

CALIFORNIA COASTAL COMMISSION

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Th14a

A-6-ENC-18-0019 (NORTH COAST HIGHWAY 101 STREETSCAPE PROJECT)

OCTOBER 11, 2018

EXHIBITS

Table of Contents

Exhibit 1 – Project Location

Exhibit 2 – Proposed Lane Reduction Map

Exhibit 3 – Proposed Roundabout Map

Exhibit 4 – Proposed Parking Bays Map

Exhibit 5 – Project Plans

Exhibit 6 – Proposed Changes to Figure 2 -Circulation Element of the City's Land Use Plan

Exhibit 7 – Proposed Changes to Figure 5-C - North Corridor 101 Specific Plan

Exhibit 8 – Traffic Memoranda

Exhibit 9 – Appeals by Commissioner Steve Padilla, Commissioner Effie Turnbull-Sanders,
Leah Bissonette, Frank Birkner, Christine Wagner, Susan Turney, Lynn Marr,
Richard Kingsland, Spencer Mosher, James Mosher, Doug Fiske, Robert Hemphill,
Alice Lemon, David Smith, Donna Westbrook

Exhibit 10 – City of Encinitas Final Resolution No. 2018-34

Exhibit 11 – Commission Staff Letter to City dated January 23, 2013

PROJECT LOCATION

Northbound and Southbound Coast Highway 101 between A Street in the south, extending to La Costa Avenue in the north (~2.5 miles)

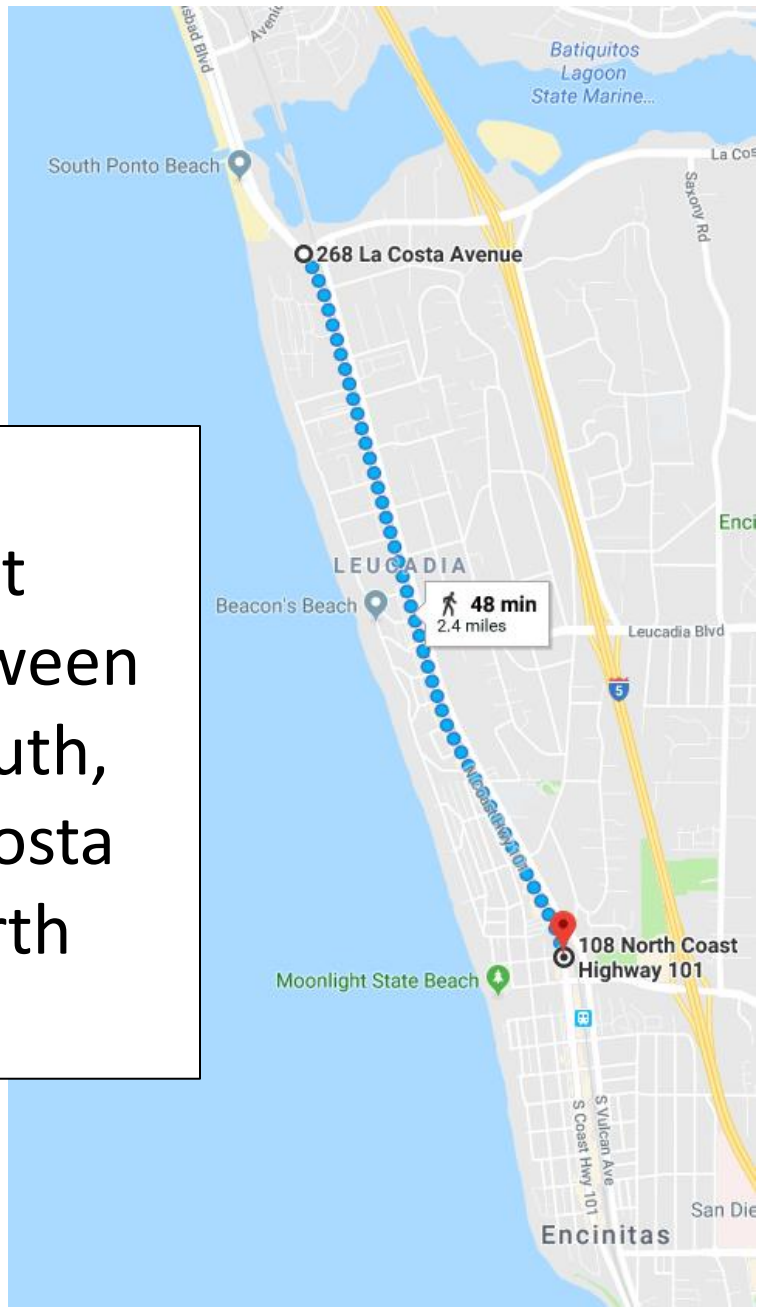


EXHIBIT NO. 1

APPLICATION NO.

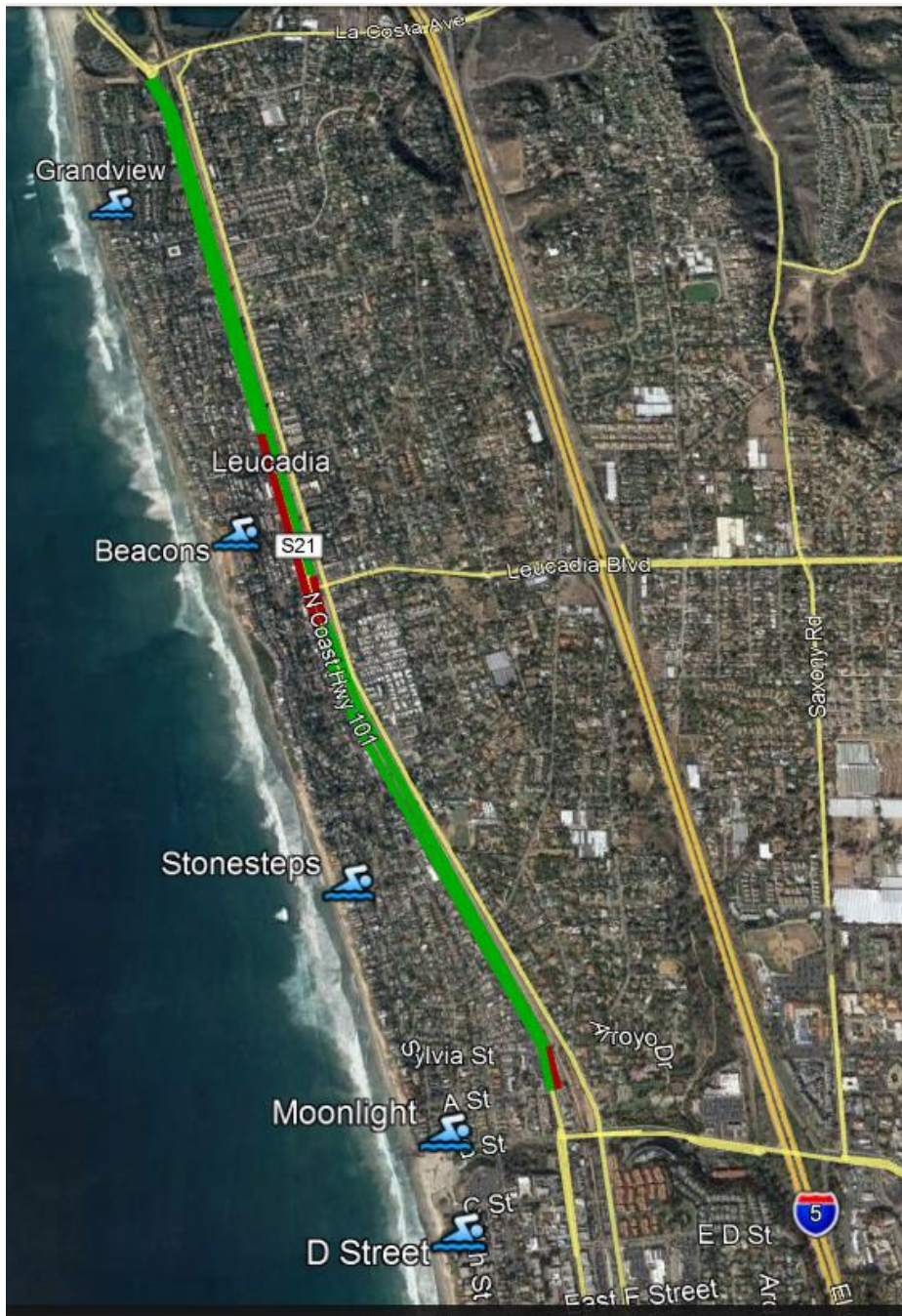
A-6-ENC-18-0019

Project Location



California Coastal Commission

PROPOSED LANE REDUCTION MAP



 2 Lanes
Each Direction

 1 Lane
Each Direction

EXHIBIT NO. 2

APPLICATION NO.

A-6-ENC-18-0019

Prop. Lane Reduction



California Coastal Commission

PROPOSED ROUNDABOUT (RAB) MAP

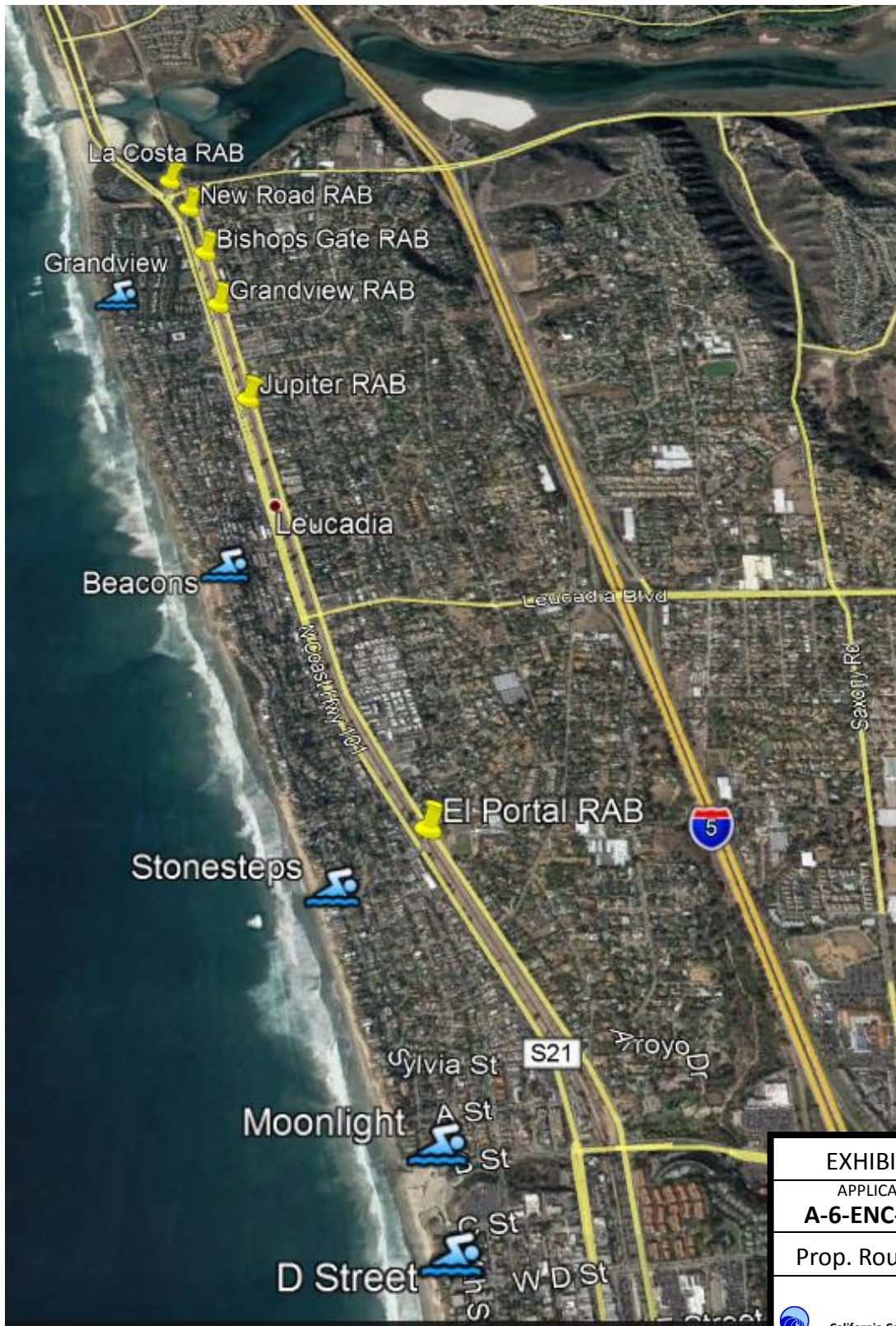


EXHIBIT NO. 3

APPLICATION NO.

A-6-ENC-18-0019

Prop. Roundabouts



California Coastal Commission

PROPOSED PARKING BAYS MAP

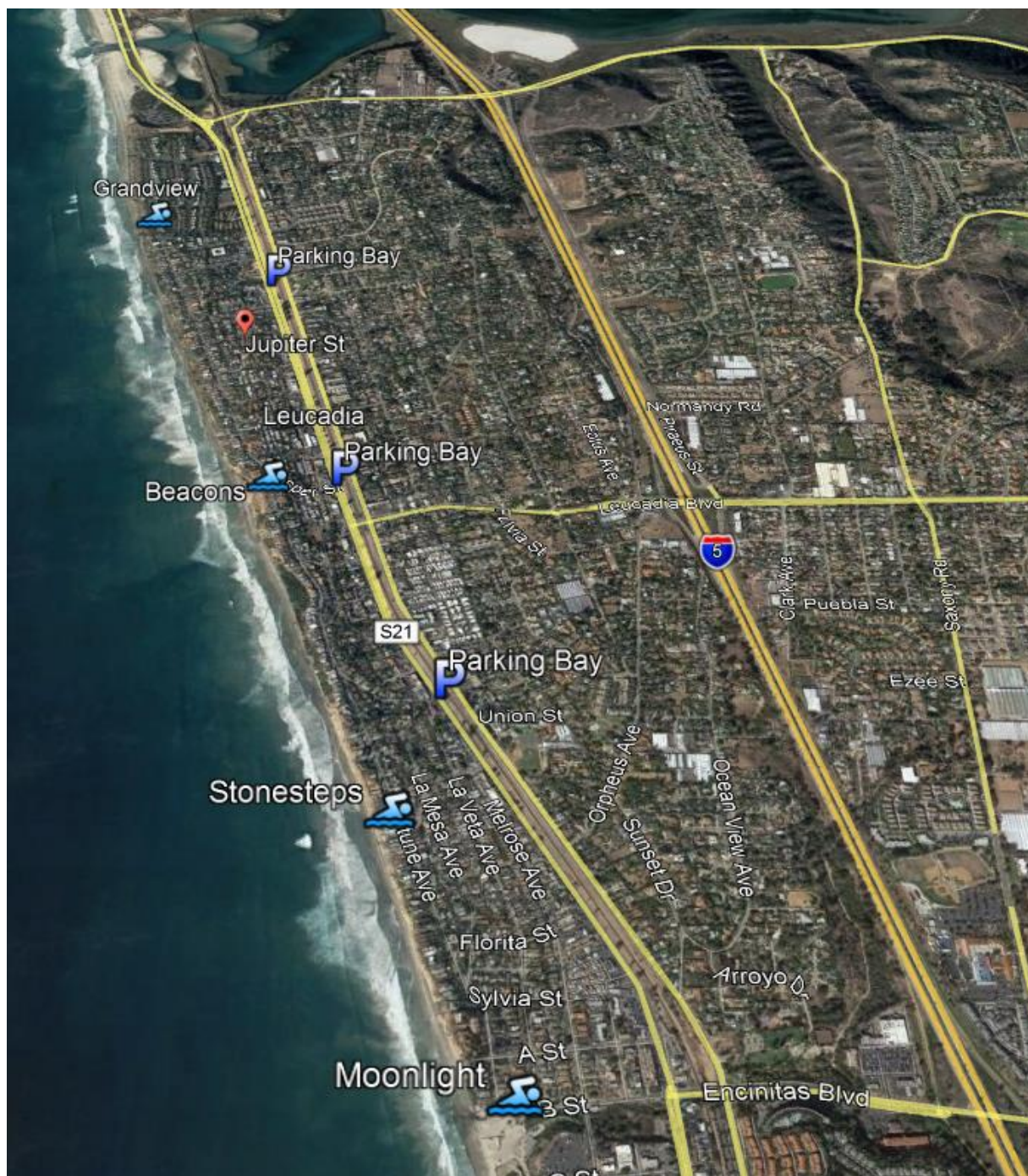


EXHIBIT NO. 4

APPLICATION NO.

A-6-ENC-18-0019

Prop. Parking Bays



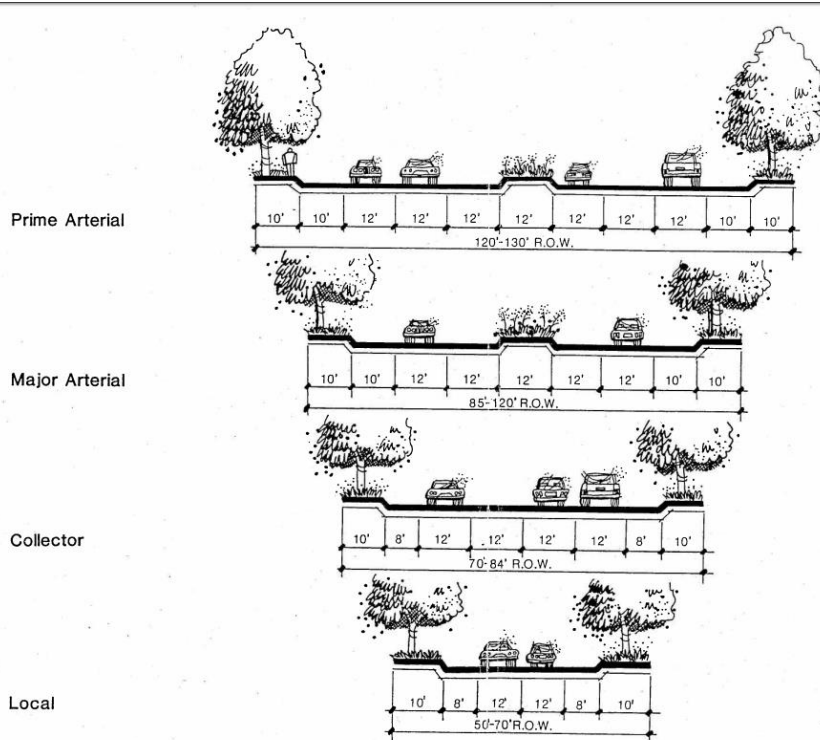
California Coastal Commission

PROJECT PLANS

https://www.encinitasca.gov/Portals/0/City%20Documents/Documents/Development%20Services/Engineering/Capital%20Improvement/Leucadia%20Streetscape/March-April%202018%20Documents/03_CC%20Material-Agenda%20Plans%20p.1%2003212018.pdf

EXHIBIT NO. 5
APPLICATION NO. A-6-ENC-18-0019
Project Plans
 California Coastal Commission

PROPOSED CHANGES TO FIGURE 2 - CIRCULATION ELEMENT OF THE CITY'S LAND USE PLAN



Prime Arterial

A six-lane roadway with a typical right-of-way width of 120-130 feet and a pavement width of 100-110 feet. The roadway is generally divided into three travel lanes in each direction by a median. Access to and from this roadway is restricted.

Major Arterial

A four-lane divided roadway with a typical right-of-way width of 85-120 feet and a pavement width of approximately 80 feet. This roadway is also divided by a raised median with two travel lanes in each direction.

Collector

A four-lane undivided roadway with two travel lanes in each direction. The typical right-of-way width of this category of roadway is 70-84 feet while the pavement width is approximately 64 feet. The primary function of this category of roadway is to distribute traffic between local streets and major and prime arterials.

Local

This category of roadway is designed to provide access to individual parcels and to direct traffic to the nearest collector road. Local streets consist of two lanes with a typical right-of-way width of 50-70 feet and a pavement width of approximately 40 feet.

Figure 1
Roadway Classification

Encinitas
General Plan
3/29/89

Note: Variation in right-of-way width and specific roadway improvements will occur within each of the roadway classifications, based on existing conditions and other factors. See Specific Plans for road section requirements.

Note: Variation in right-of-way width and specific roadway improvements will occur within each of the roadway classifications, based on existing conditions and other factors. See Specific Plans for road section requirements.

EXHIBIT NO. 6

APPLICATION NO.

A-6-ENC-18-0019

Prop. Changes Fig. 2



California Coastal Commission

PROPOSED CHANGES TO FIGURE 5-C – NORTH HIGHWAY 101 SPECIFIC PLAN

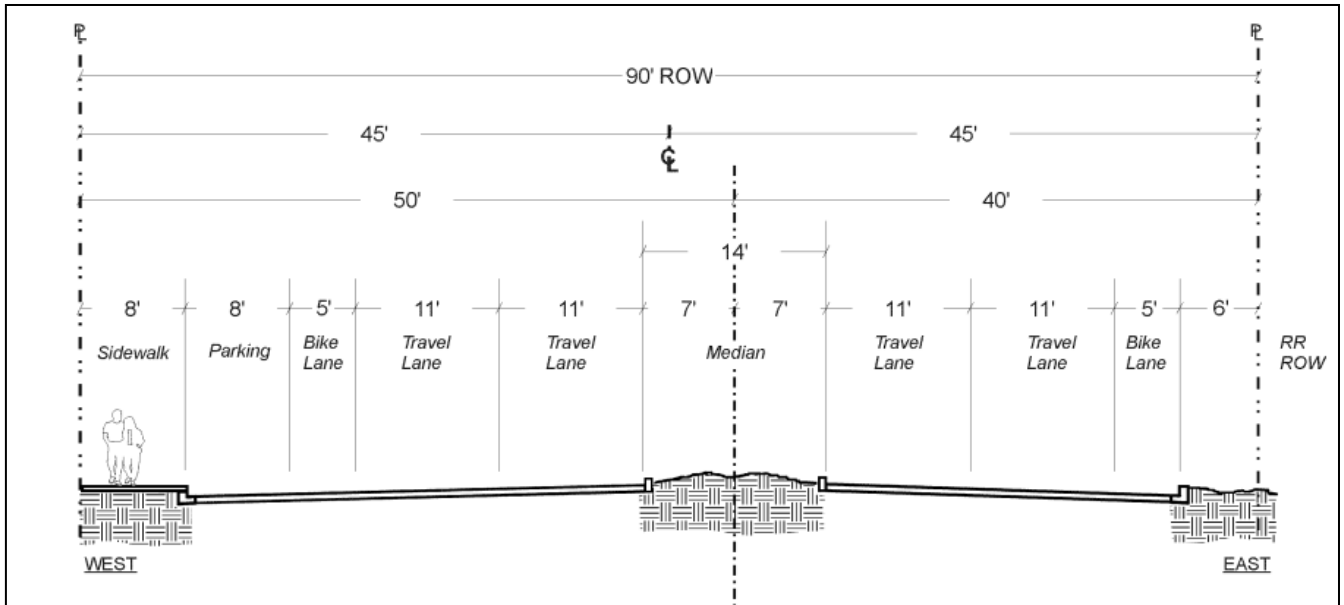


Figure 5-C
North Highway 101 - 90-Foot Proposed Right-of-Way

Note: Variation in right-of-way width and specific roadway improvements will occur within North Coast Highway 101 as set forth in the Circulation Plan of the Circulation Element of the General Plan. As part of the variation, the number of travel lanes may be reduced as long as the operational characteristics of intersections are adequate.

Note: Variation in right-of-way width and specific roadway improvements will occur within North Coast Highway 101 as set forth in the Circulation Plan of the Circulation Element of the General Plan. As part of the variation, the number of travel lanes may be reduced as long as the operational characteristic of the intersections are adequate.

EXHIBIT NO. 7

APPLICATION NO.

A-6-ENC-18-0019

Prop. Changes – Fig 5-C



California Coastal Commission

TRAFFIC MEMORANDA

EXHIBIT NO. 8

APPLICATION NO.

A-6-ENC-18-0019

Traffic Memoranda



California Coastal Commission

ccc
Rec'd
7/1/15

June 12th, 2015

JN 137350

Nester E. Mangohig
Associate Traffic Engineer
CITY OF ENCINITAS
505 S. Vulcan Avenue
Encinitas CA 92024-3633

Subject: Comparison of Traffic Conditions for the Before (Year 2009) and After (Year 2015) striping changes along Highway 101

Dear Nester:

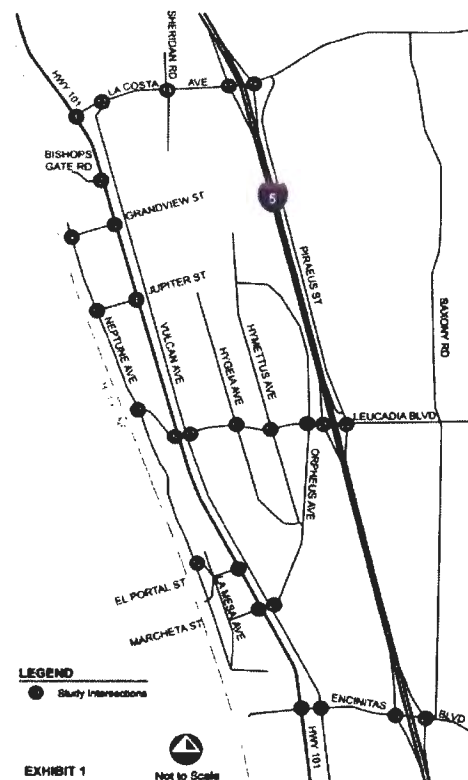
The purpose of this memo is to compare the traffic conditions, within the study area, for the before and after striping changes along Highway 101. The before striping change traffic conditions, which is Year 2009 was documented in the LLG Engineers Highway 101 Streetscape Traffic Impact Analysis report (Dated November 24, 2014), and the after striping change traffic conditions was assessed for the Year 2015 by Michael Baker International. A comparison of the AM and PM peak hour intersection conditions, for the before and after striping changes, is presented in this memo.

Background

The City of Encinitas proposes to include traffic calming measures and other enhancements to improve walkability, reduce speeds and increase safety along Highway 101, between La Costa Avenue and Encinitas Boulevard. Several alternatives including No-Build alternative were assessed for impacts in the previous report and a total of 25 intersections were included in the analysis. The study intersections are depicted in Exhibit 1. City of Encinitas has retained Michael Baker International to prepare this traffic study for Phase 1 of the Highway 101 Streetscape Project.

Existing (Year 2015) Roadway Characteristics

The study project segment extends for approximately 2.5 miles along Highway 101 from La Costa Avenue to Encinitas Boulevard consisting of three (3) signalized intersections, one (1) all-way stop control and four (4) side street stop controlled intersections. The corridor has 2 vehicle travel



lanes in the southbound direction. Two vehicle travel lanes are provided in the northbound direction except for the segment between Diana Street and south of La Costa Avenue, where the number of lanes drop to one. Dedicated bike lane in the southbound direction exists up to north of Bishops Gate Road and continues from south of Marcheta Street. In the northbound direction, a dedicated bike lane exists up to north of Encinitas Boulevard and continues from north of Glaucus Street. Segments without a dedicated bike lane include a vehicle / bike shared lane painted with bike sharrows located in the outside curb lane. Parking is restricted along the east side of the street and permitted along most of the west side of the street. The traffic along the corridor is separated by a raised median north of Cadmus Street, by a Two-Way Left-Turn Lane (TWLTL) from Cadmus Street to south of Marcheta Street and by a double yellow stripe for the rest of the study segment. The posted speed limit along the corridor in the northbound direction is 40 MPH and reduces to 35 MPH north of Jupiter Street. The posted speed limit in the southbound direction is 35 MPH and increases to 40 MPH south of Leucadia Boulevard. Bus stops are provided at key locations along the corridor.

The existing intersection lane geometry figure for the study intersections is included in Appendix A.

Year 2009 Roadway Characteristics

Highway 101 previously was a 4 lane major arterial with 2 lanes in each direction and a posted speed limit of 40 MPH for the entire study corridor. The corridor includes a Two-Way Left Turn Lane (TWLTL) for the short part of the segment, raised median for most of the northern part of the segment and, double yellow painted median south of Cadmus Street. Parking was restricted along the east side of the street and permitted along most of the west side of the street. The corridor had no bike lanes but had bike route signs. Bus stops were provided at key locations along the corridor.

The Year 2009 intersection lane geometry figure for the study intersections is included in Appendix A.

Intersection Lane Geometry Comparison

Comparison of intersection lane geometry was conducted between the Year 2009 and Existing (Year 2015) conditions, and the lane geometry changes are summarized in Table 1. As show in the table, intersection geometry was reconfigured at six (6) intersection locations for the Year 2015 when compared to the Year 2009.

Intersection Volume Comparison

The AM and PM peak hour intersection counts and segment daily traffic for the "before striping change" conditions was conducted in May 2009 and for the after conditions in May 2015. The intersection turn movement volume figure for the Year 2009 and Existing conditions (Year 2015) is included in Appendix B.

A comparison of the roadway segment daily traffic and peak hour directional volume and, intersection peak hour turn movement volumes was made between Year 2009 and Year 2015 for a selected portion of the study area to determine the effects of the striping changes on traffic pattern. Comparison of roadway segment ADT and peak hour directional volumes is shown in Table 2. Comparison of intersection turn movement volumes for the AM and PM peak hours are shown in Table 3 and Table 4 respectively.

