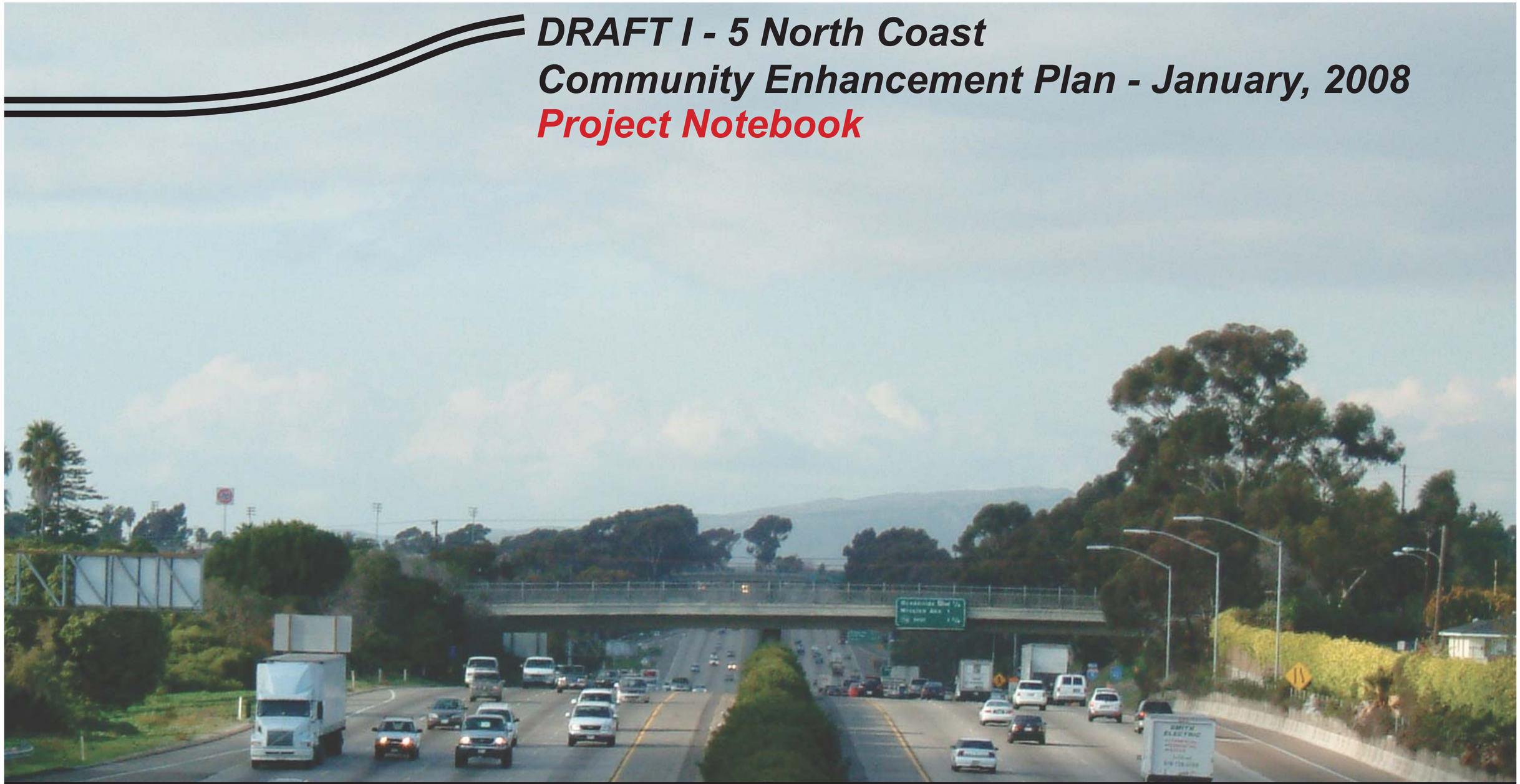
COMMUNITY ENHANCEMENT PLAN
PROJECT NOTEBOOK

Interstate 5 North Coast Corridor Project

SAN DIEGO COUNTY, CALIFORNIA
DISTRICT 11-SD-5 (PM R28.4/R55.4)
EA 235800 (P ID 11-000-0159)

JANUARY 2008

DRAFT I - 5 North Coast
Community Enhancement Plan - January, 2008
Project Notebook



Prepared For: San Diego Association of Governments (SANDAG)
California Department of Transportation (CALTRANS)

Prepared By: Estrada Land Planning
March, 2007

Caltrans

DOKKEN ENGINEERING

ESTRADA Estrada Land Planning
Urban Design Landscape Architecture Computer Imaging

DRAFT I - 5 North Coast Community Enhancement Plan - January, 2008 Project Notebook

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1.1 Introduction

The I-5 North Coast Community Enhancement Plan Project Notebook is a companion document that outlines the process used in developing synergy projects described in the I-5 North Coast Community Enhancement Plan. Detailed information regarding the process of synergy project development through each city is compiled in this document.

Municipalities involved in the I-5 North Coast Community Enhancement Plan include:

- The City of San Diego.
- The City of Solana Beach.
- The City of Encinitas.
- The City of Carlsbad.
- The City of Oceanside.

The purpose of the document is to include background material and the rationale behind synergy project development within each municipality and to provide a reference manual of how each project developed.

The development of synergy projects for the I-5 North Coast Corridor has involved a detailed analysis of the existing conditions and unique municipal interests for each city affected by the freeway project.

2.1 Methodology - The Process

Synergy projects have been developed based on the following actions:

2.1.1 Collecting Resource Materials

- Assembling current maps and aerial photos.
- Reviewing current land use and zoning codes.
- Obtaining recent and proposed development plans within and adjacent to I-5.
- Analyzing the existing and future land uses for each city.
- Reviewing all existing and future trails and roads.
- Researching design examples from around the world.

2.1.2 Documenting the Visual/Cultural Experience

- Researching local history.
- Analyzing adjacent street character.
- Photographing existing landmarks and significant views.
- Mapping existing natural features.
- Identifying unattractive views.

2.1.3 Goals and Objectives/Site Synthesis

- Developing and reviewing goals and objectives.

Community Goals:

- Preserve existing community character.
- Provide amenities (trails, overlooks, interpretive facilities).
- Provide consistency with city general plans, community plans, park master plans, lagoon foundation plans, etc.
- Respect historical resources.
- Minimize impacts to adjacent businesses and residents.
- Utilize community input during the project development process.

Environmental Goals:

- Preserve sensitive habitat areas.
- Preserve existing visual resources.
- Minimize negative visual impacts.
- Minimize noise impacts to adjacent residential areas.
- Minimize drainage / stormwater impacts.

Circulation Goals:

- Provide pedestrian / bicycle access to transit centers and community destinations.
- Minimize conflicts between vehicles and pedestrians.
- Provide connections between the east and west sides of the freeway.
- Improve pedestrian / bicycle circulation.

Physical / Aesthetic Goals:

- Preserve scenic views from the freeway.
- Buffer views of freeway from residential areas and public use areas.
- Preserve the existing natural character of the corridor.
- Provide increased public access to scenic resources.
- Avoid or minimize visual impacts.

- Evaluating each goal based on site conditions and community needs.
- Evaluating each goal as it pertains to project goals.
- Determining ways and project areas to implement goals.

2.1.4 Preliminary Design Considerations

- Specifying preliminary project development sites where synergy projects would be feasible.
- Preparing preliminary design concept plans.
- Conducting preliminary meetings with city staff and elected officials to discuss analysis findings.
- Refining project design concepts through meetings with Caltrans design team, city staff and elected officials.

2.1.5 Soliciting Input From Stakeholders

- Conducting meetings with city staff and elected officials.
- Conducting meetings with stakeholder groups (lagoon foundations, and Community Planning Groups, etc.).

2.1.6 Refining Design Concepts

- Refining goals based on input from stakeholders.
- Refining preliminary design concepts based on input from stakeholders.
- Preparing concept plans of preliminary synergy projects based on input from stakeholders.

2.1.7 Community Input

- Presenting refined design concepts at community meetings.
- Recording community feedback.
- Modifying preliminary synergy projects based on community feedback.

2.1.8 Summary

The process described above is a prototypical one. The process within each city varies based on individual city needs, assets and constraints. The following sections of the I-5 North Coast Community Enhancement Plan Project Notebook describe the specific methodology used to develop synergy projects on a city by city basis throughout the I-5 North Coast Corridor.

3.1 City of San Diego

3.1.1 Overview

In the City of San Diego the I-5 project corridor passes through the communities of Torrey Pines, Torrey Hills and Carmel Valley.

3.1.2 Collecting Resource Materials

In the development of synergy projects for the City of San Diego, a number of documents and resources were consulted, including:

- Land use maps for Torrey Hills, Torrey Pines and Carmel Valley communities.
- Open space maps for Torrey Hills, Torrey Pines and Carmel Valley communities.
- Bicycle route maps for Torrey Hills, Torrey Pines and Carmel Valley communities.
- Local bus route maps for the northern San Diego region.
- Existing and proposed trails maps for Los Penasquitos Canyon Preserve and Torrey Pines State Park.
- Community master plans for Torrey Hills, Torrey Pines and Carmel Valley communities.
- Park master plans for Los Penasquitos Canyon Preserve and San Dieguito River Valley Regional Open Space Park.

See pages 3 - 11 for the planning resources gathered for the City of San Diego.

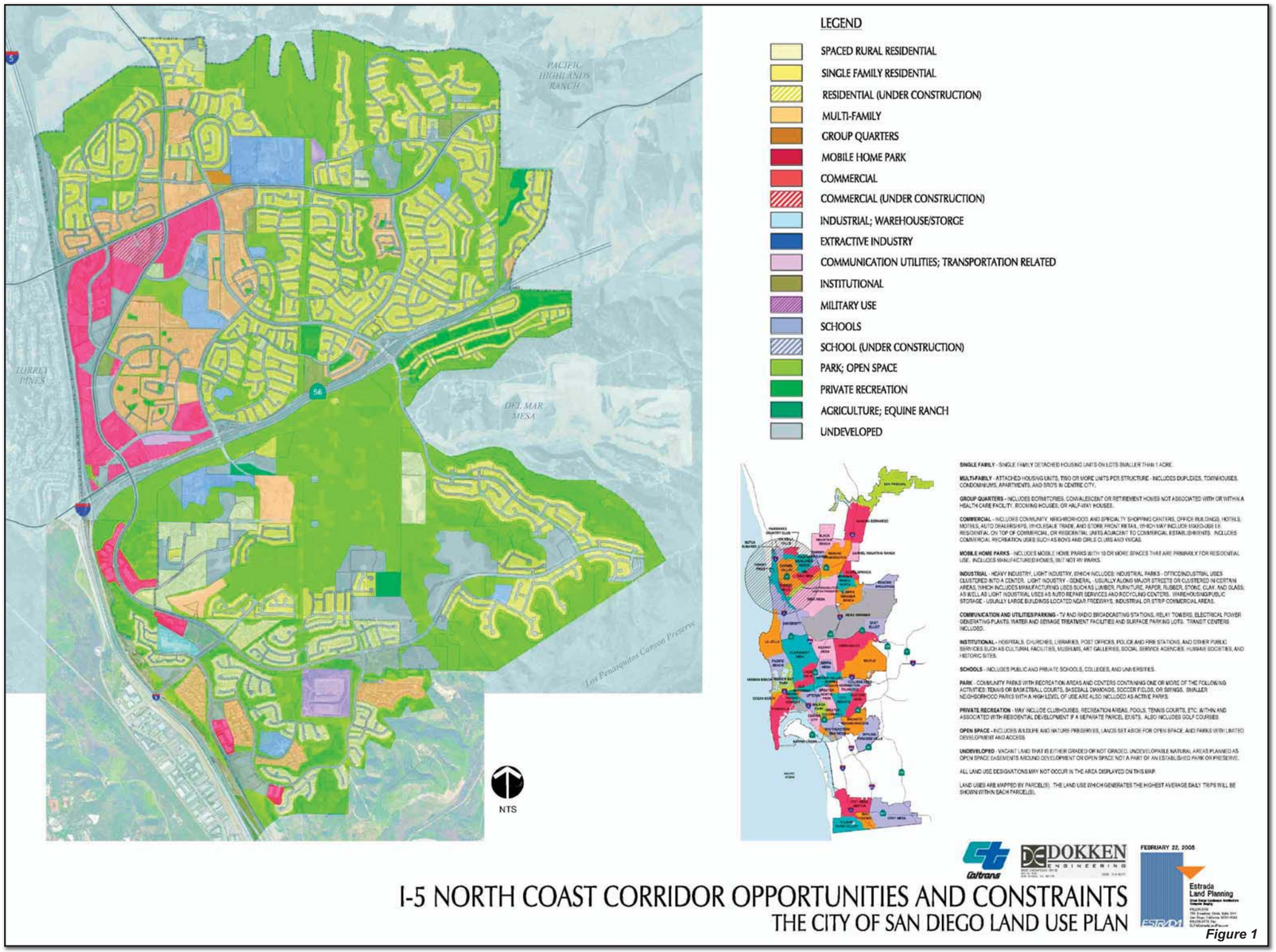


Figure 1

City of San Diego Land Use Plan for the Community of Carmel Valley

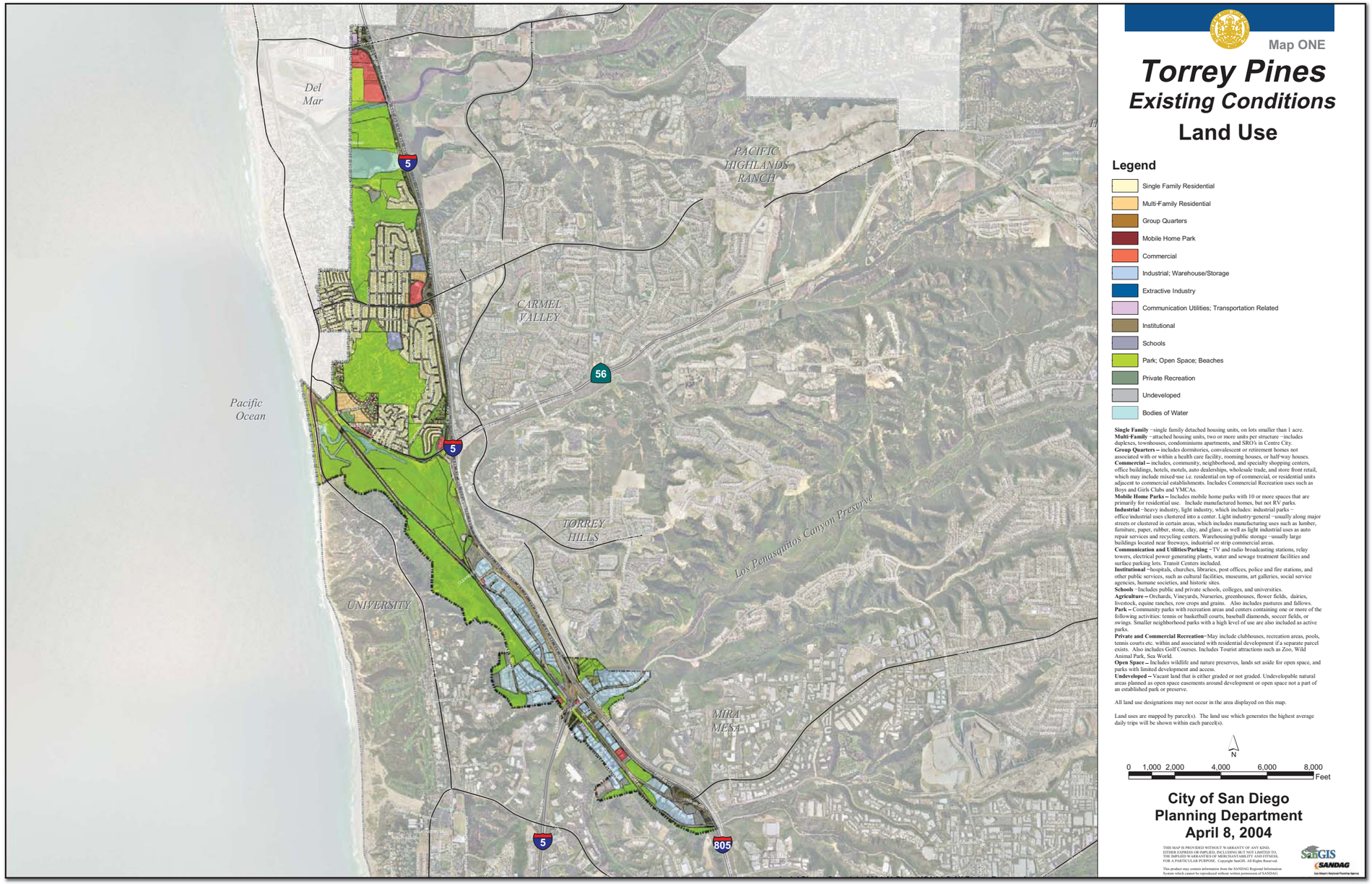


Figure 2

Torrey Pines Existing Conditions: Land Use

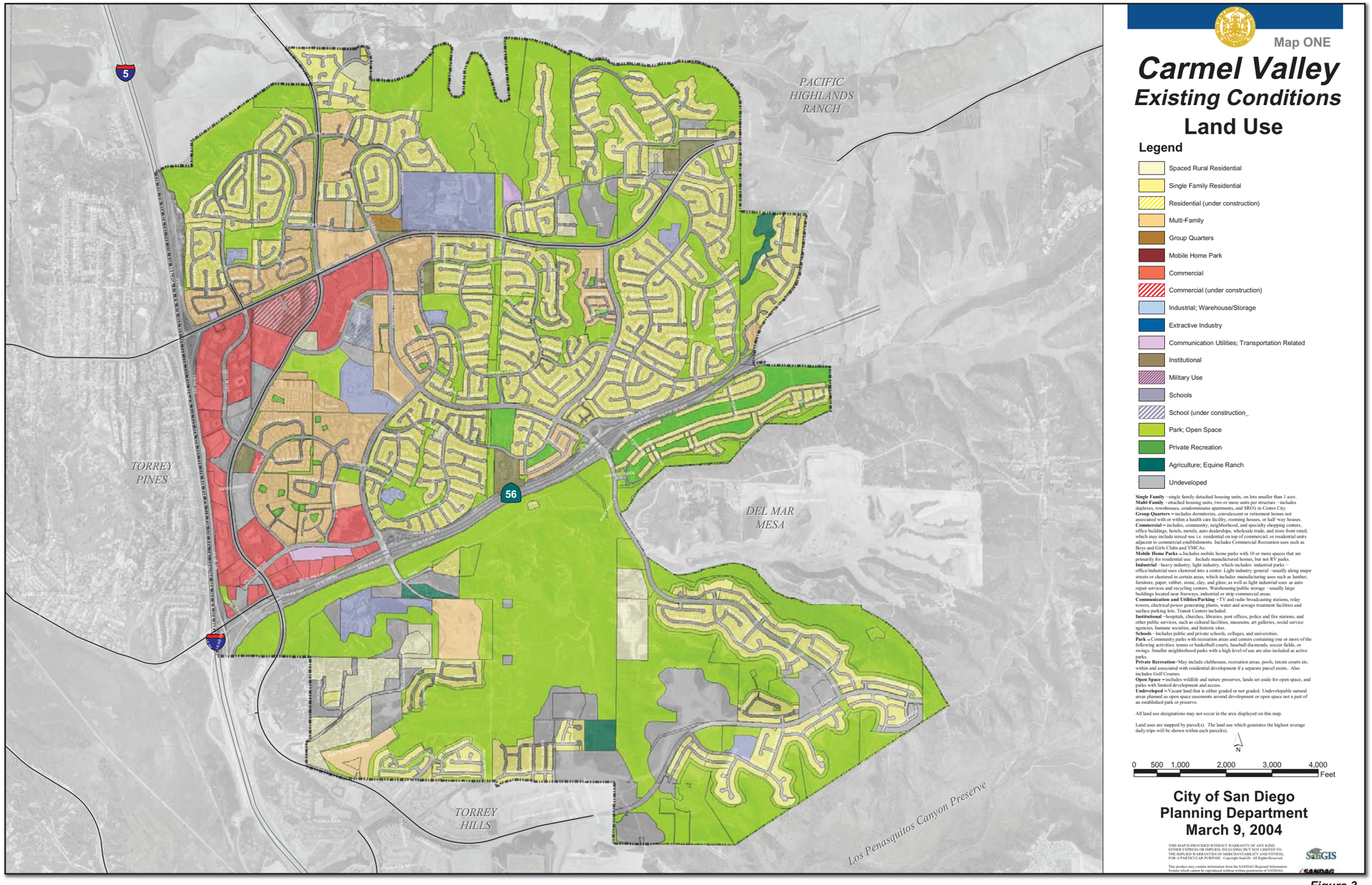


Figure 3

Carmel Valley Existing Conditions: Land Use

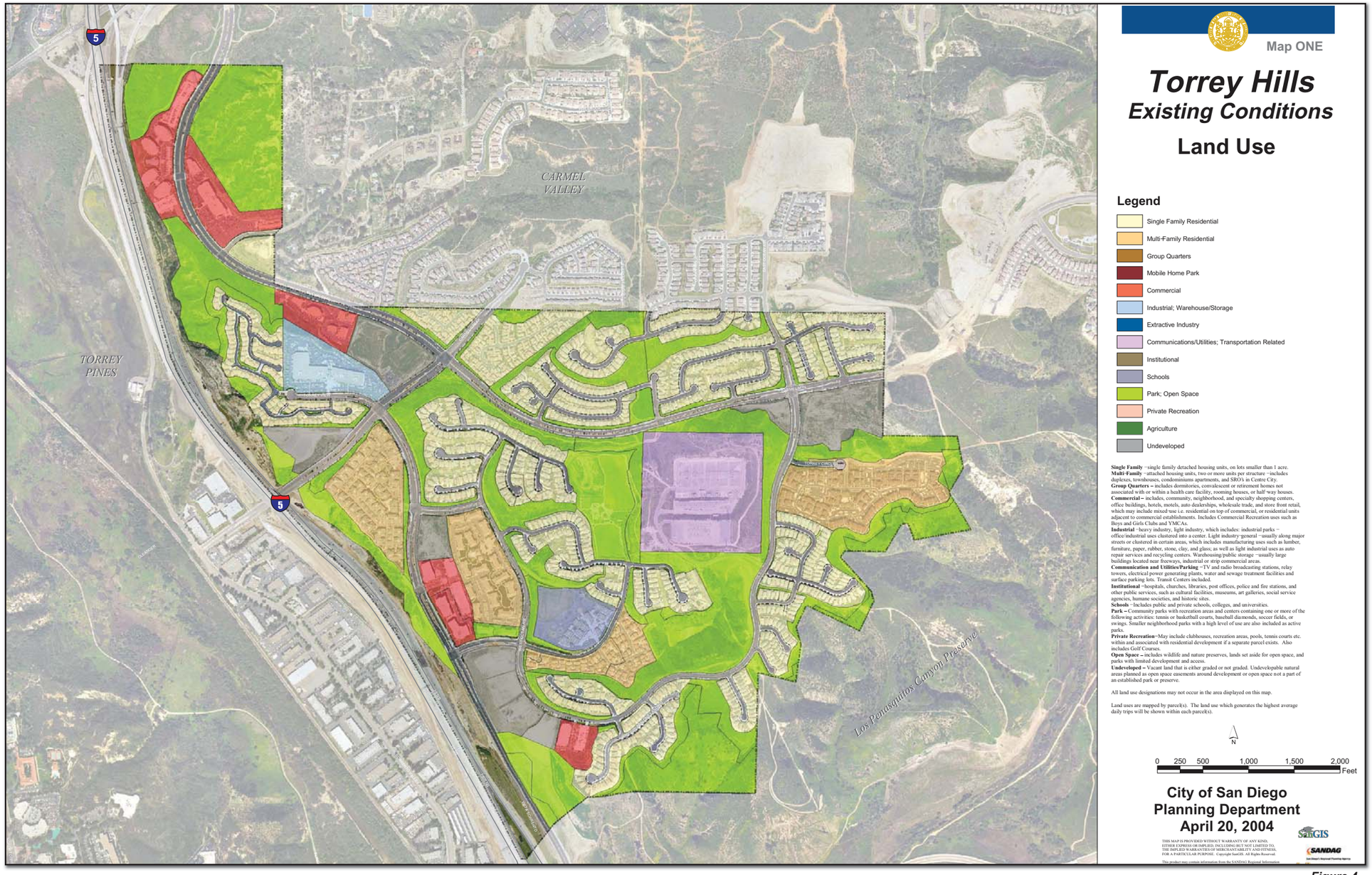
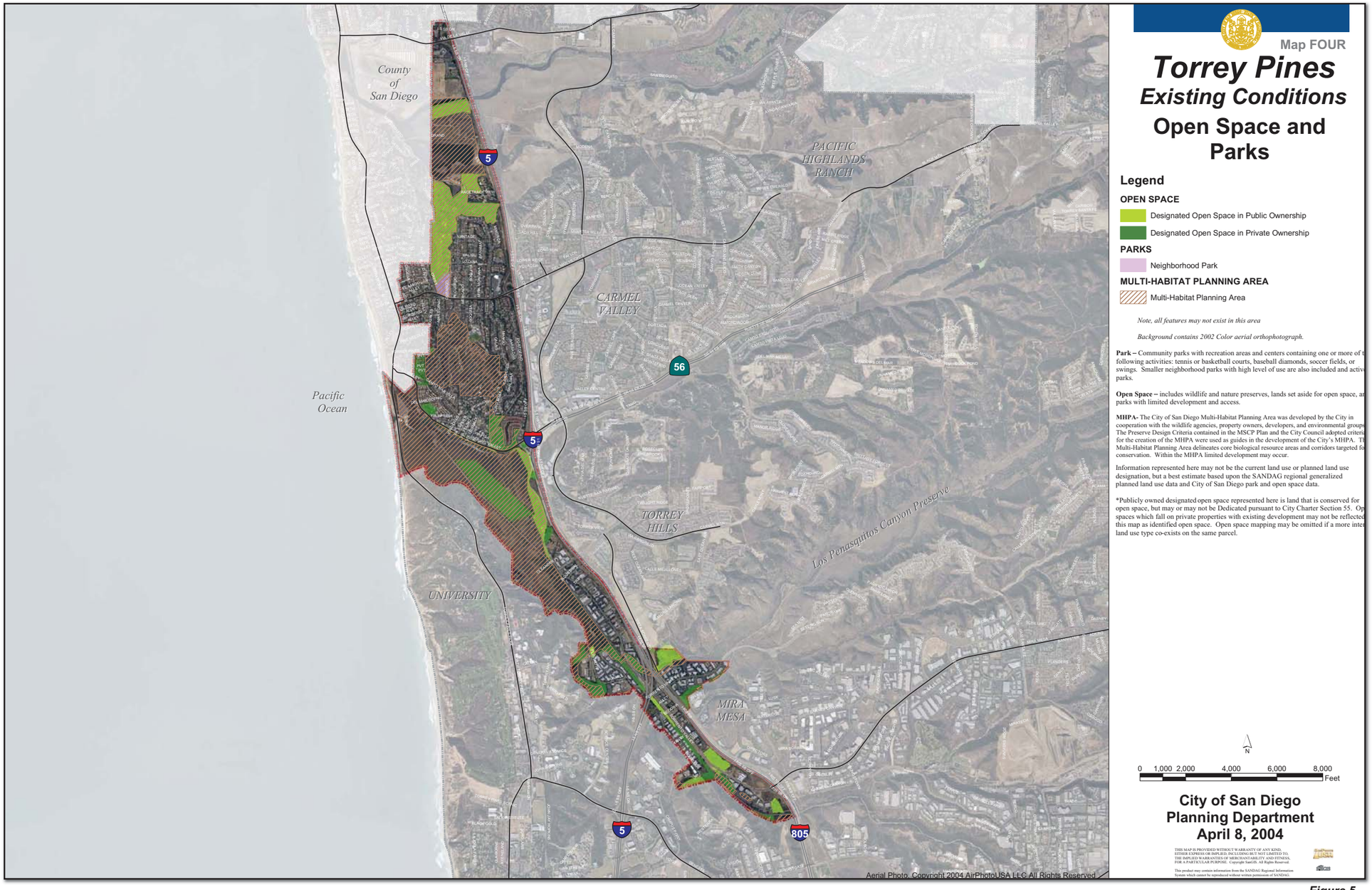


Figure 4

Torrey Hills Existing Conditions: Land Use



Map FOUR

Torrey Pines
Existing Conditions
Open Space and Parks

Legend

OPEN SPACE
- Designated Open Space in Public Ownership
- Designated Open Space in Private Ownership

PARKS
- Neighborhood Park

MULTI-HABITAT PLANNING AREA
- Multi-Habitat Planning Area

Note, all features may not exist in this area

Background contains 2002 Color aerial orthophotograph.

Park – Community parks with recreation areas and centers containing one or more of t following activities: tennis or basketball courts, baseball diamonds, soccer fields, or swings. Smaller neighborhood parks with high level of use are also included and activ parks.

Open Space – includes wildlife and nature preserves, lands set aside for open space, an parks with limited development and access.

MHPA- The City of San Diego Multi-Habitat Planning Area was developed by the City in cooperation with the wildlife agencies, property owners, developers, and environmental groups The Preserve Design Criteria contained in the MSCP Plan and the City Council adopted criteri for the creation of the MHPA were used as guides in the development of the City's MHPA. Th Multi-Habitat Planning Area delineates core biological resource areas and corridors targeted fo conservation. Within the MHPA limited development may occur.

Information represented here may not be the current land use or planned land use designation, but a best estimate based upon the SANDAG regional generalized planned land use data and City of San Diego park and open space data.

*Publicly owned designated open space represented here is land that is conserved for open space, but may or may not be Dedicated pursuant to City Charter Section 55. Op spaces which fall on private properties with existing development may not be reflected this map as identified open space. Open space mapping may be omitted if a more inte land use type co-exists on the same parcel.

N

0 1,000 2,000 4,000 6,000 8,000 Feet

City of San Diego
Planning Department
April 8, 2004

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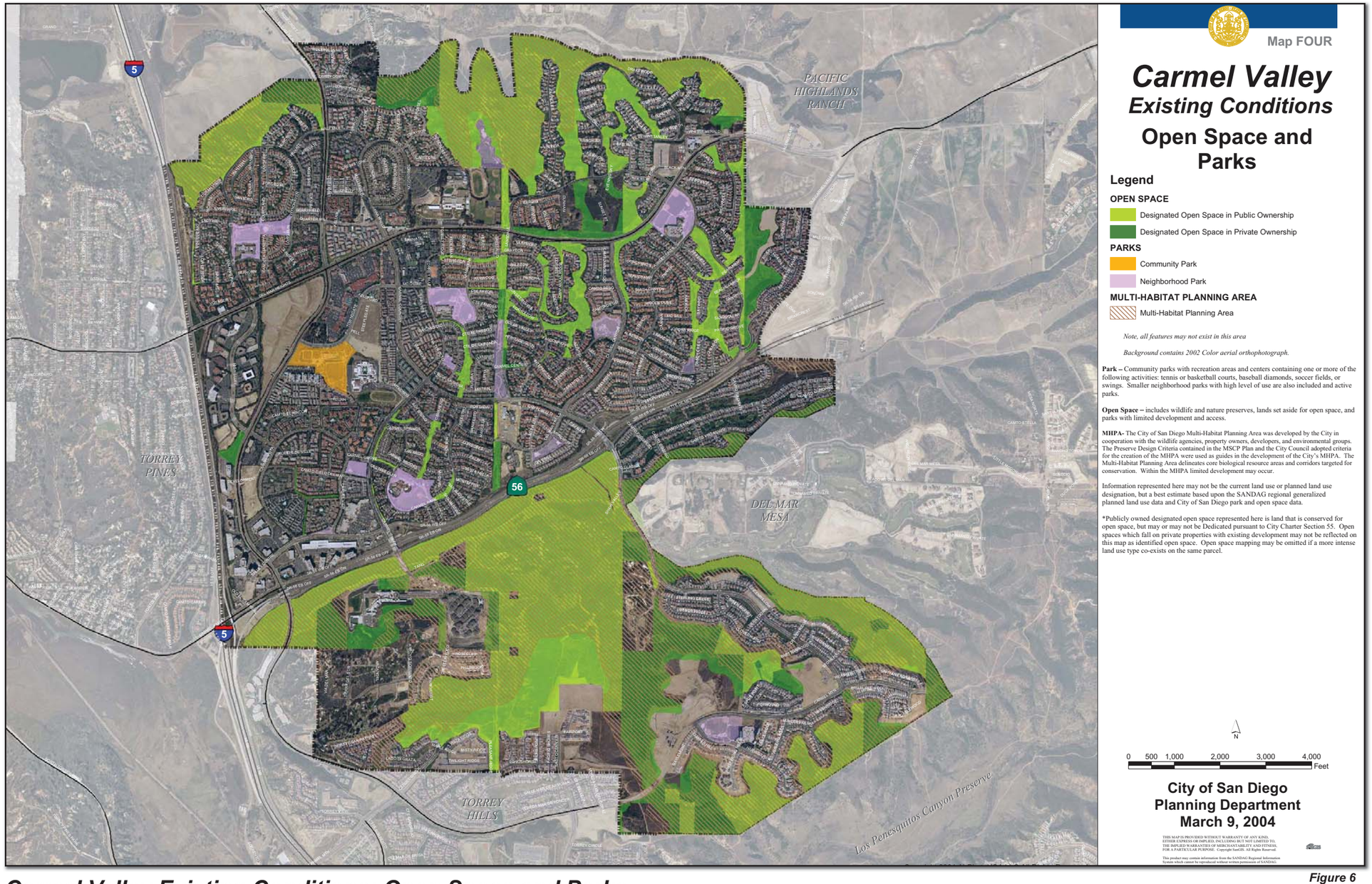
Figure 5

Torrey Pines Existing Conditions: Open Space and Parks



Map FOUR

Carmel Valley
Existing Conditions
Open Space and Parks

Legend

OPEN SPACE
- Designated Open Space in Public Ownership
- Designated Open Space in Private Ownership

PARKS
- Community Park
- Neighborhood Park

MULTI-HABITAT PLANNING AREA
- Multi-Habitat Planning Area

Note, all features may not exist in this area

Background contains 2002 Color aerial orthophotograph.

Park – Community parks with recreation areas and centers containing one or more of the following activities: tennis or basketball courts, baseball diamonds, soccer fields, or swings. Smaller neighborhood parks with high level of use are also included and active parks.

Open Space – includes wildlife and nature preserves, lands set aside for open space, and parks with limited development and access.

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N

0 500 1,000 2,000 3,000 4,000 Feet

City of San Diego
Planning Department
March 9, 2004

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Carmel Valley Existing Conditions: Open Space and Parks

Figure 6

Torrey Hills Existing Conditions: Open Space and Parks

Figure 7

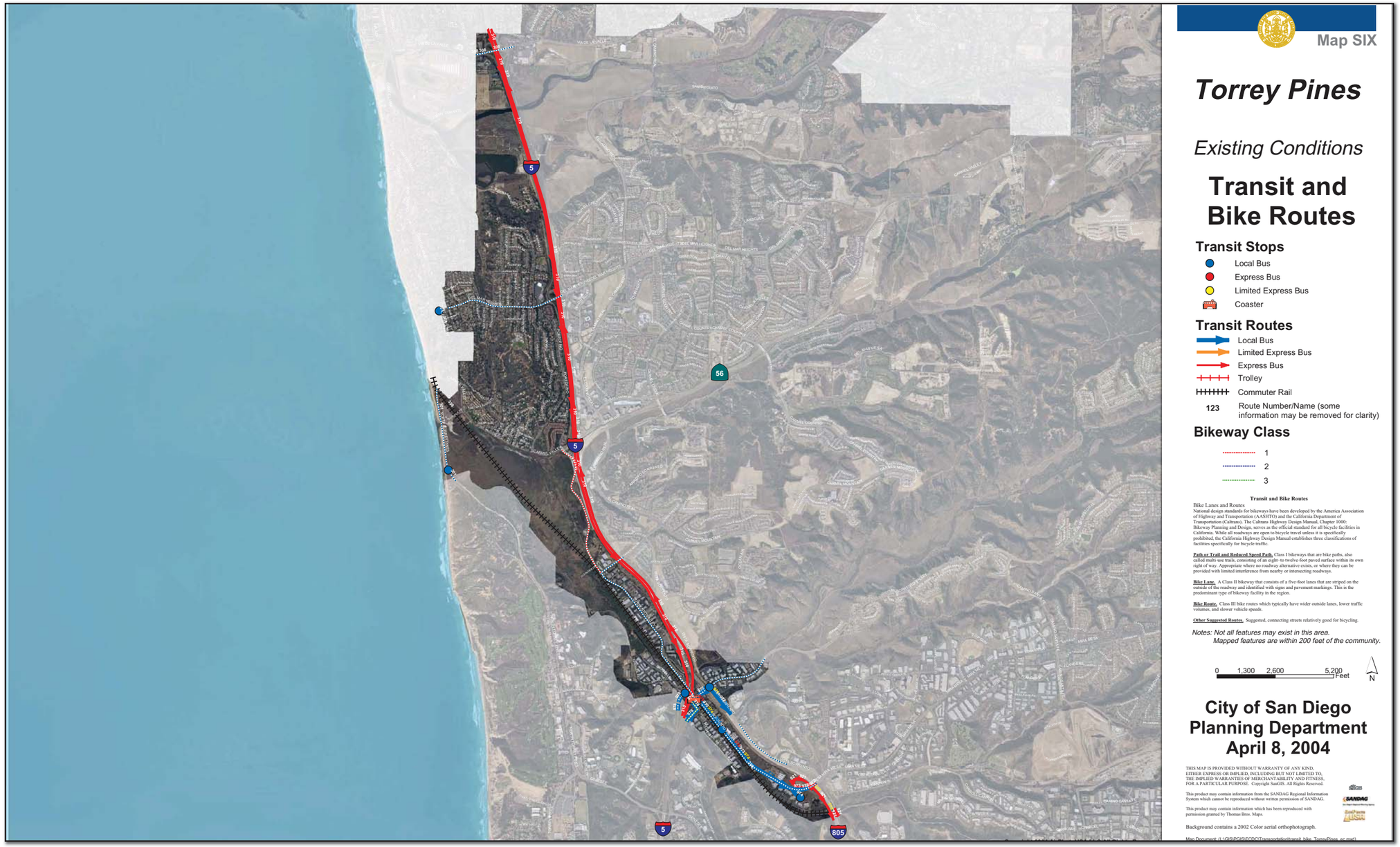

Figure 8

Torrey Pines Existing Conditions: Transit and Bike Routes

Map SIX

Torrey Hills

Existing Conditions

Transit and Bike Routes

Transit Stops

- Local Bus
- Express Bus
- Limited Express Bus
- Trolley

Transit Routes

- Local Bus
- Limited Express Bus
- Express Bus
- Trolley
- Commuter Rail
- 123 Route Number/Name (some information may be removed for clarity)

Bikeway Class

- 1
- 2
- 3

Transit and Bike Routes

Bike Lanes and Routes
National design standards for bikeways have been developed by the America Association of Highway and Transportation (AASHTO) and the California Department of Transportation (Caltrans). The Caltrans Highway Design Manual, Chapter 1000 Bikeway Planning and Design, serves as the official standard for all bicycle facilities in California. While all roadways are open to bicycle travel unless it is specifically prohibited, the California Highway Design Manual establishes three classifications of facilities specifically for bicycle traffic.

Path or Trail and Reduced Speed Path. Class I bikeways that are bike paths, also called multi-use trails, consisting of an eight- to twelve-foot paved surface within its own right of way. Appropriate where no roadway alternative exists, or where they can be provided with limited interference from nearby or intersecting roadways.

Bike Lane. A Class II bikeway that consists of a five-foot lanes that are striped on the outside of the roadway and identified with signs and pavement markings. This is the predominant type of bikeway facility in the region.

Bike Route. Class III bike routes which typically have wider outside lanes, lower traffic volumes, and slower vehicle speeds.

Other Suggested Routes. Suggested, connecting streets relatively good for bicycling.

Notes: Not all features may exist in this area.
Mapped features are within 200 feet of the community.

0 260 520 1,040 Feet

N

City of San Diego
Planning Department
April 20, 2004

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Background contains either a 2002 Color aerial orthophotograph.

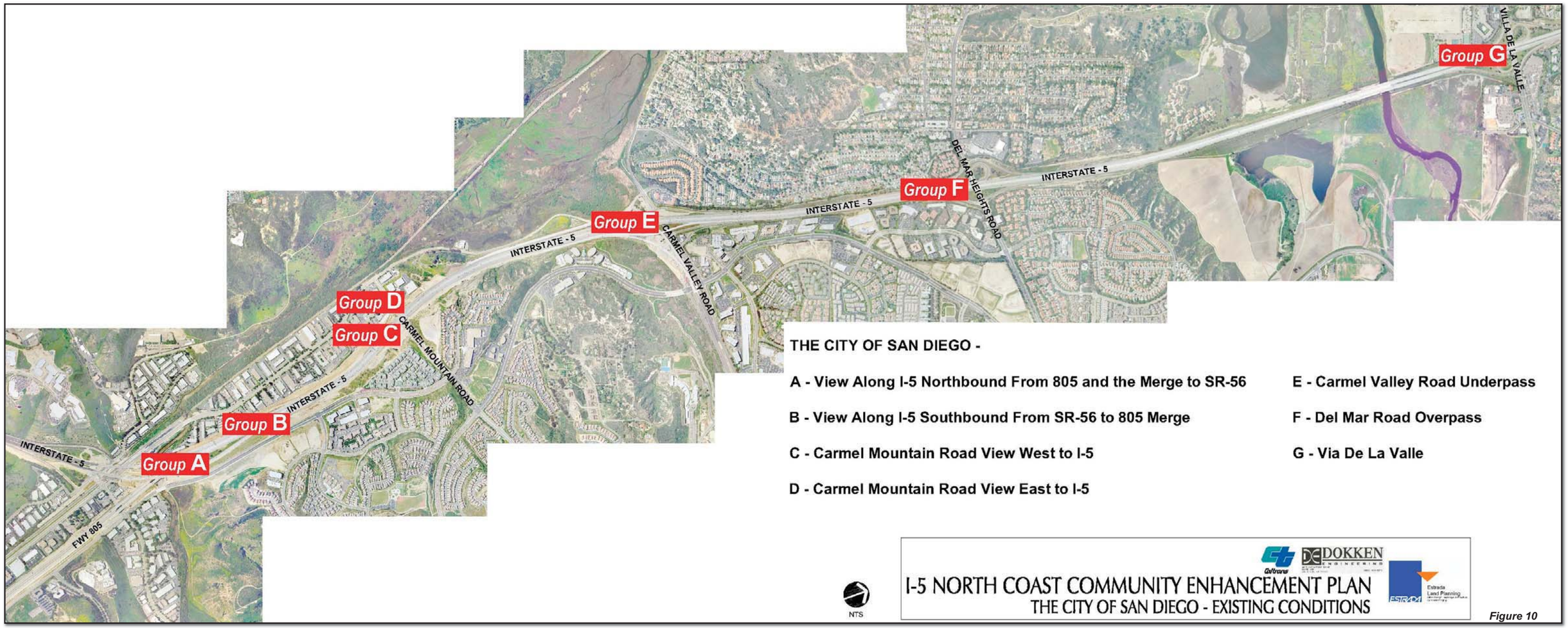
Map Document: (L:\GIS\PGIS\ECDC\Transportation\transit_bike_TorreyHills_ec.mxd)
6/14/2004 - 8:59:29 AM

Figure 9

Torrey Hills Existing Conditions: Transit and Bike Routes

3.1.3 Documenting the Visual Experience

Site photographs were captured and compiled along the I-5 corridor through San Diego. These images have been combined with base aerial images and used as reference materials for the development of synergy projects throughout the city. The following base image and corresponding images were employed in the process of synergy project development for the City of San Diego.



Base Aerial Image: Documenting the Visual Experience

Group A Photographs:

These images represent the existing conditions on northbound I-5 from the I-805 merge to SR-56. There is currently a wide freeway footprint in this area due to the freeway merge. The natural hills of the surrounding landscape remain visible in juxtaposition with the freeway conditions.

Figure 11

- *Approaching the merge on I-5 heading north.*

Figure 12

- *Approaching SR-56 connectors.*
- *Freeway footprint is not close to encroaching on residential areas, due to the slope of the landscape.*

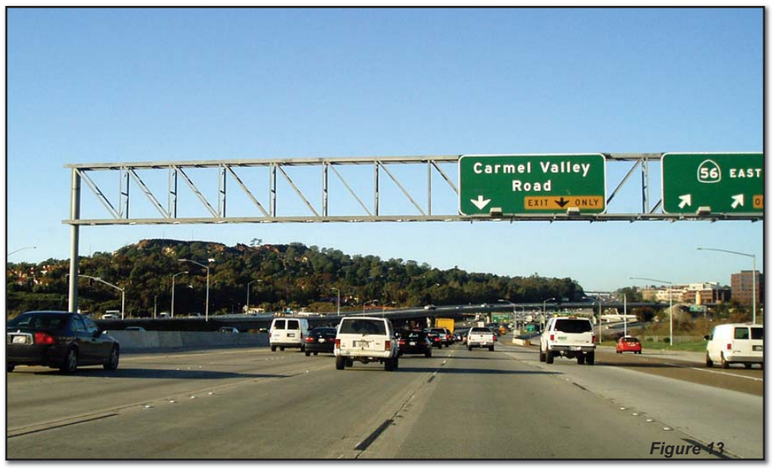


Figure 13

- *Approaching Carmel Valley Road.*
- *Hills are visible yet seem distant from the driving experience due to freeway elements in the foreground.*

Group B Photographs:

These images represent the existing conditions on southbound I-5 from SR-56 to the I-805 merge. The southbound experience is similar to the northbound experience with a similar visual experience of the hills combined with the freeway corridor.

Figure 14

- *Approaching the merge from the north.*

Figure 15

- *Approaching the merge from the north.*

Group C Photographs:

These images represent the existing conditions from Carmel Mountain Road facing west to I-5. At the time of the analysis, construction dominated the streetscape conditions at Carmel Mountain Road. The road passes under the freeway with the freeway bridge dominating the intersection. Pedestrian amenities are secondary to vehicular needs in this area.

Figure 16

- *The bluffs and slopes of Torrey Pines provide a backdrop for the streetscape.*
- *This area is very close to Los Penasquitos Lagoon, but the character of the area contrasts with the coastal marsh beauty of the lagoon.*

Figure 17

- *Streetscape character and pedestrian amenities are currently not strong elements along Carmel Mountain Road.*

Figure 18

- *The freeway bridge is large and currently dominates the intersection.*

Group D Photographs:

These images represent the existing conditions from Carmel Mountain Road facing east to I-5. Construction and re-grading are changing the slope conditions. Pedestrian amenities continue to be minimal here as well.

Figure 19

- *The freeway bridge presents an imposing view for pedestrians making the east/west connection along Carmel Mountain Road.*

Figure 20

• *Carmel Mountain Road facing east, north slope of freeway intersection.*

Figure 21

• *Carmel Mountain Road facing east, south slope of freeway intersection.*

Group E Photographs:

These images represent the existing conditions at the Carmel Valley Road underpass. At the time of this analysis, construction of freeway ramps was underway.

Figure 22

• *SR-56 will connect through this intersection allowing vehicular connections from the east/west route to the north/south route of I-5.*

Figure 23

• *Vehicular amenities dominate the intersection, although there are pedestrian sidewalks and crosswalks.*

Figure 24

• *Pedestrian safety could be improved in this area.*

Group F Photographs:

These images represent the existing conditions at Del Mar Heights Road Overpass. The I-5 corridor passes below grade at this intersection. Retaining walls have been utilized in certain areas at this point due to the steep shoulder slopes. Overall the views from the overpass retain a green vegetated landscape appearance; retaining walls do not dominate the corridor here.

Figure 25

- *Del Mar Heights Road looking south*

Figure 26

- *View looking south at I-5; the on-ramps have required retaining walls at this point due to the cut-slope situation.*

Figure 27

- *Del Mar Heights Road looking north, west side of the freeway corridor.*

Figure 28

- *Del Mar Heights Road looking north, east side of the freeway corridor.*

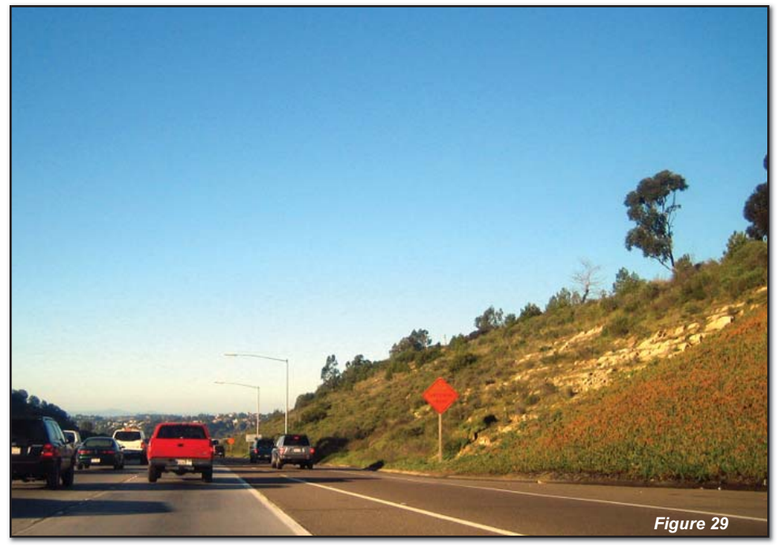


Figure 29

- *Del Mar Heights Road looking north, existing road edge conditions with landscaped slopes.*

Group G Photographs:

These images represent the existing conditions at the intersection of Via De La Valle and I-5. This area also has minimal pedestrian amenities making the east/west connection difficult.

Figure 30

- *Via De La Valle facing west towards I-5, few pedestrian safety provisions are currently available.*

Figure 31

- *I-5 underpass facing west towards the freeway bridge.*

Figure 32

- *I-5 underpass facing east towards the freeway bridge.*

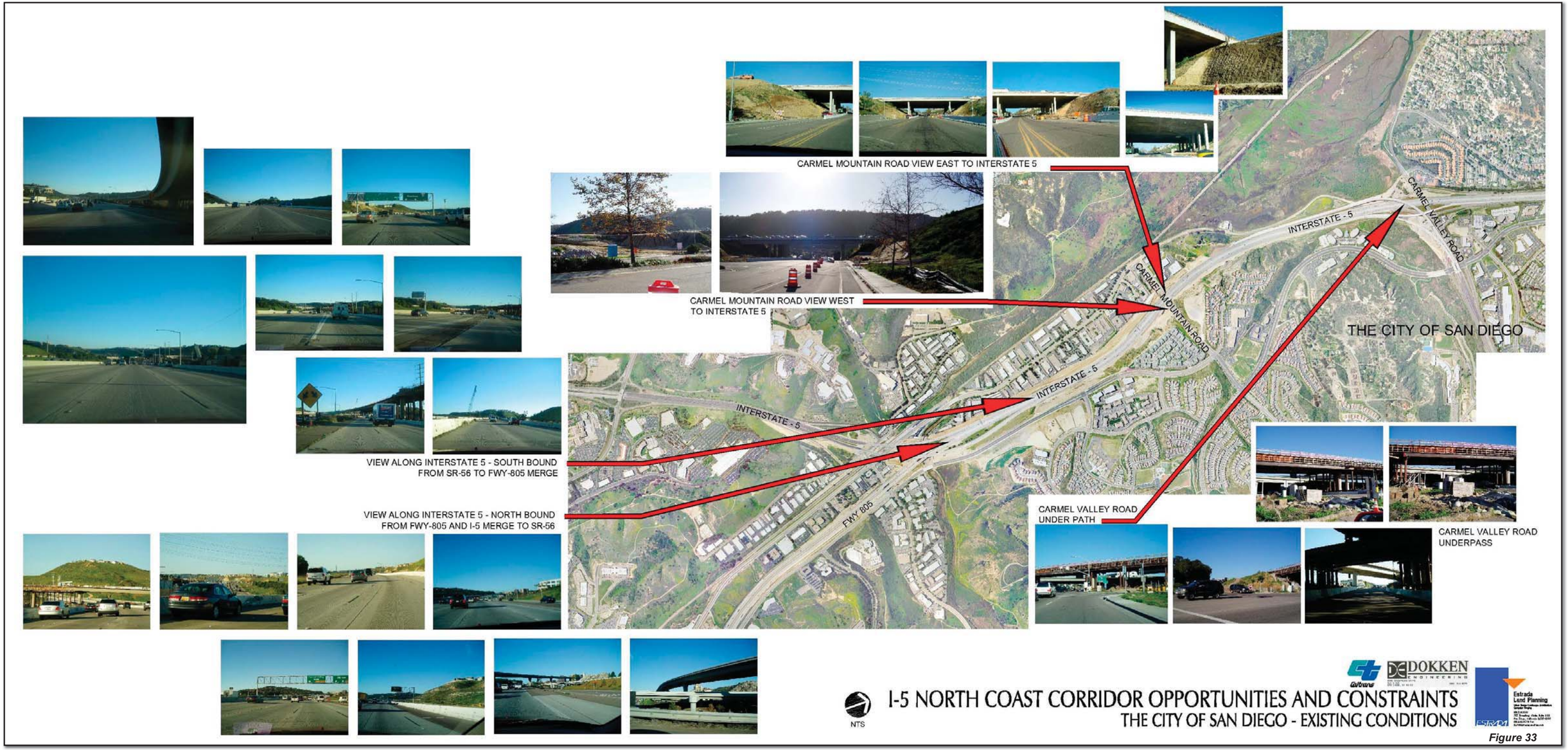


Figure 33

Documenting the Visual Experience Through San Diego

3.1.4 Preliminary Design Considerations

The development of synergy projects for the City of San Diego has been achieved through an integration of the findings of the site analysis phase and the outcomes of the site synthesis phase into preliminary design concept plans. Examples of the conceptual design graphics developed for the City of San Diego can be found on pages 19 - 22 of this report.

Meetings held with the City of San Diego Staff are described below:

Feb. 22, 2005 - City of San Diego Staff, Caltrans, Dokken Engineering, Estrada Land Planning (City of San Diego Administration Building)

Jan. 12, 2006 - City of San Diego Staff, Caltrans, Dokken Engineering, Estrada Land Planning (City of San Diego Administration Building)

Detailed meeting notes from the preliminary design consideration meetings and stakeholder meetings can be found on pages 23 - 37 in this section of the notebook following the conceptual project plans.

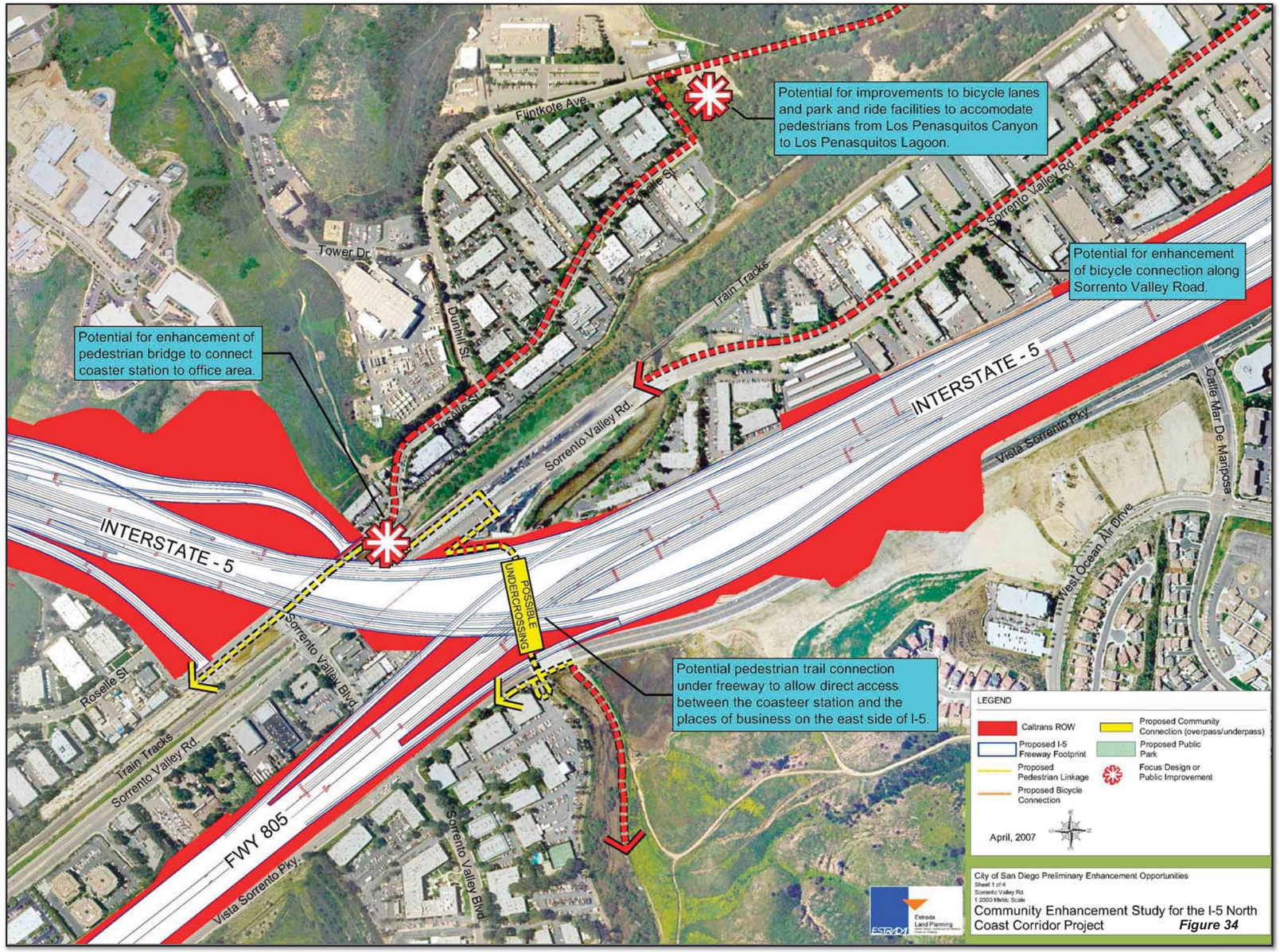
Please note that the San Dieguito River Park Plan is preparing several trail connections in the vicinity of I-5 and were not considered as potential synergy projects.

Meetings with City of Del Mar described below:

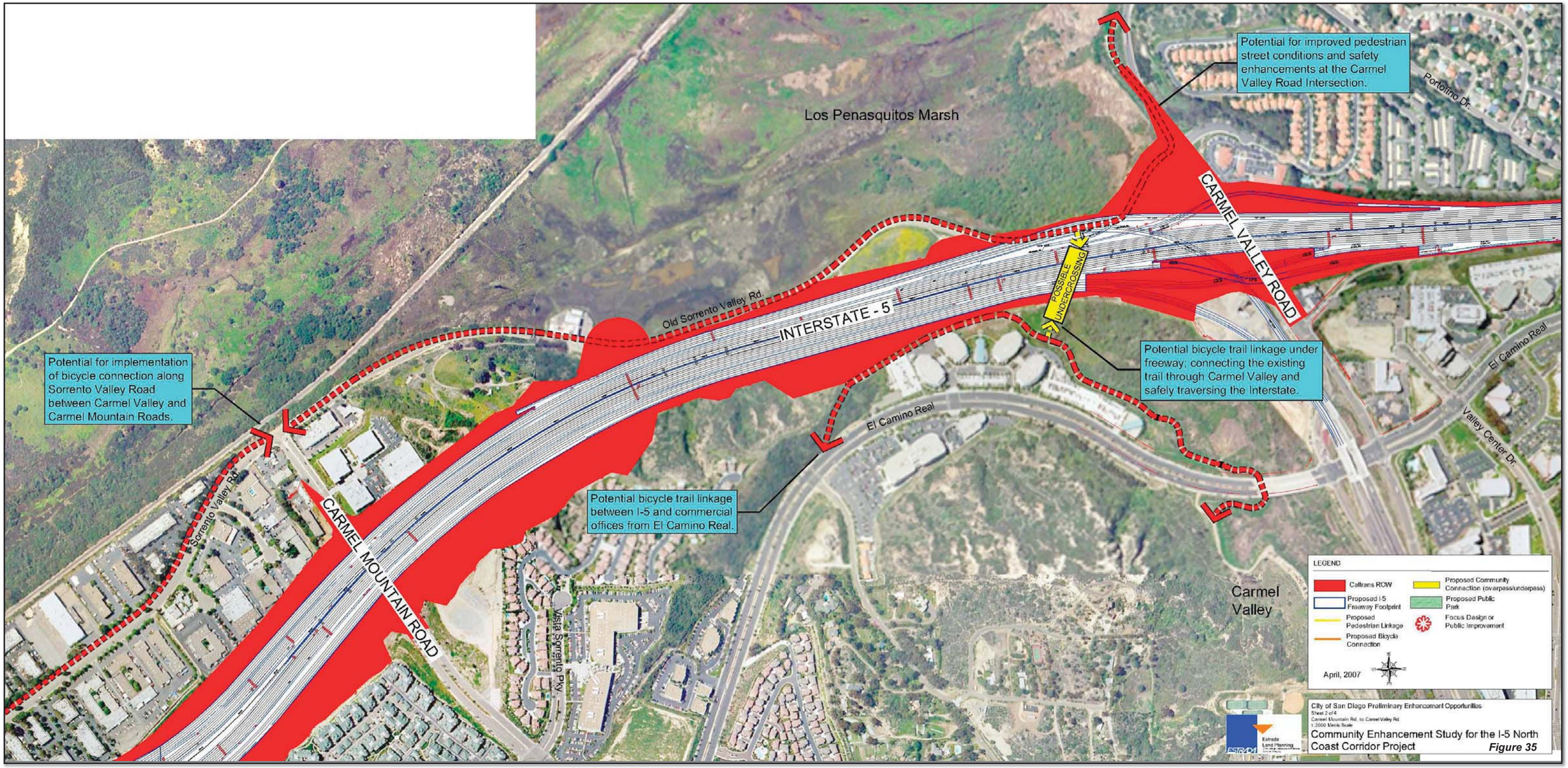
Jan. 18, 2005 - City of Del Mar Staff, Caltrans, Dokken Engineering, Estrada Land Planning (City of Del Mar, City Hall)

Oct. 2, 2006 - City of Del Mar Staff, Caltrans, Dokken Engineering, Estrada Land Planning (City of Del Mar, City Hall)

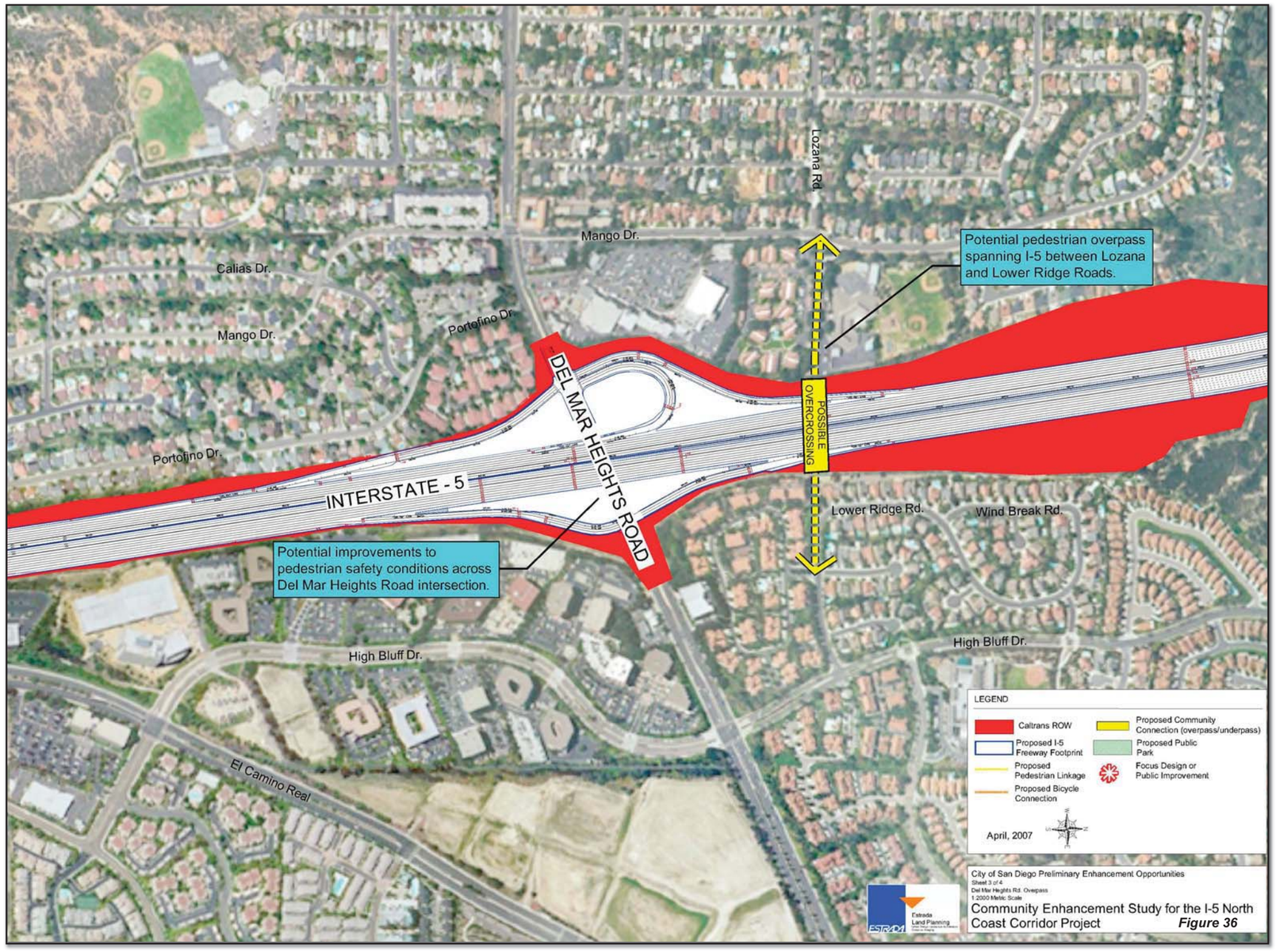
Although I-5 does not directly abut the City of Del Mar, access to the freeway interchanges directly affects the City of Del Mar. Our meetings with City staff and elected officials were intended for informational purposes only. During the process it was evident that there would be no “synergy” projects that could be built as part of the I-5 North Coast Comminity Enhancement Plan.



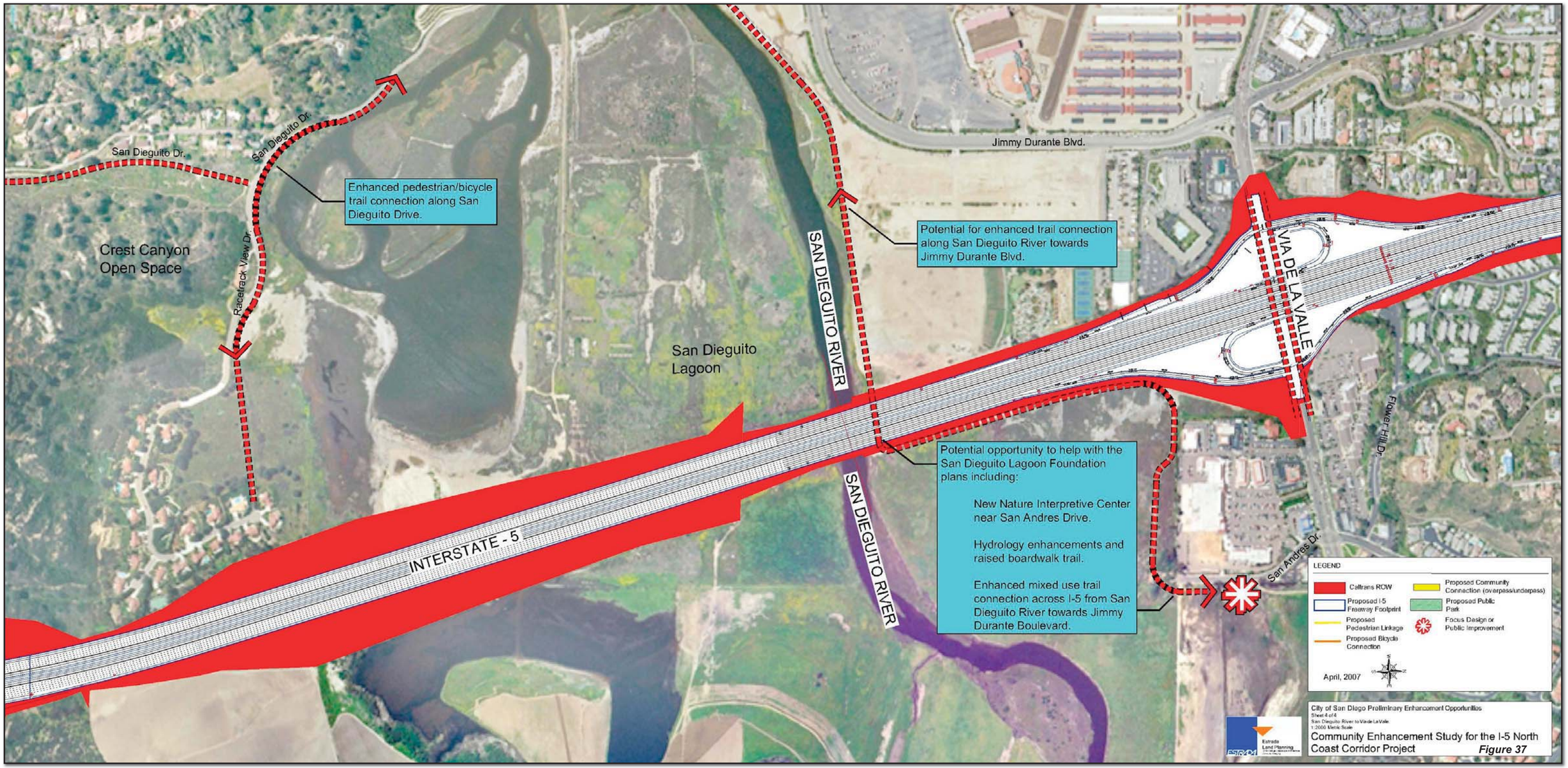
City of San Diego Preliminary Enhancement Opportunities



City of San Diego Preliminary Enhancement Opportunities



City of San Diego Preliminary Enhancement Opportunities



City of San Diego Preliminary Enhancement Opportunities

Preliminary Design Considerations: Meeting Notes

MEETING MINUTES

MEETING TYPE: **Ops & Cons Analysis – City of San Diego Meeting #1**
SUBJECT: City of San Diego Meeting #1
DATE: Tuesday, February 22, 2005
TIME: 11:00 am- 12:00pm
LOCATION: City of San Diego Administration Building
202 C Street, 5th Floor Large Conference Room
San Diego, CA 92101

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required

1. **The City of San Diego Representatives/attendees:**
   Melissa Devine
   Keith Greer
   Linda Marabian
   Bob Didion
   Bernie Turgeon

2. **Introductions** - The meeting began with introductions. The purpose of the meeting was explained and agenda reviewed prior to commencing with discussions. The intent of meetings with the local agencies is to gain design development insight and identify development opportunities and constraints for the project.

3. **Project options –** The project options were explained as basic conceptual ideas for potential improvements, but have no pre-determined improvements for development. The result of the meetings with the local agencies will provide recommended options for the Ops & Cons Analysis phase, which will be included in the Environmental Document.

   The five project widening options are the 8+4 with buffer, 8+4 with barrier, 10+4 with buffer, and 10+4 with barrier, and a 'No-build' alternative. It was explained that the 10+4 options are the same as the 8+4, but with 1 more general-purpose lane for each direction of travel.

   The buffer options will provide a 3' separation of the HOV lanes from the general lanes with pavement striping. The barrier options will provide a concrete barrier with standard width shoulders to either side, as separation. The barrier options would require a wider footprint than the buffer options.

   All options will have different impacts dependent on the number of lanes and buffer or barrier option.

4. **Overview of goals** - Estrada Land Planning reviewed some of the major goals listed on the meeting handout to solicit comments and concerns from the City Staff. Vicki explained the need to consider land uses adjacent to the I-5 corridor and

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transportation opportunities. Estrada stressed that this phase of the project is a regional urban design study to analyze and identify opportunities for all the urban elements, as they are inter-related.

5. **Project width –** The project footprint from the I-5/I-805 merge to Del Mar Heights Road will not incur any further expansion than what will be provided in the construction being done today.

   All areas north of Del Mar Heights Road will be widened to approximately 58-60 feet.

6. **The project boundaries** are not being limited to areas within the ROW. The project may extend beyond the ROW limits, based on the impacts that may need mitigative measures. It is possible that some of the improvements that extend beyond the ROW may be funded by Enhancement funding.

   Enhancement Funding - Caltrans explained that an additional $50 million funding is available for project-related improvements. The improvements may be justified as a benefit to the motoring public, a mitigation measure due to the impacts of the freeway widening, or an improvement to the local or regional transportation network that may be impacted by the widening.

7. **Related projects** - The Highway 56 northbound connector to the I-5 is a separate project from the I-5 widening, but will be built about the same time as the I-5 widening project. The connector will be built by the City of San Diego.

8. Vicki Estrada explained the need for input in addressing community identity, the sense of arrival to specific areas, and how the identity relates to the region.

   Estrada also explained that the replacement of all the bridges and bridging natural resources would impact the visual character of the corridor. Estrada encouraged the City to express their concerns and ideas related to community character, natural resources, traffic, transit, and land uses.

9. **San Dieguito Lagoon** – Concerns are for view and aesthetics impacts at the lagoon, and working with the JPA and Edison Lagoon Enhancement project plans for use in determining improvements at these project locations.

   ELP will obtain a copy of the JPA and Edison Lagoon Enhancement projects.

10. **Potential Community enhancements** – The re-opening of Sorrento Valley Road as a regional pedestrian or bicycle route connection was suggested to improve access to the Coaster station from adjacent neighborhoods. City Council voted for the closure of the road several years ago. An interchange connecting bridge is proposed for connection from State Route 56 to the southbound I-5 freeway at this location. The future bridge improvements could include a continued pedestrian connection below for pedestrian and bicycle use.

11. **Concern for development at San Dieguito Lagoon** Estrada prefaced the following discussions with general questions such as 'How should impacts to existing landforms be addressed? How can we create an identity relative to the natural area or region?

    Concerns are for providing appropriate improvements at the San Dieguito Lagoon. The project will require coordination with the Coastal Commission requirements. The priorities are for retaining views, maintaining the current character at the lagoon, and appropriately mitigating the increased noise toward adjacent residential neighborhoods.

    In addressing these concerns, alternatives to sound walls should be considered, such as rubberized pavement as a noise attenuation measure. Plexi-glass walls may also be considered to mitigate noise, yet retain views.

