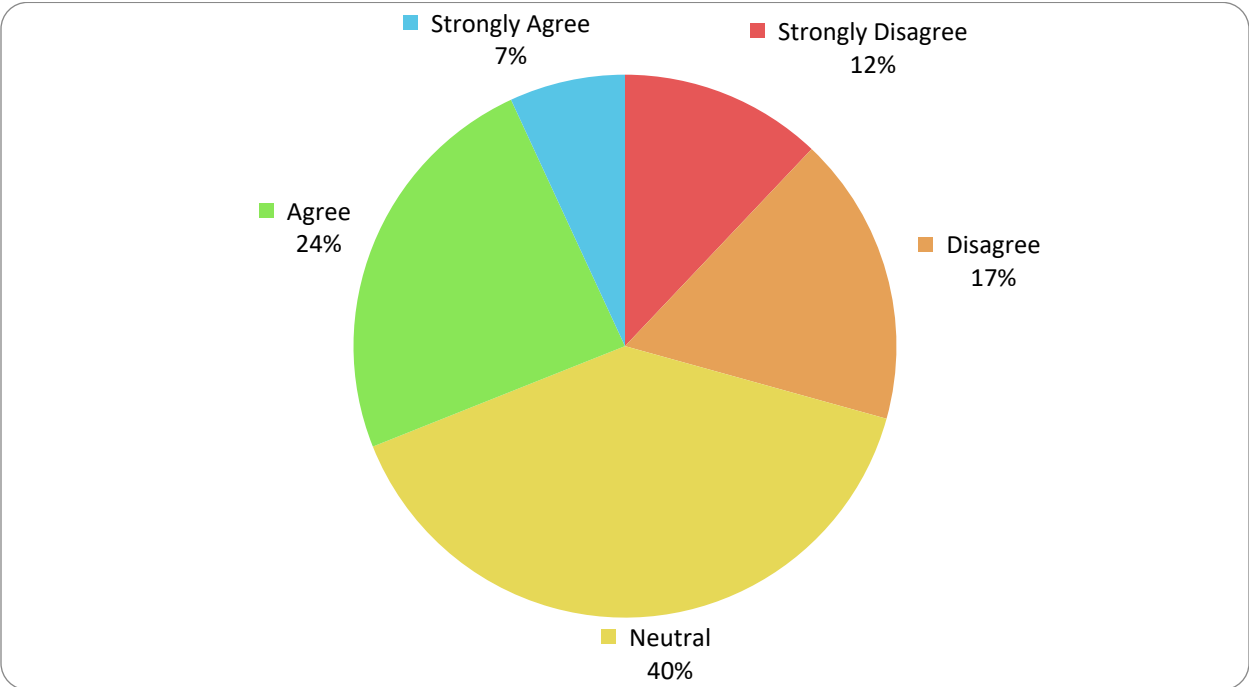
Building Placement- Top of Slope



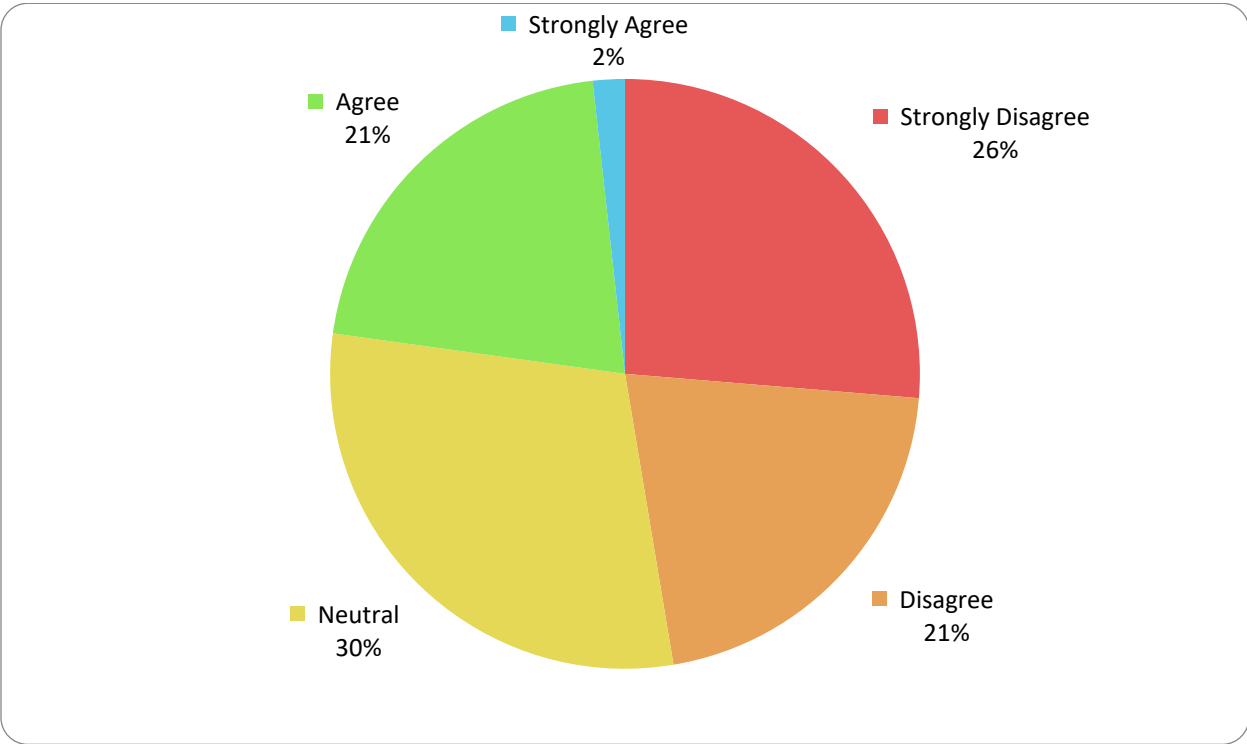
Building Placement – Bottom of Slope



Building Placement – Next to Street



Building Placement – Next to Single Family

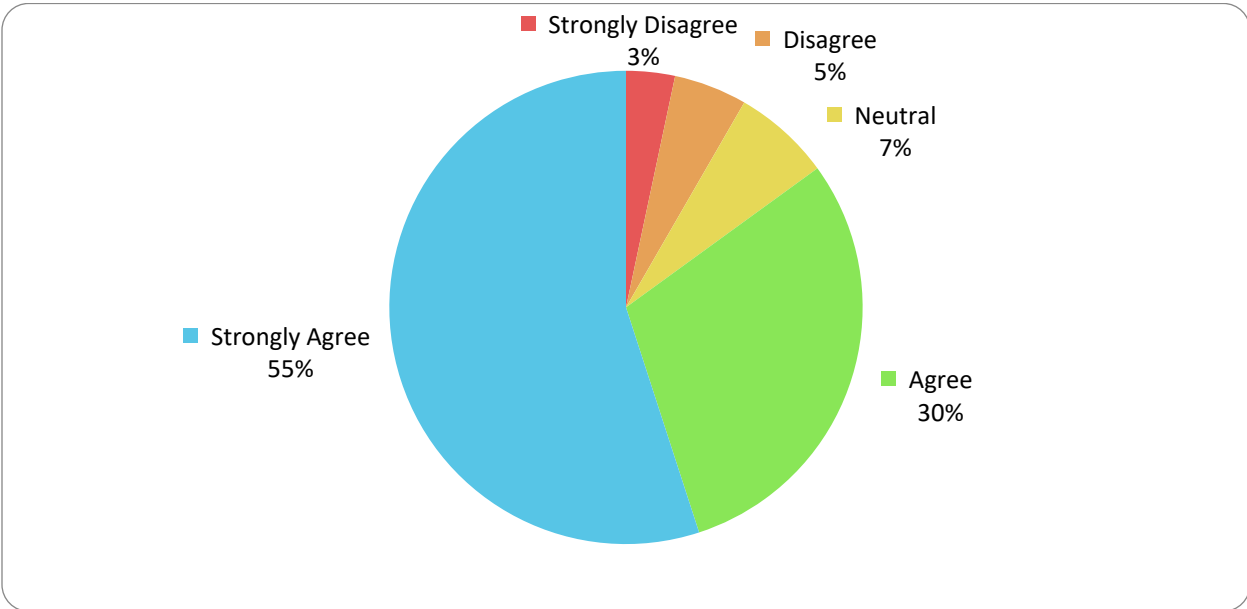


Building Placement Additional Thoughts

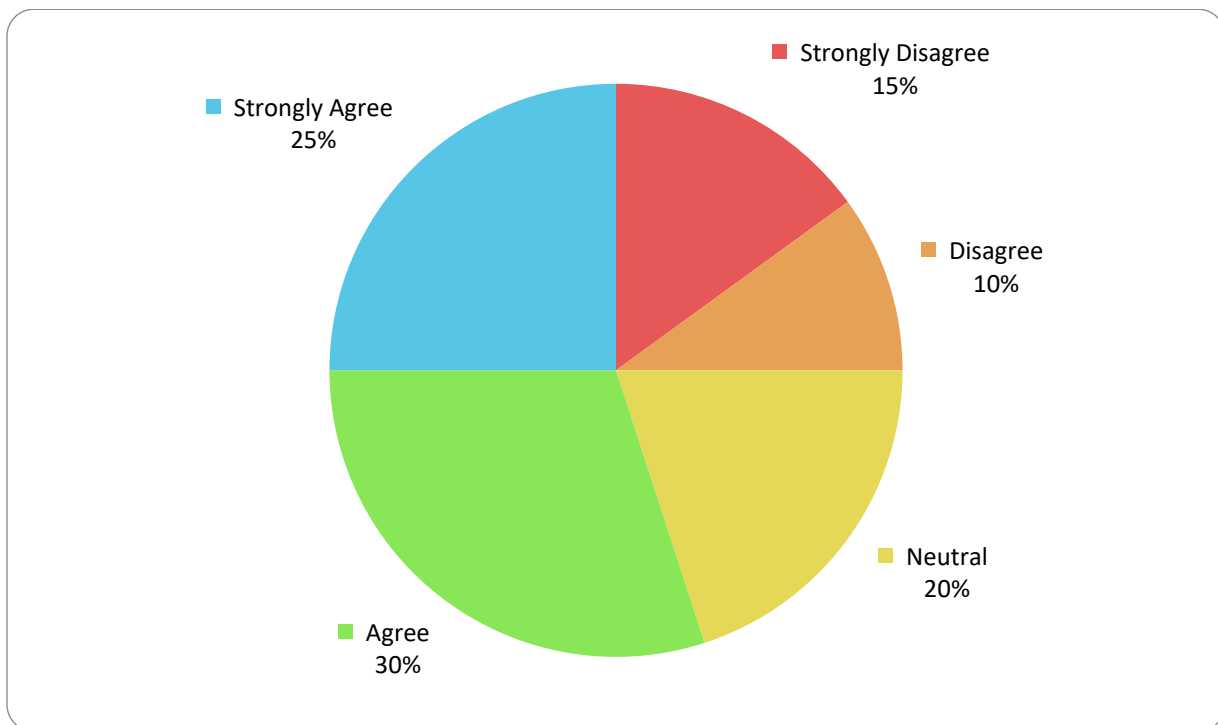
1. Internal promenade and set backs and mixed residential make placement less of an issue. When there are views possible, it seems good to prioritize residential for the view.
2. Stacked mixed use with residential above commercial does not work. Encinitas has experienced ongoing noise conflicts between the two. I strongly prefer doing lateral separation of commercial and residential. The new residential should be placed next to existing residential to act as a buffer.
3. Living spaces should feel special. With a grocery store literally in the same parking lot as this housing in the photo, it looks like no one would want to spend time in the vicinity of the home and remain inside. Separation is needed. A park, playground or cobblestone plaza with gardens would be a nice buffer. Parking should be below ground to free up the open air and beauty.
4. Consider how inaccessible many of these examples are for the disabled
5. Decrease post construction impervious surface areas with natural surfaces
6. NO APARTMENT BUILDINGS regardless of their architecture, look, orientation or spacing.
7. The problem with the car dealership next to the street is having such a large driveway creates a pedestrian inhospitable place
8. It really depends on the type of building - commercial or residential?
9. Visual Preference would be like Sedona - where the buildings INTEGRATE WITH NATURE in look and design.
10. This entire exercise has become and was probably really intended as a bait and switch from enhancement of ELC to instead the city council forcing residential upon the ELC to cover up for the City Council sellouts to real estate and builders to not build the promised required affordable housing elsewhere. It will destroy the traffic, parking, and convenience for which local residents paid highly to be here, and undermine the draw of others that produces 80% of the Encinitas sales tax that supports all services in Encinitas. This is disgraceful and must be stopped. Starting with firing the urbanist, ignorant San Diego City consultants who don't have a clue nor care for the character of ELC.
11. I think it would be great for this area to have a higher density without crowding the streets - setbacks and stepbacks, with trees along the streets where possible.
12. The survey keeps referring to buildings. I do not know if the questions are specific to housing, commercial, or mixed use. The results will be unusable if many respondents don't know what type of building is being asked about.
13. Please consider making driving along El Camino Real a priority. It is an area that has been traditionally used for car travel. While it would be nice to incorporate accommodation for pedestrians and bikers, I fear that this development may be an excuse to limit auto use. Please do not close off the corridor to cars, and don't put them underground.
14. The buildings should have a style reminiscent of Southern California. Not just red tile roofs, but maybe Mediterranean. Look at Japan—the buildings in Tokyo all coordinate with each other. It's quite beautiful. We should avoid garish or eccentric styles that go out of fashion. I do support modern architecture, though.
15. Next to street for pedestrians, NOT to make driveways all along El Camino like what we have today.
16. Do not want mixed use at all.