Table 1
Year 2015 Intersection Lane Geometry Changes Compared to Year 2009

ID	Intersection	Year 2015 Conditions			
		Northbound	Southbound	Eastbound	Westbound
1	Hwy 101 / La Costa Ave.	NC	NC	NC	NC
2	Hwy 101 / Bishops Gate Rd.	Removed 1 - Thru lane	NC	NC	NC
3	Hwy 101 / Grandview St.	Removed 1 - Thru lane	NC	NC	NC
4	Hwy 101 / Jupiter St.	Removed 1 - Thru lane	NC	NC	NC
5	Hwy 101 / Leucadia Blvd.	NC	NC	NC	NC
6	Hwy 101 / El Portal St.	NC	NC	NC	NC
7	Hwy 101 / Marcheta St.	NC	NC	NC	NC
8	Hwy 101 / Encinitas Blvd.	NC	NC	Added 1 - Thru/Right Turn shared lane	NC
9	Neptune Ave. / Grandview St.	NC	NC	NC	NC
10	Neptune Ave. / Jupiter St.	NC	NC	NC	NC
11	Neptune Ave. / Leucadia Blvd.	NC	NC	NC	NC
12	Neptune Ave. / N El Portal St.	NC	NC	NC	NC
13	La Costa Ave. / Vulcan Ave.	Added 1 - Right Turn Lane	NC	NC	NC
14	La Costa Ave. / Sheridan Rd.	NC	NC	NC	NC
15	La Costa Ave. / I-5 SB Ramps	NC	NC	NC	NC
16	La Costa Ave. / I-5 NB Ramps	NC	NC	NC	Added 1 - Thru lane
17	Leucadia Blvd. / Vulcan Ave.	NC	NC	NC	NC
18	Leucadia Blvd. / Hygeia Ave.	NC	NC	NC	NC
19	Leucadia Blvd. / Hymettus Ave.	NC	NC	NC	NC
20	Leucadia Blvd. / Orpheus Ave.	NC	NC	NC	NC
21	Leucadia Blvd. / I-5 SB Ramps	NC	NC	NC	NC
22	Leucadia Blvd. / I-5 NB Ramps	NC	NC	NC	NC
23	Encinitas Blvd. / Vulcan Ave.	NC	NC	NC	NC
24	Encinitas Blvd. / I-5 SB Ramps	NC	NC	NC	NC
25	Encinitas Blvd. / I-5 NB Ramps	NC	NC	NC	NC
26	Vulcan Ave. / Orpheus Ave.	NC	NC	NC	NC

NC - No Change

Table 2
Comparison of Year 2009 and Year 2015 Average Daily Traffic (ADT)

Roadway Segment	Year 2009					Year 2015				
	NB/EB Direction		SB/WB Direction		ADT	NB/EB Direction		SB/WB Direction		ADT
	AM Peak	PM Peak	AM Peak	PM Peak		AM Peak	PM Peak	AM Peak	PM Peak	
	Hour	Hour	Hour	Hour		Hour	Hour	Hour	Hour	
Highway 101										
Between La Costa Ave. and Grandview St.	384	689	961	641	15,734	398	828	1,311	629	17,223
Between Grandview St. and Jupiter St.	351	695	989	635	15,785	340	848	1,465	680	17,722
Between Jupiter St. and Leucadia Blvd.	335	697	1,056	661	16,850	354	853	1,406	645	18,872
Between Leucadia Blvd. and El Portal St.	337	780	1,089	639	17,288	296	864	1,392	630	17,710
La Costa Avenue										
Between Hwy 101 and Vulcan Ave.	307	449	577	421	10,319	496	459	512	521	11,005
Between Vulcan Ave. and Sheridan Rd.	N/A	N/A	N/A	N/A	N/A	600	603	733	600	14,193
Between Sheridan Rd. and I-5 SB Ramps	N/A	N/A	N/A	N/A	N/A	688	588	738	655	14,916
Leucadia Boulevard										
Between Hwy 101 and Vulcan Ave.	490	672	530	643	16,634	477	456	405	415	11,723
Between Vulcan Ave. and Hygeia Ave.	324	436	430	463	11,822	372	476	450	436	12,457
Between Hygeia Ave. and Hymettus Ave.	484	510	460	610	14,178	544	539	500	546	14,693

ADT- Average Daily Traffic

Table 3
Comparison of Year 2009 and Year 2015 AM Peak Hour Intersection Volume

No.	Intersection	Count Year	Northbound			Southbound			Eastbound			Westbound			Total
			L	T	R	L	T	R	L	T	R	L	T	R	
1	Hwy 101 / La Costa Ave.	2009	0	237	159	194	518	0	0	0	0	435	0	123	1,666
		2015	0	162	184	272	1,078	0	0	0	0	313	0	117	2,126
2	Hwy 101 / Bishop Gate Rd.	2009	9	402	0	0	1,018	4	19	0	8	0	0	0	1,460
		2015	7	316	0	6	1,399	30	33	0	25	0	0	0	1,816
3	Hwy 101 / Grandview St.	2009	16	361	0	0	1,002	24	50	0	31	0	0	0	1,484
		2015	8	303	0	0	1,416	14	26	0	20	0	0	0	1,787
4	Hwy 101 / Jupiter St.	2009	25	316	0	0	991	26	15	0	29	0	0	0	1,402
		2015	8	253	0	12	1,412	17	15	0	24	0	0	0	1,741
5	Hwy 101 / Leucadia Blvd.	2009	10	265	108	185	957	14	9	51	15	258	28	105	2,005
		2015	4	169	106	333	1,196	9	14	50	17	199	24	83	2,204
6	Hwy 101 / El Portal St.	2009	8	255	0	0	953	27	23	0	21	0	0	0	1,287
		2015	12	246	0	0	1,313	56	24	0	8	0	0	0	1,659
13	La Costa Ave. / Vulcan Ave.	2009	46	0	161	0	0	0	0	328	25	128	512	0	1,200
		2015	45	0	184	0	0	0	0	328	116	235	486	0	1,394
14	La Costa Ave. / Sheridan Rd.	2009	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
		2015	15	0	79	3	3	4	2	495	14	63	742	10	1,430
15	La Costa Ave. / I-5 SB Ramps	2009	0	0	0	380	0	155	0	609	94	667	438	0	2,343
		2015	0	0	0	554	2	318	0	572	78	610	515	0	2,649
16	La Costa Ave. / I-5 NB Ramps	2009	70	0	685	0	0	0	167	822	0	0	1,035	510	3,289
		2015	66	2	673	0	0	0	188	956	0	0	1,059	589	3,533
17	Leucadia Blvd. / Vulcan Ave.	2009	35	34	49	20	173	34	39	224	81	91	322	11	1,113
		2015	28	48	79	23	243	38	34	228	217	115	287	17	1,357
18	Leucadia Blvd. / Hygeia Ave.	2009	38	20	86	91	56	12	7	299	18	75	359	37	1,098
		2015	40	29	94	99	70	16	8	327	15	66	348	44	1,156

Table 4
Comparison of Year 2009 and Year 2015 PM Peak Hour Intersection Volume

No.	Intersection	Count Year	Northbound			Southbound			Eastbound			Westbound			Total
			L	T	R	L	T	R	L	T	R	L	T	R	
1	Hwy 101 / La Costa Ave.	2009	0	498	241	250	414	0	0	0	0	221	0	177	1,801
		2015	0	586	266	256	385	0	0	0	0	273	0	225	4,006
2	Hwy 101 / Bishop Gate Rd.	2009	21	827	0	0	703	14	9	0	21	0	0	0	1,595
		2015	18	871	0	6	594	37	24	0	17	0	0	0	1,567
3	Hwy 101 / Grandview St.	2009	20	784	0	0	654	49	54	0	55	0	0	0	1,616
		2015	19	841	0	0	613	39	24	0	39	0	0	0	1,575
4	Hwy 101 / Jupiter St.	2009	21	693	0	0	593	34	19	0	19	0	0	0	1,379
		2015	24	836	0	10	587	40	14	0	17	0	0	0	1,528
5	Hwy 101 / Leucadia Blvd.	2009	17	604	202	212	488	25	15	61	25	211	43	155	2,058
		2015	9	663	220	183	383	17	15	40	25	182	34	183	1,954
6	Hwy 101 / El Portal St.	2009	28	756	0	2	602	48	32	0	36	0	0	0	1,504
		2015	34	889	0	0	492	51	28	0	35	0	0	0	1,529
13	La Costa Ave. / Vulcan Ave.	2009	51	0	101	0	0	0	0	425	66	112	347	0	1,102
		2015	57	0	155	0	0	0	0	413	75	150	451	0	1,301
14	La Costa Ave. / Sheridan Rd.	2009	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	0
		2015	12	1	43	2	0	6	6	562	22	45	604	9	1,312
15	La Costa Ave. / I-5 SB Ramps	2009	0	0	0	396	0	177	0	569	192	612	408	0	2,354
		2015	0	0	0	454	3	193	0	550	96	648	518	0	2,462
16	La Costa Ave. / I-5 NB Ramps	2009	114	0	673	0	0	0	179	766	0	0	904	384	3,020
		2015	136	1	875	0	0	0	161	843	0	0	1,031	403	3,450
17	Leucadia Blvd. / Vulcan Ave.	2009	45	84	82	27	66	40	72	364	39	66	334	33	1,252
		2015	67	138	111	26	61	46	71	319	47	60	307	43	1,296
18	Leucadia Blvd. / Hygeia Ave.	2009	13	8	33	50	11	12	24	368	14	29	416	86	1,064
		2015	13	13	45	72	12	14	21	455	12	50	412	76	1,195

Looking at the peak hour segment and intersection volumes from Tables 2, 3 and 4, it can be indicated that the peak direction along Hwy 101 during the AM peak hour is in the southbound direction and in the northbound direction during the PM peak hour. Along La Costa Avenue, the peak direction of flow is in the westbound direction during both the AM and PM peak hours. Along Leucadia Boulevard, the peak direction of flow is in the eastbound direction during both the AM and PM peak hours.

As shown in Table 2, the average daily traffic increased for the Year 2015 when compared to the Year 2009, for all the segments except for the short segment of Leucadia Boulevard between Hwy 101 and Vulcan Avenue, where the ADT decreases for the Year 2015. Comparing the Year 2015 and Year 2009 peak hour directional segment volume along Hwy 101, the volume increased in the peak direction of flow, which is southbound during the AM peak hour and northbound during the PM peak hour.

As shown in Table 3, along Hwy 101 the volume during AM peak hour increased in the southbound direction and decreased in the northbound direction for the Year 2015 when compared to Year 2009. Whereas the volume during the PM peak hour, along Hwy 101, increased in the northbound direction and decreased in the southbound direction for the Year 2015 when compared to the Year 2009, as show in Table 4.

Intersection Conditions Comparison

The analysis of AM and PM peak hour intersection performance, for signalized and un-signalized intersections, was conducted using the Synchro analysis software, except for the intersections at Leucadia Blvd. / Hygeia Ave. and Leucadia Blvd. / Hymettus Ave. which were analysed using Traffix and Sydra analysis software respectively. Synchro software has limitations when analysing stop control intersections with more than one lane at any intersection approach and intersections with roundabouts. Sydra analysis software is the most widely accepted software for analysing roundabouts.

The signalized and un-signalized intersections were analysed using methodologies defined in the 2000 Highway Capacity Manual (HCM). The roundabout intersection was analysed using methodologies defined in the 2010 HCM. The calculated delay was used to determine the level of service (LOS) of the intersections.

Comparison of the intersection conditions for the before (Year 2009) and after (Year 2015) striping changes is shown in Table 5.

Table 5
Intersection Conditions Comparison

ID	Intersection	Intersection Control	Year 2009 Conditions				Year 2015 Conditions			
			AM Peak Hour		PM Peak Hour		AM Peak Hour		PM Peak Hour	
			Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
1	Hwy 101 / La Costa Ave.	Signal	14.8	B	11.3	B	21.6	C	32.2	C
2	Hwy 101 / Bishops Gate Rd.	SSS	28.5	D	16.7	C	77.7	F	39.7	E
3	Hwy 101 / Grandview St.	SSS	38.7	E	28.9	D	80.6	F	34.3	D
4	Hwy 101 / Jupiter St.	SSS	21.7	C	18.4	C	39.7	E	29.5	D
5	Hwy 101 / Leucadia Blvd.	Signal	33.6	C	37.1	D	52.0	D	33.3	C
6	Hwy 101 / El Portal St.	SSS	21.5	C	19.6	C	45.7	E	17.2	C
7	Hwy 101 / Marcheta St.	AWS	24.0	C	18.8	C	93.6	F	25.4	D
8	Hwy 101 / Encinitas Blvd.	Signal	21.3	C	28.0	C	29.4	C	31.0	C
9	Neptune Ave. / Grandview St.	SSS	7.0	A	6.8	A	8.5	A	8.6	A
10	Neptune Ave. / Jupiter St.	SSS	8.6	A	8.8	A	8.6	A	8.7	A
11	Neptune Ave. / Leucadia Blvd.	SSS	9.7	A	10.0	A	9.5	A	9.7	A
12	Neptune Ave. / N El Portal St.	SSS	8.7	A	8.8	A	8.5	A	8.7	A
13	La Costa Ave. / Vulcan Ave.	SSS	23.2	C	23.7	C	20.8	C	20.9	C
14	La Costa Ave. / Sheridan Rd.	SSS	N/A	N/A	N/A	N/A	41.1	E	22.9	C
15	La Costa Ave. / I-5 SB Ramps	Signal	29.8	C	28.6	C	49.4	D	32.1	C
16	La Costa Ave. / I-5 NB Ramps	Signal	18.6	B	18.9	B	23.6	C	33.8	C
17	Leucadia Blvd. / Vulcan Ave.	Signal	13.3	B	31.5	C	52.2	D	44.2	D
18	Leucadia Blvd. / Hygeia Ave.	AWS	22.9	C	15.8	C	17.3	C	17.0	C
19	Leucadia Blvd. / Hymettus Ave.	Roundabout	6.0	A	5.8	A	9.4	A	10.7	B
20	Leucadia Blvd. / Orpheus Ave.	Signal	13.6	B	12.8	B	24.8	C	24.6	C
21	Leucadia Blvd. / I-5 SB Ramps	Signal	15.6	B	18.5	B	44.5	D	30.9	C
22	Leucadia Blvd. / I-5 NB Ramps	Signal	20.6	C	22.7	C	19.0	B	24.6	C
23	Encinitas Blvd. / Vulcan Ave.	Signal	15.8	B	19.6	C	25.0	C	33.5	C
24	Encinitas Blvd. / I-5 SB Ramps	Signal	28.4	C	42.2	D	33.8	C	40.2	D
25	Encinitas Blvd. / I-5 NB Ramps	Signal	24.0	C	29.4	C	23.3	C	68.8	E
26	Vulcan Ave. / Orpheus Ave.	SSS	18.4	C	12.7	B	40.0	E	12.9	B

SSS - Side Street Stop

AWS - All Way Stop

As shown in Table 5, seven (7) intersections during the AM peak hour and two (2) intersections during the PM peak hour operate at an unacceptable LOS. Comparing the Year 2015 intersection conditions to Year 2009 intersection conditions, five (5) intersections deteriorate from acceptable conditions in 2009 to unacceptable LOS E or worse conditions in 2015 during the AM peak hour. The La Costa Avenue intersection at Sheridan Road was found to operate at LOS E during the AM peak hour in 2015 but since this intersection was not studied in 2009, it can't be determined whether conditions have gotten worse since 2009. During the PM peak hour, operations at two (2) intersections deteriorate to unacceptable conditions between Year 2009 and Year 2015. The intersection at Highway 101 / Grandview Street which fails in the Year 2009 with LOS E, continues to fail at a worsened LOS F in Year 2015.

Conclusion

The comparison of volumes indicates that the daily and peak directional traffic increased along Hwy 101 for the Year 2015 when compared to the Year 2009. Although the number of vehicle travel lanes in the northbound direction along Hwy 101, between south of La Costa Avenue and Diana Street, was reduced to one, the peak hour directional segment and intersection turn movement volumes increased in the northbound direction (peak direction) for the Year 2015 during the PM peak hour. The analysis details show that the failure of intersection conditions along Hwy 101 is primarily a result of significant increases in the peak direction volumes. This is most notable in the southbound direction during the AM peak hour. The reduction in the travel lane in the northbound direction, at the three intersection locations, also contributes in a secondary way to the failure of the intersection operation.

Therefore from the above analysis it can be concluded that the reduction in lane along Hwy 101 between Diana Street and south of La Costa Avenue, has had no significant influence on the diversion of traffic or other changes in traffic patterns in the study area.

APPENDIX A

Year 2009 and Year 2015 Intersection Lane Geometry

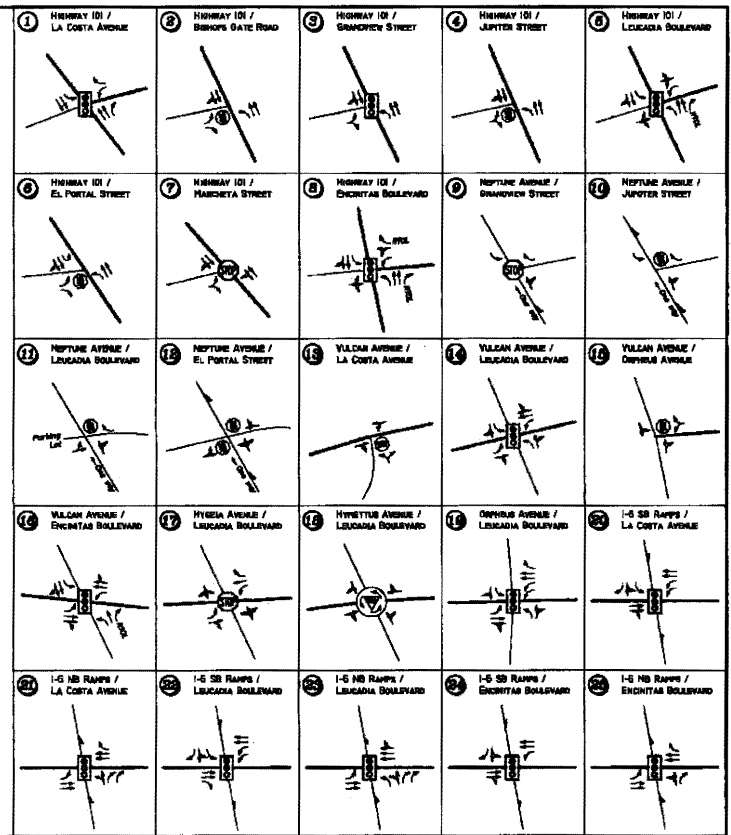
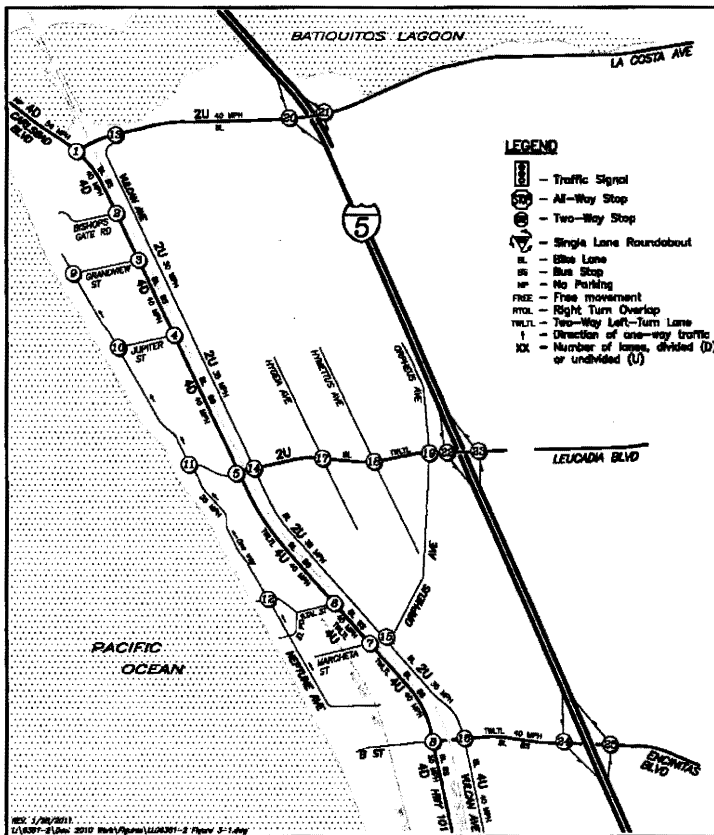
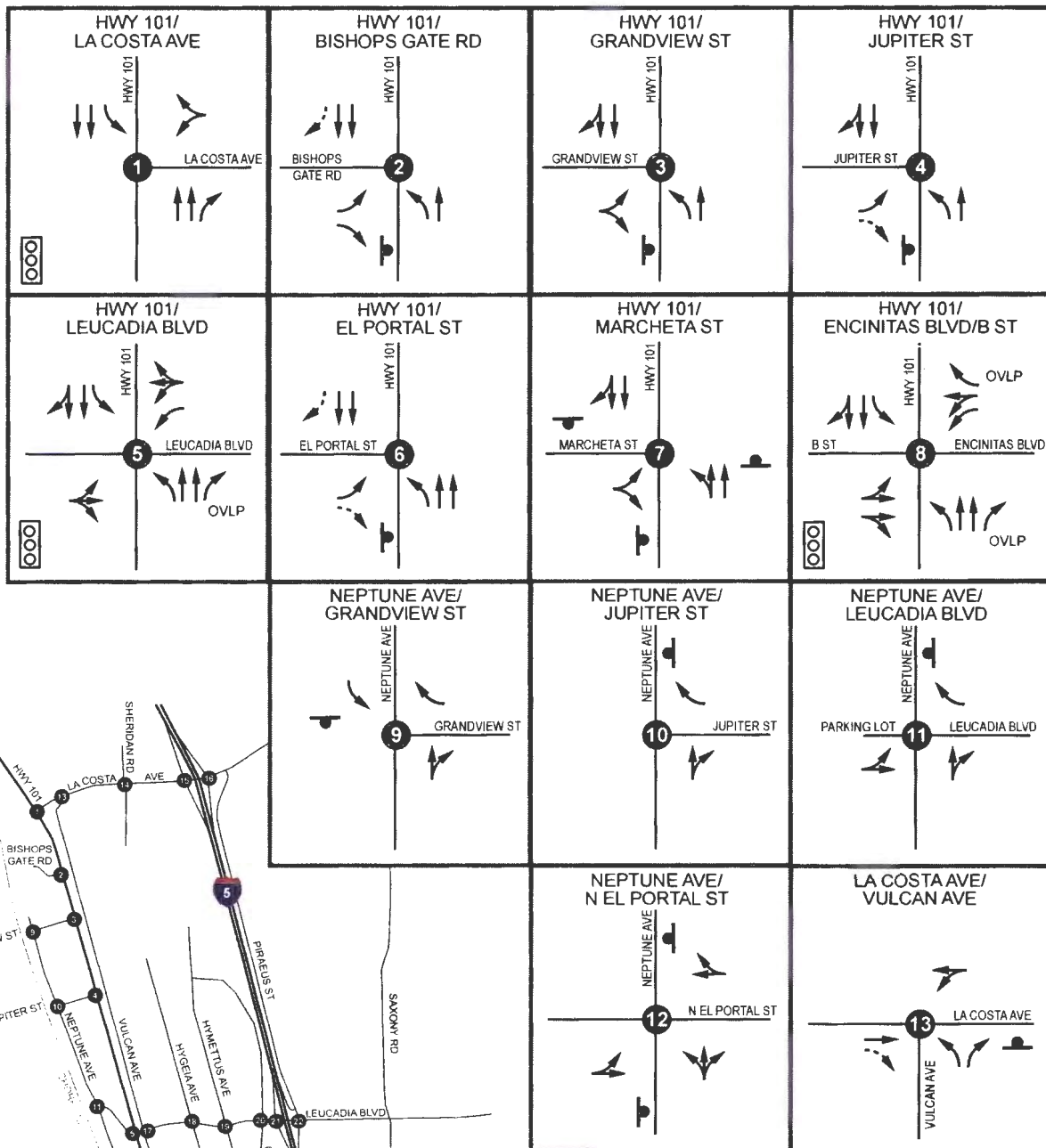


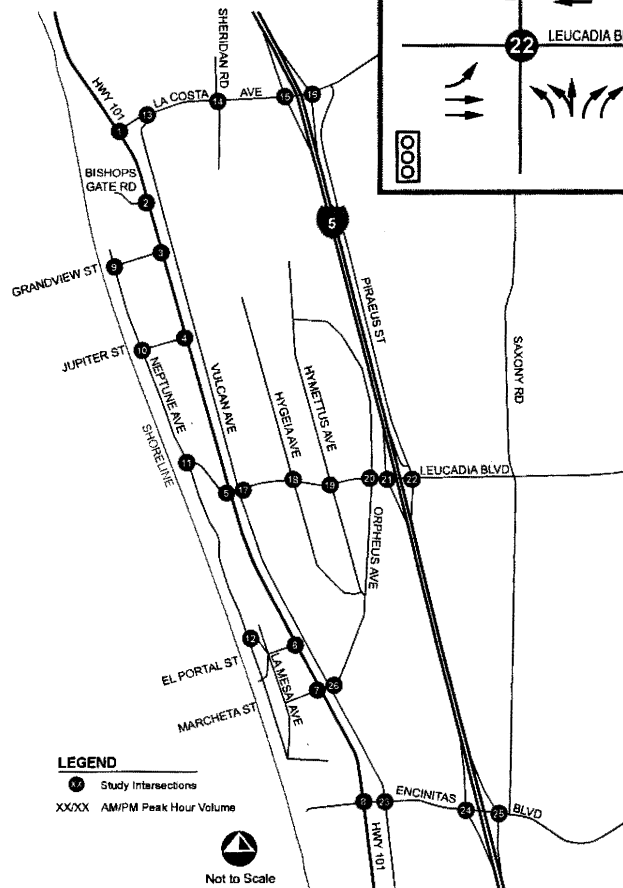
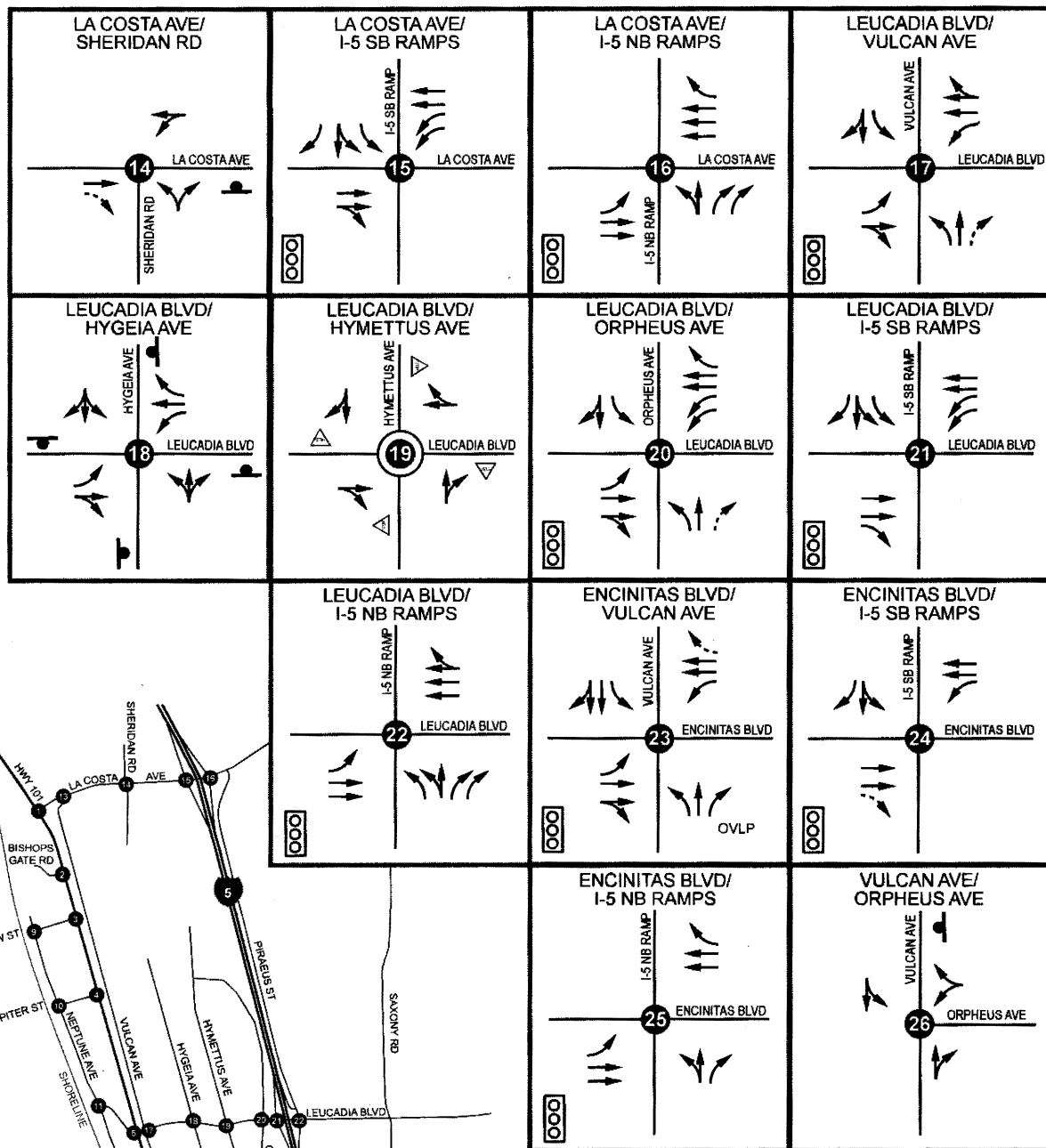
Figure 3-1
Existing Conditions Diagram

HIGHWAY 101 STREETSCAPE - ENCINITAS



LEGEND

- Existing Lane
- Defacto Right-Turn Lane
- Future Park Access Lane
- OVLP Right-Turn Overlap
- TWLTL Two-Way Left-Turn Lane
- Signalized Intersection
- Stop Sign
- Study Intersection

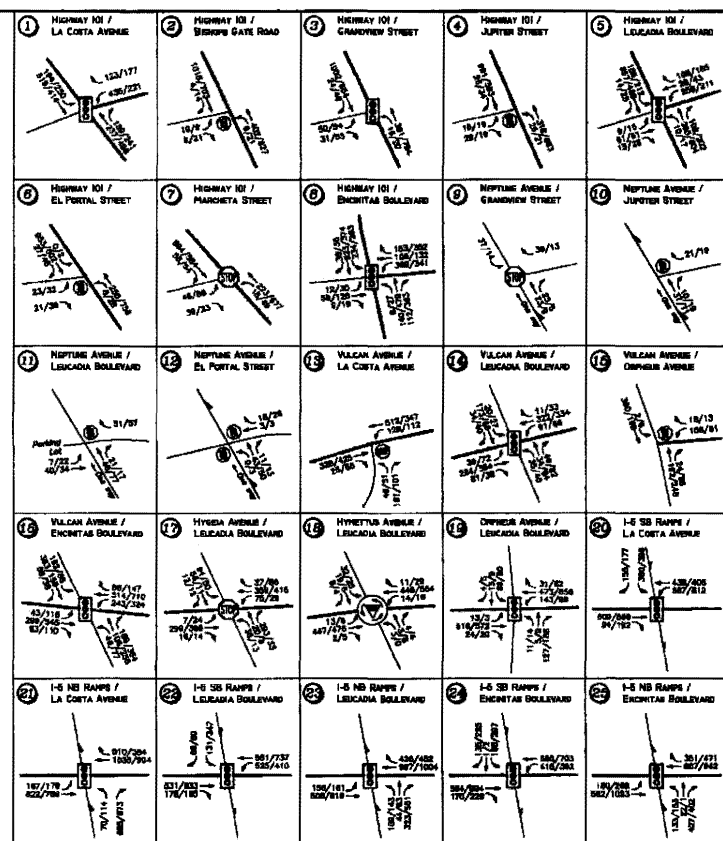
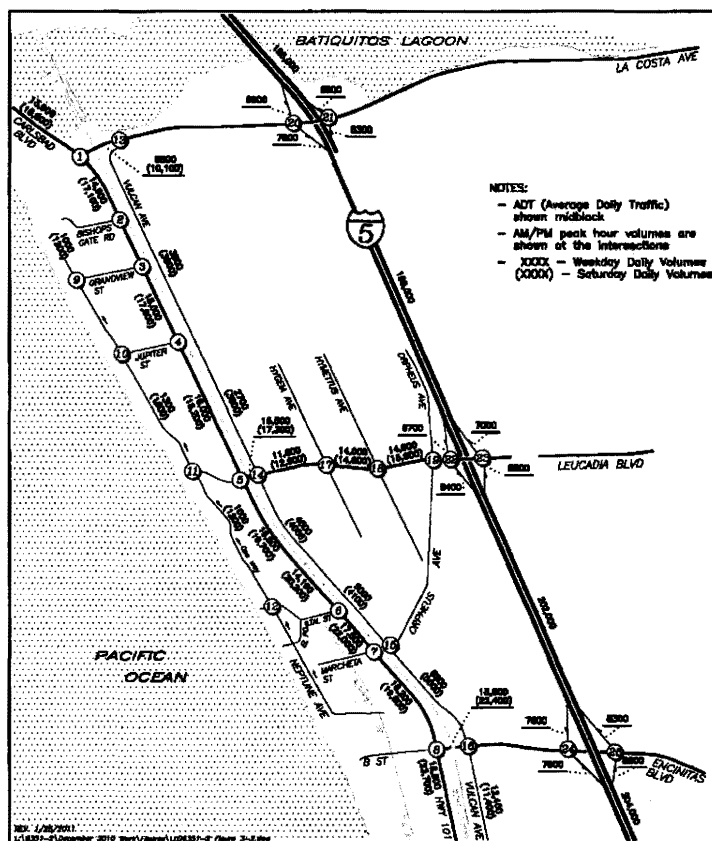


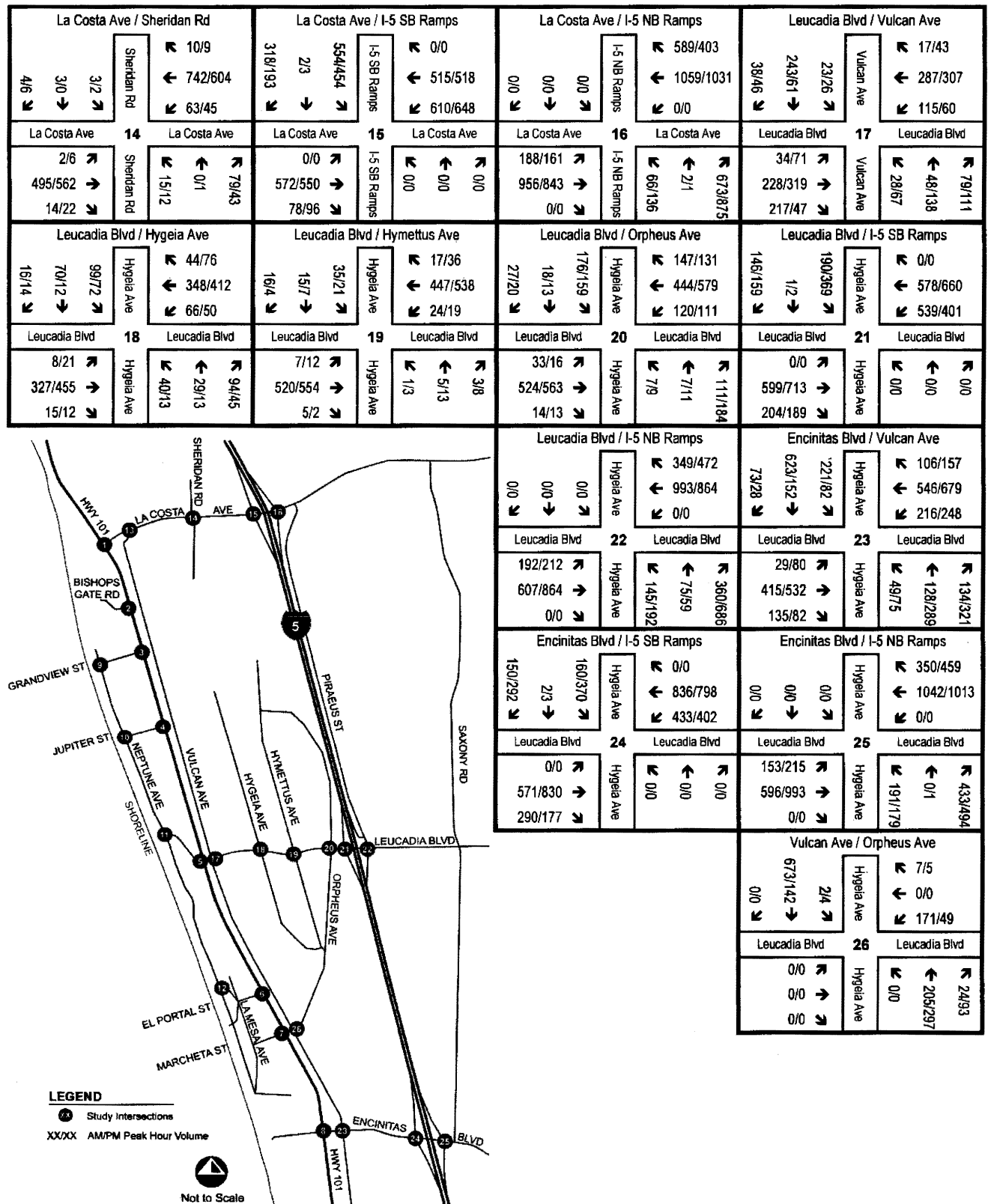
LEGEND

- Existing Lane
- Defacto Right-Turn Lane
- Future Park Access Lane
- OVL Right-Turn Overlap
- TWLTL Two-Way Left-Turn Lane
- Signalized Intersection
- Stop Sign
- Roundabout
- Study Intersection

APPENDIX B

Year 2009 and Year 2015 Intersection Turn Movement Volume





Area 2 Existing (Year 2015) Intersection Volumes

April 24, 2018

Stephanie Kellar, PE
Associate Civil Engineer
City of Encinitas Engineering Division
505 South Vulcan Avenue
Encinitas, CA 92024

RE: Encinitas North Coast Highway 101 Streetscape Project Traffic Summary

Dear Ms. Kellar:

Michael Baker International has completed the following summary of findings documented in the Highway 101 Streetscape Project Traffic Impact Analysis Report dated November 29, 2016. The summary presented herein is focused on the North Coast Highway 101 corridor within the project study area.