12. **Community character concerns -** The Community will most likely be concerned with providing entry statement landscaping at the Del Mar Heights interchange. Enhanced landscaping is desirable at all of the I-5 intersections.

    The City stressed the importance of retaining views and maintaining the existing character of open spaces and natural resources. Sound walls should be minimized at open space areas and lagoons. Walls should not be 40' tall near the natural resource areas.

    The project team should be sensitive to maintaining a balance between the proposed mitigation measures (such as sound walls) and improvements required to cross the natural resources.

13. **Trail and Bikeway Connections** should be considered for the Carmel Valley, providing regional access from the east, under Camino Real and I-5, to the beaches. The connection should be a multi-use path to serve both pedestrians and bicyclists. Constraints include limited space adjacent to the lagoon.

    'Park and bike' lots should also be considered along a regional multi-use path to allow bicyclists the opportunity to cycle to the beaches, reducing parking and traffic congestion.

    Trails adjacent to the freeway, potentially located within the Caltrans ROW, are not foreseen in areas between Via de la Valle and Carmel Valley Road, due to narrow ROW widths. Possible trails may exist to the south of Carmel Valley Road.

14. **Traffic** – The omission of parallel roads forces a lot of local traffic onto the freeway. Fixing the parallel roads would relieve the dependency on using the freeway to get to places, thus relieving volume on the freeway. The only other choices for commuting are train, bus transit, and car travel.

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15. **Mass-Transit** - The Coaster is considered the most effective mass transit that people are willing to use. Few local commuters use the bus systems. Mass transit is highly utilized during specific events, such as the Del Mar races or Fair events, however may become bogged-down in traffic, becoming inefficient.

    Our (the regional transportation leaders and agencies) commitment to improve transit is the most important issue in improving our regional transportation problems. The biggest opportunity to improve Mass Transit is to dedicate separate lanes for buses. Mass transit becomes more effective and beneficial by separating bus routes into designated HOV lanes, providing connections to other HOV lane systems, and avoiding the mixing of transit with general traffic.

16. **Access to Transit** – Several opportunities exist for improving access to transit. Coaster or transit stations are typically located along the west edge of most cities, with the exception of the Sorrento Valley station located near the I-5/I-805 merge. Easy east-to-west access to these stations, from core residential areas, does not exist, with the exception of using a car. These stations also have limited parking spaces, resulting in parking issues.

    The City expressed the need to make 'access to transit' a priority at places such as Carmel Mountain Road, which will be built soon. The inclusion of bike and pedestrian connections from east and west will give the public opportunities to get from their homes to the coaster without using their cars.

17. **Concern for widening impacts** - The City fears the loss of aesthetics, due to the freeway widening, will cause a loss in identity of San Diego as a whole. The concern is that there will be little or no room for buffer trees or landscaping after widening. The result would be the loss of San Diego's image or the perception of I-5 as a Gateway to San Diego. A concrete 'cattle run', similar to Orange County is not what is desired.

18. **Gateways** –Estrada explained that Oceanside is the gateway to the San Diego region, creating a significant change from Camp Pendleton's rural landscape to a more urban environment.

    When asked where City's gateway statement should be located, the City's response was that a contextual solution for each localized community may be more appropriate, as the true image of San Diego may be best represented by Mission Bay or Downtown.

    The community of Carmel Valley, for instance, has a uniquely separate character than San Diego and should be retained with the widening. Enhancements should consider minimizing walls as much as possible, keeping some landscape area for buffers and consideration of optional architectural treatments for walls.

    The possibility of minor 'Gateways' to honor each separate city

may also be appropriate.

19. A strong political statement would be made if there was support for retaining the character of any City or the region, at the expense of private property or other land uses adjacent to the I-5 freeway. Communities or political representatives would not likely support this approach.

20. **Summary of recommendation and concerns**
    - Increase shuttle service
    - Provide transit-only lanes on the freeway and/or on local streets and intersections
    - Increase pedestrian and bicycle access to mass transit
    - Focus on improving mass transit
    - Pay attention to the visual aesthetics of improvements
    - Minimize impacts to adjacent residents
    - Provide HOV lanes to Oceanside from San Diego
    - Protect the lagoons, work with the JPA/Edison project
    - Include pedestrian and bicycle access through Carmel Valley Road, connect to FISDRIP, and provide access to Sorrento Mesa.
    - From Del Mar Heights Road to Via De La Valle, maximize aesthetics and planting, minimize walls
    - Improve aesthetics and pedestrian access along Del Mar Heights Road
    - Provide a Class-I Multi-Use trail that connects Sorrento Valley Road to Coaster Station and outlying neighborhoods.

These meeting minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: David Preciado
DISTRIBUTION: All attendees
DATE: February 22, 2005

ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Melissa Devine	City of San Diego	
Keith Greer	City of San Diego	
Linda Marabian	City of San Diego	
Bob Didion	City of San Diego	
Bernie Turgeon	City of San Diego	
Arturo Jacobo	Caltrans	Project Management
Tom Nipper	Caltrans	Project Management
Chris Schmidt	Caltrans	Planning Department
Kent Askew	Caltrans	Landscape Architecture Department
Gerard Lumabas	Dokken Engineering	Consultant Project Manager
Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
David Preciado	Estrada Land Planning	Consultant Landscape Architect

MEETING MINUTES

MEETING TYPE: **Ops and Cons with City of San Diego**
SUBJECT: **City of San Diego**
DATE: **January 12, 2006**
TIME: 3:00pm-4:00pm
LOCATION: City of San Diego

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required
• **Introductions:** Introductions were made by all agencies represented, The City of San Diego, Caltrans and ELP. Vicki Estrada briefly went over the project and purpose of Ops and Cons, and projects for the city.	
• Only one city staff member was able to attend, Bernie Turgeon, who is a Senior Planner with the City of San Diego	
• In regards to the Coaster Station moving at Sorrento Valley? ELP to get in touch with Clark Fernon from Boyle Engineering (Clark also prefers greenway enhancements or creek revitalization as part of the project)	**ELP**
• Dan Monroe is the Planner for the University Area	
• CIP for the project at the 56 Underpass; ELP to get in touch with Brad Johnson with the city or Angela Leiba at URS to get hold of studies done in the past looking at that connection	**ELP**
• Berney Turgeon responded well to the pedestrian bridge north of Del Mar Heights road, not sure how the community will respond	
• Trish Butler has the information on the plans for the Del Mar Fairgrounds so that ELP and CT can coordinate any improvements such as pedestrian or vehicular circulation they may be proposing that may tie into the I-5	**ELP**
• ELP to contact the chairs of Carmel Valley, Torrey Hills and Torrey Pines Community groups to set up meetings	**ELP**
• ELP to contact Scott Peters of Carmel Valley in terms of the feasibility of the bicycle paths	

Interstate 5 Freeway Improvements
Opportunities & Constraints Analysis Process

PREPARED BY: ELP
DISTRIBUTION: All attendees
DATE: January 12, 2006
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Bernie Turgeon	City of San Diego	Planner
Kent Askew	Caltrans	Landscape Architect
Vicki Estrada	Estrada Land Planning	Landscape Architect
Abbey Edwards	Estrada Land Planning	Landscape Designer
Meredith Plant-Mills	Estrada Land Planning	Landscape Designer

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Opportunities & Constraints Analysis Process
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MEETING MINUTES

MEETING TYPE: **Ops & Cons Analysis – City of Del Mar Meeting #1**
SUBJECT: City of Del Mar Meeting #1
DATE: Monday, January 18, 2005
TIME: 9:00 – 10:00 am
LOCATION: City of Del Mar City Hall – Annex Building
1050 Camino Del Mar
Del Mar, CA 92014

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required

1. **The City of Del Mar Representatives/attendees:**
   Carmen Kasner, City Engineer
   David Scherer, Director of Public Works
   Lauraine Brekke-Esparza, City Manager
   Linda S. Niles, Planning and Community Development Director

2. **Introductions** were completed. Caltrans and the Consultant Team explained the purpose of the meetings with local agencies as a way to gain design development insight, and concerns for development opportunities and constraints for the project. The agenda was reviewed and goals and objectives overviewed as an introduction to discussion items.

3. **Caltrans explained the project's status of design** as a basic set of conceptual ideas for potential improvements, but no pre-determined improvements for development. The result of the meetings with the local agencies will provide recommended options for the Ops & Cons Analysis phase of the project.

   The five project widening options were described as the 8+4 with buffer, 8+4 with barrier, 10+4 with buffer, and 10+4 with barrier, and a no-build alternative. It was explained that the 10+4 options are the same as the 8+4, but with 1 more traveled lane. The buffer is a 4' separation between the HOV lanes and the standard lanes. The barrier is a cast-in-place concrete k-rail with standard shoulders to either side. All options will have different impacts.

4. **Project Schedule** - The Ops and Cons Analysis process will be completed by May or June of 2005. The Analysis will identify possible improvements for the Project.

5. **Del Mar City limits:** It was noted that the City limits do not exist adjacent to the Caltrans Right of Way (ROW), however access to the City are from three main entry points at the I-5 freeway. The main entry points to the City are at Carmel Valley Road, Del Mar Heights Road, and Via de la Valle Drive. The primary City gateway is at Jimmy Durante and San Dieguito Lagoon, serviced by Via de la Valle. Via de la Valle is owned and maintained by the City of San Diego.

6. **Maintain the existing views from the freeway** toward the lagoon while traveling I-5 near Del Mar is a concern. Preserving the expanse of views of the San Dieguito Valley from I-5, and retaining community character for this part of the corridor is desirable. The planning of the physical improvements of the freeway widening should be sensitive to maintaining views to visual resources, such as the ocean, lagoons, and valleys.

   Sound attenuation may be required along the southbound (SB) side to protect the homes immediately adjacent. A flanking effect occurs with sound walls, therefore requiring an extension of walls beyond the homes to adequately attenuate the noise.

   This stretch of roadway currently retains a concrete barrier as a noise attenuation improvement, providing the minimum for attenuating today's noise levels. It is estimated that a similar barrier will not provide adequate attenuation for the future project's noise levels. The limits or locations of sound walls are not specifically known presently. Sound walls will most likely be required with all the project options, including the 'No-Build' option.

   The 'No-Build' option includes enhanced improvements, accommodating one extra HOV lane in the current median from San Diego to the Manchester exit.

   Caltrans will provide the City of Del Mar with the results of the Noise Studies, prior to public review.

   The installation of sound walls and potential obstruction of views toward the lagoon from the adjacent communities is also a concern.

   The Del Mar community will also be concerned with wall aesthetics. The type and physical character of the sound walls to be provided is also of concern.

   PB is conducting the noise studies for areas along the I-5 corridor. Study results will be completed in the near future.

8. **San Dieguito Lagoon Enhancement Project –** The City of Del Mar and Southern California Edison (SCE) have allocated $80 million dollars for the Lagoon Enhancement Project. Improvements include pedestrian trails and access points to and through the lagoon area. The proposed trails will be located along the north edge of the Lagoon, linking the Coast to Crest Trail. The improvements will include an 8' wide boardwalk from the Jimmy Durante Boulevard, under the existing bridge structure to eastern San Dieguito valley. The goal of the project is to keep the San Dieguito Lagoon area as natural as possible and to maintain public access from east to west.

   Estrada Land Planning (ELP) will attain a copy of the SCE San Dieguito Lagoon Enhancement Project

   The Lagoon Enhancement Project will begin a two-year construction phase in October 2005. Improvements will include tidal areas, nesting areas, lakes, breeding grounds, and sand-control berms developed near the Caltrans ROW.

   The City of Del Mar Community Plan has been modified to

include the goals and objectives of the San Dieguito Lagoon Enhancement Project.

The potentials for enhancing the lagoon area also provides an opportunity to purchase the thirteen industrial properties along San Dieguito Lagoon near the fairgrounds, relocating the businesses, to improve the existing view sheds of the lagoon. Several subject properties are vacant. The purchase of the properties could be used for mitigation banking purposes for the development of the project.

9. **Del Mar Fairgrounds Master Plan** – The Del Mar Fairgrounds has completed an update Master Plan for environmental review. A Notice of Preparation (NOP) for amendments to their master plan was issued. An updated Environmental Impact Report (EIR) has not yet been completed for their master plan. The City of Del Mar has reviewed and commented on the draft master plan document.

   Caltrans will attain a copy of the Del Mar Fairgrounds Master Plan

   Caltrans will attain a copy of the NOP document with the City of Del Mar's review comments

   The Fairgrounds Master Plan outlines a number of proposed improvements, including a rail transit station, a pedestrian bridge to provide access from the station to the fairgrounds, several structure improvements and replacements, and an expanded schedule of venues and events.

   Another proposed improvement is a large electronic advertisement sign along the freeway, similar to that at SDSU in San Diego. The City of Del Mar is concerned that the sign would detract from the natural character of the San Dieguito Lagoon. The use of sound walls along the corridor may block driver's views of the fairgrounds, that may be used to justify the need for a changeable message sign.

10. **Fairground Event Traffic** - The Del Mar Fairground Master Plan is proposing to host year-round, 24-hour-a-day scheduled events. The estimated number of large-event attendees ranges from 70,000 to 100,000. The Fairgrounds are planning for expansion of facilities, increasing the types and frequency of events. The events currently held at the fairgrounds impact the traffic on I-5 and City of Del Mar streets. The traffic circulation impacts typically result in gridlock throughout the City of Del Mar and heavy backups on Interstate 5.

    The Via de la Valle on-ramps, in either direction, are overburdened by the exiting event traffic at peak event hours. Many of the traffic control measures provided on Via de la Valle or at the metered ramps are rendered ineffective by event traffic.

    The planning and design phase of the project should consider the estimated traffic volume increases for future Fairground events. Enhanced ingress and egress facilities from the Del Mar Fairgrounds at Via de la Valle would be considered a regional benefit.

    Caltrans has discussed with SANDAG the need for studying

existing intersections to recommend mitigation solutions. SANDAG has determined that the recommended mitigation solutions will not be part of the project. The local agencies will need to approach SANDAG through the Local Arterials Program for intersection enhancement project development.

11. **The Project's Construction Phase** should be sensitive to protecting recently built improvements. The project's construction phase will require specific protection measures to protect the Coast to Crest Trail. Caltrans will need to determine whether the trail can remain operational or non-operational during the construction phase. New or relocated trail connections may be required in all areas at the San Dieguito Lagoon.

12. **East to west connections** – The City would like to maintain bike and pedestrian facilities from east to west, allowing access to the beaches and coastal routes.

13. **Existing bike and pedestrian facilities at the SR56/Carmel Valley Road Intersection**–The City would like to assure the community that bike and pedestrian corridors are maintained during construction phases of work. Temporary bridges, routes or detours were suggested as considerations during the construction phase. Clearly marked bike routes will help to reduce conflicts with vehicles.

    The current construction work, to be completed in 2007, will include 1 carpool lane in the southbound (SB) direction, 4 travel lanes, and one bypass lane.

    The project will require widening at this intersection to accommodate one additional carpool lane in the SB direction. The widening will impact areas beyond the existing ROW.

    The NB and SB connectors for SR56 are still in the planning stages for implementation. The connectors will provide easier access to the City of Del Mar's southern beaches.

    A Class 2 bike route will be constructed on Carmel Valley Road west of the freeway that will connect to the existing SR56 bike trail along Carmel Valley Road Ecological Preserve. The trail will eventually run from the coast highway to I-15.

14. **Del Mar Heights Road bridge replacement**– The bridge structure will most likely be replaced to accommodate the widening. Del Mar Heights Road traffic has steadily increased due to new business development in the immediate area. The City is concerned with the amount of traffic that uses Del Mar Heights Road for ingress and egress from Del Mar and from the City of San Diego areas located to the east of I-5. The reconstruction of the bridge will impact traffic patterns during the construction phase.

    The City of Del Mar recommends maintaining the bike and

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pedestrian traffic at Del Mar Heights Road.

15. **City's Mass Transit plans** – The City is currently working with SANDAG to plan for an east-west public transit route to the City and beaches. There are no transit routes or park and shuttle facilities in place currently.

16. **LOS-SAN Rail Expansion and the I-5 Corridor -** The relationship of the LOS-SAN Rail Expansion to the I-5 Freeway widening was discussed. Caltrans explained that both are separate projects.

    Caltrans explained that the LOS-SAN expansion within the I-5 corridor is not a feasible option, as the rail system requires a 1.5% grade maximum. The topography that exists throughout the I-5 corridor is not conducive to developing an expanded LOS-SAN rail system. Cost-prohibitive economic factors associated with the on-grade or tunneling option of the rail line expansion within the I-5 corridor make this option unfeasible.

    The City's concern for the Camino Del Mar option of the LOS-SAN rail expansion project is that the proposed improvements will impact the City greatly. The concerns are for the tunnel construction phase impacts, the noise expected at either portal, exhaust from several proposed vent stacks located throughout the tunnel corridor, and the continuous use by diesel train engines.

    The Del Mar City Council supports a 'No-Build' proposal for the LOS-SAN Rail expansion through the city limits of Del Mar.

17. **City of Del Mar is best known for** their quality of life and environmental sensitivity. These values are a priority in setting their goals for development, and shape their opinions on regional projects. The Community's primary concerns are for preservation, addressing issues related to noise and aesthetics in their community.

18. The summary of the City of Del Mar's primary concerns for the project:
    a. To address the expected traffic increase at the interchange of Via de la Valle, with no further improvements currently proposed to accommodate higher traffic volumes to and from the Fairgrounds facilities.

    b. Caltrans to clearly recognize the Fairgrounds as a Regional event facility that hosts year-round events that will consistently affect the regional traffic flows. The concern is for planning the project with the Fairground MP in mind.

    c. The protection of the San Dieguito Lagoon and the improvements to be built with (Southern California Edison) and JPA River Valley projects, and resolving the local traffic impact solutions.

d. Involving the Del Mar Community to address local concerns, and overall involvement in the planning process. Suggestions for briefing the City Council, hosting public forums, coordinating with City staff, and use of on-line media for posting information. Meetings with the Torrey Pines, Torrey Hills, and Carmel Valley Community Planning Groups are intended.

These meeting minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer with three days of receipt.

PREPARED BY: David Preciado
DISTRIBUTION: All attendees
DATE: January 18, 2005
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Tom Nipper	Caltrans	Project Management
Michelle Trudell	Caltrans	Environmental Analysis
Chris Johnson	Dokken Engineering	Consultant Project Manager
Steve Estrada	Estrada Land Planning	Consultant Landscape Architect
David Preciado	Estrada Land Planning	Consultant Landscape Architect
Carmen Kasner	City of Del Mar	Engineering Department
David Scherer	City of Del Mar	Public Works Director
Linda S. Niles	City of Del Mar	Planning and Community Development Director
Lauraine Brekke-Esparza	City of Del Mar	City Manager

MEETING MINUTES

MEETING TYPE: **Ops & Cons Analysis – City of Del Mar Meeting #2**
SUBJECT: City of Del Mar Meeting #2
DATE: October 2, 2006
LOCATION: City of Del Mar City Hall – Annex Building
1050 Camino Del Mar
Del Mar, CA 92014

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required
1. **The City of Del Mar Representatives/attendees:** Carmen Kasner, City Engineer David Scherer, Director of Public Works Lauraine Brekke-Esparza, City Manager Linda S. Niles, Planning and Community Development Director	
2. Caltrans updated City staff on status of I-5 freeway widening project. The same options presented at 1/18/05 were discussed. Synergy projects in adjacent San Diego being considered as part of the opportunities and constraints analysis included: • Penasquitos Creek Trail Connection • Carmel Valley Bicycle/Pedestrian Trail Connection • Enhanced Park and Ride at Carmel Valley Road • Pedestrian Overpass North of Del Mar Heights Road.	
3. Del Mar staff reiterated their concerns of traffic impacts at Via de la Valle and that either Caltrans or San Diego should be responsible for those improvements.	
4. The status of the San Dieguito Lagoon enhancement project was discussed.	

These meeting minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: Vicki Estrada

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Tom Nipper	Caltrans	Project Management
Michelle Trudell	Caltrans	Environmental Analysis
Chris Johnson	Dokken Engineering	Consultant Project Manager
Steve Estrada	Estrada Land Planning	Consultant Landscape Architect
David Preciado	Estrada Land Planning	Consultant Landscape Architect
Carmen Kasner	City of Del Mar	Engineering Department
David Scherer	City of Del Mar	Public Works Director
Linda S. Niles	City of Del Mar	Planning and Community Development Director
Lauraine Brekke-Esparza	City of Del Mar	City Manager

3.1.5 Soliciting Input from Stakeholders

Meetings were held with interest groups and stakeholders from San Diego during the development of synergy projects. These meetings have been invaluable to the formation of projects.

Meeting dates and participating stakeholders are described below:

Jan 26, 2006 - San Dieguito Park Joint Powers Authority representatives, Caltrans and Estrada Land Planning

Jan 27, 2006 - City of San Diego - Parks and Rec Dept., Torrey Pines State Reserve, Caltrans, Estrada Land Planning (at Estrada Land Planning)

Feb 3, 2006 - City of San Diego Trails Manager , Caltrans, Estrada Land Planning (on site, Sorrento Valley and Carmel Valley/SR56)

Feb 14, 2006 - Carmel Valley Community Planning Group, Caltrans, Estrada Land Planning (at Carmel Valley Library)

Feb 21, 2006 - Torrey Hills Community Planning Group, Caltrans, Estrada Land Planning (at Torrey Hills Elementary School)

Mar 9, 2006 - Torrey Pines Community Planning Group, Caltrans, Estrada Land Planning (at Del Mar Elementary School)

Detailed meeting notes from the stakeholder meetings can be found on pages 27 - 37 of the notebook.

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MEETING MINUTES

MEETING TYPE: **Meeting with San Dieguito Park Joint Powers Authority**
SUBJECT: **City of San Diego**
DATE: **January 26, 2006**
TIME: 11:00am-12:30am
LOCATION: Lunch Meeting

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required
• **Introductions:** Introductions were made by all agencies represented, San Dieguito Park Joint Powers Authority, Caltrans and ELP. Vicki Estrada briefly Discussed the I-5 Corridor Project and the conceptual synergy project.	
• Vicki presented all concepts to Susan Carter and her associate Shawna Anderson for projects at San Dieguito Park • They were not encouraging the proposed trail that would run from north to south parallel to freeway because it has too many environment impacts (Least Tern habitat) • They did encourage connecting the overlook at the Grande Bridge along San Diegutio Dr to Crest Canyon • Susan stated trails that are 12' by 12' are preferred so that peds, bikes and equestrians can use this trail system (there was discrepancy on Caltrans Policy Issues for mix-use of trails) • These are the items that need funding for San Dieguito Park: **1)** Shared use Nature Center/Park and Ride **2)** Trail connection under freeway to connect east-west **3)** Drainage basins for filtration at bottom of slope before lagoon (wetland treatment ponds) **4)** Interpretive signage	**ELP**
• Update on the fairgrounds plans: parking on the wetland to be phased out in the future; • This area along Jimmy Durante where there is seasonal parking, is to be phased out and should be considered for possible mitigation sites for CT • The first part of the boardwalk trail will be completed near the fairgrounds (at edge of lagoon) • Another major concern is the crossing to be made at the rail road track to connect these future trails to the Rail Trail and to the beach	**CT**

1 of 2

PREPARED BY: ELP
DISTRIBUTION: All attendees
DATE: January 26, 2006
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Susan Carter	San Dieguito River Park	Project Manager
Shawna Anderson	San Dieguito River Park	Assistant Project Manager
Kent Askew	Caltrans	Landscape Architect
Vicki Estrada	Estrada Land Planning	Landscape Architect
Abbey Edwards	Estrada Land Planning	Landscape Designer
Meredith Plant-Mills	Estrada Land Planning	Landscape Designer

MEETING MINUTES

MEETING TYPE: **Meeting with Thompson and Kummer**
SUBJECT: **City of San Diego**
DATE: **January 27, 2006**
TIME: 10:00am-11: 30am
LOCATION: Estrada Land Planning Office
San Diego

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required

- **Introductions:**
Introductions were made by all agencies represented, Caltrans and ELP. Vicki briefly went over the project and showed conceptual projects proposed for SD

- **Torrey Pines Marsh Trail:** this trail needs funding; a boardwalk would be required to connect this trail to Torrey Pines and Sorrento Valley; the idea of the trail head near Sorrento was well received and the Torrey Pines rangers suggested this trail should be bicycle accessible.

- **Penasquitos Canyon:** the rangers and Rick Thompson are interested in re-establishing the wildlife corridor and like the idea of the connection made again.
It was discussed in the mid-90's to do the trans-county trail connection through Sorrento Valley, now there are physical constraints.
It is the only remaining wildlife corridor that connects Torrey Pines to Penasquitios Canyon; it's important to re-open it (animals like deer and mountain lions use this corridor and many others)
The Penasquitos trail would require some parking that would have to be undertaken by the city to determine how and where

- **Coaster Station**: is it moving? Unknown, but not likely to be feasible to move it but still an option, another option is to have the parking on both north and south side, 9 alternatives are being considered
- Unlining the channel which is now concrete is up for discussion; there is space to do it; water quality enhancement is being pushed for by SD Engineers; basin changes won't occur in the near future…Vicki asked the city engineers what volumes would be required of these basins?
- Commuters use this Penasquitos trail to get to Sorrento Valley

- **56 Under crossing:** This crossing has been discussed many times and seemed to "fall through the cracks"; Biological discussions were held on compatibly; not seen as much of an issue if the trail is just for peds and bicyclists; also seen **as a trans-county trail critical connection (*The Sea to Sea Trail*)**

  ELP

- **Boardwalk along Carmel Valley** road to connect with beach is already out to bid; Chris Scheckl of Boyle engineering has the working drawings

- **Del Mar Height Ped Bridge:** well-received by the group and Rick Thompson felt the communities may go for it

- **San Dieguito Park:** the Least Tern need to be fenced off

- **Major Concerns of group:** the group felt these project are the most critical and important to re-connecting the communities due to the widening:

  1) **Carmel Valley connection**
  2) **Sorrento Valley Connection**
  3) **Any trails proposed should connect with existing trails or tie into the trail system**

  ELP

- **Other Groups to get in touch with:**
  Docent society, Torrey Pines assoc, Trans-County Trail Committee

PREPARED BY: Abbey Edwards
DISTRIBUTION: All attendees
DATE: January 27, 2006
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Vicki Estrada	Estrada Land Planning	Landscape Architect
Jody Kummer	Supervising Ranger	Torrey Pines State Park
Rick Thompson	Trails Manager	City of San Diego

Interstate 5 Freeway Improvements
Opportunities & Constraints Analysis Process

MEETING MINUTES

MEETING TYPE: **Site Visit to Sorrento Valley and Carmel Valley/56 Interchange**
SUBJECT: **Rick Thompson (trails manager of City of SD)**
DATE: **February 3, 2006**
TIME: 10am-11: 30 am
LOCATION: Sorrento Valley and Carmel Valley/56
\
ATTENDEES: (See attached Roster)

Topics Discussed	Action Required
ELP staff, Kent Askew and Rick Thompson (trails manager of City of San Diego) met on site at the Sorrento Valley Bridge then moved on to the Carmel Valley/56 Interchange to discuss trail connections below the I-5 per Ops and Cons	
• **Sorrento Valley:** Looked at the existing trail that meets up with Sorrento Valley bridge and then ends at the I-5; discussed the idea of having the trail on the north-side under the overpasses Once the western side was reached near the Lumber Yard, it was discovered that there was already a bench in place and a graded slope where the trail would fit most conveniently, and it was determined it would be best to have the trail on the south side of the creek The team went further north toward Carmel Mountain Road, to the industrial area, where the creek runs under the Sorrento Rd. It was determined that the trail would not be able to fit at this portion of the creek and that pedestrians would have to exit the trail at the lumberyard. Rick, ELP and CT discussed the idea of restoring the creek near the proposed connection to create a wildlife corridor that no longer exists.	**ELP w/ engineers**
• **Carmel Valley/56 Interchange:** The team went to the west side of the I-5 where Carmel Valley intersects the freeway. Looked at the existing site under the I-5 where the potential trail connection would be built. Explored under the I-5 and realized the trail would fit if the silt that has compiled over the years were removed to how it once was, without affecting the hydrology of the creek. The creek was constrained at the Sorrento Valley Rd bridge drainage culvert due to the lack of area for the water to escape into the lagoon. Rick Thompson explained the importance of this corridor for wildlife.	

There was a study done by URS at one time with a pedestrian over crossing alternative, yet that is no longer an option. ELP will propose a trail alternative underneath that may flood in heavy rains but it will be understood that the trail will be closed during those times.	**ELP**

PREPARED BY: ELP
DISTRIBUTION: All attendees
DATE: February 3, 2006
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Rick Thompson	City of SD	Trails Manager
Kent Askew	Caltrans	Landscape Architect
Vicki Estrada	Estrada Land Planning	Landscape Architect
Abbey Edwards	Estrada Land Planning	Landscape Designer
Meredith Plant-Mills	Estrada Land Planning	Landscape Designer

MEETING MINUTES

MEETING TYPE: **Community Meeting for Ops and Cons (City of SD)**
SUBJECT: Carmel Valley Community Meeting
DATE: **February 14, 2006**
TIME: 7:00pm-9:00 pm
LOCATION: Library of Carmel Valley

ATTENDEES: (See attached Roster)

Topics Discussed	**Action Required**

Introductions:
Vicki Estrada (Estrada Land Planning) introduced herself and Arturo Jacobo (Caltrans) to the Board. Vicki gave an update on the I-5 widening from La Jolla Village Drive to Oceanside. She then said that there is $50M in funding available for enhancements in communities along the I-5 corridor, over and above the standard freeway improvements.

She said they would like to present a few preliminary ideas to the Board and get feedback of the priorities for communities along the corridor.

She presented the projects affecting the Carmel Valley community, including creation of pedestrian and wildlife corridors as well as overlooks and the completion of unfinished projects within the area. Arturo added that the funding is allocated on a per mile basis and estimated that $8-$10M could potentially be available for enhancements in the Del Mar/Carmel Valley area.

The Projects through San Diego were all well recieved.

Comments on the Projects were as follows:

- Penasquitos Creek: community was very positive to the idea of having a wildlife and pedestrian connection from east to west. They also responded well to the idea of having trailheads near the coaster station from a commuter's standpoint.
- Carmel Valley and the 56: the community reminded Vicki that there have been numerous studies done on the 56 under crossing and asked if she had seen these studies, she replied that she had reviewed them and was aware of the options put forth at one time
- The proposed Del Mar Heights Pedestrian Bridge: At first the community was questioning the idea and need for the bridge, but once they realized the safety and convenience concerns of the Del Mar Heights Rd pedestrian issues, they began to really like the idea.
- San Dieguito River Park: again the community was very enthusiastic about the trail connections made at the I-5 for this area. They also believe that the loop through Crest

Canyon should be realized.

- Chair White asked how this funding is available if there are unfinished Caltrans projects in the community, such as the SR56 and I-5 ramps and northbound connectors. Arturo responded that since the two are funded in different ways, they are completely separate issues. He added that the I-5 widening is critical to the mobility of the region and serves as a gateway to the community. As a result they want to go above and beyond to ensure that the I-5 is aesthetically pleasing.

- Chair White asked if Vicki would want the Board's priorities at the meeting in March. Vicki replied that they plan to bring costs for each of these projects to the March meeting held with all the communities in the area and would appreciate the Board's feedback on their priorities at that time.

- After Vicki presented the projects she told the community in attendance that the intent is to set up a special community meeting for all adjacent communities in which all of the feedback will be compiled together.

PREPARED BY: ELP
DISTRIBUTION: All attendees
DATE: February 14, 2006
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Vicki Estrada	Estrada Land Planning	Landscape Architect
Carmel Valley Community and Planning Group		

Interstate 5 Freeway Improvements
Opportunities & Constraints Analysis Process

MEETING MINUTES

MEETING TYPE: **Community Input Meeting on Ops and Cons**
SUBJECT: Torrey Hills Community Meeting
DATE: **February 21, 2006**
TIME: 6:30-8:30 pm
LOCATION: Torrey Hills Elementary School

ATTENDEES: (See attached Roster)

Topics Discussed | **Action Required**

Introductions:
Vicki Estrada (Estrada Land Planning) introduced herself and Arturo Jacobo (Caltrans) to the Board. Vicki gave an update on the I-5 widening from La Jolla Village Drive to Oceanside. She then said that there is $50M in funding available for enhancements in communities along the I-5 corridor, over and above the standard freeway improvements.

- She said they would like to present a few preliminary ideas to the Board and get feedback of the priorities for communities along the corridor.
- Projects presented are as follows:
- Penasquitos Canyon: the overall reactions for the community in attendance were very positive. Mention was made of the potential conflicts between the co-existence of wildlife with pedestrians/bikers. It was made clear that the wildlife and humans are not likely to use the corridor in the same hours of the day. They also felt it very important to have the pedestrian connection the employment areas from the coaster station be enhanced as well.
- The community asked CT and ELP to consider a new Project: at Carmel Mtn Road.The pedestrian connection at Torrey Hills under the I-5 towards the Penasquitos area is considered extremely unsafe, inadequate and needs a real effort to be improved for that community. Vicki said that they would begin looking into it and study alternative ways to cross that busy area and whether or not it is feasible.
- The 56 and Carmel Valley Under crossing: the planning group felt very positive about this connection and saw it as a missing link to the trail system. Their concerns were only in regards to the slope and the grades at the river bottom and how the trail would make those slopes. Vicki replied that the trail will be to ADA standards and switchback will be implemented if necessary.
- Del Mar Heights Pedestrian Bridge: the initial community reaction was questionable but then realized it was a much better and safer route to get back and forth east to west as opposed the Del Mar Heights which is really dangerous for children and adults.
- San Dieguito Park: the group held no negative comments or concerns. They agreed that Crest Canyon should be

incorporated into that trail system as an entire loop with the lagoon and river.

- Vicki finished by telling the community they will be back to have an overall community meeting with all adjacent communities to get more feedback.

PREPARED BY: ELP
DISTRIBUTION: All attendees
DATE: February 21, 2006
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Kent Askew	Caltrans	Landscape Architect
Vicki Estrada	Estrada Land Planning	Landscape Architect
Torrey Hills Community and Planning Group		

MEETING MINUTES

MEETING TYPE:	**Ops and Cons with City of San Diego/Del Mar**
SUBJECT:	**Torrey Pines Community Planning Group**
DATE:	**March 9, 2006**
TIME:	7:00-9:30 pm
LOCATION:	Del Mar Elementary School Del Mar, CA
ATTENDEES:	(See attached Roster)

Topics Discussed	**Action Required**

- **Introductions:** Caltrans and Estrada Land Planning were on the agenda for 7:50 pm. Vicki Estrada made a brief overview of the I-5 widening and then explained how Ops and Cons fits into the overall widening project.
- Concerns then arose from the community members about mitigation for the freeway noise problems that already exist. They wanted to know why this money was not being spent on noise walls as opposed to these other projects like enhancements?
- The community wanted to know if they would get a say in what the improvements, such as streetscape and more design guideline items would look like? Vicki explained that the project is not at that stage yet, but when the Design Guidelines occur the community ultimately decides how they want their community character to look in terms of the freeway
- The community had concern for the noise in regards to birds and other wildlife populations, as well as the homes currently next to the freeway in that they are already sub-standard and above 67 DB. Again, they wanted to know why these issues occurring today were not being dealt with? They also want other types of mitigation such as double pained windows and paving as mitigation. Vicki explained the sound study is not even done yet and there would be a separate meeting for just sound in the near future.
- Community asked again, could we use the mitigation money for sound?
- Arturo then explained that this Ops and Cons money comes from a separate fund, but that doesn't mean the city cannot do above what CT does to mitigate for sound. Arturo explained there probably would not be enough money to do all of the enhancement projects anyway
- The community wanted to know when the sound study would be available to the public. Arturo said they hoped to have these public meetings for sound in or around June of 06'. Arturo also explained that CT follows federal guidelines for noise, and there are places along the freeway that will not be able to be mitigated for.
- Community asked if the money is there, could it be used for

noise? Arturo said no, this money is for the *synergy* projects as specified by SANDAG

- The community expressed their frustrations towards not having answers and feeling that no one is taking responsibility for the sound study and walls
- The community wanted to know what the projects southern boundary was? Vicki replied that the I-5/805 merge is where Ops and Cons is exploring to.
- Vicki then went on to explain and present the Enhancements Projects for San Diego/Del Mar Region
- **Sorrento Valley**: Vicki explained the need for a pedestrian connection and wildlife corridor connection from Torrey Pines to Penasquitos Canyon
- The community mentioned they had looked into a pedestrian bridge across Sorrento Valley Road at one time. Vicki explained that we may be able to go under the bridge to make that link
- Community wanted to know about the arrow on the plans at Torrey Pines and the trail connecting to the north, is it sidewalk?
- Vicki said it would be a combination, it would remain decomposed granite as it entered the reserve area, as it is a dirt road now
- Community wanted to know where the arrow was pointing to towards Torrey Pines reserve, would that go to the 101?
- Vicki explained the meeting with the head ranger and they expressed that the trail needs rebuilding and funding but the goal is not to shut it down, it is too unstable for the public to use right now.
- **Torrey Hills:** Vicki explained to the community that the Torrey Hills community-planning group expressed a need for a safer and more convenient way to cross Carmel Mountain road. ELP is looking into it, but is very limited on space and it may not be feasible. But there may be some streetscape improvements that can be done to buffer it better
- **Carmel Valley/56 Under-crossing**: Vicki explained the need for this trail as a link to the Sea-to-Sea trail. Expressed by all communities as a real need for this area
- The community wanted to know if the bridge on the west side is going to be improved for the 100 year flood capacity as promised by Caltrans? Arturo said yes it would, it's part of the project already
- Community wanted to know if this trail would be accessible to bikers? Vicki said it would and that horses may be the only problem getting under freeway
- **Pedestrian Bridge north of Del Mar Heights Rd:**
- Community wanted to know what the red line indicated on the plans? Vicki explained it is the CT *right of way*
- Community explained their priority is on Del Mar Heights Rd and the median improvements. Arturo explained that the bridge would likely need to be replaced with the widening and sidewalk improvements will be done
- Community wanted to know if ELP and CT could propose the median in Del Mar Heights as part of the enhancements?

- Kent explained that CT is not able to build the median due to their traffic control and the maintenance agreement, but they can do improvements on the side of the bridge and then gave the 40th Street example
- Vicki made the argument that the pedestrian bridge would help to solve those safety issues at Del Mar Heights
- The community had mixed reactions to the Pedestrian bridge some of the argument against it included: what is the cost? The bridge does not seem accurate in terms of only being used by the school children, and would like that text removed from the drawing. They wanted to know what did the other neighborhoods think?
- Community wanted to know if CT was trying for a balance amongst the communities as far as getting an even amount of enhancements. Vicki said yes, it is ELP's/CT goal to give each area it's own enhancements to benefit the overall populations.
- **San Diegutio River Park:** Vicki explained the parks master plan and how the enhancements can tie into that. The community agreed that these project would benefit all neighborhoods
- Vicki then wrapped up by saying they would be back in March for all of the communities in the overall meeting.
- The community wanted to know if they wanted their input and ideas. Their priorities were generally:
  1. The redesign of the Del Mar Heights bridge to be more pedestrian friendly
  2. To make the connection at Carmel Valley under-crossing
  3. Look into the improvement along Carmel Valley Road where it meets the 56
  4. To have the bridge at Carmel Valley (west side) redesigned for the 100 year flood capacity

- Community wanted to know about Caltrans approach to landscaping, will there be buffering along the freeway with native species, such as the Torrey Pines, as it is a significant view shed and tells the character of the community along the freeway? Arturo explained that CT cannot use non-invasive species
- Kent explained that the Torrey Pines cannot be used for freeway planting because Fish and Wildlife deemed it a tree in which predators for smaller animals use as a home and is not accepted, it is based on site specifics and biological opinions.
- Community was upset by this and asked Kent for a contact at Fish and Wildlife to express their frustrations
- Vicki then explained that in the design guidelines phase the community would get to determine the character they want to convey in their area

Interstate 5 Freeway Improvements
Opportunities & Constraints Analysis Process

PREPARED BY: ELP
DISTRIBUTION: All attendees
DATE: March 9, 2006
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Arturo Jacoba	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Tom Nipper	Caltrans	Project Management
Vicki Estrada	Estrada Land Planning	Landscape Architect
Abbey Edwards	Estrada Land Planning	Landscape Designer
Torrey Pines Community Planning Group		

4 of 4

3.1.6 Public Input

The design team presented preliminary design solutions to public stakeholders at planning board meetings for the communities of Carmel Valley, Torrey Hills and Torrey Pines. These preliminary designs were modified and redefined according to feedback received by the community during these meetings. Updated plans were then made available for public viewing and input at a subsequent meeting.

Community Input Process:

- Community Meeting held April 19, 2006 from 6-8 pm at Sycamore Ridge School in the city of San Diego.
- Approximately 25 people attended the community meeting.
- Members of the community were able to see the enhancement projects, view the proposed footprint of the freeway, ask questions and voice their concerns.
- Comment sheets were provided for the public to submit their comments.
- The community was able to vote on their preferred synergy projects.
- Representatives from Estrada Land Planning were present at the project stations in order to answer questions and clarify the projects.
- Caltrans staff members were available to answer more specific questions concerning the widening.

The following figures show the preliminary concept plans that were presented to the public at the San Diego community meeting.

Detailed meeting notes from the public input meetings can be found on pages 41 - 42 in this section of the report.

A summary of the votes for each alternative is shown on page 43.

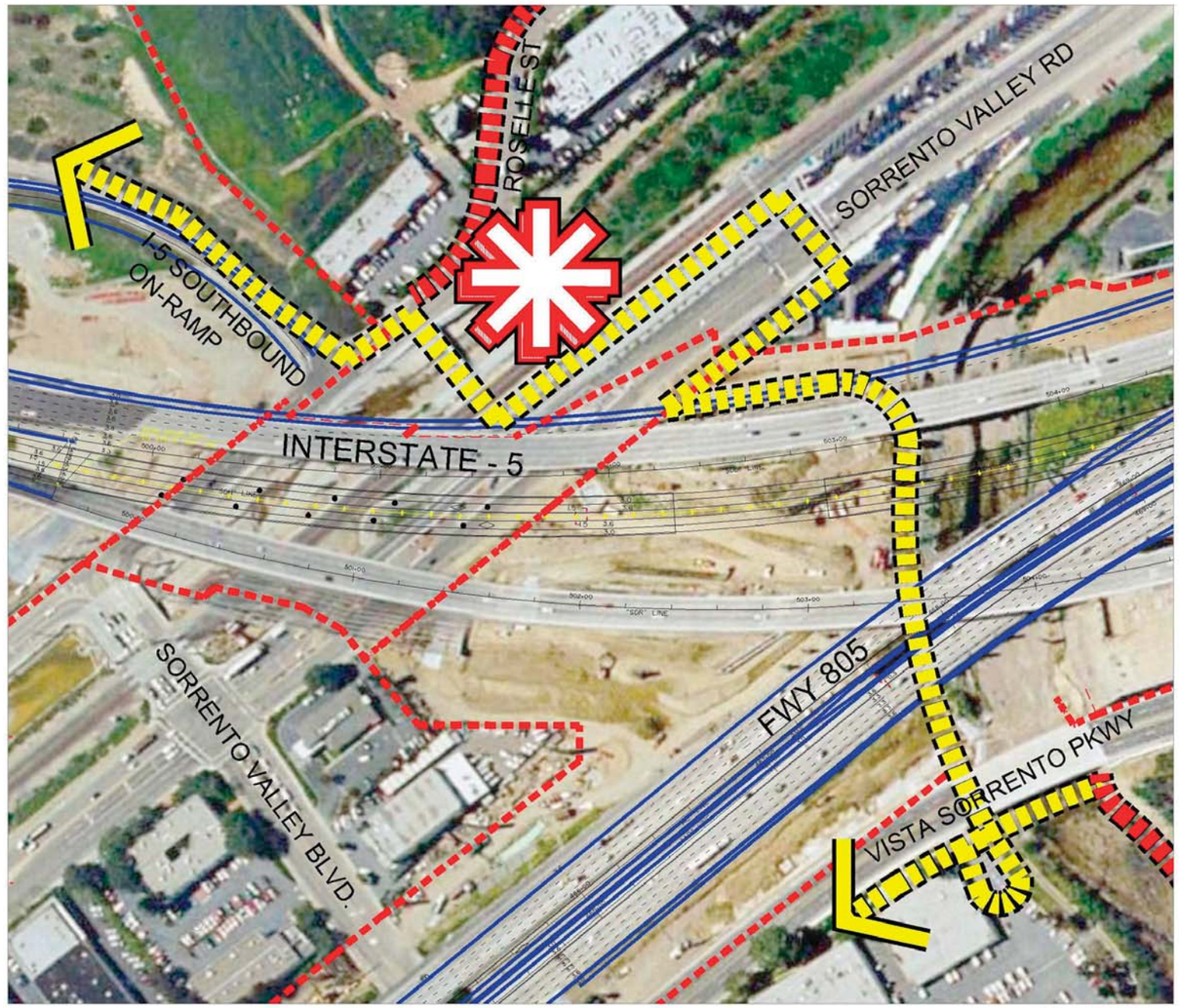
City of San Diego Enhancement Opportunities #1

Penasquitos Creek Trail Connection

Pedestrian Underpass at Sorrento Valley

I-5 Corridor Enhancement Project

April 19, 2006



1:1000 METRIC SCALE

EXISTING SITE CONDITIONS

Caltrans

Estrada Land Planning

DOKKEN ENGINEERING

Penasquitos Creek Trail Connection

Figure 38

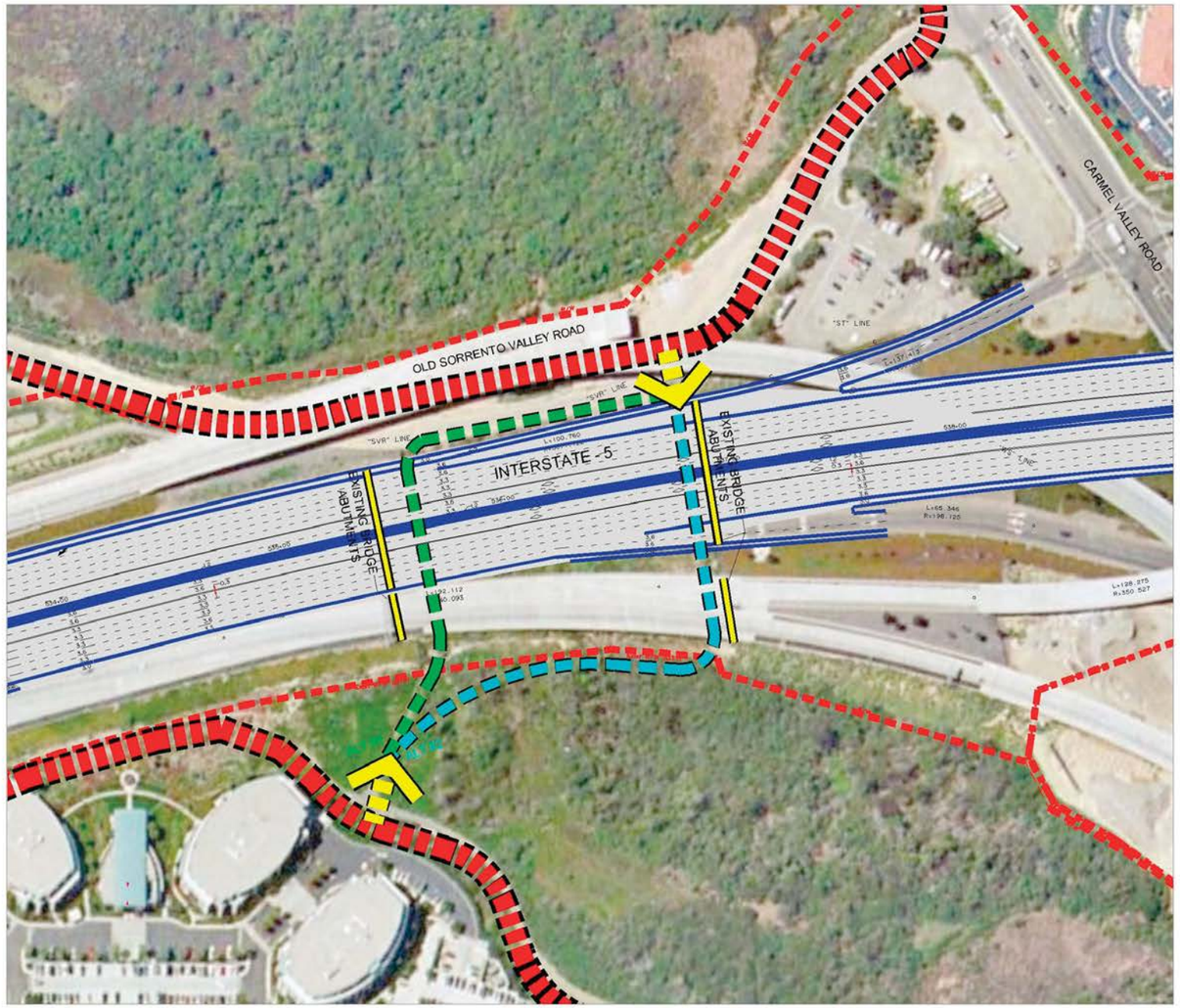
City of San Diego Enhancement Opportunities #2

Carmel Valley Pedestrian Connection

Pedestrian/Bicycle Underpass at Carmel Valley Road

I-5 Corridor Enhancement Project

April 19, 2006



1:1000 METRIC SCALE

EXISTING SITE CONDITIONS

Carmel Valley Pedestrian/Bicycle Connection

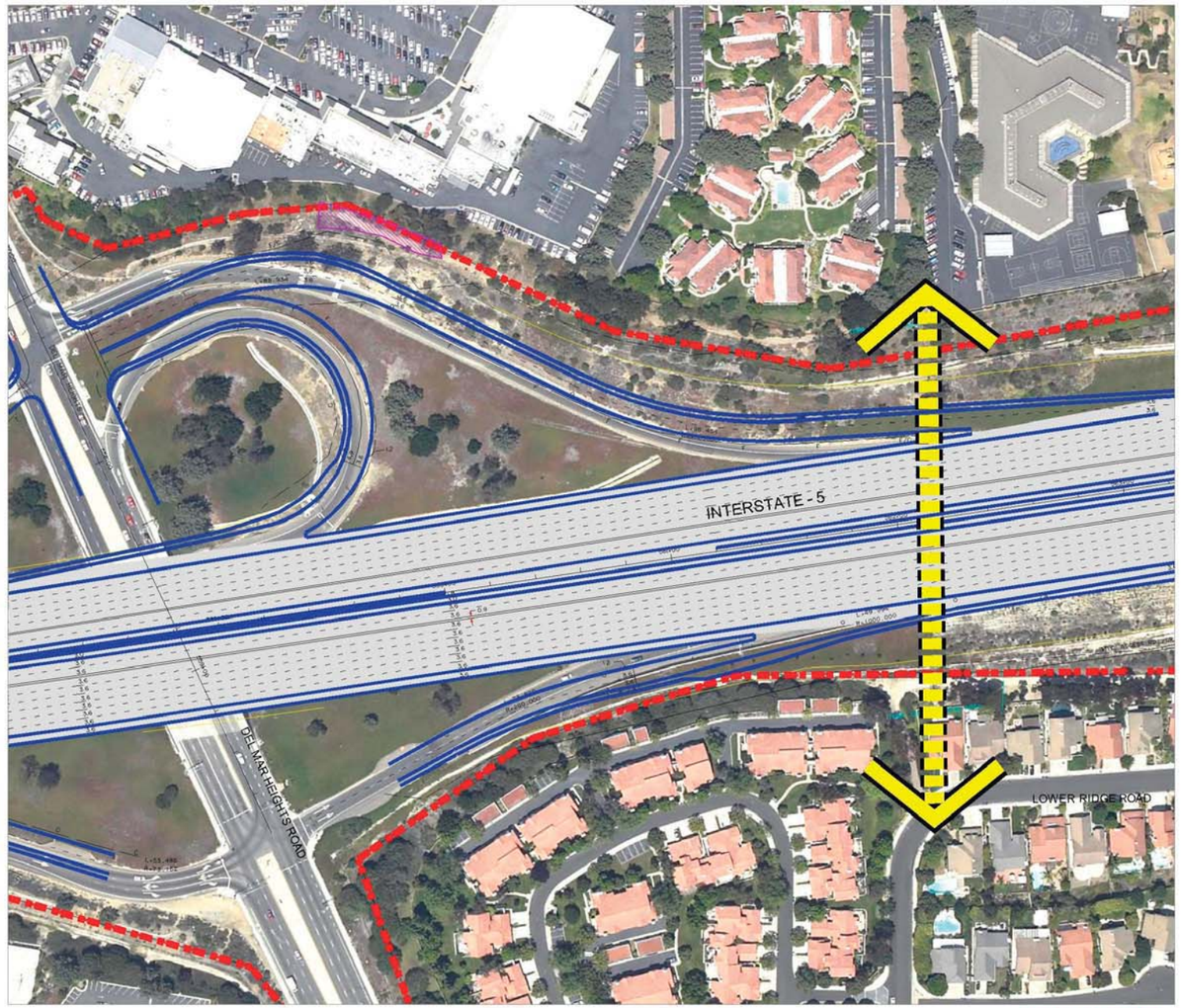
Figure 39

City of San Diego Enhancement Opportunities #3

Del Mar Heights Pedestrian Connection
Pedestrian Overpass at Del Mar Heights Road

I-5 Corridor Enhancement Project

April 19, 2006



1:1000 METRIC SCALE

EXISTING SITE CONDITIONS

Estrada Land Planning

Caltrans

DOKKEN ENGINEERING

Del Mar Heights Pedestrian Connection

Figure 40

Public Input: Meeting Notes

SUMMARY OF OVERALL COMMUNITY MEETING WITH THE CITY OF SAN DIEGO

The community Meeting for the I-5 Enhancements Project was held on April 19, 2006 from 6-8pm at Sycamore Ridge School in the city of San Diego. Approximately 25 people passed though the multipurpose room during this time to see the enhancement projects, view the proposed footprint of the freeway, ask questions and voice their concerns.

The community meeting was set up accordingly: When the community came in they were greeted and given instructions on how to proceed. They were asked to sign in and take comment sheets to fill out with their input. Members of the community were then given 3 green dots and 3 red dots to be placed on the matrices after they viewed all of the projects. These colored dots represented a vote for or against a proposed project. The green indicated the enhancement projects they preferred the most and red was for the ones they preferred the least.

Visitors were then prompted to the 3 project stations set up around the room. Each station had concept plans of one of the three top tier projects proposed for the City of San Diego. Representatives from ELP were present at the project stations in order to answer questions and clarify the projects. Caltrans staff members were available to answer more specific questions concerning the widening. After all questions were answered, the comment sheets were filled out regarding each project, while the matrices filed up with green and red dots reflecting the communities opinions regarding the 3 proposed projects.

The community members of San Diego that are affected by the I-5 widening are very vocal in expressing their concern over the possible adverse affects of the widening on their quality of life. Many questions were asked in regards to the project itself and the concerns about widening impacts on their futures. Particular concerns that were mentioned verbally by the public at the meeting include the safety of pedestrians and cyclists crossing the highway at major intersections, the possible affects of the highway widening on residential areas adjacent to the highway and the need to ensure that money available for enhancement projects is used in the most efficient manner. Most community members seemed to understand the concept of the three top tier projects proposed. They took much time to fill out the comment cards and to deliberate over the projects that would best suit the goals and needs of their community.

COMMENTS COLLECTED AT SAN DIEGO COMMUNITY MEETING TO DISCUSS I-5 OPS AND CONS PROJECTS – April 19, 2006

Project # 1 – Penasquitos Creek Trail Connection – Pedestrian/Bicycle Underpass at Sorrento Valley

a) keep these bike/walkways away from traffic
b) there must be business connections (shuttles) to enhance utility to get to offices
c) keep trails/paths as green and pleasing as possible

Does have some merits if wildlife corridor can be improved. Aesthetics are also positive for hikers.

The creek trail connection would help make the rail more accessible for employment use + UCSD students. Also, may need expanded parking for possible Scripps users as well as UCSD medical expanding!

NO – you don't have any demographics for use or estimates for cost. This is the cart before the horse. Former chair TPAC Del Mar.

Please make access for both (pedestrian and bicycle) and minimize impact of periodic flooding. Consider vagrant migration as passive design issue.

Excellent, like the Penasquitos paths and loop to Torrey Pines parks. Carmel Mountain Rd used to be a good cycle access to Sorrento Valley Road + bike path. With the new intersection this will become dangerous and improved cycle access under I-5 is needed at that point.

Project # 2 – Carmel Valley Trail Connection – Pedestrian/Bicycle Underpass

a) there must be an overpass linking CV neighborhoods north of '56' to the CV trail to make this linkage accessible. It is way too dangerous for a family to access CV trail from Carmel Creek or Carmel Country Road.
b) this is a chance to also improve creek flow as part of the project

Obviously the best of the three for lots of reasons, I like the green route better

The Carmel Valley Pedestrian connection would make the trails more accesible

#2 Maybe for safety reasons

The Carmel Valley Road intersection under I-5 is VERY dangerous for pedestrians and cyclists. There is no way for families to walk/cycle to the beach from Carmel Valley at the moment. This project is vital to create a link to the Sorrento Valley path / beach from Carmel Valley. It needs to be completed before someone is killed. We also need access to the SR 56 bike path from the Carmel Valley neighborhoods – via bridge to linear park

Project # 3 – Pedestrian Overpass Near Del Mar Heights Road

a) a "green" or park like bridge would be better used. Del Mar Heights Road is not a viable pedestrian or cycle access route over the freeway

Waste of $. Recommend improving ped. access over Del Mar Heights Rd. even in a limited fashion if possible: add landscaping, pot plantings, green median, etc.

This path will bring children/adults, bikers onto Mango Drive at a point which is already dangerous to kids living in the neighborhood because of high traffic.

All for the pedestrian bridge near Del Mar Hts. Road Totally opposed to any freeway widening

The Del Mar pedestrian bridge would help make the school students more available, but off lanes stds, It be available to the shopping center.

NO – Give back the $ use it for a better purpose, nobody needs the bridge.

Pedestrian bridge – I thought that this was also supposed to be a bike lane as well. There are problems with traffic at the bridge ends.

Crossing I-5 on Del Mar Heights Road as a pedestrian is very dangerous. A bridge would be wonderful! – please design it to fit with the neighborhood.

General Comments:

I like all three but #2 is best!!!

Thank you!

Note: Please advise when draft amendments are available for review.

I-5 and I-5/56 connectors:

- regarding I-5 widening and beautification, we would like to see additional plantings, sound minimizers and pollution minimizers. Please tell me what the plan is to address these needs.
- I-5/56 connectors – I would like to be notified when the environmental project is completed and the noise study is completed. If noise levels exceed federal levels what will be done to meet federal guidelines for hearing health?

Tables 1 and 2 represent the ranking that each potential project was given by the Community during the community workshop.

PROJECT	San Diego Opportunities MOST APPROPRIATE
1) Penasquitos Creek Trail Connection - Underpass at Sorrento Valley	* * * * * * *
2) Carmel Valley Trail Connection - Pedestrian/Bicycle Underpass	* *
3) Pedestrian Overpass Near Del Mar Heights Road	* * * * * * * * *

Table 1

PROJECT	San Diego Opportunities LEAST APPROPRIATE
1) Penasquitos Creek Trail Connection - Underpass at Sorrento Valley	* * * * * * *
2) Carmel Valley Trail Connection - Pedestrian/Bicycle Underpass	*
3) Pedestrian Overpass Near Del Mar Heights Road	* * * * * * * * * * * * * * * * * * *

Table 2

3.1.7 Conclusions

Three synergy projects were presented to the community of the City of San Diego. These projects are pedestrian and bicycle connections that would allow for better and safer access across I-5.

Table 3 depicts the ranking of each project in the City based on the community meetings. A preliminary cost estimate is also included in the table based on conditions at the time of the writing of this report. Cost may vary in the future due to market fluctuations.

More information about the final synergy projects recommended for San Diego can be found in the I-5 North Coast Community Enhancement Plan.

The following table lists potential synergy projects. The project names and numbers may be different than the final projects and project numbers listed in the I-5 North Coast Community Enhancement Plan.

PROJECT #	PROJECT	# Of GREEN DOTS (Most Appropriate)	# OF RED DOTS (Least Appropriate)	Net Scores for Projects	Change to Existing Caltrans ROW	Environmental Clearance	Construction Cost/ Complexity	City Staff of San Diego Preference/Comments (to be filled out in meeting)
# 1	Penasquitos Creek Trail Connection - Underpass at Sorrento Valley	7	7	0			$2,500,000.00/ Synergy	
# 2	Carmel Valley Trail Connection - Pedestrian/Bicycle Underpass	32	1	31			$3,000,000.00	
# 3	Pedestrian Overpass Near Del Mar Heights Road	9	15	-6			$5,000,000.00	
	ESTIMATED COST TOTAL						$10,500,000	

Table 3

Community Meeting Voting Summary and Preliminary Cost Estimates

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4.1 City of Solana Beach

4.1.1 Overview

The City of Solana Beach encompasses approximately 1.95 miles of freeway along the I-5 corridor between Via De La Valle and the southern edge of San Elijo Lagoon.

4.1.2 Collecting Resource Materials

In the development of synergy projects for the City of Solana Beach, a number of documents and resources were consulted, including:

- Land use maps for the City of Solana Beach
- Zoning maps for the City of Solana Beach
- Community master plans for Eden Gardens Community

See pages 46 - 47 for examples of the planning resources gathered for the City of Solana Beach.

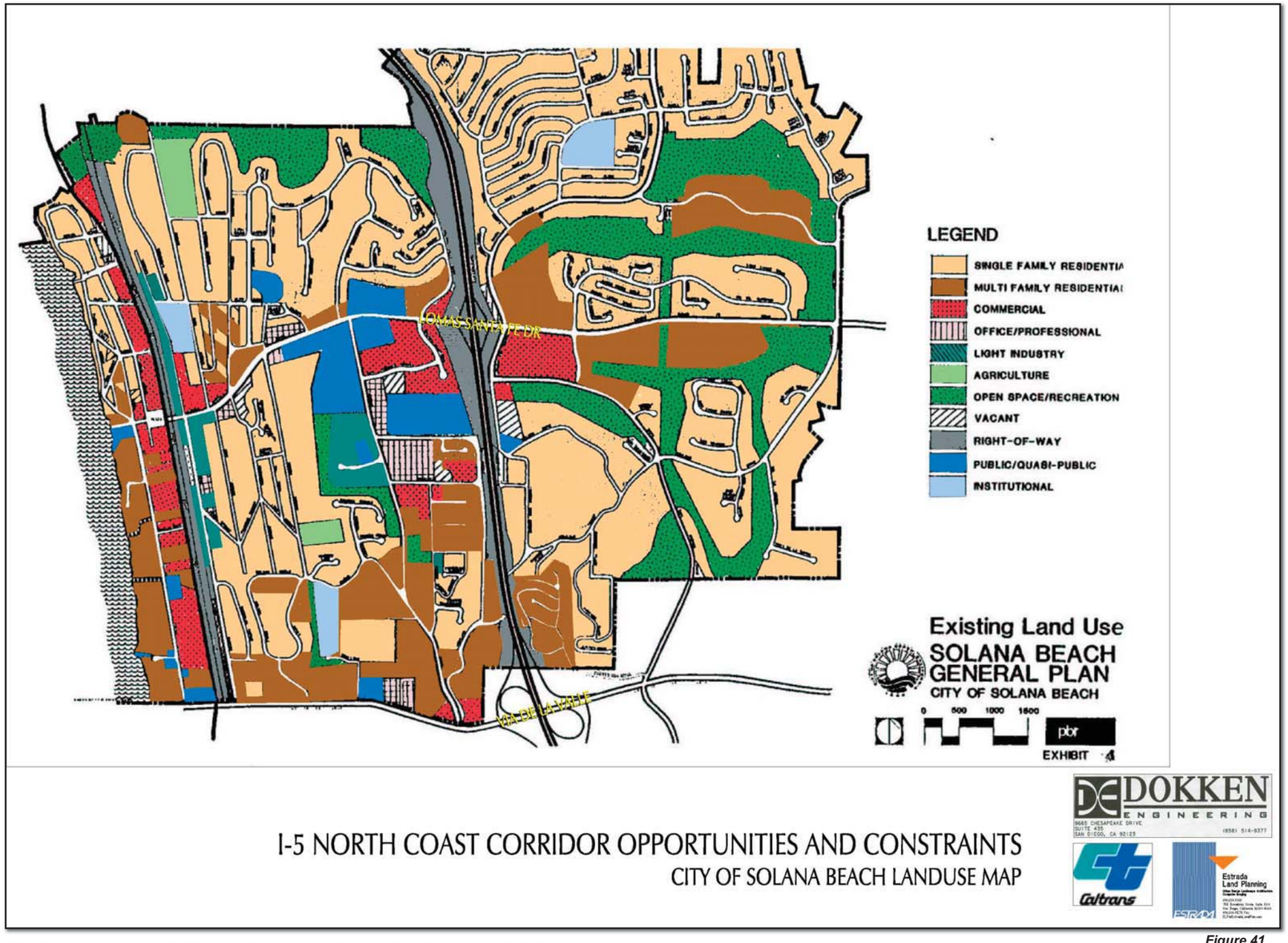
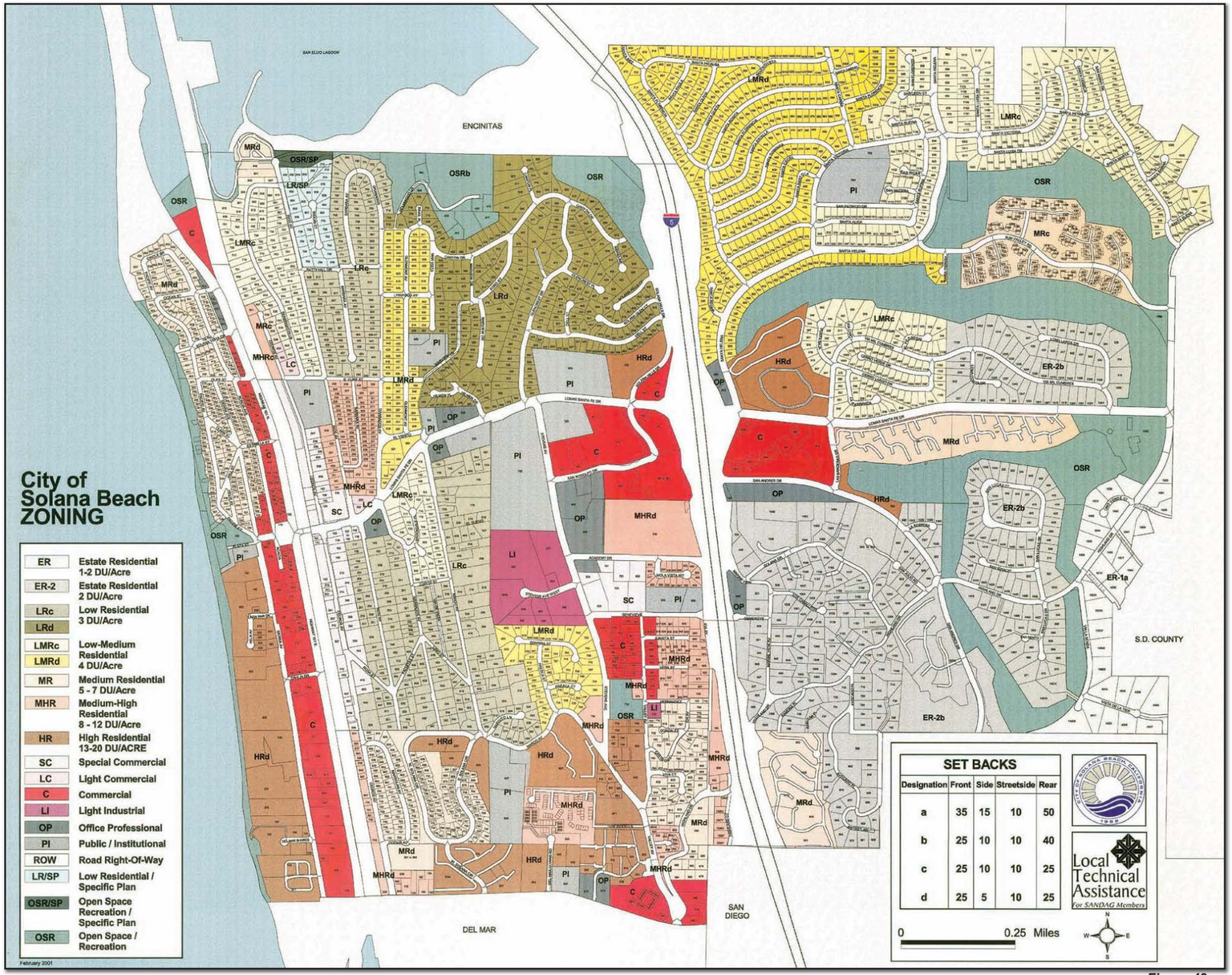


Figure 41

Existing Land Use: Solana Beach General Plan



City of Solana Beach: Zoning

Figure 42

4.1.3 Documenting the Visual Experience

Site photographs were captured and compiled along the I-5 corridor through Solana Beach. These images have been combined with base aerial images and used as reference materials for the development of synergy projects throughout the city. The following base image and corresponding images were employed in the process of synergy project development for the City of Solana Beach.

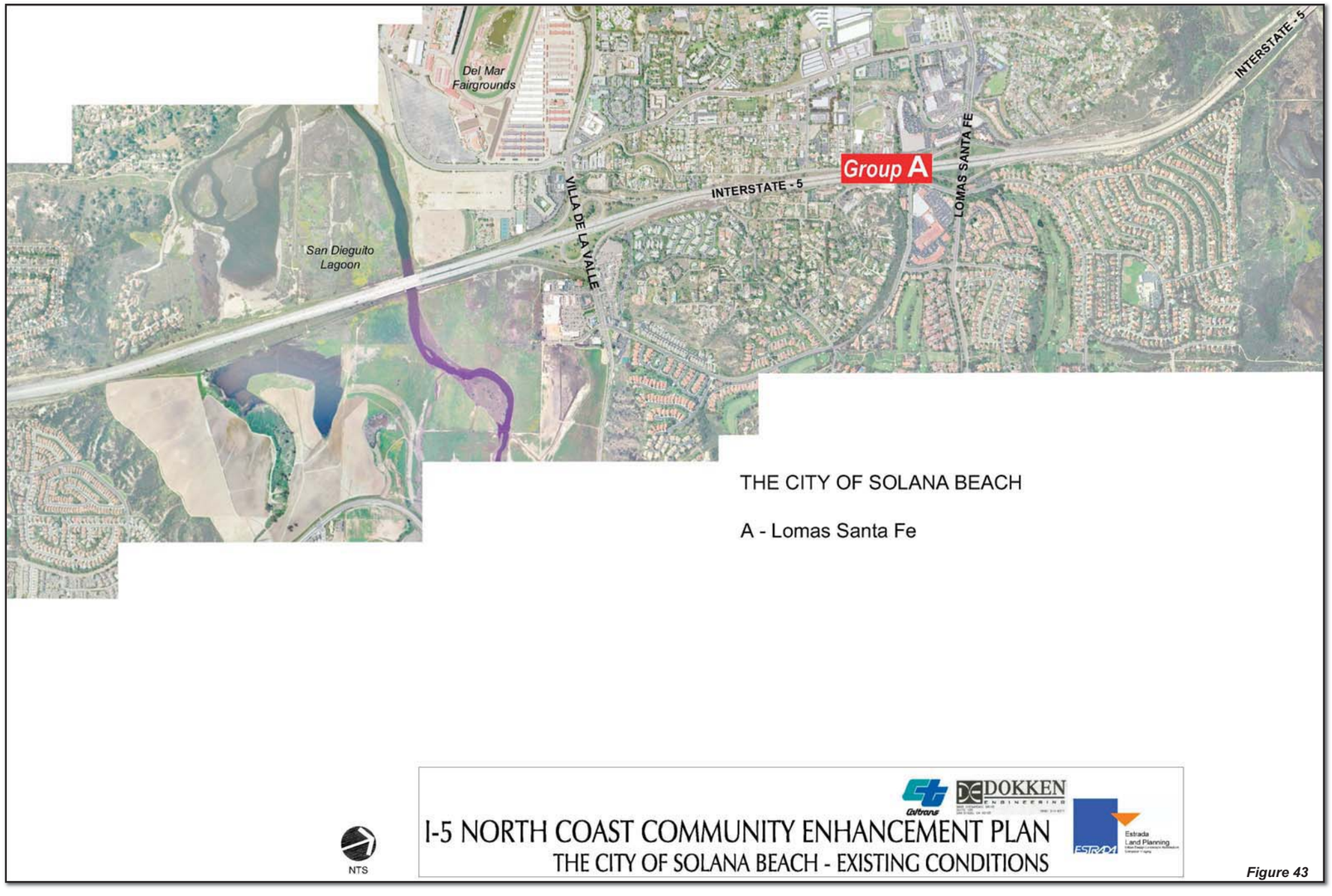


Figure 43

Base Aerial Image: Documenting the Visual Experience

Group A Photographs:

These images represent the existing conditions near Lomas Santa Fe / I-5 intersection. This is a busy intersection and is used heavily by vehicular traffic connecting to I-5.