17. Commercial and residential developments are not typically successful.
18. Developers should be required to pay impact fees. No more development without giving back open space for passive parks on El Camino Real, traffic mitigation. The Target parking lot is awful. Parking should be in the rear of buildings. All new housing MUST have parking spaces and garages.
19. Single-family residential should not be placed in the El Camino Real corridor.
20. These options strike me as drawn from One Paseo.
21. Remember that ECR is an arterial throughway. It is not a meandering camino like 101 is. It connects many people who exit Manchester and go east to come up ECR into both Encinitas and south Carlsbad/La Costa Valley. New Encinitas is suburbia, a lot of people tightly packed already who need to be able to get in and out of a grocery store, doctor's office, and the like without it taking 30 minutes to go two miles. PLEASE do not reduce the number of car lanes. As much as Encinitas wants to be 100% bike, that is just not practical in all areas of our city. You cannot fit a family's week of groceries in a bike basket, nor can you fit two sick kids on a bike to get them to the pediatrician. PLEASE make decisions based on how the RESIDENTS use this area and not on how it benefits the DEVELOPERS! Some of these "solutions" being proposed are made by people who do not live here and have zero clue how negatively the area will be impacted. PLEASE do not add extra crosswalks 200 feet from a main intersection just to suit people who are too lazy to walk. That creates traffic which creates exhaust--isn't that counter to Encinitas guiding environmental principles? C'mon, let's be smart about growth. Let's be safe about transportation.
22. Work with existing topography when possible; reduce cut and fill.
23. Love the mixed use idea for this area. Would prefer to have the buildings adjacent to the street with parking behind the building. Adding lots of trees to whatever designs are chosen will help soften the space
24. Some of the images were not the best examples to make the point
25. Don't put anything tall next to single family residential that already exists. Don't block their view, sun, and air flow
26. New building should incorporate underground parking to save space
27. We need to address the homeless and crime issues before this type of planning-this allows for more homeless to sleep on the streets and park areas
28. This is a cookie cutter approach to development that every consulting group seems to have licensed. This survey is very biased. How can you choose commercial, business, etc. when you haven't decided on the use(s) of the ECR corridor
29. There should be NO apartment buildings allowed on ECR! The traffic is already bad and we don;t need to make it worse just to satisfy Blakespear and parasite Marco Gonzales
30. You should use this information to define zones along the corridor. I think it's hard for the public to understand how answering these questions about building type and form will be used so please define zones of use. For example, green space buffers between single family residential and new multi family residential, show greenspace promenades connecting throughout to link residential to shops and doctors, define higher speed regional travel ways along ECR road and low speed internal circulation within the residential and shops/retail/restaurant. Put high intensity and high traffic uses in one zone, and low intensity pedestrian use in one zone. Zones will help people understand how these individual building styles and setbacks will actually work.
31. Absolutely NO residential along ELC, NO restriction of traffic, NO reduction of parking

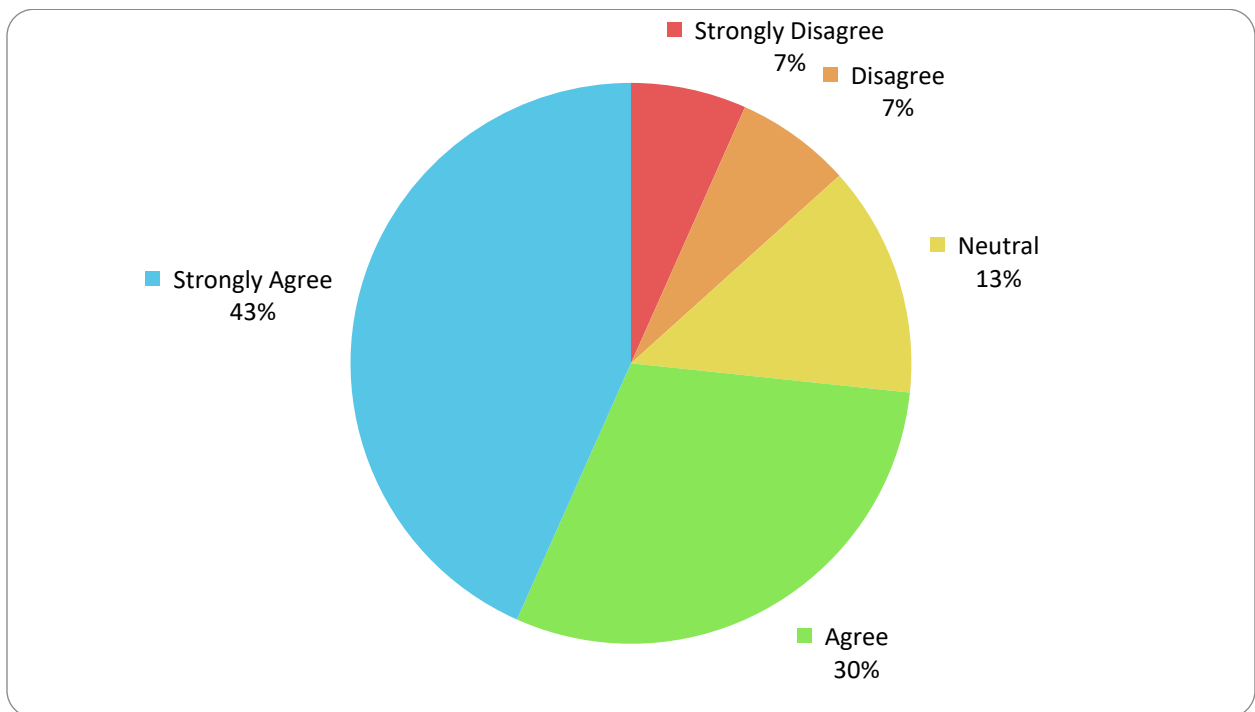
Common Open Space- Plaza with Outdoor Seating