Key topics summarized in this memo include:

- The critical bottleneck locations for peak-hour traffic (Marcheta St. stop and Leucadia Blvd. signal) will be improved/ not worsened by the project, respectively.
- Summer weekend peak travel volumes are lower than the critical morning peak-hour volumes projected and analyzed for the 2035 weekday condition.
- Highway 101 is used as an alternative to I-5 by "through" traffic commuters. Travel time for beachgoers will be close to the same with the project as with the four-lane No Build alternative, which draws 5,000 to 8,000 additional "through trips" per day onto Highway 101. This through traffic impedes local and regional beach access to and from Encinitas beaches.
- 2035 traffic conditions and levels of service at intersections with the project are similar or better on than with the four-lane "No Build" alternative.
- While the roundabouts are designed to slow traffic speeds, they should have little effect on the average travel time from one end of the project corridor to the other.

INTRODUCTION

A traffic study was prepared for the North Coast Highway 101 (Highway 101) Streetscape Project in Encinitas, which proposes to improve Highway 101 from La Costa Avenue south to A Street. Highway 101 runs in a north-south direction, west of and parallel to Interstate 5 (I-5). Highway

101 connects the city of Encinitas with the city of Solana Beach to the south and with the city of Carlsbad to the north. As Highway 101 crosses north of La Costa Avenue, the roadway name changes to Carlsbad Boulevard.

PROJECT DESCRIPTION

The City of Encinitas proposes to transform the characteristics of Highway 101 for the 2.5-mile corridor between La Costa Avenue and A Street.

In general, the project proposes to implement road diet measures by decreasing travel lane number/width; construct appropriate traffic controls and traffic calming measures, such as roundabouts; increase walkability through expanded sidewalks and safe pedestrian crossings; increase the bicycle facilities with added and enhanced bike lanes; provide additional parking spaces including parking at designated improved areas along the east side of Highway 101; provide accessibly-designed bus stops and bus pull-outs; and provide enhanced landscaping and aesthetics throughout the corridor.

The Highway 101 Streetscape Project lane configurations are proposed as follows:

From	To	Direction	Change to # of Vehicular Lanes	Proposed # of Vehicular Lanes	# of Bike Lanes Proposed
La Costa Ave	Phoebe St.	Southbound	Reduced	1	1
Phoebe St.	Leucadia Blvd.	Southbound	No Change	2	1
Leucadia Blvd.	A St.	Southbound	Reduced	1	1
A St.	Encinitas Blvd.	Southbound	No Change	2	1
Encinitas Blvd.	A St.	Northbound	No Change	2	1
A St.	Marcheta St.	Northbound	No Change	2	1
Marcheta St.	Europa St.	Northbound	Reduced	1	1
Europa St.	Diana St.	NB	No Change	2	1
Diana St.	La Costa Ave.	NB	No Change	1	1

The project proposes to modify the intersection controls at several locations along the Highway 101 corridor. These include:

ID	Intersection	Current Control	Proposed Control
1.	Hwy 101/La Costa Avenue	Signal	Roundabout
1.	Hwy 101/La Costa Avenue Alternate	Signal	Signal
2.	Hwy 101/New Road (between La Costa Ave. and Bishops Gate Rd.)	None	Roundabout
2.	Hwy 101/New Road (between La Costa Ave. and Bishops Gate Rd.) Alternate	Side Street Stop	Side Street Stop
3.	Hwy 101/Bishops Gate Rd.	Side Street Stop	Roundabout
4.	Hwy 101/Grandview St.	Side Street Stop	Roundabout
5.	Hwy 101/Jupiter St.	Side Street Stop	Roundabout
7.	Hwy 101/El Portal St.	Side Street Stop	Roundabout
8.	Hwy 101/Marcheta St.	All-Way Stop	Side Street Stop

The vehicular travel lane and intersection controls are summarized in Exhibit 1 for existing and future conditions without and with the project. Conditions without the project essentially reflect the current four-lane arterial designation for North Coast Highway 101.

On-street parking improvements are proposed along the west side of North Coast Highway 101. Off-street parking is proposed on the east side of the highway at three locations. The driveways to these parking areas will be restricted to right-in/right-out vehicular movements from northbound North Coast Highway 101. The project also proposes pedestrian crossing locations across North Coast Highway 101 to access these east-side parking facilities. The approximate locations of these parking areas are:

- North Court to Basil Street: 50 Spaces
- Leucadia Boulevard to Diana Street: 54 Space
- Jupiter Street to Avocado Street: 72 Spaces

The total number of parking spaces along the corridor would be increased to 450 spaces, which includes 411 regular and ADA spaces and 39 motorcycle spaces. The project's net gain of 134 parking spaces includes on-street parking and the addition of off-street parking spaces in the three new parking areas listed above.

SUMMARY OF TRAFFIC ANALYSIS FINDINGS

Study Scenarios

This study analyzes the following scenarios:

- **Existing Conditions** – Analysis of existing traffic conditions on the roadway facilities based on current traffic counts, intersection geometry and control, roadway segment geometry, and roadway network.
- **Existing Plus Project Conditions** – This scenario analyzes the traffic conditions in the study area based on current traffic volumes and with the proposed intersection geometry and control, roadway segment geometry, and roadway network included in the project. This analysis is focused on those study area intersections that are directly affected by the roadway geometry changes proposed by the project.
- **Future Year 2035 No Build Conditions** – This alternative analyzes the current lane geometry and intersection controls on Highway 101 under Year 2035 traffic volumes. Highway 101 in this scenario is almost entirely a 4-lane arterial, with a short segment that has one northbound lane (in the vicinity of Jupiter Street to Grandview Street).

For all future scenarios, future Year 2035 traffic volumes are based on a Series 12 model forecast conducted by SANDAG that includes land use, roadway network configuration, and geometry that is specific to the City of Encinitas's General Plan. La Costa Avenue was assumed to be a 4-lane Collector as designated in the City of Encinitas General Plan Circulation Element. The planned improvement at the Encinitas Boulevard / I-5 interchange was included in the analysis of this alternative. Carlsbad Boulevard (Highway 101 north of La Costa Ave.) was assumed to be four lanes in the Alternative 1 analysis and two lanes in the Alternative 2 analysis discussed below.

- **Future Year 2035 Alternative 1 Conditions (Four Lane Carlsbad Blvd.)** – This alternative analyzes the future Year 2035 conditions with four lanes on Carlsbad Boulevard. Two lanes are provided on North Coast Highway 101 between La Costa Avenue and Encinitas Boulevard, with changes in intersection control to roundabouts at six intersections and a side street stop at Marcheta Street.
- **Future Year 2035 Alternative 2 Conditions (Two-Lane Carlsbad Blvd.)** – This alternative analyzes the future Year 2035 conditions with two lanes on Carlsbad Boulevard. Two lanes are provided on North Coast Highway 101 between La Costa Avenue and Encinitas Boulevard, with changes in intersection control to roundabouts at six intersections and a side street stop at Marcheta Street.

- **Future Year 2035 Alternative 1 With Mixed-Use Places (SMUP) Conditions** – This alternative analyzes the future Year 2035 conditions the potential traffic associated with the Sustainable Mixed-Use Places (SMUP) Housing Strategy Alternative which was being considered as part of the City of Encinitas's Housing Element Update. It assumes a four lanes Carlsbad Boulevard. This land use alternative is no longer being considered and therefore is not discussed in this summary of findings.

Travel Patterns and Traffic Conditions without and with the Project

Exhibit 2 illustrates existing daily traffic volumes and forecast 2035 daily traffic volumes without and with the project. Peak-hour intersection and roadway segment levels of service for existing and future conditions are summarized in **Tables 1** and **2**, respectively.

Currently, two travel lanes are provided on southbound North Coast Highway 101. Northbound, Highway 101 has two travel lanes from Encinitas Boulevard to just south of Diana Street, one lane from Diana Street to just south of La Costa Avenue, and then two lanes proceeding north.

Non-Summer Weekday Existing and Existing Plus Project

Existing volumes on North Coast Highway 101 range from 17,200 to 21,000 vehicles per day. On weekdays, southbound traffic volumes during the morning commuter peak range from 1,300 to 1,500 vehicles per hour. Northbound volumes peak during the evening commuter hours at about 800 to 1,000 vehicles per hour. These fluctuations in weekday peak-period directional volumes are strongly influenced by traffic conditions on Interstate-5. Highway 101 is used as an alternative to I-5 by "through" traffic, the commuters traveling between Oceanside/Carlsbad and employment centers in San Diego. This through traffic impedes local and regional beach access to and from Encinitas beaches.

The critical bottleneck locations for peak-hour traffic are at the signalized intersection with Leucadia Boulevard and at Marcheta Street, which is controlled by a three-way stop.

The project does not propose to change the number of lanes approaching the Leucadia Boulevard signal, so there will be no additional traffic constraint at this location with the project. The three-way stop control at Marcheta Street will be converted to a side-street stop, which will improve the traffic flow on North Coast Highway 101 even though there will be a reduction from two travel lanes to one. The project will improve traffic conditions at Marcheta Street, particularly during both the morning and evening peak hours, and will reduce travel delay significantly along this segment of the North Coast Highway 101 corridor since southbound and northbound traffic will not be required to "stop" at this location.

Intersection and roadway segment levels of service throughout the corridor will be LOS C or better for all but a few hours during the peak periods. Results of the peak-hour segment analysis show

that all street segments will operate at Level of Service (LOS) D or better during the morning peak hour and at LOS B or better during the evening peak hour. Although several of the roadway segments along the corridor will operate at a lower LOS D in the southbound direction during the morning commuter peak, this condition on a roadway segment simply means that vehicles will be more closely grouped together and traveling at a somewhat lower speed.

Results of the traffic study analysis show that beach access, both along North Coast Highway 101 and along routes from inland communities, will not be affected by the project.

Weekend and Summer Season Traffic Variations

There have been some questions concerning traffic conditions that could be expected during the summer season and on weekends. Based on available traffic count data for North Coast Highway 101 just north of Leucadia Boulevard, the following traffic characteristic comparisons were derived:

- Non-summer weekend daily traffic was approximately 14 percent higher than traffic on a weekday. Although the total daily volume is higher on the weekend, the peak-hour directional volumes northbound and southbound are 5 percent lower on the weekend, meaning that the increased volume is traveling Highway 101 throughout the day, outside of the peak weekday commuter hours.
- Summer weekday peak-hour volumes are 5 percent higher in the southbound direction and 17 percent higher in the northbound direction than the non-summer weekday volumes. Since the highest peak-hour volume occurs in the southbound direction, this northbound peak-hour volume remains almost 300 vehicles lower than the peak southbound volume. During a summer weekday, the "With Project" Level of Service is estimated to be "D" in the Southbound direction and "C" in the northbound direction. This is almost identical to the non-summer condition.
- Summer weekend peak-hour volumes are 11 percent higher in the northbound direction and 18 percent higher in the southbound direction than the non-summer weekend volumes.
- Summer weekend peak-hour volumes are 6 percent higher northbound and 12 percent higher southbound than non-summer weekday peak-hour volumes. During a summer weekend, the "With Project" Level of Service is estimated to be "D" in the Southbound direction and "B" in the northbound direction. This is the same Level of service reported in the traffic study for the non-summer condition.
- Summer weekend peak travel volumes are lower than the critical morning peak-hour volumes projected and analyzed for the 2035 weekday condition.

Weekend and summer season traffic characteristics are substantially different from those on non-summer weekdays. The major differences are in the distribution characteristics of hourly traffic volumes throughout the day. The hourly traffic distribution characteristics are illustrated in **Exhibit 3** for non-summer and summer weekdays. **Exhibit 4** illustrates the hourly traffic distribution characteristics for non-summer and summer weekend days. The following hourly distribution characteristics are present for each of the non-summer and summer season weekday and weekend conditions:

Non-Summer Season

- Weekday traffic has pronounced directional traffic flows that coincide with the commuter traffic periods.
- Weekday non-peak-period traffic flows are lower.
- Weekend traffic has traffic flows that increase in the mid-morning and peak in the middle period of the day and at 5:00 p.m. The increases coincide with beach visitation and recreation activities.
- On weekends, northbound and southbound traffic flows are more uniform and less directional.

Summer Season

- Weekday traffic has pronounced directional traffic flows that coincide with the commuter traffic periods.
- Weekday traffic flows during the middle of the day, between the commuter peak periods, are higher than during the non-summer period due to increased beach visitation activity.
- Weekday traffic volumes peak at about 6:00 p.m. during the summer.
- Weekend traffic has traffic flows that increase between 10:00 a.m. and 5:00 p.m. and peak in the early afternoon. The increases coincide with peak time for recreation and beach visitation activities.
- On weekends, northbound and southbound traffic flows are fairly uniform during peak periods and are less directional than on weekdays.
- Summer season weekend beach visitation and corresponding traffic flows are higher than on the non-summer weekends.

- While the summer season results in higher daily traffic volumes, the hourly traffic distribution characteristics show that the increase in peak directional volumes is not as significant.

Weekday peak-hour conditions have pronounced directional traffic flows resulting from commuter traffic patterns. It is the concentrated directional (imbalanced) traffic loadings that typically cause the "worst-case" traffic conditions since they do not allow for the optimum use of available capacity at intersections and on roadway segments. Intersection approach lanes serving the peak directional flows are typically constrained, while capacity at other intersection approaches is underutilized. This condition results in extensive delays in the peak direction of travel.

Traffic conditions on summer weekends have relatively high volumes in both directions. This allows the available signal "green" time at the critical Leucadia Boulevard intersection to be used more efficiently to accommodate the more balanced northbound and southbound traffic flows without worsening the bottleneck effect of the intersection.

2035 without and with Project

As illustrated in **Exhibit 2**, the SANDAG model forecast determined that the four-lane arterial (No Build) alternative will draw between 5,000 and 8,000 additional vehicles per day to North Coast Highway 101 as compared to conditions with the project. A major portion of the added traffic is drawn to use the corridor as an alternative to I-5 due to the additional capacity available with the four-lane alternative.

Travel time for beachgoers will be close to the same with the project as with the four-lane No Build alternative, which draws 5,000 to 8,000 additional "through trips" per day onto this segment of North Coast Highway 101. This through traffic impedes local and regional beach access to and from Encinitas beaches.

The results of the traffic operations analysis for weekday peak-hour conditions summarized in Table 1 show that 2035 traffic conditions and levels of service at intersections with the project are similar or better on than with the four-lane "No Build" alternative. Results of the 2035 peak-hour segment analysis show that all segments will operate at LOS D or better during the morning peak hour and at LOS B or better during the evening peak hour. While several of the roadway segments along the corridor will operate at LOS D in the southbound direction during the morning commuter peak, this condition on a roadway segment simply means that vehicles will be more closely grouped together and traveling at a somewhat slower speed. It is important to note that intersection and roadway segment levels of service throughout the corridor would be LOS C or better for all but a few hours during the peak periods.

While the roundabouts are designed to slow traffic speeds, they should have little effect on the average travel time from one end of the project corridor to the other. The main factors that contribute to this conclusion are as follows:

1. One of the main bottlenecks in the corridor is the signalized intersection of North Coast Highway and Leucadia Boulevard. The configuration of North Coast Highway near Leucadia Boulevard is four lanes (two northbound and two southbound) both in the roundabout project alternative and in the without project (four-lane arterial) alternative. Another bottleneck is the existing three-way stop at Marcheta Street. Northbound and southbound delay at this signal will not increase with the project.
2. The existing three-way stop at Marcheta Street is eliminated with the proposed project. Therefore, the northbound and southbound delays at this existing stop will also be eliminated.
3. The existing signal at La Costa Avenue may be replaced with a roundabout with the project, which will eliminate any "red light" stop delay.
4. The "With Project" alternative would result in lower traffic volume increases on North Coast Highway 101 than the "Without Project" alternative and will help reduce delay at the remaining signal(s).
5. The Federal Highway Administration reports that roundabouts have improve operational efficiency and reduce overall delay when compared to signalized and all-way stop controlled intersections.

In 2035, with the roundabouts and two-lane segments of North Coast Highway 101, the slower speeds and lane reconfiguration in some areas encourage a portion of the through traffic (mostly during the commuting peak periods) to remain on I-5 rather than use North Highway 101. When these commuters divert their "through" trips to I-5, Highway 101 is better able to serve beachgoers and those with a local destination.

A review of the traffic operations analysis along the principal east-west routes that serve as access between inland communities and Encinitas beach areas shows that beach access will not be affected by the project.

Experience on Other Roundabout Projects with Travel Lane Reallocations

In 2005, La Jolla Boulevard was transformed from a four-lane arterial with center left turn lane and signals at five intersections to a two-lane roadway with five roundabouts. The single northbound and southbound lanes are only 10 to 11 feet wide and curb parking is provided with a parking buffer area. Traffic calming was also added on parallel streets, including on La Jolla Hermosa Avenue, to discourage potential traffic diversion. The daily traffic volume in 2004 was between 21,000 and 24,000 vehicles per day. This level of traffic is 3,000 to 5,000 vehicles per day higher than currently being served on North Coast Highway 101. The primary resident concerns at the time were high traffic speeds, traffic noise, and pedestrian and bicycle safety.

The reported results of the travel lane reallocation and roundabout project are as follows:

- The number of traffic crashes dropped by 90 percent;
- Average vehicle speeds were reduced from 44 miles per hour to 20 miles per hour;
- Noise levels were reduced 77 percent;
- Pedestrian crossing times were reduced from 24 seconds (crossing 72 feet) to 4 seconds (crossing 12 to 14 feet);
- Walking and biking trips were encouraged; and
- Business retail sales were improved by 30 percent.

While it may seem counterintuitive, average travel times through the La Jolla Boulevard corridor actually decreased slightly with the roundabouts. Travel times are shorter because the vehicles move at a steady speed with little or no stop time delay that normally occurs at signals. The cumulative average stop delay time with the four lanes and five signals in the corridor more than offsets the added travel time due to the slower average speed.

Parking Provisions and Parking Usage

The project will provide 214 parking spaces along the westside curb of North Coast Highway 101 and 193 parking spaces in the eastside parking pockets located between the highway and the NCTD railroad right-of-way. The project proposes to add a new sidewalk along the east side of North Coast Highway 101.

The California Coastal Commission (CCC) requested additional information regarding the historic usage of the informal dirt parking areas along the east side of North Coast Highway 101. These informal parking areas will be inaccessible once the new sidewalk is built. Lacking historic parking usage data, Michael Baker followed the CCC's recommendation to review available aerial photos and other similar sources to evaluate the historic usage of the informal parking areas along the east side of the highway.

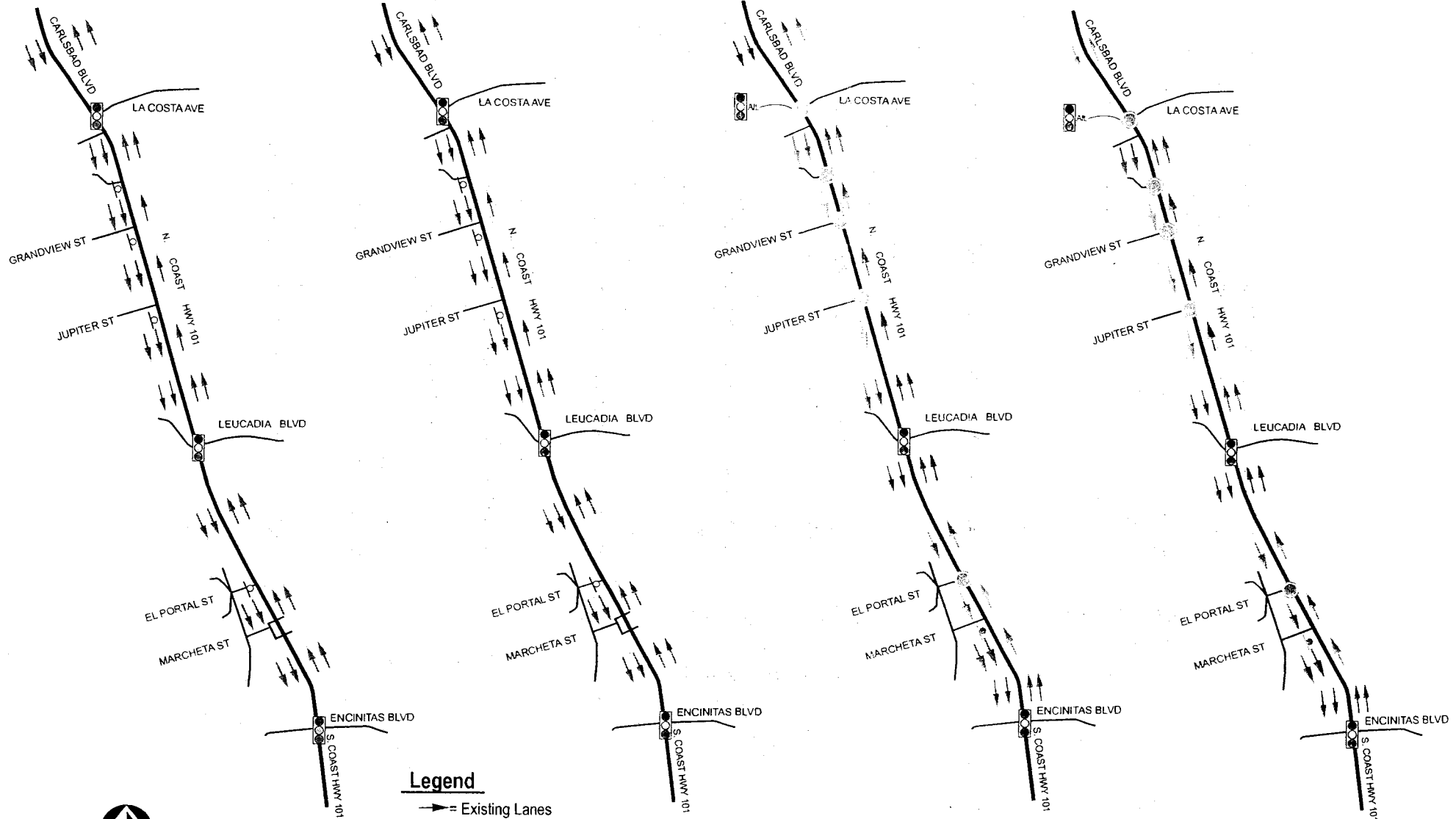
Aerial photography was reviewed for a period that extends back to 2008. For the period from 2008 through 2013, four aerial photos showed less than 10 vehicles parked on the east side of North Coast Highway 101 in the informal parking areas from La Costa Avenue to A Street. Between 2014 and 2017, five photo samples were obtained; these showed between 21 and 59 vehicles parked on the east side of North Coast Highway 101. The majority of the vehicles were parked between Grandview Street and El Portal Street.

Existing

Year 2035
No Build (4-Lane Arterial)

Year 2035 With Project
Alternative 1
(4-Lanes North of La Costa)

Year 2035 With Project
Alternative 2
(2-Lanes North of La Costa)



Not to Scale

Michael Baker

INTERNATIONAL

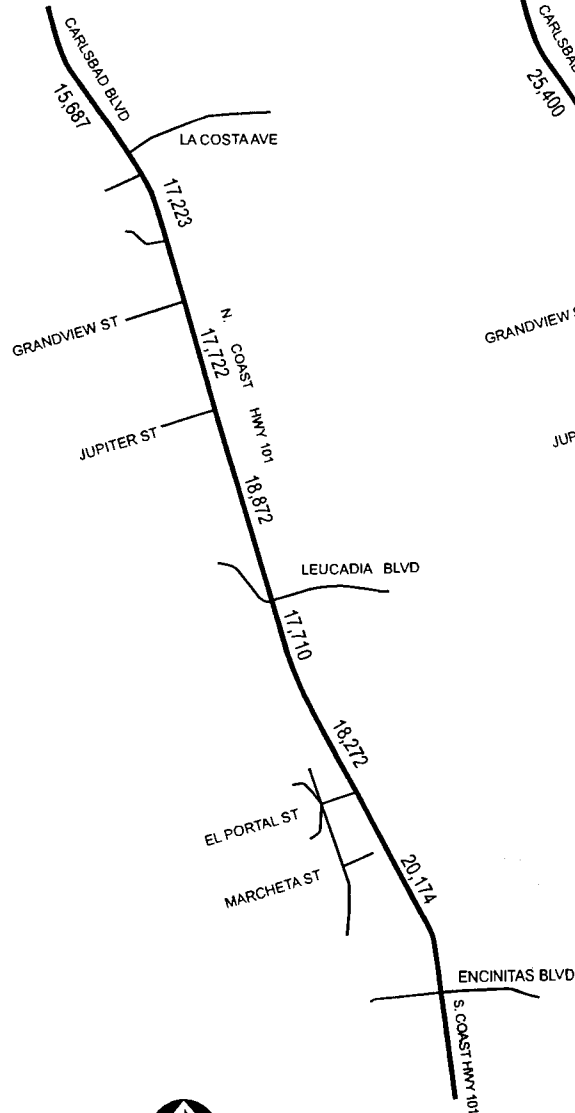
April 2018

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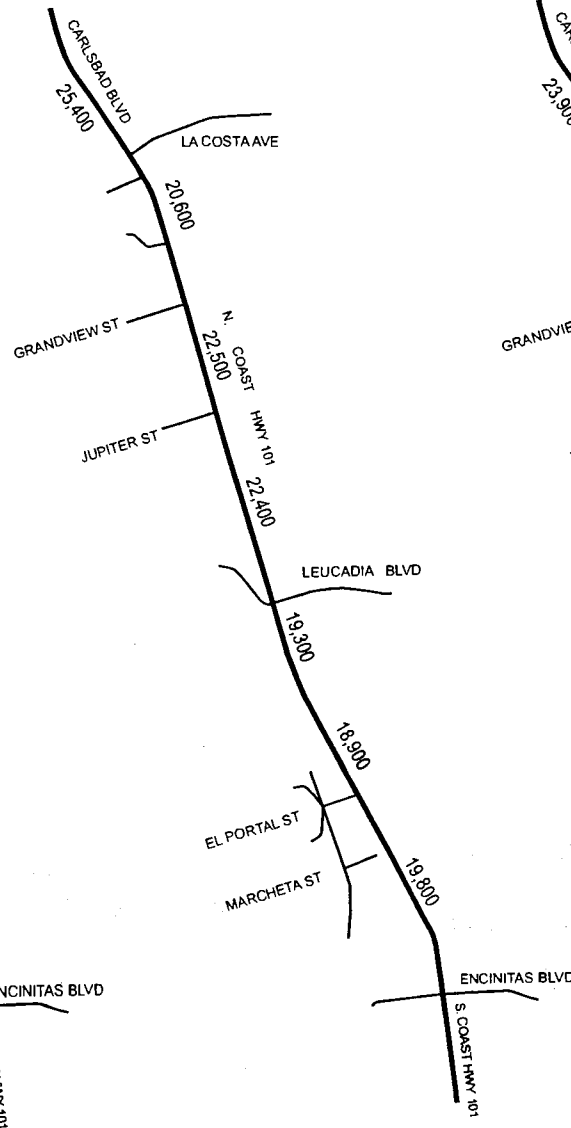
North Coast Highway 101 Travel Lane Summary

Exhibit 1

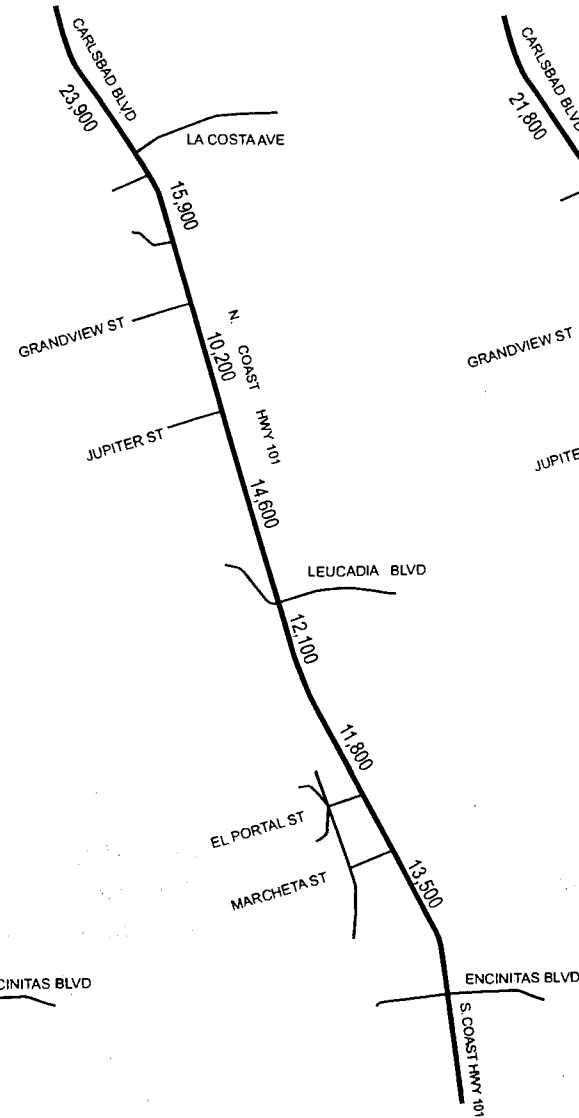
Existing



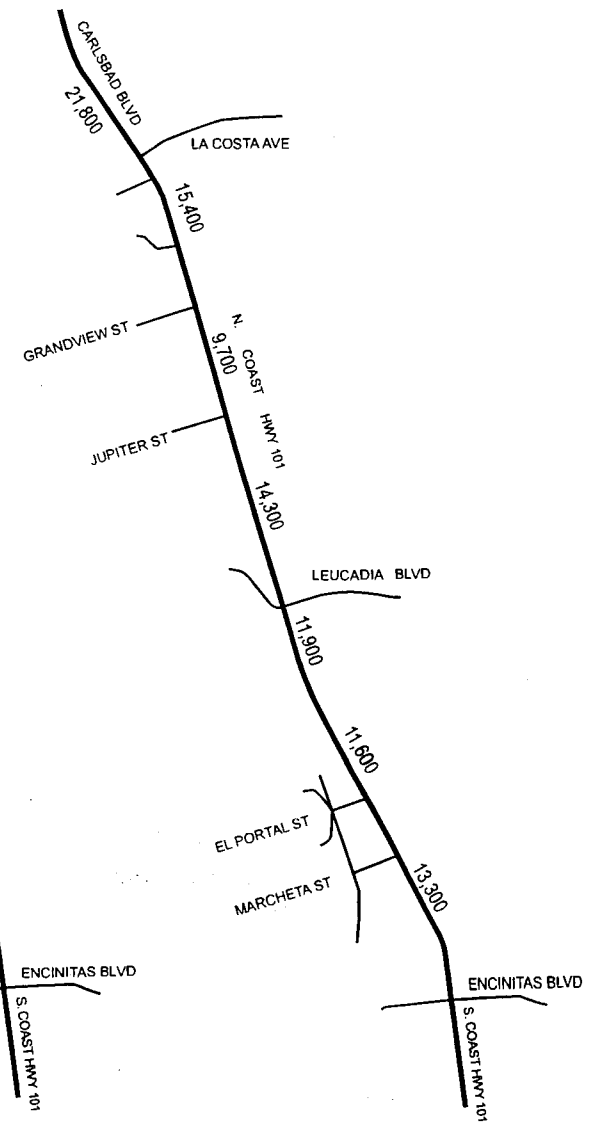
Year 2035 No Build (4-Lane Arterial)



Year 2035 With Project Alternative 1 (4-Lanes North of La Costa)



Year 2035 With Project Alternative 2 (2-Lanes North of La Costa)



Not to Scale

Michael Baker

INTERNATIONAL

Note: Reduction in daily volumes for Project Alternative 1 & 2 is offset by increases in daily volumes on I-5 and to a lesser extent on Vulcan Avenue, Saxony Road, and El Camino Real

April 2018

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North Coast Highway 101 Daily Traffic Volumes

Exhibit 2

Table 1
Highway 101 Streetscape Project
Peak Hour Intersection Analysis Summary

ID	Intersection	Existing			Year 2035 No Build (4-Lane Arterial)			Control (With Project)	Year 2035 Alternative 1				Year 2035 Alternative 2			
		Control	Delay	LOS	Control	Delay	LOS		Delay	LOS	Δ Delay (sec)	Significant?	Delay	LOS	Δ Delay (sec)	Significant?
AM Peak Hour																
1	Hwy 101 / La Costa Ave.	Signal	21.8	C	Signal	25.8	C	R	5.3	A	-20.5	No	2.8	A	-23.0	No
								Signal ¹	24.5	C	-1.3	No	24.4	C	-1.4	No
2	Hwy 101 / New Road	N/A	--	--	SSS	6.3	A	R	34.8	D	28.5	No	28.3	D	22.0	No
3	Hwy 101 / Bishops Gate Rd.	SSS	2.5	A	SSS	6.1	A	R	33.8	D	27.7	No	27.5	D	21.4	No
4	Hwy 101 / Grandview St.	SSS	2.1	A	SSS	5.8	A	R	21.4	C	15.6	No	15.6	C	9.8	No
5	Hwy 101 / Jupiter St.	SSS	1.0	A	SSS	1.7	A	R	18.0	C	16.3	No	11.5	B	9.8	No
6	Hwy 101 / Leucadia Blvd.	Signal	52.0	D	Signal	69.5	E	Signal	70.8	E	1.3	No	68.3	E	-1.2	No
7	Hwy 101 / El Portal St.	SSS	1.0	A	SSS	1.6	A	R	18.9	C	17.3	No	14.7	B	13.1	No
8	Hwy 101 / Marcheta St.	AWS	93.6		AWS	158.5		SSS	17.9	C	-140.6	No	16.6	C	-141.9	No
9	Hwy 101 / Encinitas Blvd.	Signal	29.4	C	Signal	35.6	D	Signal	35.4	D	-0.2	No	35.3	D	-0.3	No
PM Peak Hour																
1	Hwy 101 / La Costa Ave.	Signal	32.2	C	Signal	28.4	C	R	10.4	B	-18.0	No	3.9	A	-24.5	No
								Signal ¹	40.3	D	11.9	No	37.8	D	9.4	No
2	Hwy 101 / New Road	N/A	--	--	SSS	46.8	E	R	3.6	A	-43.2	No	3.6	A	-43.2	No
3	Hwy 101 / Bishops Gate Rd.	SSS	1.1	A	SSS	2.1	A	R	2.8	A	0.7	No	2.8	A	0.7	No
4	Hwy 101 / Grandview St.	SSS	1.5	A	SSS	3.4	A	R	2.7	A	-0.7	No	2.7	A	-0.7	No
5	Hwy 101 / Jupiter St.	SSS	0.7	A	SSS	1.1	A	R	2.6	A	1.5	No	2.6	A	1.5	No
6	Hwy 101 / Leucadia Blvd.	Signal	33.3	C	Signal	36.8	D	Signal	40.0	D	3.2	No	39.7	D	2.9	No
7	Hwy 101 / El Portal St.	SSS	0.9	A	SSS	1.1	A	R	3.1	A	2.0	No	3.1	A	2.0	No
8	Hwy 101 / Marcheta St.	AWS	25.4	D	AWS	46.4	E	SSS	22.8	C	-23.6	No	21.4	C	-25.0	No
9	Hwy 101 / Encinitas Blvd.	Signal	31.0	C	Signal	38.4	D	Signal	38.1	D	-0.3	No	38.1	D	-0.3	No

Note: Alternative 1 is 4-Lanes on Carlsbad Blvd north of La Costa Ave. Alternative 2 is 2-Lanes on Carlsbad Blvd north of La Costa Ave.