Figure 44

- *View from Lomas Santa Fe looking east towards I-5.*
- *Mature trees can be seen in the background at the intersection.*

Figure 45

- *View of the southeast on-ramp to I-5 from Lomas Santa Fe.*

Figure 46

- *Crosswalks are provided, but there are few amenities for pedestrian traffic crossing the busy intersection.*

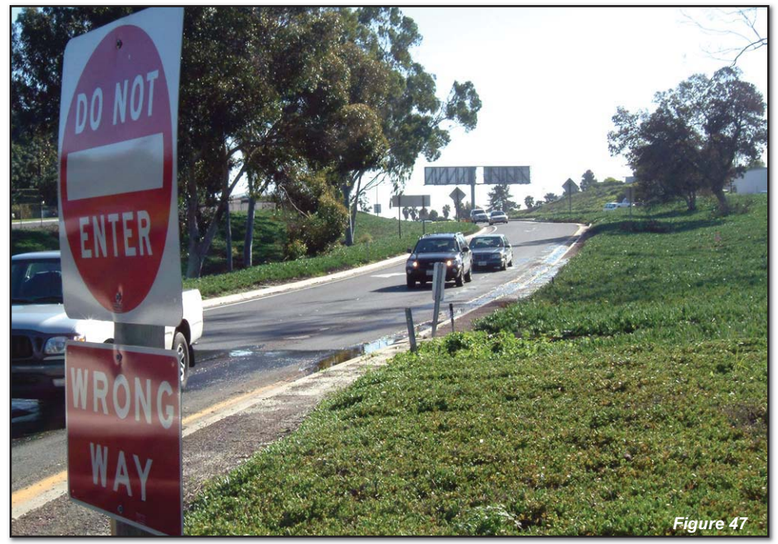


Figure 47

- *I-5 off-ramp conditions leading to Lomas Santa Fe.*

Figure 48

- *View of I-5 intersection looking west from Lomas Santa Fe.*

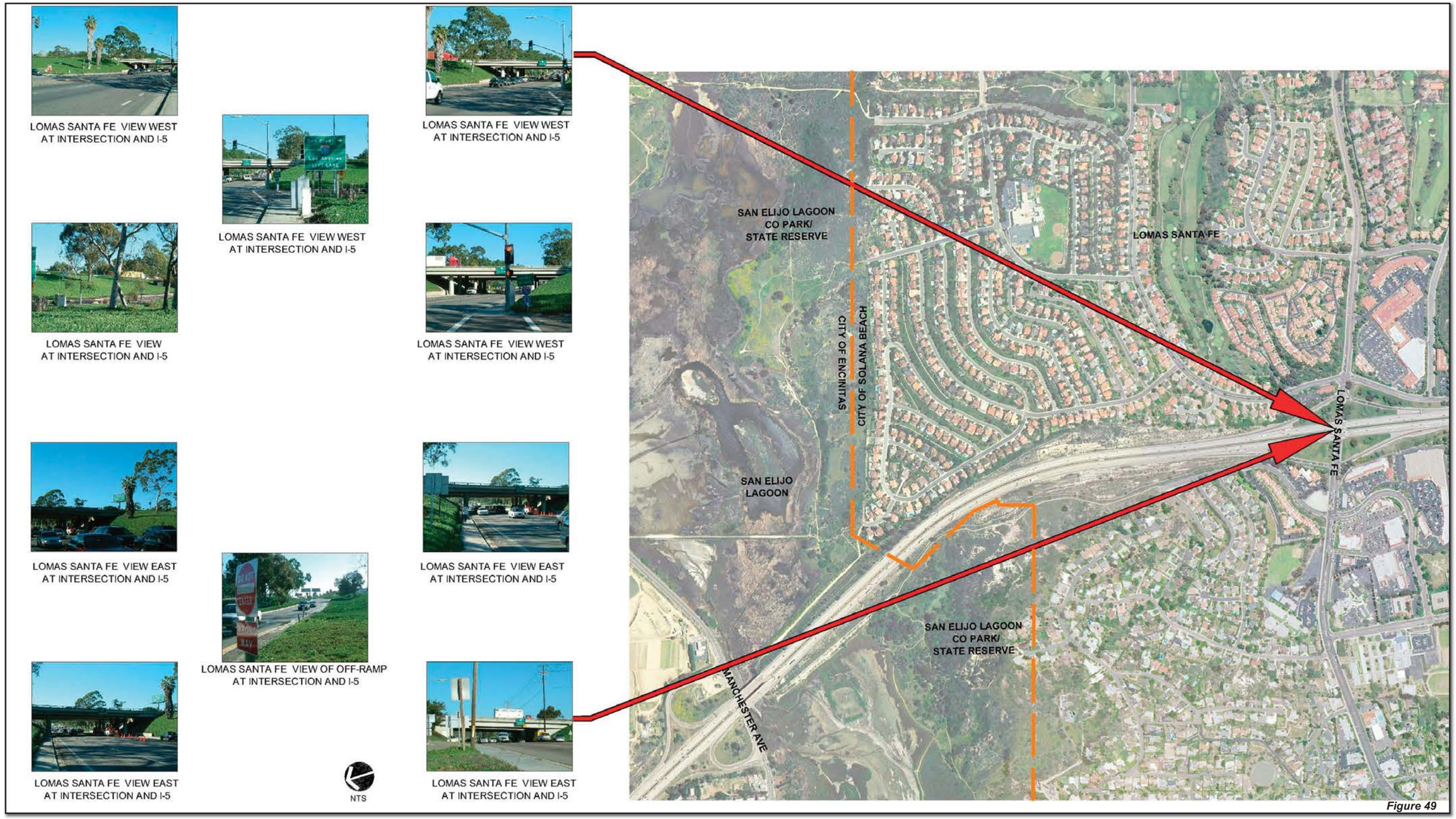


Figure 49

Documenting the Visual Experience Through Solana Beach

Documenting the Visual Experience Through Solana Beach

Figure 50

4.1.4 Preliminary Design Considerations

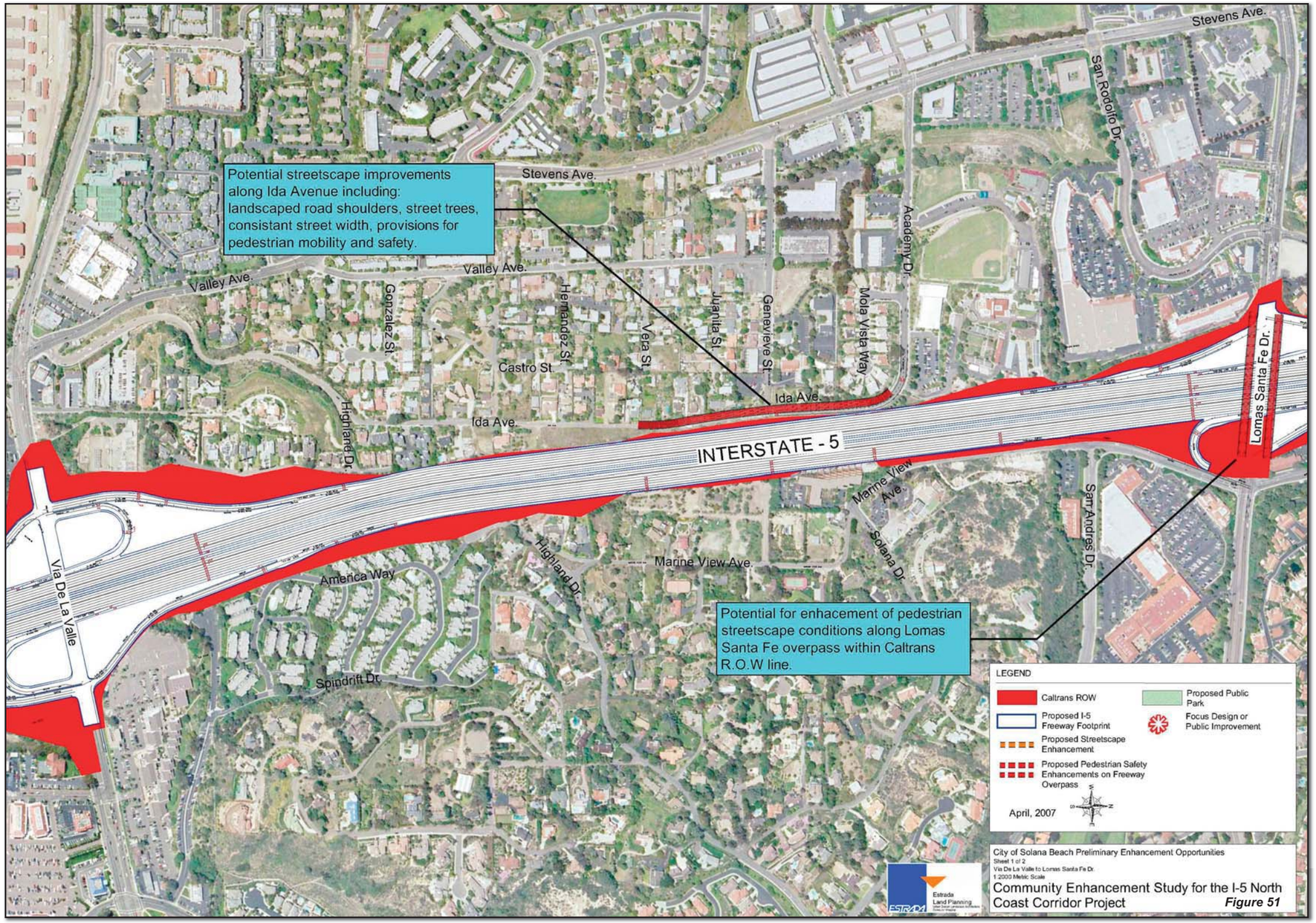
The development of synergy projects for the City of Solana Beach has been achieved through an integration of the site analysis phase and the site synthesis phase into preliminary design concept plans. Examples of the conceptual design graphics developed for the City of Solana Beach can be found on pages 51 - 52 of this report.

Meetings held with the City of Solana Beach staff are described below:

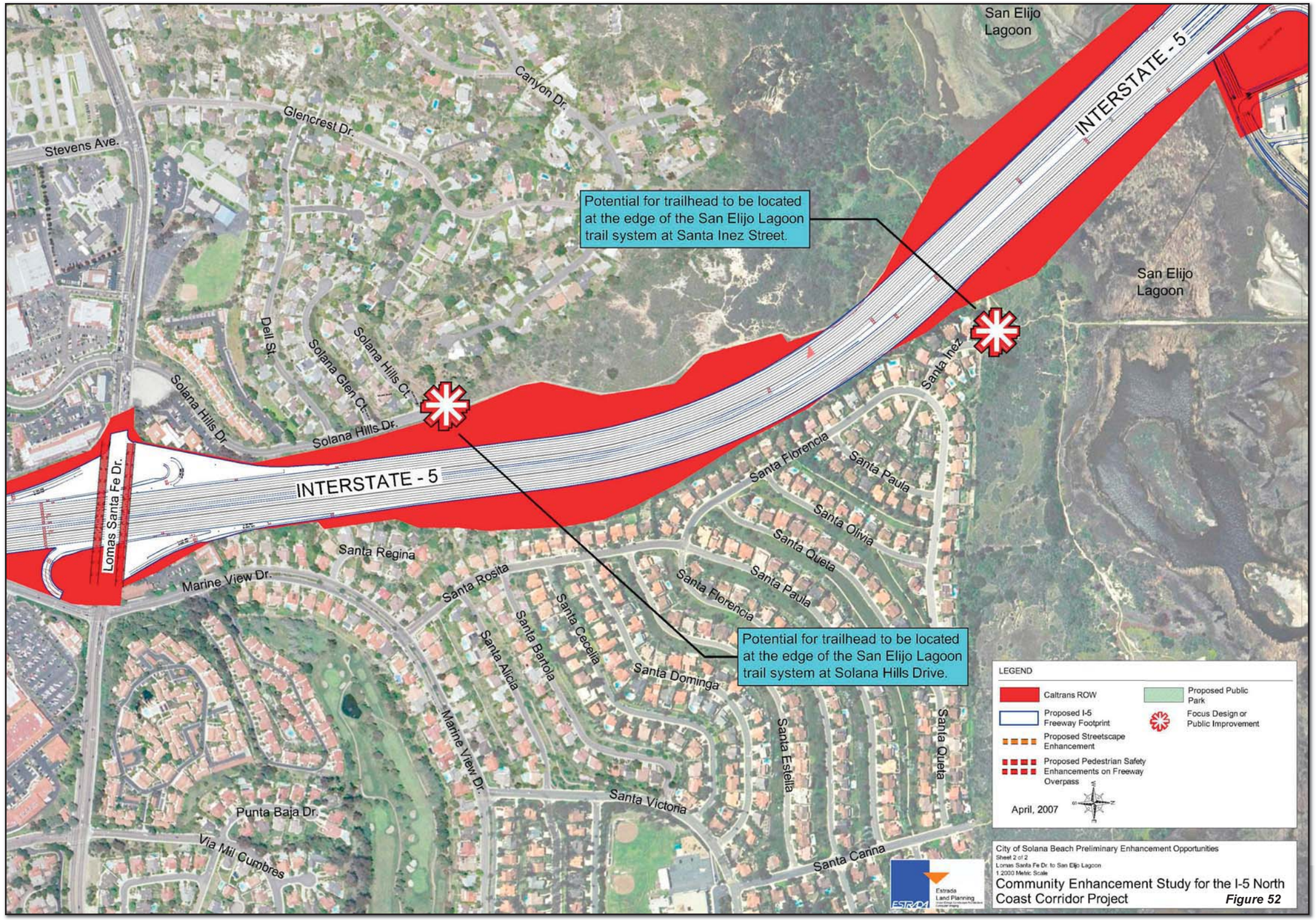
Feb 4, 2005 - City of Solana Beach Staff, Caltrans, Dokken Engineering and Estrada Land Planning (at City of Solana Beach)

July 6, 2006 - City of Solana Beach Staff, Caltrans and Estrada Land Planning (at City of Solana Beach)

Detailed meeting notes from the preliminary design consideration meetings can be found on pages 53 - 57 in this section of the report following the conceptual project plans.



City of Solana Beach Preliminary Enhancement Opportunities



City of Solana Beach Preliminary Enhancement Opportunities

Preliminary Design Considerations: Meeting Notes

MEETING MINUTES

MEETING TYPE: **Ops & Cons Analysis – City of Solana Beach Meeting #1**
SUBJECT: City of Solana Beach Meeting #1
DATE: Friday, February 4, 2005
TIME: 10:00 am- 12:00pm
LOCATION: City of Solana Beach City Hall
635 South Highway 101
Solana Beach, CA 92075

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required
1. **The City of Solana Beach Representatives/attendees:** Steven Apple Dan Goldberg Chandra Collure	
2. **Introductions** - The meeting began with introductions. The purpose of the meeting was explained and agenda reviewed prior to commencing with discussions. The intent of meetings with the local agencies is to gain design development insight and identify development opportunities and constraints for the project.	
3. **Project options –** The project options were explained as basic conceptual ideas for potential improvements, but have no pre-determined improvements for development. The result of the meetings with the local agencies will provide recommended options for the Ops & Cons Analysis phase, of which will be included in the Environmental Document. The five project widening options are the 8+4 with buffer, 8+4 with barrier, 10+4 with buffer, and 10+4 with barrier, and a 'No-build' alternative. It was explained that the 10+4 options are the same as the 8+4, but with 1 more general-purpose lane for each direction of travel. The buffer options will provide a 3' separation of the HOV lanes from the general lanes with pavement striping. The barrier options will provide a concrete barrier with standard width shoulders to either side, as separation. The barrier options would require a wider footprint than the buffer options. All options will have different impacts dependent on the number of lanes and buffer or barrier option.	
4. **Project process and schedule -** The Draft Environmental Impact Report will be completed by Fall 2006 and Final document by spring of 2008. Meetings with each City will be scheduled to share the project's possible footprints and the noise study results, prior to releasing the information to the public.	**Caltrans will brief the City of Solana Beach of noise study results and footprint alternatives when information is available.**
5. **Overview of goals** - Estrada Land Planning reviewed some of	

the major goals listed on the meeting handout to solicit comments and concerns from the City Staff.

6. **Community History** – The Community of Solana Beach was bisected upon the construction of the I-5 freeway. The community of Eden Gardens community now exists on both east and west sides of the freeway. The eastern half of the community no longer functions well as part of the original Eden Gardens community.

7. **City Council position on widening –** The City Council's position on the project widening is for Caltrans to consider a 'No ROW take' alternative. The North Coast Transportation Study (NCTS) identified ROW takes limited to locations in Carlsbad, but none in Solana Beach. The residents and City Council are very adamant about not allowing ROW takes, consistent with the NCTS document.

   The Council is concerned with aspects of the freeway widening, not the widening itself. The goal is to minimize the taking of private property. Two partial property takes are proposed within the City of Solana Beach, near Ida Street.

8. **City Request -** The City of Solana Beach sent a letter to Caltrans requesting the following four elements with the freeway widening:
   1) An alternative that will not add additional general purpose lanes to the existing roadway
   2) Consideration of rubberized asphalt for less noise generation
   3) Sound walls along the ROW for noise attenuation
   4) Covered decking over the widened freeway alignment

9. **City Gateways -** Lomas Santa Fe Drive is the only freeway access or entry into the City from the I-5 corridor. Via de la Valle is also a primary entry to the City from the south, but is in the City of Del Mar's and City San Diego's jurisdiction.

   Views of the lagoons, approaching from either direction, should be preserved, as they are visual gateways to the City. Sound walls should be carefully considered to minimize blocking of views to and from the lagoons. Residents won't want their views blocked by sound walls. The residents that live in areas where larger grade separations from the roadway exist may not be as concerned, as it is not likely their views will be blocked.

   Gateways that may include sound walls should consider designs with architectural treatments, lower heights, texture, and color. Future gateway and entryway treatments should have artistic 'beach-ish' or 'beach-related' themes.

   The Lomas Santa Fe Drive/I-5 Interchange wall architectural designs may be specific to the Solana Beach interchange only. The use of similar designs was suggested for the rest of the corridor, but with detailed features that reflect the character of

each respective community.

The development of the wall concepts for Lomas Santa Fe Drive/I-5 is the manifestation of collaborative efforts of Caltrans, the community, landscape architects and artists.

10. City of Solana Beach describes itself as a 'Sophisticated Beach Funk' type of community.

11. **Community Character** – The City of Solana Beach is physically divided into four distinct communities or quadrants. The division lines are primarily the I-5 freeway and Lomas Santa Fe Drive.

    The NE quadrant is generally an elderly, conservative population that favors homeowner's associations (HOAs), heavy regulations, and the appeal of regimented neighborhoods.

    The NW quadrant was described as a community of successful 60's generation lawyers and community activists. These residents are very active in their community and prefer a more eclectic neighborhood.

    The SW quadrant has the largest rental and the largest Hispanic communities, and is consistently upgrading and progressing as a community.

    The SE quadrant is primarily composed of mid-aged to elderly residents on 1-2 acre lots. The area was previously more of a horse-and-stable community.

12. **Community Development -** Community plan changes near the I-5 corridor are minimal and include a two or three unit subdivision and minor shopping center redevelopment plans. There have been recent proposals for condominium projects near the shopping center, which were politically opposed by the community.

13. **East-west connections** – Lomas Santa Fe Drive offers the only east to west connection for vehicles and pedestrians. The community would not politically support additional east to west vehicular crossings, such as a new bridge at San Andres.

    The City's goal is for a more walkable and pedestrian-friendly community. The City is presently constructing pedestrian crossings at Highway 101 and Rosa street, with a second to be built at Cliff street. The crossings are to improve access to the beachfront and trails.

    A Lomas Santa Fe Drive-vicinity pedestrian crossings should be considered across the I-5 freeway for connections to schools. The city's schools, a K-3 and a 4-6 grade school, are located on opposite sides of the freeway. Crossings would give parents the option of walking their children to school. Connections to schools from the west side would be desirable for residents that

have children that attend both schools located within the City.

14. **Trail system opportunities -** Regional trail connections through the city include the Coastal Rail Trail, the bike route along Highway 101, with future connection to the San Dieguito River Valley trail. Several foot trails from the local dead end streets within the communities. Allow access to the south and coastal areas.

    Connections to the Coastal Rail Trail from the east are primarily at Via de la Valle and Lomas Santa Fe Drive. More connections from the east providing access to the Coastal Rail Trail are desirable.

    Trails to the lagoon should be provided from the communities in the NE quadrant. Informal walking trails should be considered in areas east of the I-5 freeway. Formal walking trails and systems should be considered for the areas west of the I-5 freeway.

    Opportunities for overlooks should also be considered at areas near the lagoons.

    Mitigation opportunities could also be considered for Stevens Creek.

15. **Community Support -** City Council and community support will most likely be dependent on if there are ROW takes.

    Community outreach workshops or presentations should be presented to residents of the four distinct residential areas that are adjacent to the freeway. It is expected that there will be some opposition to the freeway widening, primarily from a few community activists that reside in Solana Beach. It was suggested that the opponents not be approached individually, but addressed in community outreach meetings.

    The City retains a complex political climate, as there are active community interest groups and individuals, neighborhood groups, HOAs, and council lobbyists. Other factors include the City Council's preference to debate issues and not have a planning board. The City Council is limited to two-year terms.

16. **City Improvement Projects -** The City does not have development-oriented goals, and are more focused toward the western part of the City, rather than along the ROW.

    Several coastal communities are investigating beach replenishment options. The City is strongly interested in future freeway soil imports of 'beach-quality' sand for use along the beachfront.

17. The City has reviewed the Del Mar Fairgrounds Master Plan (DMFMP) and has provided comments. **Estrada Land Planning will obtain a copy of the City's comments of the DMFMP document.**

18. **Traffic** – Traffic typically impacts the local main roads and streets near schools. The community wants less traffic.

19. **Mass Transit -** Mass transit systems within the City primarily cater to seniors that live in the NE quadrant of the City.

    A mixed-use or multi-modal transit station is planned, but funding is short by approximately $6 million.

    SANDAG will need to provide a mass transit support structure to effectively improve public transit connections in the region.

20. **Project Opportunities -** Potential city improvement projects may include providing medians further to the east on Lomas Santa Fe Drive and on San Andres to curtail 'cut-through' traffic and provide traffic calming. The medians would complement the traffic concepts outlined in the general plan.

    Medians in Lomas Santa Fe would require small ornamental streetscape tree plantings, based on community concerns for potentially blocked views.

21. El Camino Real Drive carries a heavy amount of 'cut-through' traffic, mostly local commuters avoiding heavy volumes on the freeway. It was estimated that approximately 50% of this cut-through traffic on El Camino Real services commuters heading east on Via de la Valle.

    Streetscape improvements have been proposed for east Via de la Valle by the City of San Diego. The City of Solana Beach is not concerned with future improvements to the Via de la Valle interchange and corridor. Any widening or improvements to Via de la Valle would aid the flow of traffic and easier entry to Solana Beach. It is anticipated that San Andres will be impacted during the construction of these improvements.

22. **Covered deck request** - The request for the covered deck over the freeway widening improvement was clarified as an individual's concern. The City Council determined that the request for the covered deck should be included in the letter to Caltrans.

23. The consensus is that if property owners were presented with a choice of retaining views or attenuating noise with walls, most property owners would likely prefer retaining views as opposed to attenuating noise from the freeway. Views are more valuable than lower noise levels. Realtors typically value views higher than increased noise levels. Generally, alternative mitigations for noise, such as fountains, are acceptable remedies for increased noise, by residents or potential homebuyers.

24. The Planning and Engineering directors will update the City Council and City Manager of the meeting with Caltrans and issues discussed.

25. Proposed project improvements, funded by the $50 million enhancement fund, will need to be directly related to the freeway widening. The improvements may be justified as a benefit to the motoring public, a mitigation measure due to the impacts of the freeway widening, or an improvement to the local or regional transportation network that may be impacted by the widening.

These meeting minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: David Preciado
DISTRIBUTION: All attendees
DATE: February 18, 2005

ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Steven Apple	City of Solana Beach	City Planner
Chandra Collure	City of Solana Beach	City Engineer
Dan Goldberg	City of Solana Beach	City Principal Engineer
Arturo Jacobo	Caltrans	Project Manager
Steve Alvarez	Caltrans	Landscape Architect
Tom Nipper	Caltrans	Project Management
Majid Kharrati	Caltrans	Project Manager
Chris Schmidt	Caltrans	Planning
Amy Young	Caltrans	Environmental Analysis
Gerard Lumabas	Dokken Engineering	Consultant Project Engineer
Steve Estrada	Estrada Land Planning	Consultant Landscape Architect
David Preciado	Estrada Land Planning	Consultant Landscape Architect

MEETING MINUTES

MEETING TYPE: **Meeting with City Staff to Review Ops and Cons**
SUBJECT: **City of Solana Beach**
DATE: **July 6, 2006**
TIME: 2:00-3:00pm
LOCATION: Solana Beach City Hall

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required

Introductions:

- ELP, Caltrans, Solana Beach City Staff made their introductions. Vicki briefly went over purpose of the meeting; which is to decide on any changes or future steps to determining final synergy projects in the City of Solana Beach.
- ELP went on to discuss the potential projects for Solana Beach, and the city gave their feedback:
- Projects discussed are as follows:

1) Trailhead at Santa Inez Street:

- Steve Apple stated his concerns that this northern trailhead falls within Encinitas' city limits. He continued to mention that he thought that the trailhead would be of greater benefit to the citizens of Solana Beach than those of Encinitas.

2) Trailhead at Solana Hills Drive:

- Apple stated that there would not be as much controversy with the trailhead on the West side of the I-5. His only concern with this area is with the parking that would be added. Apple continued to mention that the HOA support would be needed for this project to be successful.

Next Steps:

- Vicki Estrada asked if council approval would be needed for the approval of these projects.
- Apple said that yes, council meetings would be necessary on a 2,2 and 1 basis.
- Arturo Jacobo suggested that these projects should be presented to the public along with the sound wall meetings in the fall.
- Solana Beach city staff discussion: the northern community around Santa Inez St may have concerns about the location of a trailhead in their neighborhood. The possibility exists for the turn-around to be enhanced at Santa Inez St. The discussion continued, stating that the trailhead at Solana Hills Drive would be comparatively more welcome by the community.
- Jacobo asked if these projects could be maintained by the city in the future, and if city officials would enter into a co-operative agreement whereby they would sign off to maintain the projects if Caltrans builds them.

- City Manager David Ott agreed that the co-op agreements would be acceptable.

3) Streetscape Enhancements at Ida Ave:

- Estrada introduced the possibility of Streetscape enhancements at Ida Ave. as another opportunity for a synergy project within Solana Beach. These enhancements could see landscape planting and sound reduction and retaining walls being built on each side of the street in order to make up for the narrowing of the street corridor. Maintaining Ocean views from the highway is another reason that noise attenuation walls could be moved to along Ida Street.
- Apple mentioned that 27' road widths have been built along Ida, and mentioned that they would have concerns with 22' roads due to the difficulty with fire access for such a narrow road width. He mentioned that 25' road widths would be preferable along Ida, that 20' would be the absolute minimum.
- Apple continued to voice his concern with the maintenance of sound walls if they are located on private property. He suggested that the owners would need to sign off that they had received noise abatement and take responsibility for any walls on their own property.
- Ott asked if the drainage ditch at Genevieve could be fixed up and made to run underground as part of the synergy projects.

Other Project Issues:

- City Staff mentioned that an over-crossing in Solana Beach would be desirable, especially to connect the schools at Dell St. or over Lomas Santa Fe in order to keep the kids off the street.
- Estrada mentioned that the grades do not match up for these types of overpass developments. She continued to say that there is also little room for ADA accessibility for these ramps to meet grade.

Next Steps: The proposed projects are to remain on the table and as part of the environmental document for now, council meetings (2,2+1) should be set up in order to determine the final synergy projects for the city.

:Meeting adjourned:

Interstate 5 Freeway Improvements
Opportunities & Constraints Analysis Process

PREPARED BY: ELP
DISTRIBUTION: All attendees
DATE: July 6, 2006
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Vicki Estrada	Estrada Land Planning	Landscape Architect
Meredith Plant-Mills	Estrada Land Planning	Landscape Designer
Steve Apple	City of Solana Beach	Community Development Director
Dan Goldberg	City of Solana Beach	City Staff
David Ott	City of Solana Beach	City Manager

3 of 3

4.1.5 Synergy Project Refinement

Based on feedback from City of Solana Beach staff two synergy projects have been defined for the City.

The two synergy projects recommended for the City of Solana Beach include:

1. *Streetscape Enhancements along Ida Avenue.*

2. *Trailhead at Solana Hills Drive*

Concept design diagrams for these can be found on pages 58 - 59 of the project notebook.

Please note that the San Dieguito River Park Plan is preparing several trail connections in the vicinity of I-5 and were not considered as potential synergy projects.

City of Solana Beach Enhancement Opportunities
Sheet 1 of 2
Ida Streetscape Enhancements and Sound Wall Study
1:500 Metric Scale
Community Enhancement Study for the I-5 North Coast Corridor Project

Estrada Land Planning

IDA AVE
GENEVIEVE ST
ACADEMY DRIVE
INTERSTATE 5
PROPOSED SOUND WALLS
PROPOSED SOUND WALLS
PARCEL TYPE
PARCEL TYPE

IDA AVE. STREETSCAPE:
- Rather than rely on large sound walls, we will provide streetscape enhancements to help alleviate the noise problem for the residents.
-Enhanced streetscape adjacent to I-5.

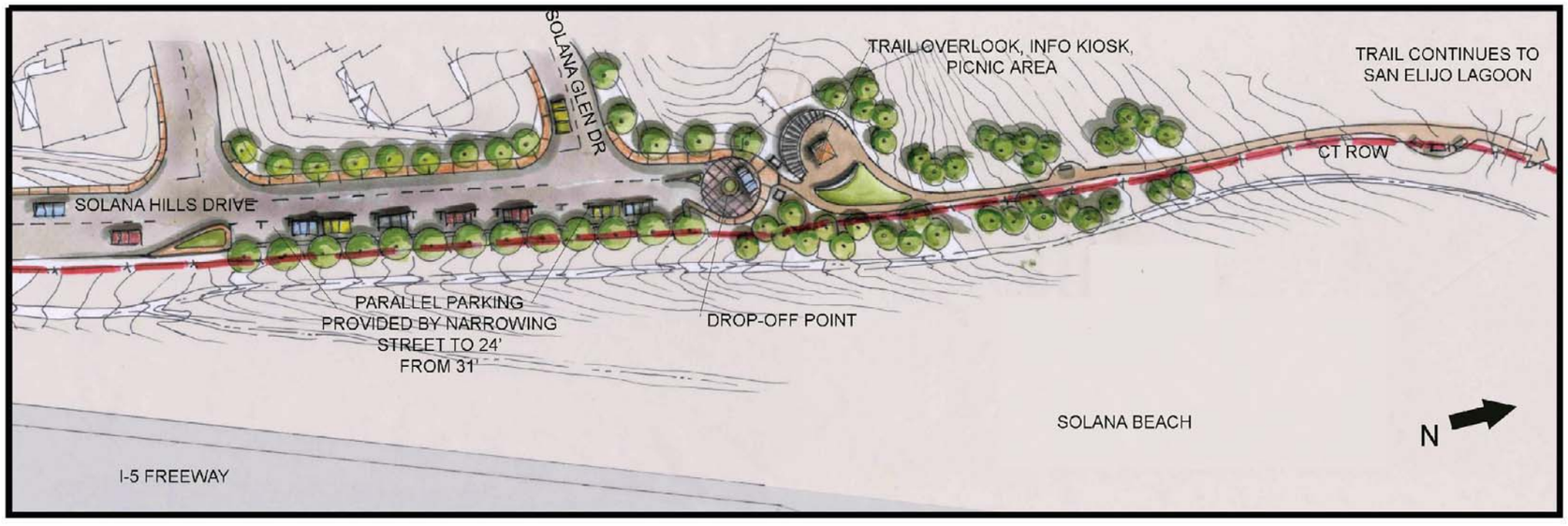
LEGEND
Existing Caltrans ROW
Proposed Caltrans ROW
Proposed I-5 Freeway Widening
Proposed Community Connection or Freeway Cover/Park
Potential Parcel Take
PROPOSED PUBLIC PARK
FOCUS DESIGN OR PUBLIC IMPROVEMENT
January 12, 2006

Figure 53

City of Solana Beach Enhancement Opportunities
Trail Heads at Solana Hills Drive and Santa Inez Street

Community Enhancement Study for the I-5 North Coast Corridor Project

Estrada Land Planning
Urban Design Landscape Architecture Computer Imaging
619.224.0345
765 Broadway Circle, Suite 300
San Diego, California 92101-6044
619.814.0678 Fax
ELP@EstradaLandPlan.com



TRAIL HEAD AT SOLANA HILLS DRIVE:
- Provide parking/rest area for pedestrians looking to access trail system around San Elijo Lagoon.

Figure 54

4.1.6 Public Input

Public meetings have not yet been conducted in the City of Solana Beach. Future public meetings could discuss potential synergy projects along with more specific issues such as visual and noise impacts.

4.1.7 Conclusions

Two synergy projects have been recommended for the City of Solana Beach. These projects consist of streetscape enhancements along Ida Avenue and a trailhead at Solana Hills Drive. Initial responses by city staff to these projects have been favorable in the City of Solana Beach, but they would like public consensus to be sought in order to get the public on board with these proposals.

More information about the final synergy projects recommended for Solana Beach can be found in the I-5 North Coast Community Enhancement Plan.

5.1 City of Encinitas

5.1.1 Overview

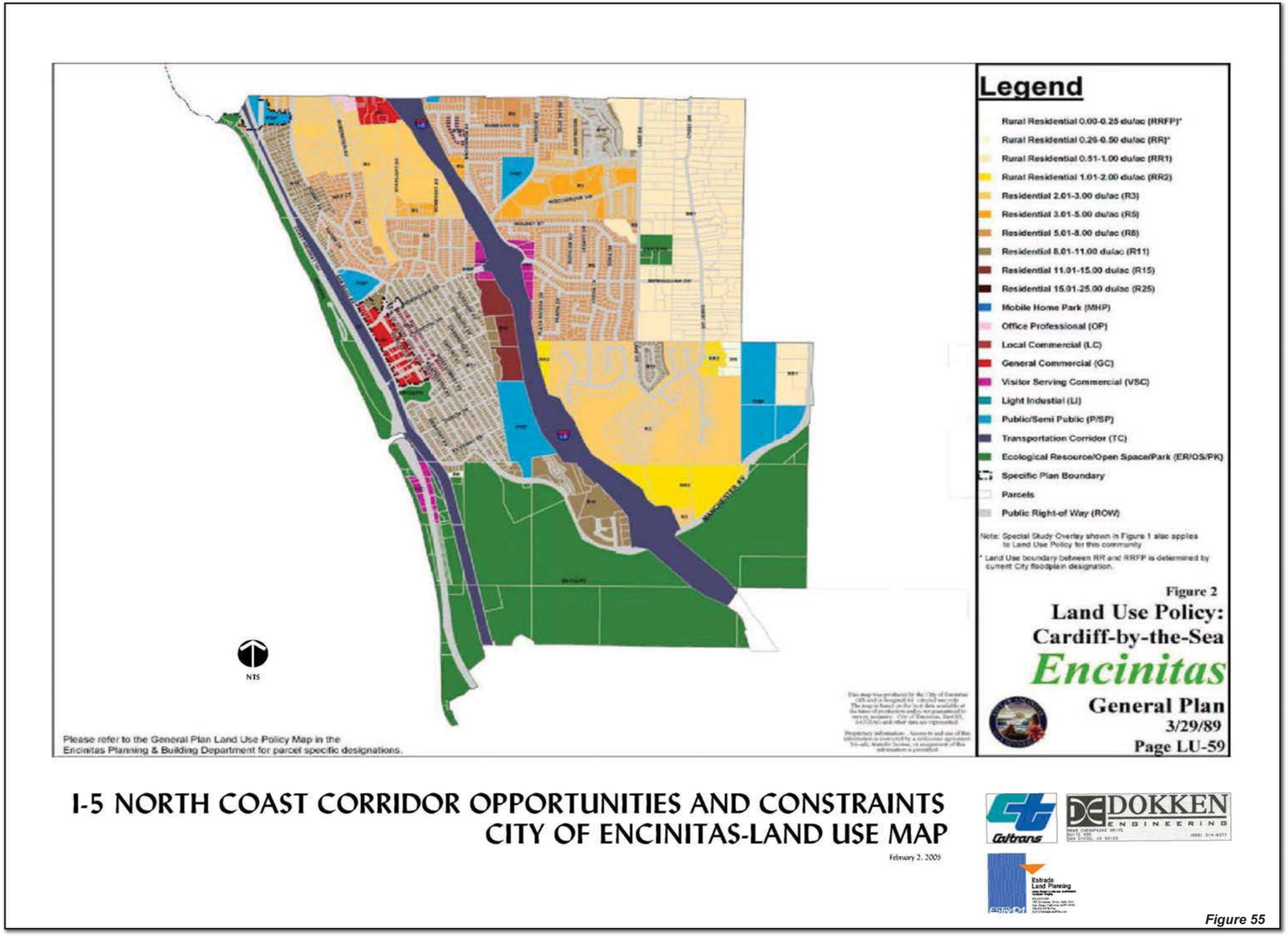
The City of Encinitas has 6 miles of Pacific coastline in the northern region of San Diego county. The population in the City of Encinitas is approximately 60,000 with a diverse cultural community. The city encompasses approximately 6.75 miles of freeway corridor within its city limits.

5.1.2 Collecting Resource Materials

In the development of synergy projects for the City of Encinitas, a number of documents and resources were consulted, including:

- Land use maps for the City of Encinitas
- Bikeway Master Plan for the City of Encinitas
- Recreational Trails Master Plan for the City of Encinitas
- City of Encinitas General Plan
- Downtown Encinitas Specific Plan
- Cardiff by the Sea Specific Plan
- Hall Property Master Plan
- City's Overlay Corridor Study

See pages 61 - 63 for examples of the planning resources gathered for the City of Encinitas.



City of Encinitas Land Use Policy: Cardiff by the Sea

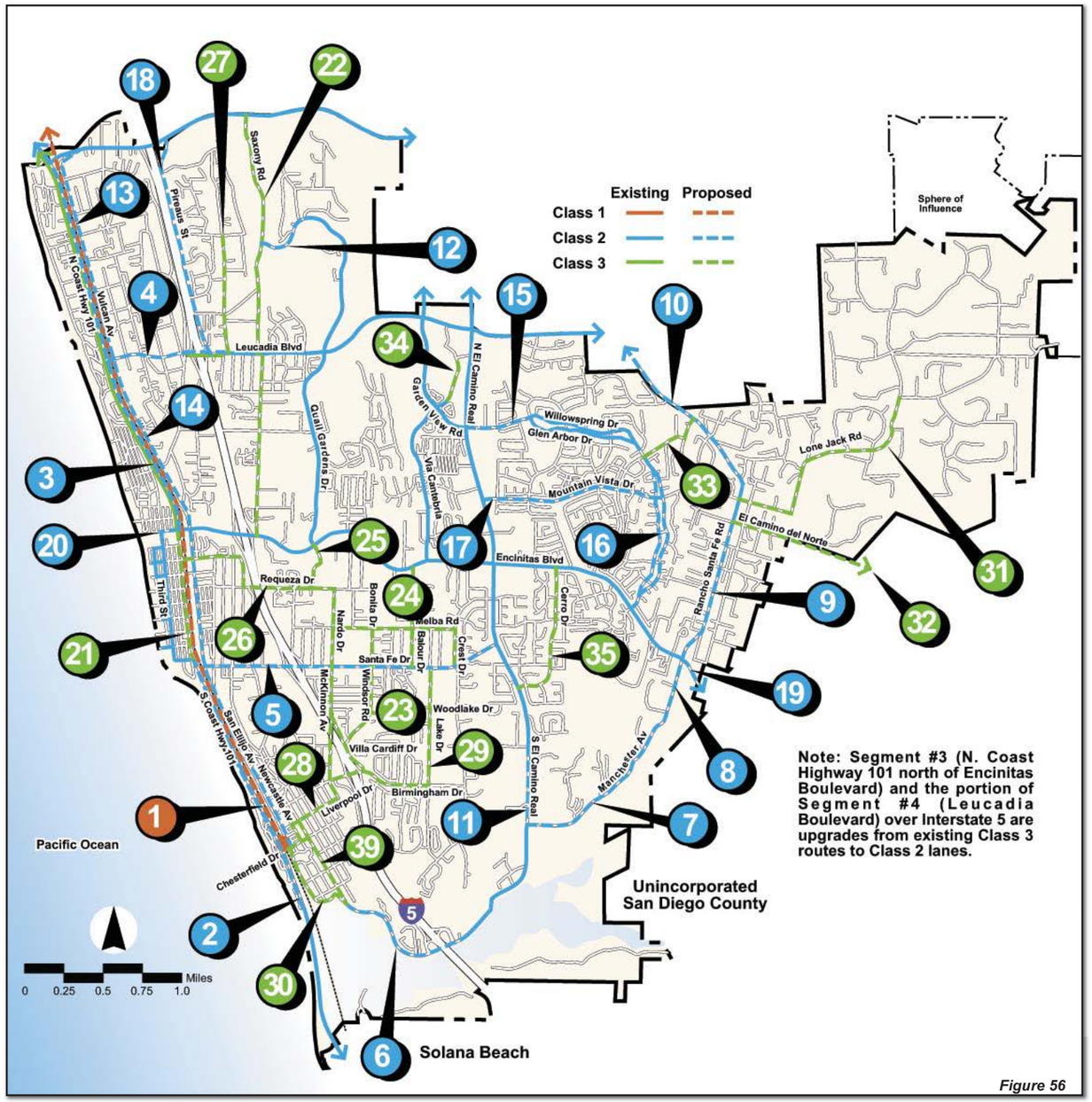


Figure 56

City of Encinitas Existing and Proposed Bikeway Facilities: Bikeway Master Plan

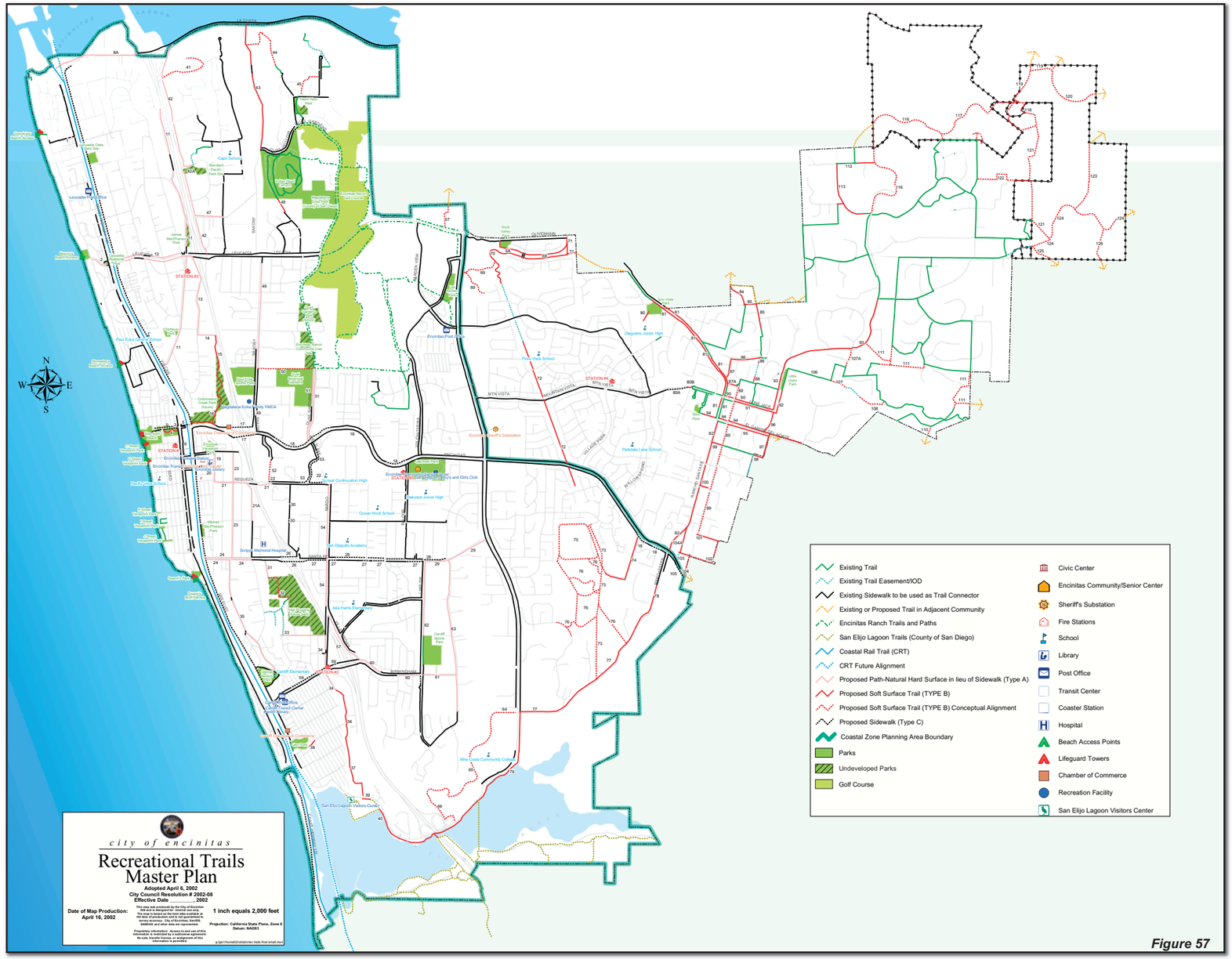


Figure 57

City of Encinitas Recreational Trails Master Plan

5.1.3 Documenting the Visual Experience

Site photographs have been captured and compiled along the I-5 corridor through Encinitas. These images have been combined with base aerial images and used as reference materials for the development of synergy projects through the city. The following base image and corresponding images were employed in the process of synergy project development for the City of Encinitas.

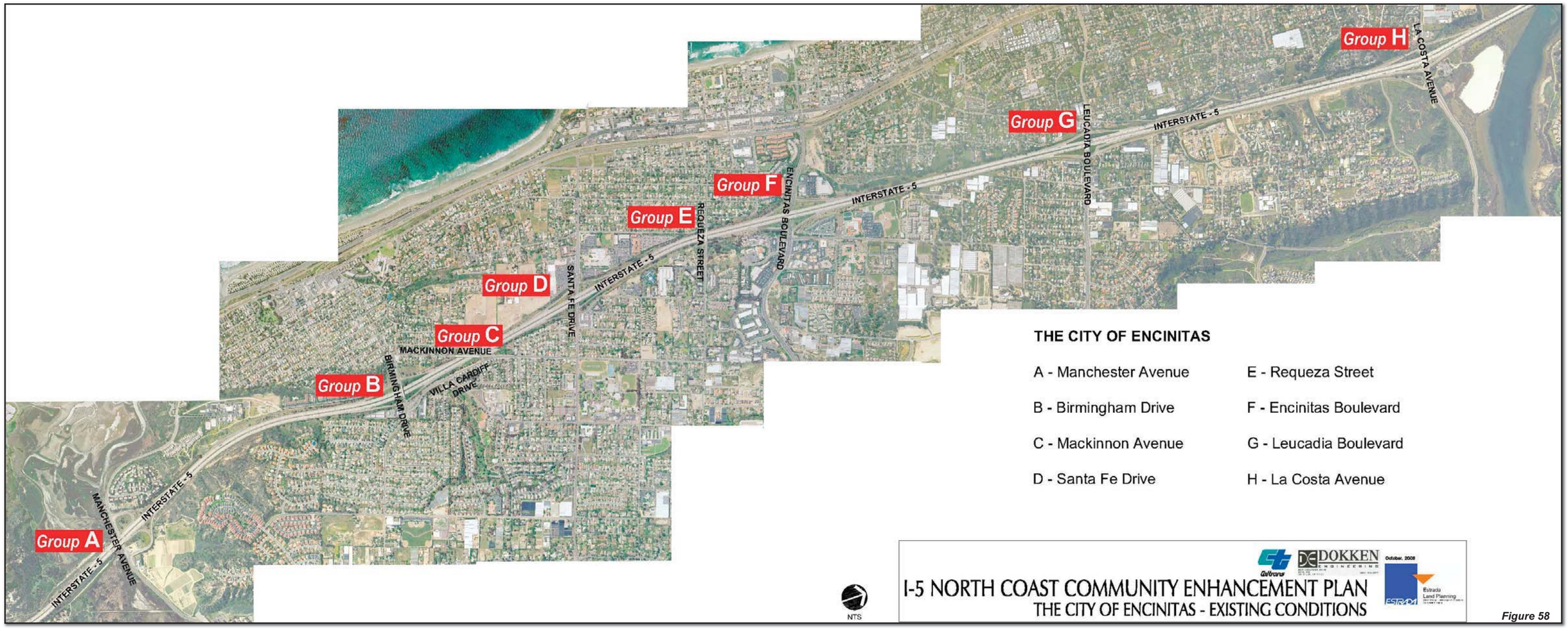


Figure 58

Base Aerial Image: Documenting the Visual Experience

Group A Photographs:

These images represent the existing conditions approaching the I-5 freeway structure at Manchester Avenue. Manchester is a wide road that passes under the freeway. There are few pedestrian amenities along Manchester Avenue at present.

Figure 59

• *Approaching I-5 facing west along Manchester Ave.*

Figure 60

• *View of I-5 intersection at Manchester Avenue facing west.*

Figure 61

• *View of I-5 intersection at Manchester Avenue facing west.*

Group B Photographs:

These images represent the existing conditions along I-5 from the Birmingham Drive Bridge. The area along the freeway is landscaped, and the green-sloping road shoulders, existing trees and planted medians provide an open green experience.

Figure 62

• *View of I-5 facing south from the Birmingham Drive Bridge.*

Figure 63

- *View of traffic conditions facing south from the Birmingham Drive Bridge.*

Figure 64

- *View of I-5 facing north the MacKinnon bridge can be seen in the distance.*

Group C Photographs:

These images represent the existing conditions along I-5 from the MacKinnon Avenue Bridge.

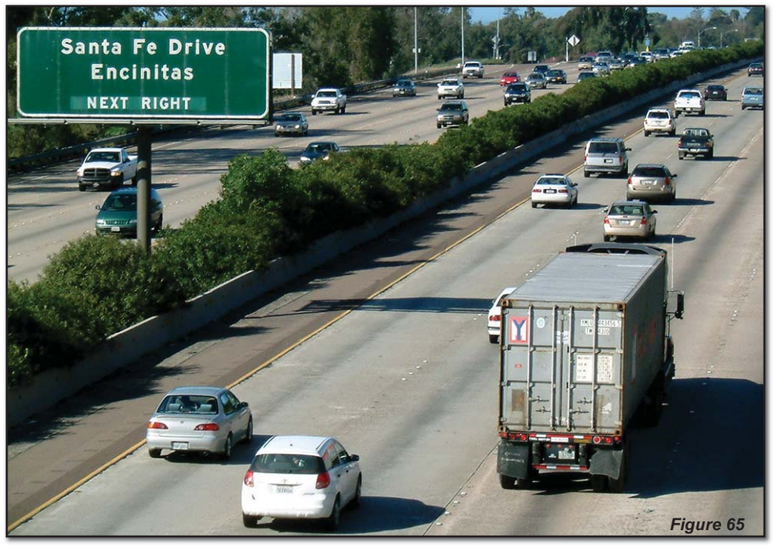


Figure 65

- *View of I-5 facing north from the MacKinnon Avenue Bridge.*

Figure 66

- *View of I-5 facing north toward Santa Fe Drive.*

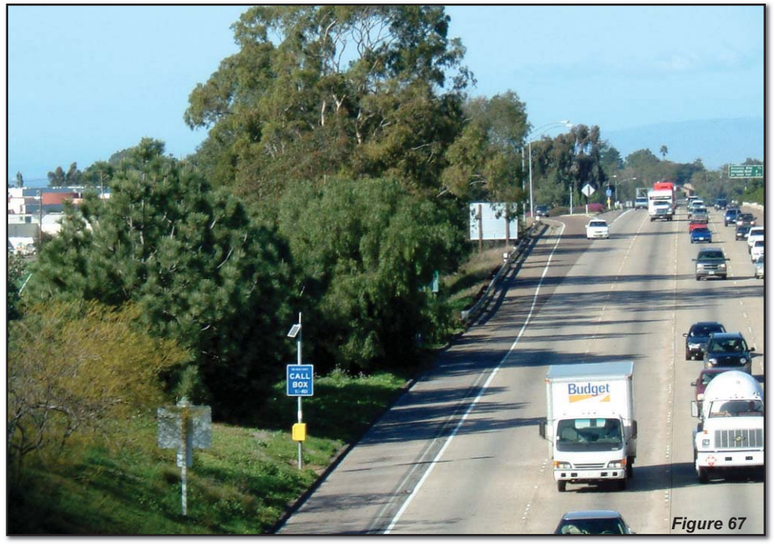


Figure 67

- *View of the I-5 facing north from the MacKinnon Avenue Bridge.*

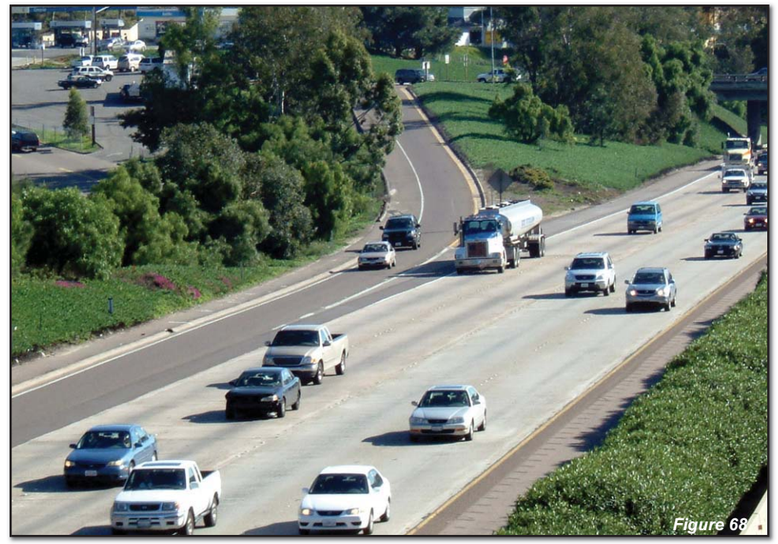


Figure 68

- *View of I-5 facing south from the MacKinnon Avenue Bridge.*

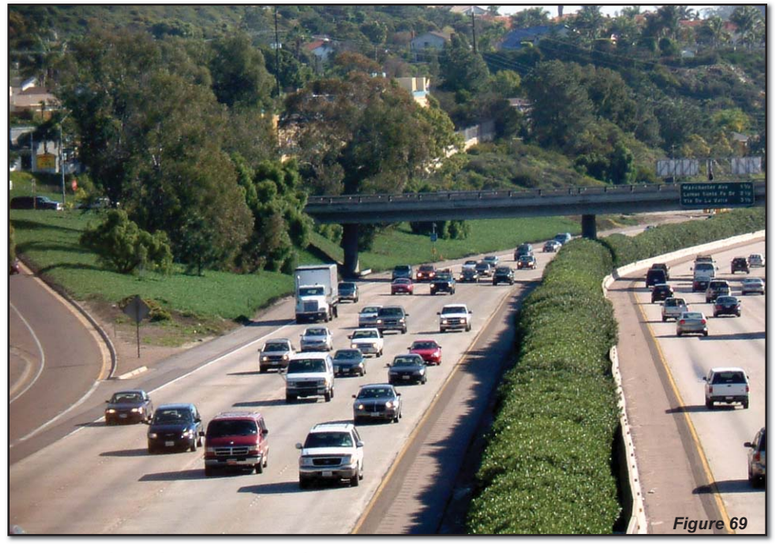


Figure 69

- *View of I-5 facing south from MacKinnon Avenue Bridge.*
- *Birmingham Drive Bridge can be seen in the distance.*

Group D Photographs:

These images represent the existing conditions along Santa Fe Drive approaching the I-5 overpass.

- *View of I-5 bridge facing east as it passes over Santa Fe Drive.*

- *View of I-5 facing east on Santa Fe Drive.*

- *View of I-5 facing east at Santa Fe Drive.*

- *View of I-5 facing west at Santa Fe Drive.*

- *View of underpass at Santa Fe Drive facing west.*

Group E Photographs:

These images represent the existing conditions along the I-5 from Requeza Street.

Figure 75

- *View of I-5 facing south from Requeza Street.*
- *Trees and planted medians currently line the freeway providing a nice landscaped feeling.*

Figure 76

- *View of I-5 facing north from Requeza Street.*

Group F Photographs:

These images represent the existing conditions at Encinitas Boulevard from the west side of I-5 facing east.

Figure 77

- *Existing intersection conditions at I-5 and Encinitas Boulevard.*
- *Few pedestrian amenities and minimal landscaping currently define the area.*

Figure 78

- *View of intersection at Encinitas Boulevard facing east.*

Group G Photographs:

These images represent the existing conditions along the I-5 at Leucadia Boulevard.

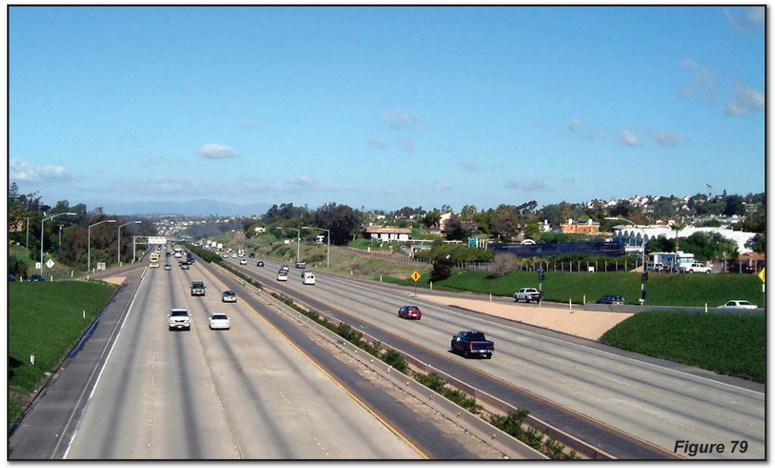


Figure 79

- *View of I-5 facing north from Leucadia Boulevard.*

Figure 80

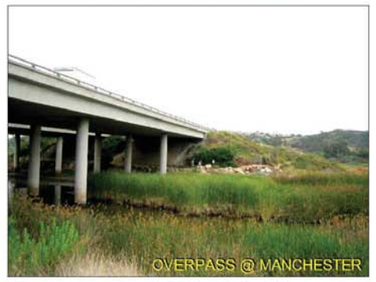
- *View of I-5 facing north from Leucadia Boulevard.*

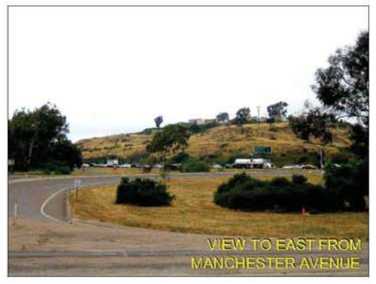
Group H Photograph:

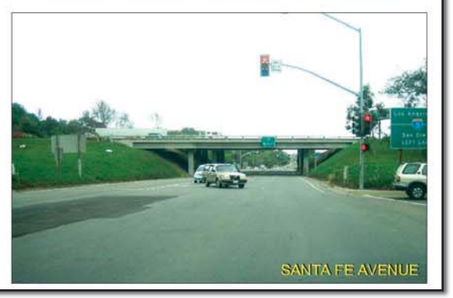
This image represents the existing conditions at La Costa Avenue.

Figure 81

- *View of I-5 facing south from La Costa Avenue.*







NTS

I-5 NORTH COAST CORRIDOR OPPORTUNITIES AND CONSTRAINTS
THE CITY OF ENCINITAS - EXISTING CONDITIONS

Caltrans
DOKKEN ENGINEERING
Estrada Land Planning

Figure 82

Documenting the Visual Experience Through Encinitas

5.1.4 Preliminary Design Considerations and Stakeholder Meetings

The development of synergy projects for the City of Encinitas has been achieved through the integration of the findings of the site analysis phase and the outcomes of the site synthesis phase into preliminary design concept plans. Meetings were held with many stakeholders in the City of Encinitas. Preliminary design concept plans have been presented at these meetings. Examples of the conceptual design graphics developed for the City of Encinitas can be found on pages 72 - 75 of this section of the project notebook.

The meeting dates with participating City officials, staff and stakeholders are described below.

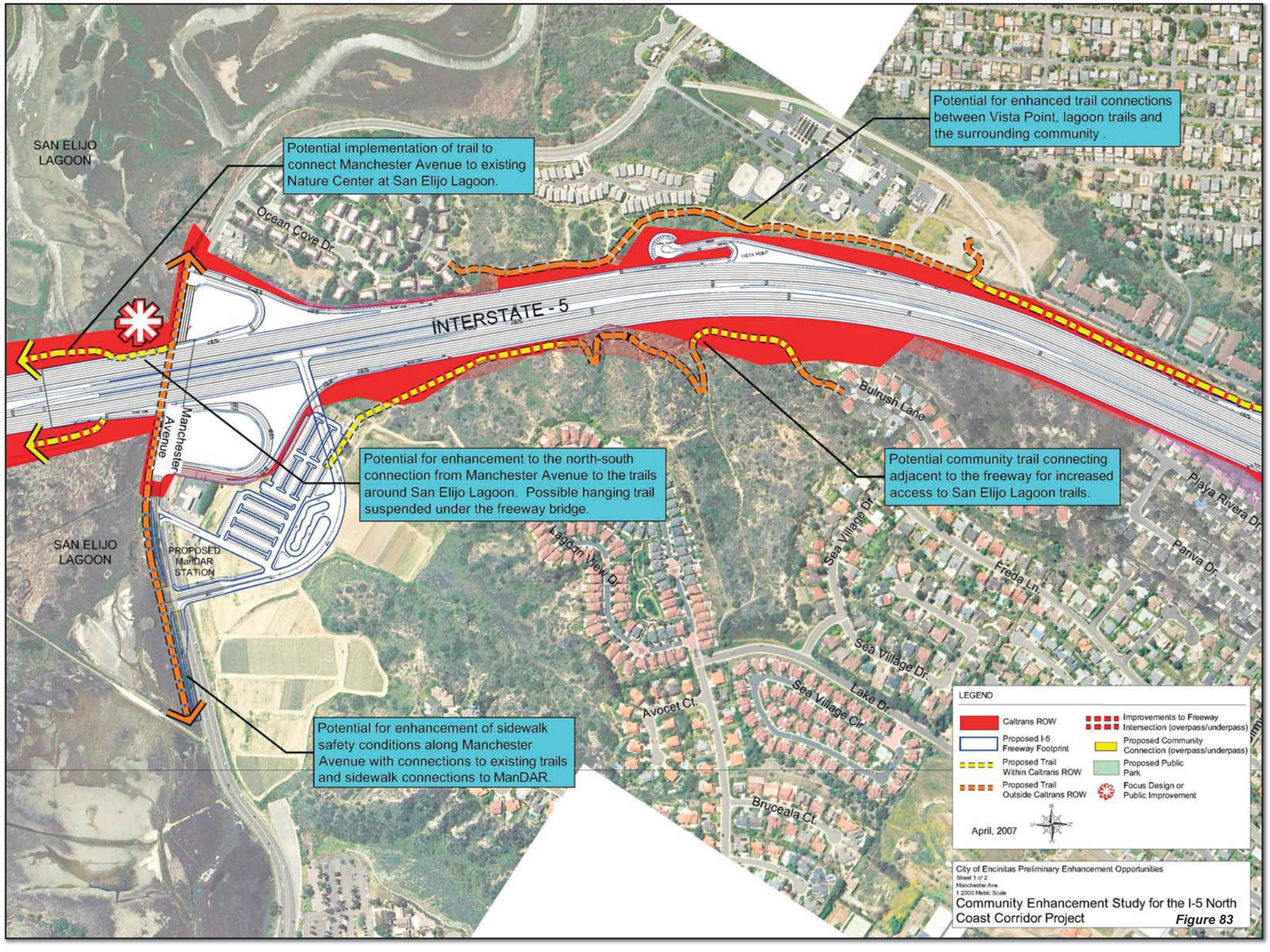
Feb. 2, 2005 - City of Encinitas staff, Caltrans, Dokken and Estrada Land Planning (at City of Encinitas)

June 22, 2005 - City of Encinitas staff and city council members, Estrada Land Planning (at City of Encinitas)

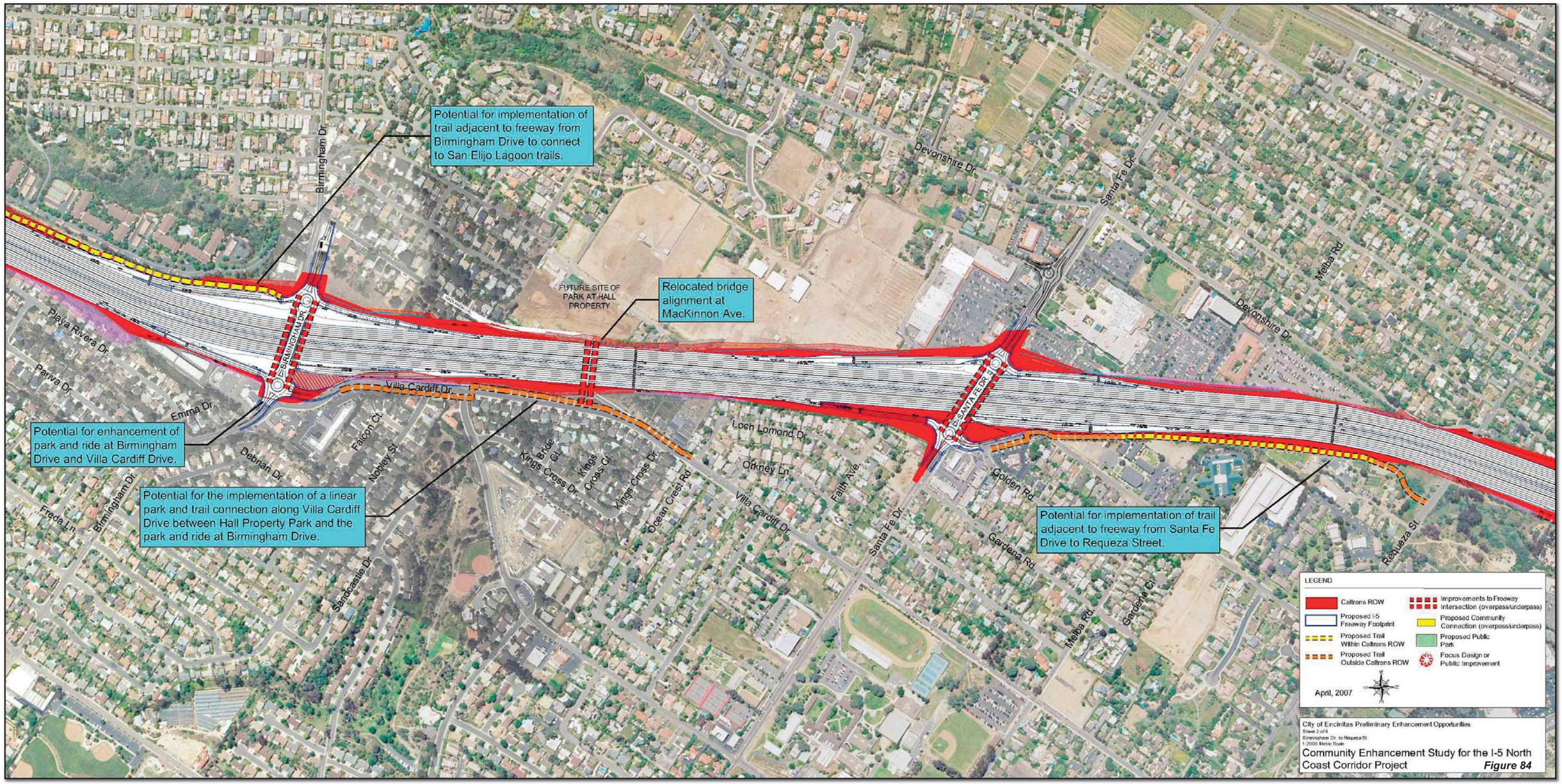
March 21, 2006 - City of Encinitas staff, Caltrans and Estrada Land Planning (at City of Encinitas)

July 10, 2006 - City of Encinitas staff, Council Members, Caltrans and Estrada Land Planning (at City of Encinitas)

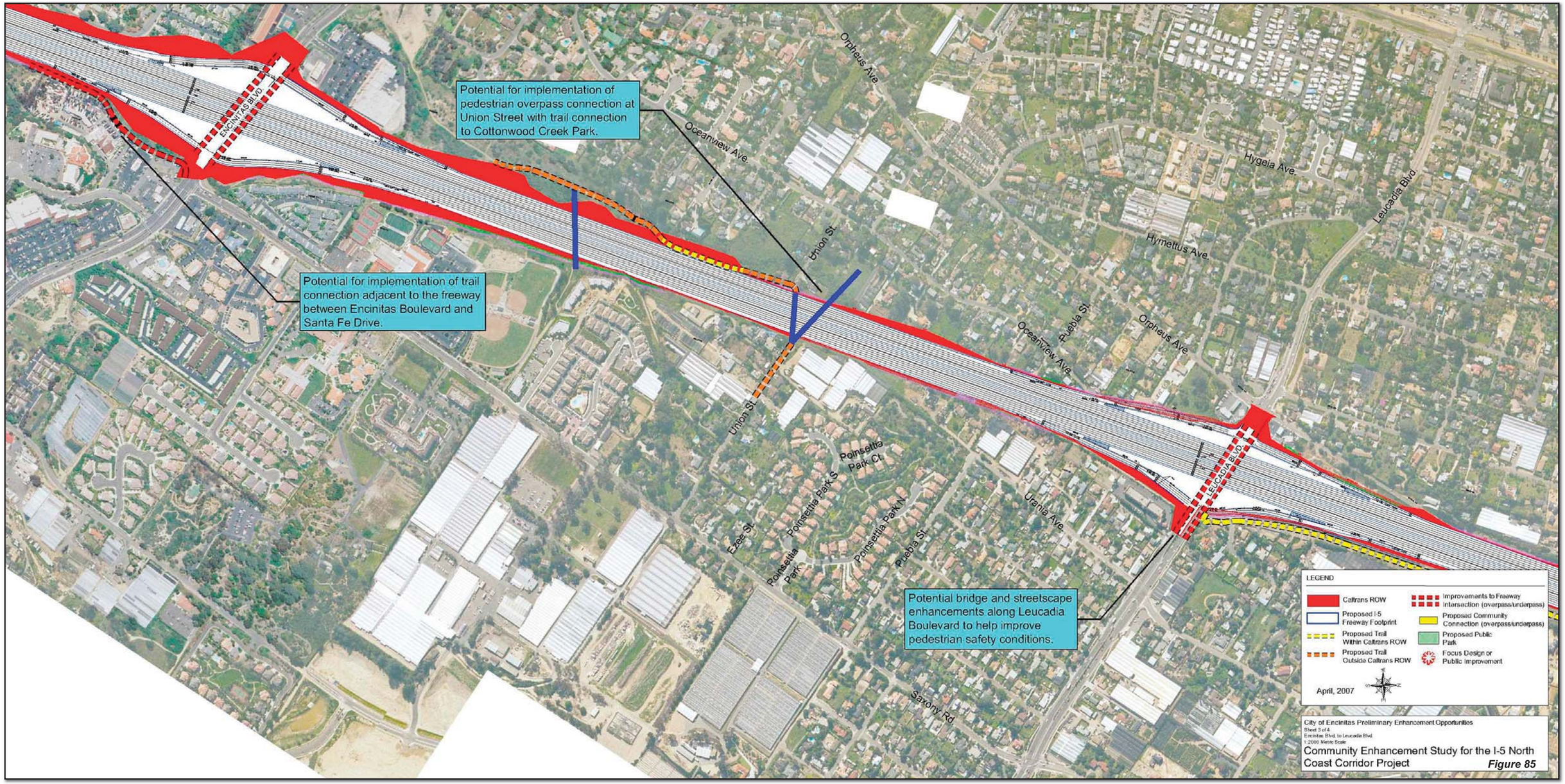
Detailed meeting notes from the preliminary design consideration and stakeholder meetings can be found on pages 76 - 84 of this section of the project notebook following the conceptual project plans.



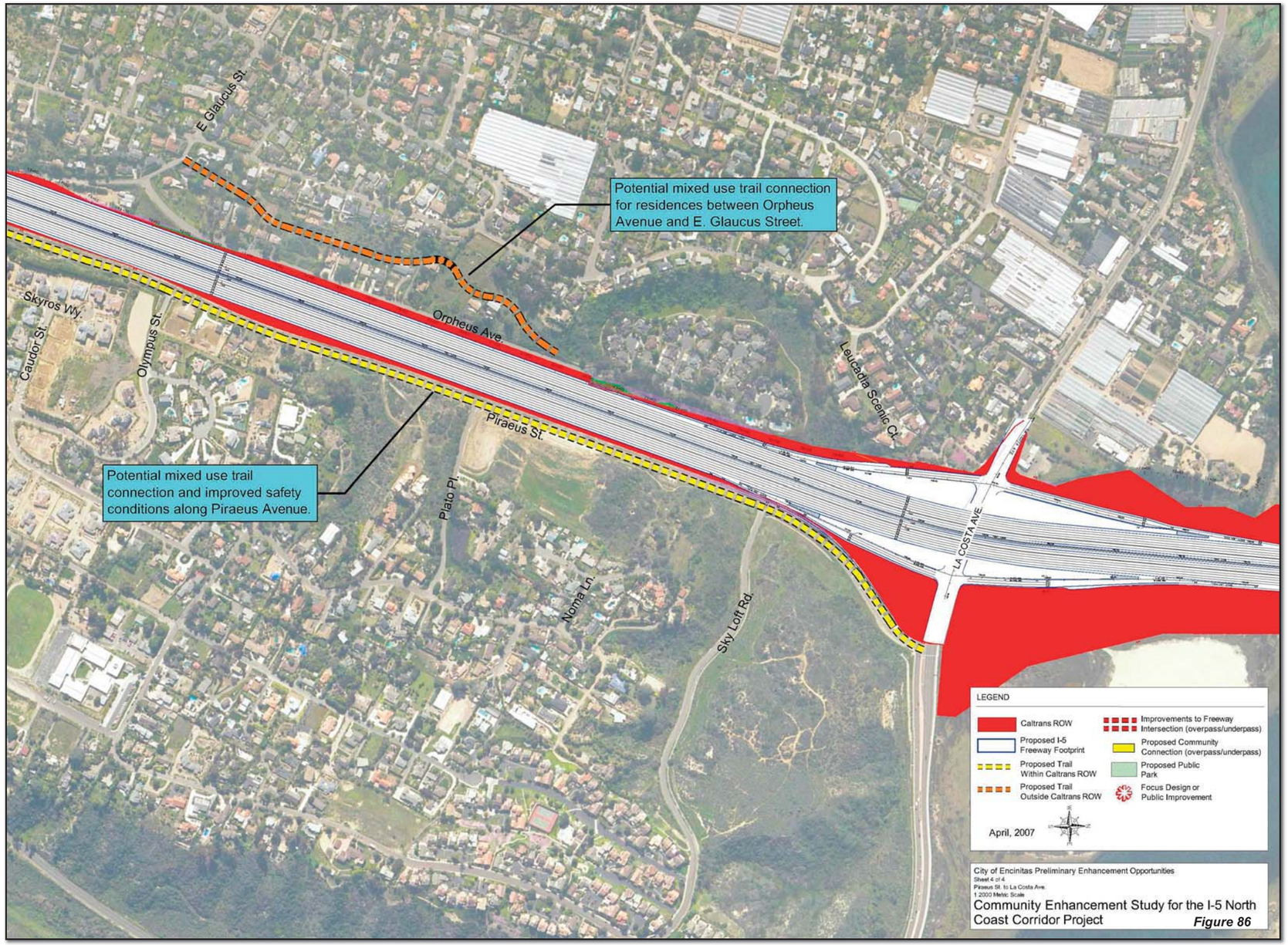
City of Encinitas Preliminary Enhancement Opportunities



City of Encinitas Preliminary Enhancement Opportunities



City of Encinitas Preliminary Enhancement Opportunities



City of Encinitas Preliminary Enhancement Opportunities

Preliminary Design Considerations: Meeting Notes

MEETING MINUTES

MEETING TYPE: **Ops & Cons Analysis – City of Encinitas Meeting #1**
SUBJECT: City of Encinitas Meeting #1
DATE: Wednesday, February 2, 2005
TIME: 10:00 am- 12:00pm
LOCATION: City of Encinitas– City Hall
505 South Vulcan Avenue
Encinitas, CA 92024

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required
1. **The City of Encinitas Representatives/attendees:** Peter Cota-Robles, City Engineer Tom Tufts, Fire Department Roger Free Kathy Weldon Jim Hendrix Leroy Bodas Kipp Hefner Scott Vurbeff	
2. **Introductions**: were completed, the purpose of the meeting was explained and agenda reviewed prior to commencing with discussions. The intent of meetings with the local agencies is to gain design development insight and identify development opportunities and constraints for the project.	
3. **Caltrans outlined the project process and schedule.** The Draft Environmental Impact Report will be completed by Fall 2006 and Final document by spring of 2008. Meetings with each City will be scheduled to share the project's possible footprints and the noise study results, prior to releasing the information to the public.	**Caltrans will brief the City of Encinitas on March 9, 2005 on the alternatives of the project this far.**
4. **Overview of goals** - Estrada Land Planning facilitated a discussion pertaining to the major goals list to solicit comments and concerns from the City Staff.	
5. **City's concerns are for:** ○ **Retain above ground natural areas -** Moonlight Creek is a natural corridor that has been untouched for many years. The City would like to retain as many above ground natural corridors as possible. The natural corridors provide cleansing of storm water run-off into the local creeks and ultimately to the ocean. A sewer easement and service road exist along the west side freeway ROW and creek. The natural creek corridor traverses through both the City of Encinitas and the Caltrans ROWs. The City's UV treatment facility treats most of the storm water runoff, removing bacteria, prior to dumping into the ocean. Biological opinions for these areas are available.	**Caltrans will attain a copy of the biological opinions**

Interstate 5 Freeway Improvements
Opportunities & Constraints Analysis Process
Ops & Cons Analysis Team Meeting Minutes
File No. 1482-220

- **Views from the freeway -** The City of Encinitas currently has an Overlay Corridor Study that specifies certain design guidelines for the I-5 freeway through Encinitas. The study generally outlines some principles for development, such as, not blocking scenic vistas, travelers' views of lagoons, the sensitive use of sound walls – either hidden, landscaped, or stepped, and the use of natural building materials. Specific design criteria for sound wall design, or aesthetics is not presented.