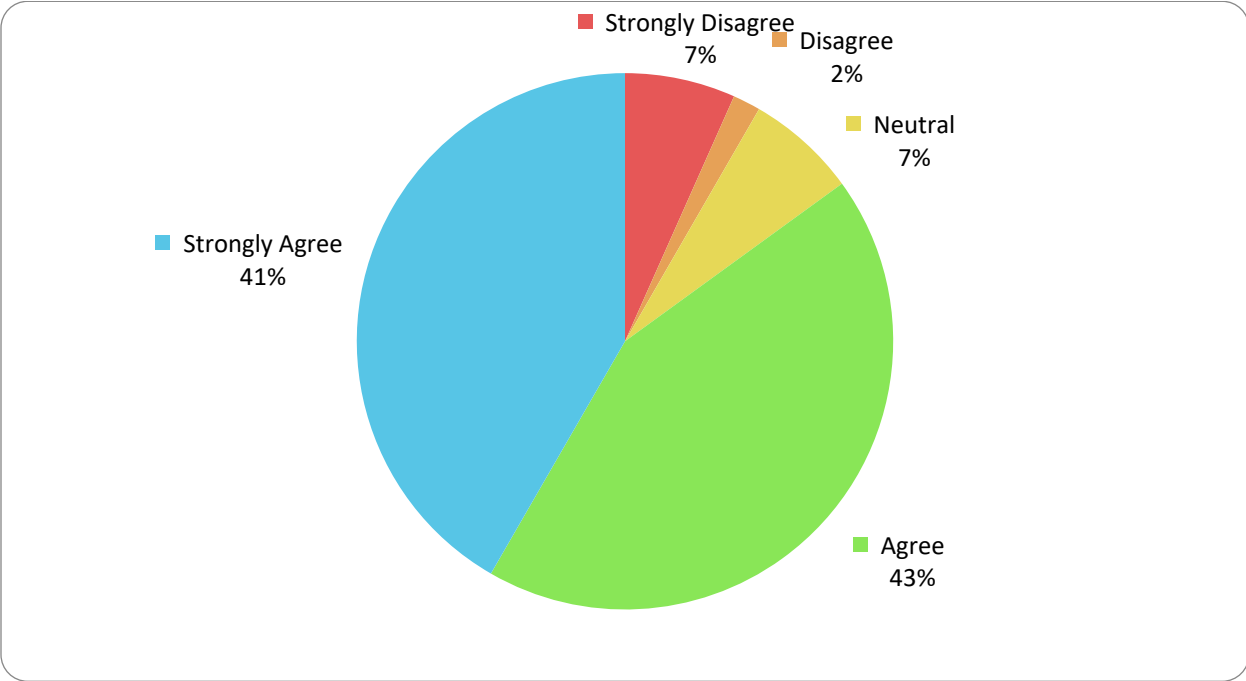
Common Open Space- Playgrounds



Common Open Space- Pocket Park



Common Open Space- Linear Park

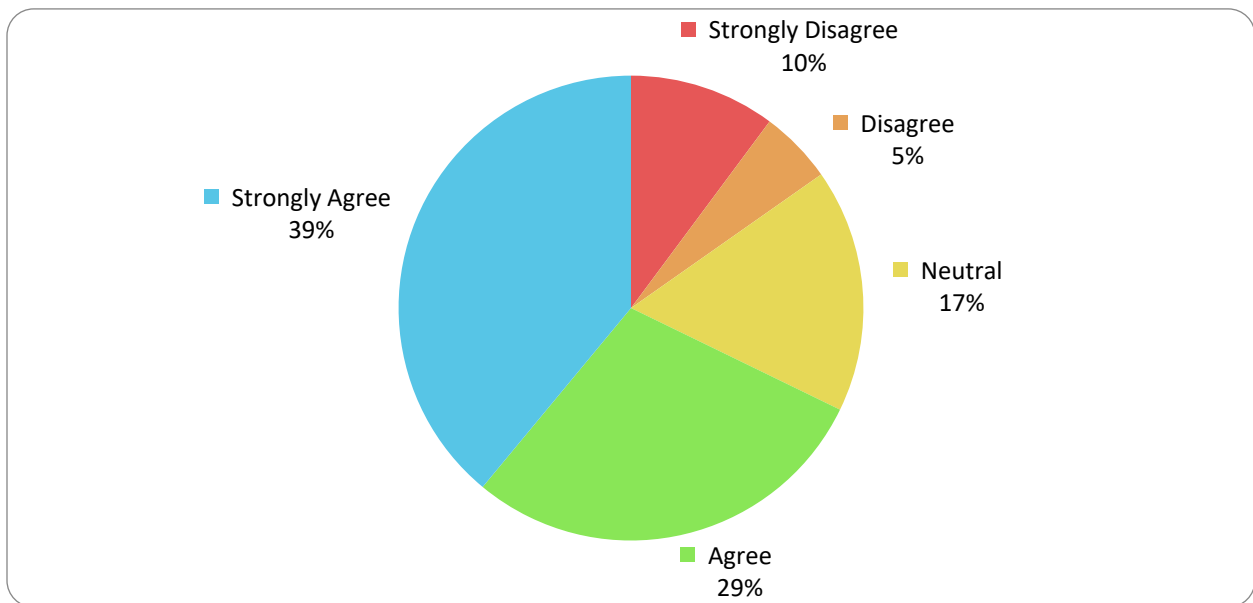


Common Open Space Other Options

1. Linear parks are nice because they can create walk/bike routes, outdoor seating and playgrounds.
2. Look at Harvest Ranch Market Shopping Center as a internal plaza that really works. The bakery and restaurant share an internal courtyard that is spacious, quiet and inviting.
3. I walk this area several times a week. I have to walk along the fronts of businesses, across parking lots, and out onto el Camino Real in order to complete a loop from Via Montoro to Via Molena and back. It would be nice to have a paved trail along the back of the shopping centers to give a buffer to the walkers from the very busy, loud, El Camino Real. It would be ideal to link these trails all along the multiple properties.
4. Daylight natural streams zones
5. None of these would be nice surrounded by tall apartment buildings.
6. In all but one of these photos the trees are the most important feature. We need to have natural space with room to spread out and travel. More trees please!
7. Do this to Cardiff, where Mayor Blakespear lives, and stop disregarding and disrupting the New Encinitas.
8. More trees, even if they're in parking lots or along the streets or wherever there's room, would improve the feel of the whole corridor
9. Incorporate trails for walking and safe bike lanes
10. There have to be ways to keep this kind of area from becoming camp out areas for people passing through.
11. The more natural open space the better. Encinitas should not look like an LA strip mall!
12. Current watershed west of El Camino is hidden and wasted space
13. Open space critical for housing. Plaza concept a winner for commercial. Sufficient parking required.
14. The corridor is a commercial area, and Leo Mullen is sufficient for parks.
15. Synchronize the lights on ECR to help manage the traffic back up. It can often take 40 minutes or more to get from Crest to Leucadia blvd along ECR between 3-7pm.
16. Open space/ natural trails
17. any of these would be wonderful, whichever aligns with the designs chosen
18. A combination of open spaces linked by pedestrian and bike trails that don't have to fight with cars is very important
19. don't make us like Delmar heights road
20. Any opportunity to incorporate parks and walking trails should be considered.
21. When you add the park spaces you will be inviting more drug addicts to use this new clean space intended for locals and visitors but will effectively turn into an open air drug market and free space to use
22. Again we need to address issues with safety and with aging population you are not accounting for those that can't walk long distances or bike
23. Already have parks, playgrounds, cafes, etc. all over Encinitas. NOT needed to reduce tax paying commercial to add more spots for outsiders or homeless, or reduce the ease of traffic and parking and shopping for nearby residents.

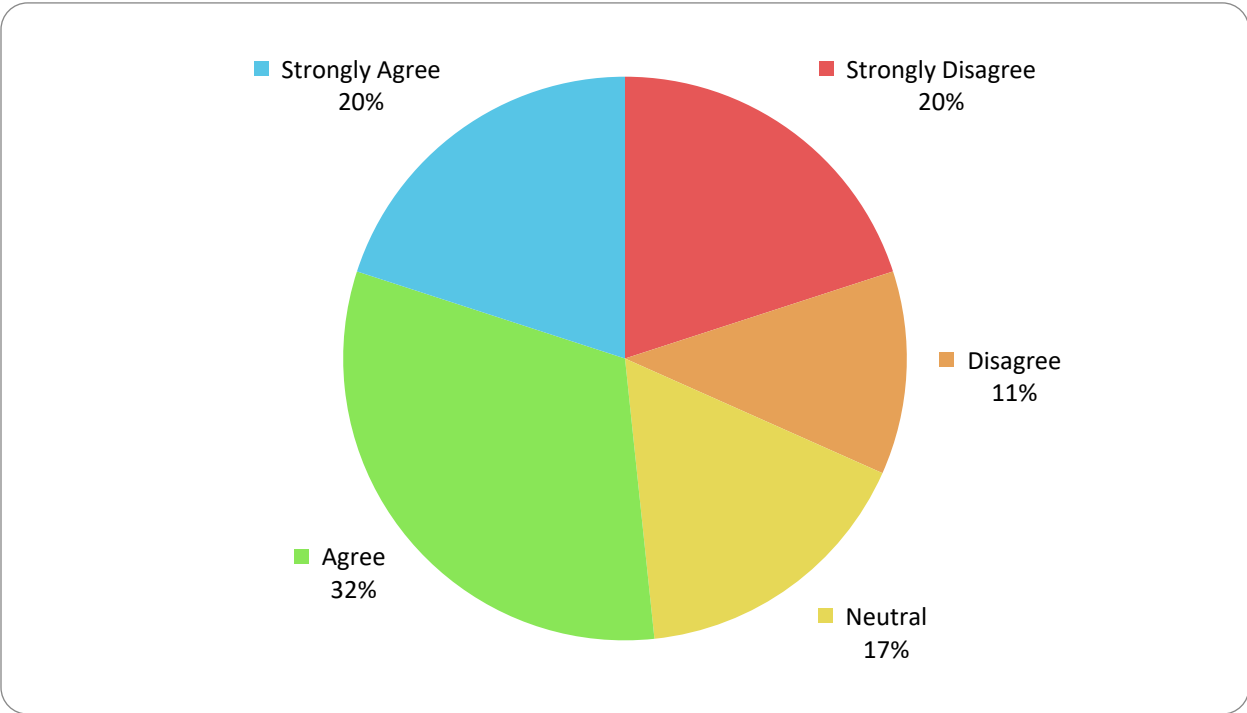
24. make low intensity pedestrian linear parks the primary linkage throughout the corridor. Locate restaurants bars and plazas for gathering along the linear park. Make this the safe family area with shops and restaurants for gathering. Goal : make ECR safely walkable, separate from cars from one end to the other.

Streetscape – Buffered Bike Lanes¹

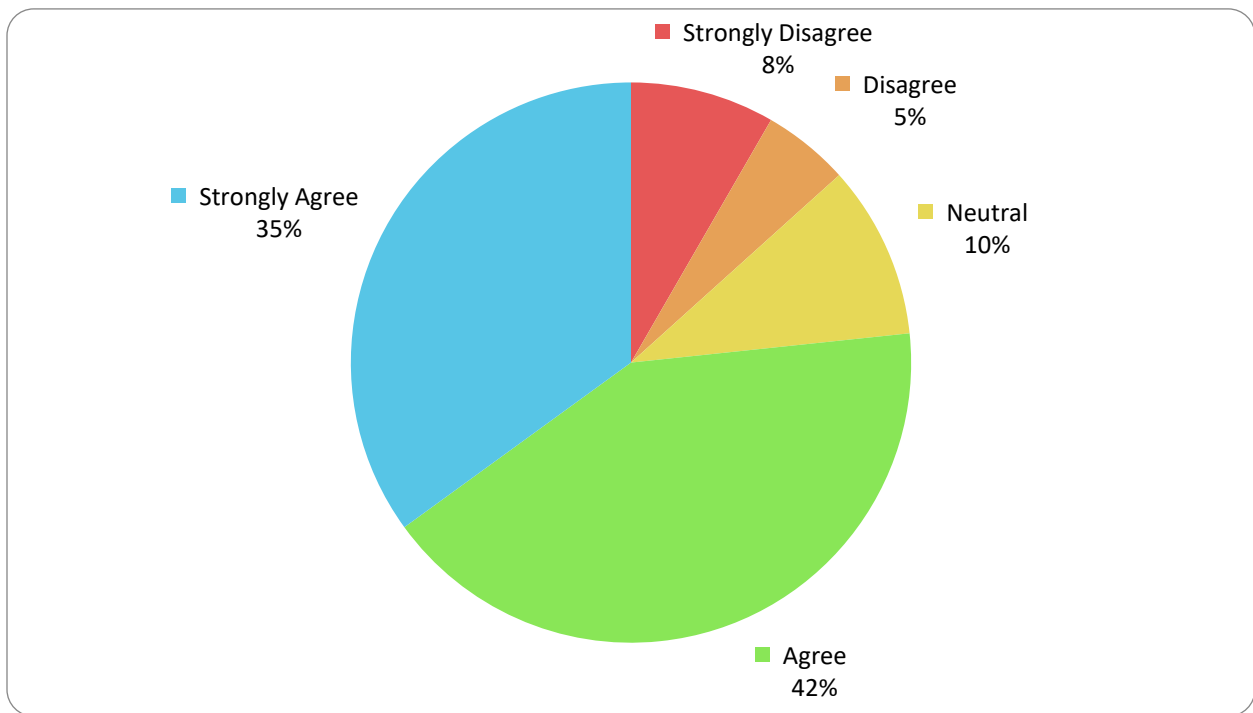


¹ Buffered Bike Lanes was titled incorrectly as 'Plazas with outdoor seating' on online survey.