¹ - 4 Leg Intersection with Signal instead of roundabout

SSS - Side Street Stop

AWS - All-Way Stop

R - Roundabout

Table 2
Highway 101 Streetscape Project
Peak Hour Directional Roadway Segment Conditions Summary

Hwy 101 Roadway Segment	Direction	Existing					Year 2035 No Build (4-Lane Arterial)					Lanes (With Project)	Segment Capacity ² (With Project)	Year 2035 Alternative 1			Year 2035 Alternative 2		
		Lanes	Segment Capacity ¹	Peak Hour Volume	V/C	LOS	Lanes	Segment Capacity ¹	Peak Hour Volume	V/C	LOS			Peak Hour Volume	V/C	LOS	Peak Hour Volume	V/C	LOS
AM Peak Hour																			
Between La Costa Ave. and Grandview St.	Northbound	1-Lane	2,000	398	0.199	A	1-Lane	2,000	440	0.220	A	1-Lane	1,900	390	0.205	A	380	0.200	A
	Southbound	2-Lane	2,800	1,311	0.468	B	2-Lane	2,800	1,700	0.607	B	1-Lane	1,800	1,580	0.878	D	1,550	0.861	D
Between Grandview St. and Jupiter St.	Northbound	1-Lane	1,800	340	0.189	A	1-Lane	1,800	400	0.222	A	1-Lane	1,800	340	0.189	A	330	0.183	A
	Southbound	2-Lane	2,800	1,465	0.523	B	2-Lane	2,800	1,710	0.611	B	1-Lane	1,800	1,590	0.883	D	1,550	0.861	D
Between Jupiter St. and Leucadia Blvd.	Northbound	1-Lane	1,800	354	0.197	A	1-Lane	1,800	330	0.183	A	1-Lane	1,800	320	0.178	A	310	0.172	A
	Southbound	2-Lane	2,800	1,406	0.502	B	2-Lane	2,800	1,830	0.654	C	2-Lane	3,400	1,700	0.500	B	1,680	0.494	B
Between Leucadia Blvd. and El Portal St.	Northbound	2-Lane	3,600	296	0.082	A	2-Lane	3,600	360	0.100	A	1-Lane	1,800	340	0.189	A	340	0.189	A
	Southbound	2-Lane	2,800	1,392	0.497	B	2-Lane	2,800	1,700	0.607	B	1-Lane	1,700	1,560	0.918	D	1,540	0.906	D
Between El Portal St. and Marcheta St.	Northbound	2-Lane	3,600	274	0.076	A	2-Lane	3,600	350	0.097	A	1-Lane	1,900	320	0.168	A	320	0.168	A
	Southbound	2-Lane	2,800	1,266	0.452	B	2-Lane	2,800	1,560	0.557	B	1-Lane	1,800	1,510	0.839	D	1,490	0.828	D
Between Marcheta St. and Encinitas Blvd.	Northbound	2-Lane	3,600	371	0.103	A	2-Lane	3,600	410	0.114	A	2-Lane	3,800	440	0.116	A	440	0.116	A
	Southbound	2-Lane	2,800	1,286	0.459	B	2-Lane	2,800	1,550	0.554	B	1-Lane	1,700	1,490	0.876	D	1,470	0.865	D
PM Peak Hour																			
Between La Costa Ave. and Grandview St.	Northbound	1-Lane	2,000	828	0.414	B	1-Lane	2,000	1,100	0.550	B	1-Lane	1,900	980	0.516	B	970	0.511	B
	Southbound	2-Lane	2,800	629	0.225	A	2-Lane	2,800	900	0.321	A	1-Lane	1,800	750	0.417	B	740	0.411	B
Between Grandview St. and Jupiter St.	Northbound	1-Lane	1,800	848	0.471	B	1-Lane	1,800	1,090	0.606	B	1-Lane	1,800	950	0.528	B	940	0.522	B
	Southbound	2-Lane	2,800	680	0.243	A	2-Lane	2,800	810	0.289	A	1-Lane	1,800	720	0.400	A	700	0.389	A
Between Jupiter St. and Leucadia Blvd.	Northbound	1-Lane	1,800	853	0.474	B	1-Lane	1,800	1,020	0.567	B	1-Lane	1,800	1,000	0.556	B	990	0.550	B
	Southbound	2-Lane	2,800	645	0.230	A	2-Lane	2,800	770	0.275	A	2-Lane	3,400	670	0.197	A	650	0.191	A
Between Leucadia Blvd. and El Portal St.	Northbound	2-Lane	3,600	864	0.240	A	2-Lane	3,600	1,030	0.286	A	1-Lane	1,800	1,010	0.561	B	1,000	0.556	B
	Southbound	2-Lane	2,800	630	0.225	A	2-Lane	2,800	730	0.261	A	1-Lane	1,700	680	0.400	A	660	0.388	A
Between El Portal St. and Marcheta St.	Northbound	2-Lane	3,600	925	0.257	A	2-Lane	3,600	1,040	0.289	A	1-Lane	1,900	1,020	0.537	B	1,000	0.526	B
	Southbound	2-Lane	2,800	614	0.219	A	2-Lane	2,800	640	0.229	A	1-Lane	1,800	580	0.322	A	570	0.317	A
Between Marcheta St. and Encinitas Blvd.	Northbound	2-Lane	3,600	978	0.272	A	2-Lane	3,600	1,080	0.300	A	2-Lane	3,800	1,060	0.279	A	1,050	0.276	A
	Southbound	2-Lane	2,800	667	0.238	A	2-Lane	2,800	660	0.236	A	1-Lane	1,700	630	0.371	A	630	0.371	A

Note: Alternative 1 is 4-Lanes on Carlsbad Blvd north of La Costa Ave. Alternative 2 is 2-Lanes on Carlsbad Blvd north of La Costa Ave.

¹ - For Highway 101 Northbound, Base Saturation Flow = 2,000 v/h/t; 10% Turning Vehicle Friction Reduction

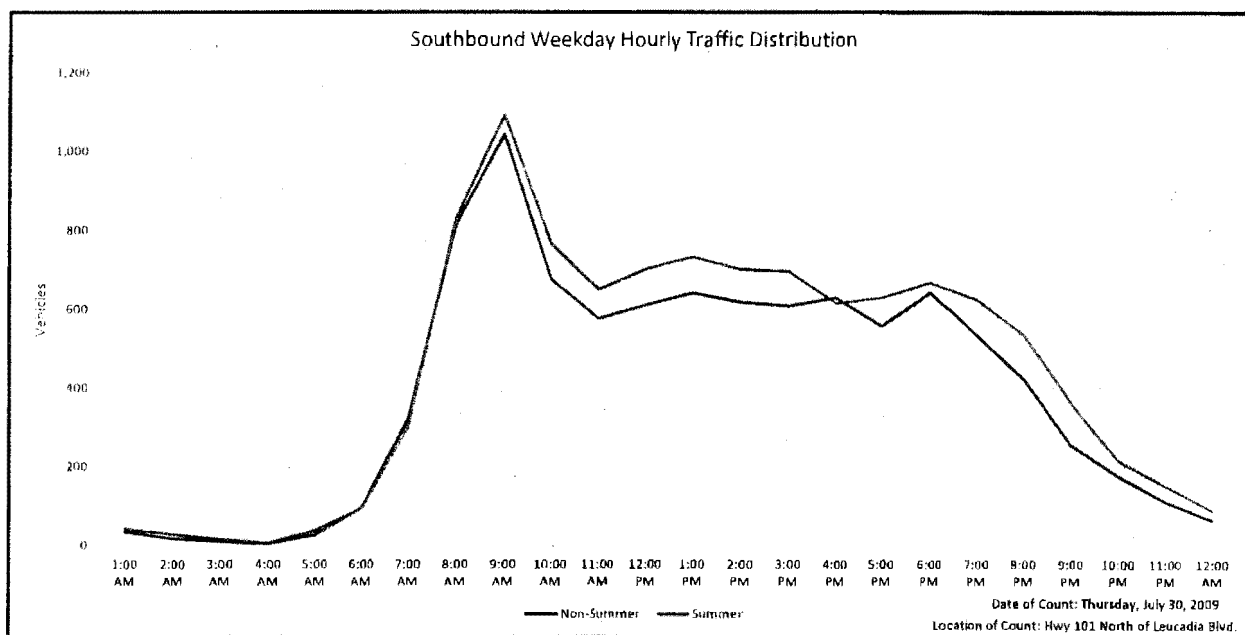
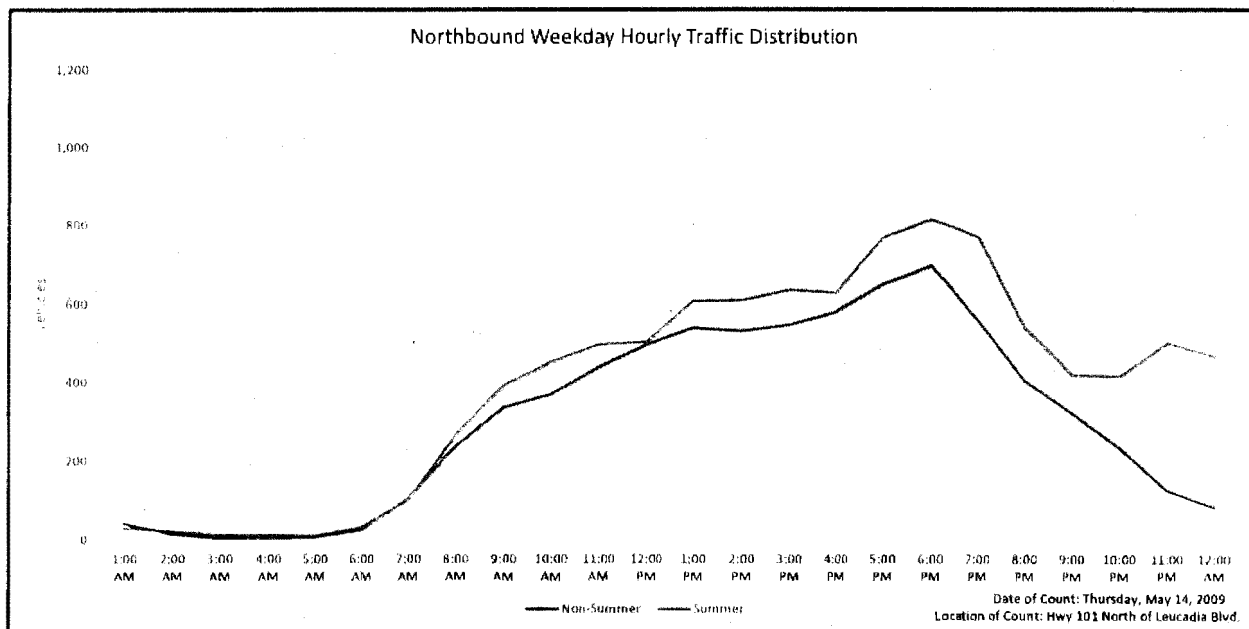
- For Highway 101 Southbound, Base Saturation Flow = 2,000 v/h/t; 20% Parking Friction Reduction; 10% Turning Vehicle Friction Reduction

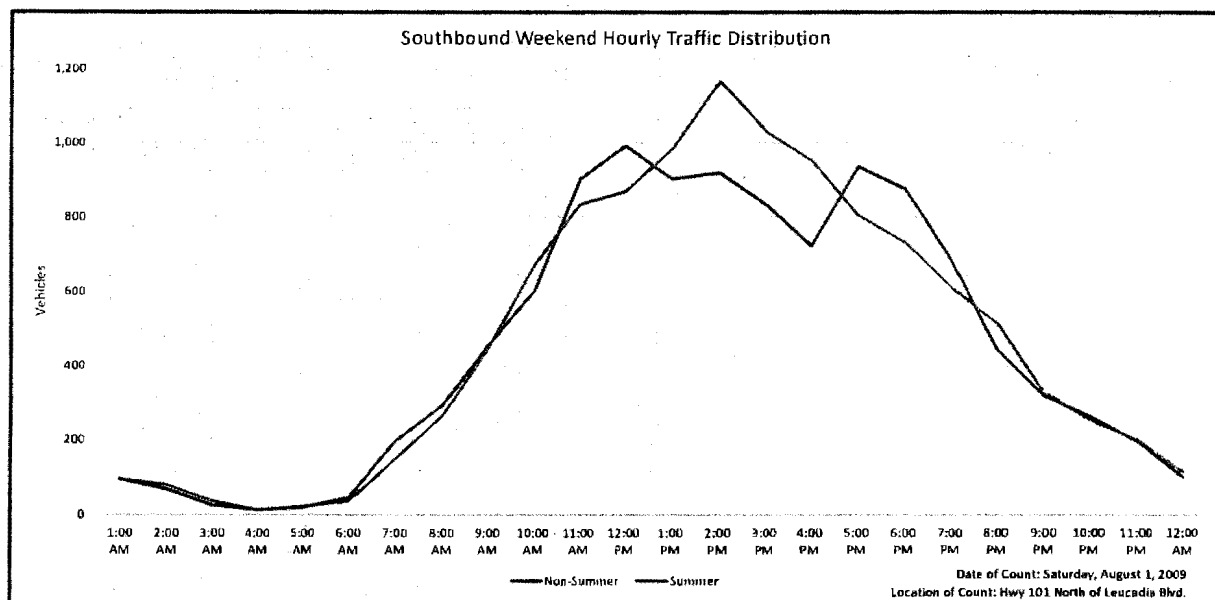
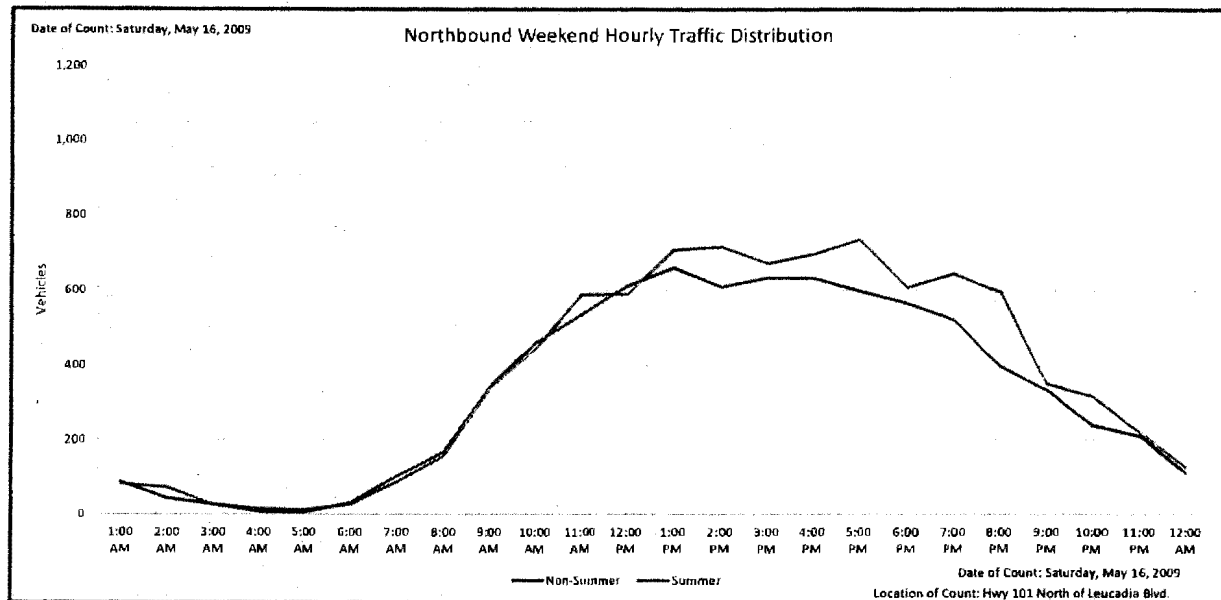
- For La Costa Ave., Base Saturation Flow = 2,000 v/h/t; 10% Turning Vehicle Friction Reduction

² - For Highway 101 Northbound, Base Saturation Flow = 2,000 v/h/t; 5% Turning Vehicle Friction Reduction; Additional 5% Turning Vehicle Friction Reduction at Proposed Parking Area

- For Highway 101 Southbound, Base Saturation Flow = 2,000 v/h/t; 10% Parking Friction Reduction; 5% Turning Vehicle Friction Reduction

- For La Costa Ave., Base Saturation Flow = 2,000 v/h/t; 10% Turning Vehicle Friction Reduction





June 5, 2018

Stephanie Kellar, PE
Senior Civil Engineer
City of Encinitas Engineering Division
505 South Vulcan Avenue
Encinitas, CA 92024

RE: Encinitas North Coast Highway 101 Streetscape Project Supplemental Traffic Analysis

Dear Ms. Kellar:

Michael Baker International has completed the following summary of findings documented in the Highway 101 Streetscape Project Traffic Impact Analysis Report dated November 29, 2016. The summary presented herein is focused on the North Coast Highway 101 corridor within the project study area.

Supplemental topics summarized in this memo include:

- Evaluation of travel time through the project corridor under current conditions and conditions with the project.
- Additional information regarding "before and after" traffic conditions for the Bird Rock Roundabout Project.
- Discussion of regional transportation projects and how they affect the Highway 101 Streetscape Project.
- Clarification of Project traffic impacts reported for the 2035 SMUP scenario.
- Additional discussion of the current parking capacity of the NCTD right-of-way along the east side of the Project corridor.

SUMMARY OF TRAVEL TIME EVALUATION FINDINGS

Study Scenarios and Methodology

This travel time study analyzes both the Existing Conditions and the Existing Plus Project Conditions.

Existing Conditions – This scenario analyzes existing traffic conditions on the roadway facilities based on current traffic counts, intersection geometry and control, roadway segment geometry, and roadway network.

Attachment 1

MBI Encinitas North Coast Highway 101 Streetscape Project
Supplemental Traffic Analysis

Existing Plus Project Conditions – This scenario analyzes the traffic conditions in the study area based on current traffic volumes and with the proposed intersection geometry and control, roadway segment geometry, and roadway network included in the project.

Time periods evaluated in this analysis include:

Non-Summer	Weekday	<ul style="list-style-type: none">• Morning commuter peak• Midday peak• Evening commuter peak
Non-Summer	Weekend	<ul style="list-style-type: none">• Midday beach peak
Summer	Weekday	<ul style="list-style-type: none">• Midday beach peak
Summer	Weekend	<ul style="list-style-type: none">• Midday beach peak

Existing travel time runs were conducted to establish the baseline condition for a non-summer weekday condition. Synchro analysis software was used to analyze the difference in intersection delay and average travel speed along the corridor for conditions with the Project. Seasonal 24-hour traffic count data provided in the MBI April 24, 2018 Encinitas North Coast Highway 101 Streetscape Project Traffic Summary memo was used to determine the increase in midday beach peak traffic volumes along Coast Highway on a non-summer weekend, and summer weekday and weekend. These increases in traffic were used to estimate the increase in travel time for each scenario.

Travel Time Estimates

Existing Non-Summer Weekday Conditions

Existing conditions travel time runs were conducted on Wednesday May 16, 2018 from one end of the study corridor to the other. Travel time was recorded in both the southbound and northbound directions during the morning commuter peak, the midday peak, and the evening commuter peak. Three travel time runs were made during each of the time periods. The results of the travel time survey are graphically displayed in Exhibits 1 and 2 for the southbound and northbound directions respectively. The plotted travel time accumulation for each time period is for the average of the three travel runs. Travel times are also summarized in Table 1 along with average speed.

Travel time was highest during the morning southbound commuter peak when it took 7.5 minutes to travel through the corridor (approximately 2.45 miles) and the average speed was 18.1 miles per hour. During the evening commuter peak, the average travel time in the northbound direction was 6.2 minutes and the average speed was 24.7 miles per hour. As shown in the graph, a significant amount of the travel time is accumulated at the approach to the signalized intersections at Leucadia Boulevard and La Costa Avenue and at the approach to the all-way Stop intersection at Marcheta Street.

Travel times for the off-peak directions of travel and for the midday peak were generally 5 minutes or less and the average speeds were typically 30 miles per hour or higher

Existing With Project Non-Summer Weekday Conditions

Travel times with and without the Project are presented in Table 1. The introduction of the roundabouts and the elimination of the southbound and northbound stop signs at Marcheta Street will increase the travel time by between 1.2 and 1.6 minutes in the northbound direction. In the southbound direction, the Project would reduce the travel time during the morning peak by 0.6 minutes. The reduction in travel time is due to the removal of the Stop sign at Marcheta Street and this reduction in delay more than offsets the reduction in average speed caused by the roundabouts. The southbound travel time for the midday peak would remain approximately the same, and the travel time for the evening peak would increase by 0.5 minutes.

Existing Summer Weekday Conditions

Traffic volumes during the midday beach peak on a summer weekday are higher than on a non-summer weekday. Compared to a non-summer weekday, travel time on a summer weekday is between 0.1 minutes and 1.0 minutes longer in the northbound direction, with the lowest increase occurring during the midday peak. The increase in summer weekday travel time over a non-summer weekday in the southbound direction ranges from 0.2 minutes to 0.7 minutes, with the lowest increase occurring during the evening peak.

Existing With Project Summer Weekday Conditions

The Project will increase the travel time in the northbound direction by between 1.3 and 1.8 minutes depending on the peak period. In the southbound direction, the Project would reduce the travel time during the morning peak by 0.7 minutes. The reduction in travel time is due to the removal of the Stop sign at Marcheta Street and this reduction in delay more than offsets the reduction in average speed caused by the roundabouts. The southbound travel time for the midday peak would remain approximately the same and the travel time for the evening peak would increase by 0.5 minutes.

Existing Non-Summer Weekend Conditions

Traffic volumes during the midday beach peak on a non-summer weekend are higher than on a weekday. Compared to a non-summer weekday, travel time on a weekend increases by 0.7 minutes to 5.5 minutes in the northbound direction and increases by 2.3 minutes to 7.1 minutes in the southbound direction.

Existing With Project Non-Summer Weekend Conditions

During non-summer weekend conditions, the Project will increase the travel time by 1.4 minutes in the northbound direction. In the southbound direction, the midday peak travel time will remain approximately the same.

Existing Summer Weekend Conditions

Traffic volumes during the midday beach peak on a summer weekend are higher than on a non-summer weekend. Compared to a non-summer weekend, travel time on a summer weekend increases by approximately 1.6 minutes to 6.5 minutes in the northbound direction and increases by 1.9 minutes to 9.0 minutes in the southbound direction.

Existing With Project Summer Weekend Conditions

During summer weekend conditions, the Project will increase the northbound travel time by 1.7 minutes during the midday beach peak. In the southbound direction, the midday beach peak travel time would increase by 0.05 minutes, or 3 seconds.

Project Impact on Travel Time

Results of the travel time evaluation show that the Project will result in a relatively small increase in travel time of between 1 and 2 minutes in the northbound direction for the weekend and summer scenarios when compared to the without project condition. In the southbound direction, the Project is estimated to have a negligible increase in travel time during the morning peak and midday beach peak and a small increase in travel time of less than 1 minute during the evening peak.

OTHER REGIONAL PROJECT COORDINATION

The following regional transportation projects will interact with the proposed Encinitas North Coast Highway 101 Streetscape Project:

- Encinitas Boulevard/I-5 Interchange Improvements
- I-5 North Coast Corridor Managed Lanes Project
- South Carlsbad Boulevard Corridor Project
- Terramar Area Coastal Improvement Project

The I-5 North Coast Corridor Managed Lanes Project will add high occupancy toll lanes to the I-5 corridor along with some interchange improvements. Improvements are also underway at the Encinitas Boulevard interchange. Since these regional projects will add a significant amount of

additional lane capacity to serve inter-regional travel, the improvements are included in the SANDAG 2035 travel model forecast for both the Without Project and With Project scenarios.

The City of Carlsbad has been studying various alternatives for the ultimate configuration of Carlsbad Boulevard between Palomar Airport Road and La Costa Avenue. The alternatives include a 4-lane alternative with signals at key intersections and a 2-lane alternative with roundabouts at key intersections. The Highway 101 Streetscape Project Traffic Impact Analysis included an evaluation of both the 4-lane and 2-lane alternatives for Carlsbad Boulevard north of La Costa Avenue.

The Terramar Area Coastal Improvement Project is currently considering multimodal improvements to the current 2-lane section of Carlsbad Boulevard between Manzano Drive and the South Beach Jetty north of Cannon Road. The improvements include maintaining two travel lanes and adding curb parking, bike lanes, and pedestrian facilities.

The Project will also interact with several local projects in or soon to be in study, design, or construction, including:

- City of Encinitas Rail Corridor Vision Study
- City of Encinitas Rail Corridor Cross Connect Implementation Plan
- The El Portal Pedestrian Undercrossing
- Encinitas Beach Resort
- Surfer's Point

The Rail Corridor Vision Study (RCVS) is the centerpiece of the Coastal Mobility and Livability Study (CMLS), a broad effort to examine mobility issues and opportunities in the Encinitas coastal rail corridor. The RCVS has a broad focus, coordinating multiple infrastructure elements to create a unified vision for the rail corridor with both near-term and long-term objectives including increasing east-west connections, improving pedestrian and bicycling facilities, providing adequate parking. The Rail Corridor Vision Study was approved by City Council in February 2018.

The Rail Corridor Cross Connect Implementation Plan will be a strategic implementation plan that will allow the City to implement the mobility improvements proposed by RCVS along the coastal rail corridor. The Implementation Plan is anticipated to begin by 2019 and be complete by mid-2020.

The El Portal Pedestrian Undercrossing project will construct a grade-separated pedestrian and bicycle rail crossing near El Portal Street in Leucadia. This area of the City has a high number of residents wishing to safely cross the rail corridor without having to travel out of direction to either Leucadia Boulevard or Encinitas Boulevard. The two main attractions in the area are Paul Ecke Central Elementary School, and the businesses along North Coast

Highway; the installation of this crossing will facilitate the safe access to both. Construction is scheduled to begin in 2019.

The Encinitas Beach Resort project is a private development including construction of a hotel along the western side of the North Coast Highway 101 and La Costa Avenue intersection. The developer has advised the City of plans to begin construction in Fall 2018.

The Surfer's Point project is a private development in design at the northeast quadrant of the North Coast Highway 101 and La Costa Avenue intersection. Timing of construction for the improvements is not yet known.


CLARIFICATION OF REPORTED PROJECT IMPACT FOR 2035 SMUP SCENARIO

The Project Traffic Impact Analysis (TIA) included a future year 2035 Alternative 1 with Mixed-Use Places (SMUP) Conditions analysis. This alternative analyzed the potential future Year 2035 traffic associated with the SMUP Housing Strategy Alternative under consideration by the City at the time..

The traffic analysis of this SMUP land use alternative resulted in the identification of one future year 2035 significant impact. With SMUP in future year 2035, a Level of Service E impact was found for the southbound Highway 101 segment between Leucadia Boulevard and El Portal Street.

The SMUP impact to this single segment of southbound Highway 101 was reported in the Project TIA and Environmental Impact Report. However, the SMUP land use alternative is no longer being considered by the City, so the significant impact will not be realized. None of the other Project alternatives evaluated result in any significant traffic impacts on Highway 101.

Sincerely,



Robert Davis
Senior Transportation Planner
Transportation Services

Exhibit 1

Travel Time Accumulation - Southbound Peak Hour Averages

North Coast Highway 101

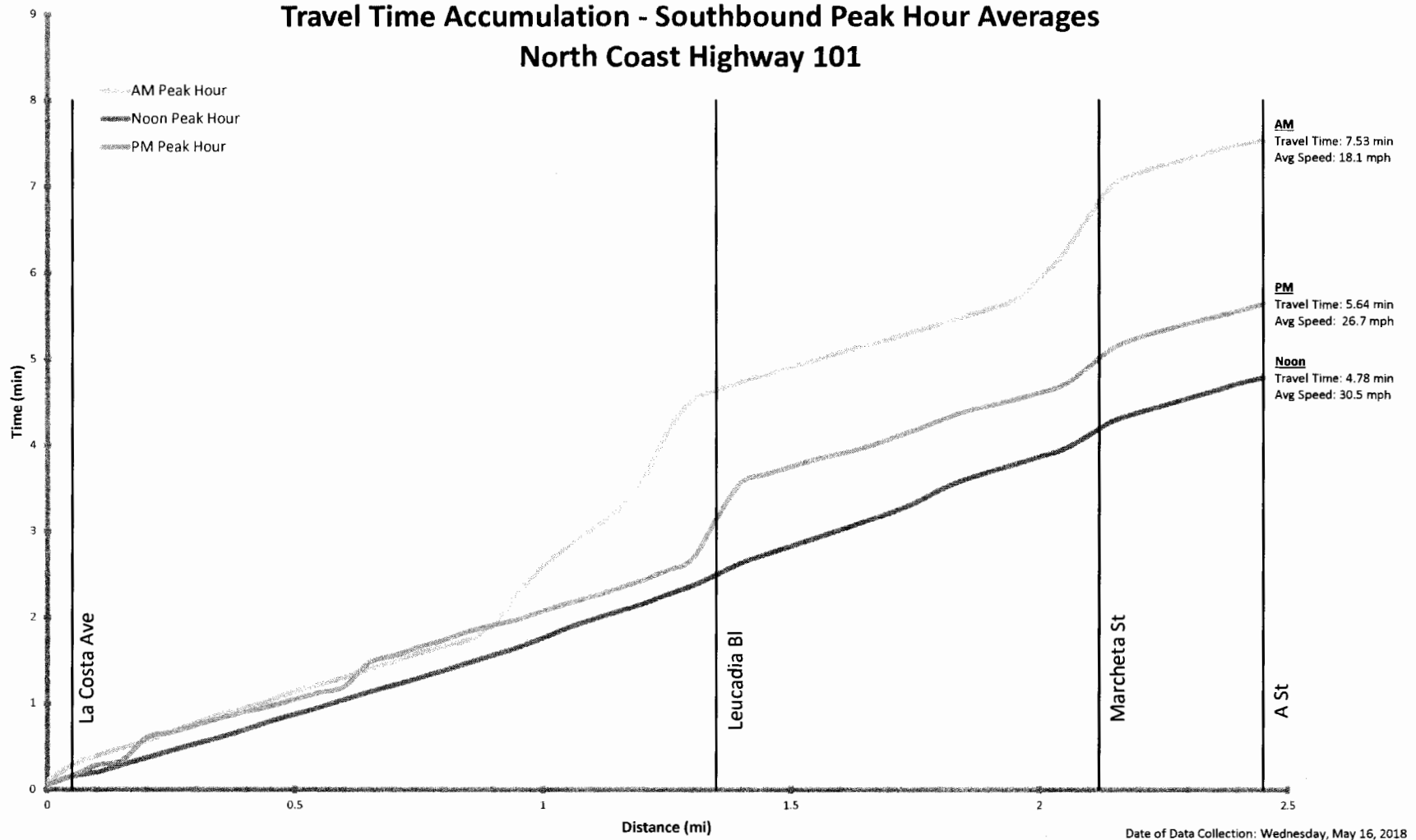


Exhibit 2

Travel Time Accumulation - Northbound Peak Hour Averages

North Coast Highway 101

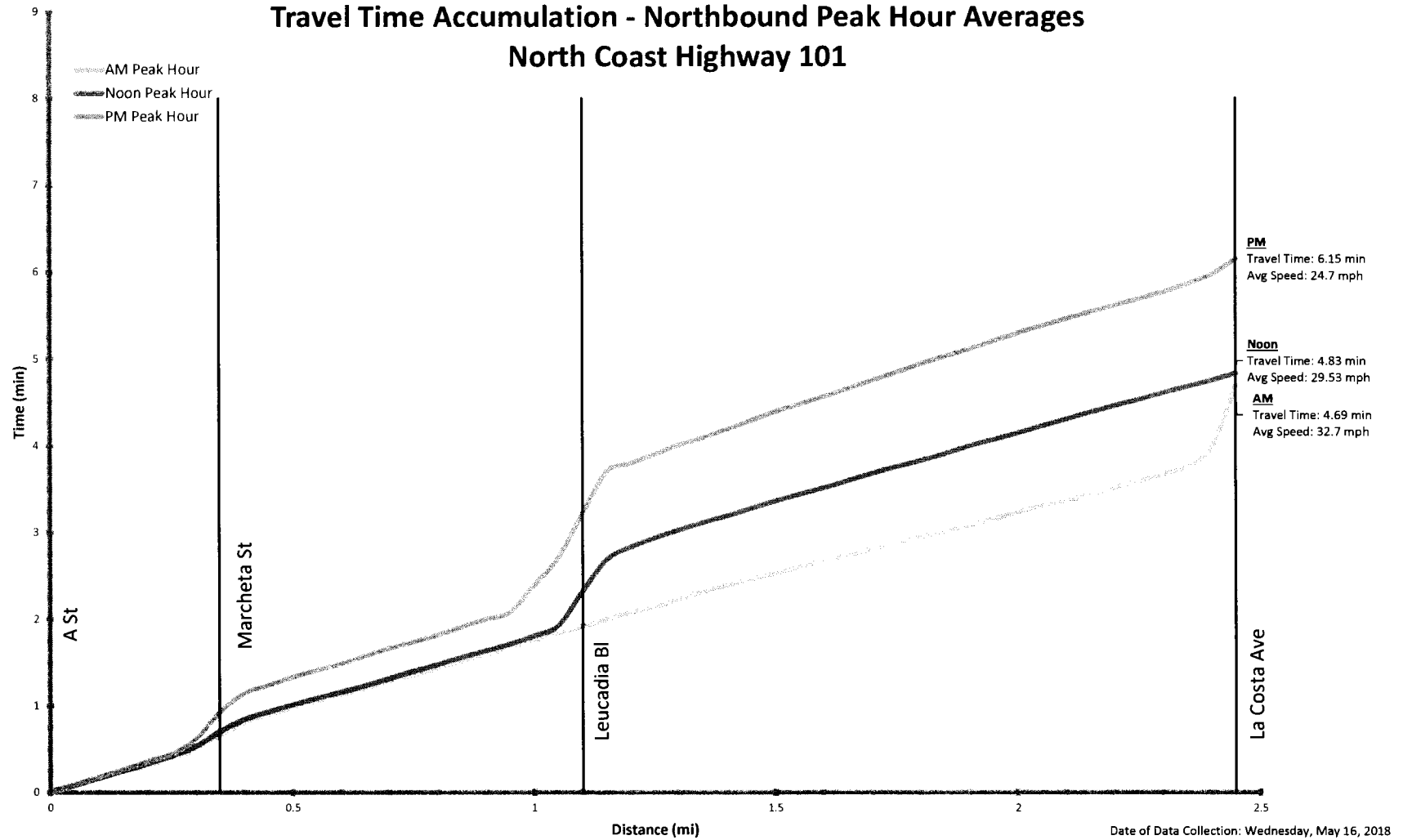


Table 1
Travel Time & Speed Comparison

Travel Time

Peak Period	Existing Non-Summer Weekday			Existing Summer Weekday		
	Without Project (minutes)	With Project (minutes)	Δ (minutes)	Without Project (minutes)	With Project (minutes)	Δ (minutes)
Northbound						
AM	4.69	6.26	+1.57	5.49	7.32	+1.83
Midday	4.81	6.07	+1.26	4.88	6.17	+1.29
PM	6.14	7.31	+1.17	7.17	8.84	+1.67
Southbound						
AM	7.53	6.89	-0.64	7.91	7.23	-0.68
Midday	4.78	4.81	+0.03	5.46	5.49	+0.03
PM	5.63	6.15	+0.52	5.86	6.4	+0.54
Peak Period	Existing Non-Summer Weekend			Existing Summer Weekend		
	Without Project (minutes)	With Project (minutes)	Δ (minutes)	Without Project (minutes)	With Project (minutes)	Δ (minutes)
Northbound						
Midday	5.53	6.97	+1.44	6.49	8.18	+1.69
Southbound						
Midday	7.11	7.15	+0.04	9.02	9.07	+0.05

Speed

Peak Period	Existing Non-Summer Weekday			Existing Summer Weekday		
	Without Project (mph)	With Project (mph)	Δ (mph)	Without Project (mph)	With Project (mph)	Δ (mph)
Northbound						
AM	31.34	23.48	-7.86	26.78	20.08	-6.69
Midday	30.56	24.22	-6.34	30.12	23.82	-6.30
PM	23.94	20.11	-3.83	20.50	16.63	-3.87
Southbound						
AM	19.52	21.34	+1.81	18.58	20.33	+1.75
Midday	30.75	30.56	-0.19	26.92	26.78	-0.15
PM	26.11	23.90	-2.21	25.09	22.97	-2.12
Peak Period	Existing Non-Summer Weekend			Existing Summer Weekend		
	Without Project (mph)	With Project (mph)	Δ (mph)	Without Project (mph)	With Project (mph)	Δ (mph)
Northbound						
Midday	26.58	21.09	-5.49	22.65	17.97	-4.68
Southbound						
Midday	20.68	20.56	-0.12	16.30	16.21	-0.09

June 19, 2018

Stephanie Kellar, P.E.
Senior Capital Projects Engineer
505 South Vulcan Ave.
Encinitas, CA 92024

Dear Ms. Kellar:

Michael Baker International is providing the information below related to California Coastal Commission questions about the Encinitas North Coast Highway 101 Streetscape (the Project).