Estrada Land Planning (ELP) will attain a copy of the City's Overlay Corridor Study

- **Minimize noise impacts –** The City of Encinitas requirements for noise thresholds in residential areas is 60 decibels, a more stringent requirement than required by the Federal Highway Administration (FHWA). FHWA standards will be used for determining noise attenuation improvements.

- **Alternative paving material use** - The City would like Caltrans to consider alternative paving materials to hopefully lower noise decibel levels from the corridor. Caltrans noted that alternative materials are currently being studied, including rubberized asphalt, with initial feedback of potentially poor longevity and high maintenance costs.

- **On and off ramp closures** during the construction phase will be a concern to the community. The construction phase should be sensitive to bridge and ramp closures to maintain circulation and access.

- **East to west connections-** the most significant connection that services mass transit is the Manchester route, which is currently in the DARS plan. Leucadia Boulevard and Encinitas Boulevard service high volumes of commuter traffic from the east.

- **Maintain water quality** by preserving the different types of 'clean water' facilities, natural and manmade. Mitigation measures should be provided for any natural areas that will be lost. Options should look at recreating them or creating 'shared' facilities.

- **Community workshops** - The City staff supports the idea of community workshops in gaining input and consensus on the project. The community recently voted and passed a transit tax, at a 70% pass rate, which shows their support for improved transportation facilities.

- **Significant viewpoints** should be maintained such as the overlooks and vistas of San Elijo Lagoon. Views from the freeway and private properties should be considered.

- **Utilities** are typically located along the ROW and may present issues of disrupted service during construction phases.

6. **Opportunities**

   - **Pedestrian under crossings** may be considered at intersections where bridge replacements are proposed, such as Santa Fe Drive or under the railroad bridge. Trails connections should be considered at Union Street. Pedestrian and bicycle trail opportunities should be considered for connections to the trail networks outlined in the City's Trails Master Plan document.

     ELP will attain a copy of the City's Trails MP document.

   - **ROW impacts** which occur along established neighborhoods or near the treatment plant may require walls. The aesthetics should be determined by the community.

   - **Residual traffic** that impacts the neighboring communities will be a community concern. Alleviation of cut-through traffic and increases during construction should be considered. A secondary concern will be how the widening will alleviate traffic on a regional level.

   - **High tech freeway options** – The City suggested the use of new technology for computer-controlled traffic regulation systems for the entire corridor. Caltrans indicated that new technology systems are being considered.

   - **Public art opportunities** should be considered as part of the corridor enhancements, including improved aesthetics for bridges, sound walls, etc.

   - **Interchanges -** The city does not anticipate any future land use changes for areas along the Caltrans ROW, except at Santa Fe Drive, where plans call for widening to reduce congestion on local streets. Birmingham Drive may also see a similar change, but no plans or proposals exist presently.

7. **Current or future City improvement projects** that could possibly be constructed concurrently with the project:
   - MacKinnon Bridge carries the main SBC conduits to the south. The bridge is proposed for replacement, and intended to be perpendicular to the I-5 freeway to improve circulation and to provide access to the new park at the Hall property.

     Caltrans will attain a copy of the MacKinnon Bridge concept designs

   - The future park at the Hall property will raise issues of visibility and noise attenuation. It is desirable to minimize noise toward the park from the freeway.

     Caltrans will attain a copy of the Hall property development plans

   - Encinitas Boulevard and Saxony intersection improvements are in the design process.

   - Potential Fire Department relocation to an area near to the northwest of the I-5/Birmingham Drive intersection. Caltrans will be meeting with the City to review potential

footprints that will show impacts to the ROW and areas adjacent to the prospective relocation site.

8. **The Community's positive response** to the widening has led the City Council to adopt a new goal for the year of 'cooperation and collaboration' of the City with Caltrans on this project. The City understands that the widening is necessary and is needed to reduce traffic that cuts through the city neighborhoods and local streets. The City would like to collaborate with Caltrans on the preliminary designs for the interchanges already in place.

9. **Phasing Study of Construction** at a glance would include three main steps:
   1. Advanced mitigation studies
   2. Sound wall determination and locations
   3. Actual construction of the project

These meeting minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: David Preciado
DISTRIBUTION: All attendees
DATE: February 2, 2005
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Tom Nipper	Caltrans	Project Management
Michelle Trudell	Caltrans	Environmental Analysis
Chris Johnson	Dokken Engineering	Consultant Project Manager
Steve Estrada	Estrada Land Planning	Consultant Landscape Architect
David Preciado	Estrada Land Planning	Consultant Landscape Architect
Peter Cota-Robles	City of Encinitas	City Engineer
Tal Tufts	City of Encinitas	Fire Dept.
Roger Free	City of Encinitas	Engineering Dept.
Kathy Weldon	City of Encinitas	Coastal Zone Specialist
Jim Hendrix	City of Encinitas	
Leroy Bodas	City of Encinitas	City Engineer
Kipp Hefner	City of Encinitas	Project Manager
Scott Vurbeff	City of Encinitas	Environmental Analyst

MEETING MINUTES

MEETING TYPE: **Ops & Cons Analysis Team Meeting w/ City of Encinitas**
SUBJECT: City of Encinitas Council & Staff Project Review Meetings
DATE: June 22, 2005
TIME: 9:00 pm – 1:00pm
LOCATION: City of Encinitas City Hall Offices
ATTENDEES: (See list of attendees at end of notes)

Topics Discussed	Action Required

1. Meeting #1 Attendance – See attached sign-in roster of attendees.

2. Introduction: Vicki Estrada provided an overview of topics to discuss taking note that Encinitas is the primary city to tackle. Jim states that the primary focus is on the completion of the interchanges. "Context sensitive design" is mentioned and explained by the design being confined in an urban setting bringing about the demand for mending the disconnections of various areas.

3. The schedule was discussed including the design guidelines and aesthetics including bridges, walls etc. Emphasis was placed on the need to capitalize on what Encinitas is all about. Background information on the infrastructure of the city and photos taken from past site visits. The various opportunities and constraints in the photos were analyzed. From this discussion Maggie mentioned the designer of the UCSD bridge at La Jolla Shores as potential inspiration. Various dialogues were then exchanged over opportunities.

   Additional enhancements were suggested by pulling from the pot of $50 million. Maggie reacted positively to the suggestions.

4. Chris S.

   Discussions on the project realignment and the 10+4 buffer brought about concern for Jim with Manchester. The subject began to focus on the concept of Manchester. ManDAR was discussed. One of the major constraints discussed was the height of the walls on Manchester, which appeared to have an average height of 30'. The opportunity in this case was to be creative with the walls to make them more of a commodity than an eyesore. Although the walls are in designated "open public space" the Home Owners Association" has control over what actually gets built. Maggie had questions about how sound walls actually worked and Kent explained to her the basics. She really liked the idea of breaking up the wall segments. Art was mentioned as a great way to improve the aesthetics of the wall. The Art commission was noted as an essential contact. The point was made to be sure that the city still realizes that the footprint of the project is still not decided upon as of yet.

Interstate 5 Freeway Improvements
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Ops & Cons Analysis Team Meeting Minutes
File No. 1482-220

5. The Matrix was discussed and based on the "Top Tier Projects". This is where the projects are designated by a number.

   #1 Manchester: Pedestrian Connection
   Jim asked if ManDAR was still happening and Jim verified that it was. Maggie asked about Transit Station at the ManDAR so Vicki explained what it entitled as well as other design possibilities. Vicki then asked the council about the cooperation agreement concept and re: trails. Jim said that they put trails on high priority as long as they were placed appropriately.

   #2 Manchester Trail: Mainly concern a connection to the Nature Center. Jim asked if the $50 million could apply to this type of project. Dave asked how that money allocated to each city and Kent explained how they are cooperation agreements and explained the relinquishments. Maggie once again brought up that she liked the idea of the park and ride.

   #3 Via Cardiff: Reconnect a streetscape and connect to MacKinnon Bridge. Dave asked the question as to if the traffic would change significantly. Leroy said that for traffic concerns maybe a round about would be appropriate at Birmingham. Again, Maggie really likes the idea of a park and ride.

   #4 Pedestrian Connection to Hall Park: Maggie was very supportive of this idea and Jim mentioned the desire to make it a pedestrian and bike path connection. SBC

   #5 Trail between Santa Fe and Requeza: Noted as being a great connection which Maggie liked a lot.

   #6 Trail between Requeza and Encinitas Blvd.: Desire to continue the connection and discussed methods of doing this. Leroy brought up the interchange.

   #7 Encinitas Blvd.: In relation to the interchange in #6 there would be an issue of under crossing. The thought was to put the pedestrians behind the columns.

   #12 Pireus: narrow and keep as two-way traffic.

6. The Standard Pacific Park was brought up and questioned as to whether or not there was funding for it.

7. The berms at Orpheus were mentioned
8. Community input is important so the question is asked if there should be an open house. If so, what do we need to do to get ready for it? Maggie said the more community input the better and that all communities should have a separate meeting (Cardiff, Leucadia, Encinitas) and then end it with a second meeting involving all parties.
9. General comments were made suggesting the use of native

plants and the need to contact the various community groups.

10. Dave voiced his concern for the environmental impacts. Various enhancements may have some impacts such as Cotton Wood and a method with which to mitigate the project. (i.e.) Santa Fe and Requeza. Dave asked if Caltrans was looking at acquisitions for habitat restoration. The response was that the Army Corps of Engineers is doing a study. Can money be applied to these open areas? Kent used 40th street as an example of a "Synergy Project"

Meeting #2

1. See attached sign-in roster for attendees.
2. The meeting started off with an introduction a brief overview of the 10+4 Buffer. There was a reminder that $50 million was extra for mitigation and the question was how do we utilize it? The focus should be on context sensitive design ideas. Jerome wants it speedy. There was talk of community character and gateway design to say that you are "in Encinitas". Christi points out the blending of the various local communities. Jerome liked the idea of art on the walls but mentioned his distaste for the way the current park and ride looks.
3. Background Information: the process ELP went through. They discussed roundabouts, showed examples, ownership maps and encroachment, regional map, opportunities to reconnect the city, and showed pictures of the site visit.
4. On the topic of the top tier projects, the difference between all ideas v top tier projects. Should the walls be mapped on the freeway? All felt it was important to talk about the quality of the driving experience as well.

   #1 Manchester: Pedestrian connection on bridge. Jerome asked if it could be suspended.

   #2 Manchester: Connection to the Nature Center. It should be walk able and even better yet bike able. ManDAR was looked at as far as its effects on the gateway and the question was asked if it was to be both and on and off-ramp. There was talk about connecting a trail from Manchester to Birmingham. Vicki pointed out the Cooperative agreement and the idea tohave Caltrans build the projects and then relinquish to the city. Birmingham along with the blue line is already included. Christi made note of a possible relocation of the fire station. She felt that the relocation would not pose any changes to the I-5 project.

   #3 Via Cardiff: pedestrian connection. There are concerns of the present state of the park and ride. It is desired that it be enhanced. Christi asked if a berm could be effective as well. Dave asked why a berm would be considered an enhancement and Vicki stated that it was for mainly aesthetic purposes. It really depends on if the ROW is affected and the city is willing to work with this. The conversation then backtracked to the walls at Manchester. The idea of stepped walls was great but it encroached into HOA property. Jerome asked if this option would have a greater impact on the environment. Environmental reps said that it would actually pose less of a hurdle.

   #4 Hall park: Pedestrian Connection. Christi liked the idea of connecting to the park. Jerome asked if it would be a Caltrans ROW. It was said that you couldn't touch the shopping center parking lot.

   #5 and #6: Santa Fe to Requeza to Encinitas. Connect trails with the intersections. The trails would be constructed near wetlands as well as a new housing project with the trail.

   #7 Encinitas Blvd.: They liked the idea of tying it into downtown because it has presented itself as a huge concern.

   #8 Cottonwood Creek Park: It was made very clear that it was important to connect the park with the Union Street crossing.

   #9 Union St: Pedestrian bridge. Jerome and Christi wondered why we needed a crossing at a street with no sidewalks, etc… Dave said it was a low volume street and that they don't think they want to reconnect the east and west. Christi didn't like the union street crossing based on a more political view. She felt it wouldn't really benefit anyone. However Encinitas Ranch Village usage is very high and there is no connection. There was lots of concern about the union street crossing. Christi wants it to be shown and consider having the crossing closer to Paul Eches Sports Field in an effort to cause less controversy.

   #12 Pireus: There were concerns as to how to access the freeway from Leucadia Blvd. Christi likes the idea of enhancements and Jerome liked the idea of narrowing Pireus and the streetscape.

5. Various concepts were presented when Standard Pacific Park was brought up. Christi liked the idea of a park. Jerome liked it as well and thought it to be a better investment than using the money for pedestrian crossing.
6. Other responses: Everyone seemed to like the idea of a berm at Orpheus St.. Christi supports the 10-4 buffer. Juan likes the idea of stepped retaining walls and Christi supports the idea as well. Everyone supported the idea of working with the HOA's. We are encouraged to use berms over sound walls. Christi voiced her concern for the little pieces of land left over at interchanges. She wants to see a creative plant palette and artwork making the design into more of a gateway.
7. It is critical to redline areas of congestion within local streets.
8. Jerome has concerns that certain ideas may hold up the projects and reminds everyone to stay on schedule and move forward.

Meeting #3

See attached attendance sheet for attendees.

1. Intro: Project background regarding the $50 million available for mitigation. The entire process of the project is reviewed. Dan makes the comment that all cities are not supported. All projects are based on top tier projects.

   #1 Manchester: Pedestrian connection on bridge. There is a lack of connection from north to south. The new connection should be connected to the nature center.

   #2 Manchester: Trail to nature center. Dan says that historically there is an unnatural hill that is to remain un-moved. This project can be seen as an opportunity to increase the view at low cost and also reduces the risk of vandalism, which is a current problem. The ManDAR and "park and ride" ideas were then explained. An important part to remember for this trail is that the trail at the east side near the lagoon stops because of controversial topics. Vicki brought up the property of the Cooperative Agreement. Dan says that trail would be easy to do but that landscaping could be an issue. It is suggested to get the

trail groups involved so that they feel a sense of responsibility for them.
#3 Via Cardiff: Main focus of streetscape improvement. A suggestion to add a pocket park at Via Cardiff and MacKinnon. Berms can be created at the city ROW as opposed to walls. Dan says that the city wants to work together to make the opportunities happen. Leroy says that the trail between Birmingham and the lagoon needs to be moved up front of else it will never be done.
#4 Pedestrian connection to Hall Park. Dan says it will need to connect to Santa Fe and eventually to the beach so concern for children and pedestrian safety should be key.
#5 and #6 Trails between Santa Fe – Requeza – Encinitas Blvd. Dan discussed the importance of all the trails connecting.
#8 Trail to Cottonwood Creek Park: Should connect east and west to union street. Dan really liked the union street connection. Possibly a D.G. trail would give it a bit more character. Dave commented on a subdivision next to Union and the possibility of a trail there.
#12 Pireus Street: A berm is desired as well as increased streetscape. Standard Pacific Park may create an opportunity to share funding to assist. People wanted berms at Orpheus. Dan Gallaghar really liked the crossing at Union St. and mentioned a near by pipe that kids have used to cross for years.

These meeting minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact preparer within three days of receipt.

PREPARED BY: David Preciado
DISTRIBUTION: All attendees
DATE: June 22, 2005

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Chris Schmidt	Caltrans	Planning Department
Amy Young	Caltrans	Environmental Department
Michelle Trudell	Caltrans	Environmental Department
Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
David Preciado	Estrada Land Planning	Consultant Landscape Architect
Abbey Edwards	Estrada Land Planning	Consultant Landscape Designer
Leroy Bodus	City of Encinitas	City Engineer
Dave de Cordour	City of Encinitas	Principal Planner
Kerry Miller	City of Encinitas	City Manager
Peter Cota-Robles	City of Encinitas	City Engineer

MEETING MINUTES

MEETING TYPE: **City of Encinitas City Staff Meeting**
SUBJECT: Final Products of Ops and Cons for Encinitas
DATE: **March 21, 2006**
TIME: 3:00-4:30 pm
LOCATION: **City Hall of Encinitas**
Address:
505 S. Vulcan Avenue
Encinitas, CA 92024-3633

ATTENDEES: (See attached PDT Roster)

Topics Discussed | **Action Required**

Introductions:
All boards, cost-estimate matrix and community meeting summaries were brought and presented to the city staff; Vicki briefed staff on the goals for the meeting which were to present the results of the 3 community meetings, the Top Tier projects that received the greatest response, the cost estimate breakdown for each project, the maintenance issues, ROW impacts, and other key elements that affect the proposed projects.

Vicki proceeded to explain the cost-estimate matrix categories then discussed the matrix and each project individually:

Projects:

- **#1: Manchester Trail Connecting North to South**:
  There would be no more environmental impacts as a result of this project due to the suspended bridge; there would be no change to the existing ROW.
  Q-Leroy asked about opening the channel under the I-5 to 40 m total width for better hydrology, and would that affect the hanging bridge?
  A- It was explained that the bridge would just become longer and is still feasible

- **#2: Trail to connect Nature Center to Hanging Bridge**:
  This project was a result of the Ops and Cons effort to improve circulation, but it is too far from the CT ROW to be funded by Ops and Cons; but the city should be encouraged to build it anyway.

  Kerry the city manager seemed doubtful that the funds or effort is there for the city to do it, but there is already a connection planned for the west

  Vicki gave a Carmel Valley example of a catalyst project that resulted from another freeway project.

Arturo proposed that perhaps this project could be included into the Environmental Analysis Doc. for the lagoon so it can be cleared environmentally to get that step taken care of, but as of right now the trail is too far from the ROW to be part of Ops and Cons.

- **#3/4: Via Cardiff Street Enhancement/Link to Holiday**:

The city is currently looking at having roundabout at the Birmingham Intersection; the #1 alternative the city staff prefers is to have the roundabouts at the intersection, and it works with the fire station; this will affect the linear park proposed to connect Birmingham with McKinnon; it may become narrower, but the idea to create a sense of entry to Hall Park will remain

Kerry asked would the city be in charge of the maintenance of this proposed area along Via Cardiff

Arturo explained the city would be in charge of maintenance on Via Cardiff but not on McKinnon bridge

What would the maintenance be like in the CT ROW?

Arturo explained a cross-control fence can move; Kent said that a noise berm can be included to mitigate

Kerry was not sure the city would be able to sustain the park land

Leroy said that McKinnon is having traffic concerns and will most likely stay with the same alignment as it currently is; there may be a possibility to have a round-about at the west side.

It was also stated that the Hall Property park EIR would be done in 2007, then 6 months to resolve the litigation process.

At this point Vicki inquired what the next step with these projects would be?

It was suggested to have the same 2 by 2 meetings with the council members to get their final approval on the projects proposed. Arturo made it clear that it is CT objective to make it work with the cities goals at Hall Park

- **#5: Trail Connecting Santa Fe to Hall Park**:

The proposed pedestrian connection from Santa Fe to Hall Park is vital as Vicki stated.

Leroy responded that it's not that simple to include the trail due to the cities investigation into the roundabouts at the intersection, Vicki suggested that a sidewalk could tie into the roundabouts if it is proposed. Arturo said that it can easily be included as part of the project because CT has to do that grading anyway, and they can grade the trail in.

- **#6: Trail from Santa Fe to Requeza:**

Peter felt that this project is great opportunity to make those north-south connections. Kent said that CT would like to do some wetland restoration and some wastewater cleaning there. It was pointed out that there are some narrow areas at the north end of the trail and might require some encroachment onto the Humane Society Property so as not to disturb the ESA and creek or have to cross it, but the society might want that access.

- **#7: Trail from Requeza to Encinitas Blvd**:

Leroy pointed out that the only alternative that really works for that intersection in which they have been studying with Dokken is to re-align the ramp and that would require taking the Oggies property, the bridge would have to come down and be reconstructed; this would make the trail proposed irrelevant, there would be no room, but at this point it is still relevant.

- **#8: Union St Bridge and Trail**:

This project was the most well-received by the community and would benefit the most people; Vicki said they had included this project in the "white paper" for Canyon Lands and would send that on to them; the issues of maintenance came up and it was made clear that the maintenance would be upheld by the city, as well the wetland restoration would be relinquished to the city; the consensus was that this project is a great connection and utilizes open-space in a time of need for open space.

- **#9: Piraeus Streetscape enhancement and Trail**:

The proposal is very simple to implement but the community is only focused on the changes and closure, but again, an easy enhancement to see happen

- **#10: Standard Pacific Park:** not as important to the city and only a specific population in north Encinitas but it does need money to be built

Vicki then asked the city staff to respond to the projects, results of the community meetings and their preference towards which projects get built as part of Ops and Cons:

- Dave and Kerry both agreed that the Manchester Connection is key an should be included in the Lagoon Analysis
- Peter felt the Piraeus Streetscape Enhancement was a valid enhancement, is needed and should not be discounted due to the intersection issues
- Arturo said that CT can make these trails and simple enhancements happen while they are building the freeway, it's really an issue of maintenance
- Kent stated that CT is also looking for opportunities to put planting between streets and walls to buffer the

freeway

- Leroy stated that he would rather see the walls split as opposed to having one large one on Piraeus, or even prefers medians or islands to calm traffic
- It was stated by the staff that objective is to bring the community back together as much as possible
- Kerry made his statement about the 4 project he would prefer to get built:
    1. Trail at Manchester with hanging bridge
    2. Trail to Nature Center
    3. Union Street Connection
    4. Hall Property Connection at Santa Fe
- Arturo stated that trails and enhancements proposed in Encinitas can be incorporated into the overall project as long as there are no major ROW impacts with the exception to Standard Pacific Park
- Leroy wanted to know what the status of the soundwalls was? Arturo said they would be resolved in May or June and CT would present them to communities during the summer
- The concept of using the Ops and Cons money towards the soundwalls. Arturo explained that SANDAG designated this money just for these enhancements not for the sound walls
- Arturo also explained that noise from the I-5 already exceeds 65 decibels an there is really no way to mitigate for the increase either, CT is looking into other options to lower the decibels, such as rubberized asphalt, but nothing lasts as long as concrete

Next Steps for Encinitas:

- Meet with the City Council members on a 2 by 2 basis
- Develop a Corridor Development Plan
- Design Guidelines comes later
- Arturo wanted to know if the maintenance issue would come up with the council members, Kerry thought only if the cost was extreme than it would be an issue
- Vicki would be in charge of setting up meetings with council members

PREPARED BY: ELP
DISTRIBUTION: All attendees
DATE: April 12, 2006
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
Abbey Edwards	Estrada Land Planning	Consultant Landscape Designer
Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Designer
Leroy Bodus	City of Encinitas	City Engineer
Dave de Cordour	City of Encinitas	Principal Planner
Kerry Miller	City of Encinitas	City Manager
Peter Cota-Robles	City of Encinitas	City Engineer

MEETING MINUTES

MEETING TYPE: **Ops & Cons Analysis Team Meeting w/ City of Encinitas**
SUBJECT: City of Encinitas Council & Staff Project Review Meetings
DATE: July 10, 2006
TIME: 1:00 pm – 5:00pm
LOCATION: City of Encinitas City Hall Offices
ATTENDEES: (See list of attendees at end of notes)

Topics Discussed	Action Required

Meeting #1 1:00-2:00 Attendance – See attached sign-in roster of attendees, plus council member Christy Guerin.

1. Christy Guerin asked a question in regards to sound walls, Arturo explains that sound walls will be discussed at a later date as this meeting is specifically for the I-5 Ops and Cons project development.

2. Introduction: Vicki Estrada provided an overview of the synergy projects that have been developed for the City of Encinitas and explained that the purpose of the meeting was to obtain recommendations from city council for the further development of these projects. Vicki also discussed the reactions of the public and presented the voting matrices from the community meetings held in the summer of 2005.

The following projects have been
Project #1 – Manchester Bridge Trail Connection

Project #2 – Manchester Trail Connection to existing Nature Center

Project #3 – Via Cardiff Improvements Alt 1

Project #4 – Via Cardiff Improvements Alt 2

Project #5 – Trail Connection at Hall Property Park

Project #6 – Trail Connection Santa Fe to Requeza St.

Project #7 – Trail Connections Encinitas Blvd to Requeza St.

Project #8 – Union Street Pedestrian Crossing and Trail Connection

Project #9 – Pireus St Trail Connection and Linear Park

Project #10 – Standard Pacific Park

3. General Discussion After Projects Presented:
   Guerin was most in favor of the Union Street Pedestrian Crossing and Trail Connection (Project #8).
   Guerin was least in favor of the Pireus St Trail Connection and Linear Park due to the possibility of the closure of Pireus St and community concerns with that outcome.
   Standard Pacific Park (Project #10) is not considered a high

Interstate 5 Freeway Improvements
Opportunities & Constraints Analysis Process
Ops & Cons Analysis Team Meeting Minutes
File No. 1482-220

priority to be completed along with the I-5 widening due to the fact that the City of Encinitas will probably develop this area independently in the future. Guerin suggested that a focus on pedestrian and vehicular east/west connections along the I-5 corridor through Encinitas should be the main concern.
Guerin then questioned the necessity of a park and ride at Via Cardiff. Estrada assured Guerin that the decision for the park and ride would come from the city.
There where also concerns voiced regarding the proximity of the proposed trail to a wetland at Requeza, the general consensus is that it would be undesirable for the project to be held up by this wetland.

4. Estrada then summarized the need for the projects to be finalized in order to become part of the overall corridor plan for the I-5 widening project. Vicki also suggested certain projects that the city is not in favor of could be dropped at this point in the process.
   Guerin suggested that the Pireus St Trail Connection (Project #9) should not be included in the overall corridor plan due to the fact that she does not see much community use, also the trail would be redundant as pedestrians could travel the existing road shoulder along Pireus.

5. City Staff members agreed with the community comments from the public meetings.

6. Leroy Bodas commented that any projects that can be implemented in Encinitas with the money for the ops and cons would be good.

7. Guerin wants the city staff to check their maintenance budget for future maintenance needs. She also asked what the next steps are for the projects.

8. Arturo Jacobo mentioned the importance of the maintenance agreements with the City of Encinitas due to the fact that these contracts would need to be included in the EIR for the project. He stated that these should be complete by next year (2007).

9. Guerin reiterated that she would like the city staff to check their maintenance budget prior to signing the maintenance agreements.

10. Meeting adjourned

Meeting #2 2:30-3:30 Attendance – See attached sign-in roster of attendees, plus council members Maggie Houlihan and James Bond.
1. Maggie Houlihan opened the meeting by stressing her wish to see walkability promoted throughout the City of Encinitas. She was concerned about possible changes in the future of the projects and mentioned her wish that we design the ops and cons projects in the style of the UCSD bridges.

2. James Bond mentioned that the trail connections from Santa Fe to Requeza St (Project #6) border on a Public Works Yard, and would therefore be encouraged due to the mobility enhancements that would result from the trail being developed.

3. Estrada described the ops and cons projects and the voting matrices from the Encinitas public meetings. She then proceeded to ask for opinions from the two council members.

4. Bond stated that he thinks that the trails along Pireus will not be used extensively.

5. Houlihan mentioned that she thinks the trails along Pireus would be used more than people think. She also mentioned her concerns with maintenance of these projects.

6. Bond and Houlihan agree that the Manchester trail (Project #2) should be removed from the ops and cons project list due to the fact that the trail resides outside of Caltrans ROW and would need to be undertaken by the city.
   Standard Pacific Park is another project that Bond and Houlihan would like to see removed from the ops and cons due to the fact that the city would most likely be developing that area in the future.

7. City Engineer Bodas requested that one full set of drawings depicting the proposed synergy projects be delivered to his attention. Estrada agreed that it would be done.

Meeting #3 4:30-5:00 Attendance – See attached sign-in roster of attendees, plus Mayor Dan Dalager.

1. Estrada described the ops and cons projects and the voting matrices from the Encinitas public meetings. She then proceeded to ask for opinions from Dalager.

2. Dalager suggested that the Standard Pacific Park project (#10) should be removed from the project list at this time.

Meeting adjourned.

These meeting minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer with three days of receipt.

PREPARED BY: Meredith Plant-Mills
DISTRIBUTION: All attendees
DATE: July 10, 2006

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Peter Cota-Robles	City of Encinitas	City Engineer
Leroy Bodas	City of Encinitas	City Engineer
Christy Guerin	City of Encinitas	City Council Member
Maggie Houlihan	City of Encinitas	City Council Member
James Bond	City of Encinitas	City Council Member
Dan Dalager	City of Encinitas	Mayor
Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Designer

5.1.5 Public Input

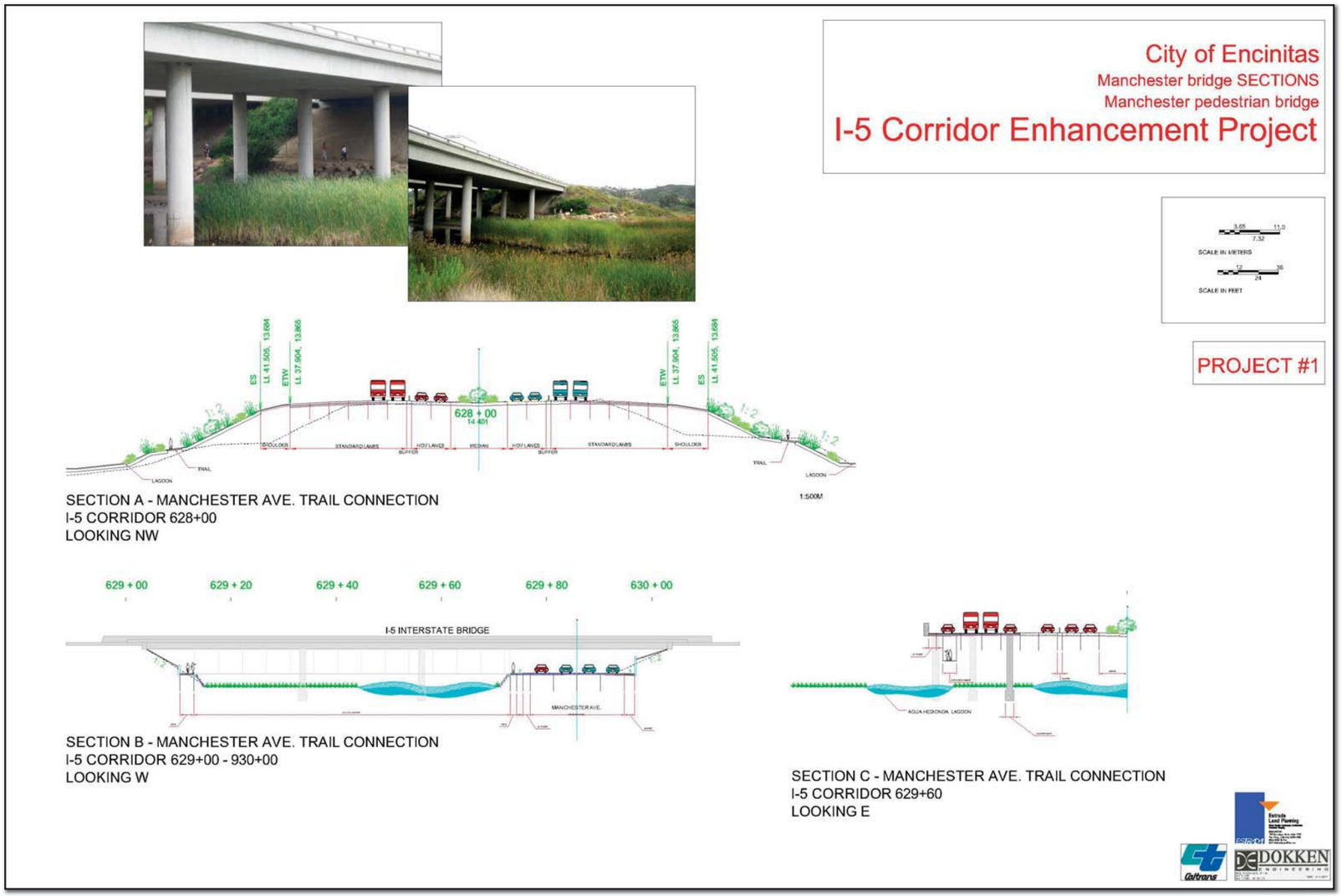
Revised project plans have been displayed at three community meetings in order to allow the public to discuss the development of design options for their community. A description of the events of the community meetings held in the City of Encinitas follows:

- Community Meetings were held August 23rd, 24th and 25th, 2005 from 5-8pm in the City of Encinitas.
- The meeting on the 23rd was held at the Paul Ecke Central Elementary School, and was attended by approximately 45 people.
- The meeting on the 24th was held at the Encinitas City Hall, and was attended by approximately 25 people.
- The final community meeting on the 25th was held at the Cardiff Elementary School Auditorium and was attended by approximately 50 people.
- Members of the community were able to see the enhancement projects, view the proposed footprint of the freeway, ask questions and voice their concerns.
- Comment sheets were provided for the public to submit their comments.
- The community was able to vote on their preferred synergy projects.
- Representatives from Estrada Land Planning were present at the project stations in order to answer questions and clarify the projects.
- Caltrans staff members were available to answer more specific questions concerning the widening.

Figures presented to the public at the Encinitas community meeting can be found on pages 85 - 94 in this section of the project notebook.

Detailed meeting notes from the public input meetings can be found on pages 95 - 98 in this section of the project notebook.

A summary of the votes for each alternative is shown on page 99 and 100.



Manchester Pedestrian Bridge

Figure 87

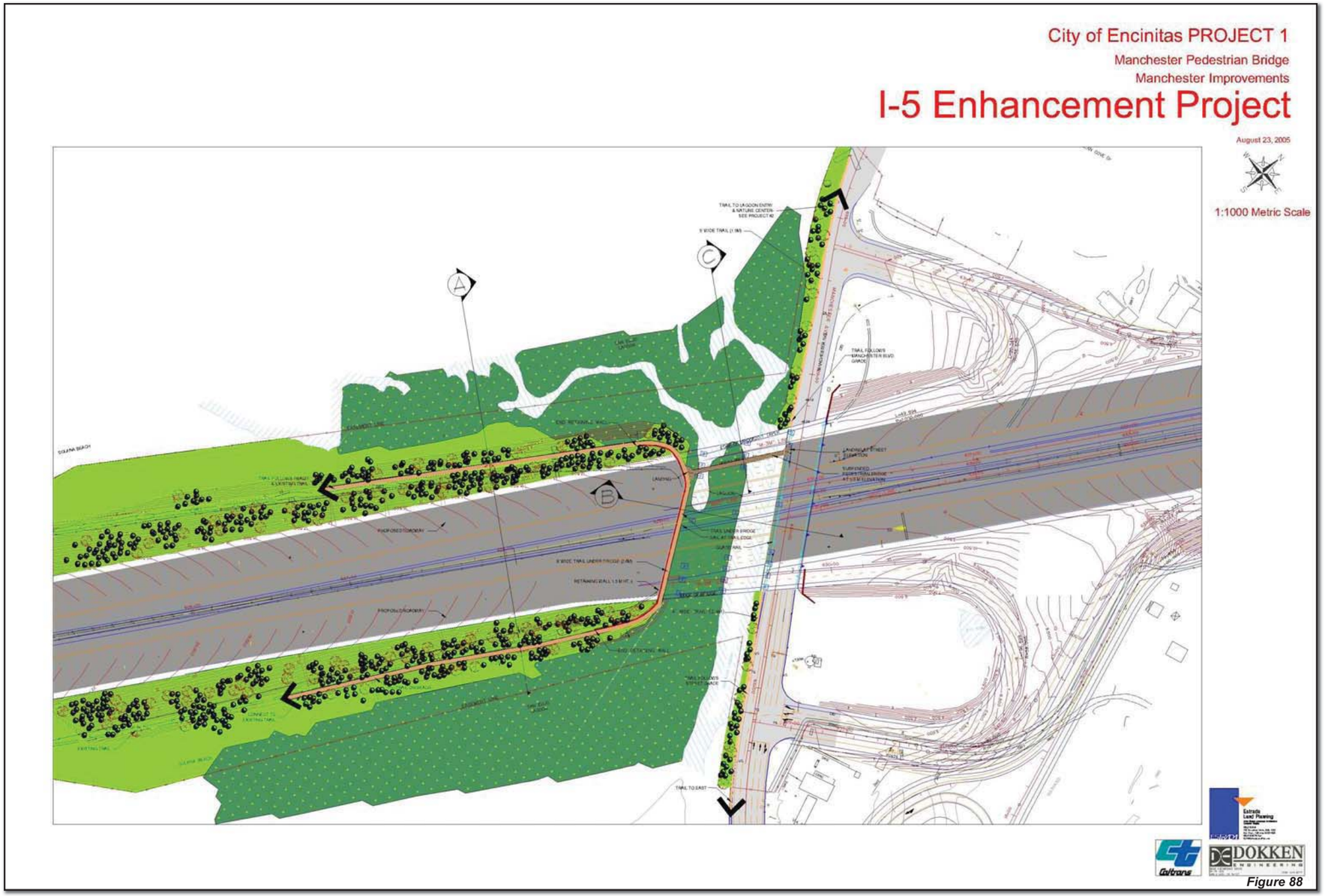


Figure 88

Manchester Pedestrian Bridge

Figure 89

Villa Cardiff Improvements - Alternative 1

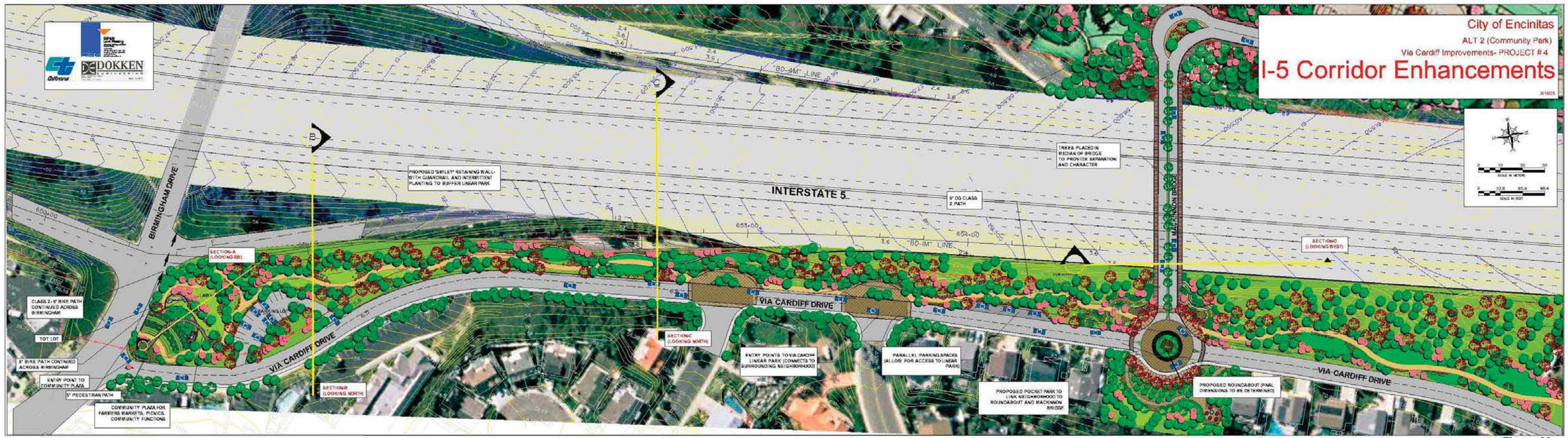


Figure 90

Villa Cardiff Improvements - Alternative 2

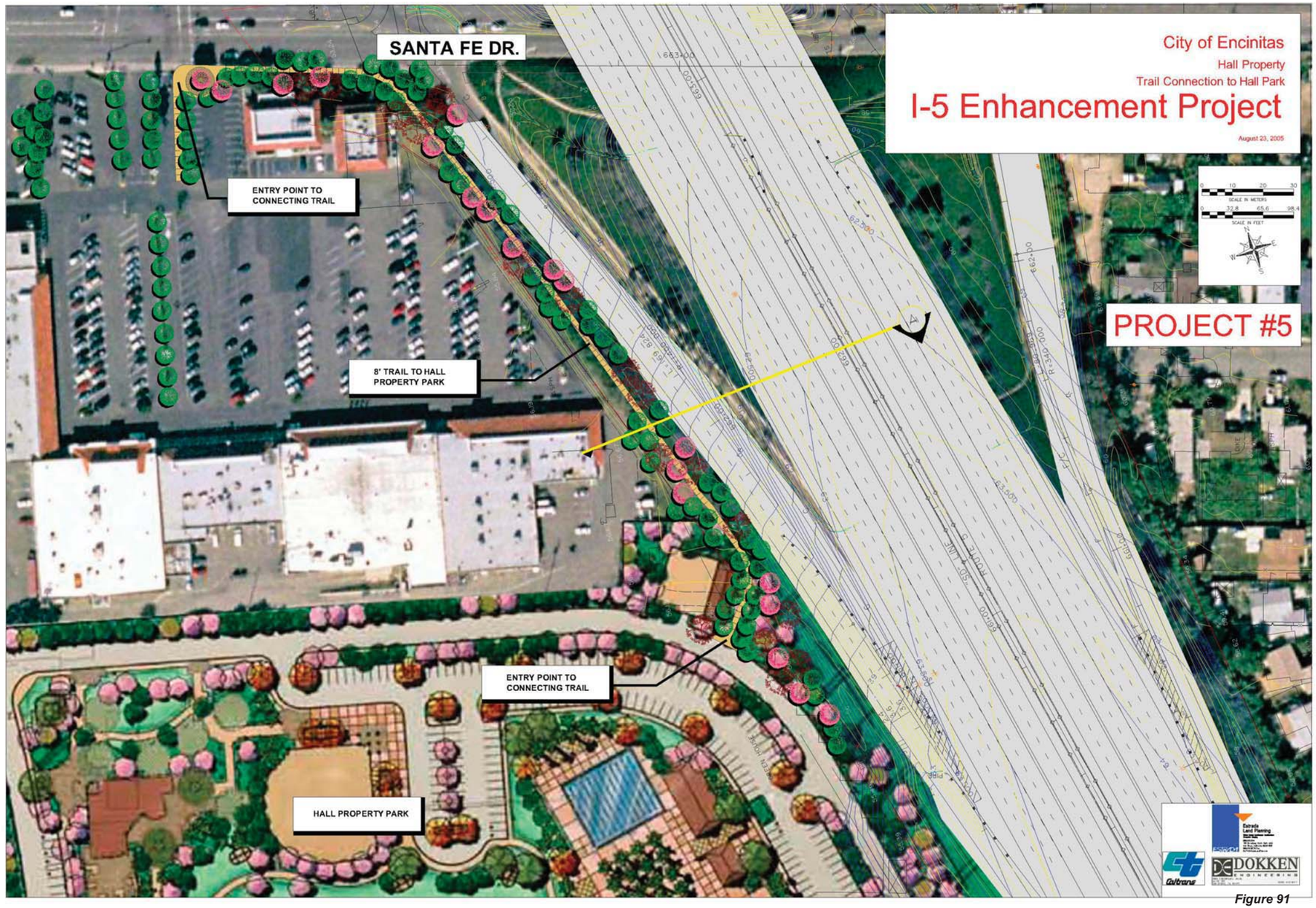


Figure 91

Trail Connection to Hall Park

Figure 92

Trail Connection at Santa Fe - Santa Fe to Requeza St

Figure 93

Trail Between Encinitas Boulevard and Requeza St

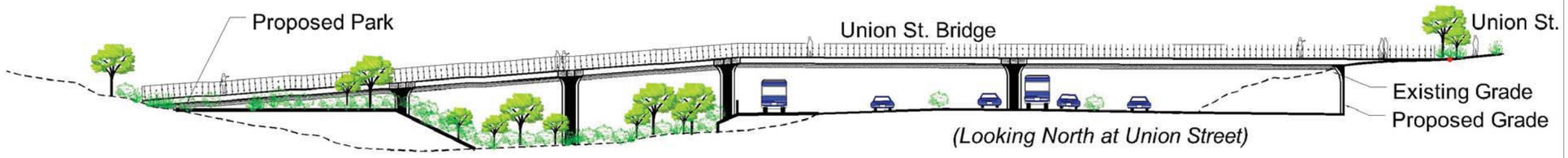
Design Examples of
Pedestiran Bridges

City of Encinitas
Union St Crossing-SECTION
Union St- PROJECT # 8

I-5 Corridor Enhancements Project

9/23/05

PROJECT #6



(Looking North at Union Street)

0 20 30 40
SCALE IN FEET

View Looking South to West to North from Union Street)

Union Street Crossing

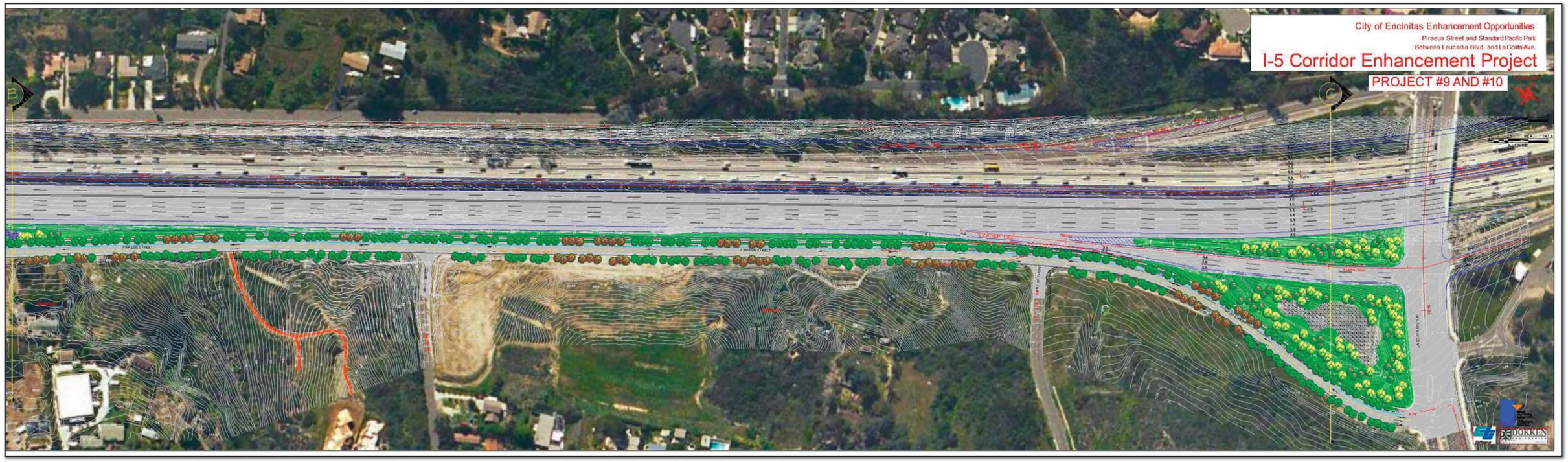
Figure 94

Figure 95

Union Street to Cottonwood Creek Park

Union Street to Cottonwood Creek Park

Figure 96



Piraeus Street and Standard Pacific Park Between Leucadia Blvd and La Costa Ave

Figure 97

Public Input: Meeting Notes

Summary of Community Meetings with the City of Encinitas

The 3 community Meetings for the I-5 Enhancements Project were held August 23- August 25, 2005 in various locations within the city of Encinitas.

All 3 meetings were set up as follows: When the community member came in they were greeted and given instructions on how to proceed. They were asked to sign in, take comment cards, as well as to take 3 green dots and 3 red dots to be placed on the matrices after they viewed all of the projects. The green indicated the projects they preferred the most and the red for the ones they preferred the least. Visitors were then prompted to the running PowerPoint approximately 7 minutes long in which they got a brief overview of the project, the process of Ops and Cons, and how their opinions and choices would lead to a better freeway through their city. Following the PowerPoint, they then proceeded to the 3 stations set up around the room. Each station had 3 to 4 projects and one of ELP's representatives to answers questions and clarify the projects. There was also a station for Caltrans staff to answer more specific question concerning the widening. The staff came equipped with the *10 + 4 Buffer Alternative* plans as their exhibit. After all questions were answered, the comment cards were filled out regarding each project, while the matrices filed up with green and red dots reflecting each communities stance on the 10 proposed projects.

Attached are the project responses charts which rank how the community felt about them. The summary will briefly go over the ranking of the projects in each community and share some of the comments made by the participants.

Leucadia Meeting (8/23/05):

The Leucadia Community meeting was held at the Paul Ecke Central Elementary School from 5-8pm. Approximately 45 people passed though the auditorium during this time to see the projects, view the proposed footprint of the freeway, ask questions and voice their concerns.

The community of Leucadia was very apprehensive with the effects of the freeway on their area and neighborhood. Many questions were asked in regards to the project itself and the concerns about widening impacts on their futures. The community that attended was very diligent in understanding each project proposed for their area. They took much time to fill out the comment cards and deliberating amongst each other on the projects that would best suite their community.

Community Responses to Projects (please see attached)

Overall Comments and Concerns from Leucadia:

Mitigation with land purchase for open space! Use some of the $50 mill for this – don't use $ for trails!
Widening freeway is NOT the answer. "You build it they will come!" Quality of life issues matter in the long, the only thing that counts.
Build overpass from Sparta St. (Off Urania in NE Leucadia) to Orpheus St. over freeway. Do Not Close northern end of Piraeus – traffic will be dumped onto residential sts – Urania especially! Widening Urania is not wanted by the residents!
A Jaussen –942-1784 1351 Urania Ave. Leucadia, 92024

Mitigation shall include purchase of naturally vegetated properties to set aside in perpetuity for open space and preservation of natural resources.
50$ million shall be used to purchase and set aside natural open space and parklands within the city.
Trails shall be the responsibility of city fathers and citizens.

Use the money to buy land along the freeway right of way
Don't piddle the money on small projects like trails and little parks that the city can fund.

Buy open space for mitigation with some of the $50 million. Don't piddle away on small things.
Stop using terms like enhancements and synergy when you are destroying our quality of life. Widening the freeway is a self-fulfilling prophecy – the freeway expansion is not the solution to constant development. Do not do any work on this widening freeway project unless and until an integrated public transportation system is devised to work in conjunction with this project.

No work shall be started on this or any other I-5 widening/added lanes project until an integrated plan which coordinates mass transit with this highway has been developed and approved after the required public input.
Removal of 5% of existing traffic from the freeway provides significant relief.
No new homes will be approved except for replacement homes of equal square footage until the coordinated transit plan is built and running – in operation.
Pedestrian access – yes, we need excellent and safe pedestrian across on all streets perpendicular to the freeway: ie: Santa Fe, Encinitas, Leucadia, La Costa and Manchester and Birmingham – especially where they cross or go under the freeway.

All access ramps – general
1. No free merges, diverges, etc
2. Convenient and safe ped and bicycle access across mouths of access ramps.

**All paths S/B smooth, regarding, no seams like most concrete sidewalks have. Wheelchairs bump over the seams and it is not good.*

Limit HOV lanes to 2 max (1 each direction)

Project 1+2:
I like the idea of being able to get from west to east of the lagoon! Also all trails are extremely important especially around lagoons!

Suspended bridge @ Manchester (under I-5)
This looks like a good solution. As long as is doesn't interfere w/ environment and sensitive habitat and critters.

Project 2:
Extension walk to nature center on Manchester. This looks like a good idea also. Same concerns as above.

Project 3+4:
Roundabout for traffic control is insane.

Bridge access to and from park is ok but you should not eliminate bridge to Mackinnon connecting E and W.

I prefer #3 with more park 'n ride car spaces. I like the path idea for walking and bicycling around the city. Please study car parking, will be necessary, don't omit it.

Don't like round-abouts!!

Project 5:
Walking path on Santa Fe around Von's to hall property. This makes sense.

Project 6:
Requeza to Santa Fe, hall property this seems to make sense +looks good.

Projects 6+7 only work as one package. Separating them doesn't create the needed link.

Project 7:
Encinitas Blvd. to Requeza walk path – all walking paths seem like a good, common sense idea.

Project 8:
Union St Pedestrian Bridge – Brilliant!! Need more E-W ped and bike access.

I love the idea of improving and extending the trail and the ability to walk over freeway. I wish the trails could go all along the freeway so it would be more peaceful when people are driving.

Union Street Bridge over I-5 – Very creative idea what funding will accomplish this? Is it necessary to provide the walk path?

The idea of the Union Street crossing is great with the exception of the dangerous traffic conditions on Saxony connecting the wonderful improvement to the YMCA.

Project 9:
Again I love the idea of trail along freeway. However, it is a terrible idea to close Piraeus! We are trying to discourage traffic through our neighborhoods. Please reopen Piraeus – but would like the trail (especially if it extends all the way north and south)

Piraeus Street – walking path is good – however this area > Piraeus and Leucadia Blvd needs north and south access – Piraeus must be re-opened to again be a true frontage road. It's a safety issue and traffic congestion issue, which needs to be addressed.

Narrowing Piraeus to add a trail is a good idea but please do not close northbound lane from Leucadia Blvd onto Pireaus because it would make traffic that much worse on Urania.
For mitigation – please add a bridge over I-5 from Olympus to Orpheus to reduce southbound traffic from north-east Leucadia.
Keith Harold, 1001 Saxony Rd. 760-942-2572 keiharo7@aol.com

Use money to improve Piraeus connection to Leucadia Blvd so people can use frontage road. We need connections without having to use the freeway.

Project A (not yet created) – "Piraeus to Orpheus Bridge"
The traffic that will be routed from north bound 5 exiting at Leucadia onto Piraeus (straight) will be forced to turn right and drive through an already impacted under built road and residential neighborhood crossing a "safe path to school" walkway. Route traffic from the freeway left to Orpheus along the edge of a residential neighborhood west of 5 and connect it by bridge to Piraeus.
OR:
Project B (not yet created) –
Condemn property off of Ocean Ave east of the freeway at the end of Piraeus and route traffic along the edge of the residential neighborhood and directly onto Piraeus reopening the frontage road as a resource for the residential neighborhood between La Costa and Leucadia Blvd.
Project A most likely meets CALTRANS standard for safety.

The Piraeus frontage road is a precious asset to the Leucadia community east of I-5. It links the neighborhoods and provides access to the two freeway entrances at Leucadia Blvd and La Costa Blvd. The proposed enhancement to Piraeus would cul-de sac Piraeus on the South end, forcing all Piraeus traffic both North and South onto Normandy Rd and Urania Ave, which are both substandard streets, and not able to accommodate such traffic. We should fix the end of Piraeus so it is accessible from both directions, restoring it to pre 200 utility. I consider a frontage road as a community resource, akin to a wetland or a scenic corridor. We will have to work to protect it.

The existing, though relatively new, design at Piraeus/Leucadia Blvd. must be addressed now in order to relieve Normandy and Urania of the traffic that was forced upon them. The proposed design #8 just makes it worse by building a cul de sac. A bridge across I-5 from Pireaus to Orpheus should be explored.

Piraeus intersection – improve this onramp intersection

Piraeus:
1. Retain through status Northbound (NB)
2. 2-12' lanes is too narrow, need 12-16'
3. Retain NB bicycle access on correct (E) side of street

Piraeus St: Enhancing Piraeus with landscape is great but Caltrans made a critical error 5 years ago by closing Piraeus southbound at Oceanview this is their chance to correct this mistake and open lanes in both directions. Because of this horrible plan, all traffic is diverted to narrow residential lanes that cannot handle the traffic nor the excessive speeds of the drivers. Additionally, Urania (which takes the brunt of this) is the "safe school route" for Capri Elementary. I suggest constructing a bridge from Piraeus across I-5 to Orpheus just north of Leucadia Blvd. This could handle both cars and pedestrians and kids could also use it (if they live west of 5) to get to school.

Project 10:
The city should not rely on Caltrans for the construction of this much needed park. The city should provide this park before the eventual 10-15 years widening project.

Standard Pacific Park on Piraeus and Olympus
Well, yes, as a neighbor in this section of town – of course we look forward to a passive, habitat park on this site.

Encinitas Meeting (8/24/05):

The meeting for the Encinitas community, held at the Encinitas City Hall from 5-8pm had less of a turn out than Leucadia. This was mostly due to the fact that there were other important issues being discussed at the council meeting, which was held simultaneously to the I-5 meeting.

This group was less concerned with the widening itself and more concerned with the outcome of the 10 projects. They had more specific questions along the lines of plant materials; trail widths and materials, and benefits of the projects to the entire community. This community seemed to accept the widening was going to happen and were more interested with the enhancements throughout their city.

Community Responses to Projects

Overall Comments and Concerns from Encinitas:
Need to have bike lanes on 101 between Encinitas Blvd and La Costa Blvd.

Project 1:
Like suspended bridge under freeway over lagoon.

Move pedestrian bridge to the west/out of the shadow of the I-5 bridge.

Suspended pedestrian walkway under I-5 bridge is a great idea!

NATIVE LANDSCAPING ONLY!

Project 2:

Project 3:
Like project 3 more because of greater park and ride.

#3 is better because it leaves some park and ride spaces.

I like the walkway at Mackinnon over Highway 5. We need access to the hall property from the east for youth.

Project 4:

Project 5:

Project 6:

Project 7:
Ok.

I think the idea of a trail along hwy 5 to Requeza is excellent for hikers and joggers. Less highway traffic and safer for them.

Project 8:
Like the park but need to have restrooms/water.

Bridge over I-5 from Union St to Cottonwood Creek Park is a great idea.

I favor Union Street overpass and small park.

Project 9:
Not against the enhancements. We need to keep Piraeus open to save the neighborhood along Urania Ave. – much development still to occur there – please consider church and the density bonus law which is already impacting Urania Ave.

Project for trail great.

Why is it necessary to close off this street from Leucadia Blvd. The city spent over $100,000 of lighting and landscaping fund to open it up.

Project 10:
Not good for neighborhood school children – redirecting traffic on Urania which will have increased traffic as Chino get developed and Church gets built and projects.

Cardiff Meeting (8/25/05):

The meeting for the Cardiff Community was held at the Cardiff Elementary School Auditorium, from 5-8pm. The turnout was much improved from the night before and in fact people who missed the Encinitas meeting turned up for this one instead. About 50 people wandered in and out of this meeting, and again their concerns were more specific to the proposed projects and their relation to their homes.

Community Responses to Projects

Overall Comments and Concerns from Cardiff:
Make sure greenery stays in the middle of the freeway separating north and south lanes.

Strong need for walkway under I-5 on Santa Fe.

Center divides on our freeway system are very practical and will be with us for a long time. Why not provide low maintenance plantings of some variety and appeal? Oleanders cannont be the only species Caltrans can come up with. How about yucca, bottlebrush….. etc.

FOR ALL PROJECTS, LET'S GET SOME SOUND WALLS BUILT – WAY OVERDUE – it's deafening already east of 5 as you go north from Birmingham to Santa Fe. It is unhealthy to live under such noise levels – and the young children who live there deserve better… and a good nights sleep.

Please consider money going for walking bridge from Santa Fe over or under tracks to 101 – much needed presently Santa Fe improvements being done to aid pedestrians from freeway west to beach but there is no way to get to the 101 and beach presently.

Please consider and encourage the development of a bio filter on hall property, enhancing wetlands (by day lighting creek) to connect with existing protected wetland to south of property. Area is in the Carlsbad watershed and drains to San Elijo lagoon.

Project 1:
No bicycles around on lagoon system trails, a curb separated bike lane will also need to be constructed. Bridge will need to be phased in to accommodate our dredging plans for the SEL restoration project. SELS supports this option.

Connect old Mackinnon w/new Mackinnon Bridge.

Like bridge and new park and ride.

Need bike lane, trail, etc underneath I-5 on Manchester, going both ways. I-5 is barrier to any bikes or pedestrian trying to use Manchester to cross. A lot of demand, but unsafe as is.

I like very much the planned native plants in the lagoon right-of-way. This area is very raw now.

Suspension bridge and trail to nature center is a great idea.

Nature trail should be the highest priority.

Bike path under I-5 is a safety hazard and SURELY must be redeveloped if bikes and pedestrians are to be accommodated – both westbound and ESPECIALLY eastbound.
Escondido Creek must have adequate width under I-5 – or provision for run-off under I-5 via culverts.

This project would be great for access from Manchester to the paths around the lagoon BUT you need to ENHANCE SAFETY of pedestrians under the UNDERPASS on either the south or north side. It is impossible to bike or walk safely under this bridge to go in either direction. There is a heavy flow of traffic, a lot of land changing taking place and it's dark under the underpass so non-autos are next to invisible.

Project 2:

Project 3:
The closure of the Mackinnon bridge will increase the traffic flow on Villa Cardiff Dr. will Villa Cardiff Dr be able to handle the overflow of traffic?

The existing park and ride is used extensively by commuters and those willing to use public transportation to travel to both stadiums. Please do not take this away.

We need the "park and ride" on the corner of Birmingham and Villa Cardiff. (Not a "park")

I like 3 over 4 we use the park and ride a lot.

We need the park and ride on east side of I-5.

Remove on and off ramps to Birmingham from hwy 5. Birmingham traffic is too high.

Keep the park-n-ride @ Birmingham. Forget the park at Birmingham stop, as these will already be a park on the West Side of the Fwy. The trees you plant along East side of FWY, just north of Birmingham will be a welcome enhancement and should help reduce pollution and some sound (noise abatement).

Project 4:
Park or community plaza at park and ride. Like the round-about.

Putting an extension of the hall property on the east side of the freeway for use as park land will simply extend the area where illegals can sleep while waiting for a ride north.

The roundabout will not work and a 2-lane bridge is not wide enough. Might as well put in a 4-lane bridge because there will be so much traffic.

Park – street people will use a "park" to hang out in! Not a good idea.

There needs to be connection from Mackinnon to the Hall property access.

Mackinnon bridge no longer connects to Mackinnon and needs to continue as a thoroughfare.

Project 5:
I'm in favor of a sloped boundary or berm on the west side where the hall property abuts. This land is now vacant.

Hall property park entrance trail along freeway is not a good idea. It will encourage parking in the shopping center lot which is now often very crowded.

One of my least favorites.

Do not like this trail. Intrusion by pedestrians into parking lot – cross walking from parking lot to trail dangerous.

Project 6:

Project 7:

Project 8:

Project 9:
Connect Piraeus to Leucadia Blvd as it present.

Have a more continued bike/walk corridor along old hwy 101 – there would be no real longer street attached to 9-10.

Project 10:

Tables 4 - 5 represent the rankings that each potential project was given by the Community:

PROJECT	Encinitas Opportunities MOST APPROPRIATE
1) Manchester-pedestrian bridge connecting to trail at lagoon	* *
2) Manchester- trail from bridge to nature center	* * * * * * * * * * * * * * *
3) Via Cardiff ALT 1	* * * * * * * * * * * * * * * *
4) Via Cardiff Alt 2	* * * * * * * * * * * * * * * * * * *
5) Hall Property Trail to Santa Fe	* * * * *
6) Trail connecting Santa Fe to Requeza	
7) Trail connecting Requeza to Encinitas Blvd.	
8) Union St Crossing- connecting to Cottonwood Creek (wetland included)	* * * * * * * * *
9) Piraeus St Enhancement	*
10) Standard Pacific park	*

Project Ranking Table From the Encinitas Community Meetings

PROJECT	Encinitas Opportunities LEAST APPROPRIATE
1) Manchester-pedestrian bridge connecting to trail at lagoon	
2) Manchester- trail from bridge to nature center	*
3) Via Cardiff ALT 1	* * * * * * * * * * * * * * * * *
4) Via Cardiff Alt 2	* * * * * * * * * * * * * * * *
5) Hall Property Trail to Santa Fe	* * * * * * * * * *
6) Trail connecting Santa Fe to Requeza	* * * * * *
7) Trail connecting Requeza to Encinitas Blvd.	* * * * * * * * *
8) Union St Crossing- connecting to Cottonwood Creek (wetland included)	* * * *
9) Piraeus St Enhancement	* * * * * *
10) Standard Pacific park	* * * * *

Project Ranking Table From the Encinitas Community Meetings

Table 4

5.1.6 Conclusions

Six synergy projects were presented to the community of the City of Encinitas. These projects are pedestrian and bicycle connections that would act to improve pedestrian circulation throughout the city.

Table 6 depicts the ranking of each project in the City based on our community meetings. A preliminary cost estimate is also included in *table 6* based on conditions at the time of the writing of this report. Cost may vary in the future due to market fluctuations.

More information about the final synergy projects recommended for Encinitas can be found in the I-5 North Coast Community Enhancement Plan.

The following table lists potential synergy projects. The project names and numbers may be different than the final projects and project numbers listed in the I-5 North Coast Community Enhancement Plan.

PROJECT #	PROJECT	# Of GREEN DOTS (Most Appropriate)	# OF RED DOTS (Least Appropriate)	Net Scores for Projects	Change to Existing Caltrans ROW	Environmental Clearance	Construction Cost/ Complexity	City Staff of Encinitas Preference/Comments (to be filled out in meeting)
A (#8)	Union St Crossing-connecting to Cottonwood Creek (wetland included)	52	9	43	YES-relinquish restored wetland to the city for park purposes	CT	$ 5.4 mill	
B(#1)	Manchester-pedestrian bridge connecting to trail at lagoon	42	7	35	NO	CT	Possible Mitigation	
C(#5)	Hall Property Trail to Santa Fe	11	14	-3	NO	CT	$350,000	
D(#6)	Trail connecting Santa Fe to Requeza (wetland restoration)	6	15	-9	NO	CT	$1.5 million	
E(#3)	Villa Cardiff ALT 1	16	25	-9	UNDETERMINED	CITY	UNDETERMINED	
F(#7)	Trail connecting Requeza to Encinitas Blvd.	1	11	-10	NO	CT	$500,000	
	ESTIMATED COST TOTAL						approx $12 million	

Table 6

Community Meeting Voting Summary and Preliminary Cost Estimates

6.1 City of Carlsbad

6.1.1 Overview

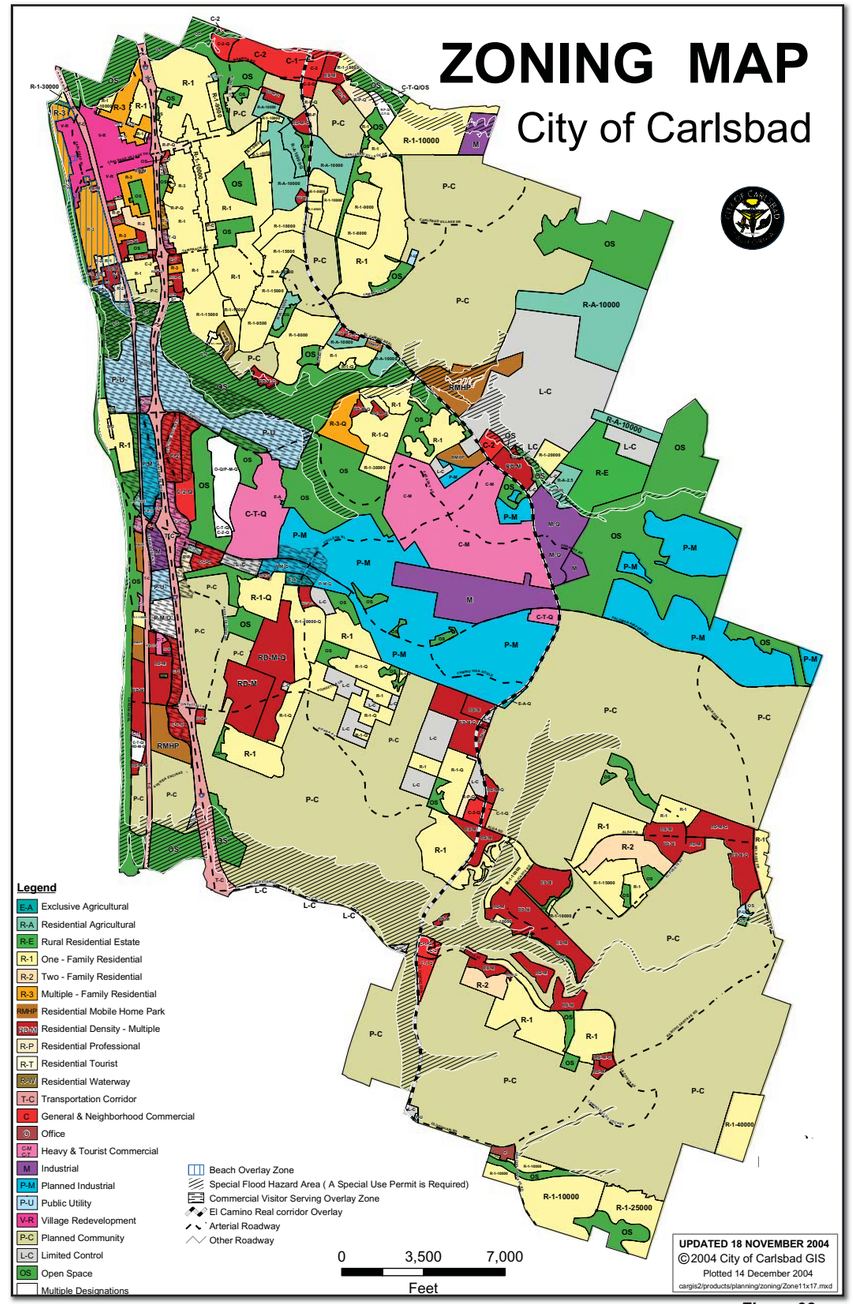
The City of Carlsbad encompasses three lagoon systems, has a population of approximately 95,000 and encompasses approximately 42 square miles of land within its city limits. 6.87 miles of I-5 freeway fall within the boundaries of the City of Carlsbad.