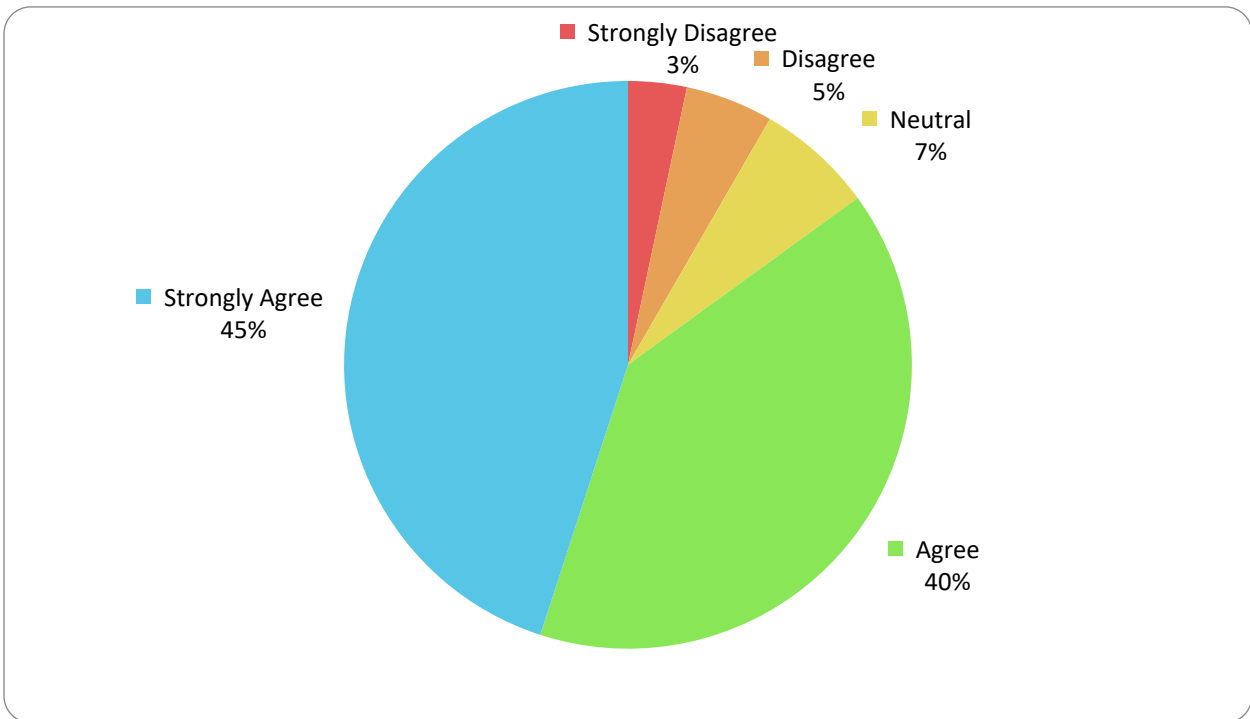
Streetscape – Consolidated Driveways



Streetscape – Buffered Sidewalks



Streetscape – High Visibility Crosswalks

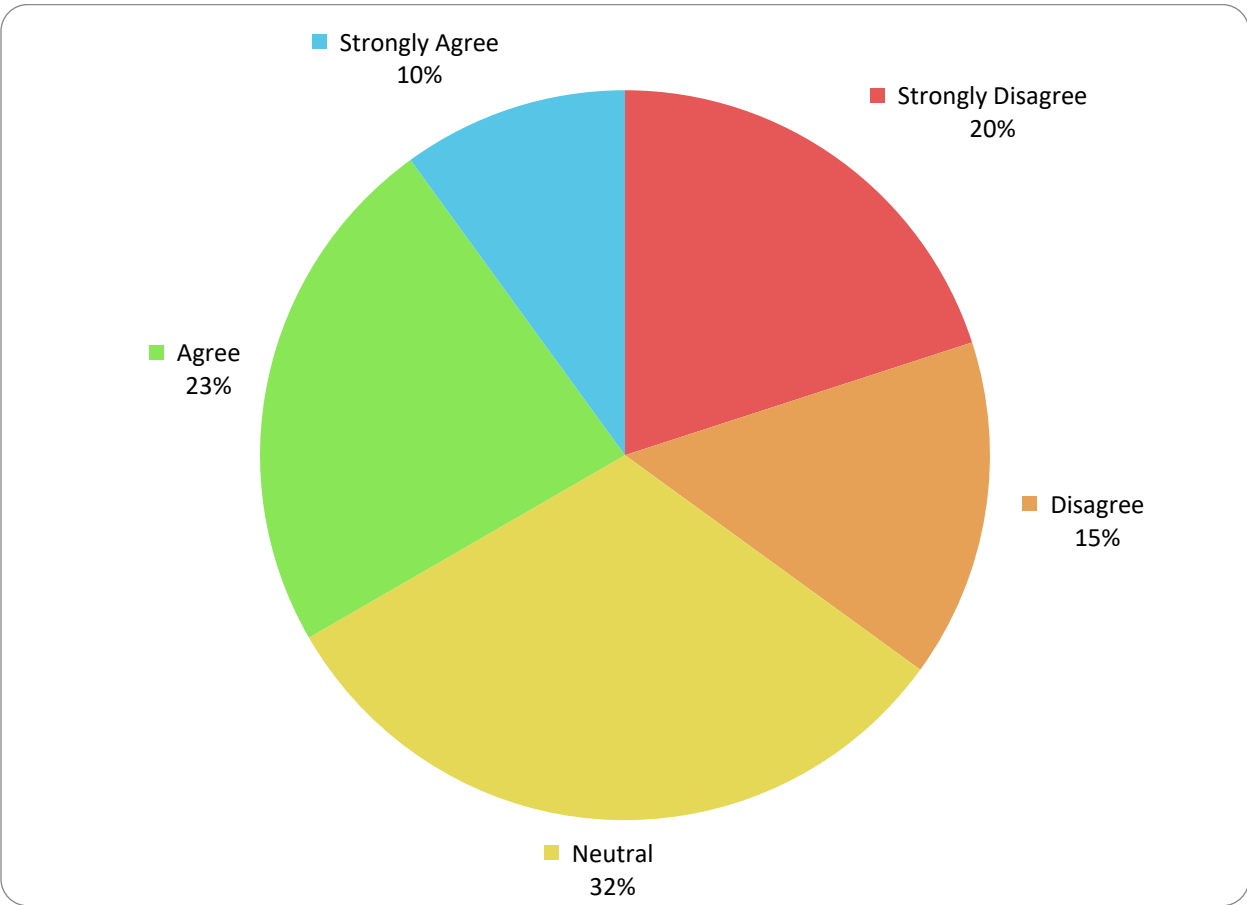


Streetscape – Other Options

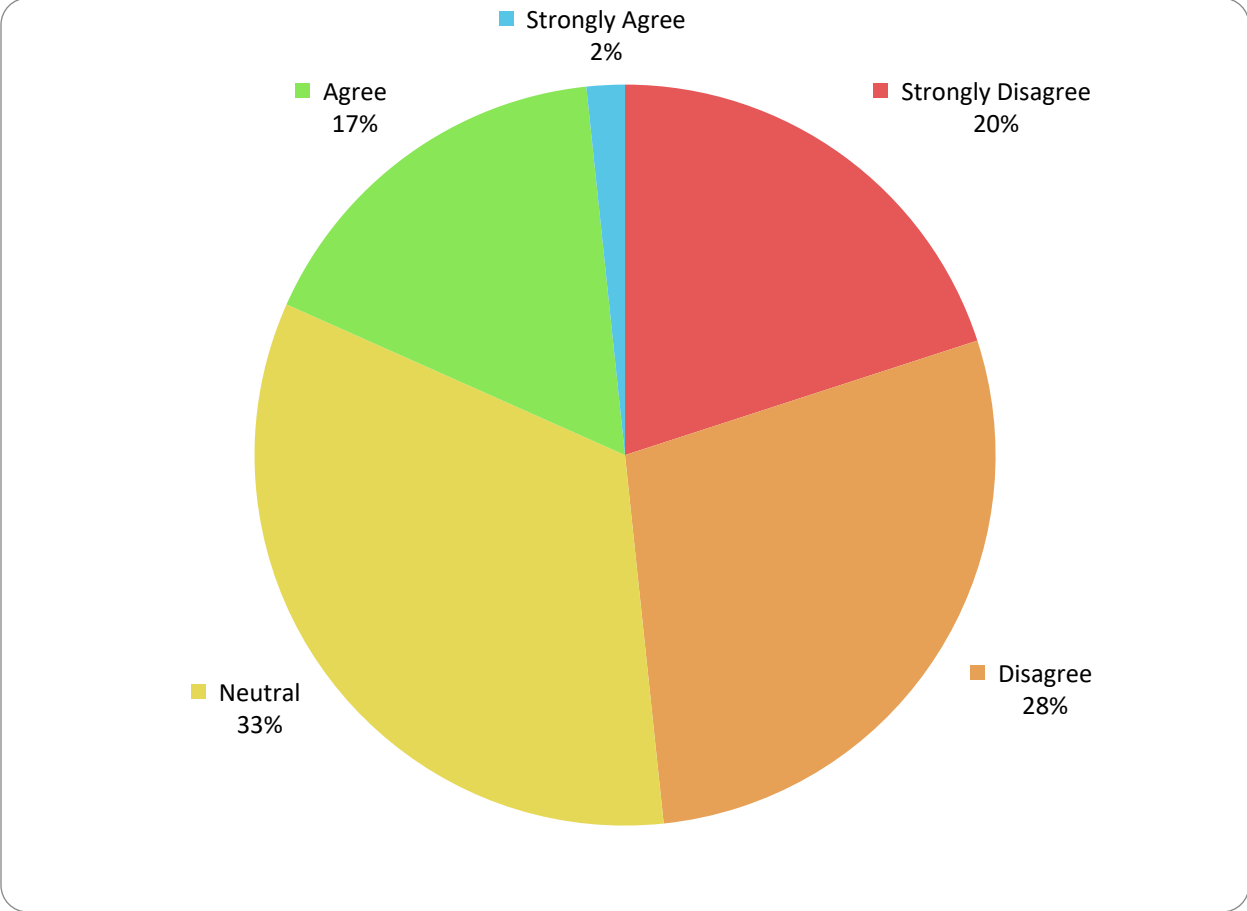
1. Consolidate parking, consider plans for future parking garages and public transit/trolley within corridor
2. Update the parkign manual to provide adequate parking space. The Home Goods lot is a nightmare. The Vons lot is marginal. Both have minimally sized spaces and the traffic flow is awkward.
3. The photo at top shows all the traffic from those two centers dumping onto Via Montoro. The problem is, this is residential street with children living in the homes on this street and streets joining it. Already the speed limit is too high (25 up and 35 down) and is dangerous for walkers and bikers and those of us leaving our driveways and streets. Speed bumps would be better along Via Montoro. Dropping the speed limit is already necessary on Via Montoro (which is rediculously the same as El Camino Real)! Adding more congestion to this street does not make sense. Via Cantebria is also another street bordering the neighborhood where people are regularly going 50mph. I haven't seen sheriffs enforcing the current speeds and there was an accident on Via Montoro recently.
4. Use speed bumps or stop signs to limit car speeds on adjacent neighborhood streets like Via Montoro (there are driveways and children on this street!)
5. Double or triple the amount of currently available disabled parking, consider your aging population. Disabled individuals need as much consideration in this as the able bodied. Please consider the disabled MUST do their shopping etc by car. Please do not reduce the amount of lanes available. Why should the far fewer bike riders be given an entire lane - perhaps a disabled only lane that would serve far more residents should be considered? Why is there NOTHING in this plan that considers the impact on the disabled? Read The Americans With Disabilities Act and respond!
6. Parking should be moved underground with plaza's, courtyards, playgrounds above them
7. Integrate more traffic calming measures such as roundabouts
8. None of the streetscape options will be helpful if hundreds of new apartment units (especially without newly built parking) are added to the Corridor. That would overwhelm the space with people.
9. The first one looks mislabeled, but I'm all for protected bike lanes if that's what you're getting at. Also lane reductions, more frequent low-stress crossing opportunities for pedestrians, and street trees
10. The first option says plazas with open seating but shows a separate bike lane, so I answered for the bike lane.
11. Perhaps this is the same as consolidated driveways, but it is useful to be able to drive from one business to another without getting back on to the main road, as between 477 N. El Camino Real and the Michaels/Aldi shopping center.
12. Simple clean look, coordinated traffic flow, Nature as primary element, parking ease, bicycle and pedestrian friendly
13. Im not understanding "Consolidated Driveways"
14. Why are there no questions about vegicular travel and lanes designated for cars? Please don't put us on a "lane diet". That would make travel much worse.
15. Buffered bike paths.

16. Protected bike infrastructure MUST continue thru intersections--the so-called "Dutch" bicycle intersection. NO mixing zones, NO right-turn-lane crossovers! Those are dangerous and scare off casual riders! And buffered sidewalks might take space away from protected bike routes.
17. Walkability and bikability fundamental for any development on El Camino (and elsewhere!) These answers ALL would apply to any development in Encinitas.
18. As a critical North-South corridor, traffic flow is the most important element. People who live in New Encinitas East of ECR have no choice but to use it to get where they need to go.
19. I strongly disagree with the high visibility crosswalks because of where I understand you want to put them. Conceptually, yes, put them in EXISTING ped crossings. BUT PLEASE do not go adding them within 200 feet of an existing crossing! C'mon, be smart.
20. I applaud your efforts in trying to improve our community, but without removing lanes on ECR, changing all the zoning and purchasing all these properties, this project doesn't seem feasible
21. Replace the massive parking lots with some stacked garages and introduce promenades for people and bikes
22. Not sure where to put this but El Camino Real needs to be kept as an above ground road with vehicles allowed-to spend the money for an underground road is not reasonable and will prevent shopping errands for those of us who bought here because it was convenient to shopping. To interrupt the homeowners in the area to try to develop an El Paseo type complex we have no room for doesn't make sense to me. If you want the mixed use park like environment then put in the old Target center where 24 hour fitness is located and put bridges to where the car lots are and add to it.
23. What about a discussion of ECR is not a commuter highway but low speed town center that is walkable, livable, workable but not a race track or a freeway? We just spent 100s of millions of Transnet dollars to improve the I-5. Make people use those transportation facilities.
24. More lanes for vehicles. More parking. NO MORE bike lanes. This is a business corridor for going shopping and to medical appointments etc. Please put top importance on lots of room for vehicles and parking.
25. More trees and shade where biking and walking, and at transit stops.
26. Note that first image on this page is of a protected bike lane, but text says "plazas with outdoor seating." Unclear which is intended.
27. Create circulation hierarchy. Low intensity separate from high intensity.
28. People don't walk around ECR, make it friendly to vehicles, seniors and the disabled
29. The picture at the top is of a bike lane but the title is Outdoor Plaza Seating. I do not want bike lanes that impede car traffic but I do want outdoor plazas. I want to assume positive intent, but given the bike lanes have been controversial and poorly executed, it feels like a trap.
30. NO reduction of current traffic lanes or of current access to commercial properties.