Methodology Applied for Travel Time Estimates

The following steps were used to develop the travel time estimates:

1. Actual existing travel times were measured in the northbound and southbound directions between A Street and La Costa Avenue by physically driving the Highway 101 corridor. This was done during the morning commuter peak, the midday peak, and the evening commuter peak.
2. Existing travel times were then estimated using SYNCHRO traffic analysis software that creates a street network for the corridor including the principle intersections along the corridor and all of the Highway 101 segments between the principle intersections. The travel time estimate is the summation of the travel times between intersections (along the individual segments) and the average vehicle delay that is calculated by SYNCHRO at each intersection.
3. The Synchro estimated travel time was compared to the actual travel time found in step 1. Adjustment factors expressed as a ratio of existing travel time divided by SYNCHRO travel time were developed to calibrate the SYNCHRO analysis travel time and ensure accuracy of the modeled travel times. It was determined that the Synchro model overestimated the travel time compared to real-world conditions, and the adjustment factor therefore reduces the travel time to match the actual travel time.
4. Travel time estimates for summer weekday conditions were calculated based on available 24-hour directional traffic data for non-summer and summer weekday conditions. The directional traffic volume during the morning and evening commuter peak hours and during the midday peak hour was compared to determine the proportional increase in traffic that occurs on a weekday during the summer season. The adjustment ratios were developed for the morning, midday, and evening commuter peak hours in each direction. These adjustment factors were then used to estimate the travel times for the summer weekday condition.
5. Travel time estimates for summer weekend conditions were calculated based on available 24-hour directional traffic data for non-summer and summer weekend

conditions. The directional traffic volume during the midday peak hour for the weekend conditions was compared to the non-summer and summer weekday to determine the proportional increase in traffic that occurs on a weekend day. Adjustment ratios were developed for the midday peak hour in each direction. These adjustment factors were then used to estimate the travel times for the non-summer and summer weekend conditions.

6. Travel time estimates for the "with project" scenario were developed by comparing the SYNCHRO traffic analysis travel time and delay results for the existing condition and the project condition. This comparison was performed for the non-summer weekday during the morning and evening commuter peak hours. The project impact on travel time in each direction was determined and then translated to the various conditions starting with the non-summer and summer weekday and then the non-summer and summer weekend condition.

In simple terms, the actual travel time is related to the actual directional traffic volume. This relationship is then used to estimate travel times for summer and weekend conditions. The effects of the project on travel time are determined by the SYNCHRO software traffic analysis.

SANDAG Model Traffic Assignments

The projected 2035 daily traffic volumes for the 4-lane Arterial scenario (without project) and the Project scenario were developed by SANDAG using the SANDAG Series 12 Traffic Forecasting Model. The conventional traffic forecasting model has four steps including:

1. Trip generation (land use based)
2. Trip distribution
3. Travel mode choice (i.e. walk, bike, transit, personal vehicle)
4. Vehicle route choice/route assignment

Trip generation is used to estimate the average weekday number of trips in the region based on land use and demographic information from the SANDAG 2050 regional growth forecast for year 2035. This approach to trip generation is the reason why there is a significant impact to a roadway segment in the Year 2035 Sustainable Mixed Use Places (SMUP) studied in the Project EIR that will not occur now that the City is no longer considering the SMUP increased densities.

The trip distribution step of the modeling process involves the analysis of how trips from any given area (analysis zone) will be distributed to other areas within the region. This trip distribution process determines the origin and destination of trips made for various purposes including work, shopping, and recreation, to name a few. The model modifies trip patterns in response to inputs such as transportation facility changes. This step results in the creation of origin-destination trip tables that recreate the general travel patterns for the San Diego Region.

The travel mode choice step simply considers how trips are likely to occur, whether by walking, biking, mass transit, or personal vehicle. Total trips in the region are distributed across the most likely method of transportation for each trip, based on a variety of factors that include travel time, access, and other parameters.

The vehicle assignment step of the model concerns the selection of vehicle routes (called paths) between trip origins and destinations in a transportation network. To assign traffic to paths along the roadway network, many factors are considered by the model. In basic terms, motorists will strive to find the shortest and fastest path from origin to destination. The vehicle trip assignment process is accomplished over several iterations of assigning traffic and checking the resulting speeds and travel time. The traffic assignment process ends when network traffic equilibrium occurs. This condition occurs when no motorist can decrease their travel time to their destination by shifting to a new route. When equilibrium is reached, no motorist will gain from changing travel paths.

SANDAG Model Traffic Assignments and Diversion With and Without the Project

The 2035 traffic assignments produced by the SANDAG model are reported in the Michael Baker International memo titled "Encinitas North Coast Highway 101 Streetscape Project Traffic Summary" dated April 24, 2018.

In the case of the North Coast Highway 101 Streetscape Project study area, the SANDAG model recognizes that there are local trip origins and destinations associated with Encinitas residents and businesses and well as recreation amenities such as the local beaches. These trips are recognized and accounted for in the vehicle trip assignment performed by SANDAG for both the "without project" and "with project" scenarios.

With the project, the daily volume of using North Coast Highway 101 is less than with the 4-lane arterial alternative. This finding was established by reporting and comparing the assigned volumes from the SANDAG modeling output for the "with" and "without project" scenarios. The "with project" daily traffic assigned by the SANDAG model is 5,000-8,000 cars per day lower than the daily traffic assigned for the 4-lane Arterial (without project) scenario.

Travelers are using the most efficient (shortest and fastest) route to reach their planned destinations. Therefore, with the project, the SANDAG model re-routes some of the trips to a different travel path that will be faster than using Highway 101 to travel between the trip origin and destination. Many of the drivers divert to I-5, where increased delays at freeway onramp meters are expected (but are mitigable if Caltrans modifies the ramp meter timing). This is referred to as trip "diversion" since the trip is still being made but it is made along an alternative route. Again, this diversion occurs until a new equilibrium is reached, when no motorist can decrease their travel time by shifting to a new route.

In Year 2035, with the roundabouts and two-lane segments on North Coast Highway 101, the slower speeds and lane reconfiguration will encourage a portion of the through traffic (mostly during the commuting peak periods) to divert from Highway 101. When these "through" trips (drivers traveling between Oceanside/Carlsbad and San Diego) reroute from Highway 101, Highway 101 will be more available to recreational users. Recreational users and visitors having a destination in Encinitas are not anticipated to redirect their trips. When they travel on Highway 101, they are already traveling the shortest and fastest path to the businesses, beaches, and other recreational opportunities.

Summary of Analysis Related to Expected Diversion in Year 2015 With Project

The traffic study determined that trip diversion is not expected to occur under year 2015 conditions with the project. The traffic study analyzed morning and evening peak hour conditions assuming the current (2015) traffic volumes with the intersection controls, intersection lane configurations, and segment travel lane provisions designed in the Project. If the results of this analysis would have shown unacceptable Levels of Service (LOS E or worse) and conditions worse than without the Project during the peak hours, then there would be a basis for assuming that some traffic diversion would occur.

Table 6 and Table 7 (Existing Plus Project Intersection Conditions for the AM and PM peak hours, respectively) in the traffic study show that with the project, the LOS of Service would be D or better at all intersections along North Coast Highway 101 and conditions at Marcheta Street would improve from and unacceptable LOS E to LOS A.

Table 8 and Table 9 (Existing Plus Project Peak Hour Directional Roadway Segment Conditions for the AM and PM peak hours, respectively) report the peak hour directional LOS for each roadway segment along Highway 101. The analysis results show the segment LOS would be LOS D or better during the morning peak hour. The segment LOS would be LOS B or better during the evening peak. The analysis shows that current traffic volumes during the morning and evening peak can be accommodated by the Project without worsening the Level of Service and travel delay to a point that would result in traffic diversion.

It is relevant to note that during off peak periods between the morning and evening commuter peaks, the intersection and roadway segment LOS is improved substantially for both existing conditions and conditions with the Project. The likelihood of any diversion occurring during this period when most beach-goers are present, is even lower.

If you have any questions pertaining to the analysis results summarized in this letter, please call me at (760) 603-6244.

Sincerely,



Robert Davis,
Senior Associate
Transportation Services

July 18, 2018

Mr. Everett DeLano
DELANO & DELANO
220 W. Grand Avenue
Escondido, CA 92025

**Subject: Highway 101 Streetscape Traffic Impact Study Review,
City of Encinitas**

Dear Mr. DeLano:

Introduction

RK ENGINEERING GROUP, INC. (RK) has been retained by the Encinitas Residents Coalition to review the Highway 101 Streetscape Traffic Impact Study in the City of Encinitas. Robert Kahn, PE is a registered Civil and Traffic Engineer in California and has over 50 years of professional experience in this field of Transportation Engineering. He is the founding principal of RK Engineering Group, Inc. and is a life member of the Institute of Transportation Engineers. Copies of Mr. Kahn's resume and his firms qualifications are included in Appendix A.

The Highway 101 Streetscape Traffic Impact Study was prepared by Michael Baker International (MBI) dated November 29, 2016. In short, the traffic analysis reviewed the existing and future (Year 2035) traffic impacts on a 2.5 mile segment highway in the City of Encinitas. Future plans are to reduce the roadway from two lanes to one lane in each direction, and add roundabouts at several intersections along the existing highway from Encinitas Boulevard to La Costa Avenue.

The proposed project represents a "Road Diet" for the segment of Coast Highway 101 from approximately Encinitas Boulevard on the south, to La Costa Avenue on the north. The Traffic Impact Analysis studied 27 intersections along Highway 101, Neptune Avenue, La Costa Avenue, Leucadia Boulevard, Encinitas Boulevard, and Vulcan Avenue for Existing, Existing Plus Project and Year 2035 for the No Build and Three Project alternatives. Approximately six (6) of the intersections would be converted from either traffic signals or side street stop (SSS Traffic Control) conditions to roundabouts. The traffic study also reviewed roadway segments during the AM/PM peak hour conditions for Highway 101 and L Costa Avenue. A Ramp Metering Evaluation was conducted for the LA Costa Avenue, Leucadia Blvd, and Encinitas Blvd on-ramps.

RK has reviewed the Traffic Impact Analysis and would like to identify certain technical concerns that need further evaluation prior to completing the evaluation of the project.

The Primary issues include the following:

1. The reduction in traffic lanes on Highway 101 causes a diversion of traffic to other parallel roadways, including Vulcan Avenue, the I-5 Freeway, and possibly Neptune Avenue. Approximately 2,400 to 4,600 ADT is diverted from Highway 101 to Vulcan Avenue directly east of Highway 101. Traffic on Highway 101 has been reduced by 6,800 to 12,300 ADT in the study area; therefore, it appears that a substantial diversion has occurred to other facilities, most likely the I-5 Freeway. No assessment of the impacts of the diverted traffic to the I-5 Freeway was provided except for the ramp metering evaluation at the three subject interchanges. Therefore, an evaluation of the additional traffic burden onto the I-5 Freeway needs to be completed, including an assessment of the impacts if the additional "Managed Lanes" on the I-5 are not implemented.
2. The evaluation of side street stop (SSS) intersections has been based upon a Synchro analysis analyzing overall intersection delay and Level of Service. This evaluation was based up on the overall delay at the intersection not the "worse case" movement delay as required by the Highway Capacity Manual (HCM). By utilizing the appropriate worse case movement delay and Level of Service, substantially more intersections are deficient and the project would have a significant impact at those locations. The analysis indicated that these intersection will experience substantial delays for the side street traffic.
3. The SANDAG Series 12 Year 2035 Model was utilized for the future traffic evaluation. Highway 101, Vulcan Avenue, I-5 Freeway, and other major roadways were included in the model; however, it does not appear that Neptune Avenue was included in the traffic modeling. The results of the study do show traffic volumes on Neptune Avenue, but may have been determined manually based on existing counts and estimate future conditions. The traffic volumes projected for Year 2035 with the proposed project actually reduce volumes on Neptune Avenue by approximately 110 to 200 ADT which does not seem logical. The traffic volumes on Neptune Avenue would not be reduced when the capacity of Highway 101 is reduced. There needs to be further evaluation of a potential diversion of traffic to Neptune Avenue, since this is a local street with direct residential access and serves to access several beaches in the area.

Diversion of Traffic

Based upon the Traffic Impact Analysis, there would be substantial reduction in traffic volumes along Highway 101 with increased traffic along Vulcan Avenue and along the I-5 Freeway (although this is assumed, not shown in the study). The roadway segment analysis was conducted for Highway 101 and La Costa Avenue; however, no segment evaluation was included for Vulcan Avenue where traffic volumes increased by 2,400 to 4,600 ADT. There needs to be technical analysis of the ability for Vulcan Avenue to accommodate the additional traffic burden as a result of the reduction in capacity of Highway 101. The changes in daily traffic without and with the project are included in Appendix B.

Although the project did have a Level of Service Analysis and Ramp Metering Assessment at the La Costa Avenue, Leucadia Boulevard, Encinitas Boulevard, and the I-5 Freeway interchanges there is no assessment of the impact of the additional diversion of traffic to the freeway. Future traffic volumes on Highway 101 are reduced by 6,800 to 12,300 ADT and some of those diversions move to Vulcan Avenue; however, it is assumed that the majority of the diversion would move to the I-5 Freeway. There is a need to prepare a traffic assessment to the I-5 freeway from south of Encinitas Boulevard to north of La Costa Avenue. A full assessment of the impacts of the diverted traffic to the I-5 Freeway needs to be completed. The SANDAG Series 12 Year 2035 model assumed additional managed lanes along the I-5 Freeway corridor. These would increase capacity along the I-5 Freeway; however, the implementation of those additional lanes is contingent on several funding factors. If the managed lanes are not implemented, it would greatly reduce the capacity of the I-5 Freeway, causing additional traffic demand along Highway 101. It is unknown how would this impact the overall Level of Service within the study area, especially along I-5 Freeway, Highway 101 and other facilities.

Intersection Side Street Stop (SSS) Level of Service Analysis

Throughout the Traffic Impact Study, all of the intersections which are controlled with a Side Street Stop (SSS) were assessed based upon the overall intersection delay and Level of Service. The Highway Capacity Manual specifies that the worst case movement delay and Level of Service should be used for these types of intersections. This is generally the practice of most agencies throughout Southern California.

The Traffic Impact Study indicated that all of the study area intersection side street stops operated at an acceptable Level of Service, based up on total intersection delay and Level of Service. However, when the worst case movement analysis (based upon the Highway Capacity Manual) is analyzed, considerably different results occur. RK summarized the data included in Traffic Impact Analysis and Appendices based upon eight (8) of the intersections which are controlled with the side street stop (SSS). Both the total intersection delay with associated Level of Service and the worst case movement delay with associated

level of service are shown on the attached Table 1. This data is taken directly from the Traffic Impact Study and its Appendices. As reported in the Traffic Study, all the side street stop control intersections would operate at an acceptable level of service based up on the total intersection delay and the Level of Service. However, considering the worst case movement delay, four (4) of the intersections would operate at an unacceptable Level of Service and the project would cause a significant impact based up on the City's delay criteria. An evaluation of how these deficiencies can be resolved with the project or other options needs to be included in the traffic review. Since the project could cause a significant delay to the side streets, it would make it extremely difficult for vehicles to enter Highway 101 at side streets stop controlled intersections.

Neptune Avenue Evaluation

Neptune Avenue is shown in the traffic study area and has been evaluated based upon intersection analysis at several locations. However, Neptune Avenue is not part of the SANDAG Model Network, therefore how were the reduction in traffic volumes determined for this roadway? This raises the question: *What was utilized to project traffic volumes at the intersections and roadway segments along Neptune Avenue from Portal Street to Grandview Street? How have these volumes been developed? Why have the volumes on Neptune Avenue been reduced with the proposed Road Diet Project when the capacity of Highway 101 has been reduced and Neptune Avenue is a possible parallel alternative route?*

Traffic on Neptune Avenue is a sensitive issue since there is direct residential frontage along Neptune Avenue that would potentially be impacted by additional traffic. Also, Neptune Avenue is the only direct access to the three (3) public beaches in the area. It is interesting to note that results shown in the Traffic Study indicate that traffic would actually be reduced along Neptune Avenue as a result of the Road Diet project, which is counter intuitive to the fact that the Highway 101 capacity has been reduced. It raises the question: *What provisions will be provided to ensure that traffic on Neptune Avenue is not adversely affected, beach access is not reduced, and what traffic calming measures can be implemented to protect the residential neighborhood along Neptune Avenue?*

Conclusions

RK Engineering Group, Inc. has completed a review of the Highway 101 Streetscape Project in the City of Encinitas dated November 29, 2016. RK has identified a number of significant traffic issues that need further evaluation to assess the impacts of the proposed project. These include the diversion of traffic, especially to the I-5 Freeway/parallel roads, the impact to Side Street Stop (SSS) delays/Level of Service, and potential impacts and mitigation measures to Neptune Avenue within the study area. Without the additional evaluation

identify in this review the impacts to the study area cannot be fully determined and mitigated.

RK Engineering Group, Inc. appreciates the opportunity to work with the Encinitas Citizens Coalition. If you have any questions regarding this proposal, please call me at (949) 474-0809.

Respectfully submitted,
RK ENGINEERING GROUP, INC.



Robert Kahn, P.E.
Principal

Registered Civil Engineer 20285
Registered Traffic Engineer 0555



Attachment
RK:sl/rk12978.doc
JN:2756-2018-01

TABLES

Table 1
Highway 101 Streetscape Project - Unsignalized Intersection Delay/LOS Comparison

[illegible]

APPEALS

EXHIBIT NO. 9

APPLICATION NO.

A-6-ENC-18-0019

Appeals



California Coastal Commission

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4402
(619) 767-2370



APPEAL FROM COASTAL PERMIT
DECISION OF LOCAL GOVERNMENT

Please Review Attached Appeal Information Sheet Prior To Completing This Form.

SECTION I. Appellant(s)

Name: Effie Turnbull-Sanders
Mailing Address: 45 Freemont Street
Suite 200
San Francisco, CA 94105
Phone Number: 415-904-5202

RECEIVED

APR 12 2018

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

SECTION II. Decision Being Appealed

1. Name of local/port government: City of Encinitas
2. Brief description of development being appealed: The proposed project includes a significant redevelopment of northbound and southbound Coast Highway 101 between A Street in the south, extending to La Costa Avenue in the north (~2.4 miles), within the City of Encinitas. The overall project includes the reduction in the number of travel lanes from two lanes to one lane in each direction, the addition of bike lanes on both sides of the roadway, six new roundabouts, crosswalks, a new median, bus turnout bays, new sidewalks and three parking bays along the east side of Highway 101, improvements to the existing sidewalk on the west side of Coast Highway 101, new landscaping, storm water improvements and other revisions to existing on and off street parking along Highway 101.
3. Development's location (street address, assessor's parcel no., cross street, etc.): Coast Highway 101 between A Street in the south, extending to La Costa Avenue in the north (~2.4 miles), within the City of Encinitas
4. Description of decision being appealed:
 - a. Approval; no special conditions: ☐
 - b. Approval with special conditions: ☒
 - c. Denial: ☐
 - d. Other: ☐ _____

Note: For jurisdictions with a total LCP, denial decisions by a local government cannot be appealed unless the development is a major energy or public works project. Denial decisions by port governments are not appealable.

TO BE COMPLETED BY COMMISSION:

APPEAL NO: A-6-ENC-18-0019

DATE FILED: 4/12/18

DISTRICT: San Diego

5. Decision being appealed was made by (check one):

a. ☐ Planning Director/Zoning
Administrator

c. ☐ Planning Commission

b. ☒ City Council/Board of
Supervisors

d. ☐ Other

Date of local government's decision: 3/21/2018

Local government's file number (if any): 10-035 CDP

SECTION III. Identification of Other Interested Persons

Give the names and addresses of the following parties. (Use additional paper as necessary.)

Name and mailing address of permit applicant:

Stephanie Kellar, City of Encinitas, 505 South Vulcan Avenue, Encinitas, CA 92024

Names and mailing addresses as available of those who testified (either verbally or in writing) at the city/county/port hearing(s). Include other parties which you know to be interested and should receive notice of this appeal.

Sheila Cameron, 1662 Caudor Drive, Encinitas, CA 92024

Jim Baross, San Diego County Bicycle Coalition, 740 13th Street, Suite 502, San Diego, CA 92101

Carris Rhodes, Leucadia 101 Main Street Association, 386 N. Coast Hwy 101, Encinitas, CA 92024

Lynn Marr, 434 La Veta Avenue, Encinitas, CA 92014

David Smith, 225 N. El Portal Street, Encinitas, CA 92024

Doug Fiske, 157 West Glaucus Street, Unit C, Encinitas, CA 92024

Andrew Bohmert, North County Transit District, 810 Mission Avenue, Oceanside, CA 92054

SECTION IV. Reasons Supporting This Appeal

Note: Appeals of local government coastal permit decisions are limited by a variety of factors and requirements of the Coastal Act. Please review the appeal information sheet for assistance in completing this section, which continues on the next page.

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT

Page 3

State briefly your reasons for this appeal. Include a summary description of Local Coastal Program, Land Use Plan, or Port Master Plan policies and requirements in which you believe the project is inconsistent and the reasons the decision warrants a new hearing. (Use additional paper as necessary.)

See Attachment A, dated 4/11/2018

Note: The above description need not be a complete or exhaustive statement of your reasons of appeal; however, there must be sufficient discussion for staff to determine that the appeal is allowed by law. The appellant, subsequent to filing the appeal, may submit additional information to the staff and/or Commission to support the appeal request.

SECTION V. Certification

The information and facts stated above are correct to the best of my/our knowledge.

Signed: C/A Zuhel Sanders
Appellant or Agent

Dated: 4/11/18

Agent Authorization: I designate the above identified person(s) to act as my agent in all matters pertaining to this appeal.

Signed: NA

Dated: NA

Attachment A
4/11/2018

South Coast Highway 101 Streetscape Project, Encinitas

Project Description/History

The proposed project includes a significant redevelopment of northbound and southbound Coast Highway 101 between A Street in the south, extending to La Costa Avenue in the north (~2.4 miles), within the City of Encinitas. The overall project includes the reduction in the number of travel lanes from two lanes to one lane in each direction, the addition of bike lanes on both sides of the roadway, six new roundabouts, crosswalks, a new median, bus turnout bays, new sidewalks and three parking bays along the east side of Highway 101, improvements to the existing sidewalk on the west side of Coast Highway 101, new landscaping, storm water improvements and other revisions to existing on and off street parking along Highway 101.

In 2013, the City issued an exemption and completed work to eliminate a northbound travel lane on Highway 101 between Leucadia Boulevard and La Costa Avenue in order to install a dedicated bike lane. The Commission and other members of the public appealed the exemption. Commission staff worked with the City and mutually agreed to suspend action on the appeals until the entire streetscape proposal was finalized. Commission staff has continued to monitor the development of the streetscape project and provided comments to the City in coordination meetings, through the environmental review process, and to the City Council.

An approximately ½ mile long portion of Highway 101 between Grandview Street and La Costa Avenue is in the Commission's appeals jurisdiction because Highway 101 is the designated first public road at that location. The project as a whole is a major public works project with a cost greater than \$100,000. Thus, the entirety of the development approved by the City is appealable to the Commission.

Although the proposed streetscape proposal includes several multi-modal amenities and alternative transit enhancements that are noteworthy and would be encouraged under the Coastal Act, this is a significant redevelopment of the Coast Highway, a major coastal access corridor, and comparable proposals are also being developed in Carlsbad and Oceanside. The project as approved by the City raises significant Coastal Act and Local Coastal Program (LCP) consistency issues related to the public's ability to access the beach or enjoy a recreational drive along the historic Coast Highway. Pertinent LCP provisions and Public Access policies of Chapter 3 of the Coastal Act are as follows:

Circulation Goal 6 of the City's Land Use Plan requires that:

The City will make every effort to provide public access and circulation to the shoreline, through private dedications, easements or other methods, and public transportation or other facilities. (Coastal Act/30211/30212/30212.5/30221)

Figure 2 in the Circulation Plan of the City's certified Land Use Plan shows Highway 101 as a Major Arterial, which is defined as a four-lane divided roadway. In addition, Figure 5-C of the North Highway 101 Specific Plan shows the proposed right-of-way, which includes a four-lane divided roadway.

Coastal Act Section 30210 Access; recreational opportunities; posting

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30212.5 Public facilities; distribution

Wherever appropriate and feasible, public facilities, including parking areas or facilities, shall be distributed throughout an area so as to mitigate against the impacts, social and otherwise, of overcrowding or overuse by the public of any single area.

Need for an LCP Amendment

Any change to the City's certified LCP requires an LCP amendment. Figure 2 in the Circulation Plan of the City's certified Land Use Plan shows Highway 101 as a Major Arterial, which is defined as a four-lane divided roadway. In addition, Figure 5-C of the North Highway 101 Specific Plan shows the proposed right-of-way, which includes a four-lane divided roadway. A reduction of Highway 101 from a four lane road to a two lane road requires an amendment to the City's certified LCP. The City's action was therefore premature and inconsistent with its certified LCP absent Commission approval of an LCP amendment first.

Adverse Impacts to Coastal Access

A goal of the project is to reduce traffic speeds from 40 MPH to 30 MPH and to deter commuters from using the highway when the adjacent Interstate 5 has heavy traffic. An additional goal is to improve pedestrian and bicycle circulation. The reduction of traffic speed and the desired outcome of deterring cut-through traffic or traffic shifts from Interstate 5 most likely means that the time it takes to travel through the corridor on Highway 101 will increase.

The increase in travel time has the potential to deter the public from traveling to Encinitas beaches from inland destinations. If it will take significantly more time to travel to and from the beach, people may be less likely to use the public beaches in the City. In addition, the proposed redesign will change the character of this coastal corridor, a scenic highway that affords intermittent ocean vistas. Many visitors enjoy driving along the

corridor as a recreational experience and may be deterred by the road changes and the potential increased congestion. Coast Highway 101 is a major coastal access corridor, extending through many coastal communities. Improvements to Coast Highway 101 should be part of a balanced circulation system that still maintains vehicle movement and coastal access to visitor destinations.

The City only analyzed morning and evening peak hour traffic impacts, but did not evaluate weekend and summer traffic conditions that could affect the public's ability to get to the beach. The lack of analysis of how the project will impact the public's ability to reach the beach raises major Coastal Act and LCP consistency concerns.

Additionally, there is currently informal parking along the east side of Highway 101, which the public has used for many years. As proposed, the project will add new parking spaces in three new parking bays along the east side of the highway. The project also proposes a new sidewalk along the entire extent of the east side of the northbound lane which will eliminate any opportunity to continue to use the informal parking. In order to fully evaluate the project's impacts on public parking in the area, the City must determine and evaluate the historic usage of the informal parking area and whether the project will adversely impact parking opportunities.

Inadequate Alternatives Analysis

The alternatives analysis for the "Four-Lane Corridor Alternative," which would retain two lanes of traffic in each direction, the proposed roundabouts, bike lanes in each direction and sidewalk improvements, was found to be the environmentally superior alternative. In addition, the EIR found that this alternative would "result in lesser traffic impacts than the proposed project due to four continuous lanes through the entire corridor." Due to the fact that traffic impacts resulting from the proposed project have the potential to significantly impact public access to the coast, this alternative should be further evaluated.

In addition, the project proposes roundabouts at six intersections along Coast Highway 101. As a result, Coast Highway 101 would have signals and roundabouts spaced very close together. Thus, the alternatives analysis is inadequate because it assumes that roundabouts are an all or nothing proposition. The City's analysis should include alternatives with the number of roundabouts varying between zero and six.

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA
7675 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4402
(619) 767-2370



APPEAL FROM COASTAL PERMIT
DECISION OF LOCAL GOVERNMENT

Please Review Attached Appeal Information Sheet Prior To Completing This Form.

SECTION I. Appellant(s)

Name: Steve Padilla
Mailing Address: City of Chula Vista
276 Fourth Avenue
Chula Vista, CA 91910
Phone Number: _____

RECEIVED

APR 12 2018

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

SECTION II. Decision Being Appealed

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DATE FILED: 4/12/18

DISTRICT: San Diego

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- a. ☐ Planning Director/Zoning Administrator c. ☐ Planning Commission
b. ☒ City Council/Board of Supervisors d. ☐ Other

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APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT
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Signed: [Signature]
Appellant or Agent

Dated: 4/11/2018

Agent Authorization: I designate the above identified person(s) to act as my agent in all matters pertaining to this appeal.

Signed: NA

Dated: NA

Attachment A
4/11/2018

South Coast Highway 101 Streetscape Project, Encinitas

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A goal of the project is to reduce traffic speeds from 40 MPH to 30 MPH and to deter commuters from using the highway when the adjacent Interstate 5 has heavy traffic. An additional goal is to improve pedestrian and bicycle circulation. The reduction of traffic speed and the desired outcome of deterring cut-through traffic or traffic shifts from Interstate 5 most likely means that the time it takes to travel through the corridor on Highway 101 will increase.

The increase in travel time has the potential to deter the public from traveling to Encinitas beaches from inland destinations. If it will take significantly more time to travel to and from the beach, people may be less likely to use the public beaches in the City. In addition, the proposed redesign will change the character of this coastal corridor, a scenic highway that affords intermittent ocean vistas. Many visitors enjoy driving along the

corridor as a recreational experience and may be deterred by the road changes and the potential increased congestion. Coast Highway 101 is a major coastal access corridor, extending through many coastal communities. Improvements to Coast Highway 101 should be part of a balanced circulation system that still maintains vehicle movement and coastal access to visitor destinations.

The City only analyzed morning and evening peak hour traffic impacts, but did not evaluate weekend and summer traffic conditions that could affect the public's ability to get to the beach. The lack of analysis of how the project will impact the public's ability to reach the beach raises major Coastal Act and LCP consistency concerns.

Additionally, there is currently informal parking along the east side of Highway 101, which the public has used for many years. As proposed, the project will add new parking spaces in three new parking bays along the east side of the highway. The project also proposes a new sidewalk along the entire extent of the east side of the northbound lane which will eliminate any opportunity to continue to use the informal parking. In order to fully evaluate the project's impacts on public parking in the area, the City must determine and evaluate the historic usage of the informal parking area and whether the project will adversely impact parking opportunities.