6.1.2 Collecting Resource Materials

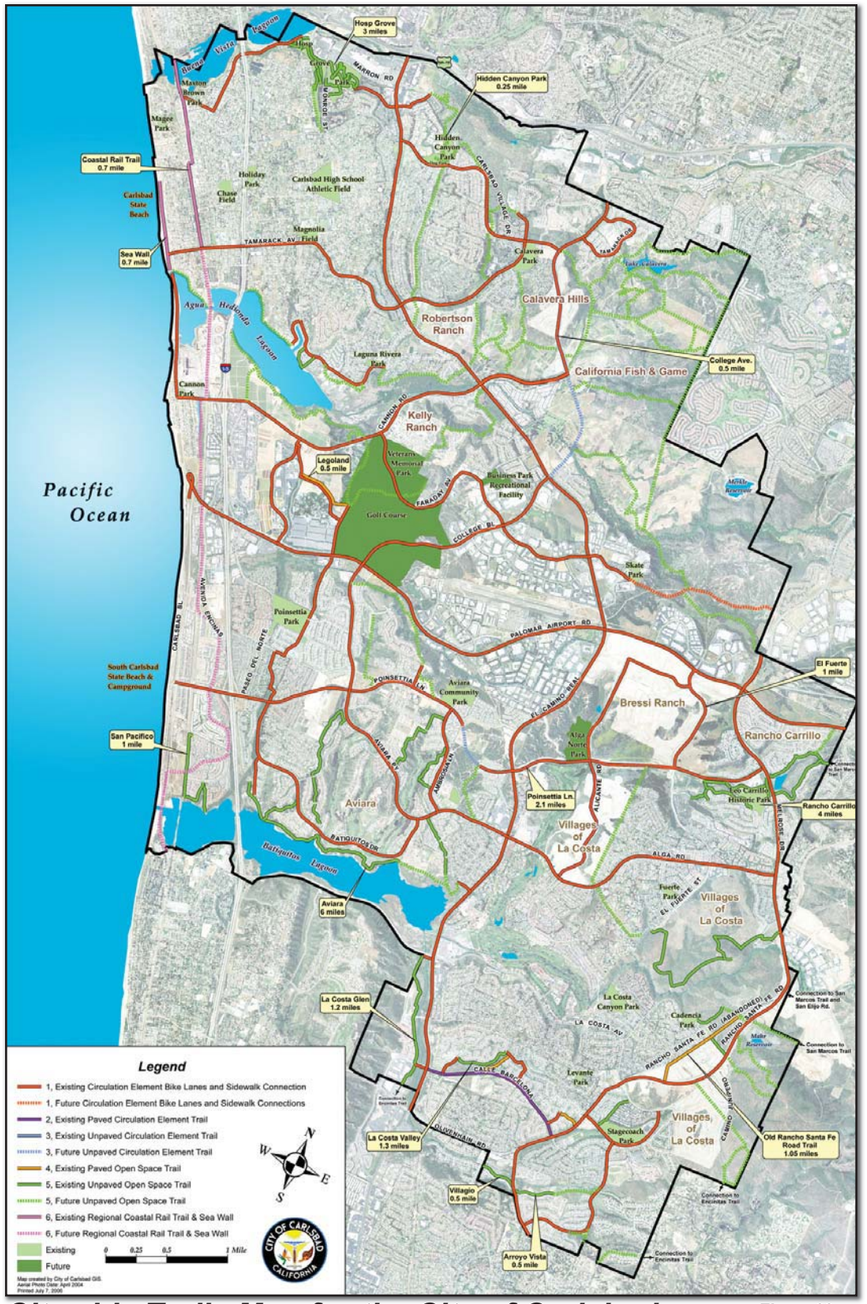
In the development of synergy projects for the City of Carlsbad a number of documents and resources were consulted. These include:

- Zoning map for the City of Carlsbad
- General Plan Land Use Map for the City of Carlsbad
- Community, Place and Spirit Guiding Principles (2003)
- I-5 Corridor Landscape Master Plan
- Citywide Trails Map for the City of Carlsbad
- City of Carlsbad Trails Planning Map
- City of Carlsbad General Plan Document
- City of Carlsbad Parks and Facilities Directory
- Major Projects Map for the City of Carlsbad

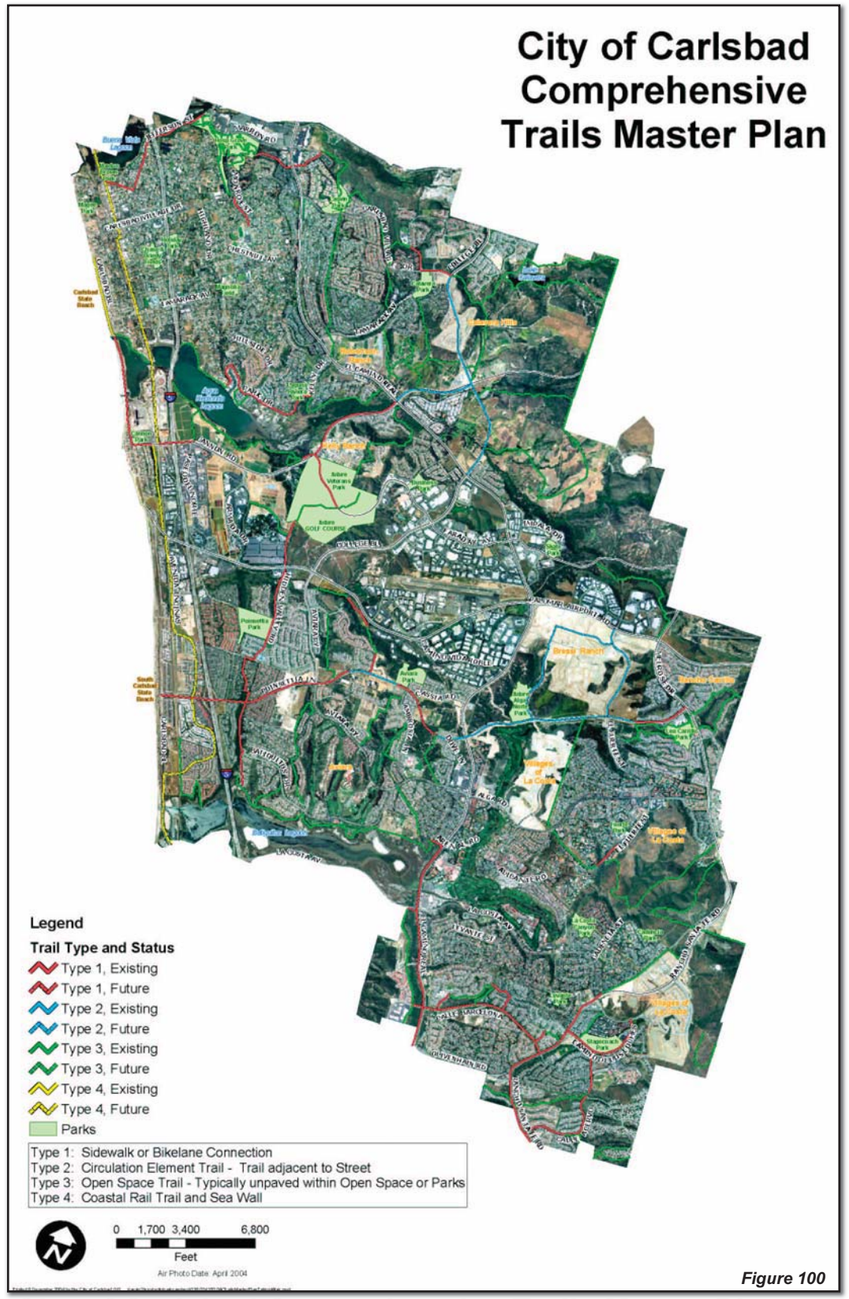
See pages 101 - 103 for examples of the planning resources gathered for the City of Carlsbad.



City of Carlsbad Zoning Map *Figure 98*



Citywide Trails Map for the City of Carlsbad *Figure 99*



City of Carlsbad Comprehensive Trails Master Plan *Figure 100*

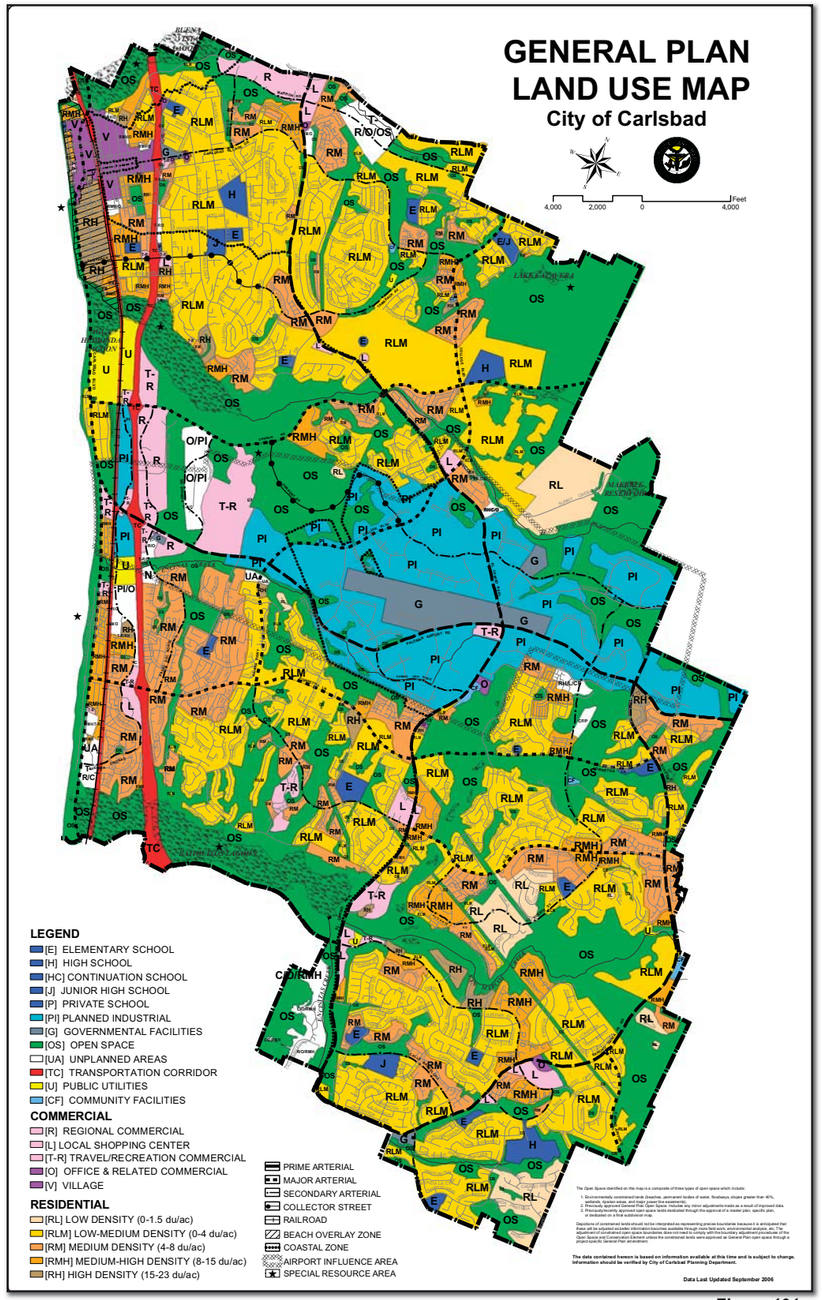


Figure 101

City of Carlsbad General Plan Land Use Map

6.1.3 Documenting the Visual Experience

Site photographs have been captured and compiled along the I-5 corridor through Carlsbad. These images have been combined with base aerial images and used as reference materials for the development of synergy projects through the city. The following base image and corresponding images have helped in the process of synergy project development for the City of Carlsbad.

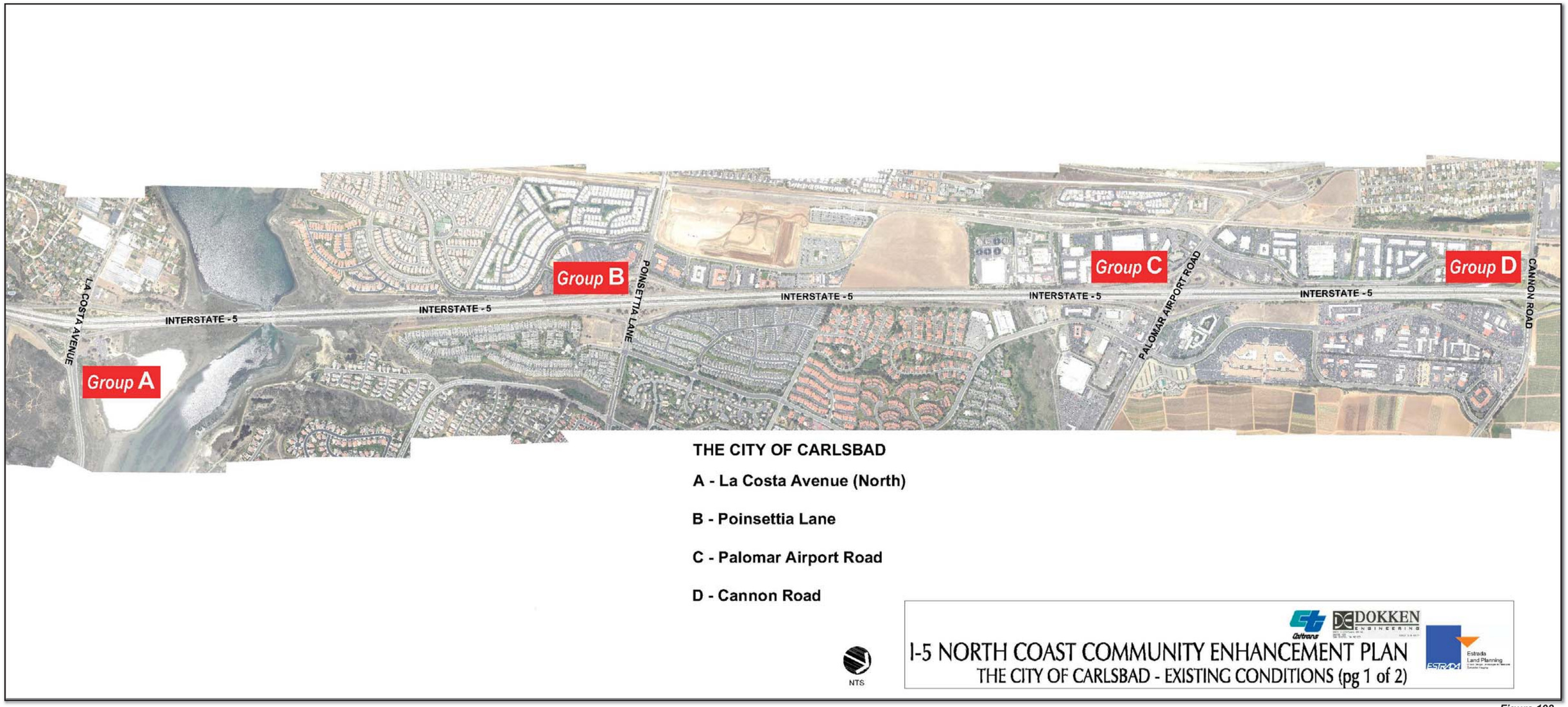


Figure 102

Base Aerial Image: Documenting the Visual Experience

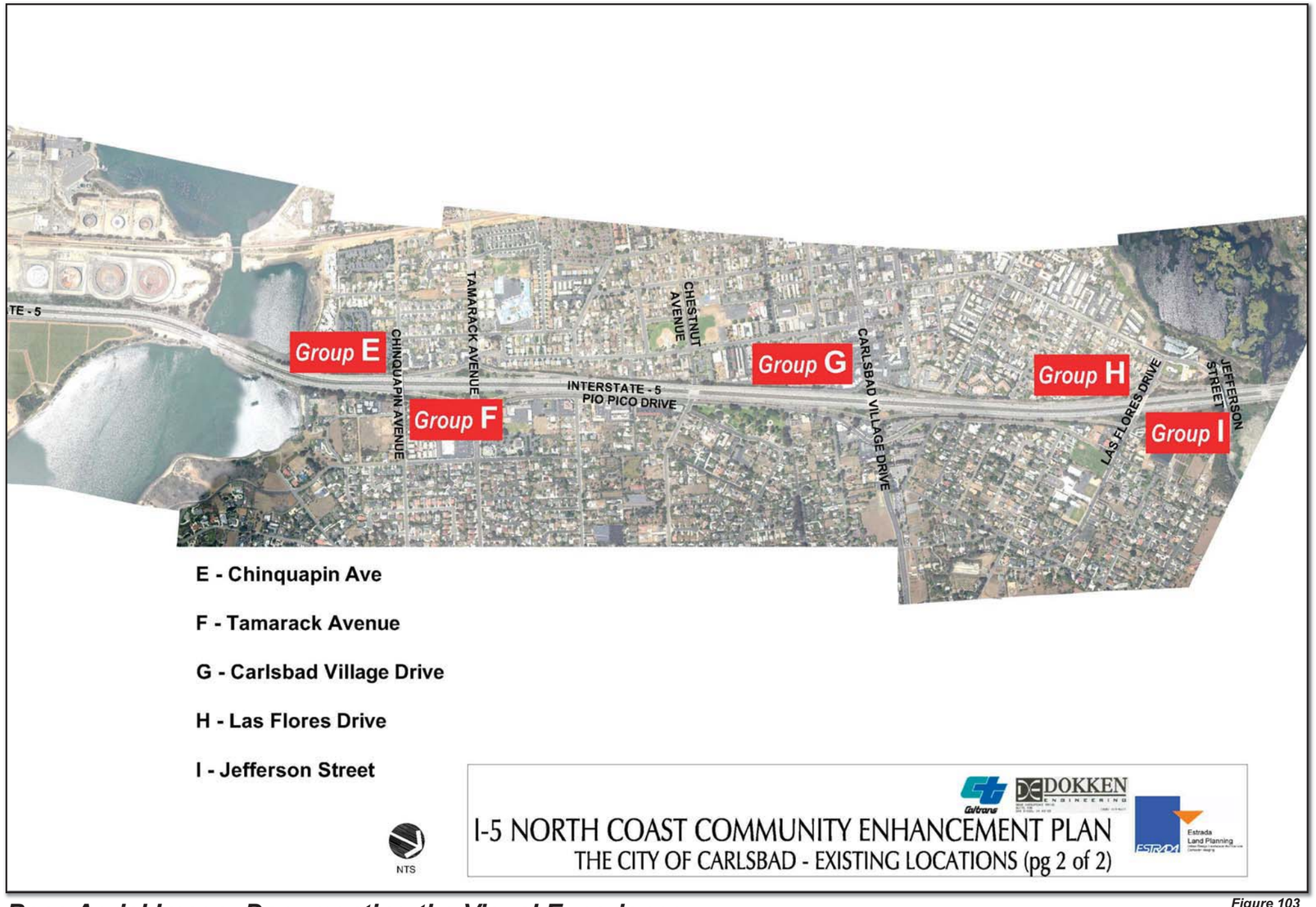


Figure 103

Base Aerial Image: Documenting the Visual Experience

Group A Photographs:

These images represent the existing conditions of the I-5 freeway at La Costa Avenue facing north.

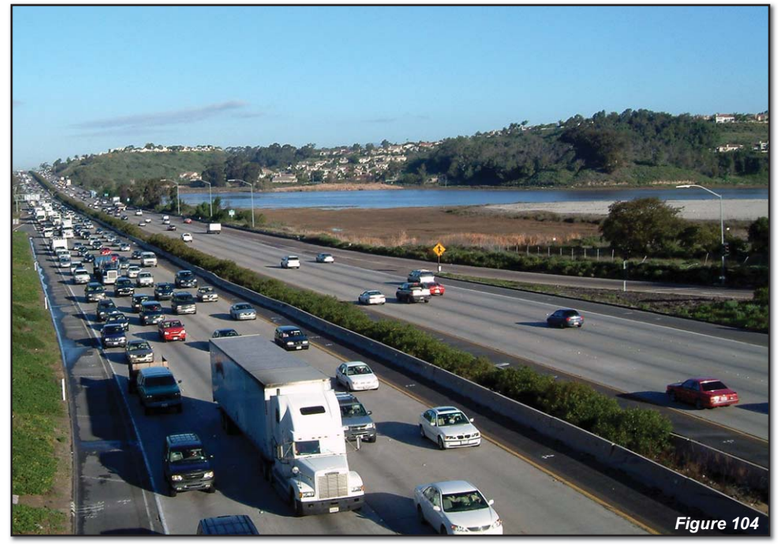


Figure 104

- *View facing north towards Batiquitos Lagoon from the La Costa Avenue overpass.*
- *The freeway is flanked by Batiquitos Lagoon, with open views across the natural beauty of this feature.*
- *Rolling hills dotted with residential neighborhoods can be seen in the background.*

Group B Photograph:

The following photograph represents the existing conditions of the freeway corridor near Poinsettia Lane.

- *View facing northwest from Poinsettia Lane. Existing landscape conditions at this point consist of medians planted with oleander.*

Group C Photograph:

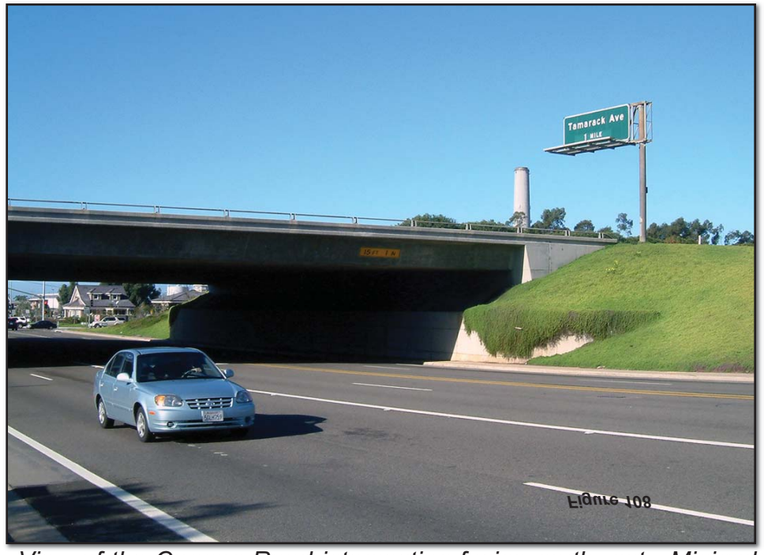
This image represents the existing conditions at Palomar Airport Road.

- *View facing northeast showing typical landscape conditions through Carlsbad near Palomar Airport Road.*

Group D Photographs:

The following photographs represent the existing conditions of the freeway corridor at Cannon Road.

- *View facing west towards I-5 where Cannon Road passes under the freeway.*



- *View of the Cannon Road intersection facing northwest. Minimal pedestrian safety measures exist at this underpass.*

Group E Photograph:

This image represents the existing conditions at Chinquapin Avenue.

Figure 109

- *View from Chinquapin overpass facing north with a view of the southbound freeway ramps to the west.*

Group F Photograph:

This image represents the existing conditions at Tamarack Avenue.

Figure 110

- *View facing northeast from the Tamarack Avenue overpass. Residential development can be seen from the freeway at this point.*

Group G Photographs:

These images represent the existing conditions at Carlsbad Village Drive.

Figure 111

- *View facing the intersection of I-5 and Carlsbad Village Drive. This intersection is a major gateway to the Carlsbad Village shopping and tourism destination. The existing conditions of the intersection do not effectively act as an introduction to the west of Carlsbad Village.*

Figure 112

- *View of freeway ramps facing northeast, while decorative planting has been added to the intersection, safe pedestrian routes continue to be underdeveloped.*

Figure 113

- *View facing east towards the I-5 overpass showing the existing pedestrian conditions at the intersection of I-5 and Calrsbad Village Drive.*

Group H Photographs:

These images represent the existing conditions at Las Flores Drive.

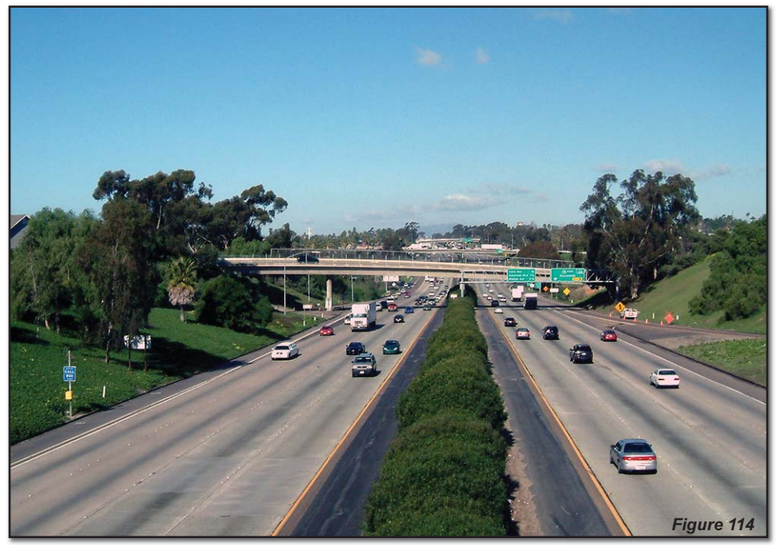


Figure 114

- *View facing north from the Las Flores Drive overpass. Landscape conditions at this point consist of green, sloping road shoulders, dotted with mature trees.*

Group I Photographs:

These images represent the existing conditions at Jefferson Street.

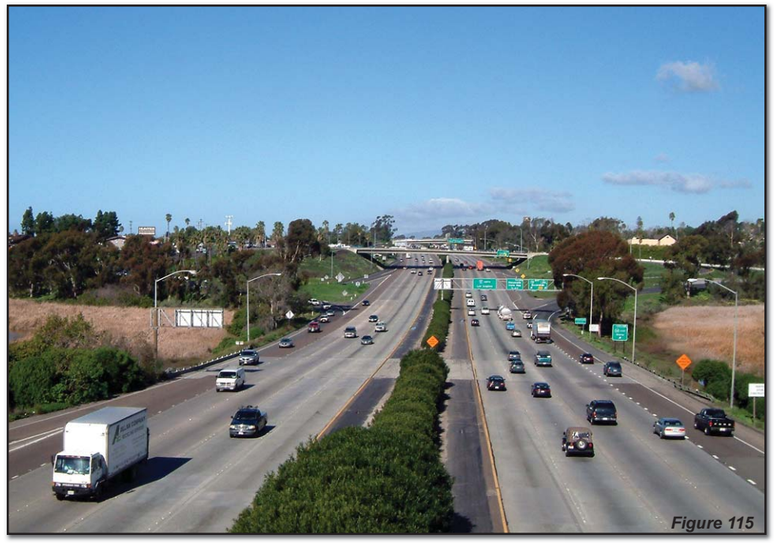


Figure 115

- *View facing north from Jefferson Street overpass. Buena Vista Lagoon and La Costa Avenue can be seen from this vantage point.*

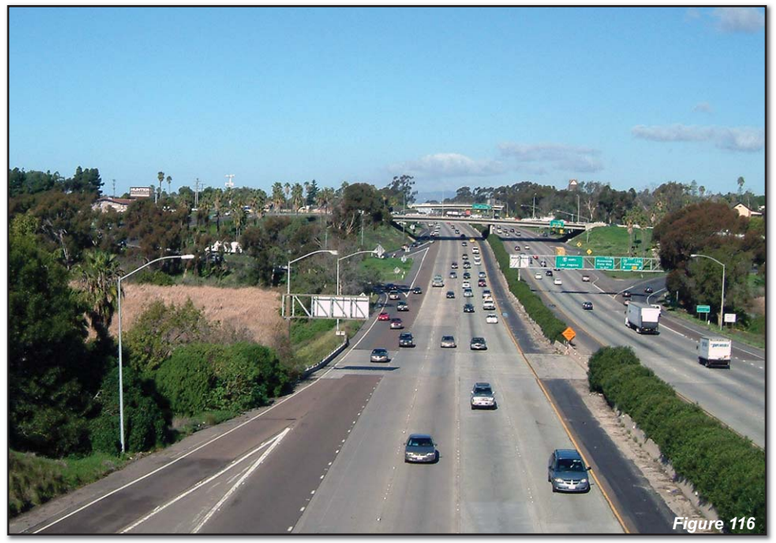


Figure 116

- *View facing north from Jefferson Street overpass.*

Figure 117

- *View facing south from the Jefferson Street overpass. Las Flores Drive can be seen in the background.*

6.1.4 Preliminary Design Considerations

The development of synergy projects for the City of Carlsbad has been achieved through the integration of the findings of the site analysis phase and the outcomes of the site synthesis phase into preliminary design concept plans. Examples of the conceptual design graphics developed for the City of Carlsbad can be found on pages 110 - 113 of this report.

Meetings held with the City of Carlsbad Staff are described below:

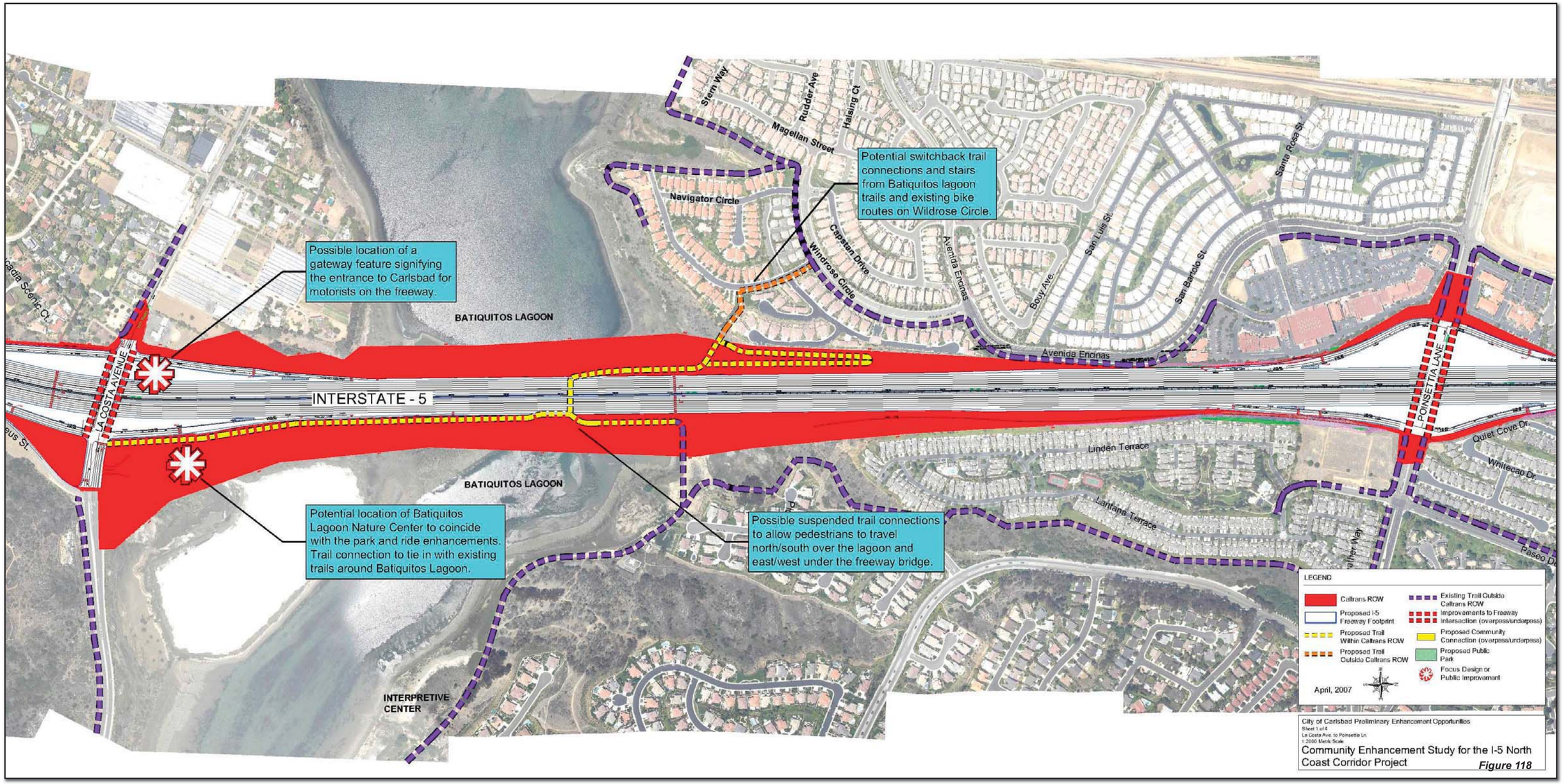
Jan. 21, 2005 - City of Carlsbad meeting with City of Carlsbad staff, Caltrans, Dokken and Estrada Land Planning (at City of Carlsbad, Faraday Office)

Jan. 31, 2006 - City of Carlsbad meeting to discuss synergy project development with City of Carlsbad staff, Caltrans, Dokken and Estrada Land Planning (at City of Carlsbad, Faraday Office)

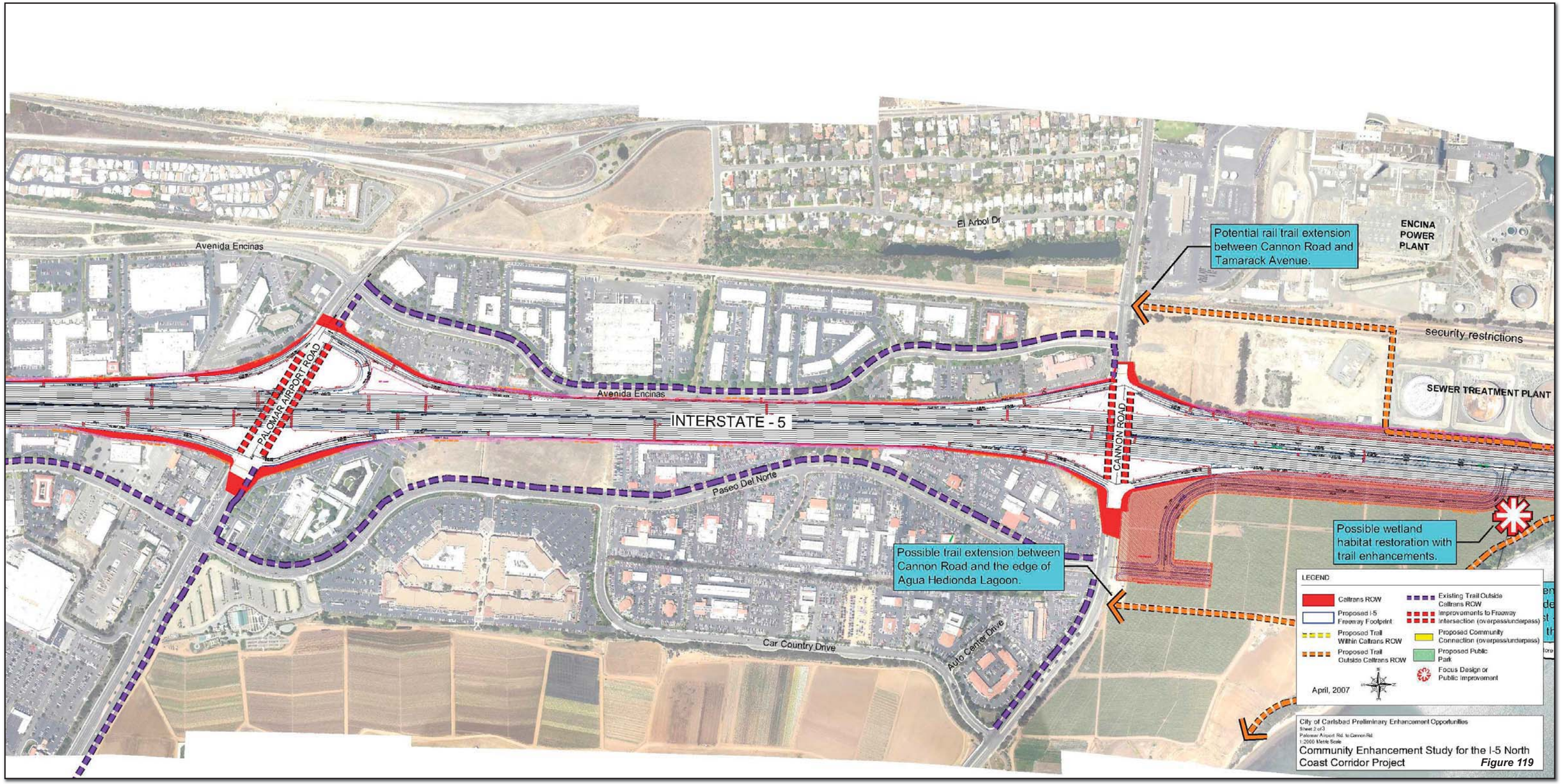
Mar. 21, 2006 - City of Carlsbad Council meeting with City of Carlsbad Council members, City of Carlsbad staff, Caltrans and Estrada Land Planning (at City of Carlsbad City Hall, Council chambers)

July. 6, 2006 - City of Carlsbad meeting to discuss synergy project development with City of Carlsbad staff, Caltrans, Dokken and Estrada Land Planning (at City of Carlsbad, City Hall)

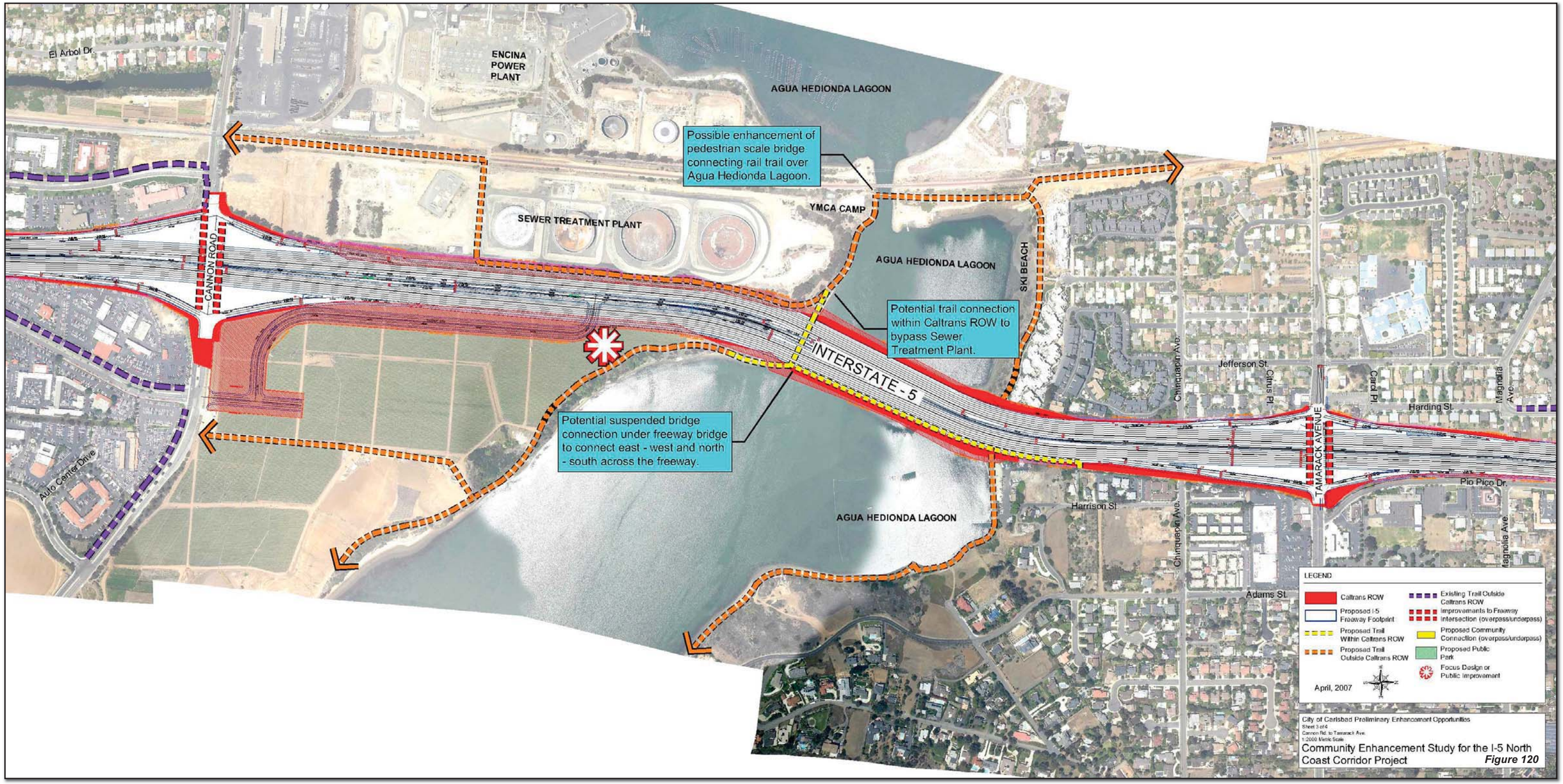
Detailed meeting notes from the preliminary design consideration meetings can be found on pages 114 - 120 of this report, following the conceptual project plans.



City of Carlsbad Preliminary Enhancement Opportunities



City of Carlsbad Preliminary Enhancement Opportunities



City of Carlsbad Preliminary Enhancement Opportunities

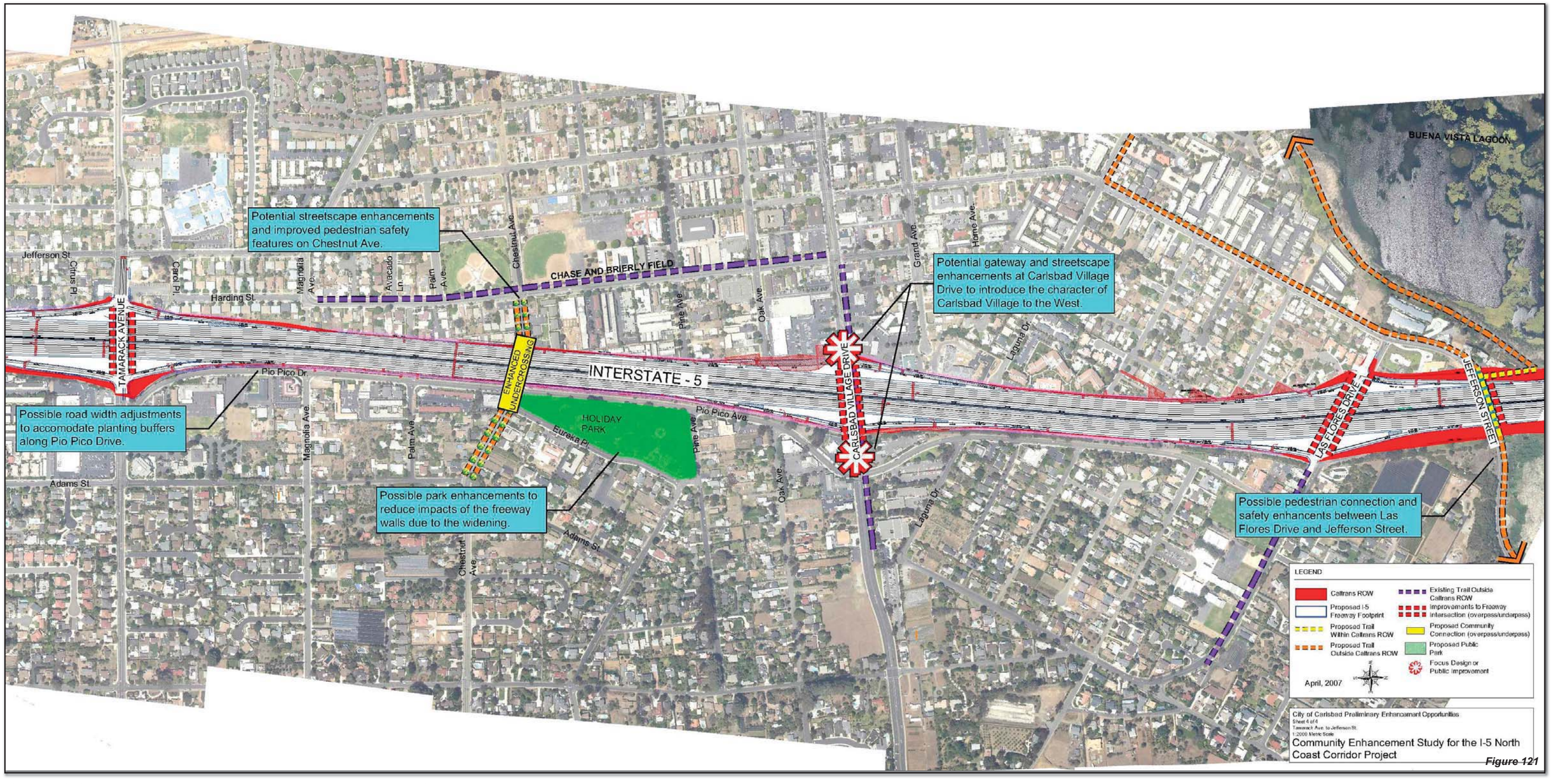


Figure 121

City of Carlsbad Preliminary Enhancement Opportunities

Preliminary Design Considerations: Meeting Notes

MEETING MINUTES

MEETING TYPE: **Ops & Cons Analysis – City of Carlsbad Meeting #1**
SUBJECT: City of Carlsbad Meeting
DATE: Monday, January 21, 2005
TIME: 10:00 – 12:00 am
LOCATION: City of Carlsbad - Faraday Center
1635 Faraday Avenue
Carlsbad, CA 92008

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required
1. **The City of Carlsbad Representatives/attendees:** Robert Johnson, City Engineer Lloyd Hubbs Glenn Pruim Liz Ketabian, Recreation Dept. Chris DeCerho Scott Donnell Debbie Fountain, Housing and Development Dept. Steven Jantz, Engineering Dept. David Hauser Ray Patchett, City Manager Sandy Holder, Community Development	
2. **Introductions**: were completed, the purpose of the meeting was explained and agenda reviewed prior to commencing with discussions. The intent of meetings with the local agencies is to gain design development insight and identify development opportunities and constraints for the project.	
3. **Caltrans outlined the project process and schedule.** The Draft Environmental Impact Report will be completed by fall 2006 and Final document by spring of 2008. Meetings with each City will be scheduled to share the project's possible footprints and the noise study results, prior to releasing the information to the public.	**Caltrans will provide the City of Carlsbad with the results of the Noise Studies, prior to public review**
4. **The Project options** were explained as basic conceptual ideas for potential improvements, but have no pre-determined improvements for development. The result of the meetings with the local agencies will provide recommended options for the Ops & Cons Analysis phase, of which will be included in the Environmental Document. The five project widening options were described as the 8+4 with buffer, 8+4 with barrier, 10+4 with buffer, and 10+4 with barrier, and a 'No-build' alternative. It was explained that the 10+4 options are the same as the 8+4, but with 1 more traveled lane. The buffer options will provide a 4' separation of the HOV Lanes from the general lanes with pavement striping. The barrier	

Interstate 5 Freeway Improvements
Opportunities & Constraints Analysis Process
Ops & Cons Analysis Team Meeting Minutes
File No. 1482-220

options will provide a cast-in-place concrete barrier with standard width shoulders to either side, as separation. The barrier option would require a wider footprint than the buffer option. All options will have different impacts dependent on the number of lanes and buffer or barrier option.	
5. **The Project Purpose** was explained per the handout. The existing ROW's and potential impacts were discussed. The options will have impacts to the current footprint depending on the location, necessary widening and adjustments to adjacent land uses.	
6. **Carlsbad Direct Access Routes (DARs) –** The benefits of the proposed 5 Direct Access Ramps (DARs) to the HOV lane system was for increased carpool access to the City of Carlsbad primary arterial streets. The DAR's will promote carpooling and multi-modal transit use. Caltrans, City staff and City Council will determine the locations of the DARs for final recommendation and inclusion in the Draft and Final Environmental Impact Report Document. The DAR locations will be finalized by June. Caltrans will be available to present the project to the City Council in mid February. Caltrans would also like to identify Park and Recreation opportunities along the I-5 ROW, including trails, outlooks, bikeways, etc. The Ops and Cons Analysis process will be completed by May or June of 2005, and will identify possible improvements for the Project.	**Caltrans will coordinate with the City of Carlsbad staff for presentations to the City Council**
7. **Public Meetings** – The City of Carlsbad suggested gaining public input for the project through several public presentations and workshops. The use of presentation concept drawings, visual simulations, and examples of typical improvements, was suggested. The visual simulations should be shown for each location within the footprint where major impacts are proposed. The graphics will aid in conveying the project and soliciting public comments. The development of a Community Outreach Program to solicit the public's concerns for specific issues and special interests is desirable to the City.	**The Project Design Team will discuss the second tier meetings with the City of Carlsbad**
8. **HOV lanes** are proposed as part of the project, based on the North Coast Transportation Study, by SANDAG, which estimated the traffic demands for the year 2030. The study results recommended enhancements to the rail corridor, local arterials, and freeway corridor. The intentions of the projects are to maintain today's level of service in the year 2030. The study recommends the use of HOV lanes for the entire corridor.	

The project is proposing two HOV lanes in either option. The 'No-build' option is proposing only one additional HOV lane.

9. **Addressing the Project Goals and Objectives** – The 'Major Goals' list was reviewed and City staff asked for comment or discussion. Two additional goals were added to the Goals and Objectives list as requested by the City. Added were the following:
   1) Enhancement plans shall be prepared to address Community concerns
   2) Minimize impacts to local streets.

   Estrada Land Planning (ELP) will add the two new goals as suggested by the City Staff to the Goals and Objectives List

10. **Sensitive Habitat Areas** – The City is concerned for working with the Coastal Commission and their stringent requirements for wetland areas. Other regional agencies will also be concerned for sensitive habitat areas in their jurisdictions.

    Caltrans stated that some of the bridges at the lagoons would be replaced, based on seismic deficiency. The bridges will increase in width, not in length. Batiquitos Lagoon bridge is an example.

    Environmental Documents have already been completed. The City holds the permit authority for some designated areas. Other areas are the Coastal Commission's jurisdiction. Processing will need to consider the Agency and respective requirements. The City Staff suggested exhibits with each affected area shown, the governing agency, and their entitlements. The development process may require General Plan Amendments, Community Plan Amendments, land use changes, etc. for processing.

11. **Trail connections -** The project should consider opportunities for some east to west trail connections under the freeway such as along the Batiquitos Lagoon, and specified in the community plan. Increased access west of the freeway on the north and south side is desirable.

    Bike trail connections to the Coastal Rail Trail, commuter lots, transit stations, parks, beaches, and Nature Center are additional opportunities. Enhancing the trails with overlooks and interpretive centers should also be considered.

    It was suggested that this could be an opportunity to have the Coastal Rail Trail bypass an area closer to the freeway.

12. **The freeway widening and ROW impacts** on current land uses is a concern to City staff. The land use opportunities may lead to some unwanted land uses being redeveloped (such as the Albertson's center). At the same time may bring the freeway in closer proximity to residences, primarily to the older Downtown areas of Carlsbad.

13. **Views from the freeway -** The city staff expressed their concerns about preserving visibility toward specific areas, yet meeting the noise attenuation requirements. The possible use of

transparent sound walls may be considered where high visibility is desirable. The two specific locations include Carlsbad Village Drive (The Village) and Car Country Carlsbad Drive (Auto dealers). High visibility is desired at these intersections to attract business.

Minimizing freeway on-ramp queuing will help to minimize backup onto city streets. It was noted that less closely spaced intersections might help to minimize some negative visual and traffic backup impacts.

Enhancements at intersections should be different in character to signify context to each specific area, such as "the Village" or Legoland exits. Community identity ideas can be developed through public meetings or workshops. Any existing improvements would be replaced in kind, or better.

The City has produced The Carlsbad I-5 Intersection Master Plan that specifically studied the City of Carlsbad intersections and related improvements.

ELP will attain a copy of the Carlsbad I-5 Intersections Master Plan

14. **Transit/Mass Transit-** The city of Carlsbad has an initiative called 'Connecting Community; Place and Spirit' which describes the cities aspirations and ideas for connecting a city that is divided by the freeway. Some examples include trail enhancements, recreation trails and overlooks. The sea wall in Carlsbad is an example of creating creative gathering spaces for the community.

    The term "density" is not well received in suburban areas. Increased density presents issues related to more mass transit and new housing requirements.

    ELP will attain a copy of 'Connecting community, place and spirit'

15. **Other City improvement projects** that might run parallel to the I-5 widening project include the Canon Road extension, future recycled water system expansions, and other minor sustainable improvements.

16. **The distinctive aspects of Carlsbad** are the location, people, community, and quality of life'.

    Landmarks that define the city include the power plant, the flower fields, beaches, and lagoons.

17. **City staff expressed concerns for:**
    - The need for a Habitat Management Plan for the adjacent wildlife habitats and corridors, including more opportunities for mammal movement corridors.
    - Minimizing impacts to frontage roads and parks
    - Properly mitigating increased noise levels
    - The potential loss of historically significant trees that may contribute to a loss in community identity
    - The availability of more Federal or local funds for corridor enhancements, above the Corridor Enhancement Funding of $50 million to be split between the cities. More funding for

    The PDT will schedule and conduct a second tier of meetings with City staff to attain specific information regarding opportunities and constraints, and City planning documents that outline specific projects near the I-5 corridor

providing aesthetic improvements was suggested.

- Improved transit station parking facilities. The current transit stations, one at Poinsettia and two at Carlsbad Village Drive, have little or no parking. This project may lead to opportunities for parallel improvements for additional parking lots, etc.
- City Planning Projects such as the Sustainable Development projects are in the beginning and visionary stages and may lead to more opportunities along I-5 Corridor Project.
- The desalination plant habitat areas adjacent to the freeway are considered highly sensitive areas in Carlsbad.
- The Power Plant will be sensitive to the loss of land with respect to the freeway widening.
- The enhancement of significant creek crossings, such as Encinitas Creek, is suggested to provide increased drainage facilities to resolve the drainage issues.
- To consider the Highway 101 roadway alignment project, bridge replacement, and related improvements as an opportunity for improvements. **ELP will attain information on the Highway 101 development project**

These meeting minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: David Preciado
DISTRIBUTION: All attendees
DATE: February 7, 2005
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Tom Nipper	Caltrans	Project Management
Chris Schmidt	Caltrans	Planning
Michelle Trudell	Caltrans	Environmental Oversight
Amy Kundert	Caltrans	Environmental Oversight
Chris Johnson	Dokken Engineering	Consultant Project Manager
Steve Estrada	Estrada Land Planning	Consultant Landscape Architect
David Preciado	Estrada Land Planning	Consultant Landscape Architect
Robert Johnson	City of Carlsbad	City Engineer
Lloyd Hubbs	City of Carlsbad	
Glenn Pruim	City of Carlsbad	
Liz Ketabian	City of Carlsbad	Recreation Dept.
Chris DeCerho	City of Carlsbad	
Scott Donnell	City of Carlsbad	
Debbie Fountain	City of Carlsbad	Housing and Development Dept.
Steven Jantz	City of Carlsbad	Engineering Dept.
David Hauser	City of Carlsbad	
Ray Patchett	City of Carlsbad	City Manager
Sandy Holder	City of Carlsbad	Community Development

MEETING MINUTES

MEETING TYPE: **Meeting with City Staff to Review Ops and Cons**
SUBJECT: **City of Carlsbad**
DATE: **January 31, 2006**
TIME: 3:00-4:30pm
LOCATION: Faraday Building
City of Carlsbad

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required
• **Introductions:** ELP, Caltrans, Carlsbad City Staff made their introductions. Vicki briefly went over purpose of the meeting and the Ops and Cons	
• The City discussed the idea of holding public meetings. They suggested having it at a regular council meeting so that the subjects at hand are all open and the community can give their feedback as well.	**ELP/CT**
• ELP went on to discuss the potential projects for Carlsbad, and the city gave their feedback:	
• Projects discussed are as follows:	
1) Entry Statement at La Costa:	
2) Park and Ride at La Costa, to be used by the Batiquitos Lagoon Foundation for their new site for a nature Center	
3a) Trail to connect the nature center (park and ride) to the rest for the trail system	
3b) Switch back trail to connect the east to west and up to the Rail Trail: The city requested that ELP show stairs unless ADA is required to get up the slope; discussed the rail trail and the city is still waiting for an update on where they plan to put the trail (along the ROW or along the tracks); desalination plant should be coordinated with Scott Donnel form the planning office	**ELP** **ELP** **ELP**
3c) City requested that we move the asterisk so that it is not confused with the DAR site; the YMCA needs to be labeled as the Boy scouts	
4a/b) Explained that Pio Pico is more of a freeway project feature than an Ops Project; the city was most concerned about this area and Holiday Park	

5/6) Holiday Park brought up a lot of concerns for the city; it was proposed to them to have the road removed or narrowed; Kent brought up the 4F impacts; the visual Sims were shown that show the wall heights to be built if nothing is done to mitigate, like narrowing the road; The city asked if the Pio Pico could be lowered or if ELP and Caltrans can look into alternatives for the park (1. no road 2. road narrowed to one-way 3. road moved to buffer park from freeway); the city would be able to decide what's best for them at the counsel meeting; city responded well to the idea of connecting Chase field to Holiday with better ped and streetscape	**ELP/CT**
7) Statement at Carlsbad Village Dr and optional roundabout; the city was not opposed to the idea of roundabout; need to get traffic count at that intersection	**ELP**
Other Concerns: The city also wants the I-5 and 78 to have better pedestrian connections	

PREPARED BY: ELP
DISTRIBUTION: All attendees
DATE: February 23, 2006
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Vicki Estrada	Estrada Land Planning	Landscape Architect
Abbey Edwards	Estrada Land Planning	Consultant Landscape Designer
Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Designer
Marcela Escobar	City of Carlsbad	Planning Director
Robert Johnson	City of Carlsbad	Deputy City Engineer
Glen Pruim	City of Carlsbad	City Engineer
Ken Price	City of Carlsbad	Recreation Director
Ray Patchett	City of Carlsbad	City Manager
Sandra Holder	City of Carlsbad	Community Development Director

MEETING MINUTES

MEETING TYPE: **City of Carlsbad Council Meeting**
SUBJECT: Agenda Item #10 AB#18,490 – Interstate Highway 5 Widening Project Report
DATE: **March 21, 2006**
TIME: 6:00-9:00 pm
LOCATION: **Council Chambers, Carlsbad City Hall**
1200 Carlsbad Village Drive, Carlsbad, CA

ATTENDEES: (See attached PDT Roster)

Topics Discussed	**Action Required**
Introductions: The I-5 widening Project and Ops and Cons were the tenth agenda article at the March 21, 2006 City of Carlsbad council meeting. City of Carlsbad employee, Robert Johnson, introduced the project to the council members and directed Arturo Jacobo (Caltrans) and Vicki Estrada (Estrada Land Planning) to proceed with their presentation. Jacobo provided background information on the I-5 widening project in the form of a powerpoint presentation. Corridor limits, highway profile alternatives, community concerns, introduction of DAR alternatives and possible locations within the City of Carlsbad, as well as the preliminary project schedule were discussed at this time. Jacobo then introduced Estrada Land Planning's (ELP) role in the project, exploring Ops and Cons for the corridor, and proceeded to let Estrada introduce the top tier projects to the City Council. ELP explained the Ops and Cons Process and the idea of "synergy" projects. Explained the process by which ELP/CT identified projects along the I-5 corridor and gave the example of 40th street pedestrian overpass at the I-15. ELP briefly discussed all of the projects for the entire city of Carlsbad in a powerpoint presentation for the benefit of the city council members and those in the audience. Question, Comments, Concerns: (from the council members) • Q- Packard – concerns that there are not enhancement projects indicated at Buena Vista Lagoon, enhancement studies are underway by the lagoon foundation, would like Caltrans Ops and Cons to co-ordinate future enhancement work with this lagoon. • A- Jacobo – mentioned that Caltrans will consider working more closely with Buena Vista Lagoon once they have finalized their environmental reports. When this document is complete then Caltrans will work more closely with the lagoon. • R- Packard – suggestion made that any land parcels bordering Buena Vista Lagoon that could be acquired in order to help enhance the lagoon would be supported. • Q- Packard – RE: Pio Pico concepts (at Holiday Park), are the encroachment impacts an overall concern along Pio Pico? • Jacobo – indicated that the greatest number of ROW impacts on Pio Pico are localized at Holiday Park. • A- Estrada – there is more room for creating opportunities	

in the vicinity of Holiday Park then for the rest of Pio Pico.

- Q- Packard – question concerning the difference in profile width when comparing the 8+4 and 10+4 alternatives with and without the barrier.
- A- Jacobo – mentioned that there will be an 18' difference in profile width between the "with barrier" and the "buffer" alternatives. Jacobo continued to explain that HOV traffic was actually more efficient with a barrier to separate these lanes from the standard lanes, and mentioned that the profile alternatives will be studied in a matrix format to determine the best alternative for the corridor.
- Q- Sigafoose – is the intention of the I-5 Ops and Cons to implement all of the proposed projects? Or do we have to choose the projects to be implemented.
- A- Estrada – Projects are limited by their cost of implementation. The objective is to prioritize the projects based on the city's present goals. Estrada also suggested that these projects could be implemented in the future by the city if they do not get funded at this point. Estrada re-iterated the concept of the "synergy" project, Caltrans working together with the City of Carlsbad to see these projects built and maintained properly.
- Q- Sigafoose – are community meetings planned to occur as part of the development process?
- A- Estrada – explained the process of community meetings that had been used in the City of Encinitas, mentioned the intent to involve the community in the City of Carlsbad, and indicated that these projects will continue to evolve with community input.
- R- Kulchin – mentioned that citizens and community members are the stakeholders of the City of Carlsbad and that their input is valuable to this project.
- Q- Kulchin – what is the status of the EIR (Environmental Impact Report) for this project? Kulchin suggested that we should meet with the community regarding the projects so that we can make changes to the draft plan prior to completing the EIR. The question of funding available from Caltrans was also asked.
- A- Jacobo – responded that he (Jacobo) has met with SANDAG (San Diego Association of Governments) in order to organize funding for these enhancement projects throughout the I-5 corridor. Jacobo continued to explain that there is approximately $50 million dollars set aside for these projects to be distributed on a per mile basis along the I-5 corridor. Jacobo continued to mention that at this point in the ops and cons process the focus is on idea generation rather than funding. Comments from the community will direct the development of the ops and cons projects at this point.
- R- Kulchin - requested that the meeting times for the citizens of Carlsbad be convenient for working people as well as for retirees to attend.
- R- Jacobo – responded that Caltrans will comply with the wishes of the City Council in setting meeting times and

CT to set up community meetings as requested by council members

dates with the citizens of Carlsbad.

- Q- Hall – Will there be a physical notice sent to the citizens of Carlsbad in order to inform them of meeting times and dates?
- A- Jacobo – responded that there will be a newsletter sent out to citizens residing within ½ mile of the I-5 on a quarterly basis in order to inform the local population of the status of the proposed changes to the I-5. This newsletter would also be used to announce the community meetings in Carlsbad.

CT to send notice of Carlsbad community meetings in the form of a newsletter sent to the citizens residing within ½ mile of the I-5

- Q- Hall – discussion of the merits of reducing sound with the use of digital sound reduction technology. Hall questioned the use of using digital technology in order to eliminate adverse sound impacts due to the highway widening.
- A- Jacobo – responded that Caltrans has focused on the use of sound walls and alternative paving types as ways to reduce sound along the corridor. Mentioned that Caltrans will look into the effectiveness of digital technology in reducing highway noise.

CT to research the effectiveness of digital technology in the reduction of highway noise.

- R- Johnson – mentioned that his research shows digital sound reduction not yet used in freeway applications.
- Q- Packard – requested that community meetings be organized so that there is one in the morning for senior citizens and a separate meeting be held at night to accommodate those people who work during the day. Further concerns were raised to the effect that the meetings should cover all aspects of the proposed I-5 widening.

CT to accommodate senior citizens with a day time community meeting, as well as holding a meeting after work hours to accommodate citizens in the work force.

- A- Jacobo – responded that the dates for the ops and cons public meetings will be set up ASAP, and that public discussion of sound walls can happed after the studies are complete.
- Q- Mayor Lewis – wondering about the fate of the DAR if it does not receive approval by the community. Lewis continued to ask if the city has the right to supercede the Caltrans objectives in respect to the DAR.
- A- Jacobo – yes, the city has the right to decline a DAR if they desire to do so.
- Q- Packard – question regarding the HOV lanes and the difference in width between the road profile option with barrier versus the option showing painted lines. Wondering if the city has a say as to which option is decided upon.
- A- yes that city has a say as to which option is chosen.
- R- Packard - the city would like to review the data and the traffic counts for the DAR and the HOV

PREPARED BY: ELP
DISTRIBUTION: All attendees
DATE: February 23, 2006
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Claude A. "Bud" Lewis	City of Carlsbad	Mayor
Matt Hall	City of Carlsbad	Council Member
Ann J. Kulchin	City of Carlsbad	Council Member
Mark Packard	City of Carlsbad	Council Member
Norine Sigafoose	City of Carlsbad	Council Member
Robert Johnson	City of Carlsbad	City Engineer
Arturo Jacobo	Caltrans	Project Manager
Tom Nipper	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
Abbey Edwards	Estrada Land Planning	Consultant Landscape Designer
Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Designer

MEETING MINUTES

MEETING TYPE: **Meeting with City Staff to Review Ops and Cons**
SUBJECT: **City of Carlsbad**
DATE: **July 6, 2006**
TIME: 3:30-4:30pm
LOCATION: 1200 Carlsbad Village Drive.

ATTENDEES: (See attached PDT Roster)

Topics Discussed	**Action Required**

Introductions:

- ELP, Caltrans, Carlsbad City Staff made their introductions. Vicki briefly went over purpose of the meeting; which is to discuss the proposed projects in light of the public meeting feedback and to decide on any changes or future steps to determining final synergy projects in the City of Carlsbad.
- ELP went on to discuss the potential projects for Carlsbad, and the city gave their feedback:
- Projects discussed are as follows:

1) Gateway for City of Carlsbad at La Costa:

- The concept for a southern gateway to Carlsbad was discussed, although the merits of the project and the likelihood that Caltrans would build this project resulted in the priority becoming lower or eliminated.

2) Park and Ride Enhancements at La Costa:

- The City agreed that the concept presented was valid but wanted to make sure that is was feasible due to lagoon impacts.

3) Trail on East side of Interstate Five at Batiquitos Lagoon:

- The proposed development by Lennar adjacent to the proposed pathway was introduced by City staff and it was suggested that Estrada Land Planning and Caltrans meet with Lennar and the City to discuss the project's impacts on the trail.

4A) Trail on East side of Interstate Five at Agua Hedionda Lagoon:

- The proposed trail connection to provide access under the freeway to the existing residential development north of the lagoon was presented. Caltrans discussed the fact that Caltrans could only build that project portion within the Caltrans right-of-way and that either the City or the adjacent developer be responsible for building the remainder of the trail connection.

4B) Trail on West side of Interstate Five at Agua Hedionda Lagoon:

- Carlsbad staff expressed some skepticism that the trail was

feasible due to the steepness of the topography and the fact that the public would have access through a private development.

5) Streetscape enhancements on Chestnut Ave:

- The street enhancements for this project were presented and the feeling of City staff seemed to be that there would not be much benefit to the City if this project was built. Would it be worth the effort to construct this project?

6) Pio Pico streetscape enhancements at Holiday Park:

- Possible Holiday Park improvements were discussed. It was made clear by the City Engineer, once again, that Pio Pico is too important of a street to alter its geometric configuration and that Caltrans should find alternative solutions to impacting Holiday Park and Pio Pico.
- The possibility of a small roundabout at Chestnut and Pio Pico was not viewed favorably by the City Engineer.

7) Gateway at Carlsbad Village Drive:

- Although the City very much liked some of Estrada Land Planning's and Caltrans' ideas relative to improving the streetscape and land uses on Carlsbad Village Drive, it was clear that this project was way beyond the scope of the opportunities and constraints plan. However, the City very much liked the concepts presented and would try to find ways to implement some of the possibilities in their redevelopment efforts.

8) Streetscape enhancements on Los Flores:

- The enhanced bridge at Los Flores was presented with little City comment.

:Meeting adjourned:

PREPARED BY: ELP
DISTRIBUTION: All attendees
DATE: August 23, 2006
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Vicki Estrada	Estrada Land Planning	Landscape Architect
Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Designer
Sandy Holder	City of Carlsbad	Community Development Director
Bob Johnson	City of Carlsbad	City Engineer
Ray Patchett	City of Carlsbad	City Manager

6.1.5 Soliciting Input From Stakeholders

Meetings were held with interest groups and stakeholders from Carlsbad during the development of synergy projects. These meetings have been invaluable to the formation of projects that would enhance communities throughout the city. Meeting dates and participating stakeholders are described below:

Nov. 22, 2005 - City of Carlsbad Rail Trail meeting with City of Carlsbad staff, Caltrans and Estrada Land Planning (at Estrada Land Planning)

Dec. 5, 2005 - City of Carlsbad meeting with City of Carlsbad staff, Lenar Representatives, SDG+E Representatives, Caltrans and Estrada Land Planning (at City of Carlsbad, Faraday Office)

Dec.16, 2005 - Batiquitos Lagoon Foundation meeting, Batiquitos Lagoon Foundation Members, Caltrans and Estrada Land Planning (at Batiquitos Lagoon Nature Center)

Feb. 14, 2006 - Agua Hedionda Lagoon Foundation and Carlsbad Watershed Alliance with Carlsbad Watershed Network Members, Caltrans, and Estrada Land Planning (at the Discovery Center of Agua Hedionda Lagoon)

Mar. 29, 2006 - Resource Agency meeting regarding synergy project development with Agua Hedionda Lagoon Foundation Members, Caltrans and Estrada Land Planning.

Detailed meeting notes from the stakeholder meetings can be found on pages 121 - 126 of this report.

MEETING MINUTES

MEETING TYPE: **Opps and Cons-Trails of Carlsbad**
SUBJECT: **Rail Trail of Carlsbad**
DATE: **November 22, 2005**
TIME: 10:00-11:30 am
LOCATION: ELP Office
San Diego, CA

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required
• **Introductions:** All agencies represented, Caltrans, ELP, and City of Carlsbad (trails mangers and Parks and Rec) made their introductions.	
• An update was given by Sherri Howard of the city (engineer) as to the status of the rail trail through Carlsbad: the part of the trail from Carlsbad Village Dr to the Coaster station is complete • The trail at Tamarack to Oak is at grade with the tracks • The piece at the Agua Hedionda Lagoon needs to be coordinated with the city: a deal needs to be made with Cabrillo to create a 12' path (8' pavement and two 2' shoulders) • The city will need to coordinate with SDGE to bring the trail in front of the plant near the I-5, ether within or out of the ROW • The portion of the trail near the power plant would need to be a Class I trail with a wall • The sewer bridge at Agua Hedionda will be the connection for the rail to get across the lagoon built by the city • The rail trail is a piece of the overall California-Mexico Coastal Trail, so each connection is crucial to the overall trail plan • The rail trail will be split at Jefferson and at Carlsbad Blvd and State St, there is a proposed round about there • ELP needs to get trail drawing from Dokken engineering for the Coast Rail Trail in Carlsbad done so far • The bikers of the area use the nearby business park and this new trail would give them a better and safer way then riding along Palomar Airport Rd • Sections through the power plant and the trail near the ROW are being done by ELP to show how the trail can fit in that space • Coordinate with Sherri Howard and send her the studies and sections of the trail when complete so she can determine which steps the city should take to make this connection in of this portion (at the power plant) the rail trail in Carlsbad	**ELP** **ELP**

PREPARED BY: ELP
DISTRIBUTION: All attendees
DATE: February 23, 2006
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Sherri Howard	City of Carlsbad	Engineer
Ken Price	City of Carlsbad	Park and Rec Director
Kent Askew	Caltrans	Landscape Architect
Vicki Estrada	Estrada Land Planning	Landscape Architect
Abbey Edwards	Estrada Land Planning	Consulting landscape Designer
Meredith Plant-Mills	Estrada Land Planning	Consulting Landscape Designer

MEETING MINUTES

MEETING TYPE: **Ops and Cons and DAR**
SUBJECT: **Lenar and the DAR of Carlsbad**
DATE: **December 5, 2005**
TIME: 2:00pm-3:30 pm
LOCATION: Faraday Bldg
Carlsbad, CA

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required
• **Introductions:** Arturo gave the brief I-5 Widening Project Overview and explain the DAR and the reason for it's proposed location at Canon Rd	
• Vicki then shared the concepts plans for Carlsbad which show the proposed location for the DAR • The City is having a council meeting to determine whether the DAR is needed for the widening and future traffic; the council will make the decision base on the traffic numbers from Caltrans in Feb/march 2006 • The location of the DAR at Poinsettia was not accepted by the city • Wilson and Company are the Traffic Engineers for Lenar on their project. • The City eliminated other locations for the DAR based on studies for future traffic and growth • The Lenar team unveiled their plan at the existing strawberry fields near Canon Rd for a residential plan that conflicts with the DAR • There is a proposed berm in the Lenar project at the freeway to mitigate for noise, but the DAR would go right through the project and Lenar stated they would not support that • Ruth Love of SDGE informed everyone at the meeting that they do not consent to these plans for the DAR as it is on SDGE easement • Mike of Wilson Co recommended that maybe the geometrics be looked at so as to make the DAR enter the site at a sharper angle, reducing the space it takes up into their proposed project • Arturo responded that the geometric would not work to have the ramp at a sharp angle, for safety concerns. He also stated the other 4 locations looked at for the DAR did not work either • Randy of Latitude 33 questioned how the Lenar Plan could access with the DAR as it was shown and Mike of Wilson asked if the alignment and proximity of the DAR at Canon was realistic	**CT/ELP** **ELP** **ELP**

• The city council had final approval on the DAR: Ray had stated that the city council has taken the position that Carlsbad is not a regional transit player, therefore it may not consider a DAR in Carlsbad to be necessary. • Schedule: it will take Lenar about 1 ½ years to get approval from the city on their project • The residential character of the plan would be ruined by the DAR and would create many visual and noise impacts • Arturo informed the group that by the end of 2006 the Environmental Document will be complete • Mike of Wilson asked if the resource agencies agreed with the DAR? • Lenar stated that it would not support the DAR	

PREPARED BY: ELP
DISTRIBUTION: All attendees
DATE: February 23, 2006
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Sherri Howard	City of Carlsbad	Engineer
Ken Price	City of Carlsbad	Park and Rec Director
Kent Askew	Caltrans	Landscape Architect
Vicki Estrada	Estrada Land Planning	Landscape Architect
Abbey Edwards	Estrada Land Planning	Consulting landscape architect
Meredith Plant-Mills	Estrada Land Planning	Consulting Landscape architect
Mike Kennedy	Lenar	Project Manager
Randy Coopersmith	Latitude 33	Principal
Ruth Love	SDGE	Planner
Mike Boyd	Wilson Company	Traffic Engineer
Ray Patchet	City of Carlsbad	City Manager

DRAFT
MEETING MINUTES

MEETING TYPE: **Meeting with Batiquitos Lagoon Foundation**
SUBJECT: **Opps and Cons around Lagoon**
DATE: **December 16, 2006**
TIME: 10:00-11:30 am
LOCATION: Batiquitos Lagoon Nature Center
Carlsbad, CA

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required
• **Introductions:** All agencies represented, Caltrans, ELP, and Batiquitos Lagoon Foundation made introductions. Fred Sandquist of Batiquitos presented a brief slide show on the lagoon and the future plans of the area.	
ELP then went on to show the concepts for the Opps and Cons project for Batiquitos. The foundation responded with questions, comments and concerns, as seen below:	
• Trails: have public access to all trails, the north shore trail is in existence; the sidewalk along La Costa connects to the park and ride	
• Changes in hydrology due the freeway widening is a big concern for the foundation	
• The trail that would connect east to west up the northern slope to the rail trail was well received. The foundation had tried to connect that trail in the past but due to the Home Owners Assoc. that states the trail cannot come within 100' of the houses, the trail remains stopped at the I-5. They would like to re-open the discussions with the assoc. because that trail can only physically join up with the Rail Trail at that point.	**ELP/CT**
• There is a piece of property in the north-west corner that is up for re-negotiation in the near future, which is part of the Environmental Trust and is Transnet in which the Lagoon Foundation would like to obtain in 2006 to be able to connect that piece of the trail.	
• The foundation was concerned on how the widening would affect the railroad bridge and link to the Rail Trail. They asked if that is part of Opps and Cons. Caltrans informed them that the railroad is too far form the Caltrans ROW to consider it a project for Opps and Cons	
• Proposing a trail connection at the I-5 that eventually becomes a trail towards the beach is a real positive connection according to the Batiquitos Foundation. Their goal is to have the trails connect around almost all of the lagoon, and the foundation encourages Opps and Cons to make the north-south and east-west connections proposed	**ELP/CT**
• The idea of relocating the Nature Center at the Park and Ride at La Costa was considered a positive idea. It would be easier to locate it there and possibly get funding as opposed to having to locate it east and buy a piece of land form a private owner. The foundation was receptive to the idea of maintaining the nature center and parking lot should it be put there.	**ELP/CT**
• They also requested that a north-south connection be established across the lagoon to link the nature center to the amphitheater and other interpretive elements.	
• They want to have an amphitheater/kiosk as well on the existing nature center site and are concerned for the noise levels from the freeway.	
• They would like to see a sound barrier and think sound mitigation needs to be part of the project with wildlife in mind along with people.	
• See attachment of the I-5 Expansion and Related Projects Packet	

PREPARED BY: ELP
DISTRIBUTION: All attendees
DATE: February 23, 2006
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Fred Sandquist	Batiquitos Lagoon Fnd	
Don Connors	Batiquitos Lagoon Fnd	
Steve Norton	Batiquitos Lagoon Fnd	
Dave Robertson	Batiquitos Lagoon Fnd	
Kent Askew	Caltrans	Landscape Architect
Abbey Edwards	Estrada Land Planning	Consulting landscape designer
Meredith Plant-Mills	Estrada Land Planning	Consulting Landscape designer

MEETING MINUTES

MEETING TYPE: **Agua Hedionda Lagoon Foundation and Carlsbad Watershed Alliance**
SUBJECT: Agua Hedionda Lagoon Foundation and Watershed Alliance Input Meeting on Ops and Cons
DATE: **February 14, 2006**
TIME: 12:30-2:00 pm
LOCATION: **Discovery Center of Agua Hedionda**
Cannon Rd, Carlsbad, CA

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required
Introductions: The I-5 widening Project and Ops and Cons were first on the agenda of the Agua Hedionda Lagoon Watershed Meeting. President Fred Sandquist introduced Arturo, Kent and ELP.	
Arturo briefed the group on the freeway project including the Ops and Cons Analysis. Arturo explained that there would be a total of 25 acres of impact to the wetland with the widening	
ELP explained what Ops and Cons Process and the idea of "synergy" projects. Explained the process by which ELP/CT identified projects along the I-5 corridor and gave the example of Encinitas, Union St Bridge.	
ELP then presented the Agua Hedionda Lagoon Trails Plan as well as the Carlsbad Trails Master Plan and explained how proposed Ops and Cons projects tied into the plan set forth by the city.	
ELP went over all of the projects for the entire city of Carlsbad, and then focused in on the projects (trails) for Agua Hedionda.	
Question, Comments, Concerns: (from the community) • How is signage considered a "project", when there is an entire watershed that needs funding? • Has Caltrans looked into mass transit or other alternatives to widening the I-5? • The example of the Phoenix freeway system was brought up as an alternate to having to widen (carpooling) • The major concerns were about the trails and how new trails may be impacts to the lagoon that are undesirable, they wanted us to look into the adverse affects of more trails around the lagoon • Another major concern was for the use of native plants by Caltrans near and around the lagoon • The group responded well to the idea of connecting the trail north to south as well as east to west • The group wanted to know if they could contact Caltrans or ELP with their own ideas for projects or ways of using the funding. • Question arose about the rail trail system and Caltrans role and if funding can be used for trails for the Rail trail.	**Caltrans to study this example in Phoenix** **ELP/CT**

• Arturo did explain at that time that the funding for Ops and Cons had to be used within or adjacent to the Caltrans right of Way and that trail is too far out in the watershed and would not be considered for Ops and Cons money.	
• Community members wondered if the Ops and Cons money might be better spent on funding mitigation and restoration projects rather than new "*irrelevant*" projects	**CT/ELP**

PREPARED BY: ELP
DISTRIBUTION: All attendees
DATE: February 23, 2006
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Curtis Johnson	Caltrans	Landscape Architect
Abbey Edwards	Estrada Land Planning	Consultant Landscape Designer
Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Designer
Carlsbad Watershed Network Members		

MEETING MINUTES

MEETING TYPE: **Resource Agency Meeting on Ops and Cons**
SUBJECT: Agua Hedionda Lagoon Foundation and Watershed
DATE: **March 29, 2006**
TIME: 5:00-6:00 pm
LOCATION: **Discovery Center of Agua Hedionda**
Cannon Rd, Carlsbad, CA

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required

The I-5 widening Project and Ops and Cons were discussed in a separate meeting (5:00pm) prior to the Agua Hedionda Lagoon Foundation Meeting (6:00pm).