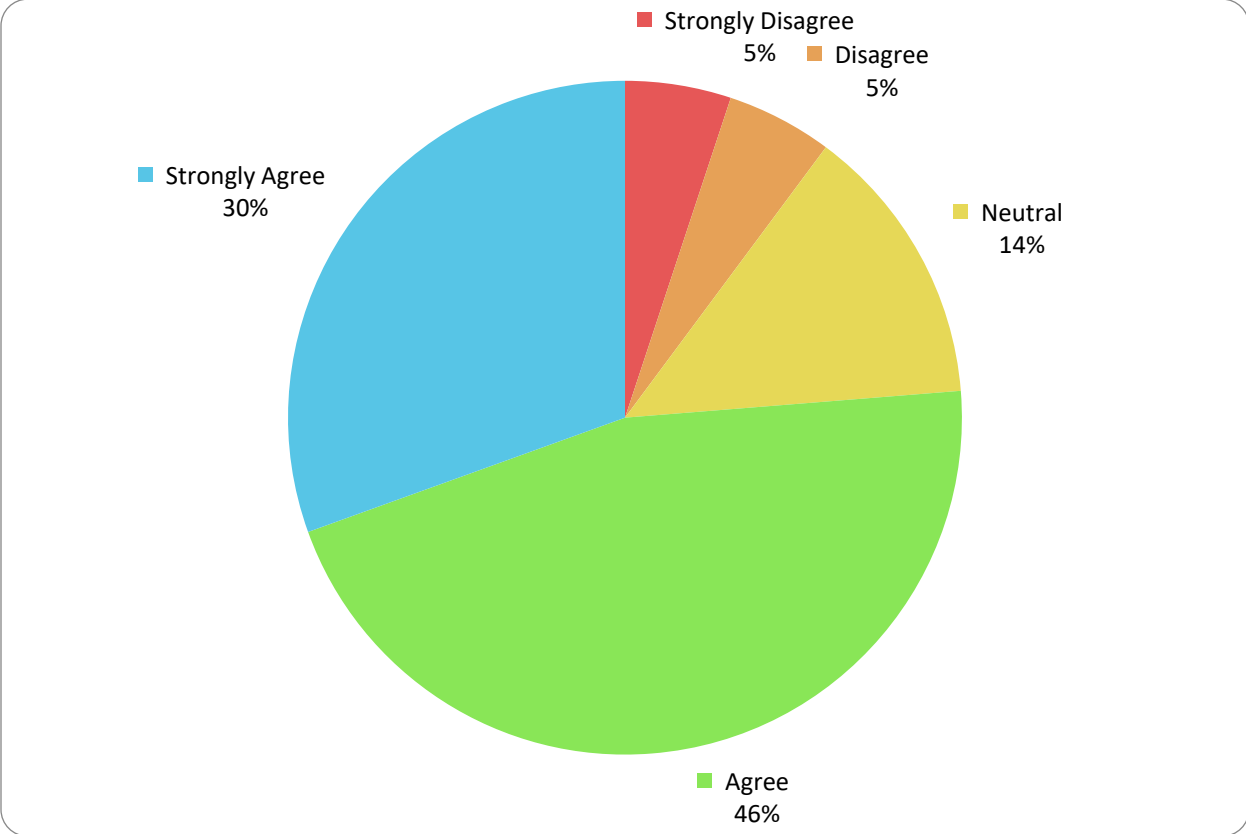
Frontages – Curbside Shopfront



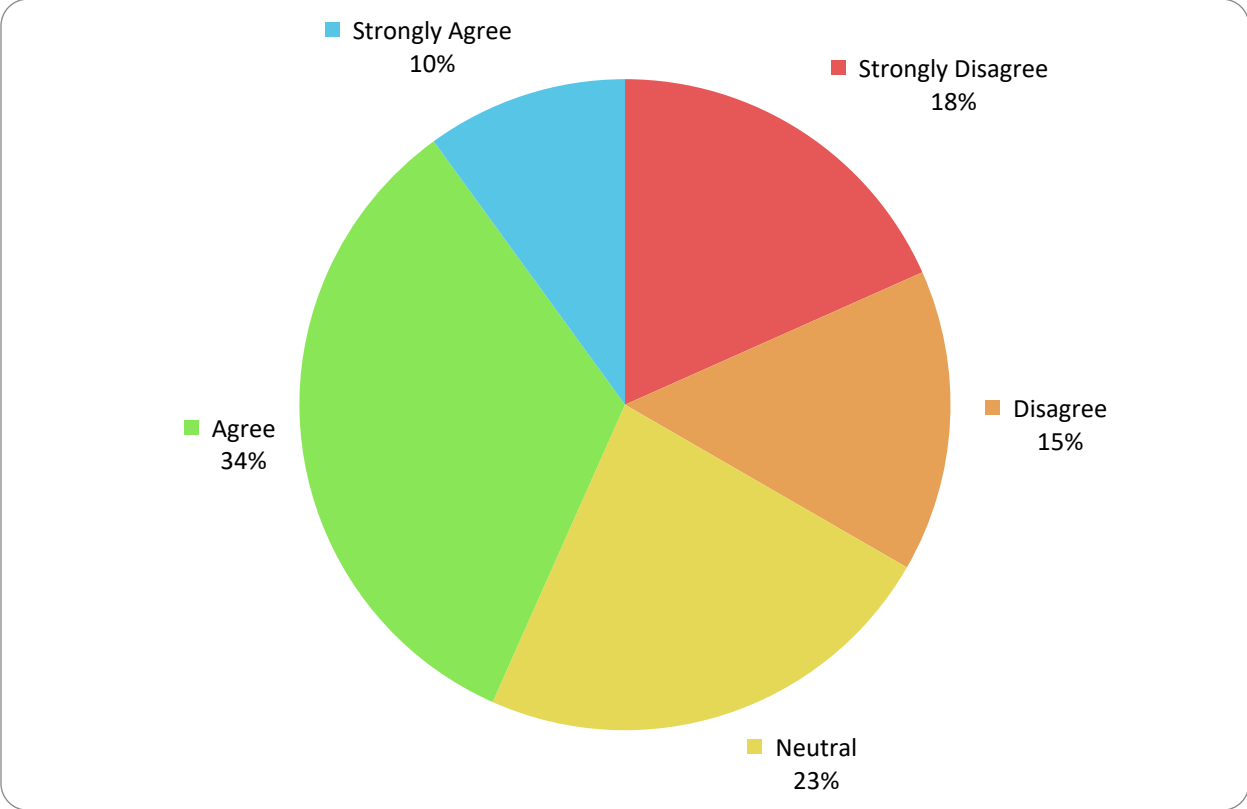
Frontages – Dooryard



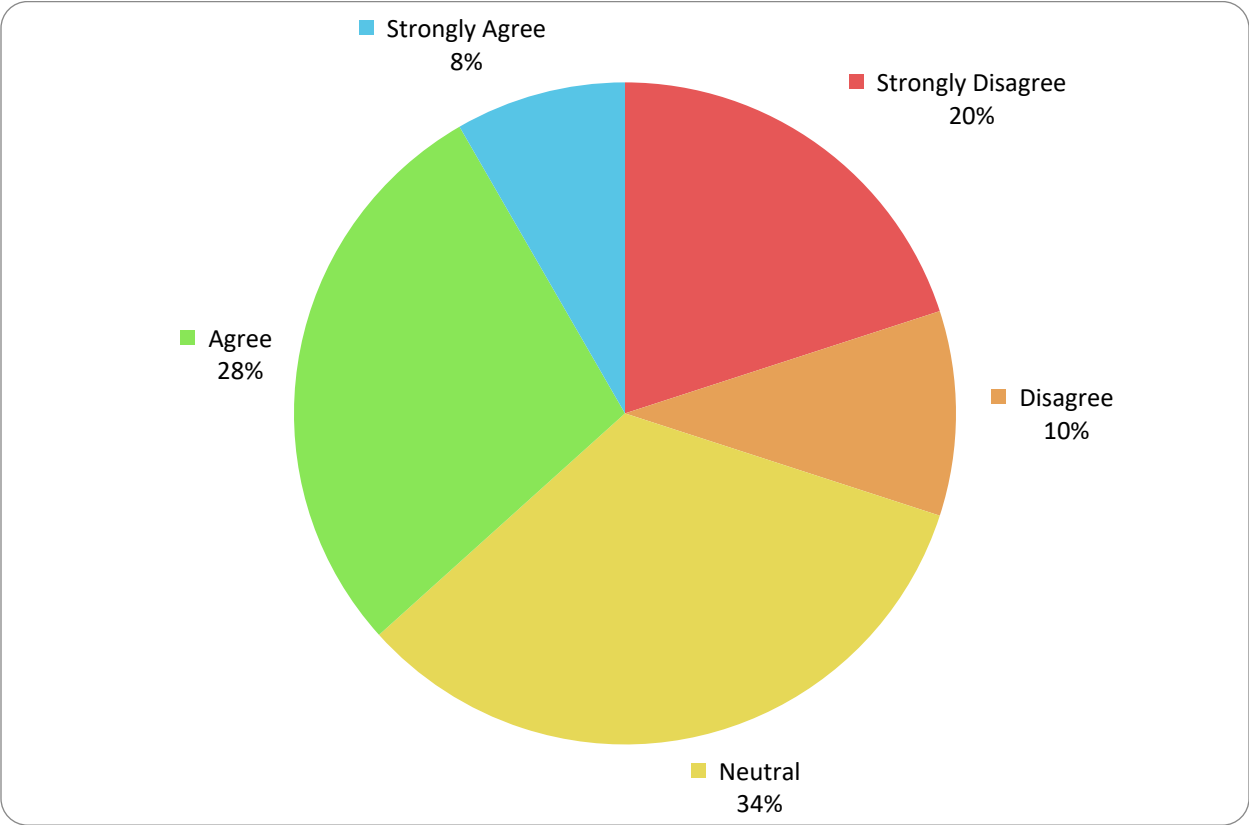
Frontages – Outdoor Dining Shopfront



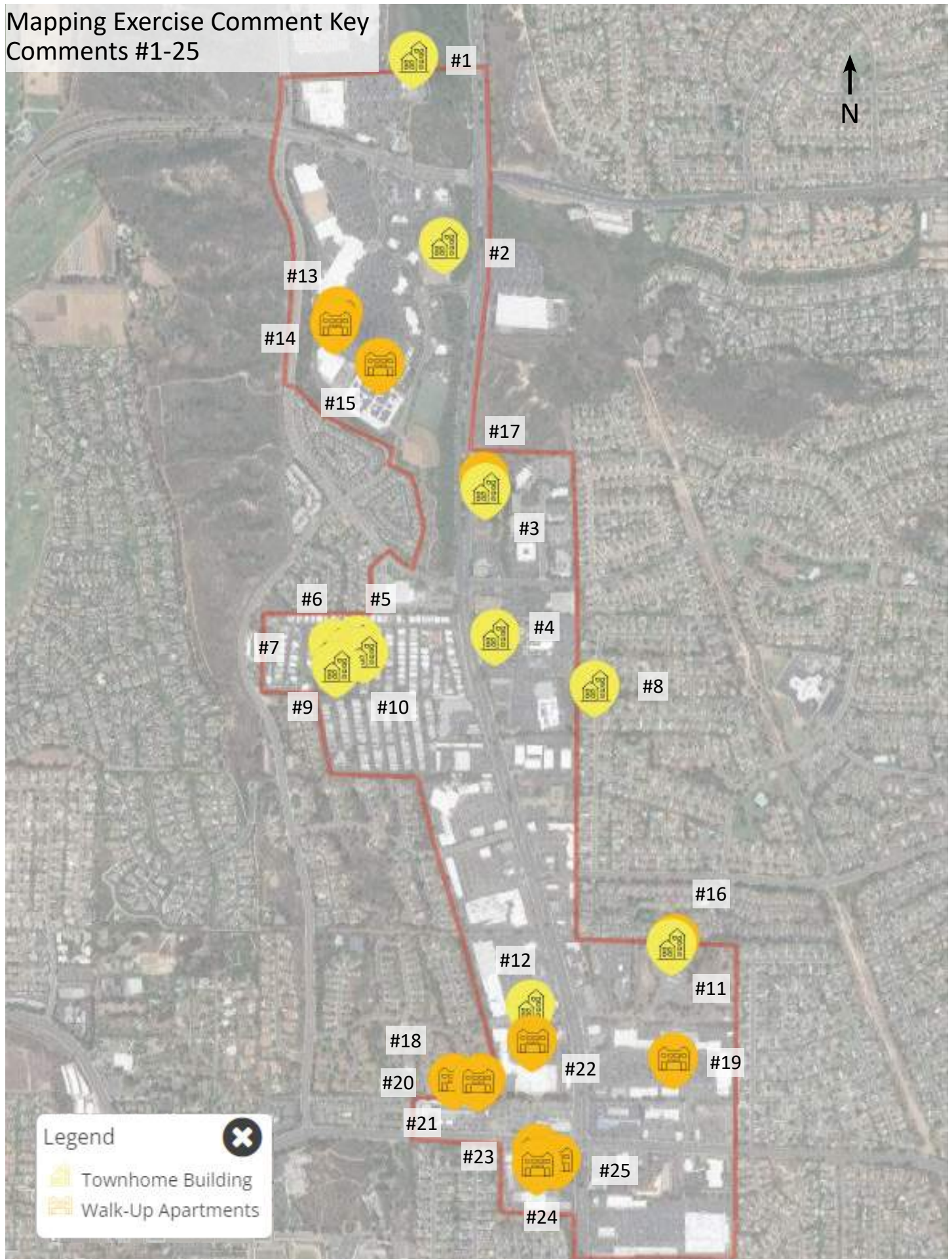
Frontages – Frontyard



Frontages – Stoop