Inadequate Alternatives Analysis

The alternatives analysis for the "Four-Lane Corridor Alternative," which would retain two lanes of traffic in each direction, the proposed roundabouts, bike lanes in each direction and sidewalk improvements, was found to be the environmentally superior alternative. In addition, the EIR found that this alternative would "result in lesser traffic impacts than the proposed project due to four continuous lanes through the entire corridor." Due to the fact that traffic impacts resulting from the proposed project have the potential to significantly impact public access to the coast, this alternative should be further evaluated.

In addition, the project proposes roundabouts at six intersections along Coast Highway 101. As a result, Coast Highway 101 would have signals and roundabouts spaced very close together. Thus, the alternatives analysis is inadequate because it assumes that roundabouts are an all or nothing proposition. The City's analysis should include alternatives with the number of roundabouts varying between zero and six.

RECEIVED

CALIFORNIA COASTAL COMMISSION

APR 11 2018

SAN DIEGO COAST DISTRICT OFFICE
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4402
VOICE (619) 767-2370 FAX (619) 767-2384

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT



APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT

Please Review Attached Appeal Information Sheet Prior To Completing This Form.

SECTION I. Appellant(s)

Name: DOUG FIGKE

Mailing Address: 157 W CLAYTON ST, UNIT C

City: ENCINITAS, CA

Zip Code: 92024

Phone: 760-753-5979

SECTION II. Decision Being Appealed

1. Name of local/port government:

CITY OF ENCINITAS

2. Brief description of development being appealed:

NORTH COAST HIGHWAY 101 STREETSCAPE PROJECT

3. Development's location (street address, assessor's parcel no., cross street, etc.):

NORTH COAST HIGHWAY 101 BETWEEN LA COSTA AVENUE
AND A STREET WITHIN LEUCADIA AND OLD ENCINITAS

4. Description of decision being appealed (check one.):

- ☐ Approval; no special conditions
☒ Approval with special conditions:
☐ Denial

Note: For jurisdictions with a total LCP, denial decisions by a local government cannot be appealed unless the development is a major energy or public works project. Denial decisions by port governments are not appealable.

TO BE COMPLETED BY COMMISSION:

APPEAL NO:

ENC
A-6-18-0019

DATE FILED:

04-11-2018

DISTRICT:

1/6

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 2)

5. Decision being appealed was made by (check one):

- ☐ Planning Director/Zoning Administrator
☒ City Council/Board of Supervisors
☐ Planning Commission
☐ Other

6. Date of local government's decision: MARCH 21, 2018

7. Local government's file number (if any): CC 2018-34-635

SECTION III. Identification of Other Interested Persons

Give the names and addresses of the following parties. (Use additional paper as necessary.)

a. Name and mailing address of permit applicant:

CITY OF ENCINITAS
DEVELOPMENT SERVICES DEPT.
505 S. VULCAN AVE.
ENCINITAS, CA 92024-3633

b. Names and mailing addresses as available of those who testified (either verbally or in writing) at the city/county/port hearing(s). Include other parties which you know to be interested and should receive notice of this appeal.

(1) ON ADVICE OF ERIC STEVENY, I HAVE LEFT THIS SECTION BLANK PENDING A COORDINATED NOTICING EFFORT BY MULTIPLE APPELLANTS.

(2)

(3)

(4)

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 3)

SECTION IV. Reasons Supporting This Appeal

PLEASE NOTE:

- Appeals of local government coastal permit decisions are limited by a variety of factors and requirements of the Coastal Act. Please review the appeal information sheet for assistance in completing this section.
- State briefly your reasons for this appeal. Include a summary description of Local Coastal Program, Land Use Plan, or Port Master Plan policies and requirements in which you believe the project is inconsistent and the reasons the decision warrants a new hearing. (Use additional paper as necessary.)
- This need not be a complete or exhaustive statement of your reasons of appeal; however, there must be sufficient discussion for staff to determine that the appeal is allowed by law. The appellant, subsequent to filing the appeal, may submit additional information to the staff and/or Commission to support the appeal request.

PLEASE SEE THE FOLLOWING TWO PAGES,

The Encinitas Local Coastal Program (LCP) reflects the California Coastal Act of 1976. The Leucadia 101 Streetscape project is inconsistent with one or both in these ways:

- On page 4, the city of Encinitas Planning Commission Resolution No. PC 2018-12 states that "the project is not located between the sea and the nearest public road." That's erroneous. The project is *in* the first public road for the half mile of Highway 101 from La Costa Avenue to Grandview Street. It proposes to reduce that half mile from four lanes to two and install four roundabouts in it. Three of the four would be one lane. Those factors alone would restrict beach access at the Grandview stairs. By choking southbound traffic in the first public road gateway, the project would also restrict beach access south of Grandview.
- One of the stated purposes of the project is to reduce traffic volume on Highway 101. It proposes to do that by shrinking nearly 2.4 miles of highway from four lanes to two and by installing six roundabouts. Five would be one lane. Fulfilling that purpose with those features would inherently restrict beach access. The project would discourage visits to the beaches by non-residents and slow visits by residents.
- The city did a traffic study in the month of April. It projected diverting up to 7,100 car trips per normal traffic day from Highway 101 to the freeway, Vulcan Avenue and Neptune Avenue. That's up to 42 percent of the daily volume. By intentionally diverting traffic from 101, the project would inherently restrict beach access. It's not possible for drivers who aren't already west of 101 to get to the beach without driving on or crossing 101.

The project documents do not detail the current traffic congestion on Leucadia Highway 101, nor do they admit that the project would make it worse. The unavoidably long light at Leucadia Boulevard backs up northbound and southbound traffic. At afternoon commute time on weekdays, the northbound traffic backs up two lanes wide up to half a mile from the light. Whenever the southbound freeway plugs, drivers spill onto southbound Highway 101. The jams back up from the light two lanes wide as far as La Costa Avenue. That's 1.4 miles. Reducing Highway 101 to one lane in each direction would double the distance and time of the northbound and southbound jams. The southbound jams happen regularly during the morning commute. They are worst on summer Fridays and Saturdays when hordes of drivers descend on San Diego County from points north. By making traffic congestion worse in the Leucadia Highway 101 corridor, the project would restrict beach access not only for locals but for residents of and visitors to the Southern California region.

By making Highway 101 one lane southbound and putting five roundabouts in 8/10 mile at the north end, the project would build a virtual barrier to corridor entry from the north. That's where the great majority of visitors come from. The project would slow their transit time through the corridor, restrict their beach access and discourage their visits. No summer weekend visitor wants to sit in miles-long traffic jams.

By doubling the time and distance of the already bad traffic jams, the project would also double greenhouse gas emissions from hundreds of idling cars.

- The project generally favors walkers and bicyclists over drivers. The latter outnumber the former by hundreds to one. The project would restrict beach access by drivers. The documents claim the project would reduce dependence on automobiles. Everybody who lives west of 101 already walks or bikes to the beach. Few east of 101 do. Streetscape can't raise that number because the project is west of the railroad tracks. Walkers and bicyclists can't legally cross the tracks except at La Costa Avenue, Leucadia Boulevard and Encinitas Boulevard. The first two are 1.4 miles apart. The third is 1.1 miles from the second. The bottom line is the project wouldn't increase access by foot or bike, and it would restrict access by car.

The city chose the proposed project from among several alternatives. The city rejected the Environmentally Superior Alternative. That plan is consistent with the LCP and Coastal Act. The proposed alternative is not.

- The project proposes three parking bays in the railroad right-of-way between 101 and the tracks. The city has not gotten approval for that use of NCTD land nor for the land it would take to accommodate the roundabouts. The project would add 134 parking spaces. The documents say that number would be reduced when the Coastal Rail Trail comes through, but not by how many. Two of the parking bays are near streets that lead to beach accesses; the third is not. The project specifies a DG trail in the railroad right-of-way. I don't know if that's the same trail as the CRT, but either would interfere with parking in the right-of-way. Parking there facilitates beach access when lot and street parking at or near the accesses is full.

Please see comments regarding the project submitted by Sarah Richardson in January 2017 and Eric Stevens in March 2018.

It's important to understand that there are now three signals in the corridor and one north-south stop sign. The signals are at the north and south ends, and roughly the middle. The stop sign is at Marcheta Street, which is about a half mile north of Encinitas Boulevard. The project calls for removal of that stop sign. These numbers and placements have been misunderstood earlier.

###

This and the preceding page are Reasons for Supporting This Appeal submitted by appellant Doug Fiske pertaining to Case No. 10-035 DR/CDP/EIR (Leucadia Streetscape)

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 4)

SECTION V. Certification

The information and facts stated above are correct to the best of my/our knowledge.

Don Fyke

Signature of Appellant(s) or Authorized Agent

Date:

APRIL 10, 2018

Note: If signed by agent, appellant(s) must also sign below.

Section VI. Agent Authorization

I/We hereby
authorize

to act as my/our representative and to bind me/us in all matters concerning this appeal.

Signature of Appellant(s)

Date:

RECEIVED

APR 16 2018

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

April 12, 2018

157 W Glaucus St, Unit C
Encinitas, CA 92024

Eric Stevens
California Coastal Commission
7575 Metropolitan Drive, Suite 103
San Diego, CA 92108-4402

Dear Mr. Stevens,

Please find enclosed a one-page supplement to the CDP appeal I submitted earlier this week. The page gives names and mailing addresses of those interested parties who should receive notice of my appeal.

Sincerely yours,



Doug Fiske

SUPPLEMENT TO APPEAL RE CASE NO. 10-035 DR/CDP/EIR (LEUCADIA STREETSCAPE) SUBMITTED 4/10/11 BY DOUG Fiske

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 2)

CC 2018-34635

5. Decision being appealed was made by (check one):

- ☐ Planning Director/Zoning Administrator
☐ City Council/Board of Supervisors
☐ Planning Commission
☐ Other

6. Date of local government's decision: _____

7. Local government's file number (if any): _____

SECTION III. Identification of Other Interested Persons

Give the names and addresses of the following parties. (Use additional paper as necessary.)

a. Name and mailing address of permit applicant:

b. Names and mailing addresses as available of those who testified (either verbally or in writing) at the city/county/port hearing(s). Include other parties which you know to be interested and should receive notice of this appeal.

- (1) ANNA YENTILE
CITY OF ENCINITAS
505 S. VULCAN AVE
ENCINITAS, CA 92024
- (2) KELLY SHAY HINZE
LEUCADIA 101 MAIN STREET ASSOCIATION
386 N. COAST HIGHWAY 101
ENCINITAS, CA 92024
- (3) ENCINITAS PLANNING COMMISSION
505 S. VULCAN AVE
ENCINITAS, CA 92024
- (4) ENCINITAS CITY COUNCIL
505 S. VULCAN AVE
ENCINITAS, CA 92024

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COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

CALIFORNIA COASTAL COMMISSION

SAN DIEGO COAST DISTRICT OFFICE
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4402
VOICE (619) 767-2370 FAX (619) 767-2384

APR 16 2018

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT



APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT

Please Review Attached Appeal Information Sheet Prior To Completing This Form.

SECTION I. Appellant(s)

Name: Spencer Mosher, James Mosher

Mailing Address: 1669 Landquist Drive

City: Encinitas

Zip Code: 92024

Phone: 760-579-8692 (Spencer), 760-943-0574 (Jim)

SECTION II. Decision Being Appealed

1. Name of local/port government:

City Of Encinitas

2. Brief description of development being appealed:

10-035 DR/CDP/EIR - Reduction in the number of travel lanes from two lanes to one lane in each direction, addition of northbound and southbound bike lanes, addition of six round-a-bouts, crosswalks, median, bus turnout bays, new sidewalk and three new parking bays along the east side of Highway 101, and improvements to existing sidewalks on the west side of Coast Highway 101, parking, landscaping, and storm water management.

3. Development's location (street address, assessor's parcel no., cross street, etc.):

Between A Street and La Costa Avenue within Coast Highway 101, Encinitas, CA 92024

4. Description of decision being appealed (check one.):

- ☐ Approval; no special conditions
☐ Approval with special conditions:
☒ Denial

Note: For jurisdictions with a total LCP, denial decisions by a local government cannot be appealed unless the development is a major energy or public works project. Denial decisions by port governments are not appealable.

TO BE COMPLETED BY COMMISSION:

APPEAL NO:

A-6-ENC-18-0019

DATE FILED:

04.16.18

DISTRICT:

San Diego

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 2)

5. Decision being appealed was made by (check one):

- ☐ Planning Director/Zoning Administrator
☐ City Council/Board of Supervisors
☐ Planning Commission
☒ Other

6. Date of local government's decision: April 2nd, 2018

7. Local government's file number (if any): 10-035 DR/CDP/EIR

SECTION III. Identification of Other Interested Persons

Give the names and addresses of the following parties. (Use additional paper as necessary.)

a. Name and mailing address of permit applicant:

City of Encinitas, Attn: Stephanie Kellar

b. Names and mailing addresses as available of those who testified (either verbally or in writing) at the city/county/port hearing(s). Include other parties which you know to be interested and should receive notice of this appeal.

- (1) North Coast Transit District (NCTD), SANDAG, the San Diego County Board of Supervisors, former Mayor Kristin Gaspar, the residents of the City of Encinitas, any interested parties who filed a comment with the EIR, and anyone who has spoke at City Council or the Traffic Commission meetings in regards to this project.

(2)

(3)

(4)

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 3)

SECTION IV. Reasons Supporting This Appeal

PLEASE NOTE:

- ☐ Appeals of local government coastal permit decisions are limited by a variety of factors and requirements of the Coastal Act. Please review the appeal information sheet for assistance in completing this section.
- ☐ State briefly **your reasons for this appeal**. Include a summary description of Local Coastal Program, Land Use Plan, or Port Master Plan policies and requirements in which you believe the project is inconsistent and the reasons the decision warrants a new hearing. (Use additional paper as necessary.)
- ☐ This need not be a complete or exhaustive statement of your reasons of appeal; however, there must be sufficient discussion for staff to determine that the appeal is allowed by law. The appellant, subsequent to filing the appeal, may submit additional information to the staff and/or Commission to support the appeal request.

This appeal is being filed due to City Council's bias in planning the Leucadia Streetscape project. To quote several of the comment letters from the EIR, there were several prominent concerns from local agencies over this project. Those concerns were from the Coastal Commission and the North Coast Transit District (NCTD) regarding to traffic / added gridlock, public safety, emergency response times, blocking access to the beach and other factors which the city failed to address in its EIR. The Coastal Commission also referenced the affordable housing mandate, which the city failed to adequately account for in the EIR.

This project will have a negative effect on public safety as it will increase emergency response times, increase gridlock, increase carbon emissions, and block access to the beach. The project does not include any mitigation for traffic that would get pushed onto other roads. These roads include, but are not limited to, Vulcan, El Camino Real, Leucadia Blvd, and La Costa Ave. It does not mitigate any additional traffic that would be added with the adoption of the affordable housing mandate as ordered by the state.

The EIR fails to address added train traffic with the double tracking project. It also fails to account for any changes that would happen with the Northern segment of the Coastal Rail Trail project. The City has not done its due diligence on working with NCTD and SANDAG to plan that segment of the Coastal Rail Trail through Leucadia. A new bike path is planned to be built within the NCTD right of way. The NCTD letter to the city raised concerns about impacts on its right of way with the current project. They also had concerns over the intersection modifications and the lane reductions. The Coastal Rail trail western alignment was already blocked by the Coastal Commission in favor of the Eastern Alignment due to traffic concerns and access to the beach for similar reasons as listed above (<http://www.keepsandiegomoving.com/RegionalBikeProjects/encinitas.aspx>).

The City of Encinitas also rejected the environmentally superior alternative (Alternative 3) as it did not meet City Council's goal of lane dieting: (http://encinitas.granicus.com/MetaViewer.php?view_id=7&clip_id=1705&meta_id=84496). The Encinitas City Council does not have its citizens' best interests in mind. City Council and the Traffic Commission are on record claiming that this project's goal was to "punish drivers" (<https://www.youtube.com/watch?v=w1EA4dcrmp8>). See comment made to City Council in response to this fact (<https://www.youtube.com/watch?v=l551URW0roE>).

We urge the Coastal Commission block this project and any changes to Coast Highway 101 that involve "lane dieting" or reduction of travel lanes. The City should work with SANDAG and NCTD on the Coastal Rail Trail segment going through Leucadia before re-submitting any streetscape plans. An environmentally superior option, Alternative 3, should be selected with an included Rail Trail element. Again, any lane dieting should be blocked based on the above stated points.

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 4)

SECTION V. Certification

The information and facts stated above are correct to the best of my/our knowledge.

Spencer Mosher James Mosher

Signature of Appellant(s) or Authorized Agent

Date: 4/15/18

Note: If signed by agent, appellant(s) must also sign below.

Section VI. Agent Authorization

I/We hereby
authorize _____

to act as my/our representative and to bind me/us in all matters concerning this appeal.

Signature of Appellant(s)

Date: _____

Amendment To Appeal From Coastal Permit
Decision of Local Government 10-035 DR/CDP/EIR

5. CHANGE TO CITY COUNCIL/BOARD OF SUPERVISORS

James Mosher

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APR 16 2018

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT

RECEIVED

APR 16 2018

CALIFORNIA COASTAL COMMISSION

SAN DIEGO COAST DISTRICT OFFICE
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4402
VOICE (619) 767-2370 FAX (619) 767-2384

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICT



APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT

Please Review Attached Appeal Information Sheet Prior To Completing This Form.

SECTION I. Appellant(s)

Name: WAGNER, HEMPHILL, BISSONETTE, TURNEY, MARR, BIRKNER, LEMON, KINGSLAND, SMITH

Mailing Address: - PLEASE SEE ATTACHMENT -

City:

Zip Code:

Phone:

SECTION II. Decision Being Appealed

1. Name of local/port government:

CITY OF ENCINITAS

2. Brief description of development being appealed: COAST HIGHWAY 101 STREETScape

Project proposes to reduce the number of travel lanes from two lanes to one lane in each direction, add six roundabouts, reverse angle parking lane and spaces, bus facilities, elimination of trees, etc.

3. Development's location (street address, assessor's parcel no., cross street, etc.):

Coast Highway 101 through Leucadia/Encinitas from A Street to La Costa Avenue

4. Description of decision being appealed (check one.):

☐ Approval; no special conditions

☒ Approval with special conditions:

☐ Denial

Note: For jurisdictions with a total LCP, denial decisions by a local government cannot be appealed unless the development is a major energy or public works project. Denial decisions by port governments are not appealable.

TO BE COMPLETED BY COMMISSION:

APPEAL NO:

A-6-ENC-18-0019

DATE FILED:

4/16/2018

DISTRICT:

San Diego

SECTION I. APPELLANT(S)

Christine Wagner
147 La Mesa Avenue
Encinitas, CA 92024
707-367-1709

Robert Hemphill
188 West Glaucus Street
Encinitas, CA 92024
442-222-0162

Leah Bissonette
188 West Glaucus Street
Encinitas, CA 92024
760-505-3086

Susan Turney
467 Fulvia Street
Encinitas, CA 92024
760-942-1919

Lynn Marr
434 La Veta Avenue
Encinitas, CA 92024
760-436-0129

Franz Birkner
1090 Neptune Avenue
Encinitas, CA 92024
760-942-5100

Alice Lemon
1127 Neptune Avenue
Encinitas, CA 92024
760-505-3874

Richard Kingsland
1127 Neptune Avenue
Encinitas, CA 92024
760-505-3879

David Smith
225 N. El Portal Street
Encinitas, CA 92024
818-427-3839

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 2)

5. Decision being appealed was made by (check one):

- ☐ Planning Director/Zoning Administrator
- ☒ City Council/Board of Supervisors
- ☐ Planning Commission
- ☐ Other

6. Date of local government's decision: March 21 2018

7. Local government's file number (if any): 10-035 DR/CDP/EIR

SECTION III. Identification of Other Interested Persons

Give the names and addresses of the following parties. (Use additional paper as necessary.)

a. Name and mailing address of permit applicant:

CITY OF ENCINITAS, DEVELOPMENT SERVICES DEPARTMENT
505 South Vulcan Avenue
Encinitas, CA 92024

b. Names and mailing addresses as available of those who testified (either verbally or in writing) at the city/county/port hearing(s). Include other parties which you know to be interested and should receive notice of this appeal.

(1)

— PLEASE SEE ATTACHMENTS —

(2)

(3)

(4)

Appeal from Coastal Permit Decision of City of Encinitas
Case No. 10-035 – North Coast Hwy 101 Streetscape Project
April 16, 2018

SECTION III. INTERESTED AGENCIES, ORGANIZATIONS AND PERSONS

Encinitas Development Services Department
505 S. Vulcan Avenue
Encinitas, CA 92024

Encinitas Planning Commission
505 S. Vulcan Avenue
Encinitas, CA 92024

Encinitas Fire Prevention Bureau
505 S. Vulcan Avenue
Encinitas, CA 92024

NCTD

Attn: Andrew Bohnert
Chief Development Officer
810 Mission Avenue
Oceanside, CA 92054

Leucadia 101 Main Street Association
Attn: Kellie Hinze
386 N Coast Hwy 101
Encinitas, CA 92024

California Department of Transportation
District 11
Planning Division
4050 Taylor Street, MS 240
San Diego, CA 92110

SANDAG
401 B St #800
San Diego, CA 92101

North County Advocates
7668 El Camino Real
Suite 104-258
Carlsbad, CA 92009
info@northcountyadvocates.com

California Office of Planning and Research
1400 10th St # 100
Sacramento, CA 95814

Full Name	FILE AS	E-MAIL	COUNTRY/REGI...	COMPANY
Company (none) 166 item(s)				
John Abate	Abate, John	john@jojebar.com		
madeleine alper	alper, madeleine	maddiealper3@gmail.com		
Robert Alper	Alper, Robert	robalper65@gmail.com		
terri alper	alper, terri	taalper@gmail.com		
Mary Ambrose	Ambrose, Mary	maryambrose1@me.com		
annhead142	annhead142	annhead142@gmail.com		
Cheyenne Arnold	Arnold, Cheyenne	cheyennejarnold@gmail.co...		
zach arreola	arreola, zach	za@zacharreola.com		
Gavin Barnes	Barnes, Gavin	gavinbarnes1@gmail.com		
Teresa Barth	Barth, Teresa	teresabythesea@yahoo.com		
Judy Berlfein	Berlfein, Judy	judyberlfein@gmail.com		
Karen Bravender	Bravender, Karen	bravdesign@sbcglobal.net		
Penny Breslin	Breslin, Penny	pbreslin1423@gmail.com		
Brian Evans, DVM	Brian Evans, DVM	brian@sdcoastalanimal.com		
Lainie Carter	Carter, Lainie	lainiecarter@me.com		
S. Graydon Carter	Carter, S. Graydon	pbilliege@msn.com		
annie CHAFFIN	CHAFFIN, annie	anniegarden@mac.com		
Sheryl Chase	Chase, Sheryl	sherylschase@att.net		
Steve Clark	Clark, Steve	stevemikeclark@gmail.com		
Megan Cole	Cole, Megan	megan_dixon@hansensurf...		
info@carlsbad-village.com	com, info@carlsbad-village.	info@carlsbad-village.com		
lcdietrich@juno.com	com, lcdietrich@juno.	lcdietrich@juno.com		
Tracy Connell	Connell, Tracy	loocadians@cox.net		
Moriah Cooperson	Cooperson, Moriah	moriahcooperson@gmail.c...		
Brittany Corrales	Corrales, Brittany	bmcorrales@ucdavis.edu		
William Creagan	Creagan, William	willc@southwestep.com		
Pat Crilly Psy.D.	D., Pat Crilly Psy.	pcrilly@sbcglobal.net		
Dadla	Dadla	dadla@cox.net		
Darius	Darius	darius.degher@gmail.com		
Cyndi Darlington	Darlington, Cyndi	cynthia@darlingtonco.com		
Kelly DaSilva	DaSilva, Kelly	kburrisdasilva@gmail.com		
T Davis	Davis, T	td770@cox.net		
Ted DeFrank	DeFrank, Ted	defrank@activemotif.com		
Todd Derr	Derr, Todd	todd.derr11@gmail.com		
Mike Desaro	Desaro, Mike	mike@prime31.com		
Jessica Divine	Divine, Jessica	jess7816@gmail.com		
Lauren Dominguez	Dominguez, Lauren	laurenkdominguez@gmail...		
Daniel P Dresner	Dresner, Daniel P	dandresner@sbcglobal.net		
Paul Ecke III	Ecke, Paul	paulecke3@icloud.com		
John Eldon	Eldon, John	j.eldon@sbcglobal.net		
Ellen	Ellen	ellenandrandy@q.com		
Encinitas Street Scape				
Kevin Ewell	Ewell, Kevin	kevin.ewell@gmail.com		
Doug Fiske	Fiske, Doug	dougkfiske@gmail.com		
Katrin Flechsig	Flechsig, Katrin	kflechsig@gmail.com		
Amy Flicker	Flicker, Amy	amyflicker@gmail.com		
Mark Francois	Francois, Mark	markfrancois1@gmail.com		
Tom Frank	Frank, Tom	trfrank@cox.net		
Tom Frick	Frick, Tom	tomfrick@hotmail.com		
Type G	G, Type	mike@typeg.com		
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APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 3)

SECTION IV. Reasons Supporting This Appeal

PLEASE NOTE:

- ☐ Appeals of local government coastal permit decisions are limited by a variety of factors and requirements of the Coastal Act. Please review the appeal information sheet for assistance in completing this section.
- ☐ State briefly **your reasons for this appeal**. Include a summary description of Local Coastal Program, Land Use Plan, or Port Master Plan policies and requirements in which you believe the project is inconsistent and the reasons the decision warrants a new hearing. (Use additional paper as necessary.)
- ☐ This need not be a complete or exhaustive statement of your reasons of appeal; however, there must be sufficient discussion for staff to determine that the appeal is allowed by law. The appellant, subsequent to filing the appeal, may submit additional information to the staff and/or Commission to support the appeal request.

— PLEASE SEE ATTACHMENT —

APPELLANTS CHALLENGE to APPLICATION NO. 10-035 and REQUEST FOR RELIEF

Appellants challenge Local Application No. 10-035 DR/CDP/EIR filed by the City of Encinitas ("City") as it pertains to a Coastal Development Permit for the North Coast Highway 101 Streetscape Project ("Project").

For the reasons stated below, Appellants ask the Coastal Commission to deny the City's Application for a Coastal Development Permit as currently proposed.

PROCEDURAL BACKGROUND, RIPENESS and STANDING

The City of Encinitas lies within the Coastal Zone, has a Local Coastal Program embedded in its General Plan (LCP/GP), and is subject to the jurisdiction of the Coastal Commission on this matter.

The City Council took final local action to approve the Project at its Regular Meeting on March 21, 2018, at which time it (a) certified a Final Environmental Impact Report, adopted Findings of Fact and Statement of Overriding Considerations, and adopted a Mitigation Monitoring and Reporting Program, based upon findings set forth in Resolution 2018-35; and (b) approved a Design Review Permit and Coastal Development Permit, with conditions, based upon the findings set forth in Resolution 2018-34.

Concurrently at its Regular Meeting on March 21, 2018, the City Council introduced draft Ordinance 2018-05, which proposes to amend the LCP/GP and North 101 Corridor Specific Plan (SP) by adding language to a small footnote to the *Figure 1 – Roadway Classification* of the Circulation Element of the LCP/GP, and adding a small footnote to the *Figure 5-C* of the Circulation Plan for the North 101 Corridor SP, the effect of which would allow for variations in right-of-way widths and vehicle lane reductions to accommodate the Project and other future roadway manipulations within the City. A Second Reading of the proposed amendments to the LCP/GP/SP is currently scheduled for the City's Regular Meeting on April 18, 2018. The City's proposed amendments, which must be considered by the Coastal Commission at some later date, are currently cited as Case No. 10-036. *See attached Exhibit 1.*

The City's Notice of Final Local Action on the Coastal Development Permit was received by the Coastal Commission San Diego Office on April 2, 2018.

Appellants have filed this Appeal of the City's Coastal Development Permit with the Coastal Commission San Diego Office on April 16, 2018.

Appellants are aggrieved persons who participated in the local permitting process for the Project and/or otherwise communicated their concerns about the Project to the City.

Appellants have exhausted all local appeals.

Appellants will be sending notice of its completed Appeal Application to the City of Encinitas and to all identified agencies, organizations and persons who expressed interest in the Project.

THE PROJECT IS APPEALABLE

The Project is appealable to the Coastal Commission because it involves the City's approval of a major public works project. The North Coast Highway 101 Streetscape Improvement Project encompasses a 2.5 mile segment of the North Coast Highway 101 located in the northwest section of the City of Encinitas, California, between La Costa Avenue at the north end and A Street at the south end ("Project Corridor"), in the City's community of Leucadia.

The Project is appealable to the Coastal Commission because the proposed new development encompasses the first public road nearest the sea, this being the northern portion of the Coast Highway 101 from La Costa Avenue running south to Grandview Street.

REASONS FOR APPEAL

Appellants' overwhelming disagreement with the Project is the elimination of two vehicular traffic lanes, one Northbound lane and one Southbound lane, along this 2.5 mile segment of the Coast Highway 101, a segment of highway which has historically served and today continues to serve as a four-lane Major Arterial for the movement of people and goods through the City's community of Leucadia on their way to access the coastline. It is Appellants' concern that these lane eliminations will adversely impact and impede the public right of access to the coast.

Appellants' public access concerns extend to the Project's elimination of current and ample parking along the NCTD right-of-way, a stretch of land which directly abuts and parallels the Project Corridor.

In addition to public rights to coastal access and unobstructed enjoyment of the scenic Coast Highway 101, Appellants have identified public safety needs that will be compromised as a result of this Project. These include but are not limited to: the ability of emergency personnel to timely respond in the Project Corridor when called; the ability of persons to safely and effectively evacuate the area in cases of natural disaster; resulting spill-over and cut-through traffic onto adjacent residential streets; diminished air quality; increased greenhouse gas emissions as a result of idling vehicles; and increased noise levels that may result from vehicles sitting in traffic.

Finally, the City did not adequately address Environmentally Superior Alternatives to the Project that would retain the current four-lane roadway configuration on the Coast Highway 101.

Coastal Commission Staff has previously addressed the City with many of these concerns, through correspondence sent to the City back in January 23, 2013, January 10, 2017 and January 18, 2017, and as recently as March 29, 2018, to no avail.

///

GROUND'S SUPPORTING THIS APPEAL

Appellants' Grounds for Appeal are that (1) the Project does not conform to the requirements of the City's current certified LCP and (2) the Project does not conform to the public access policies of the California Coastal Act.

The Project Is Not Consistent With The City's Current Local Coastal Program

The Project's proposed elimination of two lanes of the historic Coast Highway 101 through the Leucadia Corridor, currently classified as a four-lane Major Arterial, is inconsistent with the City's LCP/GP.

The steps being taken by the City to amend its LCP/GP and North 101 Corridor Specific Plan, as evidenced by its filing of Case No. 10-036 and impending decision to adopt Ordinance 2018-05 on April 18, 2018, are proof that the Project's vehicle lane eliminations do not conform to the current LCP/GP. See Case No. 10-036 and *attached Exhibit 1*. On this basis alone, the Coastal Commission need look no further to support a decision denying the Coastal Development Permit.

The City has confirmed that the Project is **not consistent** with the LCP/GP and North 101 Corridor Specific Plan, as stated in its Findings used to support the coinciding Design Review Permit¹.

It is incredulous for the City to then have made a Finding, for purposes of approving the Coastal Development Permit², that the Project is consistent with the City's current LCP/GP. This is blatantly false.

The Project is not consistent with the following provisions the LCP for the City of Encinitas:

"The goals and policies contained in the Land Use Element are concerned with both preserving the integrity of the five individual communities that make up the City while ensuring that future development is sensitive to the environment and any constraints that might be present. While new development can be beneficial to a city, future growth must be managed in a sensible and rational manner. Adequate infrastructure and services must be available to meet any future demand to ensure that the existing levels of service are maintained." LCP/GP/LU-4.

"Policy 2.10: Development shall not be allowed prematurely, in that access, utilities and services shall be available prior to allowing the development. (Coastal Act/30252)" LCP/GP/LU-7.

¹ See City Resolution No. 2018-34, Finding No. 1 in support of Design Review Permit Approval, p. 3.

² See City Resolution No. 2018-34, Finding No. 1 in support of Coastal Development Permit Approval, p. 3.

“Policy 6.5: The design of future development shall consider the constraints and opportunities that are provided by adjacent existing development. (Coastal Act/3025)” LCP/GP/LU-15.

“The purpose [*of the Specific Plan for the Leucadia North 101 Corridor*] is to treat the unique aspects, problems and opportunities of [the area]; to maintain [*its*] unique identity, community character and scale...[*The Specific Plan for the Leucadia North 101 Corridor*] is to have unique treatment of use, development and design regulations. [*The Specific Plan*] is intended to coordinate between redevelopment, capital improvement, cultural resources preservation, coastal zone access and use, and traditional land use and development effects within the area.” LCP/GP/LU-44. (italics added for clarity)

The Specific Plan shall include and implement “all applicable goals, policies and provisions established under the General Plan” and “address all applicable Coastal Act policies.” LCP/GP/LU-44.

“A sound, safe and sensible circulation system which promotes the efficient movement of people and goods in and around the City is the main goals [*sic*] of this Element. The Circulation Element is also concerned with establishing policies and programs which will ensure that all components of the system will meet the future transportation needs of the City of Encinitas.” LCP/GP/C-1.

“The Circulation Element indicates the “general location and extent of existing and proposed major thoroughfares, transportation routes, [*and*] terminals...all correlated with the Land Use Element of the general plan.” Items of particular concern to the City of Encinitas include: Truck traffic; Streets, highways and freeways; Parking facilities; Transit and rapid transit; Railways; Paratransit (e.g. carpooling, vanpooling, taxi service); Bicycle, pedestrian, equestrian and handicapped facilities; and Heliports.” LCP/GP/C-1.

“The Circulation Element addresses the circulation improvements needed to relieve congestion, to provide mass transit services, and to lessen long-term air quality impacts related to transportation.” LCP/GP/C-1.