Tom Nipper of Caltrans introduced the I-5 widening project and briefed the group on the purpose, schedule and the Ops and Cons Projects.

Eric Munoz brought up the concerns with the parcel of land along the south shore of Agua Hedionda lagoon on the East side of I-5 North of Cannon Rd. Particularly concerns were related to the possible location of a DAR, as well as the possibility of this land being developed for residential or commercial use. Eric was positive with respect to commuter traffic in Carlsbad, and was concerned as to what would happen for the city and the parcel of land if a DAR does not get built there.

Craig Elliot expressed his concerns over the traffic issue along the I-5 and the dramatic increase in time needed to travel along the corridor over the past decade.

Tom Nipper briefly explained the alternative DAR alignments proposed for the Cannon Rd parcel of land. Responded to Munoz' concerns by confirming that the City of Carlsbad would have a say in the final alignment if the decision was made to include a DAR as part of the I-5 enhancements project. Nipper further explained that the traffic numbers for the I-5 are being studied with and without a DAR as a point of comparison.

ELP explained the Ops and Cons Process and the idea of "synergy" projects. Explained the process by which ELP/CT identified projects along the I-5 corridor.

ELP then presented the Agua Hedionda Lagoon Trails Plan as well as the Carlsbad Trails Master Plan and explained how the proposed projects tie into the plan set forth by the city.

ELP went over all of the projects for the entire city of Carlsbad, and then focused in on the projects (trails) for Batiquitos Lagoon and Agua Hedionda Lagoon.

The Agua Hedionda Lagoon Foundation is in favor of the N/S and E/W connections in the form of suspended pedestrian trails attached to the I-5 bridges that are proposed for both lagoons.
Concerns arose as to the amount of funding available for Agua Hedionda as compared to the funding available for Batiquitos Lagoon. Edwards mentioned the approximate $50 million set aside for ops and cons in the corridor, and that the money would be split up amongst all five cities on a per/mile basis with no set amounts allocated at this point.

The S curve in the I-5 bridge at Agua Hedionda was mentioned as a safety concern. Nipper pointed out that the cost of re-aligning the bridge span is not in the scope of the ops and cons funding.

On the west side of the I-5, the trails connecting the Coastal Rail Trail between the power plant and the I-5 were discussed in terms of their relevance in being included in the I-5 Ops and Cons. Steve LePage of the AHLF has worked with the power plant authorities (Cabrillo Power II) as an environmental advisor and felt that the rail trail connection and any habitat mitigation on the S/W shore would be redundant if funded by Caltrans as part of Ops and Cons.

Steve LePage mentioned the possibility of providing a parking structure for the coaster station at Poinsettia. Nipper pointed out that the coaster station is too far out of the ROW for Caltrans to include as part of the I-5 project.

Bruce April of Caltrans Environmental mentioned that 25 acres of wetland area will be adversely affected by the I-5 corridor enhancement. These 25 acres are to be mitigated using money that is from a separate source than the ops and cons funding. The ops and cons projects are dependant on approvals from the resource agencies as well as public support. Bruce April does not see a lot of mitigation areas in Agua Hedionda. April mentioned the possibility of lengthening the bridge and allowing for a healthier connection, and better hydrology, between the ocean and the lagoon. Such a change, that would improve the tidal influence on the lagoon system, could be considered mitigation for the affects of the I-5 widening.

Eric Munoz mentioned that the Buena Vista Lagoon could use more mitigation relief than the other Lagoons in the coastal region and has suggested that money for environmental mitigation would be put to better use in the Buena Vista Lagoon than in other areas.

Meeting Outcomes:

- The E/W and N/S connections at the I-5 were seen as the most important aspects of the ops and cons projects proposed for each lagoon
- The rail trail connection was not supported as a necessary part of Caltrans ops and cons
- Buena Vista Lagoon is seen as a priority for mitigation over San Elijo Lagoon and the other lagoon systems

Eric Munoz suggested lobbying for more money for wetland mitigation projects at the Southern CA wetland roster in Sacramento.

Interstate 5 Freeway Improvements
Opportunities & Constraints Analysis Process

PREPARED BY: ELP
DISTRIBUTION: All attendees
DATE: March 29, 2006
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Tom Nipper	Caltrans	Project Manager
Bruce April	Caltrans	Environmental
Craig Elliot	AHLF	celliott@alumni.caltech.edu
Eric Munoz	AHLF President	president@aquahedionda.org
Steve LePage	AHLF	slepage@m-rep.com
Nikki Weaver	AHLF	nkweaver@adelphia.net
Ken Alfrey	AHLF	ken@dgwest.com
Diane Richards	AHLF	okgrammadi@aol.com
Abbey Edwards	Estrada Land Planning	Consultant Landscape Designer
Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Designer

3 of 3

6.1.6 Public Input

The design team presented preliminary design solutions for the City of Carlsbad through a series of meetings with City Staff, Council members and stakeholder groups. These preliminary designs were modified and redefined according to feedback received through these meetings. Updated plans were then made available for public viewing and input at a subsequent community meeting, as described below.

Community Input Process:

- Community meeting held May 2, 2006 from 1-3pm and 5-8 pm at the City of Carlsbad, Faraday Center.
- Approximately 40 people attended the community meeting.
- Members of the community were able to see the enhancement projects, view the proposed footprint of the freeway, ask questions and voice their concerns.
- Comment sheets were provided to for the public to submit their comments.
- The community was able to vote on their preferred synergy projects.
- Representatives from ELP were present at the project stations in order to answer questions and clarify the projects.
- Caltrans staff members were available to answer more specific questions concerning the widening.

Figures presented to the public at the Carlsbad community meeting can be found on pages 127 - 150 in this section of the project notebook.

Detailed meeting notes from the public meeting can be found on pages 151 - 152 in this section of the project notebook.

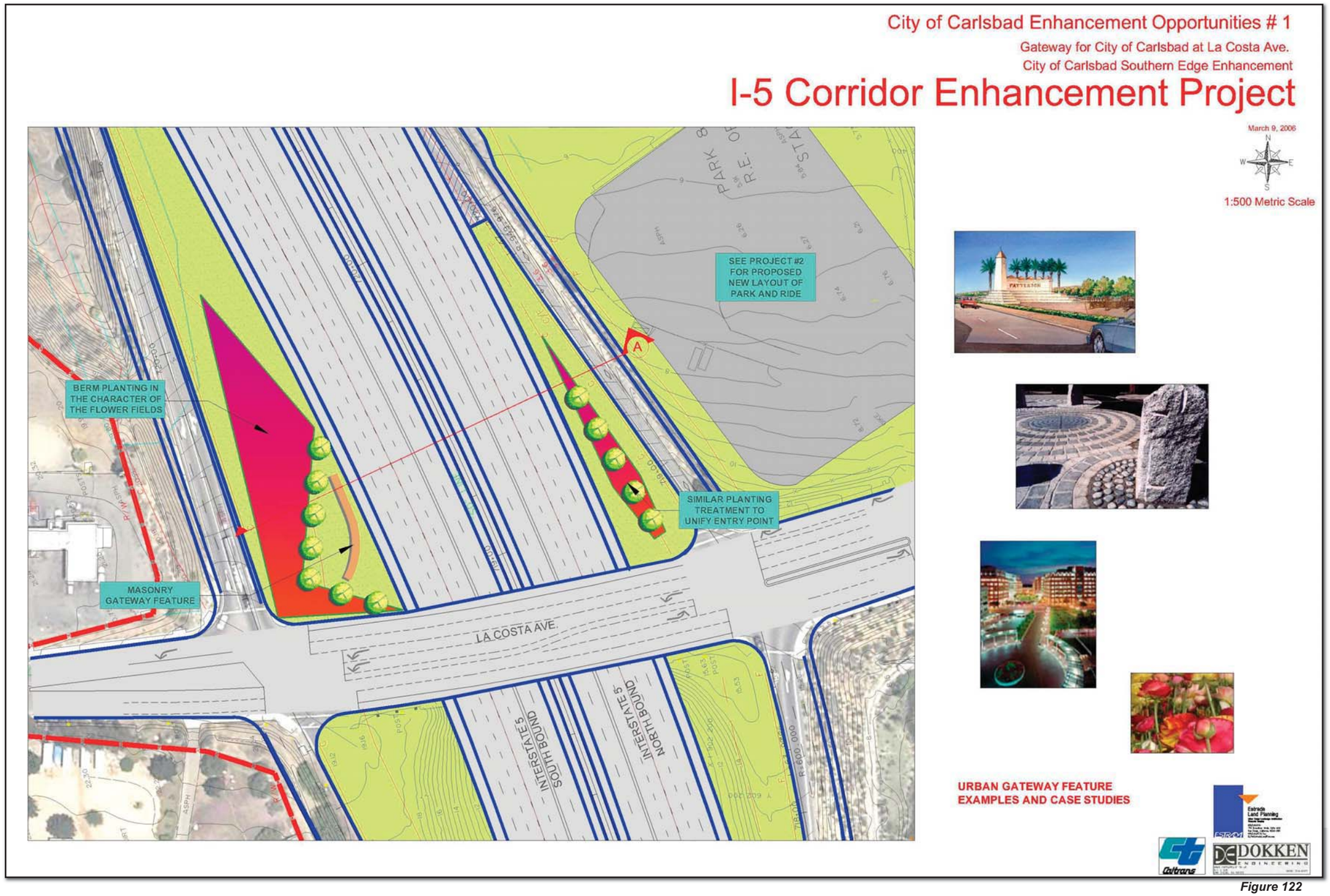


Figure 122

Gateway for City of Carlsbad at La Costa Avenue

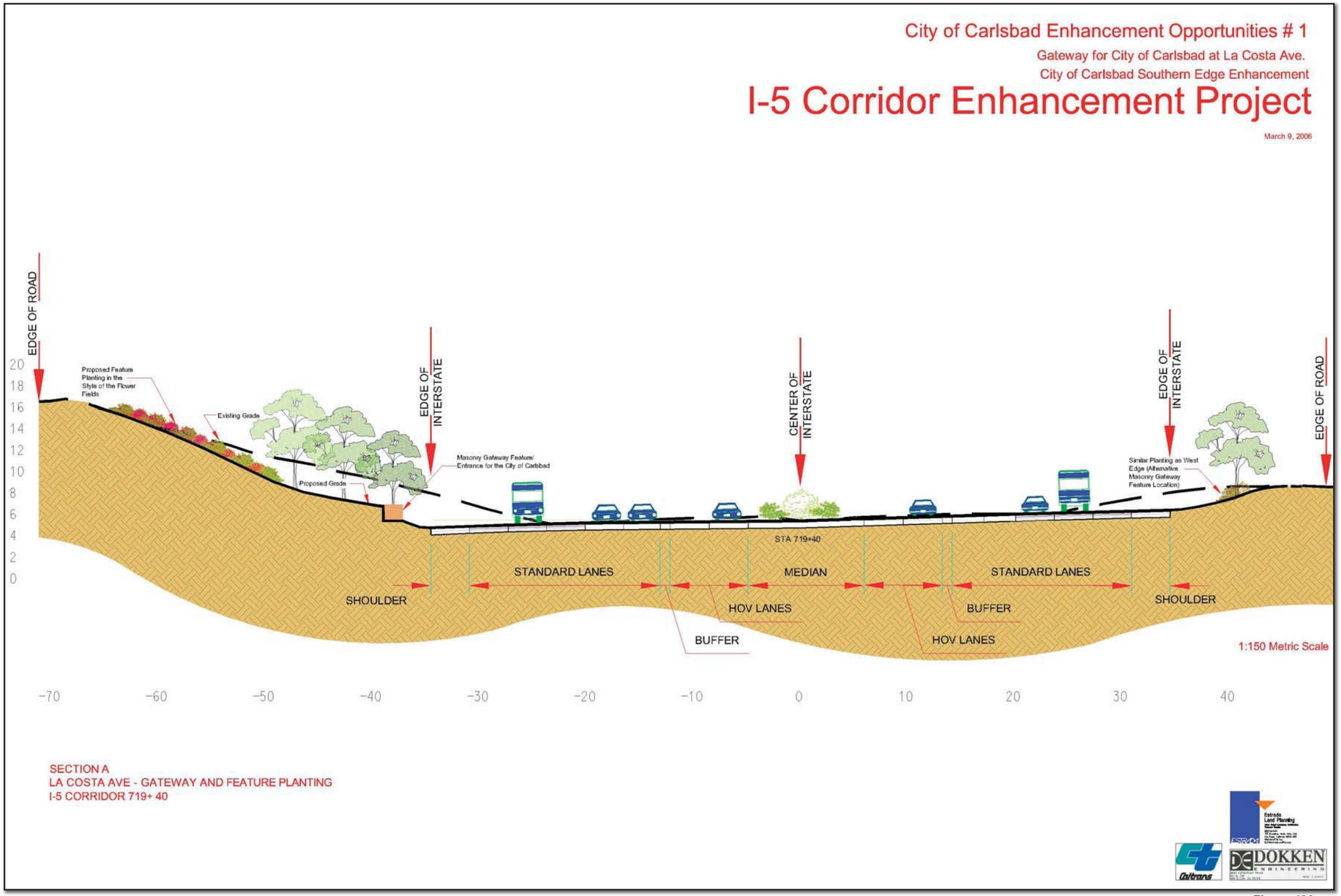


Figure 123

Gateway for City of Carlsbad at La Costa Avenue - Section

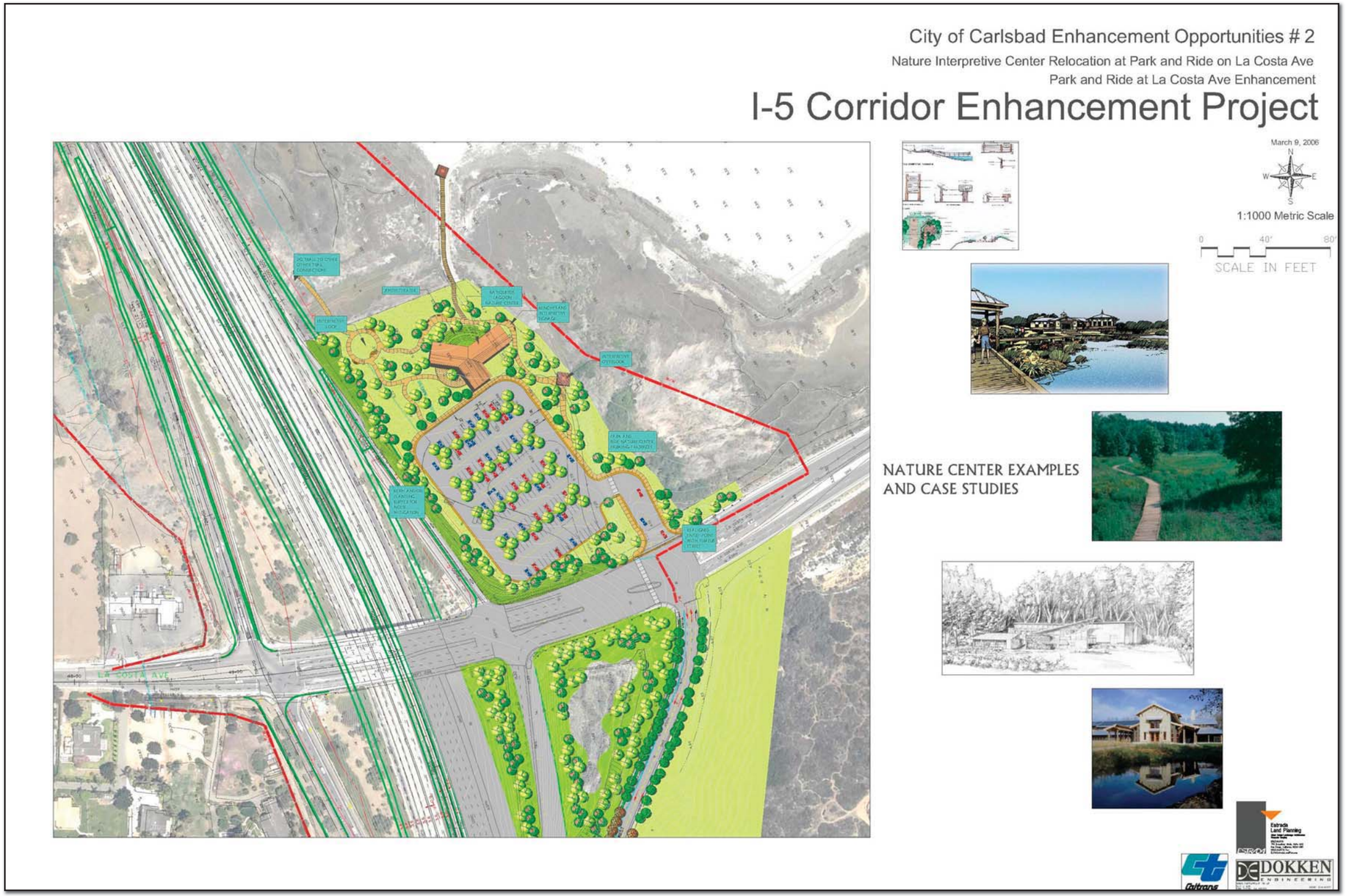


Figure 124

Nature Interpretive Center Relocation at Park and Ride on La Costa Ave

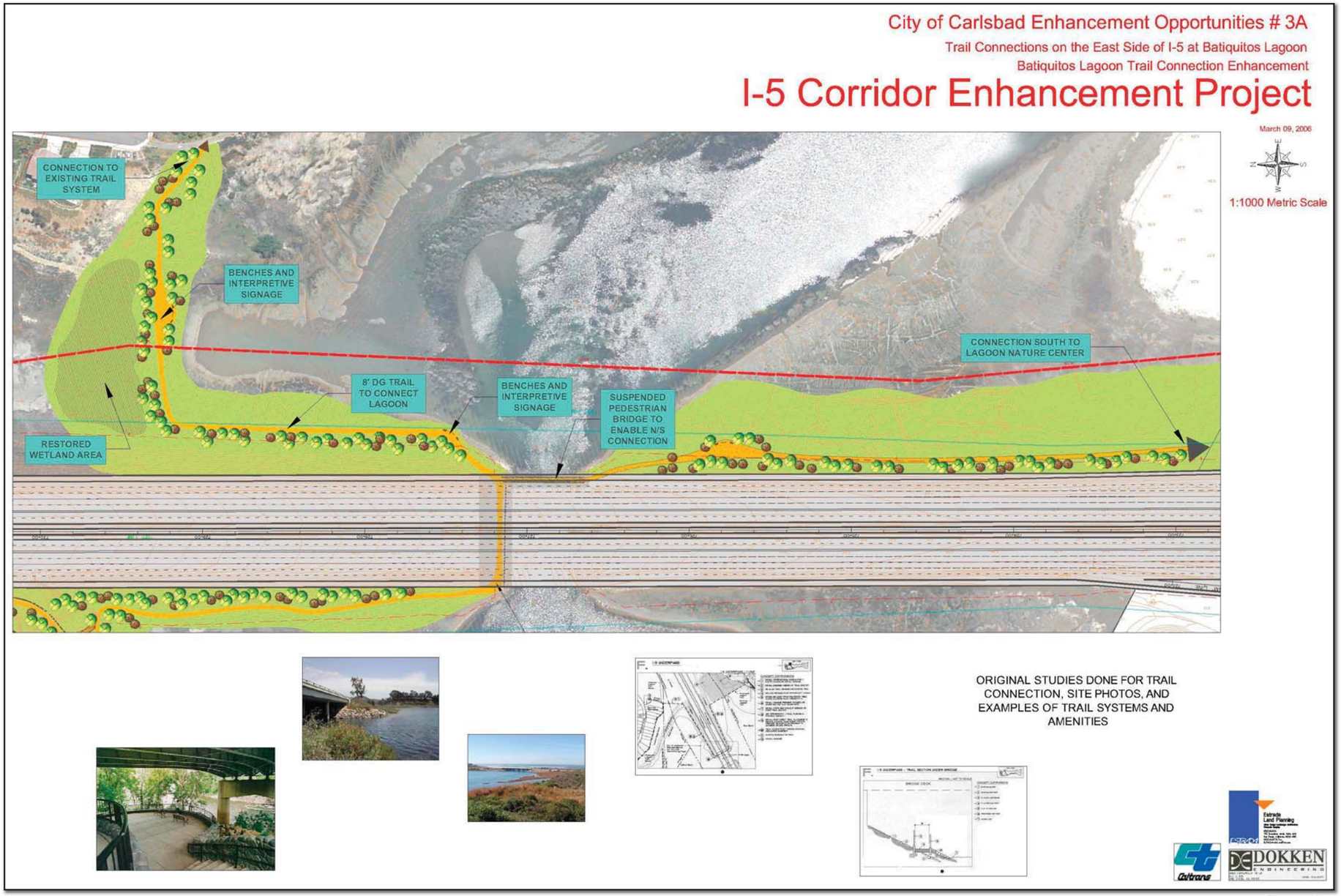


Figure 125

Trail Connections on the East Side of I-5 at Batiquitos Lagoon

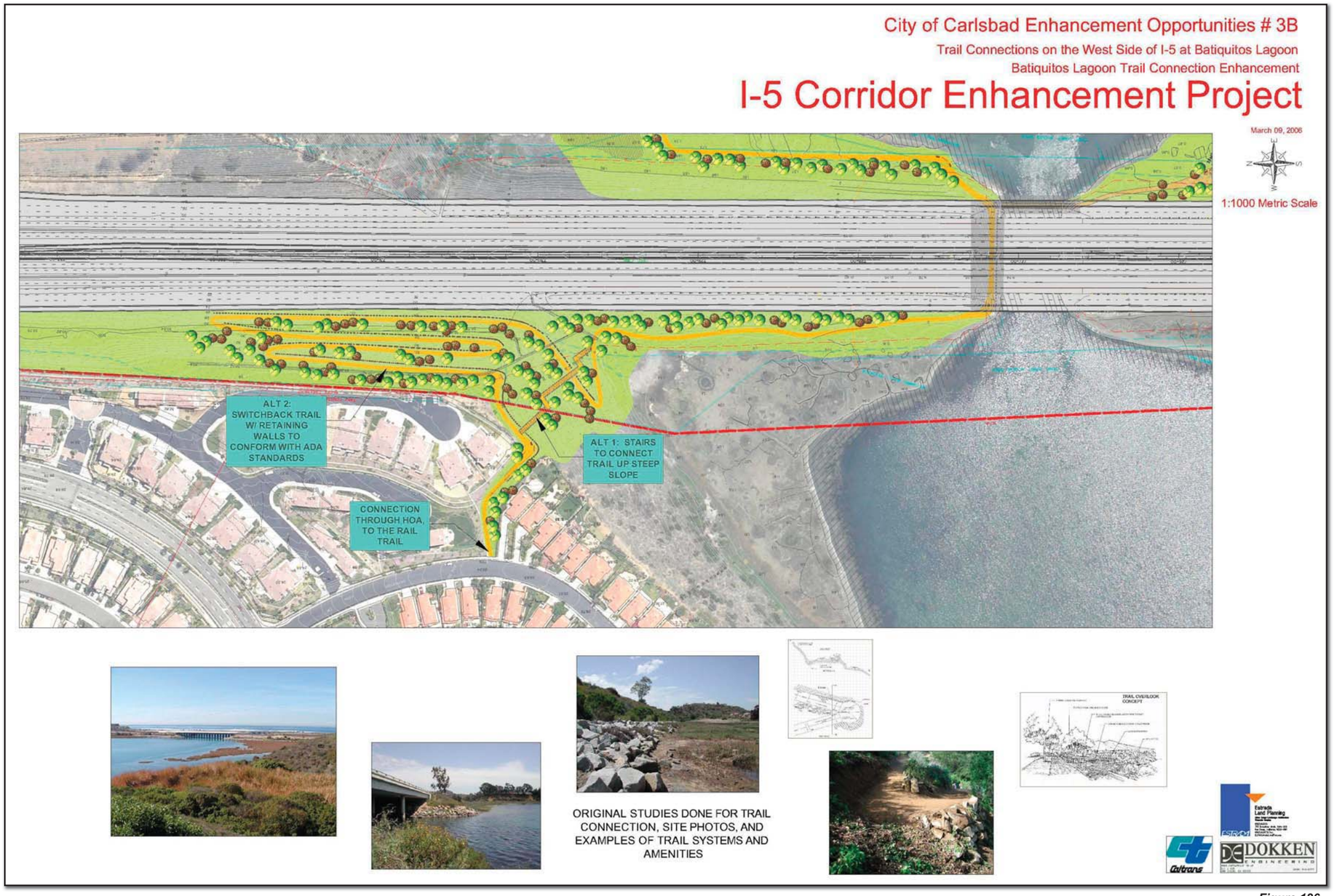


Figure 126

Trail Connections on the West Side of I-5 at Batiquitos Lagoon

City of Carlsbad Enhancement Opportunities # 3B

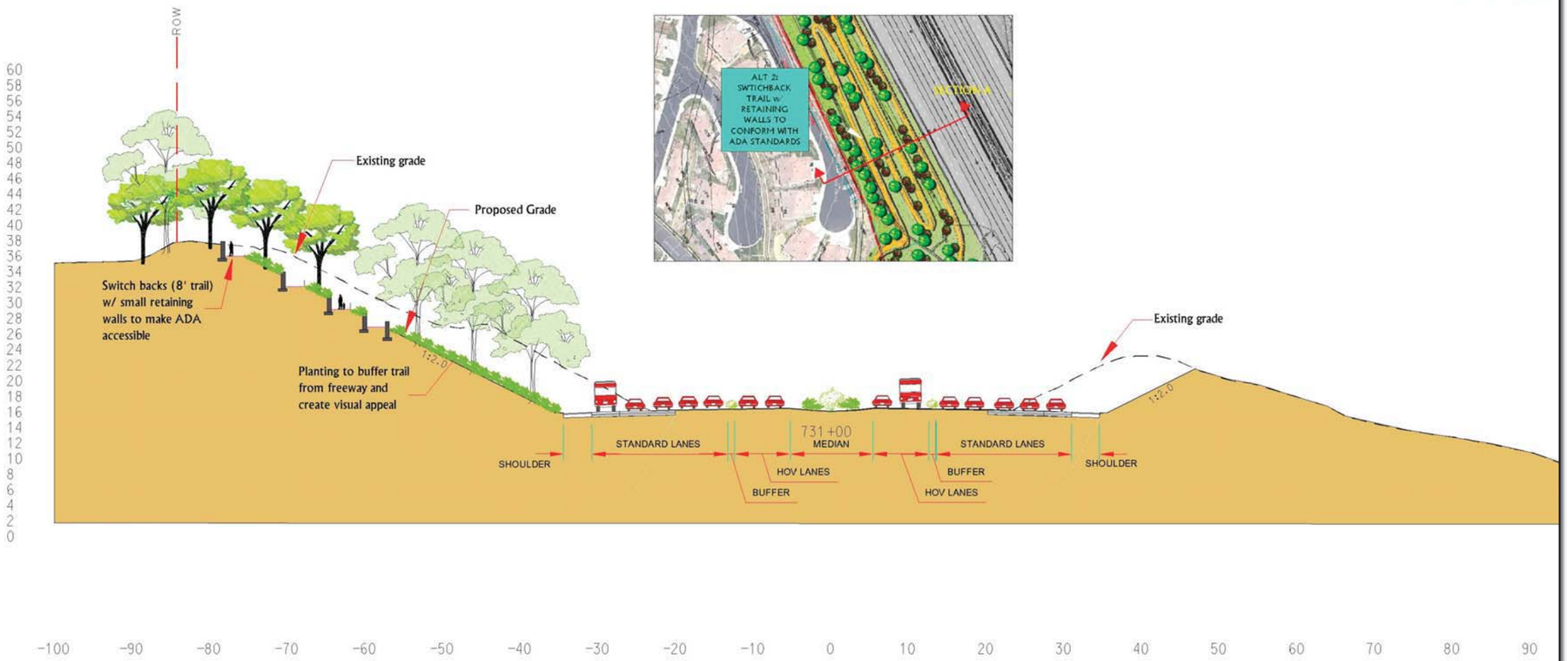
Trail Connections on the West Side of I-5 at Batiquitos Lagoon

Section A - STA 731+00 Looking North

I-5 Corridor Enhancement Project

March 09, 2006

1:250 Metric Scale



SECTION A
AT BATIQUITOS LAGOON- SWITCH BACK TRAIL UP TO NAVIGATOR CIRCLE
I-5 CORRIDOR 731+ 00

Caltrans

Rick Engineering

DOKKEN ENGINEERING

Trail Connections on the West Side of I-5 at Batiquitos Lagoon

Figure 127

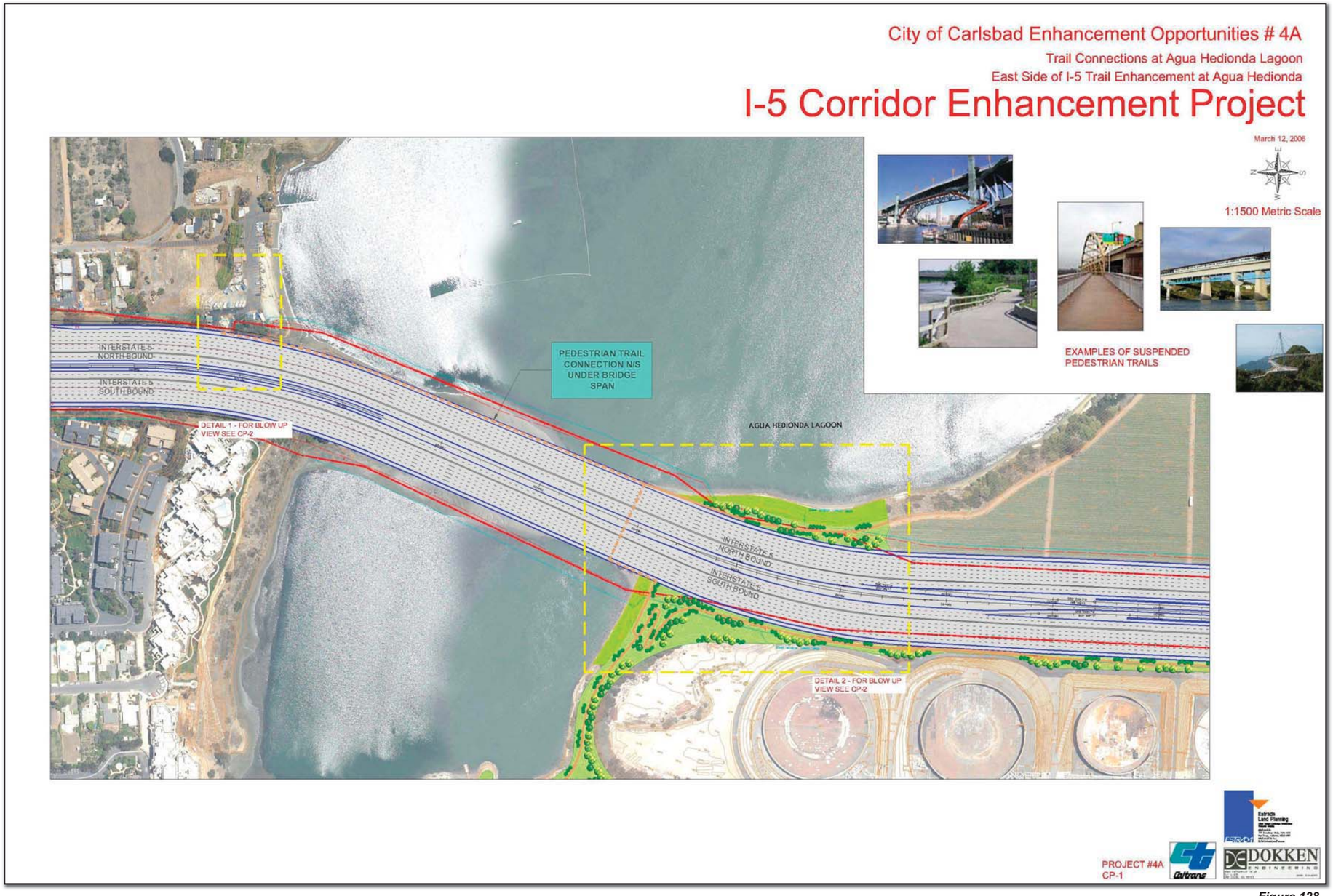
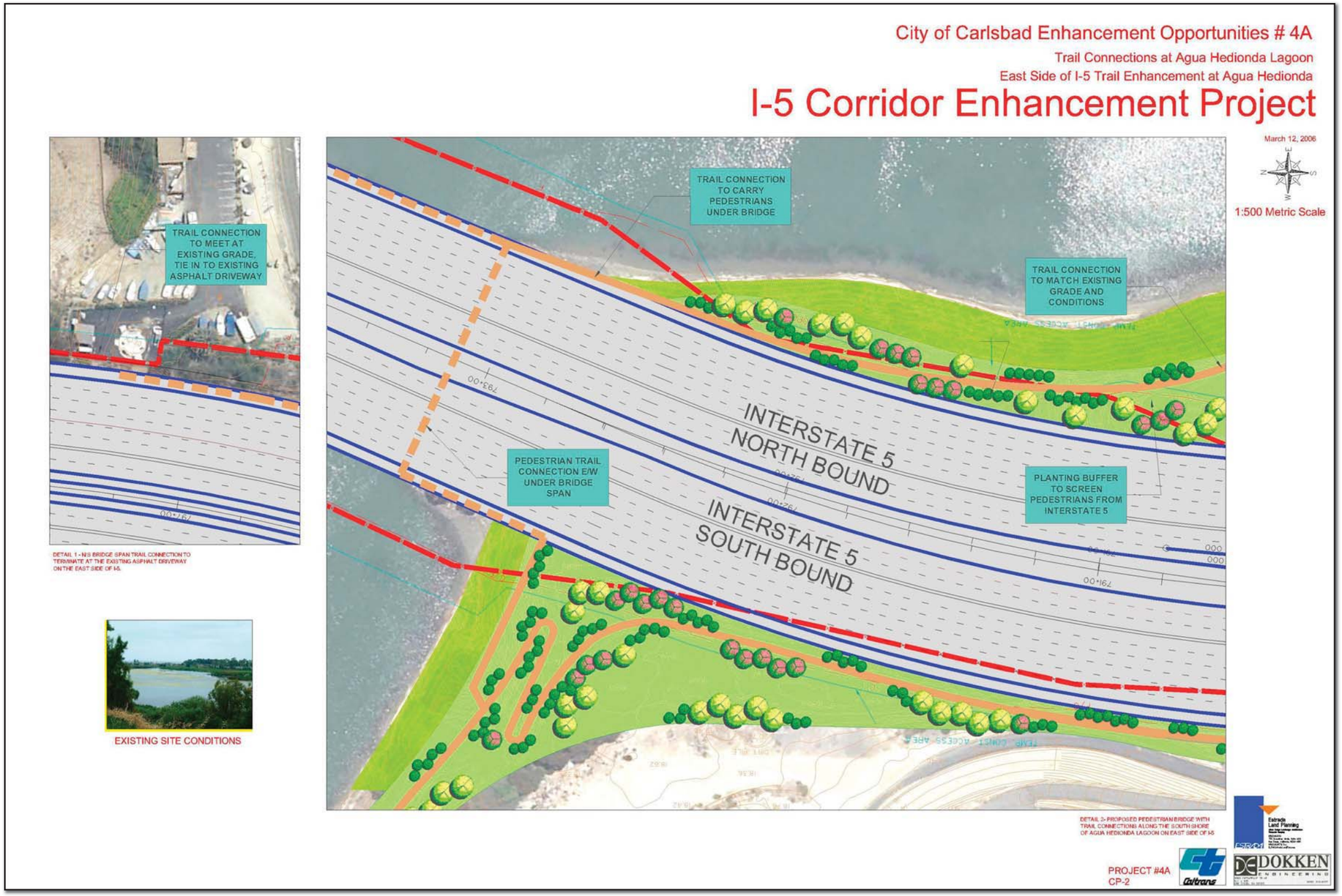


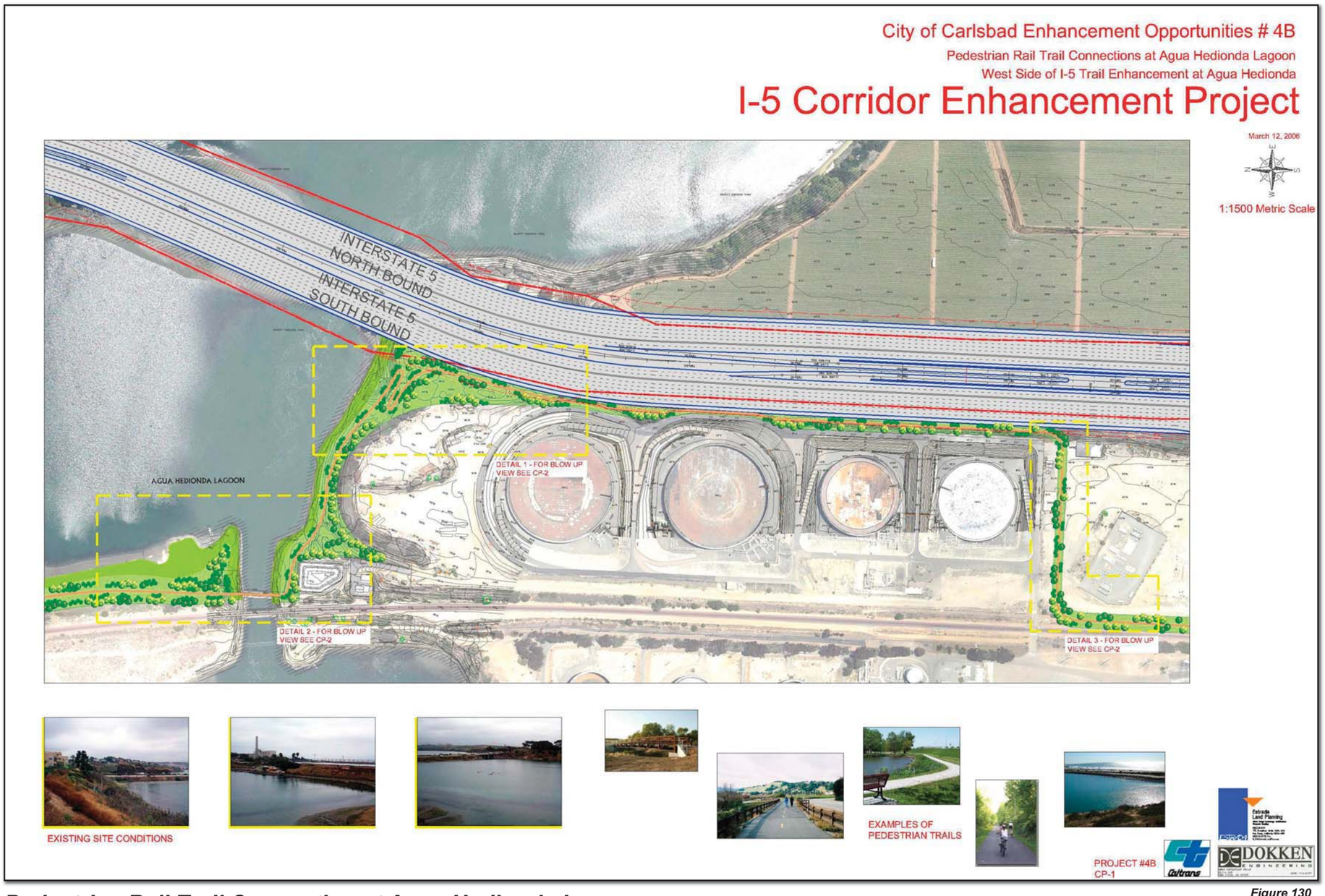
Figure 128

Trail Connections at Agua Hedionda Lagoon



Trail Connections at Agua Hedionda Lagoon

Figure 129



Pedestrian Rail Trail Connection at Agua Hedionda Lagoon

Figure 130

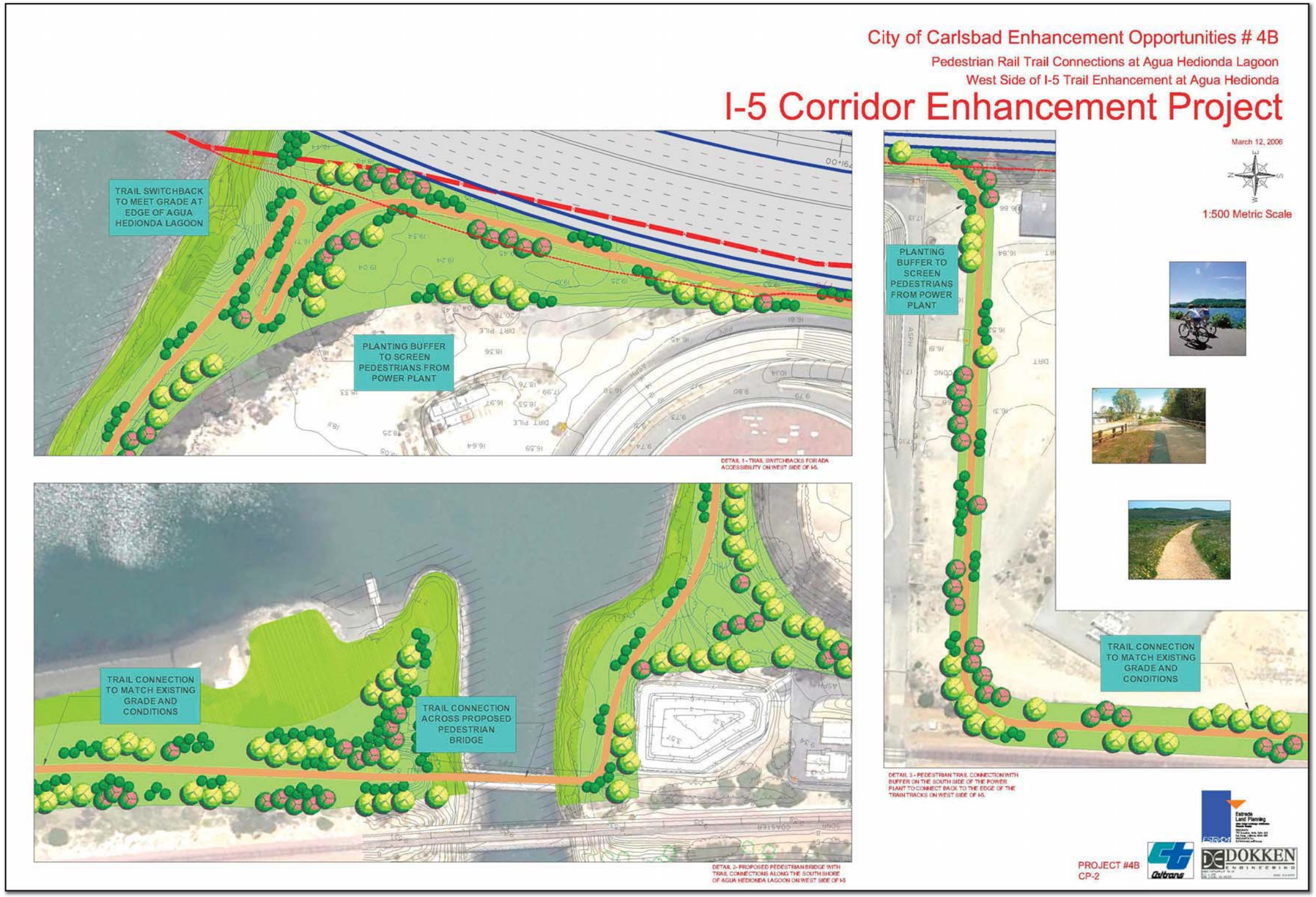


Figure 131

Pedestrian Rail Trail Connection at Agua Hedionda Lagoon

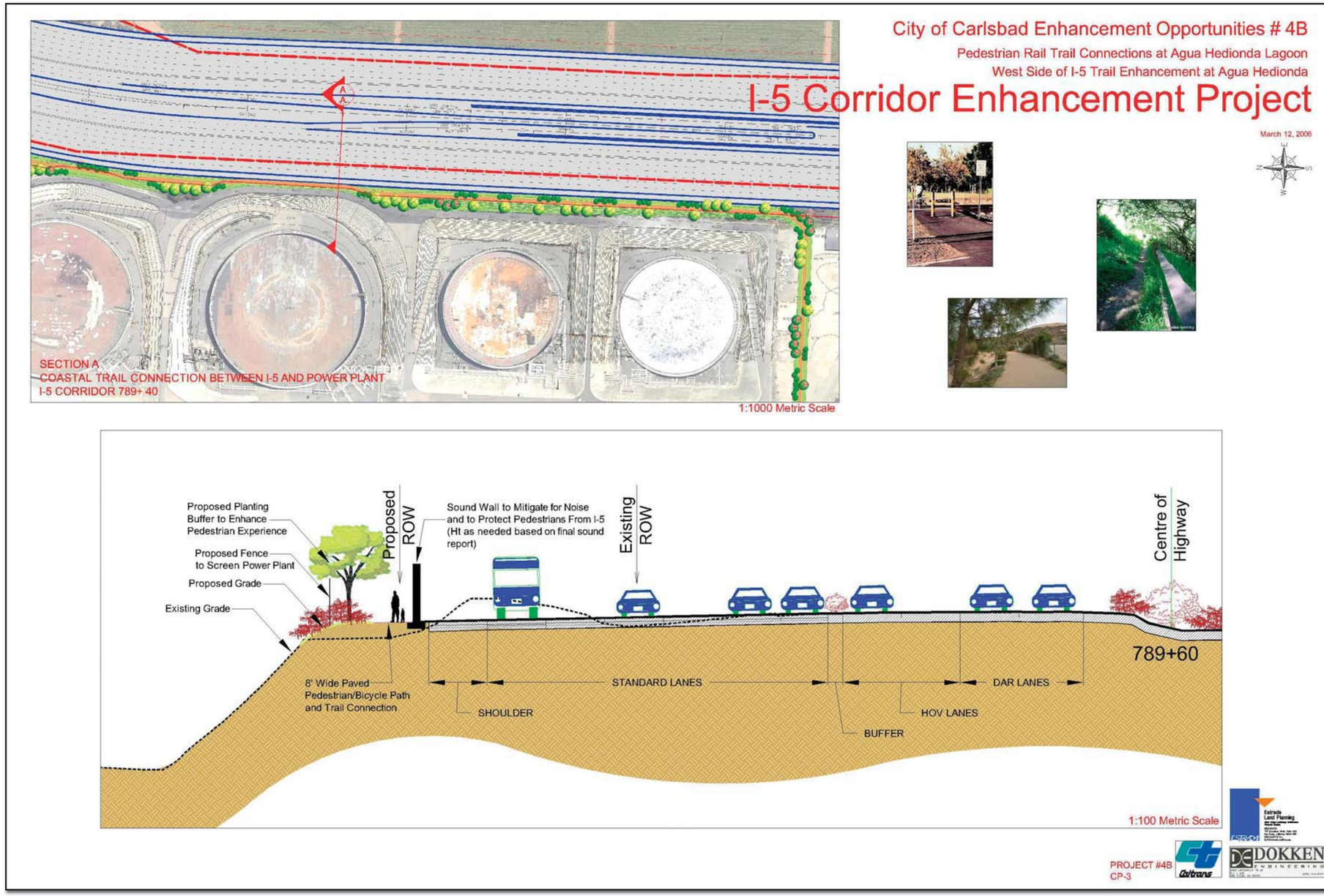


Figure 132

Pedestrian Rail Trail Connection at Agua Hedionda Lagoon

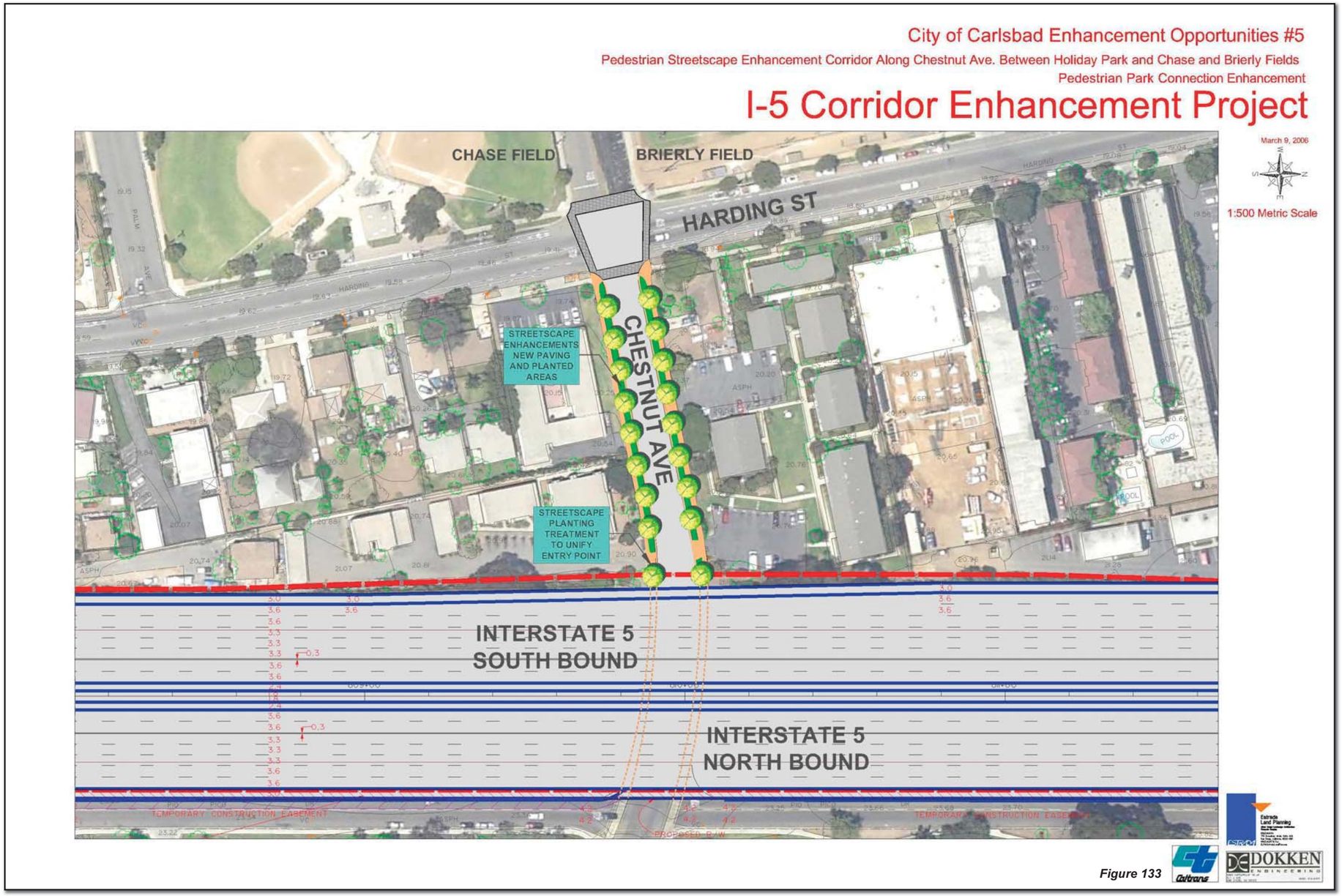


Figure 133

Pedestrian Streetscape Enhancement Corridor Along Chestnut Ave. Between Holiday Park and Chase and Brierly Fields

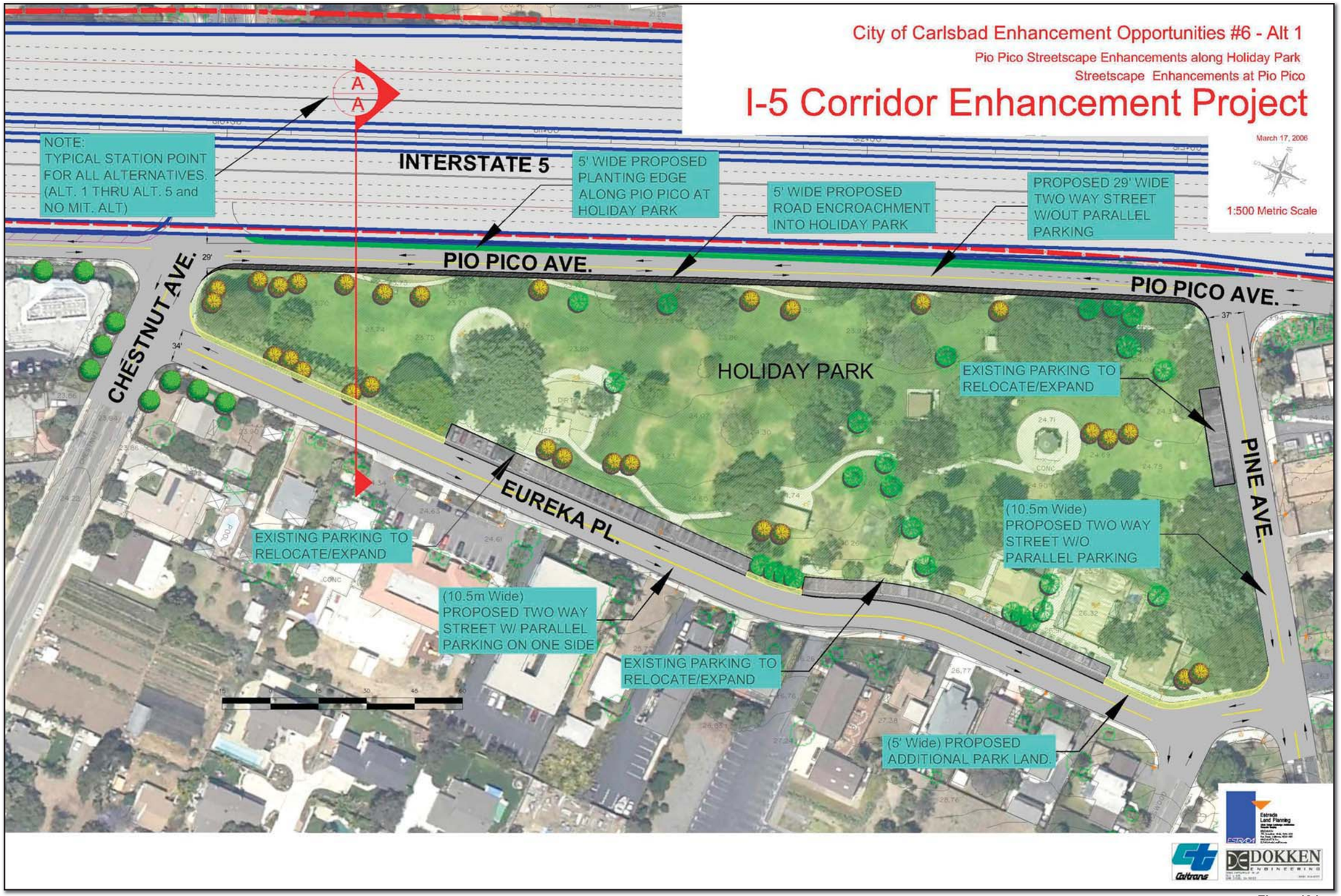
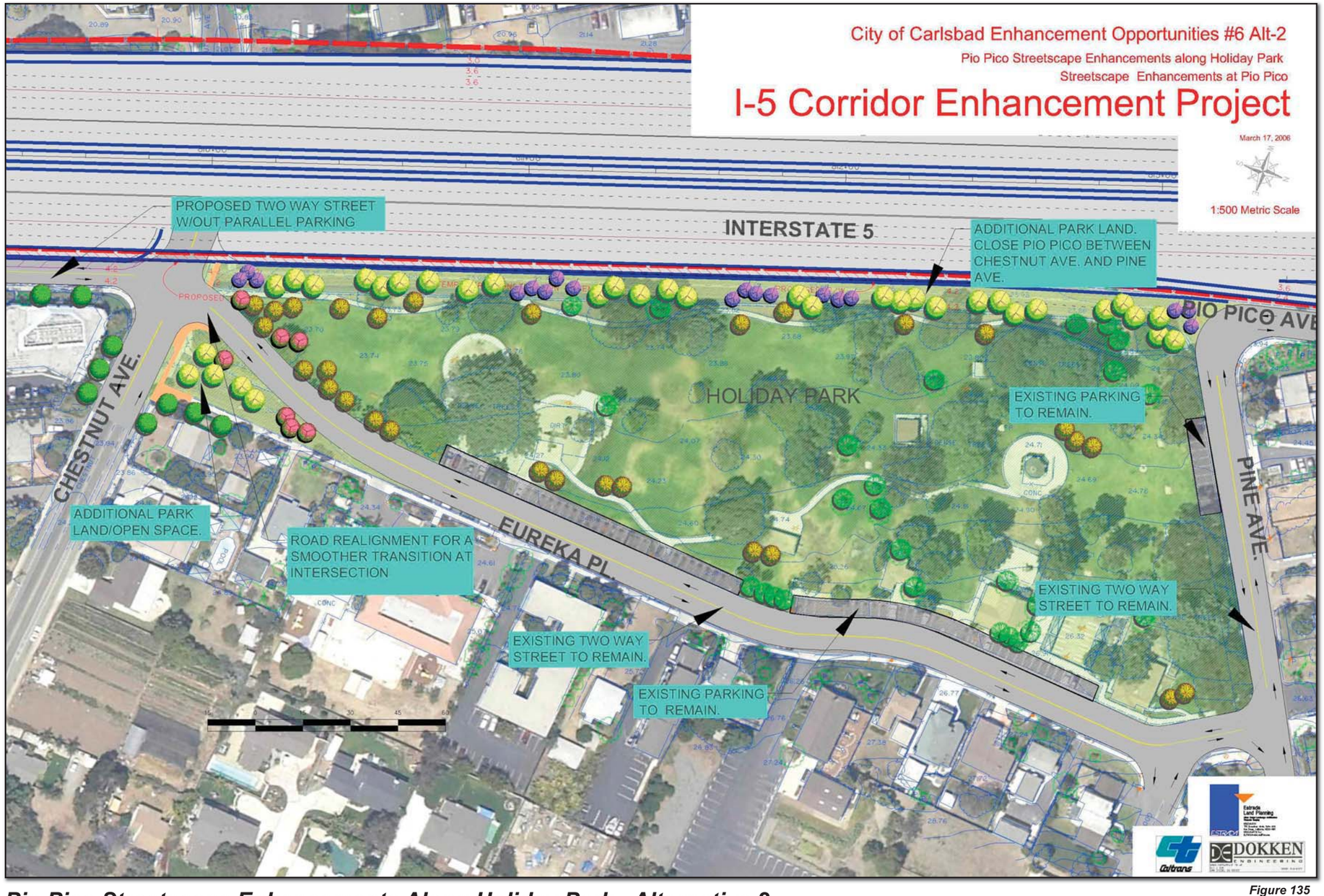


Figure 134

Pio Pico Streetscape Enhancements Along Holiday Park - Alternative 1



Pio Pico Streetscape Enhancements Along Holiday Park - Alternative 2

Figure 135

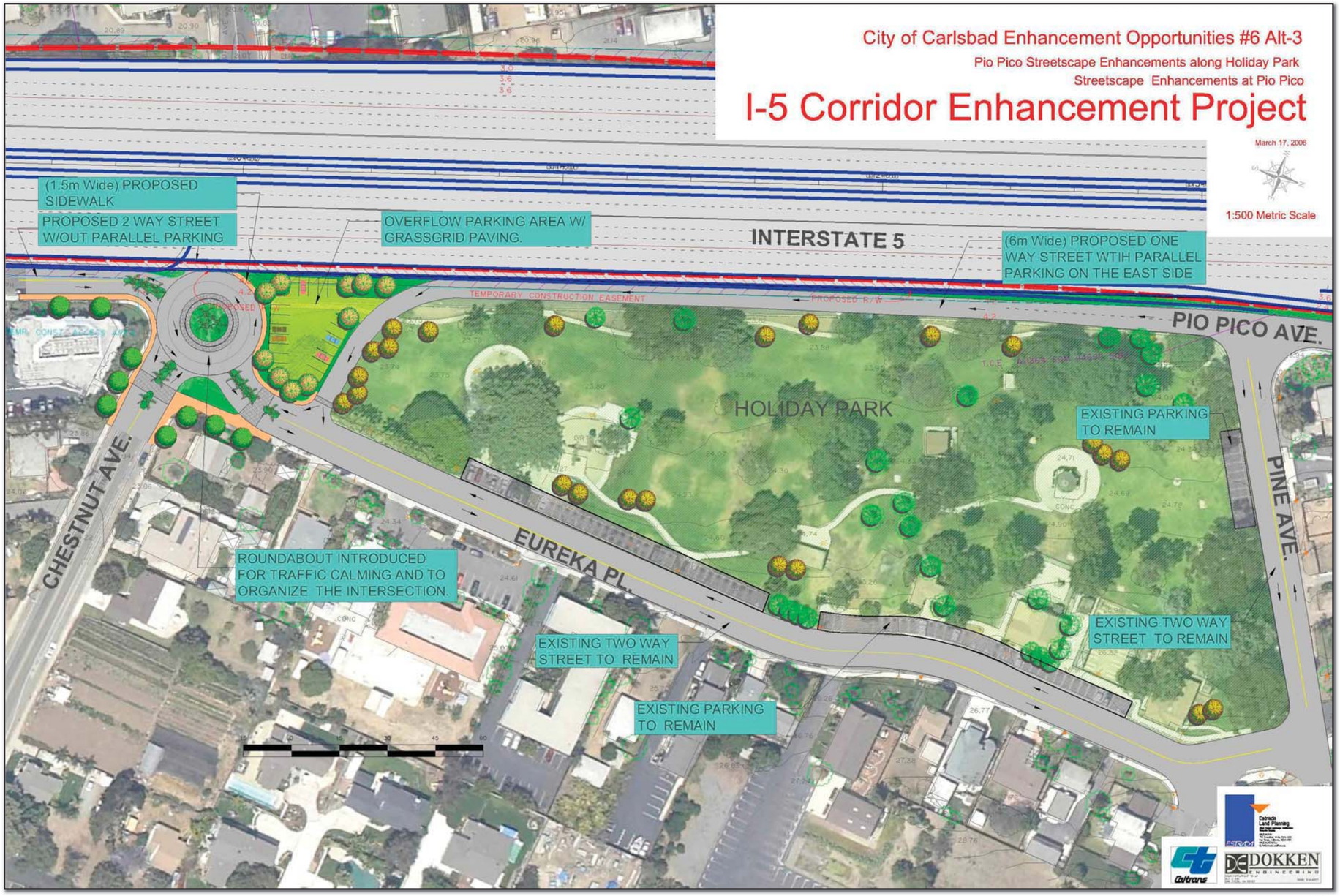
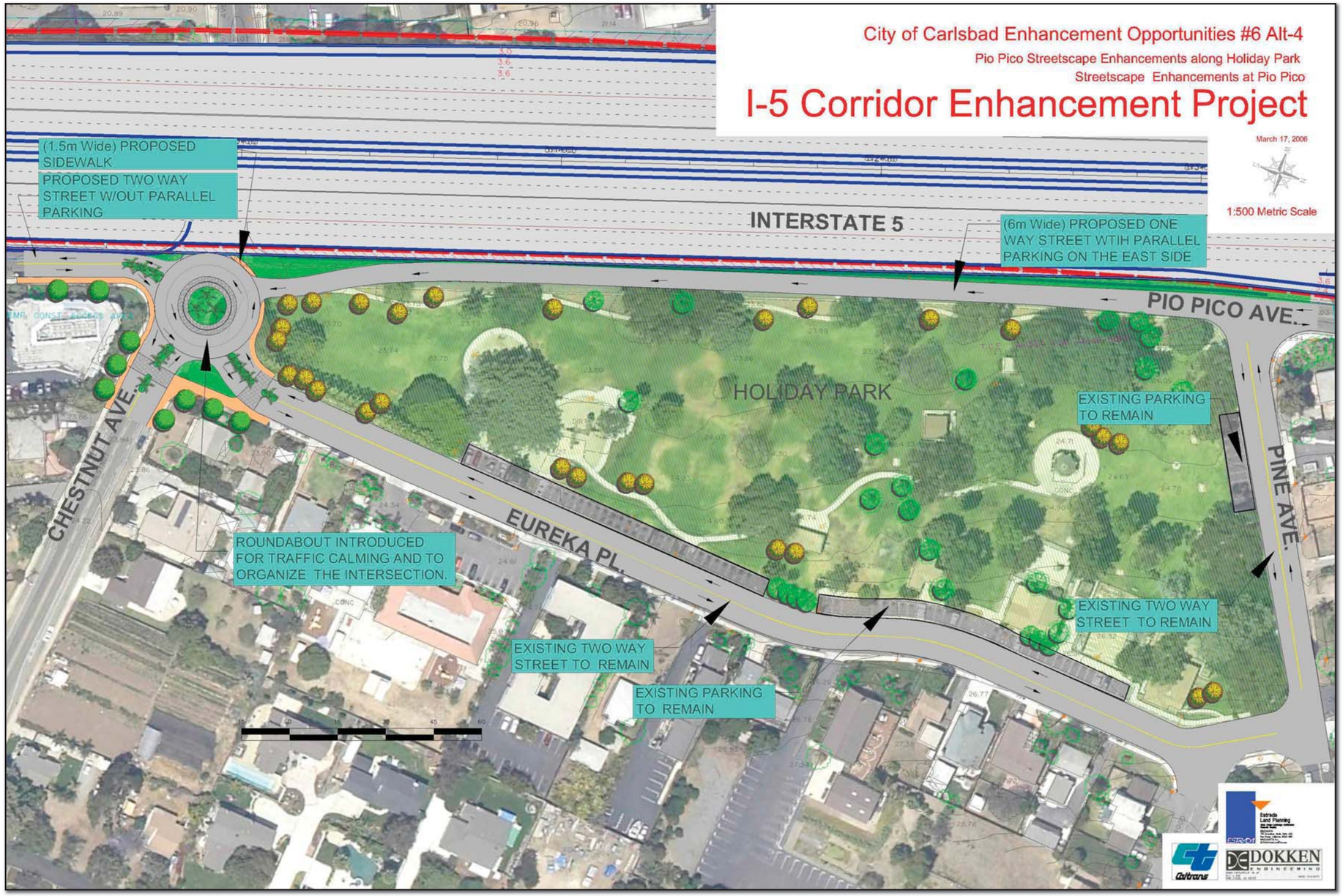