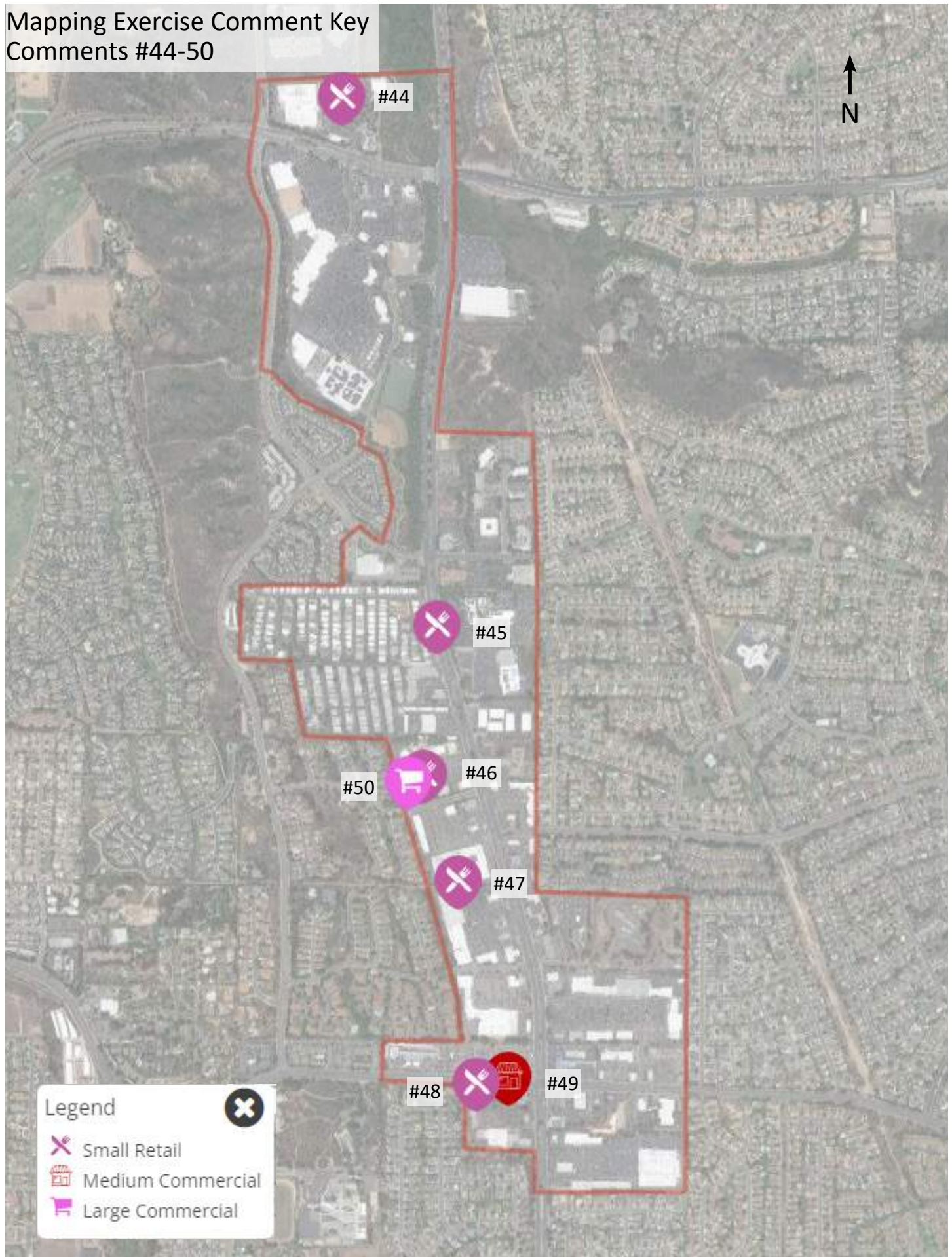
Mapping Exercise Comment Key Comments #1-25



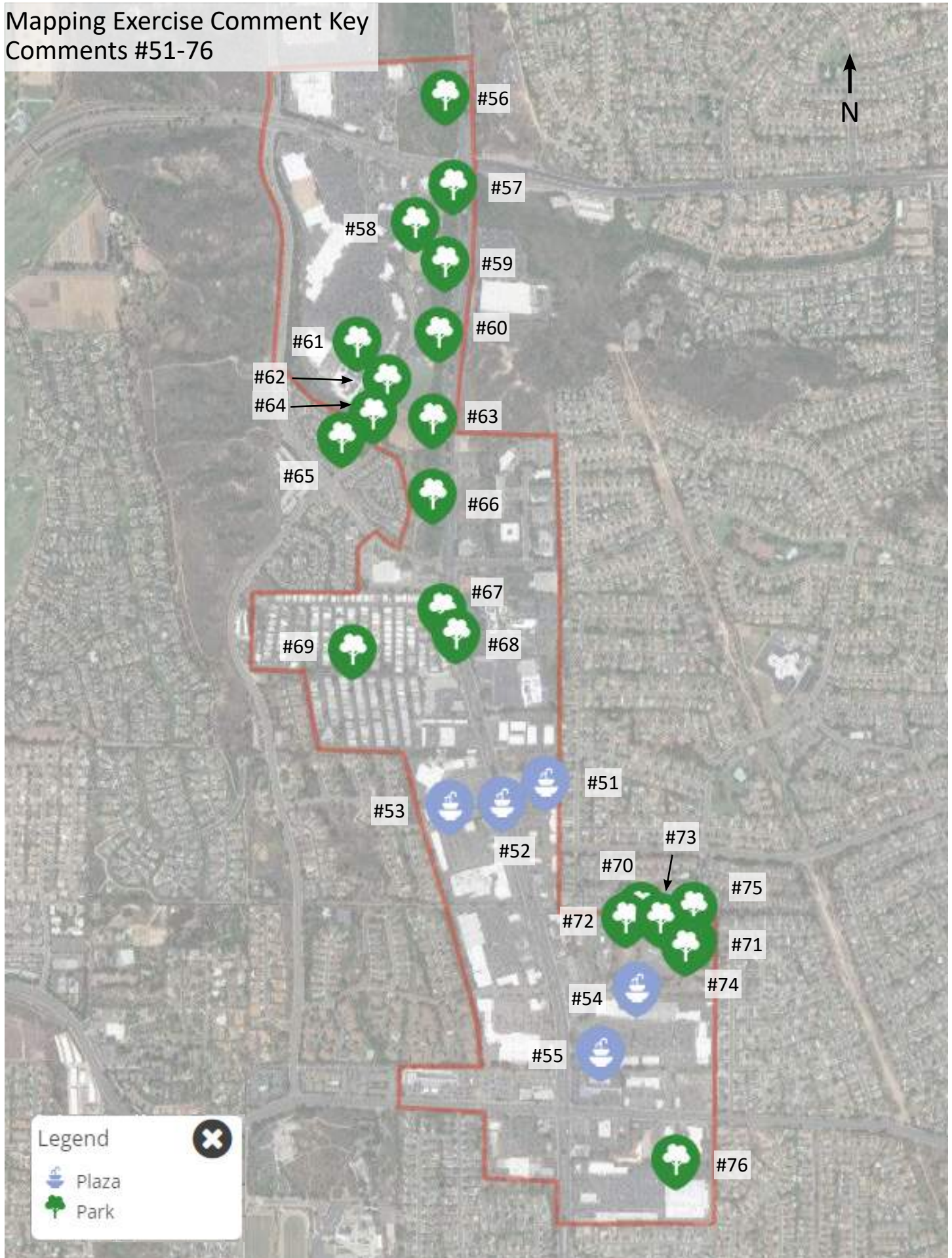
Mapping Exercise Comment Key Comments #26-43



Mapping Exercise Comment Key Comments #44-50



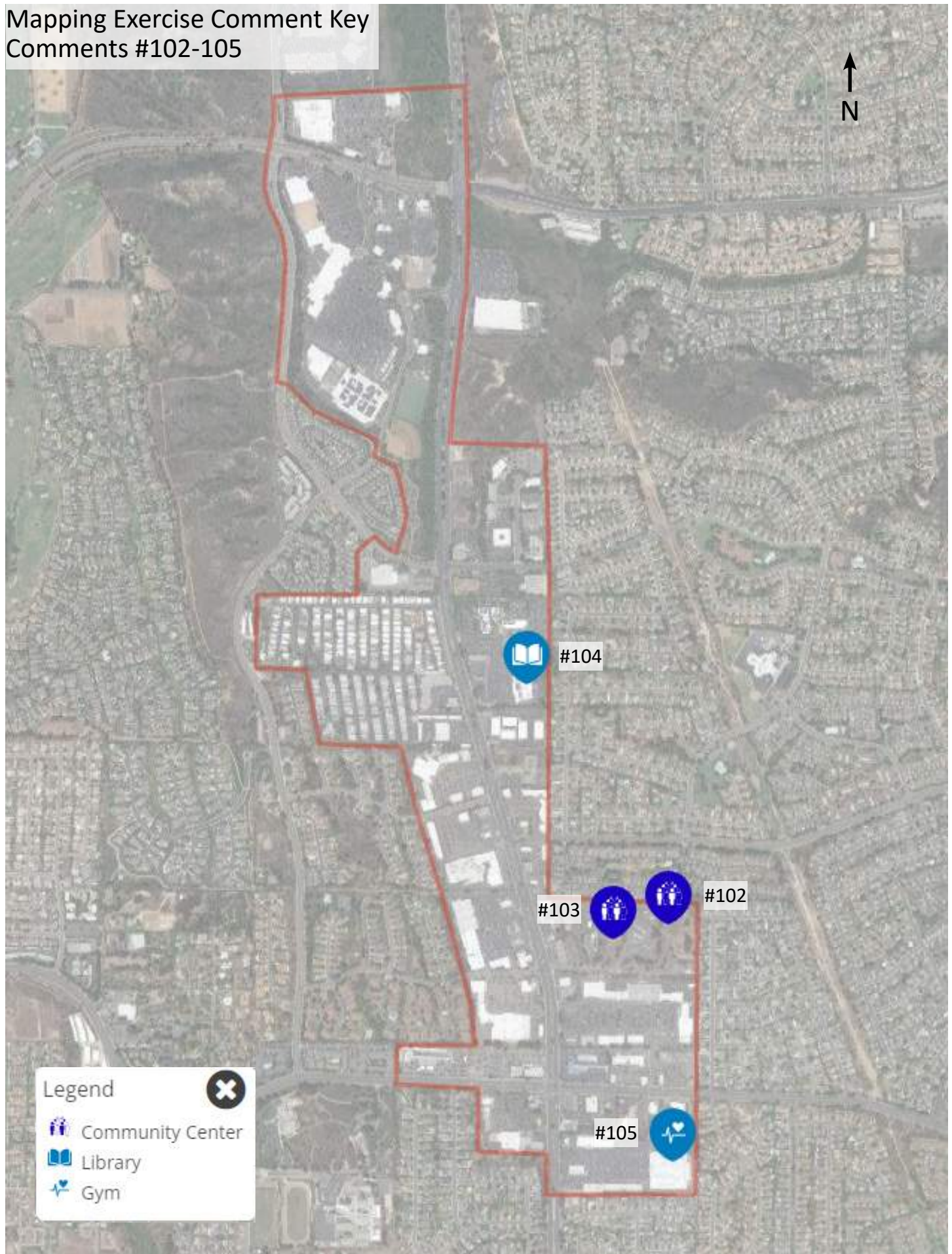
Mapping Exercise Comment Key Comments #51-76