“The [*Circulation*] Element establishes a hierarchy of transportation routes with specific development standards described for each category of roadway. The transportation planning strategies proposed by SANDAG and San Diego County are also considered in the context of how they will effect [*sic*] the planning area. The Element also indicates the daily and peak travel demands on key arterial roadways resulting from future development.” LCP/GP/C-1.

“The following section contains goals and policies designed to improve overall circulation in the Planning Area and to address pressing circulation issues that concern the City at the present time. Subsequent sections identify specific roadway standards for both existing and future roadways and the location for future improvements. Finally, the implications of land use policy as it relates to circulation, including future traffic volumes, is described.” LCP/GP/C-2.

“The following goal and policies emphasize the need to maintain a transportation system that is capable of handling the existing and projected traffic loads of the City. To achieve this end, a number of policies have been adopted that call for more efficient use of existing roadways by employing measures that improve the movement of traffic.”
LCP/GP/C-3.

“Goal 1: Encinitas should have a transportation system that is safe, convenient and efficient, and sensitive to and compatible with surrounding community character. (Coastal Act/30252)” LCP/GP/C-3.

“Policy 1.12: The City will require increased off-street parking for expansions and additions to existing and future commercial...uses in the near coast area, will minimize curb cuts for new development in the vicinity of beach access points in order that the maximum amount of curb parking will be available to beach users, and will encourage remote parking/shuttle service and park-and-ride facilities in the Coastal Zone. The City will require that all commercial...uses be designed and constructed with sufficient off-street parking and loading facilities to assure adequate parking is provided with new development such that no adverse impacts on coastal access are documented. Parking ratios shall be utilized as specified and detailed in the City’s Zoning Code and in implementing Specific Plans which provide sufficient parking spaces so as not to require patrons/employees/residents to utilize parking which is necessary/required for other approved uses or street and other public parking that should otherwise be available for public use. (Coastal Act/30252)” LCP/GP/C-4.

“Goal 2: The City will make every effort to develop a varied transportation system that is capable of serving both the existing population and future residents while preserving community values and character. (Coastal Act/30252/30253)” LCP/GP/C-5.

“Policy 2.7: The City will emphasize road construction projects which serve the Coast by including coastal access as criterion for prioritizing those routes identified in the multi-year capital improvement program. (Coastal Act/30252)”

“Policy 3.4: Cooperate with San Diego County, SANDAG, and other jurisdictions to help plan and implement a regional multi-modal transportation system that is accessible to residents in the City. (Coastal Act/30252)” LCP/GP/C-8.

“Policy 3.11: The City will support the development of additional bicycle facilities in the Coastal Zone, including the following: all Circulation Element roads will include provisions for bicycle lanes unless precluded by design and safety considerations in which cases, alternative routes shall be provided to form a continuous network.”
LCP/GP/ C-9.

“Many thousands of persons visit the beaches each year and must be provided with adequate access to the beaches. The following policies, together with those included in

the Resource Management Element will substantially improve coastal access in the City.” LCP/GP/C-13.

“Goal 6: The City will make every effort to provide public access and circulation to the shoreline...(Coastal Act/30211, 30212, 30212.5, 30221)” LCP/GP/C-13.

“Variation in right-of-way width and specific road improvements will occur within each of the roadway classifications, based on existing conditions and other factors. The desirable goal for every classified street section is that it carry the designed volume of traffic at the desired level of service...” LCP/GP/C-16.

“A Major Arterial [*is a roadway classification that is defined as*] “[a] four-lane divided roadway with a typical right-of-way width of 85-120 feet and a pavement width of approximately 80 feet. This roadway is also divided by a raised median with two travel lanes in each direction.” See LCP/GP/C-18 and C-17 *Figure 1 – Roadway Classification*.

A Major Arterial may be further described as (a) an Augmented Roadway, (b) a Limited Roadway, or (c) a Scenic Roadway, based upon improvement refinements necessary where physical constraints exist and to insure the preservation of community character. None of these further distinctions provide for the reduction of lanes in this classification, but rather provide for an increased capacity or maintenance in the number of lanes. See LCP/GP/C-18 to C-21.

For these reasons, the City’s Coastal Development Permit Application should be denied.

The Project Does Not Conform To The Public Access Policies Of The Coastal Act

Despite the fact that the northern portion of the Project, the Coast Highway 101 from La Costa Avenue to Grandview Street, is the nearest public road to the sea, the City failed to make a specific finding that the Project is in conformity with the public access policies of Section 30200 et seq of the Coastal Act³.

With lane eliminations and parking area reductions, projected increases in traffic volume and congestion, likely increases in cut-through traffic onto neighboring residential side streets, and compromised emergency response services and times, the Project is not able to conform to the public access policies of the Coastal Act.

The Public Access provisions of the Coastal Act state that **development shall not interfere with the public’s right of access to the sea where acquired through use or legislative authorization**. Coastal Act Section 30211 (bold emphasis added).

³ See City Resolution No. 2018-34, Finding No. 3 in support of Coastal Development Permit Approval, p. 4-5.

The current, predominant and historic use of this 2.5 mile segment of the Coast Highway 101 has been as a four-lane highway for vehicular traffic and persons traveling by vehicle to access the City's coastal areas and beaches.

The City's legislative authorization, as expressed in its Circulation Element of the LCP/GP cited above, considers this segment of the Coast Highway 101 to be a Major Arterial, defined as "[a] four-lane divided roadway with a typical right-of-way width of 85-120 feet and a pavement width of approximately 80 feet. This roadway is also divided by a raised median with two travel lanes in each direction." LCP/GP/C-17.

There is also a current, predominant and historic use of the NCTD right-of-way for parking along the strip of land which abuts and parallels this 2.5 mile segment of the Coast Highway 101. This NCTD right-of-way currently allows for more parking than what is proposed by the Project.

The Project's lane eliminations and parking space reductions will significantly and adversely impact public access to the coast in violation of the policies of the Coastal Act.

The Public Access provisions of the Coastal Act state that **maximum access and recreational opportunities shall be provided for all people consistent with the public safety needs and the need to protect public rights**, rights of private property owners, and natural resources areas from overuse. Coastal Act Section 30210 (bold emphasis added).

Current Traffic Situation on the Coast Highway 101 through Leucadia

The Project's Final Environmental Impact Report (EIR) does not reflect the current level of traffic congestion on this Leucadia/Coast Highway 101 corridor, nor does the EIR describe how the project would exacerbate it, although it is recognized that traffic will likely worsen as a result of the Project, independently and in light of projected population growth for the region. At the present time, and without lane reductions, Coast Highway 101 traffic is routinely backed up in all four lanes during morning and afternoon commuting hours, on warm weekends year-round, and on holidays, creating significant delays for motorists.

The long traffic signal at the intersection of Leucadia Blvd. and the 101, now backs up traffic on the existing two northbound and southbound lanes during weekday commuting hours and on weekends. Morning traffic is generally congested on the southbound lane from points north of Leucadia Blvd to Marcheta Street where there is a three-way stop sign. Evening commute traffic is generally backed up in both northbound and southbound lanes of the 101 in both directions, primarily related to traffic on Interstate 5 cutting over onto the Coast Highway 101 from as far north as Cannon Road in Carlsbad and as far south as Via Del La Valle in Del Mar. It is not uncommon for traffic to back up in the evening time one-half mile to a mile in both directions, especially during the Friday afternoon commute.

During summer weekends, traffic is generally heavy in both directions throughout much of the day as the public heads to one of three beaches at Stone Steps, Beacon and Grandview, is out for a leisurely drive on the 101, or is using the 101 as access to points north, south, east or west of

the Project Corridor. The 101 Project Corridor through Leucadia is utilized by both local residents and California residents from other regional areas and parts of the State.

Eliminating one lane in both the northbound and southbound directions and installing six roundabouts will act as a barrier to corridor entry and exacerbate the current level of traffic congestion. The Project's result will likely double the distance and the amount of time it currently takes traffic to circulate through the project area from Encinitas Blvd. to La Costa Avenue in northbound and southbound directions, whether the project area is accessed from points north or south on the 101, or from the intersections of Encinitas Blvd., Leucadia Blvd., or La Costa Avenue.

Restricted Coastal Access from Traffic Congestion

Traffic congestion is expected to get worse in the Coast Highway 101 Corridor if the Project is permitted as proposed. This increase in traffic congestion will significantly increase the transit time it takes for the public to move through the corridor, especially during the afternoon commute and all day during the summer months. Therefore, this Project directly interferes with the public's access to coastal resources.

In addition, significant delays will discourage coastal access to Stone Steps, Beacon and Grandview beaches, not only for local residents who live east of the 101 (most drive to carry kids and beach gear), but also for San Diego County residents who live further inland, as well as visitors from other parts of the Southern California Region and beyond.

While the City of Encinitas expects the volume of traffic to increase in the Project area, the EIR for the Project does not address this increased Coast Highway 101 congestion due to disproportionate "over riding benefits" for pedestrian and bicycle circulation. In fact, only a fraction of San Diego County will ever walk or ride bicycles through this area. Senior and less mobile beachgoers depend on cars to access the beaches, as opposed to arrival by bike or on foot. By far, the most broad and frequent public use of coastal resources in the area will be accessed by motor vehicles.

The Project proposes lane reductions and two roundabouts on Coast Highway 101 in the short distance from Grandview Street to La Costa Avenue. This stretch of roadway represents the nearest public roadway to the shoreline. During times of heavy traffic congestion, the southbound Highway 101 will back up north of the intersection at La Costa Avenue, discouraging the public from using this portion of the 101 corridor to access coastal resources such as Grandview, Beacon and Stone Steps beaches.

Restricted Coastal Access from Parking Congestion

In the last 10 years, commercial businesses along this segment of the Coast Highway 101 have experienced rapid growth. The Project will accelerate this commercial growth and, as a consequence, will exacerbate current parking problems.

Currently, many of the adjacent residential side streets that connect the Leucadia Highway 101 to the oceanfront street Neptune Avenue, as well as the neighboring residential side streets of

North Court, Melrose, La Veta, El Portal and La Mesa, are already congested with parked cars from patrons and employees of these growing businesses. The Project expects to further accelerate commercial growth and consequently will increase the number of parked cars on these neighboring residential side streets, thereby reducing the limited amount of parking available for the public to access and enjoy the area beaches.

The Project proposes three parking bays in the NCTD right-of-way between Coast Highway 101 and the railroad tracks. The Project proposes to add 134 parking spaces as a result, but this number is speculative as no agreement with the NCTD has yet been reached. This projected number of parking spaces may also be reduced when the Coastal Rail Trail is constructed.

Another issue not addressed by the City of Encinitas is commercial truck deliveries along this segment of the Coast Highway 101. Today, it is routine for commercial trucks to double park on the 101 (southbound direction) as they off-load their supplies to restaurants, bars, grocery stores and the like. The proposed Project, with a single southbound lane, will prevent double parking for commercial delivery.

Public Beach Access and Public Safety

An additional consequence from the Project's exacerbation of congestion on Coast Highway 101 is cut-through traffic to Neptune Avenue and surrounding residential side streets. This presents a serious public safety issue and further impediment to public coastal access and recreation.

Neptune Avenue is a one-way street that parallels the Coast Highway 101 directly along the coastline for approximately 2 miles from Sylvia Street to Grandview Street. One can easily drive approximately 75% of the length of the Project Corridor on Neptune Avenue without any stop signs, signals or any other traffic calming features to hinder the northbound drive. There will be significantly greater cut-through traffic above what is already being experienced on Neptune Avenue if the Project goes forward as proposed.

New Apps such as WAZE are already directing traffic onto Neptune Avenue and the speed of this traffic is increasing as frustrated drivers attempt to avoid congestion on the northbound 101 during afternoon commuting hours and on weekends. In a recent article in the LA Times, LA Council member Paul Krekorian said, "The use of apps to save 90 seconds of travel time not only is destroying the quality of life in neighborhoods all over, but also endangering public safety."

Neptune Avenue is a destination used by thousands of San Diego county residents and visitors from around the USA. It is a "recreation corridor" used by walkers, bicyclists, stroller striders, runners, joggers, surfers, skateboarders, and even those out for a recreational drive down an oceanfront street. The street is populated with people during all daylight hours, but especially during the morning and evening, right at commuting hours, and particularly during the warmer months. Two thirds of the length of Neptune Avenue does not have sidewalks so most recreational activities are conducted in the street.

Higher volumes of speeding cars and trucks cutting through to Neptune Ave to avoid traffic on

the Coast Highway 101 will endanger beach access and pedestrian recreation in all of its forms.

The safety hazards presented by this cut-through traffic are also being experienced on other neighboring residential side streets along the Project Corridor, including Melrose, La Veta, El Portal, La Mesa, and those residential side streets that connect the Coast Highway 101 to Neptune Avenue.

These significant adverse impacts were not addressed by the Project EIR.

Further, the EIR found that the Project as proposed will have a significant adverse impact on emergency services and response times as a result of the lane eliminations. This diminished circulation access will further compromise public safety in the Project Corridor in cases of emergency.

Loss of Coastal Recreational Enjoyment from Traffic Congestion

The historic Coast Highway 101 that runs through Southern California's cities is not just a way to get from point A to point B. The historic Coast Highway 101 is used by thousands of people each week who enjoy a recreational drive down an historic and scenic roadway that frequently offers beautiful ocean vistas for all motorists and motorcyclists. The Project's expected increase in the travel time through this Coast Highway 101 corridor in both directions will diminish enjoyment as motorists are stuck in slow moving traffic in the project area. This would deter the public's use of historic Coast Highway 101 for recreational enjoyment.

Impacts On Air Quality And Increased Greenhouse Gas Emissions

Increased emissions and airborne particulate from idling cars, trucks and motorcycles stuck in Coast Highway 101 traffic is of grave concern. The State of California has mandated that cities manage themselves to reduce GHG emissions. The City of Encinitas recently adopted a Climate Action Plan in January 2018 that specifies new goals for reduced GHG emissions, but this Project does not align itself with that plan.

Impact analyses for Air Quality and GHG emissions were not studied as part of the Project EIR, to the detriment of public health and safety.

For these reasons, the City's Coastal Development Permit Application should be denied.

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ADDITIONAL GROUNDS TO DENY THE COASTAL DEVELOPMENT PERMIT

The City's Finding That There Are No Feasible Project Alternatives That Would Substantially Lessen The Significant Adverse Impacts To The Environment Is False

In approving the Coastal Development Permit, the City also relied upon a Finding that no feasible alternative is available that would substantially lessen the significant adverse impacts to traffic circulation and emergency services⁴. This Finding is false and unsubstantiated.

In certifying the Final EIR, the City made Findings of Fact that the proposed Project and its vehicle lane eliminations would result in unmitigable significant adverse impacts to traffic circulation⁵, both along the Project Corridor and extending eastward out to the freeway on-ramps at Leucadia Boulevard and La Costa Avenue⁶. In adopting a Statement of Overriding Considerations, the City determined that because none of the Project Alternatives would satisfy their other Project goals, goals which disproportionately favor smaller populations of pedestrians and bicyclists, the Project Alternatives were found to be not feasible. However, the City provided no substantial evidence to support these conclusions.

In fact, and contrary to the City's findings, the Final EIR for the Project states that Project Alternative 3 is the Environmentally Superior Alternative pursuant to CEQA Guidelines Section 15126.6. The Environmentally Superior Alternative is "based on consideration of several factors, including the proposed project's objectives and the alternative's ability to fulfill project goals while reducing potential adverse impacts to the surrounding environment."⁷

In fact, the language of the Draft EIR indicated that Project Alternative 3 "would meet all of the Project Objectives" and would alleviate the significant adverse impacts to traffic circulation and emergency services created by the proposed Project.⁸ That the Final EIR language then modifies this language to suggest that this Project Alternative would now not meet several of the Project Objectives, without providing any evidentiary support this conclusion, is suspect⁹.

⁴ See Council Resolution 2018-35, Finding No. 2 for Coastal Development Permit Approval, p. 4.

⁵ The EIR for the proposed Project also found that there would be significant adverse impacts to emergency service response time as a result of lane eliminations. The mitigation measure adopted to alleviate this significant adverse impact is to stage a mobile emergency response vehicle in the corridor 24/7.

⁶ See City's CEQA Findings of Fact and Statement of Overriding Considerations, Exhibit B to Council Resolution No. 2018-35.

⁷ See Final EIR, Section 5.5.

⁸ See Final EIR, Section 5.4.2. Note that the strikethrough language was language originally stated in the Draft EIR, with underlined language added to the Final EIR, as described in Final EIR Summary S2 – Summary and Scope, p. S-1.

⁹ See Footnote 8, above.

That the City would fail to adequately consider an Environmentally Superior Alternative to the proposed Project is indicative of its failure to protect the coastal resources along this Coast Highway 101 Corridor.

For these reasons, the City's Coastal Development Permit should be denied.

The Proposed Project Conflicts With Other Provisions Of The Coastal Act

The Project as proposed also conflicts with other provisions of the Coastal Act, including but not limited to Section 30001 – Ecological Balance, Section 30003 – Compliance by Public Agencies, Section 30006 – Public Participation, Section 30013 – Environmental Justice, Section 30251 – protection of scenic and visual qualities, and Section 30253 - protection of special communities and neighborhoods that, because of their unique characteristics, are popular visitor destination points for recreational uses.

For these reasons, the City's Coastal Development Permit should be denied.

The Project Conflicts With The Community Goals And Objectives Of The North 101 Corridor Specific Plan

Policy 7.8 of the City's Land Use Element speaks to future development of the North 101 Corridor. It gives no directive for the elimination of vehicle lanes along the Historic Coast Highway 101. Rather, it envisions the "[e]stablishment of standards and uses that compliment adjacent residential uses, enhance the appearance of Hwy 101 streetscape and railroad right-of-way, and create an attractive commercial district that would serve the needs of both local residents and visitors to the community." See GP/LU-17.

Other particular conflicts between the Project and the North 101 Corridor Specific Plan will be presented to the Coastal Commission at a later date.

For these reasons, the City's Coastal Development Permit should be denied.

ORDINANCE NO. 2018-05

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF ENCINITAS, CALIFORNIA, ADOPTING AMENDMENTS TO THE LOCAL COASTAL PLAN, NORTH 101 CORRIDOR SPECIFIC PLAN AND THE GENERAL PLAN TO CLARIFY PROVISIONS FOR ROADWAY IMPROVEMENTS ON NORTH COAST HIGHWAY 101

CASE NUMBER: 10-036 GPA/SPA/LCPA/EIR; CITYWIDE

SECTION ONE. The City Council of the City of Encinitas hereby finds and declares as follows:

WHEREAS, the proposed amendments to the Local Coastal Plan, North 101 Corridor Specific Plan and the General Plan are required to clarify provisions for variations to roadway improvements between the documents;

WHEREAS, the City Council certified the Final Environmental Impact Report as complete through City Council Resolution No. 2018-35;

WHEREAS, a Public Notice of Availability of proposed Local Coastal Plan Amendments (LCPA) was issued which opened a six-week public review period that ran from February 16, 2018, to March 30, 2018;

WHEREAS, the Planning Commission conducted a Public Hearing on March 1, 2018, for the purpose of considering amendments to the Local Coastal Plan, North 101 Corridor Specific Plan and the General Plan and considered public testimony and made a recommendation to the City Council to adopt the proposed amendments;

WHEREAS, the City Council conducted Public Hearings on March 21, 2018, and April 18, 2018, for the purpose of considering amendments to the North 101 Corridor Specific Plan and the General Plan;

WHEREAS, the City Council has duly considered all evidence, including testimony and the analysis and recommendations by staff, presented at said hearing;

WHEREAS, notices of said public hearings were made at the time and in the manner required by law; and

WHEREAS, the City Council finds that this Ordinance is intended to be carried out in a manner in full conformance with the California Coastal Act of 1976 and the Development Services Director is hereby authorized to submit this Ordinance as part of the Local Coastal Program Amendment to the California Coastal Commission for their review and adoption.

NOW, THEREFORE, the City Council of the City of Encinitas, California, hereby ordains as follows:

SECTION TWO:

GENERAL PLAN. For consistency throughout the documents that include the project site, language has been added to the note found on *Figure 1 – Roadway Classification* of the Circulation Element of the General Plan as follows:

SEE EXHIBIT "A"

NORTH 101 CORRIDOR SPECIFIC PLAN. For consistency throughout the documents that include the project site, the following language has been added to *Figure 5-C* of the North 101 Corridor Specific Plan as follows:

SEE EXHIBIT "B"

SECTION THREE:

Severability. If any section, subsection, sentence, clause, phrase or word of this Ordinance is for any reason held to be invalid by a court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have passed and adopted this Ordinance, and each and all provisions hereof, irrespective of the fact that one or more provisions may be declared invalid.

SECTION FOUR:

Public Notice and Effective Date. The City Clerk is directed to prepare and have published a summary of the ordinance no less than five days prior to consideration of its adoption, and again within 15 days following adoption, indicating the votes cast. This Ordinance will become effective following certification by the California Coastal Commission as being consistent with the Local Coastal Program for the City of Encinitas and California Coastal Act.

SECTION FIVE:

This Ordinance was introduced on March 21, 2018.

PASSED AND ADOPTED this 18th day of April, 2018 by the following vote to wit:

AYES:

NAYS:

ABSTAIN:

ABSENT:

Catherine S. Blakespear, Mayor

ATTESTATION AND CERTIFICATION:

I hereby certify that this is a true and correct copy of Ordinance No. 2018-05 which has been published pursuant to law.

Kathy Hollywood, City Clerk

Exhibit A

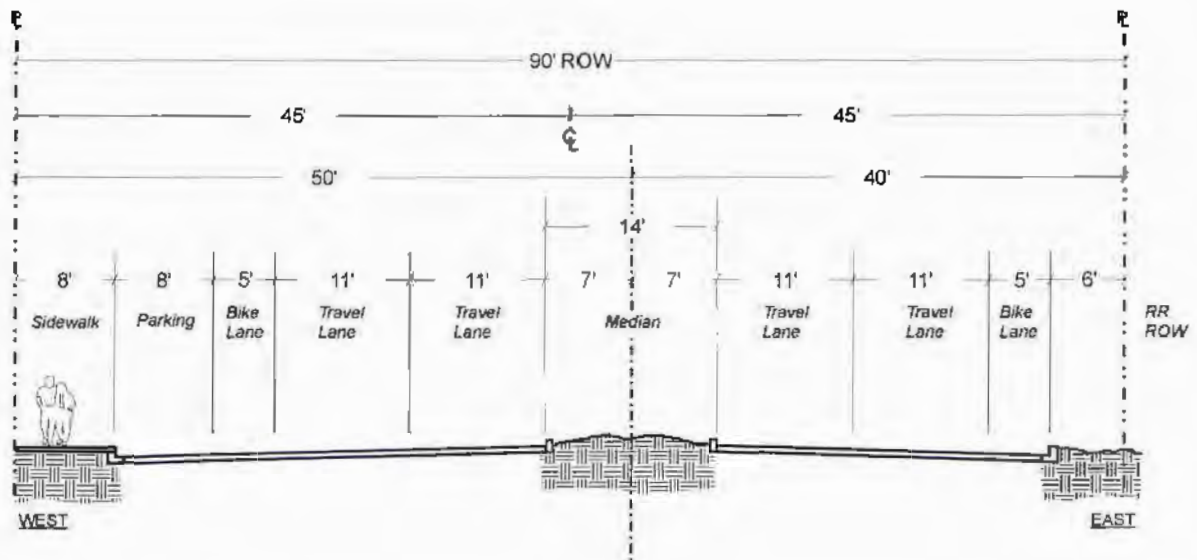


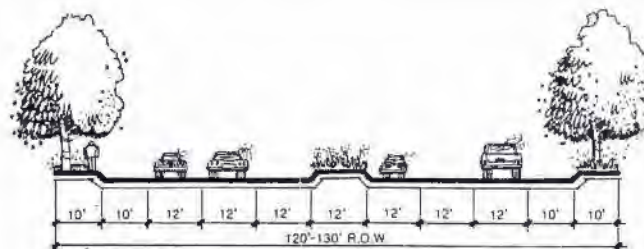
Figure 5-C
North Highway 101 - 90-Foot Proposed Right-of-Way

Note: Variation in right-of-way width and specific roadway improvements will occur within North Coast Highway 101 as set forth in the Circulation Plan of the Circulation Element of the General Plan. As part of the variation, the number of travel lanes may be reduced as long as the operational characteristics of intersections are adequate.

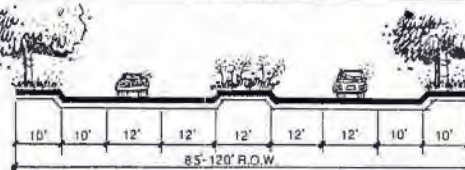
Figure 5-C
PAGE 5-9

Exhibit B

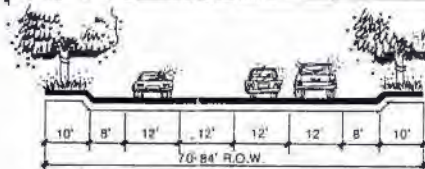
Prime Arterial



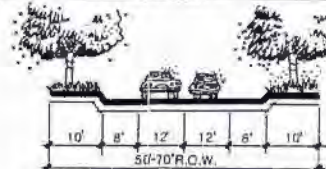
Major Arterial



Collector



Local



Note: Variations in right-of-way width and specific roadway improvements will occur within each of the roadway classifications, based on existing conditions and other factors. See Appendix C for more detailed requirements.

Prime Arterial

A six-lane roadway with a typical right-of-way width of 120-130 feet and a pavement width of 100-110 feet. The roadway is generally divided into three travel lanes in each direction by a median. Access to and from this roadway is restricted.

Major Arterial

A four-lane divided roadway with a typical right-of-way width of 85-120 feet and a pavement width of approximately 80 feet. This roadway is also divided by a raised median with two travel lanes in each direction.

Collector

A four-lane undivided roadway with two travel lanes in each direction. The typical right-of-way width of this category of roadway is 70-84 feet while the pavement width is approximately 64 feet. The primary function of this category of roadway is to distribute traffic between local streets and major and prime arterials.

Local

This category of roadway is designed to provide access to individual parcels and to direct traffic to the nearest collector road. Local streets consist of two lanes with a typical right-of-way width of 50-70 feet and a pavement width of approximately 40 feet.

Figure 1
Roadway Classification

Encinitas
General Plan
3/28/88

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 4)

SECTION V. Certification

The information and facts stated above are correct to the best of my/our knowledge.

Christen Wagner
Signature of Appellant(s) ~~Christen Wagner~~

Date: 4/15/18

~~Notarized by agent, appellant(s) must also sign below.~~

Section VI. Agent Authorization

~~I hereby~~
~~authorize~~

~~to act as my/our representative and to bind me/us in all matters concerning this appeal.~~

Robert Hemphill
4/15/2018

Leah Bahner
Signature of Appellant(s)

Date: 4-15-18

Leah Bissonette
4/15/2018

Jim Leno

Ausan Turney
4-15-18

Date 4-15-18

Richard Clayford

Lynn Marr

Date 4/15/18

Lynn Marr
4/15/18

Jim Leno

Date 04-15-2018

STATE OF CALIFORNIA - THE RESOURCES AGENCY

EDMUND G. BROWN JR., Governor

CALIFORNIA COASTAL COMMISSION

SAN DIEGO COAST DISTRICT OFFICE
7575 METROPOLITAN DRIVE, SUITE 103
SAN DIEGO, CA 92108-4402
VOICE (619) 787-2370 FAX (619) 787-2384



APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT

Please Review Attached Appeal Information Sheet Prior To Completing This Form.

SECTION I. Appellant(s)

Name: Donna Westbrook

Mailing Address: 806 Oakbranch Dr.

City: Encinitas

Zip Code: 92024

Phone:

RECEIVED

APR 16 2018

CALIFORNIA
COASTAL COMMISSION
SAN DIEGO COAST DISTRICTSECTION II. Decision Being Appealed

1. Name of local/port government:
City of Encinitas - City Council
2. Brief description of development being appealed: The Council was given a choice of two Streetscape plans. Plan 4a, evaluated as potentially causing significant effects, consisted of removal of two travel lanes on the truck route, adding 6 roundabouts and reverse back-in parking for traffic slowing, and amendments to the GP, the SP, and the LCP because the project isn't consistent with the GP, the SP, and the LCP. This is also a major public works project.
3. Development's location (street address, assessor's parcel no., cross street, etc.):
Highway 101 in Leucadia from La Costa south to A Street.
4. Description of decision being appealed (check one.):
 - ☒ Approval; no special conditions
 - ☐ Approval with special conditions:
 - ☐ Denial

Note: For jurisdictions with a total LCP, denial decisions by a local government cannot be appealed unless the development is a major energy or public works project. Denial decisions by port governments are not appealable.

TO BE COMPLETED BY COMMISSION:

APPEAL NO: A-6-ENC-18-0019
DATE FILED: 4/16/18
DISTRICT: San Diego

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 2)

5. Decision being appealed was made by (check one):

- ☐ Planning Director/Zoning Administrator
☒ City Council/Board of Supervisors
☐ Planning Commission
☐ Other

6. Date of local government's decision: March 21, 2018

7. Local government's file number (if any): Case #10-035/DR/CDP/EIR & #10-036/GP/SP/LCP/EIR

SECTION III. Identification of Other Interested Persons

Give the names and addresses of the following parties. (Use additional paper as necessary.)

a. Name and mailing address of permit applicant:

City of Encinitas

b. Names and mailing addresses as available of those who testified (either verbally or in writing) at the city/county/port hearing(s). Include other parties which you know to be interested and should receive notice of this appeal.

(1) Bob Bonde
Cardiff

(2) Lynn Marr
Leucadia

(3) Doug Fiske
Leucadia

(4) The City has a list of other names

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 3)

SECTION IV. Reasons Supporting This Appeal

PLEASE NOTE:

- Appeals of local government coastal permit decisions are limited by a variety of factors and requirements of the Coastal Act. Please review the appeal information sheet for assistance in completing this section.
- State briefly **your reasons for this appeal**. Include a summary description of Local Coastal Program, Land Use Plan, or Port Master Plan policies and requirements in which you believe the project is inconsistent and the reasons the decision warrants a new hearing. (Use additional paper as necessary.)
- This need not be a complete or exhaustive statement of your reasons of appeal; however, there must be sufficient discussion for staff to determine that the appeal is allowed by law. The appellant, subsequent to filing the appeal, may submit additional information to the staff and/or Commission to support the appeal request.

RESOLUTION NO. 2018-34 – THE FINDINGS FOR A COASTAL DEVELOPMENT PERMIT (CDP) AND DESIGN REVIEW FOR CASE #10-035/DR/CDP/EIR & #10-36/GP/SP/LCP/EIR

The Council was given a choice of two Streetscape Plans. Plan 4A had the removal of two travel lanes, adding 6 roundabouts, reverse back-in parking, and amendments to the General Plan, North Highway 101 Corridor Specific Plan, and the Local Coastal Program. All of them together created the perfect storm of potentially significant effects on traffic circulation and fire protection services. The EIR determined that the traffic calming effects of the proposed roundabouts would worsen the existing substandard response times, resulting in significant indirect effects on public safety. Plan 5 or the alternative consisted of no roundabouts, the 4 travel lanes, no reverse back-in parking, and no amendments to the General Plan, the Specific Plan, or the Local Coastal Program. The Council voted for Plan 4A, the worst plan for the environment and counter to the Coastal Act.

THE CITY FAILED TO FOLLOW THE REQUIREMENTS FOR A COASTAL DEVELOPMENT PERMIT
As stated in the Encinitas Municipal Code concerning the approval of a CDP:

"2. The proposed development conforms with Public Resources Code Section 21000 and following (CEQA) and that there are no feasible mitigation measures or feasible alternatives available which would substantially lessen any significant adverse impact that the activity may have on the environment." Discussion – Plan 5 or the alternative posed few significant effects and was a feasible alternative. Given the choice of many significant effects or few significant effects, the Council voted for Plan 4A which would cause the most problems for the City, residents, and visitors. Please see attached for more information.

The Coastal Development Permit should be denied. Additionally, Case #10-036 amendments should also be denied.

APPEAL FROM COASTAL PERMIT DECISION OF LOCAL GOVERNMENT (Page 4)**SECTION V. Certification**

The information and facts stated above are correct to the best of my/our knowledge.

M. Weatherose
Signature of Appellant(s) or Authorized Agent

Date: *April 15, 2018*

Note: If signed by agent, appellant(s) must also sign below.

Section VI. Agent Authorization

I/We hereby
authorize _____

to act as my/our representative and to bind me/us in all matters concerning this appeal.

Signature of Appellant(s)

Date: _____

April 15, 2018

Appeal of Encinitas project -- Case number 10-035 DR/CDP/EIR

According to the staff report: The project scope is to demolish portions of North Coast Highway 101...

The City Council approved the remaking of Highway 101, a four lane truck route through Leucadia, into their vision of a narrow residential street in opposition to the City's General Plan, the North Highway 101 Corridor Specific Plan, and the Local Coastal Program.

TRAFFIC SLOWING DEVICES - ROUNDABOUTS

What started out as a landscaping development to protect the tree canopy has become a public works project that includes 6 roundabouts with 5 of them contained within a 4,000 foot span. The roundabouts will be used as traffic control devices to slow the Highway 101 traffic to 15 mph or less as trucks, including the big rigs, and vehicles in single file enter or exit each roundabout.

CITY ELIMINATING TRUCK, CAR TRAVEL LANES

The City is removing two travel lanes for trucks and cars one lane in each direction which will be used to widen the bicycle lanes to accommodate a larger number of bicyclists. Bicycles have become the transportation form of choice for the Council who ordered sharrows on Highway 101 where bicyclists and vehicles must now share the same lane.

REVERSE BACK-IN PARKING - ANOTHER TYPE OF TRAFFIC SLOWING

In some other areas of the Highway 101 4-lane major arterial road, the City Streetscape project is using another traffic calming device that is called a reverse back-in type of parking which apparently requires the taking of more roadway for a "parking assist" lane. Reverse back-in parking has created traffic backups in some cities, yet the Council has voted to experiment on Highway 101 through Leucadia with this type of parking. It should be noted that the Downtown Encinitas Specific Plan hasn't been changed to include reverse back-in angle parking.