Figure 136

Pio Pico Streetscape Enhancements Along Holiday Park - Alternative 3



Pio Pico Streetscape Enhancements Along Holiday Park - Alternative 4

Figure 137

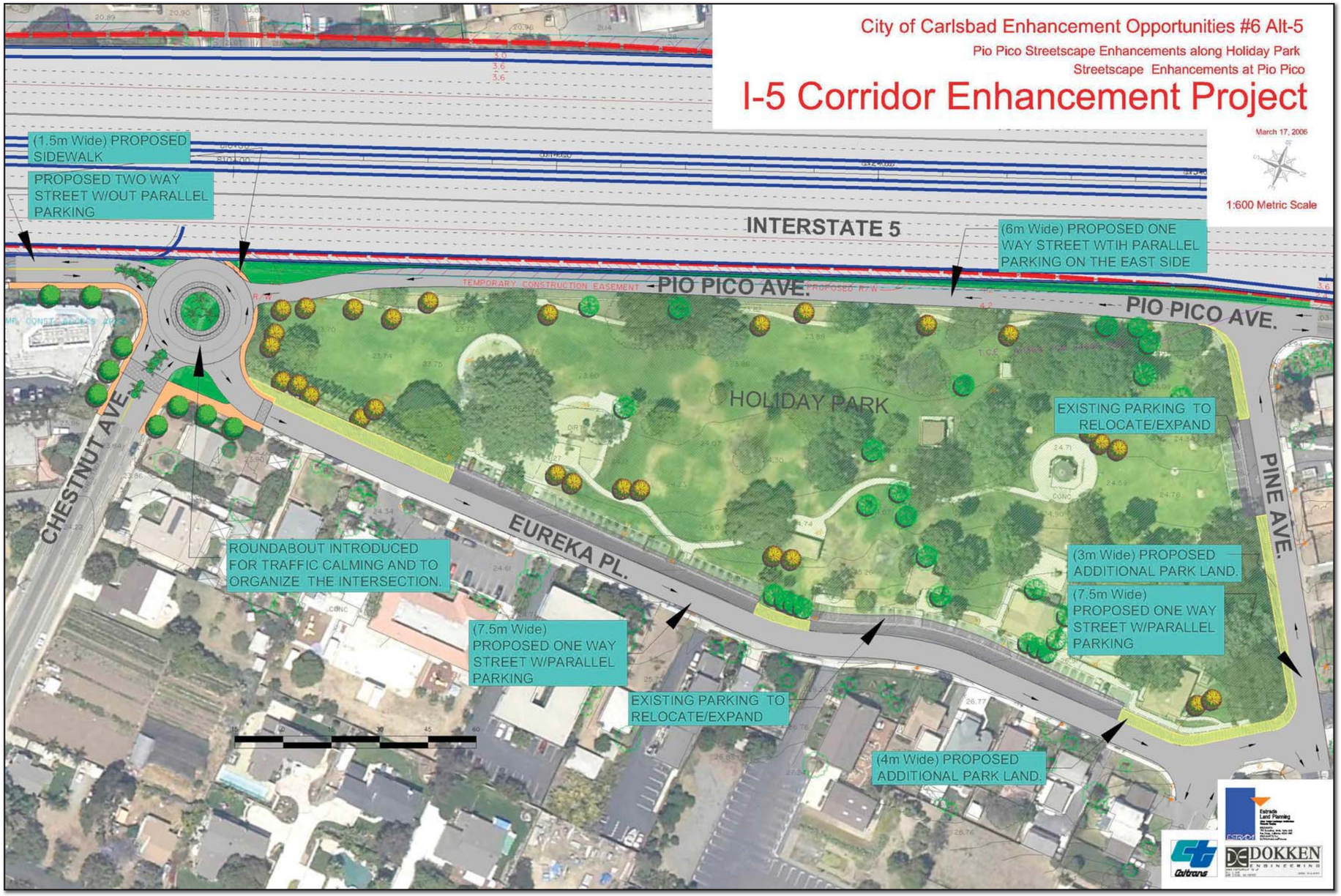


Figure 138

Pio Pico Streetscape Enhancements Along Holiday Park - Alternative 5

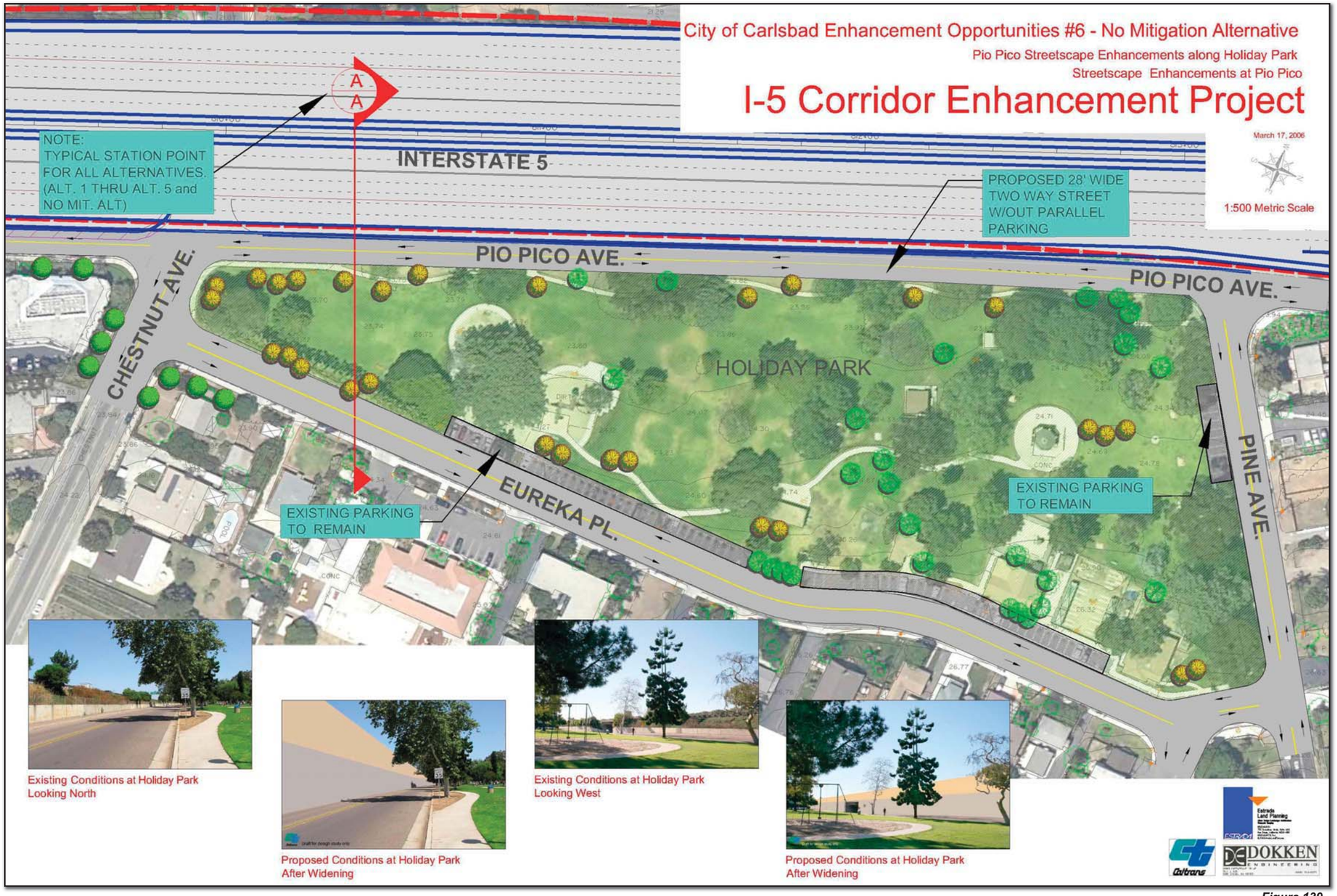


Figure 139

Pio Pico Streetscape Enhancements Along Holiday Park

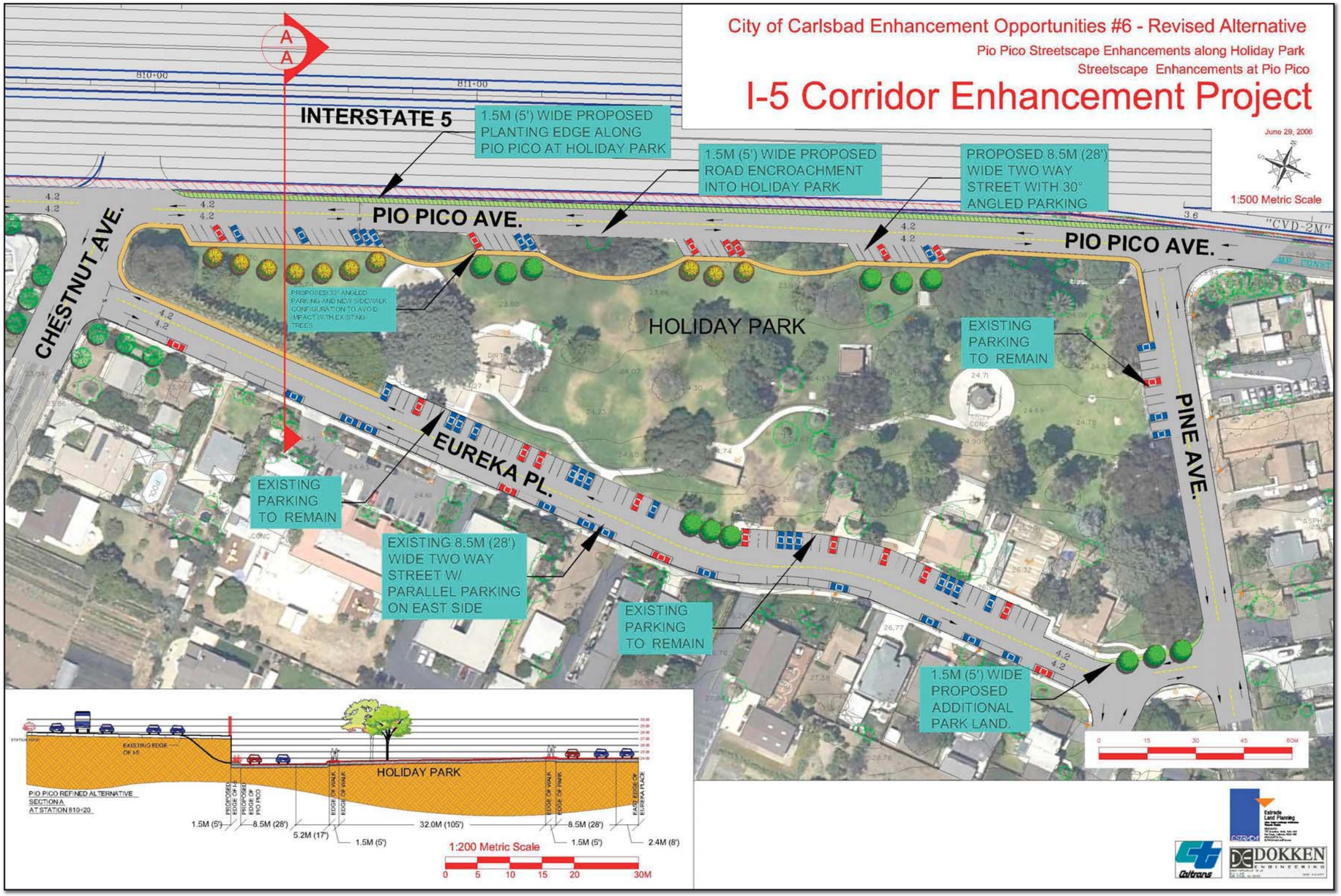


Figure 140

Pio Pico Streetscape Enhancements Along Holiday Park

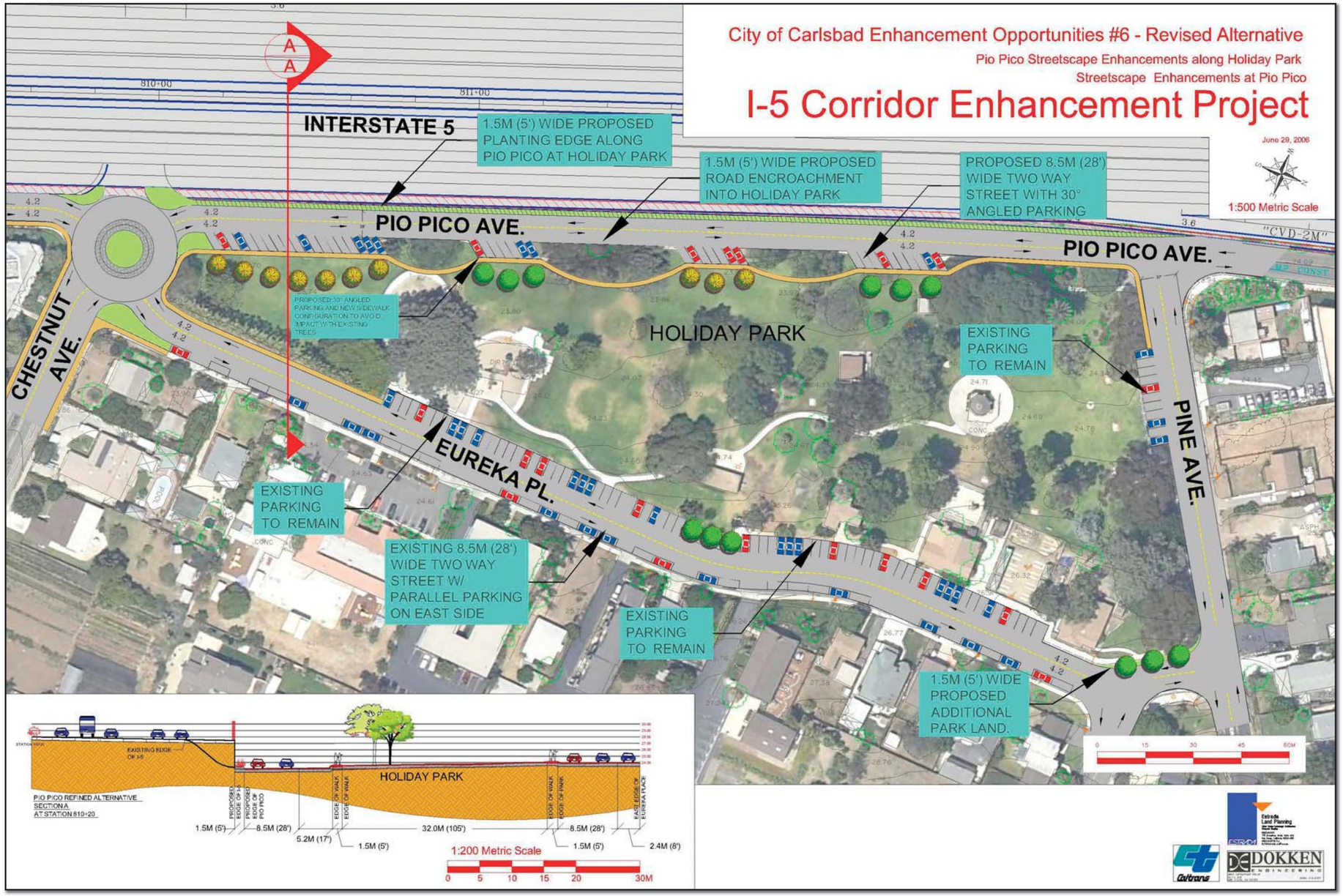


Figure 141

Pio Pico Streetscape Enhancements Along Holiday Park

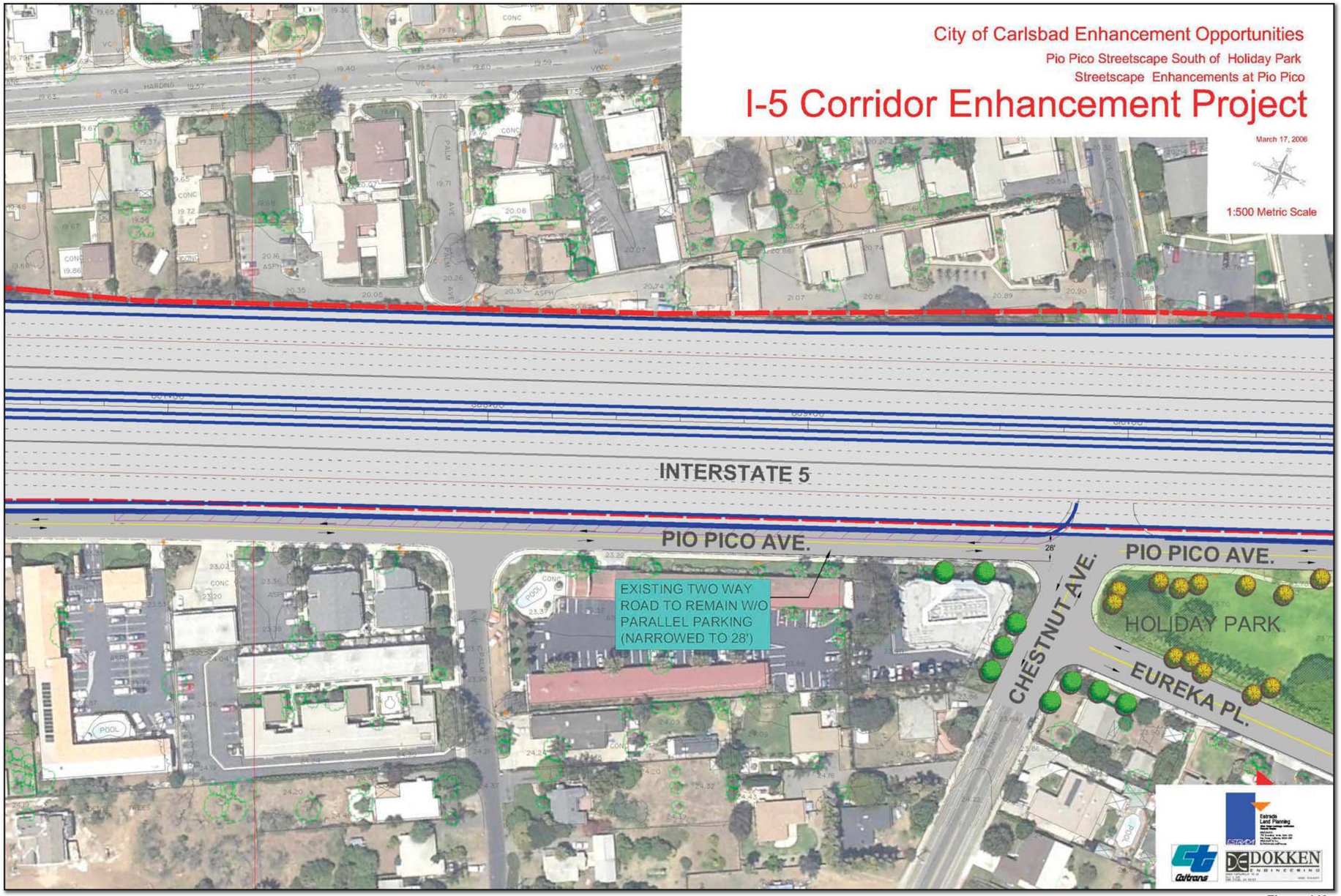


Figure 142

Pio Pico Streetscape Enhancements South of Holiday Park

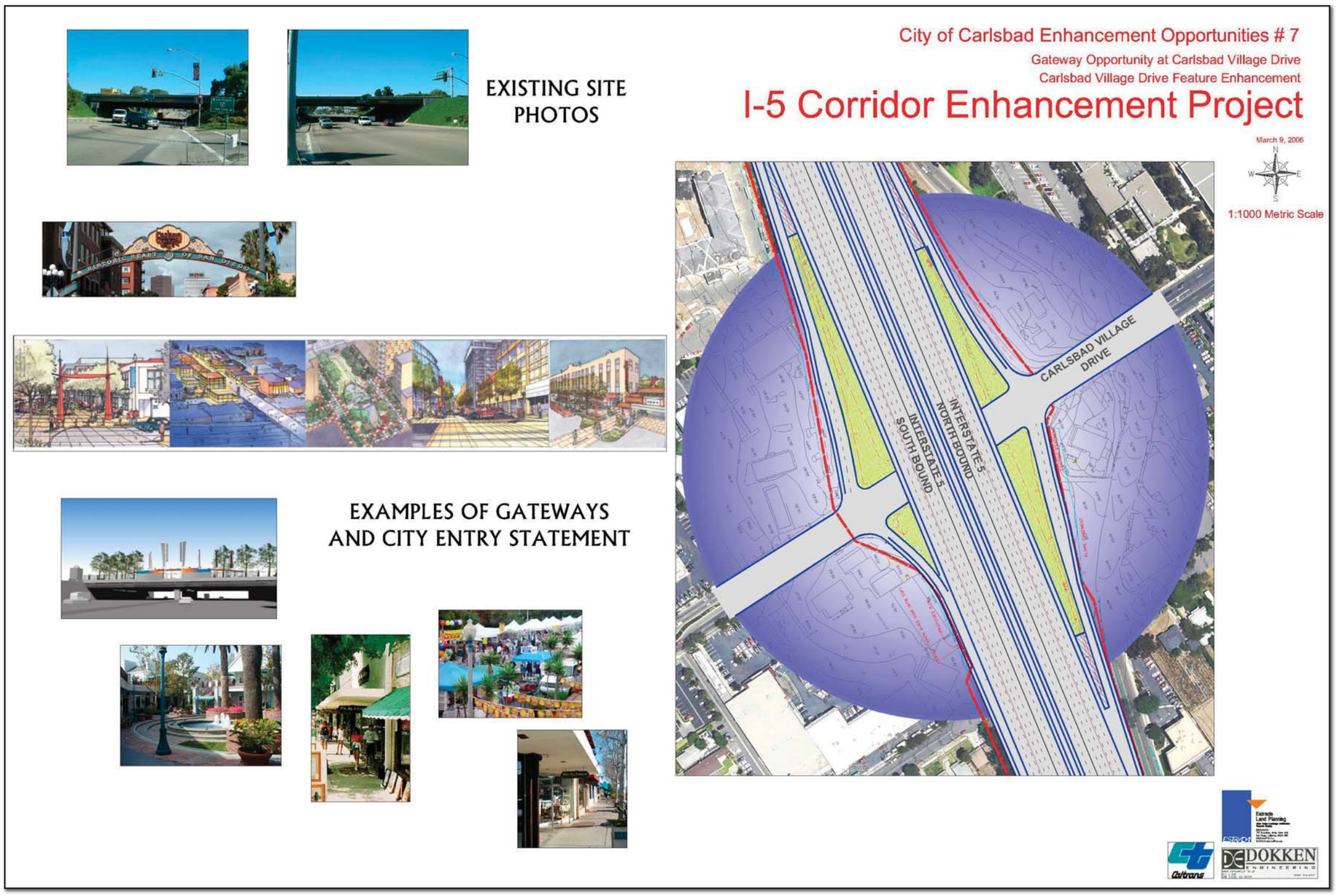


Figure 143

Gateway Opportunity at Carlsbad Village Drive

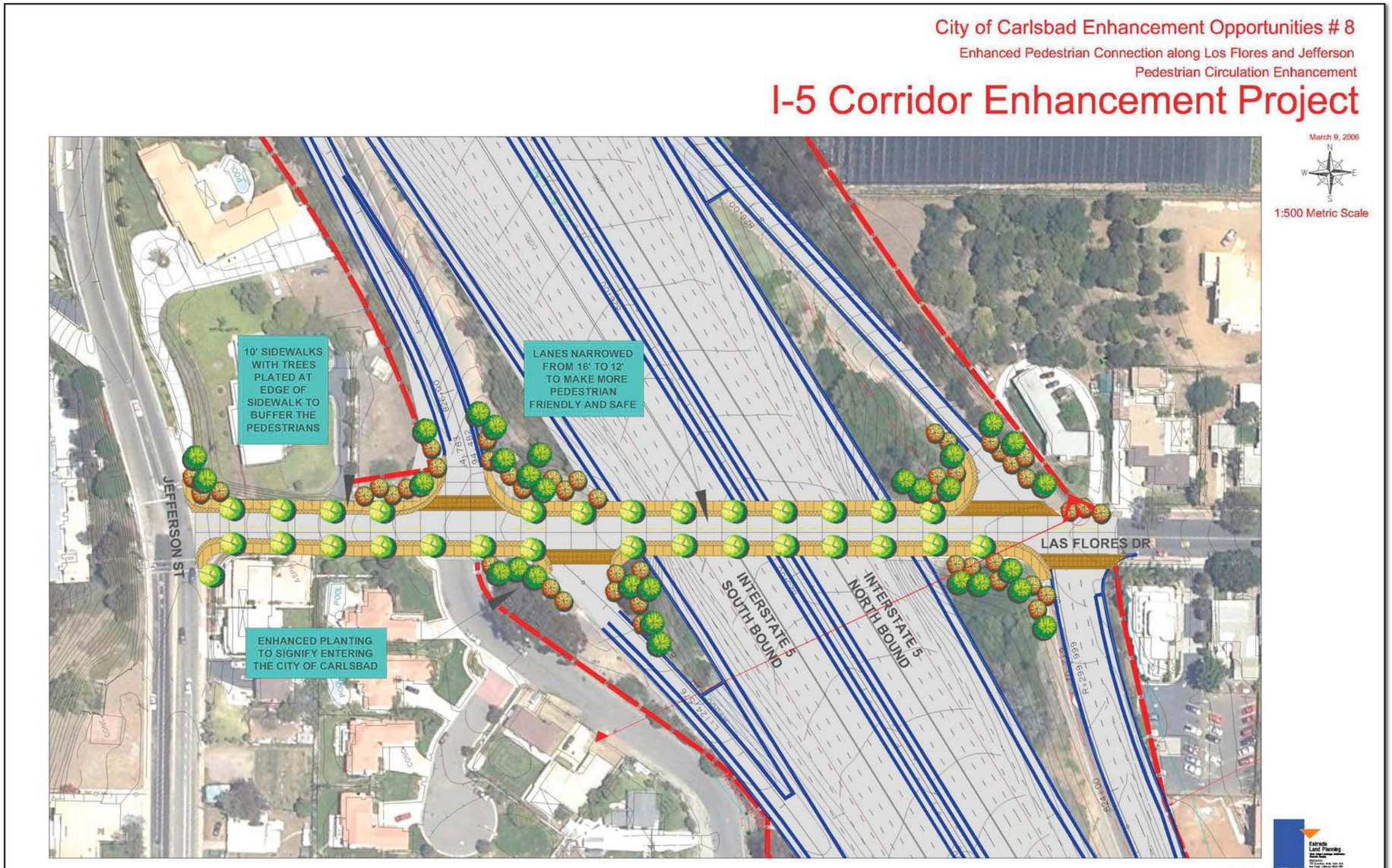
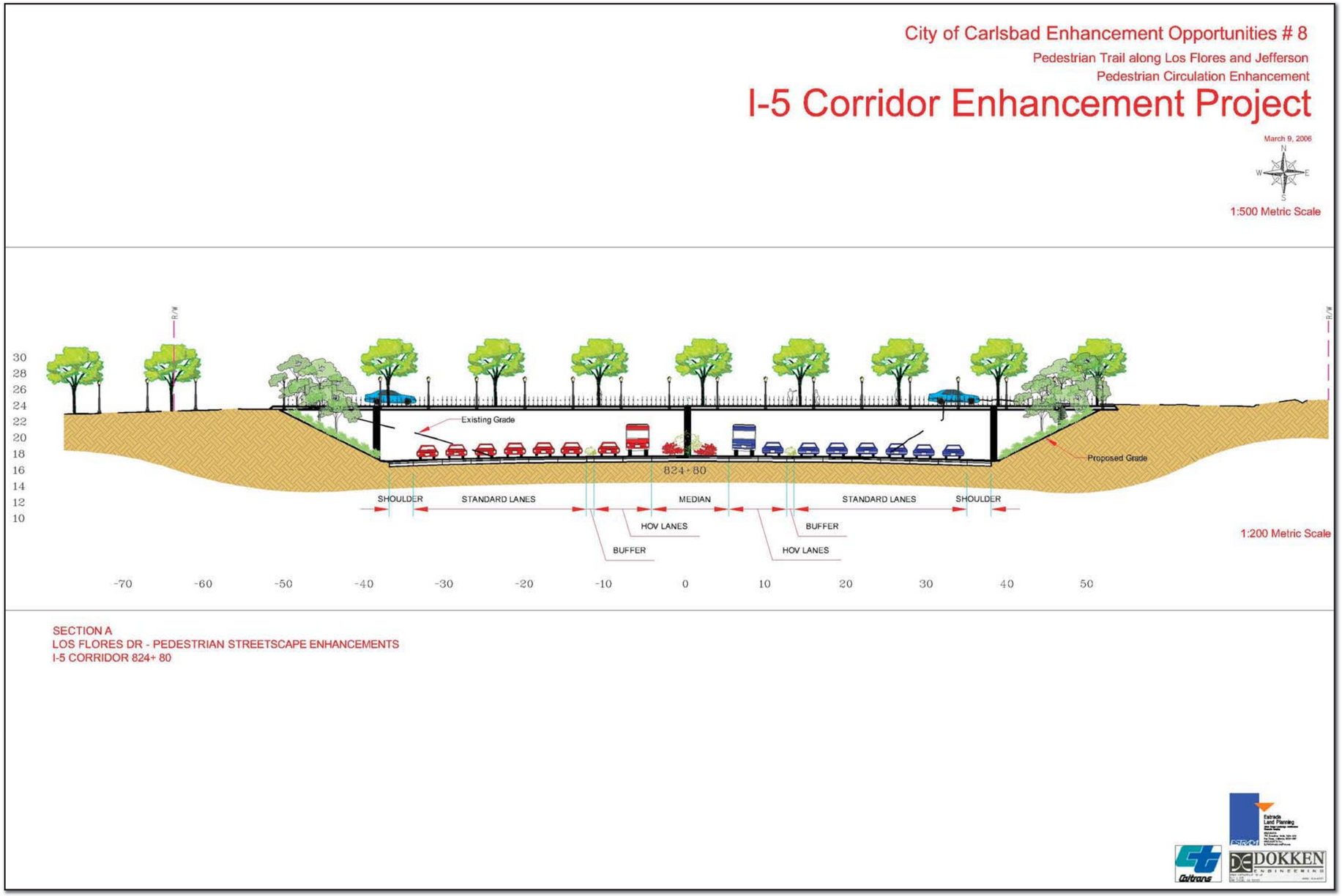


Figure 144

Enhanced Pedestrian Connection along Las Flores and Jefferson



Enhanced Pedestrian Connection along Las Flores and Jefferson

Figure 145

Public Input: Meeting Notes

SUMMARY OF PUBLIC MEETINGS WITH THE CITY OF CARLSBAD

The two public meetings for the I-5 Enhancement Projects were held on May 2, 2006 from 1-3pm and 5-8pm at the Faraday Building in the City of Carlsbad. Approximately 40 people passed though the room during the two time slots in order to see the enhancement projects, view the proposed footprint of the freeway, ask questions and voice their concerns.

The community meeting was set up accordingly: When the community came in they were greeted and given instructions on how to proceed. They were asked to sign in and take comment sheets to fill out with their input. Members of the community were then given 3 green dots and 3 red dots to be placed on the matrices after they viewed all of the projects. These colored dots represented a vote for or against a proposed project. The green indicated the enhancement projects they preferred the most and red was for the ones they preferred the least.

Visitors were then prompted to the running PowerPoint approximately 15 minutes long in which they got a brief overview of the 8 projects, the process of Ops and Cons, and how their opinions and choices would lead to a better freeway through their city. Following the PowerPoint, community members could view the enhancement projects in greater detail at the stations set up around the room. Representatives from ELP were present at the project stations in order to answer questions and clarify the projects. Caltrans staff members were available to answer more specific questions concerning the widening. After all questions were answered, the comment sheets were filled out regarding each project while the matrices filed up with green and red dots reflecting the communities opinions regarding the 8 proposed projects.

There were a number of community members from the neighborhood of Pio Pico and Holiday Park present at the public meeting. As such, the affects of the widening and the possible mitigation alternatives for Pio Pico (Project #6) were of a primary interest at both community meetings. Other particular concerns that were mentioned verbally by the public at the meeting include the safety of pedestrians and cyclists crossing the highway at major intersections, the possible affects of the highway widening on residential areas adjacent to the highway and the need to ensure that money available for enhancement projects is used in the most efficient manner. There were also comments made by members of the public about the possibility of enhancing Buena Vista Lagoon and of enhancing the northern border of Carlsbad at Jefferson St.

Most community members seemed to understand the concept of the eight top tier projects proposed. They took much time to fill out the comment cards and to deliberate over the projects that would best suit the goals and needs of their community.

Attached are the project response charts which rank how the community felt about the 8 projects. The summary will briefly go over the ranking of the projects and share the comments made by the participants in the public meeting.

COMMENTS COLLECTED AT CARLSBAD COMMUNITY MEETING TO DISCUSS I-5 OPS AND CONS PROJECTS – May 02, 2006

Project # 1 – Gateway for City of Carlsbad at La Costa Ave

Project # 2 – Park and Ride Enhancements at La Costa Ave

Project # 3A – Trail on East side of I-5 at Batiquitos Lagoon

Project # 3B – Trail on West side of I-5 at Batiquitos Lagoon

Project # 4A – Trail on East side of I-5 at Agua Hedionda Lagoon

Project # 4B – Trail on West side of I-5 at Agua Hedionda Lagoon

Project # 5 – Streetscape Enhancements on Chestnut Ave

Project # 6 – Pio Pico Streetscape Enhancements at Holiday Park

1-3PM

Note: Eureka Place cannot be made a main street of any kind because of the children's facilities in the park. Head Start Program, Playground, Boy Scout/Girl Scouts and Kruger House Preschool – with the increased traffic a child could get killed.

Add landscape strip along wall to break up massiveness of wall.

Alternative #6 – Keep Pio Pico as 2 way traffic – lose parking on Pio Pico. Keep Eureka Place the way it is. Add green buffer between Pio Pico and sound wall (freeway). No roundabout at Chestnut and Pio Pico and Eureka, there is too much traffic backup from school traffic 3 times per day (a roundabout will not work). Add speed bumps on Eureka Place.

2 Way Pio Pico – no parking on Pio Pico by park. Add green buffer from street to sound wall approx 10' This could be trees and bouganvillia. Add speed bumps on Eureka – No roundabout on Eureka, Pio Pico and Chestnut. Stop signs at North bound Pio Pico at Pine and Pio Pico.

I support:

1) two way traffic on Pio Pico
2) a 10' green belt along the sound wall
3) reduction of the western edge of Holiday Park to allow for #1 and 2 (above)
4) a roundabout at the corner of Chestnut and Pio Pico
5) Speed bumps on Eureka
6) Stop signs at Pio Pico and Pine Ave (stopping South and North bound traffic)

5-8PM

Concern about the height of the sound wall and freeway encroaching on the park. Parking is already a premium at the park and a lot of the proposals eliminate parking. Roundabout at Chestnut and Pio Pico is not favorable. More engineering is requested to address these concerns.

Add decoration to wall to discourage graffiti. Add greenbelt next to freeway. Need Sound Wall!!

No parallel parking on Pio Pico anywhere! Add climbing plants along noise/freeway wall to detract graffiti

I believe that all the proposed projects seriously underestimate the need for adequate parking. The park visitors will find parking within the neighborhood side streets. Please consider dedicating more of the park land for parking. (#3 expanded)

Pio Pico South of Chestnut – Consider eliminating the sidewalk on the west side of Pio Pico to gain additional roadway width! Ultimately I would like to see parallel parking restored to Pio Pico south of Chestnut Ave. The businesses need it to survive. I would endorse a one way if parallel parking remained.

Additional parking on the west side of the park along with the retention of 2-way street using "stall" configuration. NO parallel parking along Pio Pico from Carlsbad Village Drive to Tamarack.

Take additional land from Holiday Park for park parking. No Parallel parking on Pio Pico.

Along sound wall – plant greenery in front. Looks like a prison wall now at 12'-20'.

Project # 7 – Gateway at Carlsbad Village Drive

5-8PM

Make Las Flores another gateway project – it is the northern gateway to Carlsbad.

Project # 8 – Streetscape Enhancements on Las Flores

General Comments:

5-8PM

I am also concerned with where Caltrans plans to set up their "base" while implementing their roadway widening project (machinery etc)

I-5 at Cannon Road HOV access ramps – concern about impact on strawberry field for northbound HOV on-ramp. None of the Direct Access Ramps (DAR) look favorable. More engineering is requested to minimize the impact of the environment, increase efficiency and safety.

When Caltrans gets its back log ie: "76" completed to I-15 and no other back logs have developed then resources can be expended on trails, interpretive centers etc. If SANDAG wants such info let them take the action/heat etc.

PROJECT	Carlsbad Opportunities MOST APPROPRIATE
1) Gateway for City of Carlsbad at La Costa	
2) Park and Ride Enhancements at La Costa Ave.	* *
3A) Trail on East side of I-5 at Batiquitos Lagoon	* * *
3B) Trail on West side of I-5 at Batiquitos Lagoon	* * * * *
4A) Trail on East side of I-5 at Agua Hedionda Lagoon	* * * * * * * * * *
4B) Trail on West side of I-5 at Agua Hedionda Lagoon	* * * * * * * * * * * *
5) Streetscape Enhancements on Chestnut Ave	* * * * * * * * * * * * *
6) Pio Pico Streetscape Enhancements at Holiday Park (vote here for overall project appropriateness)	* * * * * * * * * * * * * * * * * *
7) Gateway at Carlsbad Village Drive	* * * * * * * * * *
8) Streetscape Enhancements on Los Flores	* * * * * *

Table 7

Results of the Project Vote Held at the Carlsbad Community Meeting

PROJECT	Carlsbad Opportunities LEAST APPROPRIATE
1) Gateway for City of Carlsbad at La Costa	
2) Park and Ride Enhancements at La Costa Ave.	* * *
3A) Trail on East side of I-5 at Batiquitos Lagoon	
3B) Trail on West side of I-5 at Batiquitos Lagoon	
4A) Trail on East side of I-5 at Agua Hedionda Lagoon	
4B) Trail on West side of I-5 at Agua Hedionda Lagoon	
5) Streetscape Enhancements on Chestnut Ave	* * * * * * * * *
6) Pio Pico Streetscape Enhancements at Holiday Park (Vote Here For Overall Project Innapropriateness)	* * *
7) Gateway at Carlsbad Village Drive	* * *
8) Streetscape Enhancements on Los Flores	* * *

Table 8

Results of the Project Vote Held at the Carlsbad Community Meeting

ALTERNATIVE #	Carlsbad Opportunities at PIO PICO MOST APPROPRIATE
1)	* * * * * * * * * * * *
2)	* * * * * *
3)	* * * *
4)	* * * *
5)	* * *
No Mitigation Alternative	* * * * * * * * * * * *

6.1.7 Conclusions

A number of synergy projects have been recommended for the City of Carlsbad. These projects are primarily trail connections allowing for improved access to the natural lagoon areas, and better continuity of existing trail systems through the city. Improvements to connectivity across the freeway are also recommended for the I-5 corridor through the City of Carlsbad.

Table 11 depicts the ranking of each project in the City based on our community meetings. A preliminary cost estimate is also included in the table based on conditions at the time of the writing of this report. Cost may vary in the future due to market fluctuations.

More information about the final synergy projects recommended for Carlsbad can be found in the I-5 North Coast Community Enhancement Plan.

The following table lists potential synergy projects. The project names and numbers may be different than the final projects and project numbers listed in the I-5 North Coast Community Enhancement Plan.

Several options were considered for Holiday Park adjacent to Pio Pico Ave. However, FHWA Section 4 (F) directs that the Federal Government should avoid impacts to public park lands. It was decided to eliminate any projects that would impact Holiday Park.

PROJECT #	PROJECT	# Of GREEN DOTS (Most Appropriate)	# OF RED DOTS (Least Appropriate)	Net Scores for Projects	Change to Existing Caltrans ROW	Environmental Clearance	Construction Cost/ Complexity	City Staff of Encinitas Preference/Comments (to be filled out in meeting)
#1	Gateway for City of Carlsbad at La Costa			0			Synergy	
#2	Park and Ride Enhancements at La Costa Ave.	2	3	-1			$1,950,000.00/ Synergy	
#3a	Trail on East side of I-5 at Batiquitos Lagoon	3		3			$4,200,000.00/ Synergy	
#3b	Trail on West side of I-5 at Batiquitos Lagoon	5		5			Synergy	
#4a	Trail on East side of I-5 at Agua Hedionda Lagoon	9		9			$1,300,000.00/ Synergy	
#4b	Trail on West side of I-5 at Agua Hedionda Lagoon	11		11			$2,000,000.00/ Synergy	
#5	Streetscape Enhancements on Chestnut Ave	12	8	4			$430,000.00/ Synergy	
#6	Pio Pico Streetscape Enhancements at Holiday Park	17	3	14			$790,000.00/ Possible Mitigation	
#7	Gateway at Carlsbad Village Drive	9	3	6			$650,000.00/ To be Undertaken by City	
#8	Streetscape Enhancements on Los Flores	6	3	3			$1,100,000.00/ Synergy	
	ESTIMATED COST TOTAL						$12,420,000.00	

Table 11

Results of the Project Vote Held at the Carlsbad Community Meeting

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7.1 City of Oceanside

7.1.1 Overview

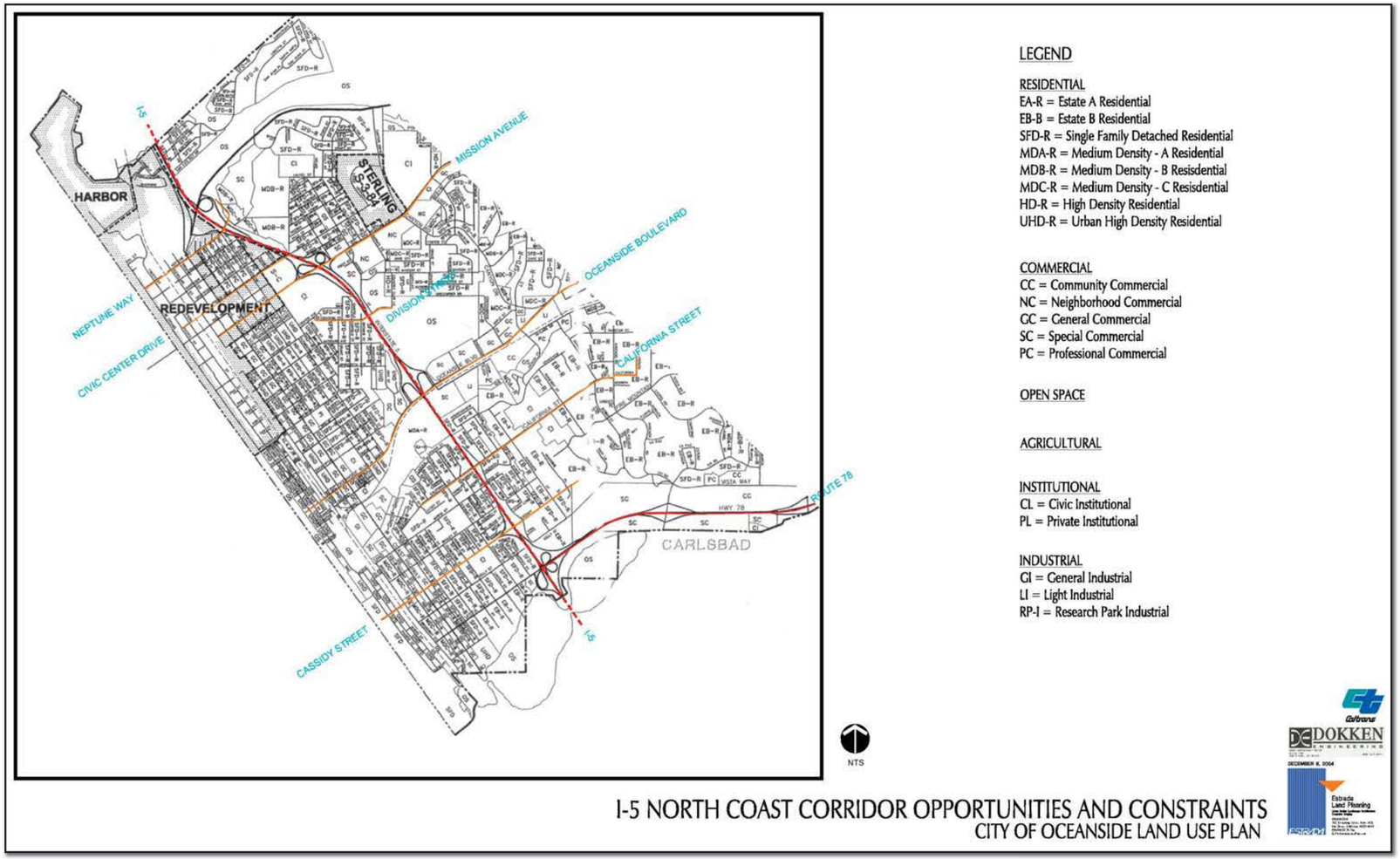
The City of Oceanside encompasses approximately 42 square miles of land, has a population of approximately 173,303 people and has 3.85 miles of I-5 freeway within its City limits.

7.1.2 Collecting Resource Materials

In the development of synergy projects for the City of Oceanside a number of documents and resources were consulted; these include:

- Land use maps for the City of Oceanside
- General Plan for the City of Oceanside
- Community/Neighborhood Plan for the City of Oceanside
- Local Coastal Plan for the City of Oceanside
- Circulation Plan for the City of Oceanside

See pages 157 - 158 for examples of the planning resources gathered for the City of Oceanside.



City of Oceanside Land Use Plan *Figure 146*

City of Carlsbad Zoning Map

Figure 147

7.1.3 Documenting the Visual Experience

Site photographs have been captured and compiled along the I-5 corridor through Oceanside. These images have been combined with base aerial images and used as reference materials for the development of synergy projects through the city. The following base image and corresponding photographs have helped in the process of synergy project development for the City of Oceanside.

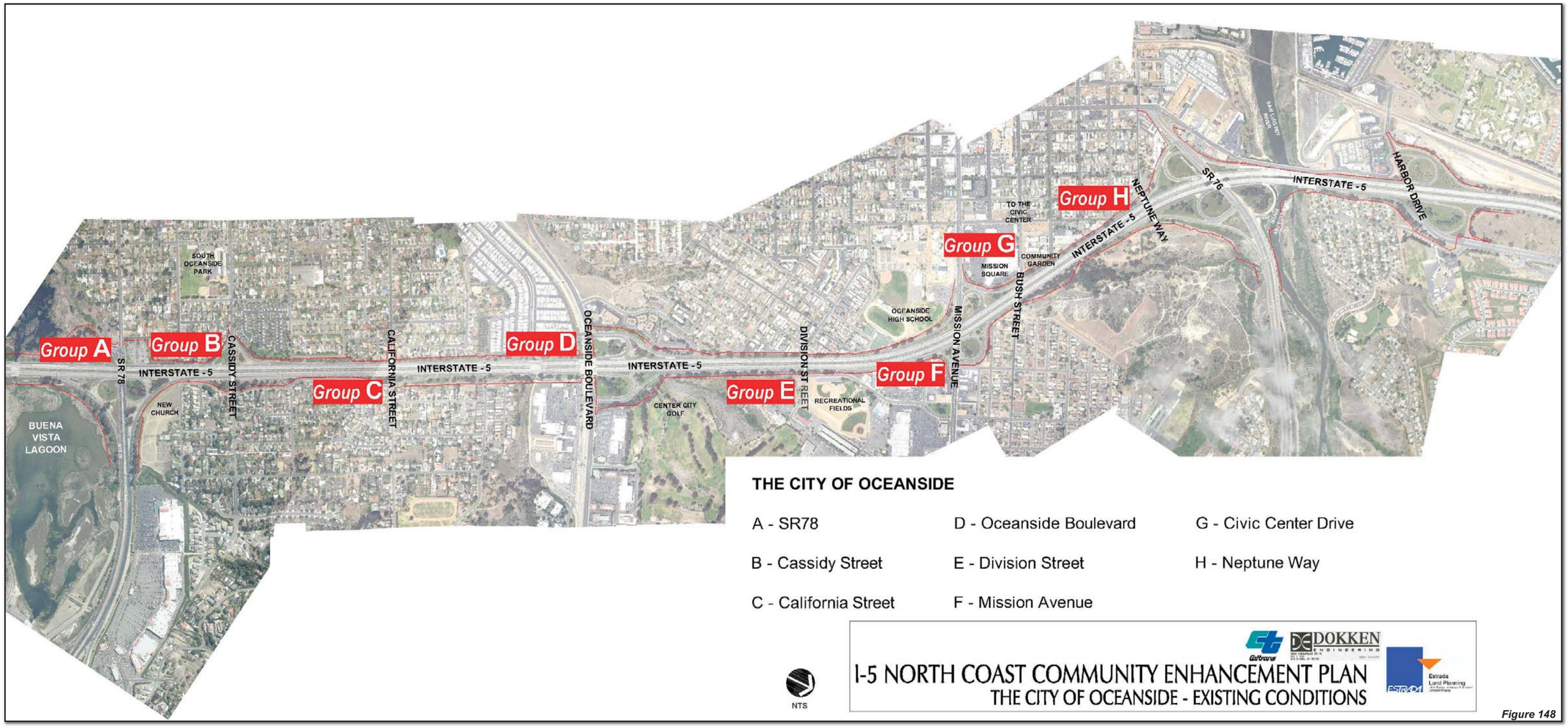


Figure 148

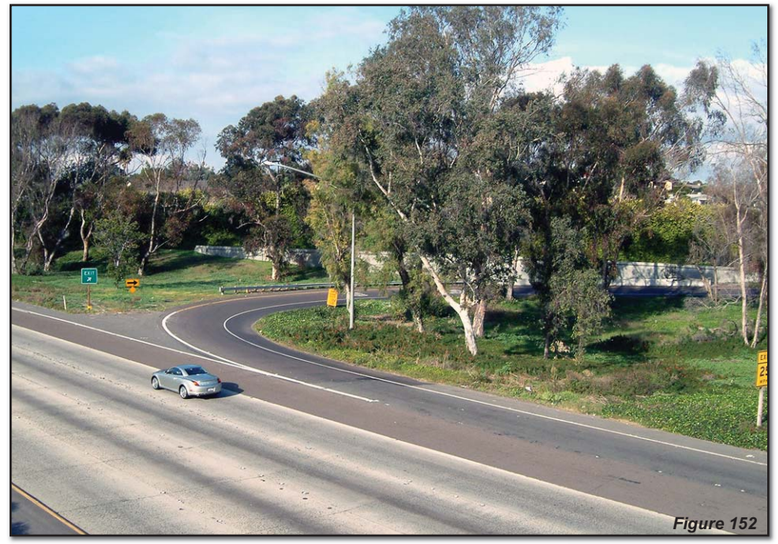
Base Aerial Image: Documenting the Visual Experience

Group A Photographs:

These images represent the existing conditions at the intersection of SR78 and I-5 in Oceanside. The freeway is characterized by medians planted with Oleander. Trees in the road shoulders are palms and eucalyptus.

• *View facing the Jefferson Street overpass to the south of SR78.*

• *Existing conditions of the freeway ramps connecting I-5 and SR78 just south of SR78.*



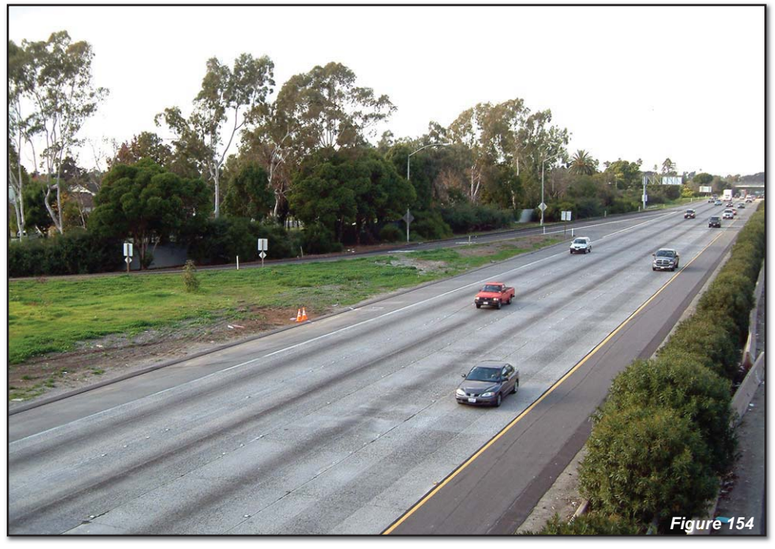
• *View of freeway ramps just north of the SR78 bridge.*

• *View facing the Cassidy Street overpass to the north of the SR78 bridge.*

• *Existing landscape conditions along I-5 north of SR78.*

Group B Photographs:

These images represent the existing conditions along the I-5 where Cassidy Street passes over the freeway.



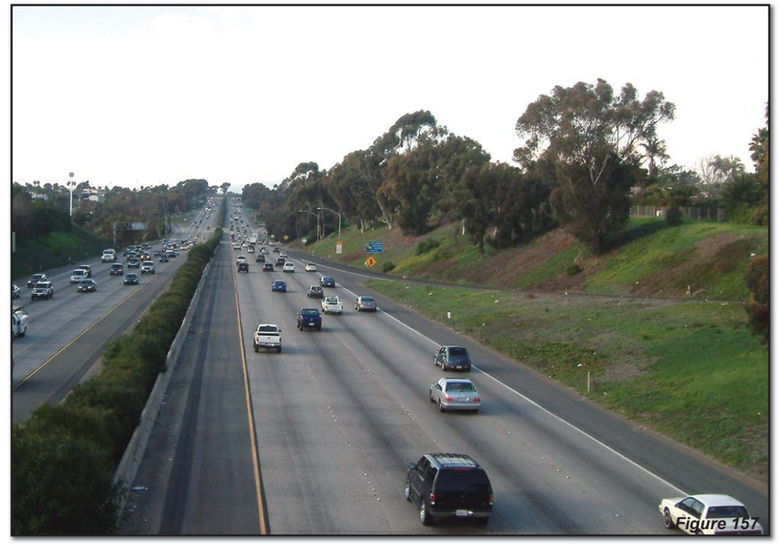
- *Existing conditions of the freeway edge conditions at the Cassidy Street ramps.*

- *View facing the California Street overpass to the north of Cassidy Street.*

- *View facing the bridge at SR78 to the south of Cassidy Street.*

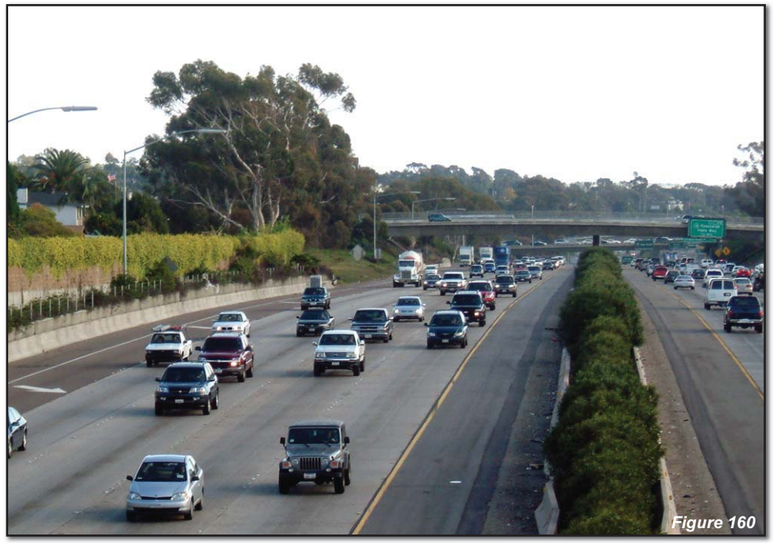
Group C Photographs:

The following photographs capture the existing conditions of the freeway corridor near California Street.

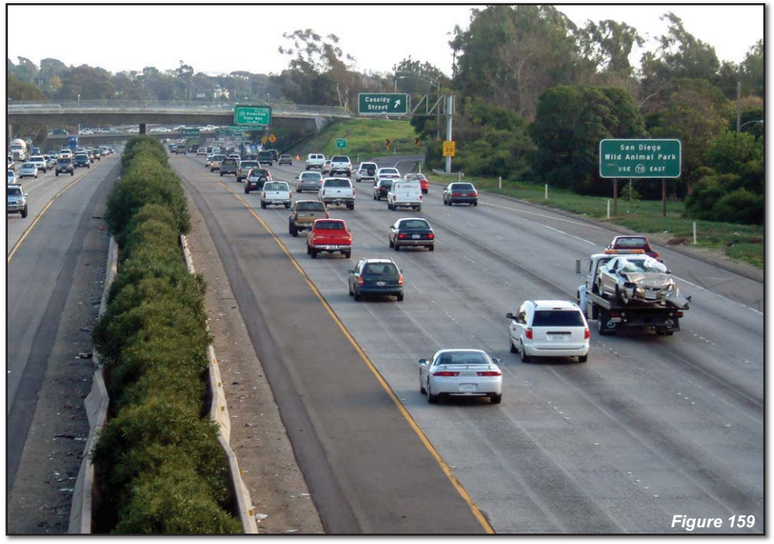


- *View from the California Street overpass facing north.*

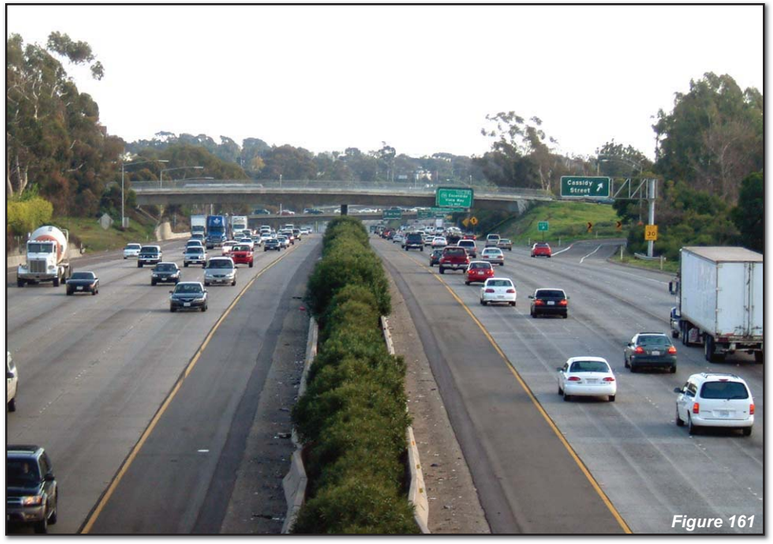
- *View from the California Street overpass facing south towards Cassidy Street.*



- *Close up view of road shoulder facing southeast from the California Street overpass.*



- *Close up view of road shoulders facing southwest from the California Street overpass.*

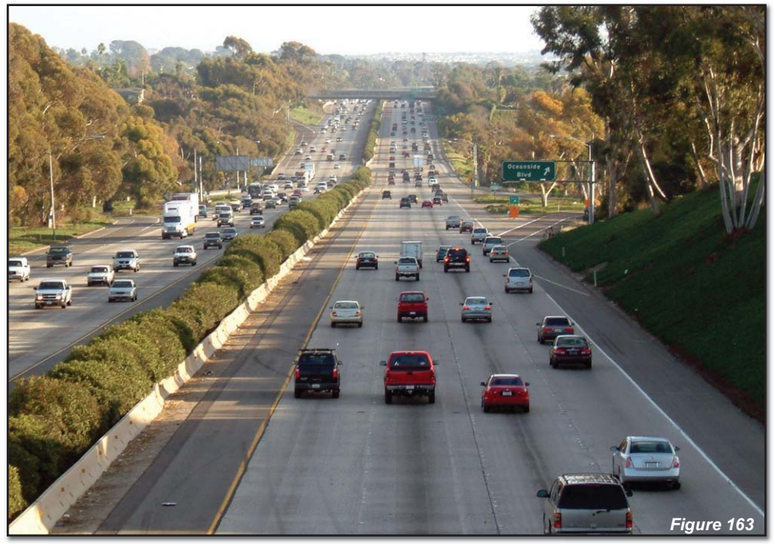


- *Close up view of freeway conditions facing south from the California Street overpass.*

Group D Photographs:

The following photographs capture the existing conditions of the freeway corridor near Oceanside Boulevard.

- *View of Oceanside Boulevard ramps facing south from the Division Street overpass.*



• *View facing south towards Oceanside Boulevard; the California Street overpass can be seen in the background.*

Group E Photographs:

These images represent the existing conditions of the I-5 freeway corridor from the Division Street overpass.

• *View of the I-5 freeway facing north, with Mission Avenue overpass in the distance.*

• *View facing northwest from the Division Street bridge.*

• *View of northeast road edge and ramps from the Division Street bridge.*

Group F Photographs:

The following photographs capture the existing conditions of the freeway corridor at Mission Avenue.

- *View facing south toward the Division Street overpass. Oceanside High School property can be seen to the right of the image.*

- *View of the freeway ramps facing northeast toward Buena Street.*

- *View facing north toward the Civic Center Drive/Bush Street overpass.*

- *Existing conditions of the I-5 freeway facing south towards the Division Street overpass.*

- *Existing conditions of the I-5 freeway facing north at the Mission Avenue overpass.*

Group G Synthesis Discussion:

These images represent the conditions of the potential synergy project area near the Civic Center Drive/Bush Street overpass.

Figure 172

- *View facing south towards the Mission Avenue overpass.*

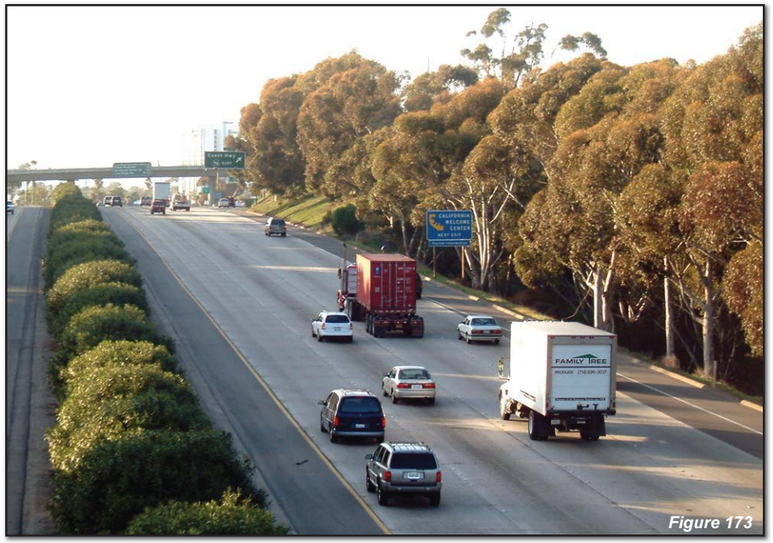


Figure 173

- *Existing conditions of the I-5 facing northeast towards Neptune Way. The road shoulder is well covered with eucalyptus trees.*

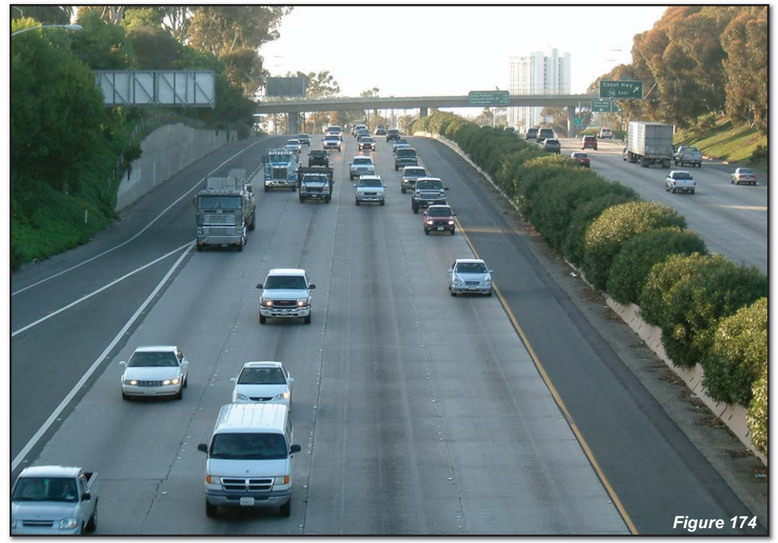


Figure 174

- *Existing conditions of the I-5 facing northwest towards Neptune Way.*

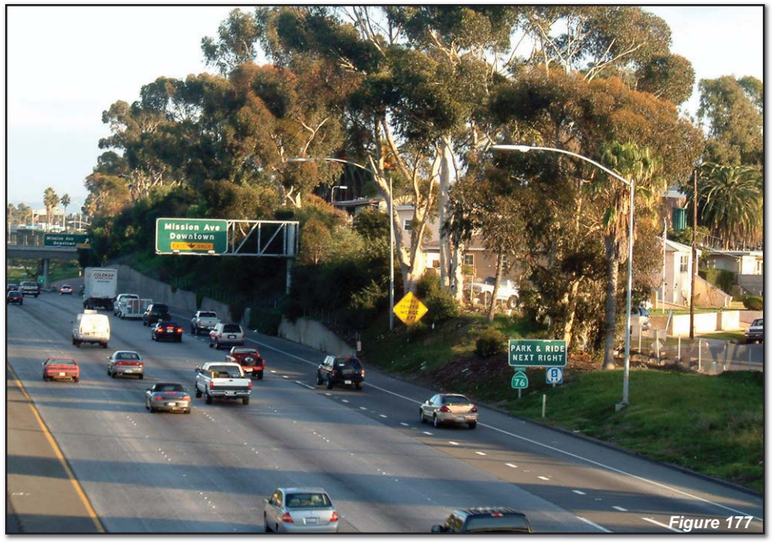
Figure 175

- *View facing southwest towards Mission Avenue overpass, showing existing conditions of the freeway ramps.*

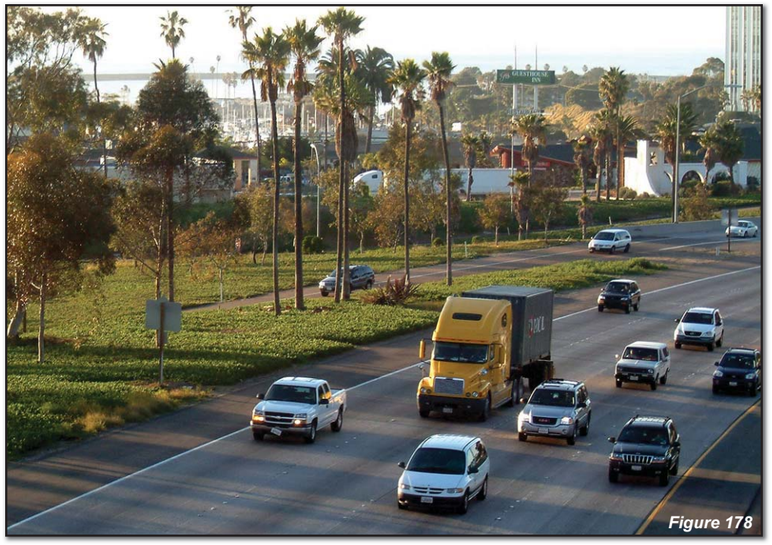
Group H Synthesis Discussion:

These images represent the conditions of the potential synergy project area near Neptune Way.

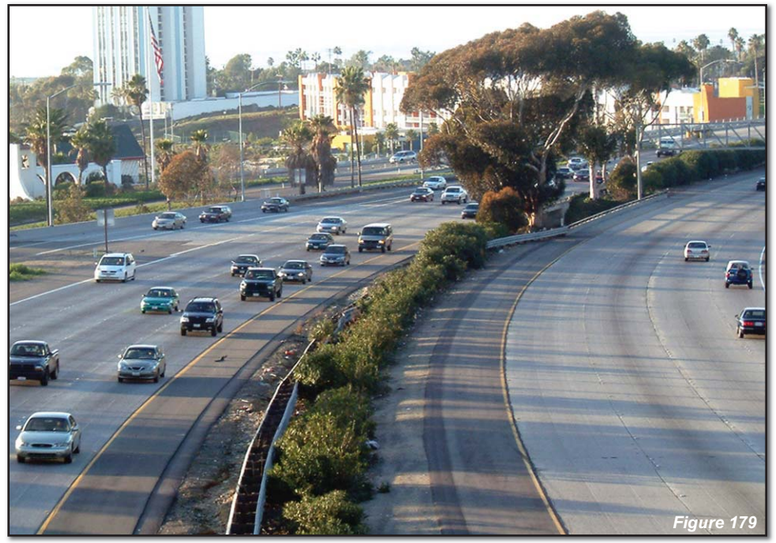
- *View from Neptune Way overpass facing southeast. Civic Center Drive/Bush Street and Mission Avenue overpasses can be seen in the distance.*



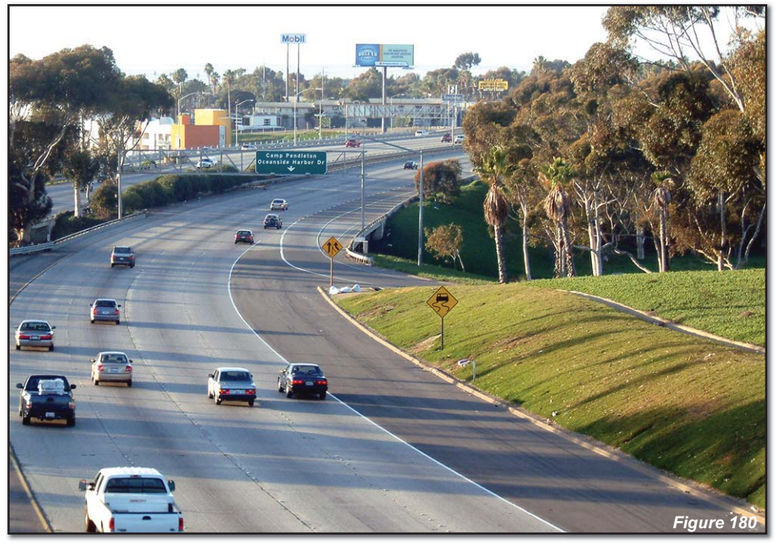
- *View from Neptune Way overpass facing southwest.*



- *Existing conditions from the Neptune Way overpass facing northwest. The view contains a mix of the urban and natural elements that characterize Oceanside.*



- *View from Neptune Way overpass facing north.*



- *View from Neptune Way overpass facing northeast. San Luis Rey River passes under the freeway at this point.*

7.1.4 Preliminary Design Considerations

The development of synergy projects for the City of Oceanside has been achieved through the integration of the findings of the site analysis phase and the outcomes of the site synthesis phase into preliminary design concept plans. Examples of the conceptual design graphics developed for the City of Oceanside can be found on pages 167 - 169 of this report.

Meetings held with the City of Oceanside Staff are described below:

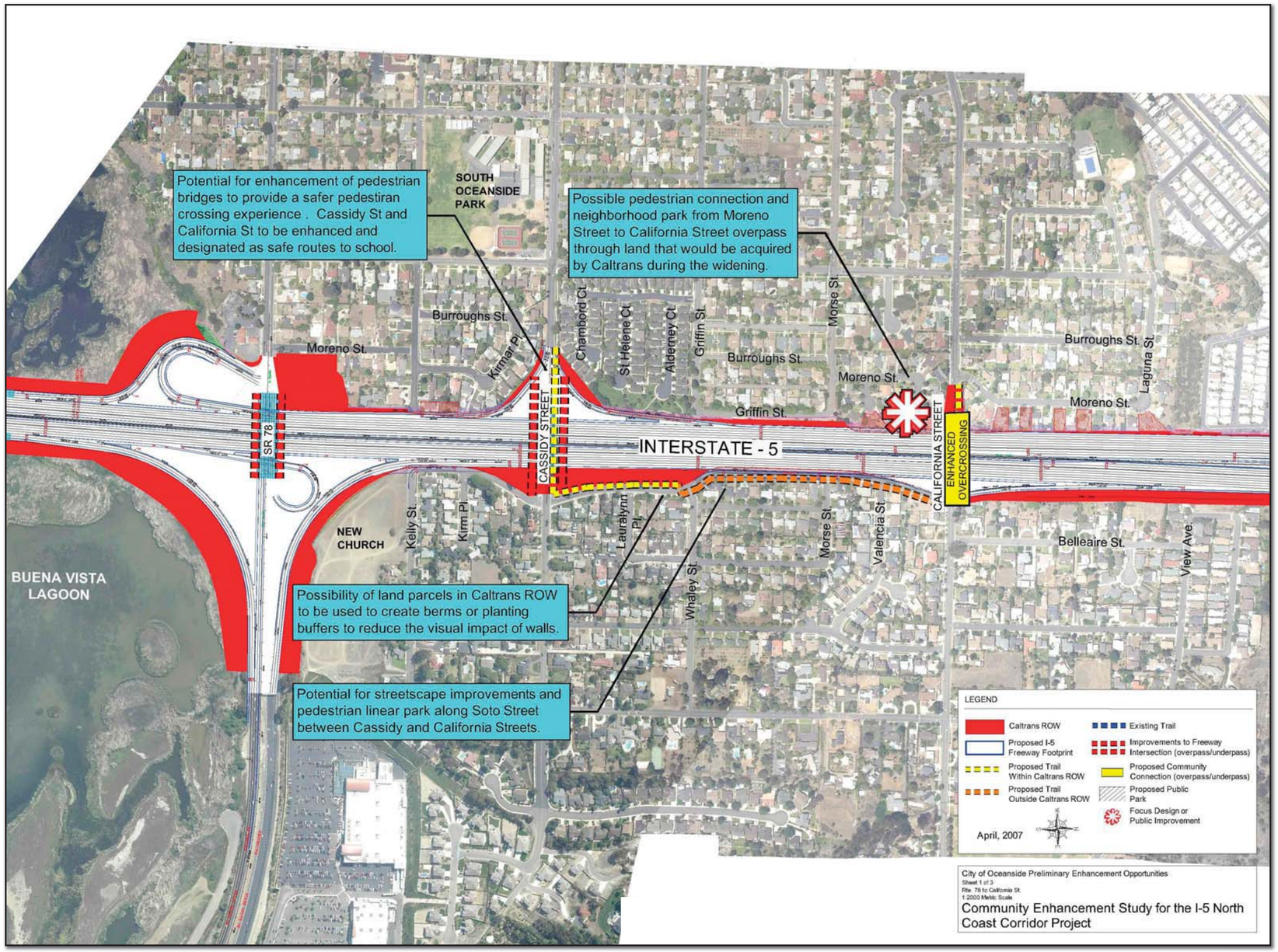
March 02, 2005 - City of Oceanside staff, Caltrans, Dokken Engineering and Estrada Land Planning (at Caltrans Juan Street, Design Balcony)

Dec. 19, 2006 - City of Oceanside staff, City Council Members, Caltrans and Estrada Land Planning (at Oceanside City Hall)

May. 15, 2006 - City of Oceanside staff, City Council Members, Caltrans and Estrada Land Planning (at Oceanside City Hall)

July 06, 2006 - City of Oceanside Staff, City Council Members, Caltrans and Estrada Land Planning (at Oceanside City Hall)

Detailed meeting notes from the preliminary design consideration meetings can be found on pages 169 - 176 of this report, following the conceptual project plans.



City of Carlsbad Preliminary Enhancement Opportunities

Figure 181

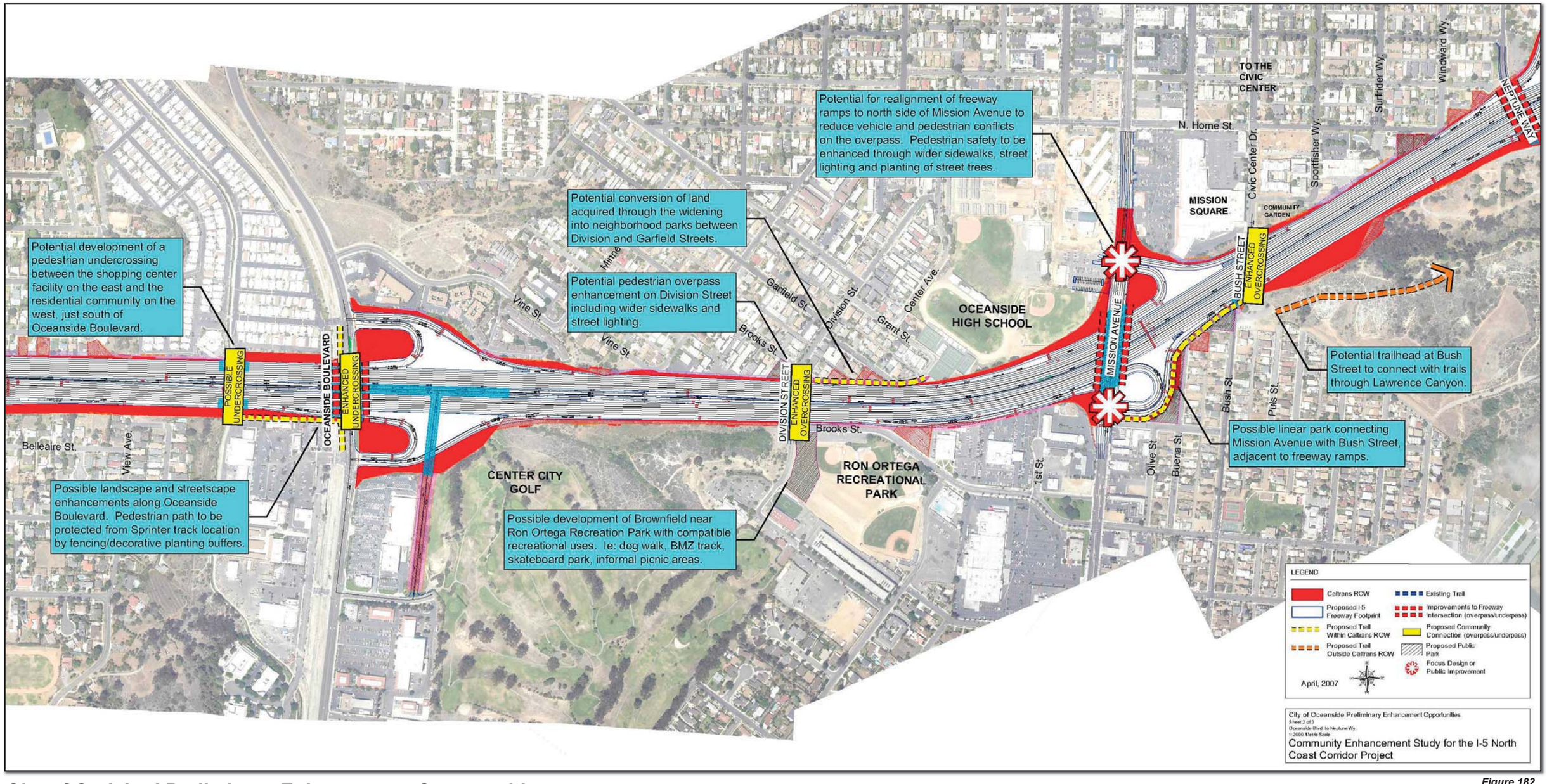
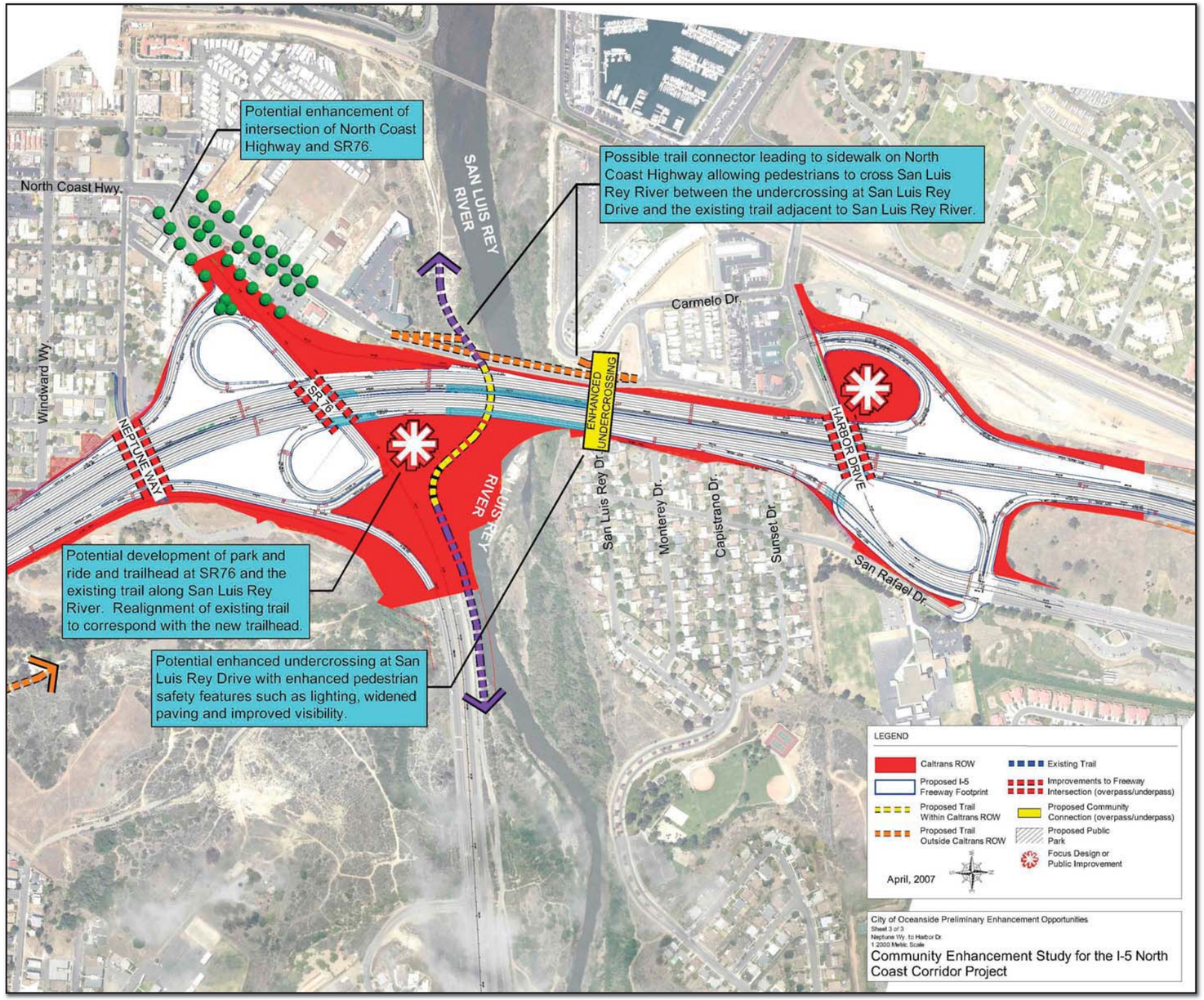


Figure 182

City of Carlsbad Preliminary Enhancement Opportunities



City of Carlsbad Preliminary Enhancement Opportunities

Figure 183

Preliminary Design Considerations: Meeting Notes

Interstate 5 Freeway Improvements
Opportunities & Constraints Analysis Process
Ops & Cons Analysis Team Meeting Minutes
File No. 1482-220

MEETING MINUTES

MEETING TYPE: **Ops & Cons Analysis – City of Oceanside Meeting #1**
SUBJECT: City of Oceanside Meeting #1
DATE: March 2, 2005
TIME: 1:00 – 2:30pm
LOCATION: Caltrans Offices-Administrative Conference Room
ATTENDEES: (See attached Ops/Cons Analysis Team Roster)

Topics Discussed	Action Required

1. **The City of Oceanside Representatives/attendees:**
   Frank Watanabe – City Public Works Director
   Cindy Watson – Project Manager - Transportation Dept.
2. **Introductions**: were completed, the purpose of the meeting was explained and agenda reviewed prior to commencing with discussions. The intent of meetings with the local agencies is to gain information from City representatives that might help Caltrans identify opportunities to implement community enhancements projects in conjunction with the I-5 North Coast freeway improvement project.
3. **Overview of goals** - Estrada Land Planning (ELP) facilitated a discussion pertaining to the major goals list to solicit comments and concerns from the City.