Mapping Exercise Comment Key Comments #77-101



Mapping Exercise Comment Key
Comments #102-105



Comment #	Comment Text
1	The only multi-story commercial in the corridor (REI). Away from existing residential and close to transit. A parking structure could help with parking.
2	Good location for (3-story max!) apartments/townhomes. Pros: Away from existing residential; Close to transit and shopping; Available parking.
3	Residential is needed in our city, and people want to own their homes. A series of townhomes, set back from ECR and buffered with trees and walking paths would be perfect here. Armstrong Nursery next door could be incorporated if the owners were willing. (Armstrong was a potential Housing Element site, and only disallowed by HCD because of the existing structures.)
4	I'm not sure if I understand how this commenting works, but are you saying there's a suggestion to take away the mobile home community and put up townhomes? I think that's only ok if the people who currently live here get some kind of option for getting one of the townhomes at a cost comparable to their current costs.
5	We wouldn't want to displace the people currently living here, but perhaps the city could buy up homes as they become available. Once a block of them are owned, the city could create a modern, low-maintenance affordable housing for seniors.
6	El Camino Real is perfect for senior citizen residences because of access to transportation and utilities that already exist along this corridor. Mobile homes with a clubhouse, pool, and social activities provide a lovely community for seniors instead of multifamily residences.
7	El Camino Real is perfect for senior citizen residences because of access to transportation and utilities that already exist along this corridor. Mobile homes with a clubhouse, pool, and social activities provide a lovely community for seniors instead of multi family residences.
8	The El Camino Real corridor is perfect for multi-family residences because of the access to transportation and utilities that already exist along this corridor. Townhomes with park space would be a lovely addition here instead of a mobile home park.
9	These are peoples homes that are land owned. You cannot take these senior homes away to build more high rise apartments.
10	Do not obliterate existing affordable housing here.
11	A nice development that includes park space and multi-family residential would go nice here (3-story max).
12	If feasible, large parcels should be purchased and subdivided such that more mixed use development can occur on smaller lots along the corridor. Downtown Encinitas and Leucadia are economically resilient and attractive destinations because of a finer grained urban fabric, with ownership spread amongst many business owners and residents as opposed to concentrated with a few large land owners.
13	Someone suggested apartments above the old Pier One location, I like that idea
14	The old Pier One location is now a micro-mall for hair stylists to rent spaces for their businesses. We should allow for a 2nd and possibly 3rd story for residential use above some of these spaces.
15	To add to the other comments on this building, the whole thing covers 4.75 acres. Probably over two hundred apartment/condo units could fit on top. The existing building would require a lot of structural reinforcement, though...
16	Anything over two stories needs to be set back from existing residential neighborhoods to avoid overshadowing existing homes.

Comment #	Comment Text
17	This property, along with the Armstrong property next door, should be used for dense housing.
18	If structurally feasible, apartments and condos should be encouraged above all existing retail and commercial buildings.
19	Anything over two stories needs to be set back from existing residential neighborhoods. Suggest 3-4 stories near El Camino Real itself, but stepped downward to avoid overshadowing existing homes.
20	Adding apartments here would be consistent with this stretch of Encinitas Blvd. Sad to lose the sales tax proceeds from the car dealership, but if they are moving out anyway.
21	Would love to see more multi-family housing here rather than a car dealership at this hub. There may need to be extra thought put into car and pedestrian access for this because it is tricky to turn off and onto Encinitas Blvd here. Perhaps car access comes from Via Molena? Also, the speed limit needs to come down along this stretch of Encinitas Blvd.
22	Respect adjacent or nearby residential developments when planning 3- or 4-story buildings. Specifically, apply generous setbacks and step down the heights as we move away from El Camino Real itself.
23	Big box stores? Sprouts grocery store (which was originally Boney's, then Henry's) has been here for decades. It has been surrounded by a few small eating establishments and small retail stores and a small bank. I've never seen any big box stores here. Sprouts is an asset to local communities who buy their groceries here. Why push it out?
24	This commercial complex sits so high above the roadways, it has never lived up to its potential. I would like to see one of the big-box commercial spaces demolished and replaced with a residential complex. The rest of the complex could remain commercial. The plan should plan on incorporating small retail designed to meet the needs of the residents. Big-box stores could be replaced with a commercial promenade that would host many small businesses.
25	This seems like a great place for apartments over the retail on the ground floor.
26	This massive Walmart could provide a large footprint for an apartment/condo complex on top.
27	The trail system here should be enhanced, with the goal of allowing pedestrians the ability to continue along El Camino Real without walking right next to the cars.
28	Here we have a commercial space that has proven to be unsuitable for large, big-box businesses. The space would be better used as Residential, and it could take advantage of the huge, under-utilized parking lot in order to maximize residential use as opposed to more car spaces.
29	This underutilized parking lot should be replaced with mixed use
30	I'd like to see this property become more residentially focused given the residential directly behind it. Automotive use is likely not a long-term solution for this area.
31	A variety of big-box uses have opened and failed in this location. Rental housing could be constructed here instead. Adjacent uses should allow for smaller retail businesses that would compliment the nearby residential property.
32	This is a good place for Residential use. Cars should be underground, and the upper levels should form a paseo.

Comment #	Comment Text
33	Please don't put cars underground and turn this into a "paseo". Local residents rely on this route to commute to work, school, shopping, medical care, etc. It would also slow firefighter and ambulance time.
34	Didn't like the "urban forest". There has to be a better way to incorporate trees into an environment than this. Also, parking shouldn't "always" be placed underground. Leave the parking where it is and save the expense of moving it.
35	These buildings should all incorporate urban forests. See a small video of one in Milan: https://youtu.be/XXRu_qMhRbs Parking should always be placed underground
36	The buildings in video link suggesting urban forests be added here are very tall and would not integrate will into this area. Maybe there is a better way to include plants and trees.
37	These buildings should incorporate urban forests: https://youtu.be/XXRu_qMhRbs
38	I envision this site as a U shaped Residential Mixed Use Wrap Buildings with a park/plaza in the middle of it
39	Parking should be placed underground and be limited. We have to look forward to the future. CA will ban sale of gasoline (ICE) cars. So underground parking will not need to meet requirements for ICE cars. Additionally with the progress of self driving cars, car ownership will reduce thereby reducing need for parking
40	Leave existing parking above ground. It's an unnecessary expense to move it underground. We don't know if car ownership will decline if they become self driving, and electric vehicles need a place to park. Do local residents a favor and leave parking where it is - above ground.
41	Many of our big commercial buildings could/should be mixed use with residential on a second story. There's already plenty of parking that is unused in many of these areas. Add some micro-parks &/or micro-playgrounds and more trees to make the areas more attractive.
42	On top of the potential two rows of shops, there should be a couple-three (or more) stories of housing.
43	If the GC zone is amended to allow mixed use will that actually result in the construction of housing? Does adding housing to replace retail make economic sense to the owners of the retail properties? Would a company that owns strip malls have any inclination to go into the housing market? The City's current consultant should answer these questions. Commercial tenants have contractual control over the parking lot. Adding buildings in the lots will be a problem without structured parking.
44	Another row of small restaurants/businesses facing the current one could create a quiet little pedestrian/bike-only stretch in between.
45	I couldn't use this comment and placement tool on my phone, so I submitted comments in an email on the fourteenth to Melinda. I hope they can be included. Thanks. Laura Brittaib
46	The heavy use of Via Montoro is already becoming a huge safety hazard. We have recently experienced a major accident (with a car flipped upside down) and several near accidents just in the past few months. This is a residential street with a growing number of children living on and adjacent to it. Cars speed up and down, using it as a cut through. The safety of this street HAS to be a priority.
47	Small retail should always be incorporated into large residential complexes so that basic needs could be met without needing to "drive to the store."

Comment #	Comment Text
48	Big box store footprints could be modified to allow for smaller retail, designed to meet the needs of residents in the associated complex. If the complex is still "over-parked", then a vegetated promenade could link the frontages. This complex would become a "destination", and would the retail would thrive in ways it currently does not.
49	I've never felt like this center was laid out efficiently, particularly with how the parking lot is set up. I think the space could be better utilized with a new design, but think it should remain a small or medium retail space.
50	Via Montoro & Via Molena are overly used as cut-throughs for neighboring areas during rush hours. Thought should be given to limit additional traffic or block traffic to retail area. Traffic should be limited to the larger thoroughfares such as El Camino Real. Truck restrictions on these two residential streets should be a must.
51	This is a cute little area with some tasty restaurants. It already feels pretty cozy with the trees and Mission Revival architecture, but it could be a relaxing community gathering spot with a generous outdoor plaza with tables to eat at, a pleasant water feature (or something else to provide a bit of white noise and kinetic interest), and a bunch more shadetrees.
52	Another good spot for a common outdoor area very close to several existing restaurants.
53	"Residents in the Cantabria neighborhood absolutely do NOT want to see high-rise apartments here. The increase in number of cars (both driving and inevitably parked up and down our neighborhood streets) is VERY worrisome. Please reserve this area for SMALL retail, or - even better - park/recreation space."
54	Already has a row of restaurants that could support a common outdoor area
55	Would love to see beautiful public art here instead of a car dealership! Instead of a thirsty fountain, what about an interactive splash pad with a mosaic theme in keeping with our beach location? Here's an example: http://jmlwaterfeaturedesign.com/en/projects/elisabeth-quay
56	The trail system here should be enhanced, with the goal of allowing pedestrians the ability to continue along El Camino Real without walking right next to the cars. Please remove the marker for mixed-use wrap building!
57	Instead of forcing pedestrians to walk along the roadway, we should create a linear walking trail in these wooded areas parallel to El Camino Real.
58	In conjunction with the residential units next door, this space should have a mid-sized park, with plenty of shade and passive uses, such as walking paths and seating areas.
59	A linear walking path should be carved into this green space to get pedestrians off of El Camino Real.
60	A linear walking trail should be carved into this green space to get pedestrians off of El Camino Real. This path could link up with the existing trail nearby.
61	A pocket park or other green space for the apartments would be a nice touch.
62	No motor vehicle traffic beyond this point. Still allows access to back side of target.
63	A linear walking trail should be carved into this green space to get pedestrians off of El Camino Real. This path could link up with the existing trail nearby.
64	continuous green space from via cantabria down to target shopping mall
65	Add to the community trail, close off this portion of Via Cantabria to all motor vehicle traffic. Only allow pedestrian and bike traffic.