On March 21, 2018 the Encinitas City Council voted to approve with overriding considerations the Streetscape 101 project. The Council approval included the Coastal Development Permit (CDP) and the Design Review (DR) and amendments to the General Plan, Specific Plan, and the Local Coastal Program. The CDP, the DR, and the amendments aren't consistent with the General Plan, the North Highway 101 Specific Plan, and the Local Coastal Program.

STREETSCAPE 101 NOT CONSISTENT WITH THE GENERAL PLAN, THE SPECIFIC PLAN, OR THE LOCAL COASTAL PROGRAM nor with the CDP or the DR.

April 15, 2018

Appeal of Encinitas project – Case number 10-035 DR/CDP/EIR

Circulation Element

The Introduction to the General Plan Circulation Element and which is also part of the Local Coastal Program provides the purpose of the Element:

"A sound, safe and sensible circulation system which this Element promotes the efficient movement of people and goods in and around the City is the main goals of this Element." (C-1)

Discussion – The Council's action of removing travel lanes on a 4-lane major arterial highway which is also a truck route (which includes big rigs) isn't promoting the purpose of the Circulation Element. The current speed limit on Highway 101 is 35 mph. With the many traffic slowing devices approved for the Streetscape 101 the normal speed will probably be closer to 15-20 mph. The trucks and big rigs will have to slowly enter the roundabouts and their speed will determine the speed of the cars behind them.

"The Element establishes a hierarchy of transportation routes with specific development standards described for each category of roadway."

Discussion – Just as the City proposes to demolish parts of Highway 101, their amendments to the General Plan, the Specific Plan, and Local Coastal Program would demolish the established hierarchy and the specific development standards described for each category of roadway throughout the city. Highway 101 is classified as a 4-lane major arterial road. The 101 could no longer be classified as a major arterial road with only two travel lanes. Another issue not discussed in the City staff report is that the zoning matrix uses the hierarchy of road classifications on where certain uses can be located. This Streetscape 101 project fails in protecting the road classifications and isn't consistent with the Circulation Element of the General Plan.

RESOLUTION NO. 2018-34 – THE FINDINGS FOR A COASTAL DEVELOPMENT PERMIT (CDP) AND DESIGN REVIEW

The Council was given a choice of two Streetscape Plans. Plan 4A had the removal of two travel lanes, adding 6 roundabouts, reverse back-in parking, and amendments to the General Plan, North Highway 101 Corridor Specific Plan, and the Local Coastal Program. All of them together created the perfect storm of potentially significant effects on traffic circulation and fire protection services. The EIR determined that the traffic calming effects of the proposed roundabouts would worsen the existing substandard response times, resulting in significant indirect effects on public safety. Plan 5 or the alternative consisted of no roundabouts, the 4 travel lanes, no reverse back-in parking, and no amendments to the General Plan, the Specific Plan, or the Local Coastal Program. The Council voted for Plan 4A, the worst plan for the environment and counter to the Coastal Act.

April 15, 2018

Appeal of Encinitas project -- Case number 10-035 DR/CDP/EIR

THE CITY FAILED TO FOLLOW THE REQUIREMENTS FOR A COASTAL DEVELOPMENT PERMIT

As stated in the Encinitas Municipal Code concerning the approval of a CDP:

"2. The proposed development conforms with Public Resources Code Section 21000 and following (CEQA) and that there are no feasible mitigation measures or feasible alternatives available which would substantially lessen any significant adverse impact that the activity may have on the environment." Discussion - Plan 5 or the alternative posed few significant effects and was a feasible alternative. Given the choice of many significant effects or few significant effects, the Council voted for Plan 4A which would cause the most problems for the City, residents, and visitors.

WHAT IS REQUESTED

Please reverse the City Council approval of Case #10-035 DR/CDP/EIR & #10-036 GP/SP/LCP/EIR.
Deny the Coastal Development Permit and the amendments.

Thank you.

Donna Westbrook

To: Eric Stevens

Coastal Commission

From: Donna Westbrook

Subject: Appeal of City of Encinitas Streetscape 101 Project

8 pages including this cover page

CITY OF ENCINITAS, FINAL RESOLUTION NO. 2018-34

EXHIBIT NO. 10

APPLICATION NO.

A-6-ENC-18-0019

Resolution



California Coastal Commission

RESOLUTION 2018-34

A RESOLUTION OF THE CITY OF ENCINITAS CITY COUNCIL APPROVAL OF THE DESIGN REVIEW PERMIT AND COASTAL DEVELOPMENT PERMIT FOR STREETScape IMPROVEMENTS IN A 2.5 MILE STRETCH OF NORTH COAST HIGHWAY 101 INCLUDING LANE DIET, ROUNDABOUTS, PARKING AND PARK ASSIST LANES, BICYCLE FACILITIES, LANDSCAPING AND DECORATIVE HARDSCAPE, STREET FURNITURE AND DRAINAGE IMPROVEMENTS BETWEEN LA COSTA AVENUE AT THE NORTH END AND 'A' STREET AT THE SOUTH END; AND FOR TEMPORARY CONSTRUCTION TRAILERS AND STAGING AREAS TO BE REMOVED PRIOR TO COMPLETION OF THE PROJECT

(CASE NO. 10-035 DR/CDP/EIR; N. COAST HIGHWAY 101 BETWEEN A STREET AND LA COSTA AVENUE)

WHEREAS, the City of Encinitas submitted an application for a Design Review Permit and Coastal Development Permit for streetscape improvements on N. Coast Highway 101 to improve walkability and increasing bicycle facilities through lane reductions, construction of roundabouts, buffered bicycle lanes, pedestrian crosswalks, sidewalks, bus facilities, increased parking, drainage and storm water quality improvements, and beautification including landscaping, enhanced pavement accents and public art located on North Coast Highway 101 between La Costa Avenue and A Street; and temporary construction trailers and staging areas to be removed prior to completion of the project;

WHEREAS, the Planning Commission conducted a noticed public hearing on the application on March 1, 2018, at which time all those desiring to be heard were heard;

WHEREAS, the City Council conducted a duly noticed public hearing on March 21, 2018;

NOW, THEREFORE, BE IT RESOLVED that the Encinitas City Council hereby APPROVES Case No. 10-035 DR/CDP/EIR based on the following Environmental Determination and Findings:

Section 1. California Environmental Quality Act (CEQA) Determination

An Environmental Impact Report (EIR) was prepared for the project to identify the significant effects of the project on the environment, to identify alternatives, and to indicate the manner in which the significant effects can be mitigated or avoided. Pursuant to the CEQA Guidelines, a 45-day public review and comment period was established (December 2, 2016 to January 16, 2017) for the Draft Environmental Impact Report (EIR). Additionally, a supplemental 45-day public review and comment period was established (March 14, 2017 to April 28, 2017) for recirculation of portions of the Draft EIR. The recirculated Draft EIR reevaluated the project's impact on emergency services. Responses to public comments on the Draft EIR have been prepared and are included in the Final EIR.

The EIR concludes that the Project would result in potentially significant effects on traffic circulation and fire protection services. As part of the EIR's impact analysis, it was determined that the significant traffic circulation impacts are unavoidable; however, the project's impact on fire protection services can be mitigated below a level of significance.

Traffic Circulation Impacts

The significant traffic circulation impacts would occur at a road segment of North Coast Highway 101 and an Interstate southbound onramp during build-out (Year 2035) conditions. At the southbound North Coast Highway 101 segment between Leucadia Boulevard and El Portal Street, the project would cause operating conditions to worsen to unacceptable (Level of Service "E") conditions. It should be noted that the impact at the North Coast Highway 101 road segment would be avoided if the City's Housing Element Update, approved by the City Council in 2016, is not implemented. At the southbound Interstate 5 onramp from Leucadia Boulevard, the project would add another 2.4 minutes of delay to future conditions already projected to be unacceptable by Caltrans' standards. Project impacts at the I-5 on-ramps could be mitigated if the discharge rates from the metering at these ramps could be adjusted slightly higher (i.e., increasing the average discharge rate by two vehicles/hour/lane) resulting in less delay and queuing. However, there is no guarantee that such adjustments of these ramp meters can occur since they are controlled by another agency (Caltrans) and not the City.

Pertaining to the unavoidable impact to traffic circulation on southbound North Coast Highway 101 segment between Leucadia Boulevard and El Portal, the EIR states that the City must adopt a "Statement of Overriding Considerations" pursuant to CEQA Guidelines Sections 15043 and 15093. The CEQA provisions allow a lead agency to cite a project's general economic, social, or other benefits as justification for choosing to allow the occurrence of specified significant environmental effects that have not been avoided. The CEQA provisions require the agency to provide in writing the specific reasons to support its action to approve a project with a statement of overriding considerations indicating that a project's benefits outweigh the unavoidable significant effects. The overriding consideration statement must be supported by substantial evidence.

The City of Encinitas, as the lead agency, finds that the Project as proposed would have the substantial legal, social, environmental, and economic benefits that outweigh the unavoidable impacts to traffic circulation.

Fire Protection Services Impacts

The impacts on fire protection services are associated with the construction of the four of the six proposed roundabouts located at Jupiter Street, Grandview Street, Bishop's Gate Road and "New Road". These roundabouts would be located within an area where the Fire Department's emergency response time goals are not currently met. The EIR determined that the traffic calming effects of the proposed roundabouts would worsen the existing substandard response times, resulting in significant indirect effects on public safety. These significant effects would be mitigated below a level of significance by implementing Mitigation Measure 3.4-1, which would require the Fire Department's staging of emergency response vehicles in the project corridor prior to construction of the four roundabouts.

City Council Resolution No. 2018-35 required compliance with Mitigation, Monitoring and Reporting Program (MMRP) and the mitigation that are required for the project. The City Council certify the Final Impact Report as complete through City Council Resolution No. 2018-35.

Section 2. Discretionary Action(s) Findings

Based on the findings for a Design Review Permit (Encinitas Municipal Code Section 23.08.080) and the aforementioned analysis, City Council has made the following findings to support the approval, with conditions:

Findings for Design Review Permit	Explanation of Finding
1. The project design is inconsistent with the General Plan, a Specific Plan, or the provisions of the Municipal Code.	With approval of the requested General Plan and North 101 Corridor Specific Plan amendments, the project is consistent with the General Plan, North 101 Corridor Specific Plan and applicable provisions of the Municipal Code.
2. The project design is substantially inconsistent with the Design Review Guidelines.	The project is consistent with the Design Recommendations of the North 101 Corridor Specific Plan. The addition of roundabouts, creative crosswalk designs, enhanced pavement and landscaping, public art, decorative trash receptacles, benches and lighting all strengthen the eclectic scenic highway environment.
3. The project would adversely affect the health, safety, or general welfare of the community.	With the implementation of the mitigation measures identify in the EIR and the conditions of approval, the project will not adversely affect the health, safety, or general welfare of the community. The project will improve walkability and bicycle facilities on North Coast Highway 101 by creating safe pedestrian crossings and pathways, buffered bicycle lanes and bus turnouts.
4. The project would cause the surrounding neighborhood to depreciate materially in appearance or value.	The proposed project will not cause the surrounding neighborhood to depreciate materially in appearance or value. The improvements will increase the appearance and value of the scenic highway and the surrounding area.

Based on Encinitas Municipal Code Section 30.80.090A, findings for a Coastal Development Permit, and the aforementioned analysis, City Council has made the following findings to support the approval, with conditions:

Finding for Coastal Development Permit	Explanation of Finding
1. The project is consistent with the certified Local Coastal Program of the City of Encinitas; and	With the approval of the General Plan, Local Coastal Program and North 101 Corridor Specific Plan amendments and implementations of conditions of approval, the project will be consistent with the certified Local Coastal

Finding for Coastal Development Permit	Explanation of Finding
	<p>Program. The Project will maintain existing public access to the shoreline and will enhance and provide other modes of transportation for residents, business owners and visitors to access the shoreline through the expansion and addition of pedestrian pathways and safe crosswalks, bicycle lanes, parking and bus stops. Crosswalks are strategically placed in areas where pedestrians can safely walk to Moonlight Beach, Stone Steps, Beacons Beach and Grandview beach access points. Increasing multi-modal facilities and access to those facilities will likely reduce the dependency on the personal automobile and would encourage walking and biking to access the local beaches.</p> <p>The Project will also increase the number of on-street parking spaces provided along the corridor with pedestrian connectivity to existing nearby beaches.</p> <p>The Project will enhance the North Coast Highway 101 scenic area through slowing the traffic through the corridor and enhancing the physical environment through decorative hardscape, public art, decorative lighting, trash receptacles, benches, and enhanced landscaping and tree canopies.</p>
<p>2. The proposed development conforms with Public Resources Code Section 21000 and following (CEQA) in that there are no feasible mitigation measures or feasible alternatives available which would substantially lessen any significant adverse impact that the activity may have on the environment; and</p>	<p>The project conforms with Public resources Code Section 21000 (CEQA). In addition, The Environmental Impact Report (EIR) prepared for the project concluded that the Project would result in potentially significant effects on traffic circulation and fire protection services. As part of the EIR's impact analysis, it was determined that the significant traffic circulation impacts are unavoidable and a statement of overriding considerations with findings are being issued to authorize the project with the unavoidable impact; however, the project's impact on fire protection services can be mitigated below a level of significance.</p>
<p>3. For projects involving development between the sea or other body of water and the nearest public road, approval shall include a specific finding that such development is in conformity with the</p>	<p>This finding is not applicable because the project is not located between the sea and the nearest public road.</p>

Finding for Coastal Development Permit	Explanation of Finding
public access and public recreation policies of Section 30200 et. seq. of the Coastal Act.	

The above environmental determination and findings are supported by the minutes, maps, and exhibits, all of which are herein incorporated by reference.

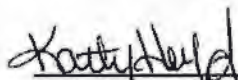
BE IT FURTHER RESOLVED that based on the Environmental Determination and Findings, City Council approves Case No. 10-035 DR/CDP/EIR subject to the conditions in Exhibit B.

PASSED AND ADOPTED this 21st day of March, 2018, by the following vote, to wit:

AYES: Blakespear, Boerner Horvath, Kranz, Mosca
 NOES: Muir
 ABSTAIN: None
 ABSENT: None


 Catherine S. Blakespear, Mayor

ATTEST:


 Kathy Hollywood, City Clerk

NOTE: This action is subject to Chapter 1.04 of the Municipal Code, which specifies time limits for legal challenges.

EXHIBIT "B"
Resolution No. CC 2018-34
Case No. 10-035 DR/CDP/EIR

Applicant: City of Encinitas
Location: North Coast Highway 101 between La Costa Avenue and A Street

SC1 SPECIFIC CONDITIONS:

- SC2 At any time after two years from the date of this approval, on March 21, 2020, at 5 p.m., or the expiration date of any extension granted in accordance with the Municipal Code, the City may require a noticed public hearing to be scheduled before the authorized agency to determine if there has been demonstrated a good faith intent to proceed in reliance on this approval. If the authorized agency finds that a good faith intent to proceed has not been demonstrated, the application shall be deemed expired as of the above date (or the expiration date of any extension).
- SC5 This project is recommended for approval as set forth on the application and project drawings stamped received by the City on January 31, 2018, consisting of 175 sheets including Cover Sheet, Index and Details (Sheets 1-3), Cross Sections (Sheets 3B & C), Demolition and Rough Grading (Sheets 4-17), Improvement Plans (Sheets 18-66), Signing & Striping Plans (Sheets 67-73), Pole Schedule (Sheets TS1-TS2), Construction Traffic Control Plans (Sheets 74-97, Landscape Plans (Sheets 98-140), Electrical (Sheets 141-170) , as well as the Art Program and Existing Trees Exhibit plans all approved by City Council on March 21, 2018, and shall not be altered without express authorization by the Development Services Department.
- SCA The following conditions shall be completed and/or fulfilled to the satisfaction of the Development Services Department:
1. Prior to issuance of grading permit/initiating use in reliance on this approval, necessary amendments to the General Plan and the North 101 Corridor Specific Plan as authorized by the City Council under Ordinance No. 2018-05 shall be approved by the California Coastal Commission.
 2. The City Arborist shall review and approve the landscape plans prior to issuance of grading permit. The City Arborist shall monitor the conditions of existing trees during all phases of the construction.
 3. The Traffic Control Plans shall incorporate a safe interim bicycle and pedestrian route during construction.
 4. Construction plans shall reflect the most recent El Portal undercrossing plans.
 5. A decomposed granite (DG) sidewalk and/or trail shall be provided on the east side of N. Coast Highway 101 where feasible and safe.
 6. All areas requiring dedications/authorization from adjacent private property owners and easements/authorization from NCTD shall be clearly identified and noted on the grading plans.
 7. Locations of bicycle racks shall be clearly depicted on the grading/landscape plans for review and approval by the Planning Division. Bicycle racks shall be provided at the Leucadia Road Side Park.
 8. A final landscape plan identifying the type of plant species, quantities, height at maturity level and their locations consistent with the North 101 Corridor Specific Plan shall be reviewed and approved by the Planning Division and Parks and Recreation Department

prior to issuance of any construction permit for the project. Invasive Plant Species shall not be permitted.

9. A minimum of 1,141 trees (302 existing trees to remain and 839 new trees) shall be provided and maintained throughout the project corridor in medians and parkways.
10. The City of Encinitas shall obtain North County Transit District (NCTD) approval for all encroachments into NCTD right-of-way prior to issuance of any construction permit or initiating use in reliance on this approval.
11. The project is designed to meet USEPA Green Streets standards and has been found by the City Engineer to be exempt from Priority Development Project Status. However, future phases of the project shall be designed in compliance with the most current MS4 NPDES permit in effect at the time of construction to the satisfaction of the City Engineer.
12. As identified in the Rick Engineering Hydraulic Study and Report from 2004, certain areas of the project fall within the Leucadia Flood Problem area. The project shall ensure that the proposed improvements do not displace the water that is ponded in these areas as a result of a 10-year storm event which would result in an increase in water surface elevation and negative impacts to additional properties. The proposed grade changes, pavement overlay, placement of curb, gutter, sidewalk, planter areas, etc. shall be accounted for in the analysis.
13. The construction drawings shall show ALL record survey monuments within the bounds of the project. All monuments, property corners, centerline monuments, survey control points, etc. shall be preserved or reset by a licensed land surveyor. It is likely that a large number of these monuments will be destroyed/damaged during construction. A preconstruction Record of Survey shall be prepared to document these points and facilitate their replacement. Additionally, new M-10 centerline monuments shall be installed at the intersection of all road centerlines with N. Coast Highway 101.
14. The project shall obtain coverage under the California State General Construction Permit. A SWPPP and NOI shall be filed and a QSP shall be contracted to ensure construction storm water compliance during construction.

SCB The following conditions shall be completed and/or fulfilled to the satisfaction of the San Dieguito Water District (SDWD):

1. All existing and proposed water facilities shall be shown on the improvement plans for SDWD Approval. SDWD to sign final plan set.
2. Infiltration of storm water from proposed bioretention basins shall not infiltrate existing water main trench line. Prevention of infiltration shall be to the satisfaction of SDWD.
3. For all proposed trees, five feet (minimum) separation required from outside edge of tree box to existing water main.
4. For proposed tree locations adjacent to existing water main, tree root barriers shall be installed. The root barrier shall extend below the depth of the existing water main.
5. Existing water service laterals in N. Coast Highway 101 that are existing plastic shall have new copper service laterals installed per SDWD standards.
6. All existing water meters that are to be relocated shall have the private plumbing reconnected by the Contractor.
7. All existing backflow preventers that are to be relocated shall be re-tested and certified per SDWD standards prior to continuance of water service.
8. The water system(s) shall be installed in accordance with SDWD standards.

9. District Ordinance No. 94-01 states that the use of potable water on landscaping areas may be deemed an unreasonable use when reclaimed water becomes available. Reclaimed water is not available at this time. All landscaping irrigation shall be installed to reclaimed water standards for future conversion.

SCC The following conditions shall be completed and/or fulfilled to the satisfaction of the Leucadia Wastewater District (LWD):

1. No trees shall be placed within five feet of LWD sewer facilities. All LWD sewer mains within 10 feet of existing or proposed trees shall be CIPP lined per LWD Standard Specifications Division 2 Part 5 Section 500.
2. All LWD manholes within the project boundaries shall be adjusted to finished grade, epoxy lined, and given new manhole covers, all per LWD Standard Specifications Division 1 Part 3 Section 3.04. New manholes, if any, shall be lined with integrally locking PVC liner per LWD Standard Specifications Division 1 Part 3 Section 3.04.
3. Space shall be provided for a future Leucadia Wastewater District generator immediately east of Diana Street across N. Coast Highway 101 subject to North County Transit District approval. The space provided shall be approximately 15 feet by 20 feet and have a parking space reserved for LWD staff nearby. Conduits crossing N. Coast Highway 101 for the proposed generator shall be constructed with the Leucadia Streetscape project.

SCD The following conditions shall be completed and/or fulfilled to the satisfaction of the Fire Department:

1. **ACCESS ROAD MINIMUM DIMENSIONS:** Fire apparatus access roads shall be not less than 20 feet; curb line to curb line. Access roads shall be designed and maintained to support the imposed loads of not less than 75,000 pounds and shall be provided with an approved paved surface to provide all-weather driving capabilities and provide a vertical clearance of not less than 13 feet 6 inches.
 - Fire access roadway shall meet the minimum fire code width of not less than 20 feet measured from inside of curb line to inside of curb line.
 - Parking shall not obstruct fire access roadway and allow for an eight-foot wide parallel parking space. Angle parking shall meet the minimum standard parking width and not obstruct the fire access roadway.
 - The minimum neck down travel lanes shall not be less than 14 feet, measured from inside of curb line to inside of curb line when access roadways have separated lanes of one-way traffic.
 - Where fire hydrants are located along the fire access roadway, the fire code requires a minimum lane width of 26 feet, exclusive of shoulders, and shall be provided in proximity of any fire hydrant. The road width of 26 feet shall be measured a distance of 15 feet from the center of hydrant, to each side of a fire hydrant. This will allow fire apparatus to pull over to use the hydrant and allow other fire apparatus to pass.
 - Emergency access points to parcels APN 254-054-55 and APN 254-060-30 shall be provided with a surface approved by the Fire Marshal.

- Turning radius shall be provided for all fire access roadways without driving over curbs (to include mountable curbs). All turns within the roundabouts, streets and driveways that are part of the fire access shall demonstrate the ability to maneuver fire apparatus without mounting curbs.
2. **FIRE ACCESS ROADWAY EXCEPTION:** Gated entrances with card readers, guard stations or center medians, which have separated lanes of one-way traffic, shall be not less than 14 feet wide per lane.
 3. **FIRE HYDRANTS AND FIRE FLOWS:** The applicant shall provide fire hydrants of a type, number, and location satisfactory to the Encinitas Fire Department. A letter from the water agency serving the area shall be provided that states the required fire flow is available. Multi-family residential or industrial fire hydrants shall have two (2) four inch and two (2) 2 ½" inch NST outlets. Residential fire hydrants shall have one (1) four inch NST outlet, and one (1) 2 ½" inch NST outlets.
 - Relocated fire hydrants shall be spaced a minimum of every 300 feet or as approved by the Fire Marshal. A three-foot clear space shall be provided and maintained around the circumference of fire hydrants. NOTE: per the California Vehicle Code, no parking is allowed within 15 feet of either side of fire hydrants.
 - Where streets are provided with median dividers that cannot be crossed by firefighters pulling hose lines, fire hydrants shall be provided on the east side of Highway 101, spaced an average of 500 feet.
 4. Final engineered project plans shall be reviewed and approved by the Encinitas Fire Department to ensure final project design specifications provide for acceptable emergency vehicle response. Such review may include modifications to planters, medians, sidewalks, street furniture, parking areas, fire hydrant locations, and/or roadway delineation.

SCE The following conditions were recommended by the Planning Commission:

1. Traffic calming measures shall be installed on Vulcan Avenue to the satisfaction of the City Engineer. A follow up speed survey shall be conducted on Vulcan Avenue to determine if speed reduction is warranted. In addition, the City shall analyze the Vulcan Avenue and La Costa Avenue intersection to determine if a signalized intersection is warranted;
2. All efforts shall be made to maximize the preservation of existing Eucalyptus trees along the corridor to the greatest extent feasible with coordination with the City Arborist; and
3. An additional crosswalk/crossing shall be installed at Avocado Street.

G1 **STANDARD CONDITIONS:**

CONTACT THE DEVELOPMENT SERVICES DEPARTMENT REGARDING COMPLIANCE WITH THE FOLLOWING CONDITION(S):

- G3 This project is located within the Coastal Appeal Zone and may be appealed to the California Coastal Commission pursuant to Coastal Act Section 30603 and Chapter

30.04 of the City of Encinitas Municipal Code. An appeal of the Planning Commission's decision must be filed with the Coastal Commission within 10 working days following the Coastal Commission's receipt of the Notice of Final Action. Applicants will be notified by the Coastal Commission as to the date the Commission's appeal period will conclude. Appeals must be in writing to the Coastal Commission, San Diego Coast District office.

- G6 Approval of this request shall not waive compliance with any sections of the Municipal Code and all other applicable City regulations in effect at the time of Building Permit issuance unless specifically waived herein.
- G13 Prior to any use of the project site pursuant to this permit, all conditions of approval contained herein shall be completed or secured to the satisfaction of the Development Services Department.
- G18 In accordance with the provisions of the Off-Street Parking Design Manual, all parking spaces (except handicapped spaces) shall be delineated by double-line striping consisting of 4-inch wide painted white lines one to two feet apart, and all parking areas with more than one row of parking spaces shall have directional signs or painted directional arrows where one way travel is necessary to guide traffic, all of which shall be indicated in building plans and found satisfactory by the Development Services Department prior to final approval of the project's building permit. Adjacent to the sides of the parking lot landscape islands, stalls shall be provided with a 12-inch wide concrete strip adjacent to the island's curb.
- G19 Parking area shall be screened from adjacent properties and/or public view with decorative wall(s) and/or landscaping. Said screening shall be reviewed and approved by the Development Services Department prior to building permit issuance.
- G22 All utility connections shall be designed to coordinate with the architectural elements of the site so as not to be exposed except where necessary. Locations of pad mounted transformers, meter boxes, and other utility related items shall be included in the site plan submitted with the grading permit application with an appropriate screening treatment. Transformers, terminal boxes, meter cabinets, pedestals, ducts and other facilities may be placed above ground provided they are screened with landscaping.

LANDSCAPING

- L1 The project is subject to Chapter 23.26 of the Municipal Code (Water Efficient Landscape Program), which requires a landscape and irrigation plan to be prepared by a State licensed landscape designer. The requirements for the plans are listed in Chapter 23.26. The landscape and irrigation plans including the required signature block of the State licensed landscape designer must be submitted as part of the building permit application for the project.
- L2 All required plantings and automated irrigation systems shall be in place prior to use or occupancy of new buildings or structures. All required plantings and automated irrigation systems shall be maintained in good condition, and whenever necessary, shall be replaced with new materials to ensure continued compliance with applicable landscaping, buffering, and screening requirements. All landscaping and irrigation systems shall be maintained in a manner that will not depreciate adjacent property values and otherwise adversely affect

adjacent properties. All irrigation lines shall be installed and maintained underground (except drip irrigation systems).

- L3 All parking areas and driveways shall conform with Chapter 30.54 of the Municipal Code and the City's Offstreet Parking and Design Manual incorporated by reference therein.

SIGNS

- S1 Any signs proposed for this development shall be designed and approved in conformance with Encinitas Municipal Code Chapter 30.60.

DESIGN REVIEW

- DR1 Any future modifications to the approved project will be reviewed relative to the findings for substantial conformance with a design review permit contained in Section 23.08.140 of the Municipal Code. Modifications beyond the scope described therein may require submittal of an amendment to the design review permit and approval by the authorized agency.

- DR3 All project grading shall conform with the approved plans. If no grading is proposed on the approved plans, or subsequent grading plans are inconsistent with the grading shown on the approved plans, a design review permit for such grading shall be obtained from the authorized agency of the City prior to issuance of grading or building permits.

E1 ENGINEERING CONDITIONS:

CONTACT THE DEVELOPMENT SERVICES DEPARTMENT REGARDING COMPLIANCE WITH THE FOLLOWING CONDITION(S):

- E2 All City Codes, regulations, and policies in effect at the time of building/grading permit issuance shall apply.

- E3 All drawings submitted for Engineering permits are required to reference the NAVD 88 datum; the NGVD 29 datum will not be accepted.

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA

7575 METROPOLITAN DRIVE, SUITE 103

SAN DIEGO, CA 92108-4421

(619) 767-2370



January 23, 2013

Ed Dean
City of Encinitas
Engineering Department
505 South Vulcan Avenue
Encinitas, CA 92024

*Sent via email +
regular mail to Ed Dean
on 1/23/2013*

Re: "Lane Diet" in the northbound direction N. Coast Highway 101 from Leucadia Blvd.
to La Costa Avenue

Dear Mr. Dean:

On July 18, 2012, the Encinitas City Council approved a project to reduce the number of northbound vehicle lanes on Highway 101 from two lanes to one lane between Leucadia Boulevard and La Costa Avenue. It has come to our attention that the City has determined that the reduction of lanes on Highway 101 is exempt or excluded from the coastal development permit requirements of the certified LCP and that an amendment to the City's certified Local Coastal Program (LCP) is not required. Commission staff disagrees with these determinations.

Policy 30.80.030.A.1 of the City's certified Implementation Plan (IP) requires that for all coastal development permit applications within the Coastal Zone, the Director of Planning and Building must determine if the proposed project requires a coastal development permit or is exempt or excluded from coastal development permit requirements. In addition, Section 30625 of the Coastal Act states that a local government's action on a claim of exemption is appealable if, among other categories, the property is in the Commission appeals jurisdiction. Inherent in the appealability of a claim of exemption, as provided in Section 30625 of the Coastal Act, is the implication that the exempted development requires a coastal development permit. The Director of Planning and Building must make an exemption determination after reviewing the proposed coastal development permit application, as required under Policy 30.80.030. Policy 30.80.140 (A-B) requires the Director's decisions on coastal development permit applications, after satisfying requirements to make such a decision final, to be submitted to the Commission. Policy 30.80.140 also provides that an action is not final until proper notice has been delivered to the Commission; and, on appealable projects, no appeal is filed. Commission staff has not received notice of the Director's final decision on the proposed "lane diet" development. Further, a portion of Highway 101 within the project area, located between Grandview Street and La Costa Avenue, is the first public road and therefore any development in this location is appealable to the California Coastal Commission. Thus, the City's decision is not final. Commission staff believes that the project is not exempt and requires a coastal development permit, as discussed further below.

EXHIBIT NO. 11

APPLICATION NO.
A-6-ENC-18-0019

CCC Staff letter



California Coastal Commission

Need for a Coastal Development Permit

The City's certified LCP defines 'coastal zone development' as follows:

"COASTAL ZONE DEVELOPMENT: Pursuant to Section 30106 of the Public Resources Code as amended, development within the coastal zone shall mean on land, in or under water, the placement or erection of any solid material or structure; discharge or disposal of any dredged material or of any gaseous, liquid, solid, or thermal waste; grading, removing, dredging, mining, or extraction of any materials; change in the density or intensity of use of land, including, but not limited to, subdivision pursuant to the Subdivision Map Act (commencing with Section 66410 of the Government Code), and any other division of land, including lot splits, except where the land division is brought about in connection with the purchase of such land by a public agency for public recreational use; change in the intensity of use of water, or of access thereto; construction, reconstruction, demolition, or alteration of the size of any structure, including any facility of any private, public, or municipal utility; and the removal or harvesting of major vegetation other than for agriculture purposes, kelp harvesting, and timber operations which are in accordance with a timber harvesting plan submitted pursuant to the provision of the Z'berg-Nejedly Forest Practice Act of 1973 (commencing with Section 4511).

As used in this section, "structure" includes, but is not limited to any building, road, pipe, flume, conduit, siphon, aqueduct, telephone line, and electrical power transmission and distribution line. [Emphasis added]

The City's certified LCP defines 'use' as follows:

"Use shall mean the purpose for which land or a building is arranged, designed, or intended, or for which either land or building is or may be occupied or maintained."

Reducing the number of lanes on a major coastal access route requires a coastal development permit because it changes the intensity of use of the road. In addition, the proposed project is considered development as it changes the designed use of the highway. Furthermore, a major change in the circulation plan has the potential to cause adverse impacts to public beach access through increased traffic and travel times to reach the coast.

Need for an LCP Amendment

Any change to the City's certified LCP requires an LCP amendment. Figure 2 in the Circulation Plan of the City's certified Land Use Plan shows Highway 101 as a Major Arterial, which is defined as a four-lane divided roadway. In addition, Figure 5-C of the North Highway 101 Specific Plan shows the proposed right-of-way, which includes a

four-lane divided roadway. Thus, as stated in the City's own staff reports to the Council, dated January 13, 2010 and December 15, 2010, a reduction of Highway 101 from a four lane road to a three lane road requires an amendment to the City's certified LCP.

Project Entirety

Commission staff has also been made aware that in 2010, the Encinitas City Council directed City staff to begin the permit process for a larger project that included round-a-bouts, reverse angle and parallel parking, along with the reduction of portions of northbound Highway 101 from two lanes to one lane. In particular, the original project, in part, proposed that the northbound Highway 101 lane reduction would extend from North Court to Bishop's Gate. Subsequently, the City has decided to move forward only with a portion of the lane reductions and further study the other components. It is Commission staff's position that such a decision results in piece-meal development and does not address the impacts and issues associated with the overall project which in our opinion are integrally related. Thus, the City should be reviewing the entire project and any potential alternatives in order to minimize impacts on coastal resources, including public access to the coast, public parking, public transit opportunities, and water quality/run-off.

Recommended Action

As stated above, it is Commission staff's position that the proposed lane elimination on Highway 101 requires both an LCP amendment and a Coastal Development Permit. Commission staff recommends that the City first process an LCP amendment for the comprehensive project, which may include round-a-bouts, reverse angle and parallel parking, and reduction of portions of northbound Highway 101 from two lanes to one lane, and then process a coastal development permit, which will be appealable to the Coastal Commission, both due to partial location in the appeals area and as a major public works project. Feel free to contact me if you wish to discuss this further.

Sincerely,

A handwritten signature in black ink, appearing to read "Deborah Lee", written in a cursive style.

Deborah Lee
District Manager

Cc: Planning Department – Diane Langager