Comment #	Comment Text
66	A linear walking trail should be carved into this green space to get pedestrians off of El Camino Real. This path could link up with the existing trail nearby.
67	Maybe this is more of a paseo than a park but it would be nice to remove the cement drainage area here along with the block walls to open up the creek and add lots of trees. Tie it in to what's N of the Post Office. It will help w/ runoff & beautify the area along with adding shade. I'm not sure how far S you could run it, maybe it can get narrow past the auto repair area, etc.
68	Save the mobile home park.
69	Save the mobile home park!
70	The Solano Center is an invaluable resource, and these grounds should be enhanced, as a park/paseo/neighborhood recycling center and educational facility.
71	Yes, love this idea of parks right here. No high-rise or housing here, please. Move Community center closer to the sheriff department.
72	"p.s. What we don't want to create is ""a lot for homeless to take advantage of"". i.e. Free parking at night at the Community Center AND hang-out at the park by day! Yikes this would scare off everyone else; Seniors Families, Kids ,etc"
73	A nice development that includes park space and multi-family residential would go nice here (3-story max).
74	Keeping the Solana Center & supporting them should be a priority. They are an invaluable asset to Encinitas & all of SD County. It would be helpful to assist the Solana Center to do more large scale composting/mulching so residents can pick up discounted mulch. (similar to Oceanside).
75	"Yes, love this idea of parks right here. No high-rise or housing here, please. Move Community center closer to the sheriff department."
76	p.s. Also along this Outdoor Exercise Walking "Trails" that go completely around the lot, add a tree for each picnic table. Again, It could be used for seniors, kids, in-between, and for those employed on a lunch-break.
77	A paseo in between the existing row of shops and a new row facing it would be nice :)
78	The bike/walking trail along the watershed from La Costa Ave ends at Leucadia Blvd. Would be nice to have a continuous path south all the way to Encinitas Blvd.
79	This spot could be a Bus Rapid Transit station, like the one at the Otay Ranch mall down in Chula Vista. Comparing the max walking distances, this shopping center is smaller, so once paseos or other pleasant active-transportation routes are added, it could be even better!
80	The dirt hiking/biking trail could be widened, paved, and made less steep to become a popular car-free route for cyclists and pedestrians alike. Maybe there could even be a bridge to the apartments on top of Target.
81	Car free zone
82	This should not be closed to cars. It is used a lot by local residents to access shopping, dining, and connecting to Leucadia Blvd,/Olinvehain Rd. then on towards the beach and freeway. It would be a disservice to local residents to close this route to cars.
83	This driveway is signalized. Perhaps it can stay. The others...not so much.

Comment #	Comment Text
84	Consider pedestrian/bike connections between all centers, and potentially using back drive-ways/alleys to create bikeways/walkways connecting all centers on the east and west sides of El Camino Real. Additional connections would help foster connectivity along the corridor. Forcing all pedestrians or bikes to travel along El Camino Real between parcels will discourage active transportation modes.
85	through lanes should be placed underground using tunnels by The Boring Company as they can increase the number of lanes as the number of electric cars increase while the lanes up top are converted into paseos
86	Local residents are best served by leaving car traffic where it is rather than diverting it to underground. Putting it underground would make commuting miserable for local residents.
87	"Add an Exercise Walking Trails (i.e. like the one at the RSF golf course). Have it go completely around the park & Community Center. It could be used for seniors, kids, in-between, and for those employed on a lunch-break. They are very popular in Europe as well. Call me for questions. Sharon"
88	El Camino Real should not be turned into a "paseo" or have lanes reduced. It should be left as a road for cars. Local residential neighborhoods have relied on it as a route for auto travel since before Encinitas was incorporated as a city. The residential neighborhoods were developed and built because El Camino Real made travel to work, shopping, and the freeway easily accessible. Reducing lanes or making it into a "paseo" would be a negative change for local residents.
89	The worst thing for traffic flow, which occurred to "new" Encinitas was the connecting of Rancho Santa Fe Road to El Camino Real. The reality of the situation is that ECR is a commuter road for east county residents to connect on to I-5. Once ECR grinds to a slow crawl (i.e. pedestrian and bike friendly), all of the surface traffic will shift from ECR to residential streets.
90	I agree with another community member's comment here. I think we need to avoid Paseo's along El Camino Real. This road is largely relied upon for commuters living in the residential communities surrounding El Camino Real. Reducing lanes, adding roundabouts, or other means of 'slowing down' / reducing car traffic will have a negative impact on the community. It's counterintuitive to try and force people out of cars when there is no viable public transit system in place.
91	Get rid of all the driveways to reduce the number of conflict points for cyclists. There are two perfectly good entrances for cars on Via Molena.
92	These roads should be consolidated at the intersection, and then have a roundabout so people can go south into the Trader Joe's center. This should be the main entrance for drivers coming from the north.
93	A paseo could allow for ecological events to be hosted here, and also educational uses.
94	I've seen plans for a mid-block pedestrian crossing here with a short N-S path in this median. Do it!
95	If a median or curbside bus rapid transit station goes here, one through lane in each direction would have to be used. But that's ok, cuz then the pedestrian crossing distance would be lower! Though this location would be quite far from Trader Joe's.
96	If there isn't enough room for a bus rapid transit station on El Camino Real, it could be built here, with the driveways used only for buses.

Comment #	Comment Text
97	This kind of path through the parking lot is good. Make more of these, as well as Class 1 multi-use paths connecting to El Camino Real and Encinitas Boulevard, and rescind the "No bikes allowed" ordinance for the shopping center (I have seen the sign. I could not believe it.)
98	This driveway and its counterpart to the north add unnecessary conflict with bicycles, especially with drivers barreling around the corner from El Camino Real. Most drivers underestimate the ability of bicycles to catch up after being passed, leading to right-hook collisions just down the road. If the driveways were removed, or only allowed cars to exit the parking lot, an existing alternate entrance would be the intersection by Taco Bell on Encinitas Boulevard.
99	"Bicyclists should not be expected to deal with cars at mixing zones and other conflict-heavy intersection treatments. Provide bike-only crossings next to the crosswalks as well as separators like curbs or bollards at the corners to keep cars away from vulnerable cyclists. See NACTO's guide Don't Give Up At The Intersection for more info: https://nacto.org/publication/dont-give-up-at-the-intersection/ They work with pretty much any kind of bicycle infrastructure!"
100	It is noisy, dirty and stressful to walk along El Camino Real in this area, even with the sidewalk. Lots of loud vehicles driving fast. Could use traffic calming and buffer of trees between ECR and the sidewalk or a separate, maybe elevated pedestrian walkway/bikeway to Sprouts center and across Encinitas Blvd.
101	It is so dumb that the sidewalks do not continue into this shopping center. We seriously expect everyone, including people in wheelchairs, to merge into traffic to get in here. What the heck.
102	Since homeless overnight parking will soon be allowed at the Community center, the community Center should be on this side of the lot, closer to the Sheriff department. Not to mention and at the entrance of the park for better monitoring.
103	An ecological community center could be built here. Recycling and Composting facilities would be in place, and we could host the Solana Center would have an enhanced presence in our city.
104	The main branch of Edmonton Public Library was recently re-developed as a dynamic community resource center. Some of the services offered include maker spaces, art displays, kitchen classes, certain outreach services for people at risk of homelessness, and more. Please see the "Services" link on their website: https://www.epl.ca/milner-library/
105	"We definitely need to keep this gym! It's also used by hundreds of seniors in our area. Also add a Out doors Exercise Walking Trails (i.e. like the one at the RSF golf course). Have it go completely around the lot with picnic tables for lunch-breaks. It could be used for seniors, kids, in-between, and for those employed on a lunch-break. They are very popular in Europe as well."

**El Camino Real Specific Plan
Workshop No. 2 Summary**

**APPENDIX E
Combined Results**

Appendix E - Combined Results

E.1 Visual Preference Exercise Statistics

The following tables summarize the combined statistical results of the Visual Preference Exercise from the in-person workshop shown in Appendix A and the online platform results shown in Appendix D. The results of the in-person workshop and online platform are reflected below as a percentage of total respondents. For the dots used in the in-person workshop, if dots were indistinctly placed between two designators, then the dots were deferred to the least preferred to be conservative. The designators were given a quantitative variable from which an average was calculated, as shown in the right-hand column. The percentages reflect where notable majorities occur. A conditional formatting setting was used on the cells to indicate the overall distribution or responses for each topic; meaning the darker the cell, the higher the intensity of responses.

Building Types

Combined Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Small Shopping Center	2.3%	4.7%	8.1%	50.0%	34.9%	4.10
Large Big Box Shopping Center	30.3%	24.7%	20.2%	18.0%	6.7%	2.46
Three-Story Medical Offices	13.3%	12.0%	27.7%	38.6%	8.4%	3.17
Two-Story Office Building	7.2%	9.6%	31.3%	41.0%	10.8%	3.39
Walk-Up Apartment Building	27.2%	19.8%	16.0%	19.8%	17.3%	2.80
Apartment Building	25.9%	21.0%	13.6%	24.7%	14.8%	2.81
Residential Mixed Use	24.4%	11.0%	9.8%	19.5%	35.4%	3.30
Townhome	25.0%	17.9%	16.7%	22.6%	17.9%	2.90
Motorcourt Apartment Building	44.3%	21.5%	20.3%	8.9%	5.1%	2.09
Podium Apartment Building	44.4%	30.9%	12.3%	7.4%	4.9%	1.98

Massing and Articulation

Combined Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Setbacks	10.0%	12.5%	17.5%	42.5%	17.5%	3.45
Stepbacks	16.3%	16.3%	19.8%	32.6%	15.1%	3.14
Varied Roof Lines/Forms	15.9%	17.1%	19.5%	30.5%	17.1%	3.16
Façade/Plane Break	15.6%	11.7%	27.3%	32.5%	13.0%	3.16

Massing and Articulation Question

Combined Results

	Very Unimportant (1)	Unimportant (2)	Neutral (3)	Important (4)	Very Important (5)	Average
How important is it for the El Camino Real Corridor to have a different design and feel than that of other places in Encinitas?	18.8%	24.6%	21.7%	26.1%	8.7%	2.81

Building Orientation

Combined Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Face the Parking Lot	22.4%	32.9%	19.7%	19.7%	5.3%	2.53
Face the Street	8.9%	22.8%	27.8%	26.6%	13.9%	3.14
Face an Internal Courtyard	9.3%	4.7%	17.4%	38.4%	30.2%	3.76
Face an Internal Promenade	10.4%	6.5%	20.8%	35.1%	27.3%	3.62

Building Placement

Combined Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Top of Slope	16.7%	26.9%	28.2%	24.4%	3.8%	2.72
Bottom of Slope	7.4%	14.8%	32.1%	34.6%	11.1%	3.27
Next to the Street	15.4%	21.8%	33.3%	23.1%	6.4%	2.83
Next to Single-Family Residential	23.7%	21.1%	30.3%	22.4%	2.6%	2.59

Building Frontages

Combined Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Curbside Shopfront	22.1%	14.3%	24.7%	28.6%	10.4%	2.91
Dooryard	19.7%	25.0%	30.3%	17.1%	7.9%	2.68
Outdoor Dining Shopfront	3.5%	3.5%	12.8%	48.8%	31.4%	4.01
Frontyard	22.2%	12.3%	23.5%	30.9%	11.1%	2.96
Stoop	13.8%	19.5%	27.6%	25.3%	13.8%	3.06

Common Open Space

Combined Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Plazas with Outdoor Seating	2.4%	3.6%	4.8%	25.0%	64.3%	4.45
Playgrounds	11.4%	7.6%	17.7%	35.4%	27.8%	3.61
Pocket Parks	5.0%	7.5%	10.0%	27.5%	50.0%	4.10
Linear Parks	4.7%	1.2%	5.8%	39.5%	48.8%	4.27

Streetscape Elements

Combined Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
Buffered Bike Lanes	9.5%	3.6%	14.3%	26.2%	46.4%	3.96
Consolidated Driveways	14.1%	10.6%	11.8%	28.2%	35.3%	3.60
Buffered Sidewalks	5.8%	3.5%	7.0%	39.5%	44.2%	4.13
High Visibility Crosswalks	2.4%	3.6%	4.8%	34.9%	54.2%	4.35

E.3 Vision Statement Exercise Statistics

The following table summarizes the combined statistical findings of the Vision Statement Exercise from the in-person workshop and online platform. The results of the in-person workshop and online platform are reflected below as a percentage of total respondents. The designators were given a quantitative variable from which an average was calculated, as shown in the right-hand column. The percentages reflect where notable majorities occur.

Vision Statement

Combined Results

	Strongly Disagree (1)	Disagree (2)	Neutral (3)	Agree (4)	Strongly Agree (5)	Average
1) Maintain and expand...	29.3%	5.3%	8.0%	36.0%	21.3%	3.15
2) Create an attractive...	11.4%	7.1%	18.6%	31.4%	31.4%	4.42
3) Enhance the scenic...	19.7%	9.2%	10.5%	19.7%	40.8%	3.81
4) Allow for multi-story...	26.8%	11.3%	11.3%	25.4%	25.4%	4.17
5) Increase passive...	8.2%	5.5%	15.1%	19.2%	52.1%	4.69
6) Protect, enhance...	9.3%	6.7%	9.3%	25.3%	49.3%	4.50
7) Ensure adequate infrastructure...	11.4%	8.9%	19.0%	30.4%	30.4%	3.78