   The City is informed of the widening project. Frank Watanabe has been attending the SANDAG technical meetings, and understands the options that are available for development. The City knows about the Direct Access Ramps (DARs) and supports the idea of improved HOV systems.

   The Public Works Director works directly with the City Manager, the Parks & Recreation Director, and Planning Director. Frank discusses the project with them often, providing status reports to each.
4. **City Character**
   Vicki Estrada explained that the project intent is to provide a context-sensitive design and approach to shape the project into a product based on City and Community values. It is important to get the Community involved in understanding what the issues are and providing their input for possible development opportunities. Steve asked Frank to share what he knows about Oceanside's communities.

   Frank explained that although the City of Oceanside still has strong ties to neighboring Camp Pendleton, its character has significantly changed over the last 5 - 10 years. The City no longer has a heavy presence of military personnel, but more of a mix of people.

   Oceanside can be separated into eight distinctive districts. The primary division lines are Oceanside Boulevard and the I-5 Freeway.

The districts located along the western edge of the City, or coastline, include (from north to south) the Harbor District, the Downtown Redevelopment Area, North Oceanside or Oceanside Community – North Association (OCNA), South Oceanside. A small sub-community in the OCNA area is Crown Heights. OCNA is the region from Oceanside Blvd north to the downtown redevelopment area. South Oceanside is situated between Oceanside Blvd and the northern edge of Carlsbad.

The eastern portions of the City include (from north to south) the Eastside community, Loma Alta, and Fire Mountain. Loma Alta is separated from the Eastside community by Mission Avenue to the north and from the Fire Mountain community by Oceanside Boulevard to the south.

5. **Community Outreach** - The OCNA and South Oceanside communities are highly involved, large, politically-strong community groups, with general concerns and interests to enhance Oceanside overall.

   Frank encouraged Caltrans to host Community Outreach meetings as part of the project process, as the community will want to know what is proposed and will provide feedback.

   Frank expressed concern for two specific areas within Oceanside, Crown Heights and the Eastside Community, which are low-income housing areas. Both communities are located immediately adjacent to the freeway. Future plans for these areas are to continue with single-family housing and enhancement one street at a time.

   The Ops/Cons Analysis Team would like to develop a working relationship with the Community. The meetings will help identify the Community's issues and values, and assist in developing opportunities that the Community will support. The intent is to develop consensus for the proposed widening improvements.

   Frank expressed the City's support and need for the project with recommendations, but anticipate community objections and concerns. The City staff will attend the initial Community meetings to assure the Community clearly understands the project's intent.

   Frank is also concerned that the community meetings might create issues, leading to increased concerns vocalized at City Council meetings.

6. The Ops/Cons Analysis Team explained to the City that there might be opportunities that can be included in the freeway widening that could help to enhance the community or transportation as a whole. Potential changes in land uses along the ROW might provide a catalyst to improving the City's gateways and overall experience of arrival to Oceanside. Frank noted that land use changes might benefit the City as a whole,

Interstate 5 Freeway Improvements
Opportunities & Constraints Analysis Process
Ops & Cons Analysis Team Meeting Minutes
File No. 1482-220

allowing for the development of gateways or entry statements, but current property costs may be cost prohibitive.

The Ops/Cons Analysis Team explained that this project should not be viewed solely as a widening project, but instead to look at what other opportunities can be part of the widening project.

Frank expressed concern that there may not be enough funding to provide all the improvements that the Community may want. The biggest concern is for promising the Community improvements that may not ultimately be provided due to lack of funding.

Frank recommends providing sound walls as a minimum for improvements with the freeway widening. Landscaping along the ROW would be a great improvement also, if the footprint allows.

7. **High Density Development Projects within the City**
   Plans for higher densification are proposed for the Rail Corridor area for which a TOD study has already been completed. The study suggests higher density near the transit stations. Redevelopment District plans include the development of a 5-star hotel and mixed-use/commercial land uses. Additional densification is anticipated for areas along the coast. Few redevelopment plans are proposed along the I-5 freeway ROW.

   ELP will get a copy of the City's current redevelopment goals.

8. **Mass Transit-** Oceanside is the convergence point for many of the Southern California mass transit operations. These include the Coaster, Amtrak, NCTD Bus routes, Metrolink and the Sprinter proposed in 2007. There may be opportunities to improve the east-to-west connections to current or future transit stations.

   Oceanside Boulevard is the only location where a DAR is proposed in the City of Oceanside. An opportunity to provide connections from the DAR to transit stations or new multi-modal stations is possible.

9. **Development Ideas -** The City intends to redevelop specific areas of the City to provide traffic calming measures to assure safety and create more pedestrian-friendly environments.

   - The downtown area improvements include the narrowing of Mission Drive from 4 lanes to 2, creating a safer downtown corridor. Opportunities exist for enhancing this area and improving access east across the freeway.

   - The pedestrian crossing, adjacent to the school, near the I-5/Mission interchange is currently unsafe and has potential to be more pedestrian friendly. Traffic calming is also necessary at exits and entrances to the I-5 freeway, slowing traffic and making travel safer for students that cross through these intersections.

   ELP will attain a list of traffic calming projects to be implemented in the City.

- California Street traffic calming measures are being studied for the entry/exit into a specific residential area in the Fire Mountain neighborhood.

- A new residential community will be developed on the golf course property. One ingress-egress location is currently proposed to this development. The City does not anticipate a second entrance or freeway access to this community.

- Trailer parks exist along the Caltrans ROW and the Coast Highway. The trailer parks primarily are homes to seniors.

- The retirement community in the NW quadrant of Oceanside would most likely want the sound walls in place near their establishment.

- Some of the major enhancements that the City feels the community would want are sound walls, extensive landscaping, and gateways at the major intersections and to remove traffic from the local streets. City staff is concerned with the potential maintenance costs for maintaining any new improvements, such as sound walls.

- A commuter train on State Route 56 is desirable to enhance the 'regional route' connection for commuters.

- Public art for Oceanside has potential to be theme related as it relates to the local context and the I-5 corridor.

10. **Community Outreach** – As Oceanside is made up of very strong community groups; Frank feels that these groups will give the best input about enhancements and concerns regarding this project. Some of these groups include: Loma Alta, Fire Mountain, Downtown Redevelopment Area, South Oceanside, etc. The presentation to these groups should stress the regional and local impacts of the project.

    The Community meetings should be held with each community group individually. The Ops/Cons Analysis Team made it clear that there will be several community meetings, to gain input, to show them what design ideas have been developed based on their input, and any alternative concepts. A workshop approach may work best for Community outreach.

    Frank warned that Caltrans is not favorably looked upon by the Community, based on past history of roadway improvements that have been provided over the years. There seems to be a lack of trust for Caltrans and discontent for the types of improvements that have been provided in the past.

    Staff also suggested presenting to the City's Transportation commission, presenting the freeway widening and associated improvements, prior to hosting the Community outreach sessions.

The City Council and staff currently view the I-5 widening project as a transportation-only project. The Ops/Cons Analysis Team expressed concerns that other City staff might not be aware of project opportunities that can be created through the Opportunities and Constraints process. City Staff is not opposed to the Project Team meeting with the City's Planning staff.

The City staff is concerned for what improvements may be suggested to the Community groups. City staff would like to avoid heightened Community concerns for the widening and related improvements. City staff does not want the Community to bring any concerns related to this project to the City Council.

Staff suggested that the Ops/Cons Analysis Team meet with the Unified School District representatives to discuss opportunities for improved access and any future improvements for their facilities.

City Staff understands that the Ops/Cons Analysis Team will not gain 100% support for the project or proposed improvements, but to gain consensus, as the goal.

Frank and Cindy will provide primary contacts of the Community group leaders to the Ops/Cons Analysis Team.

ELP will attain the Oceanside Community List and Contacts

11. **Project schedule.** The Draft Environmental Impact Report will be completed by Fall 2006 and Final document by spring of 2008. Meetings with each City will be scheduled to share the project's possible footprints and the noise study results, prior to releasing the information to the public.

These meeting minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: David Preciado
DISTRIBUTION: All attendees
DATE: March 28, 2005
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Frank Watanabe	City of Oceanside	Public Works Director
Cindy Watson	City of Oceanside	Transportation Dept., Project Manager
Arturo Jacobo	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Tom Nipper	Caltrans	Project Management
Chris Schmidt	Caltrans	Planning Department
Michelle Trudell	Caltrans	Environmental Analysis
Gerard Lumabas	Dokken Engineering	Consultant Project Engineer
Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
David Preciado	Estrada Land Planning	Consultant Landscape Architect

DRAFT
MEETING MINUTES

MEETING TYPE: **Meeting with City Staff to Review Ops and Cons**
SUBJECT: **City of Oceanside**
DATE: **May 15, 2006**
TIME: 10:00-11:00pm
LOCATION: Oceanside Civic Center
City of Oceanside

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required
Introductions: • ELP, Caltrans, Oceanside City Staff and council members made their introductions. Vicki Estrada briefly went over purpose of the meeting; which is to discuss the next step approach to community meetings and the type of feedback that Oceanside City Council could provide. • ELP went on to discuss the potential projects for Oceanside, and the city gave their feedback: • Projects discussed are as follows: **1) Regional Gateway Feature at Harbor Drive:** Shari Mackin commented that this project is a regional gateway, and does not want to see this project being funded by money that could go towards enhancements for the City of Oceanside. Estrada replied that this concept is merely at the idea stage, money has not been set aside for this project at this time. Concepts will be considered for gateways for both the region and specifically for the City of Oceanside. **2) E-W Pedestrian Underpass/Connection at San Luis Rey River:** • Mackin expressed her dislike of the underpass in its current condition due to the unsightly conditions of the existing connection and asked if an overpass would be possible at this location. • Estrada pointed to the high cost of constructing an overpass in this location as a negative constraint. • Steven Jepson asked if it was necessary for ADA requirements to be met in the design of the underpass. • Majid Kharati replied that yes, the design should comply with ADA requirements unless it is physically impossible to do so. In the case of the underpass, meeting ADA requirements could result in R.O.W take. The possibility of taking property could mean that ADA regulations need not be met, unless the City specifies that they want ADA regulations met. • Mackin mentioned that she likes the concept plans, and is interested in knowing what the community feels about the project in the future.	**CT**
• Jepson mentioned his concern with headroom along the underpass, and mentioned that if a ROW take would be needed to make the grade then he is ok with that. • Estrada mentioned that there could be two options presented for this area, the current solution and an ADA solution that would involve ramps and retaining walls adjacent to the freeway in order to meet ADA.	**ELP – to prepare options for the underpass to be shown at the community meeting.**
3) Park and Ride Amenities/Staging Area on E side of I-5 at PR76: • Jepson asked if there would be funding for this area since there is on-going work already underway in the vicinity. • Arturo Jacobo mentioned that the SANDAG funds are to be split up along the corridor on a per mile basis. • Vicki suggested that standard landscape enhancements could be improved even further with money set aside for synergy projects. • Peter Weiss requested to know if there were cost estimates available for the recommended projects. • Estrada mentioned that cost estimates are to be completed in time for the community meetings.	
4) Community Open Space Adjacent to the Family Medical Facilities: • Mackin requested to know who owns this land. • Jacobo replied that this land will be taken in the freeway widening and would be available for enhancement. • Estrada mentioned that the available land would be an important opportunity to create valuable open space for the neighborhood.	
5) Enhanced Pedestrian Overpass Connection at Bush St: • Estrada introduced this project as being an enhancement to a vital linkage between the communities on the east and west sides of the freeway. • Concerns were brought up about the necessity of taking land parcels in order to make the linear park connection. It was requested that land parcels should be indicated on the drawing plans that will be presented to the community. • Mackin mentioned that she wants to see this neighborhood enhanced. • Estrada pointed out that the extension of the garden feel over the bridge could be achieved at a variety of levels, whether it be through planting or through public art, there is a lot of flexibility in this expression.	
6) Enhanced Pedestrian Overpass Connection at Mission Ave: • Estrada presented the plans for the new overpass connection at Mission Ave. • Mackin was excited to see that the new alignment would minimize land takes on High School land. • Jepson is concerned about car standing space with the proposed changes on Mission.	

Interstate 5 Freeway Improvements
Opportunities & Constraints Analysis Process

- Kharati mentioned that the shopping center is a major traffic concern with the new layout, and that left turns should be prevented out of the shopping center parking lot towards Mission. He continued to suggest that Caltrans could work with the Shopping Center to make the changes work. These changes will not make conditions worse for the design year 2030, but could make them better overall.

7) Division St. Overpass and Streetscape Improvements on Brooks St:

- City staff suggested discussing the proposed enhancements on Division Street with Nathan Mertz at the City of Oceanside Parks and Recreation Department.
- The uses suggested for the brownfield at Roy Ortega Recreation Park are considered to be appropriate for the settling of the soil.
- Mackin said that she 'loves it'.

ELP – to contact Nathan Mertz at the City in regards to the proposed changes to Mission Ave and Division St.

8) Oceanside Blvd. Pedestrian E/W Trail Connection and Streetscape Enhancement:

- Estrada introduced the possibilities of improvement to the underpass and surrounding land within Caltrans R.O.W.
- Kent Askew mentioned the possibility of under grounding the drainage ditch in the area to leave more room for a pedestrian connection.
- Mackin suggested that something needs to be done to make the area prettier, and that it could not be disregarded.
- It was suggested that Brian Grove at the City be contacted in order to determine the plans that have already been developed for Oceanside Blvd to the east of Caltrans' land.

ELP – to contact Brian Grove at the City in order to acquire existing City plans for Oceanside Blvd. between I-5 and Crouch Street.

9) Enhanced School Safe Route at California St. Overpass:

- Estrada explained the proposed enhancements, and the possibility of creating safety improvements such as widening the sidewalk and minimizing road width in the area.

10) Enhanced School Safe Route at Cassidy St. Overpass:

- Mackin mentioned that she is concerned with the conditions along Soto Street.
- Estrada asked Kharati if there is a possibility of making the off ramps at right angles.
- Kharati suggested that they would be removing free right turns from all bridge replacements.
- Weiss asked how Caltrans would enhance their maintenance crews to keep up with additional slopes and subsequent planting.
- Jacobo explained that Caltrans wants to design nice things under the assumption that there will be money for maintenance. He continued to suggest that conditions would continue to fluctuate over time.
- Jacobo stated that Caltrans wants to concentrate on creating nicer built works, and is interested in striking co-operative maintenance agreements with the City prior to seeking

environmental clearance.

- Askew pointed out that native plants can often require more maintenance that what is typically planted along the freeway.
- Estrada mentioned that other cities have funded maintenance in areas where more upkeep is visible.
- Mackin suggested that she wants to see sound walls at Cassidy Street.
- Jacobo replied that sound walls would be discussed after the widening project is underway.

Next Steps:

- Estrada posed a question concerning the next stage in the process in the City.
- One community meeting was requested, to last 3 hours in late June.
- It was recommended that Kimo Marquart at Oceanside High School be contacted in order for the school to be used as the location for the community meeting.

:Meeting adjourned:

PREPARED BY: ELP
DISTRIBUTION: All attendees
DATE: May 17, 2006
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Majid Kharati	Caltrans	Engineer
Kent Askew	Caltrans	Landscape Architect
Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Designer
Shari Mackin	City of Oceanside	Deputy Mayor
Jan Desrosiers	City of Oceanside	Assistant to the Deputy Mayor
Steven Jepson	City of Oceanside	City Manager
Peter Weiss	City of Oceanside	Director Public Works

MEETING MINUTES

MEETING TYPE: **Meeting with City Staff to Review Ops and Cons**
SUBJECT: **City of Oceanside**
DATE: **July 6, 2006**
TIME: 10:00-11:00pm
LOCATION: Oceanside Civic Center
City of Oceanside

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required
Shari Mackin requested a copy of the original hand written comments filled out by the community at the public meeting held June 20, 2006. Estrada agreed to have those delivered.	**ELP – Send photocopy of hand written community notes to Shari Mackin at the City of Oceanside.**
Introductions: • ELP, Caltrans, Oceanside City Staff made their introductions. Vicki briefly went over purpose of the meeting; which is to discuss the proposed projects in light of the public meeting feedback and to decide on any changes or future steps to determining final synergy project in the City of Oceanside. • ELP went on to discuss the potential projects for Oceanside, and the city gave their feedback: • Projects discussed are as follows:	
1) Regional Gateway Feature at Harbor Drive: The community is in favor of seeing some sort of development at the Harbor Drive Intersection. Shari made the comment that she wants this project to be funded by Sandag.	
2) E-W Pedestrian Underpass/Connection at San Luis Rey River: • Estrada explained that there are safety concerns among the community members in regards to the underpass connection at San Luis Rey River, the community requested that we find alternative means to meet the San Luis Rey bicycle path. • Peter Weiss suggested that the path under the Interstate bridge be made wider if that option is to be selected. • Estrada asked about the options of connecting to the existing informal trail on the North shore of the river that leads to Capistrano Park. • Mackin and Weiss both mentioned the existence of a pipe that would act to block pedestrian access under the interstate bridge that restricts access on the trail leading to Capistrano Park. • Arturo Jacobo suggested that this pipe could be modified to allow for pedestrian access along with the needed bridge enhancements that would occur with the I-5 widening.	**CT**

• Mackin brought up the subject of her concerns with the Monterey Access ramp connections. She mentioned that the ramp at Monterey would lead to making the area more "creepy" by allowing for undesirables to hang out in the resulting narrow path. Mackin suggests closing the existing underpass rather than fixing the current problems here. • Jacobo mentioned the new entrance to the community on the East side of the I-5 at Harbor Drive. This entrance contains new drive geometries at Harbor Drive, as well as an access underpass that would separate residential traffic from that going to the navy base at Camp Pendleton.	
3) Park and Ride Amenities/Staging Area on E side of I-5 at PR76: • Estrada explains the bike and ride project to all attendees. • Weiss asked if there could be even more parking added to this project in order to make it an official park and ride (three times the parking that is shown currently) • Jacobo mentioned that adding more parking at this location would be difficult due to the environmental needs of the area. He continued to mention that if the City wants more parking, than it can be added. • Jan Desrosiers asked if the money for the Park and Ride would come from the Ops and Cons funds. Estrada and Jacobo suggested that the funding would come from a combination of sources including the Ops and Cons funds, and city revenue as well.	**ELP – Modify park and ride concept to show 3 times more parking than current plans contain.**
4) Community Open Space Adjacent to the Family Medical Facilities: • Desrosiers mentioned that they had received an e-mail from a community member requesting that this park be considered strongly as part of the I-5 Ops and Cons development. • Weiss asked if this park is intended to be a passive use area. • Estrada stated that the park is intended to have a calming affect and to tie into the nearby Family Medical Center. • Estrada mentioned that the community did not appear to be in favor of this park project, but she continued to mention that the community immediately surrounding this project was underrepresented at the public meeting resulting in a skewed result on the voting matrix. • Weiss asked why there were a majority of red dots on the matrix (red being undesirable). • Estrada mentioned that it seemed people voted with their red dots due to the "I don't live there, so it's not important to me" mentality. Estrada continued to mention that if this park were not implemented with the I-5 Enhancement project, then the land would be left vacant in the future. • Shari suggests that other funding/sponsors could be found to make this project happen. • Estrada suggested that Caltrans would build this project along with the Freeway widening, and that another group needs to be found to maintain the park.	

- Weiss suggested that the footprint for project four be included when the environmental documents are passed in order to ensure that the project could continue as part of the project for now.

5) Enhanced Pedestrian Overpass Connection at Bush St:

- Estrada explained the connection of the community gardens across the overpass and the continuation of a community linear park on the west side of the I-5.
- Mackin is concerned with the maintenance required to keep an overpass garden alive.
- Estrada mentioned the similarity between this project and the 40th street project in San Diego. Estrada mentioned that the City of San Diego is responsible for the maintenance of the 40th street projects, and that a similar maintenance agreement would need to be organized with the City of Oceanside to keep the maintenance on-going.
- Weiss mentioned the history of the existing community gardens on the west side of the I-5, the land is city owned and had been purchased for the purpose of a fire building, in the meantime the local community has turned the land into a community garden that is used quite extensively.
- Weiss continued to suggest that three car lanes should be shown on our concept plans for the Bush St overpass in order to accommodate the left turn lanes required by future developers in the area.

ELP – to modify the project drawings to show three driving lanes on the overpass to accommodate the required left turn lanes

6) Enhanced Pedestrian Overpass Connection at Mission Ave:

- Estrada explained the proposed improvements to the overpass connection at Mission Ave, and then proceeded to explain the proposed closure of the northern portion of Brooks St to the East of the intersection in order to extend the existing public park land in the area.
- Weiss mentioned that if the northern portion of Brooks street were to be closed then the city would be able to retain only one half of the resulting land due to current land ownership agreements in the city.
- Estrada then discussed the overall positive response of the Mission Ave improvements from community members and city officials alike.

7) Division St. Overpass and Streetscape Improvements on Brooks St:

- Estrada explained the improvements and traffic calming measures proposed for the Division St overpass in project number seven.
- Mackin expressed her concerns that the citizens of Oceanside would not use this entrance to the community.
- Estrada mentioned that many pedestrians use the overpass on a regular basis and that the overpass improvements would benefit the neighborhood greatly.

Interstate 5 Freeway Improvements
Opportunities & Constraints Analysis Process

8) Enhancements to Connecting Parkland Near Division St:

- Estrada explained that the current covered landfill site near Recreation Park is under-utilized by the community. Estrada continued to explain that there are, in fact, recreational uses that could be developed on such brownfield sites that would not affect the processes of the covered landfill.
- Weiss suggested that this piece of land should not be developed as a "hang out", that the local police would be concerned with this happening along with any proposed recreational uses.

9) Oceanside Blvd. Pedestrian E/W Trail Connection and Streetscape Enhancement:

- Estrada explained the enhancements recommended for Oceanside Blvd, landscaping elements that are to be in keeping with the existing city plans for Oceanside Blvd.
- Mackin explained her continued wish to retain funding for the landscape improvements along Oceanside Blvd. from NCTD, and Sandag.
- Jacobo mentioned that NCTD owns the land at the intersection of the I-5 and Oceanside Blvd, he mentioned that any project development at this location would need to meet the approval of NCTD, unless land ownerships could be changed.

10) Enhanced School Safe Route at California St. Overpass:

- Estrada explained the landscape safety improvements and public park linkages that are proposed for the area around the California St overpass.
- Weiss questioned whether all the existing traffic ramps would remain in the area. The answer was yes, they would all remain (Jacobo).

Cost Matrix:

- Estrada introduced the preliminary cost matrix, showing the proposed synergy projects and the proposed type of project.
- Estrada continued to site the example of Mission Ave as being both a synergy project and one that needs to be undertaken by the city. In this case, the work that is proposed outside of Caltran's ROW would need to be undertaken by the city.
- Jacobo explained that the development of all of the proposed projects within the ROW could be developed along with the I-5 enhancements. He continued to state that the projects would need to be maintained through agreements with the city that would need to be in written documentation.
- Estrada explained that there would be approximately 8 million dollars allocated for the City of Oceanside from the money set aside from Sandag. She mentioned that she is confident that most of the synergy projects would be able to

be built throughout the city with this amount of money.

- Mackin and Weiss suggest that project number eight is of low priority and should be removed from the project list. They also would like to see the closure of the northern region of Brooks St separated from the Mission Ave project, saying that this should be a separate project.

ELP – to remove project number eight from overall project list, also Brooks St N closure and park dev't to be separated from Mission Ave project

Next Steps: Mackin and Weiss are not comfortable listing project priorities at this point. They would rather the synergy projects be brought up with all of the council members for the decisions to be made. After August they have requested that a workshop be set up with the council members in order for the decisions to be made. Mackin suggested that the priority for the projects would be tied to the cost of the whole project, and also depends on Sandag's allocation of funds and how many years the money will be spread out over. Weiss has requested 11/17" exhibits of the projects so that council members can review the projects prior to the final workshop.

ELP – to print out and send 11/17" copies of the project exhibits to Oceanside Civic Center

:Meeting adjourned:

PREPARED BY: ELP
DISTRIBUTION: All attendees
DATE: July 10, 2006
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Shari Mackin	City of Oceanside	Deputy Mayor
Jan Desrosiers	City of Oceanside	Assistant to the Deputy Mayor
Barry Martin	City of Oceanside	City Manager
Peter Weiss	City of Oceanside	Director Public Works
Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Designer

7.1.5 Soliciting Input From Stakeholders

Meetings were held with interest groups and stakeholders from Oceanside during the development of synergy projects. These meetings have been invaluable to the formation of projects that would enhance communities throughout the city. Meeting dates and participating stakeholders are described below:

June 07, 2006 - City of Oceanside staff, Oceanside High School staff, Oceanside Superintendant of Schools, Caltrans and Estrada Land Planning (at Oceanside High School)

Detailed meeting notes from the stakeholder meetings can be found on pages 177 - 178 of this report.

Interstate 5 Freeway Improvements
Opportunities & Constraints Analysis Process

MEETING MINUTES

MEETING TYPE: **Stakeholder Meeting at Oceanside High School**
SUBJECT: **Mission Avenue Ramp Alignment**
DATE: **June 07, 2006**
TIME: 10:00-11:00pm
LOCATION: Oceanside High School
City of Oceanside

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required
• Brian Sullivan mentioned that school communications are to go through him in the future. He continued to mention that he would be interested in seeing the southbound off ramp at Cassidy removed, with traffic moved to Stewart Street in order to keep traffic numbers low for children walking to school in the area.	
Introductions: Vicki Estrada introduced the overall concept of the I-5 freeway project, and mentioned that ops and cons studies have been ongoing in order to pinpoint possible projects that could be built in order to enhance San Diego County along with the potential freeway widening. Estrada continued to mention that one area that has been targeted for possible enhancements is Mission Avenue near Oceanside High School. The proposed changes at Mission Avenue are the topic of discussion for the meeting.	
1) Enhanced Pedestrian Overpass Connection at Mission Ave: • Estrada presented a graphic of the proposed changes to Mission Avenue, including the ramps being moved to the north side of Mission, ramps to be aligned to meet Mission Ave at 90 degrees and a wider continuous sidewalk connection across the I-5 freeway.	
• Sullivan liked the proposed changes 'yahoo!' – he was impressed that the proposed changes would not negatively affect their parking lot renovations from the past few years.	
• Estrada posed questions of the School Officials regarding the schools use of local sports facilities such as the public pool on the east side of the freeway. Cesar Mora and Sullivan both affirmed that the pool is used by the school.	
• Estrada posed questions of the School Officials regarding what types of development the school would desire. Desirable projects as mentioned by the School Officials include:	**CT**

1 of 3

More open or recreational space, potential for tennis courts to be open for public use (safety concerns keep this from happening).

- Estrada asked how the School Officials felt about public access trails through the school property. They mentioned that they would rather not have public paths due to security reasons, they are not interested in any extra access to the school grounds for the public.

- Kent Askew brought up the potential uses of any parcel land that is acquired by Caltrans throughout the I-5 process.

- Sullivan was intrigued by this idea, and mentioned that approximately 1700 students attending Oceanside High School are from the four blocks adjacent to the school. He mentioned that they are looking into changing the school entrance to line up with the auditorium inside the school.

- Nathan Mertz suggested that there should be co-operative agreements made between City and schools in order to facilitate sharing public and school facilities for both public and school use.

- Sullivan mentioned that 50 acres of open space would be optimal for a school the size of Oceanside High School. He mentioned that they currently have about 32 acres. The possibility of acquiring the southeastern corner parcel of the school would be desirable.

- Estrada wondered about the possibility of creating an over crossing into the school fields from Brooks Street on the East. This proposal was not seen as a favorable solution due to safety concerns.

:Meeting adjourned:

PREPARED BY: ELP
DISTRIBUTION: All attendees
DATE: June 9, 2006
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Cesar Mora	Oceanside High School	Assistant Principal
Brian Sullivan	Oceanside School District	Associate Superintendent
Nathan Mertz	City of Oceanside	Parks and Recreation Department
Kent Askew	Caltrans	Landscape Architect
Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Designer

7.1.6 Public Input:

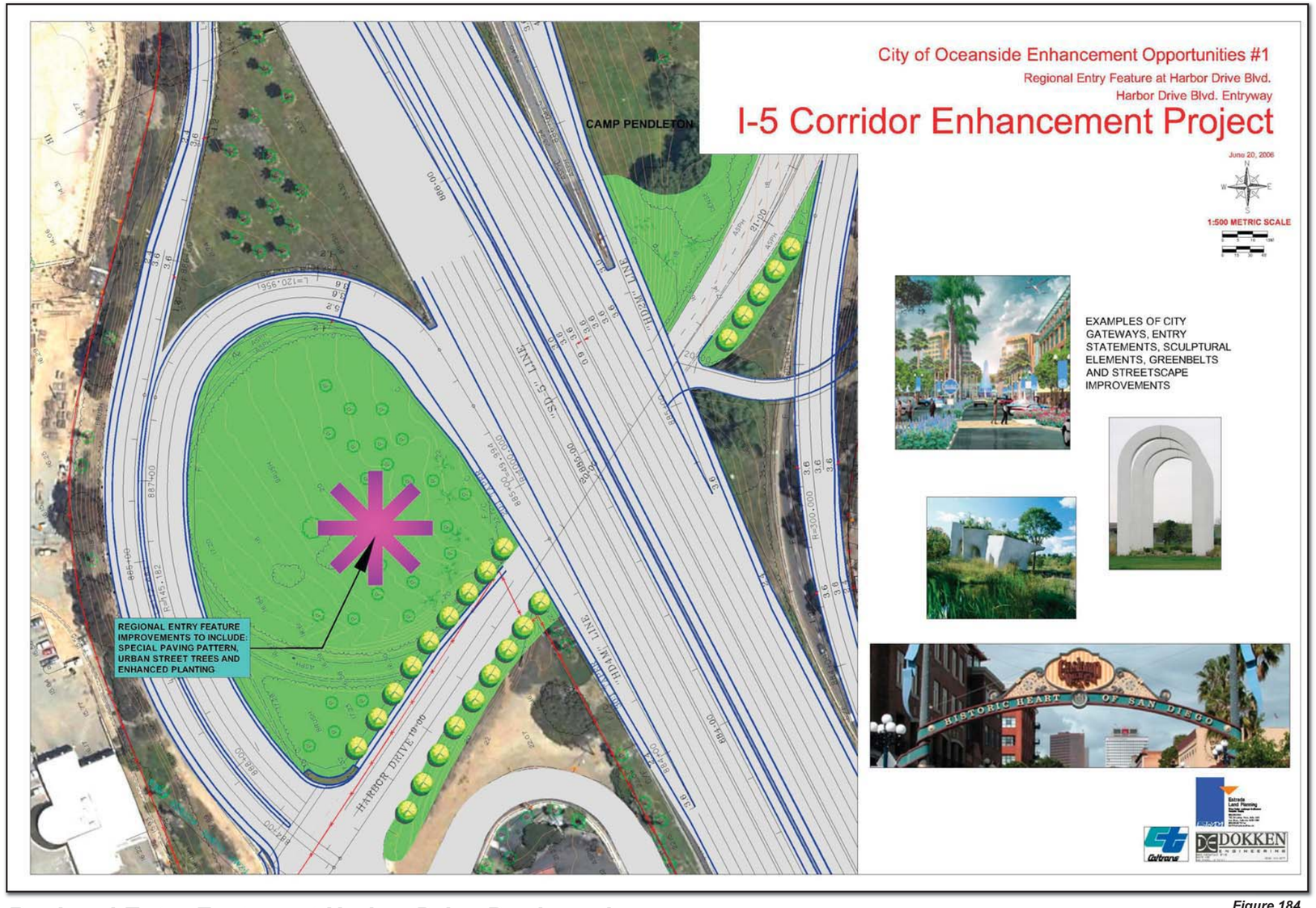
The design team presented preliminary design solutions for the City of Oceanside through a series of meetings with City Staff, Council members and stakeholder groups. These preliminary designs were modified and refined according to feedback received through these meetings. Updated plans were then made available for public viewing and input at a subsequent community meeting, as described below.

Community Input Process:

- Community meeting held June 20, 2006 from 6 - 8pm at Oceanside High School, in the city of Oceanside.
- Approximately 85 people attended the community meeting.
- Members of the community were able to see the enhancement projects, view the proposed footprint of the freeway, ask questions and voice their concerns.
- Comment sheets were provided to for the public to submit their comments.
- The community was able to vote on their preferred synergy projects (see *table 12* and *table 13* for results of the vote).
- Representatives from ELP were present at the project stations in order to answer questions and clarify the projects.
- Caltrans staff members were available to answer more specific questions concerning the widening.

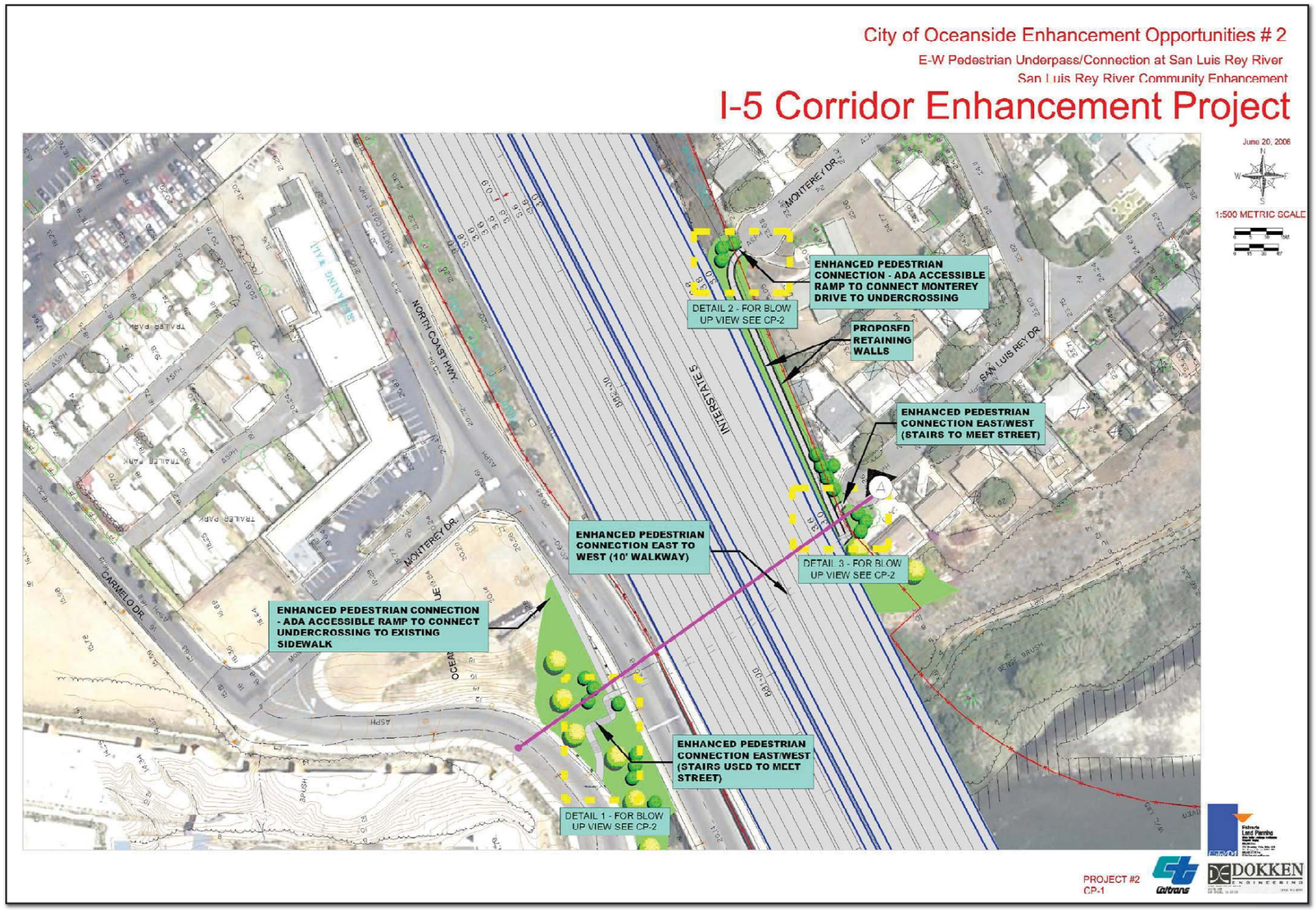
Figures presented to the public at the Oceanside community meeting can be found on pages 179 - 191 in this section of the project notebook.

Detailed meeting notes from the public meeting can be found on pages 192 - 196 in this section of the report.



Regional Entry Feature at Harbor Drive Boulevard

Figure 184



East/West Pedestrian Underpass/Connection at San Luis Rey River

Figure 185

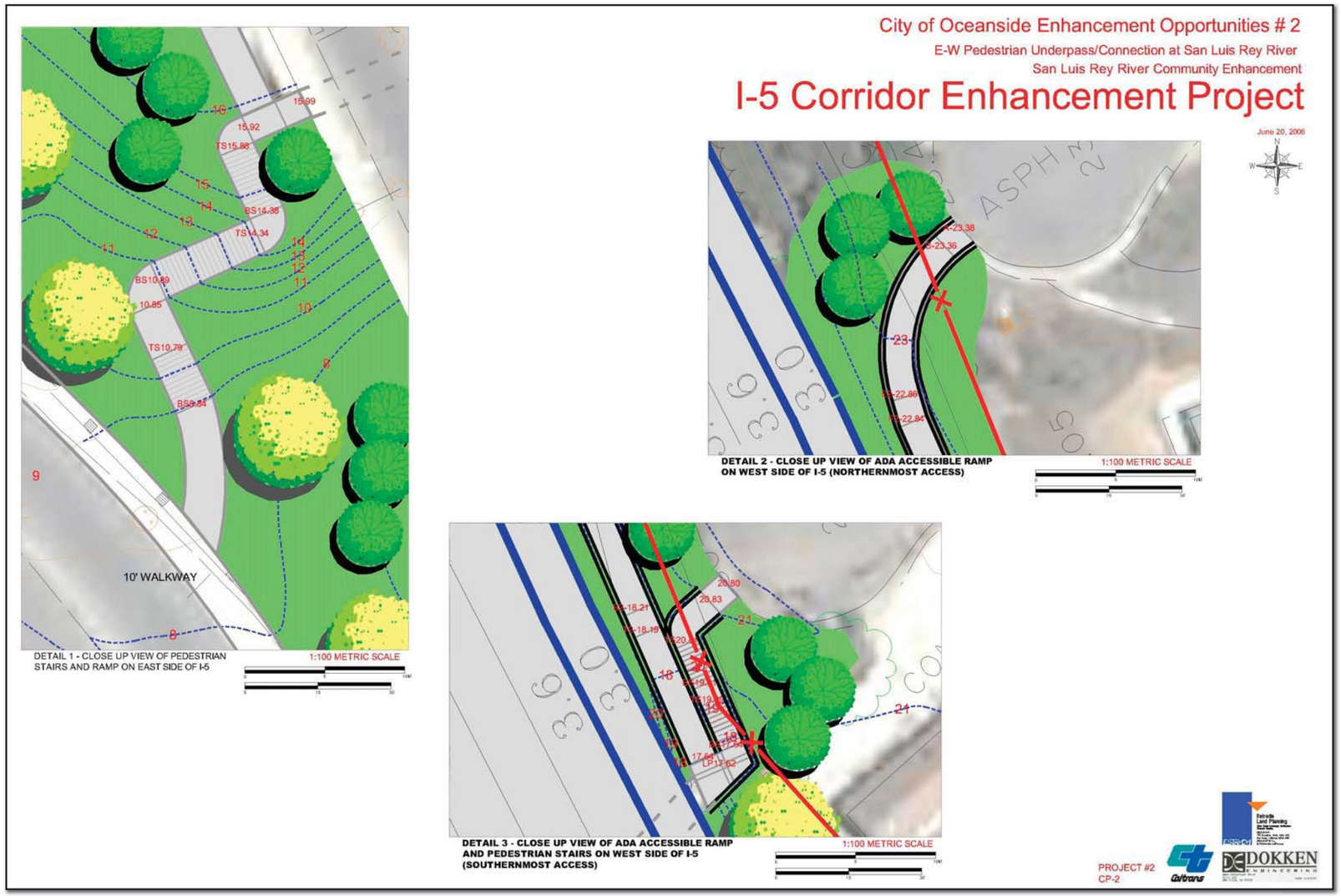


Figure 186

East/West Pedestrian Underpass/Connection at San Luis Rey River

Bike and Ride Amenities/Staging Area on the East Side of I-5 at SR-76

Figure 187

City of Oceanside Enhancement Opportunities # 4

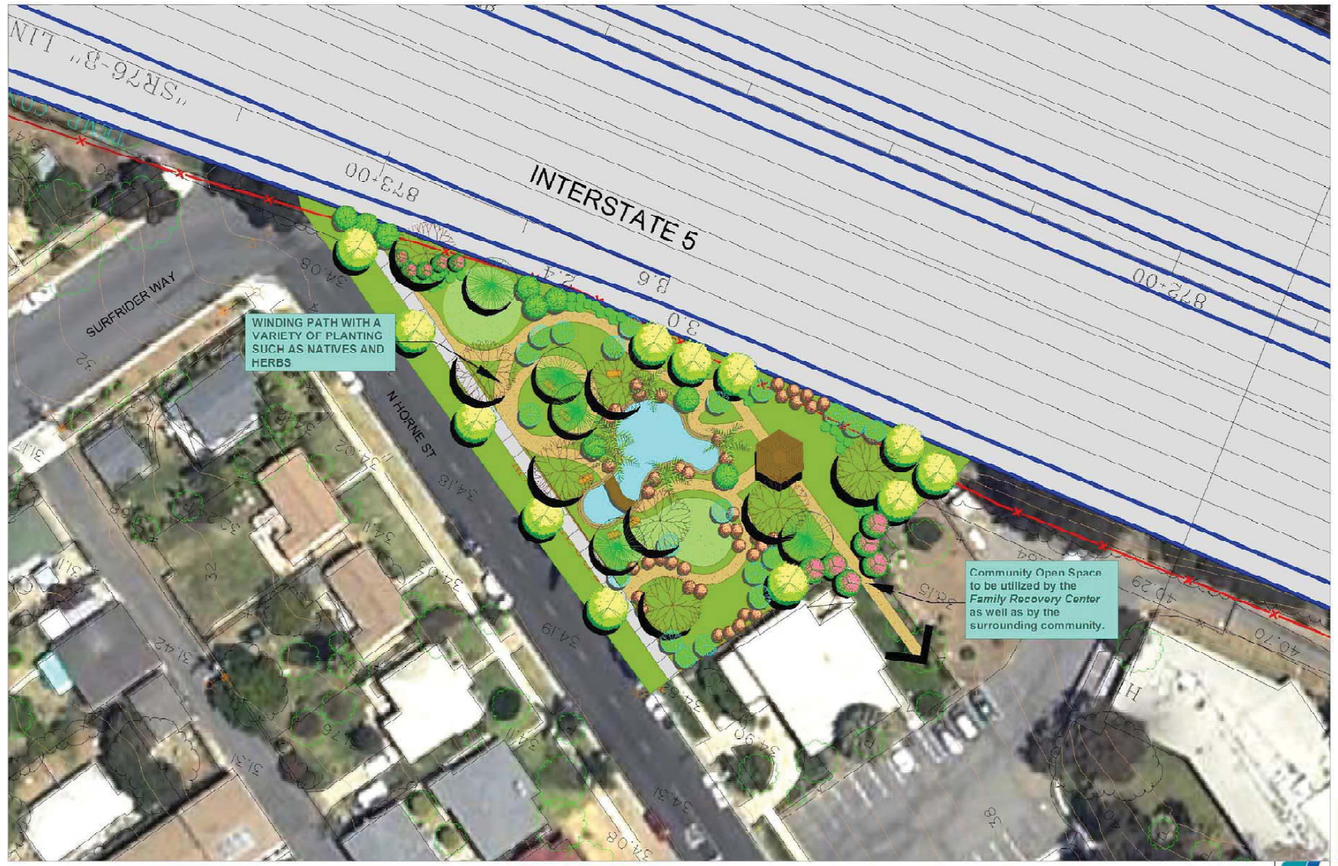
Community Open Space Adjacent to "The Birthplace" Medical Clinic

Community Open Space Enhancement on North Horne St.

I-5 Corridor Enhancement Project

June 20, 2006

1:250 METRIC SCALE

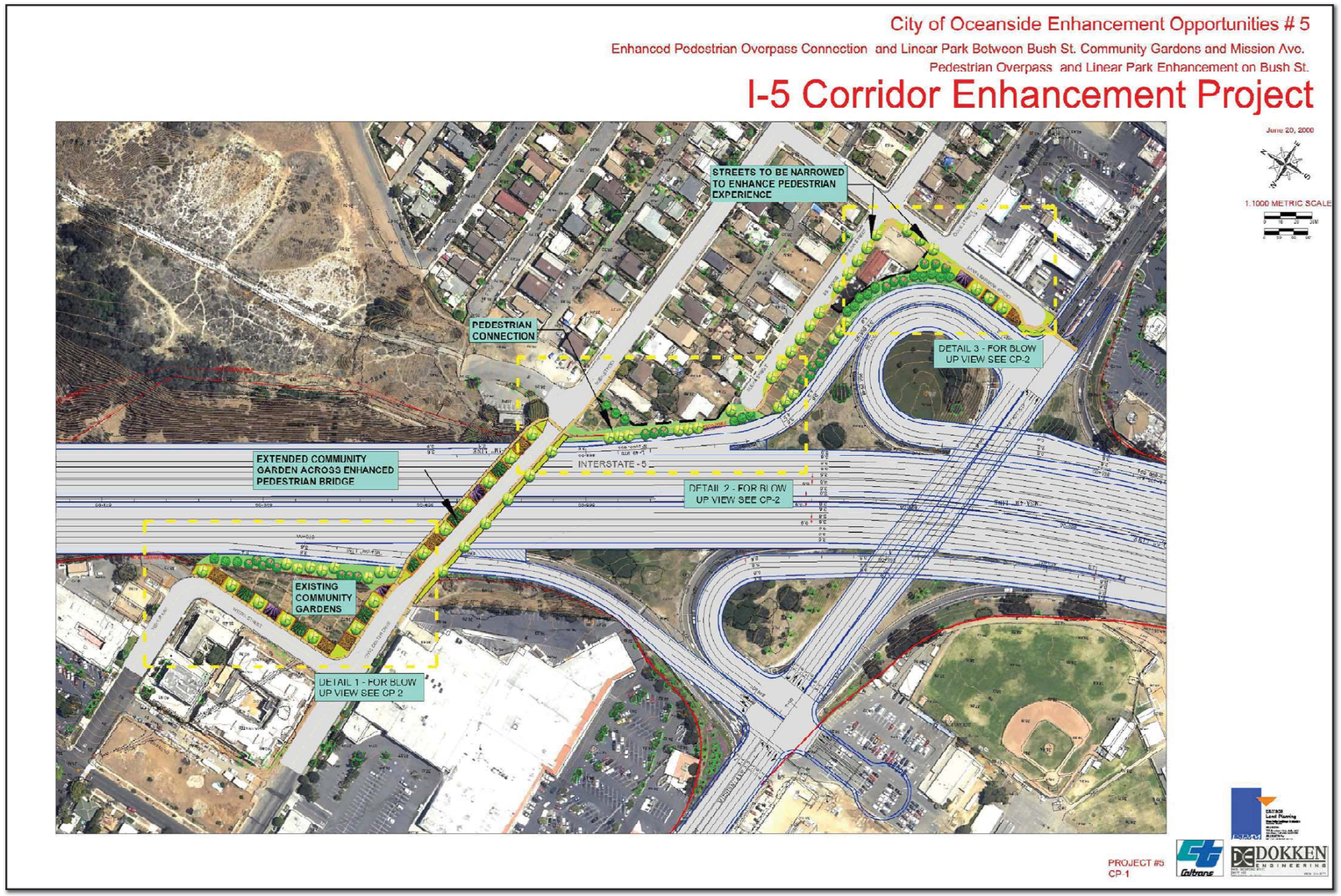


Caltrans

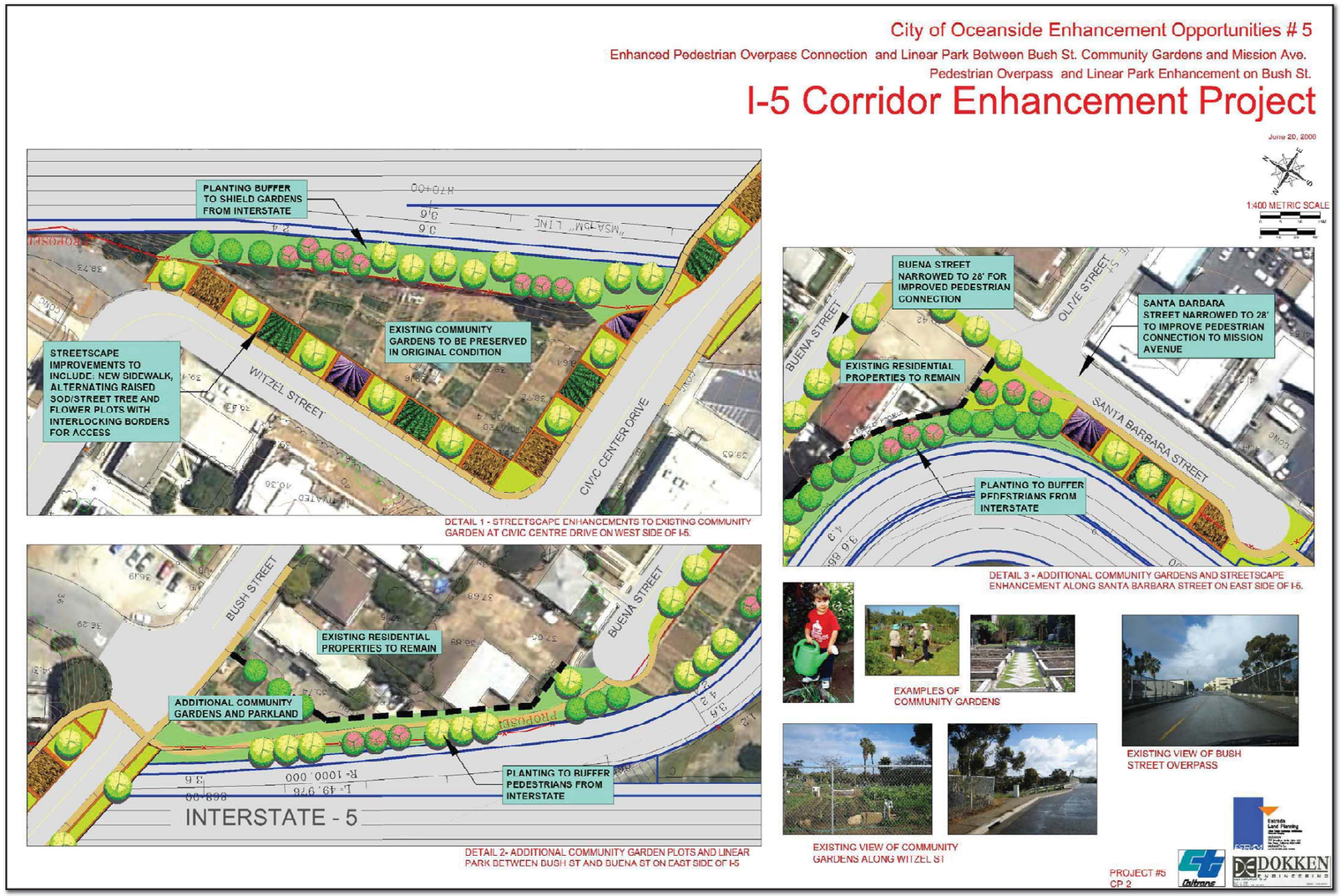
DOKKEN

Community Open Space Adjacent to 'The Birthplace' Medical Clinic

Figure 188



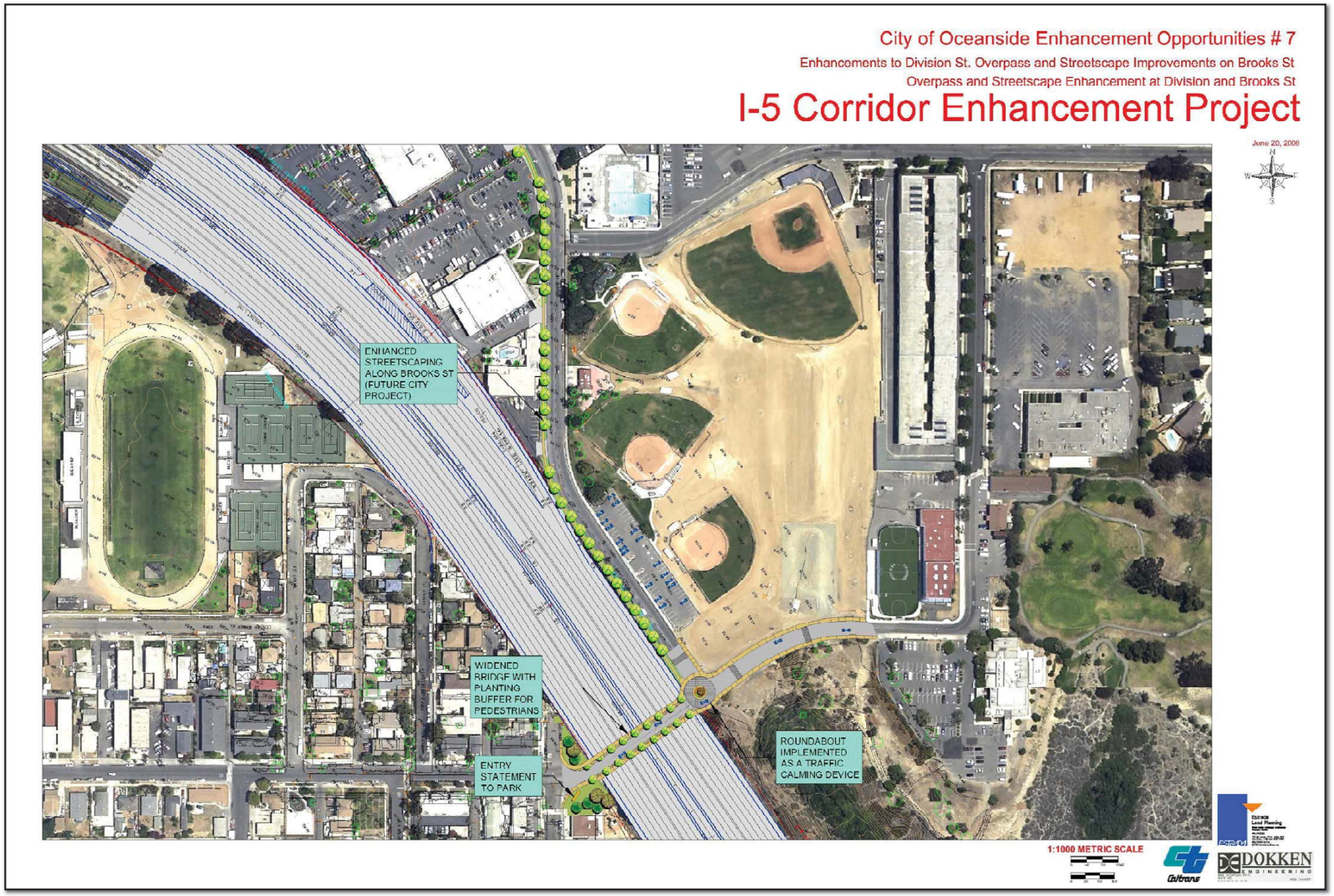
Enhanced Pedestrian Overpass Connection and Linear Park Between Bush Street Community Gardens and Mission Avenue *Figure 189*



Enhanced Pedestrian Overpass Connection and Linear Park Between Bush Street Community Gardens and Mission Avenue *Figure 190*

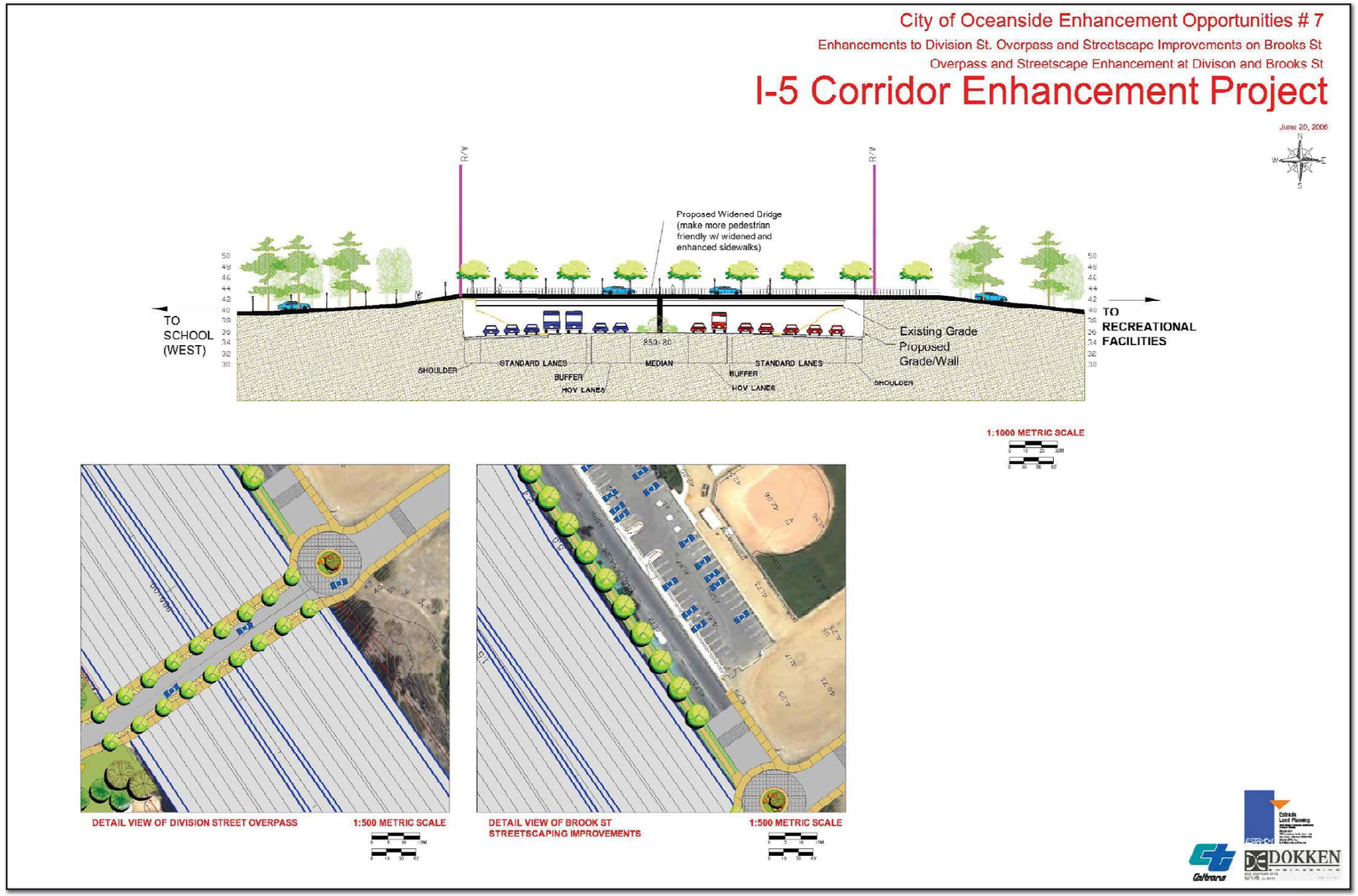
Enhanced Pedestrian Overpass Connection at Mission Avenue

Figure 191



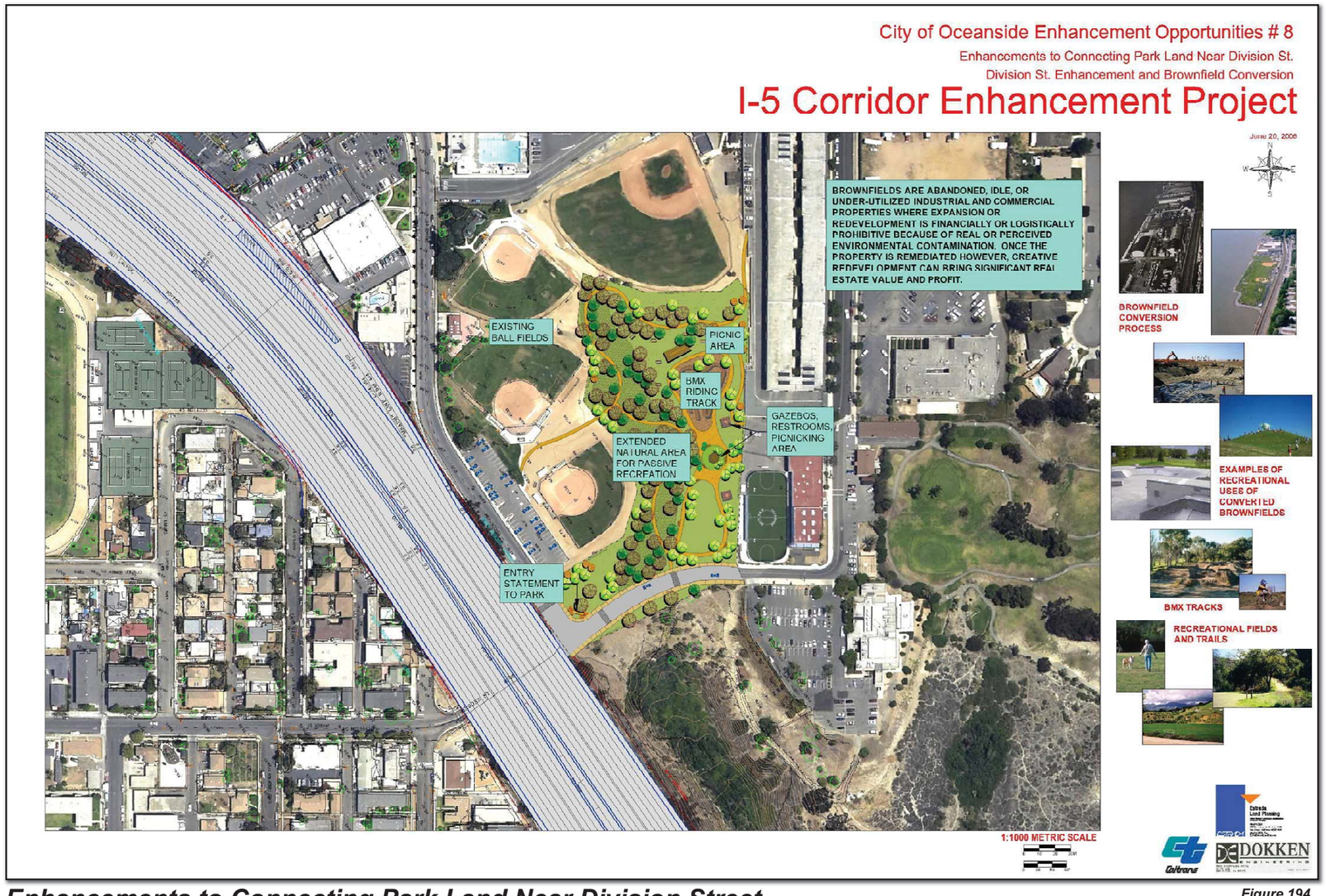
Enhancements to Division Street Overpass and Streetscape Improvements on Brooks Street

Figure 192



Enhancements to Division Street Overpass and Streetscape Improvements on Brooks Street

Figure 193



Enhancements to Connecting Park Land Near Division Street

Figure 194

City of Oceanside Enhancement Opportunities # 9

Oceanside Blvd. Pedestrian E W Trail Connection

Pedestrian Access Enhancement on Oceanside Blvd.

I-5 Corridor Enhancement Project

June 20, 2000

1:500 METRIC SCALE

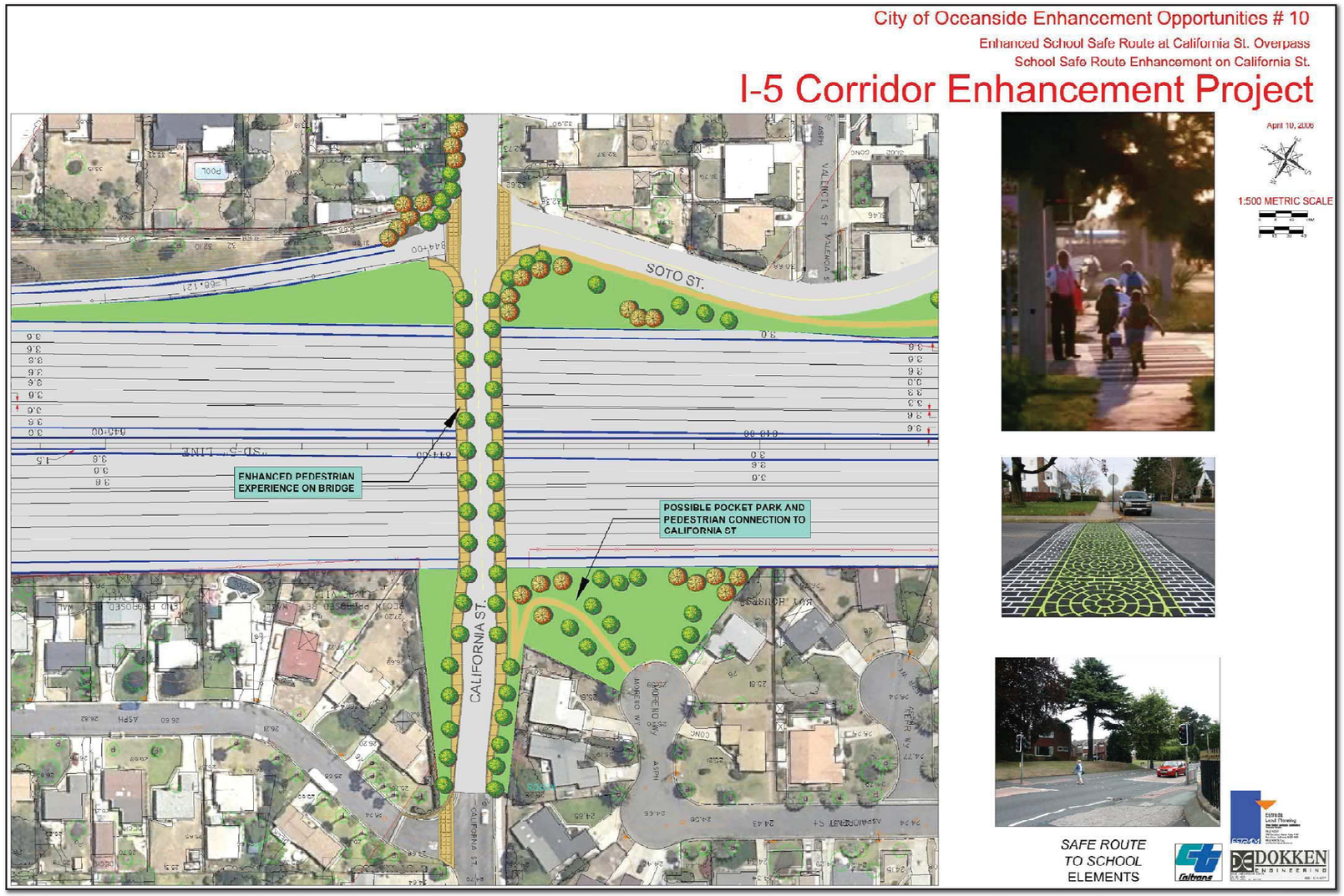
SITE PHOTOS

Caltrans

DOKKEN ENGINEERING

Oceanside Boulevard Pedestrian East/West Trail Connection

Figure 195



Enhancements to Division Street Overpass and Streetscape Improvements on Brooks Street

Figure 196

Public Input: Meeting Notes

SUMMARY OF PUBLIC MEETINGS WITH THE CITY OF OCEANSIDE

The public meeting for the I-5 Enhancement Projects was held on June 20, 2006 from 6-8pm at Oceanside High School in the City of Oceanside. Approximately 85 people passed though the room during this time slot in order to see the enhancement projects, view the proposed footprint of the freeway, ask questions and voice their concerns.

The community meeting was set up accordingly: When the community came in they were greeted and given instructions on how to proceed. They were asked to sign in and take comment sheets to fill out with their input. Members of the community were then given 3 green dots and 3 red dots to be placed on the matrices after they viewed all of the projects. These colored dots represented a vote for or against a proposed project. The green indicated the enhancement projects they preferred the most and red was for the ones they preferred the least.

Visitors were then prompted to the running PowerPoint approximately 15 minutes long in which they got a brief overview of the 10 projects, the process of Ops and Cons, and how their opinions and choices would lead to a better freeway through their city. Following the PowerPoint, community members could view the enhancement projects in greater detail at the stations set up around the room. Representatives from ELP were present at the project stations in order to answer questions and clarify the projects. Caltrans staff members were available to answer more specific questions concerning the widening. After all questions were answered, the comment sheets were filled out regarding each project while the matrices filed up with green and red dots reflecting the communities opinions regarding the 10 proposed projects.

There were a number of community members from the neighborhood of Capistrano Park present at the public meeting. As such, the affects of the widening and the possible mitigation alternatives for the northern edge of the city were of a primary interest at the community meeting. Other particular concerns that were mentioned verbally by the public at the meeting include the safety of pedestrians and cyclists crossing the highway at major intersections, the possible affects of the highway widening on residential areas adjacent to the highway and the need to ensure that money available for enhancement projects is used in the most efficient manner.

Most community members seemed to understand the concept of the ten top tier projects proposed. They took much time to fill out the comment cards and to deliberate over the projects that would best suit the goals and needs of their community.

Attached are the project response charts which rank how the community felt about the 10 projects. The summary will briefly go over the ranking of the projects and share the comments made by the participants in the public meeting.

COMMENTS COLLECTED AT OCEANSIDE COMMUNITY MEETING TO DISCUSS I-5 OPS AND CONS PROJECTS – June 20, 2006

Project # 1 – Regional Entry Feature at Harbor Drive

Regional signage must be concerned with views from the East of I-5 houses.

This project I am curious to why we can't have an overpass, it looks the same except for plants.

Lots of traffic in this area. Great idea to improve.

I like harbor drive ramp enhancements will make Oceanside inviting to new business/vacationers - $$$ to the community

Project # 2 – E-W Pedestrian Underpass/Connection at San Luis Rey River

Capistrano community needs access to be improved along river underpass.

We desperately need a "real" trail along the river because there is no way to take a baby stroller or gear to harbor. Should be lit, too, as we have heard of 3 muggings there recently.

Please please, we need some kind of bike access we are dealing with horrid traffic at San Raphael and Pendleton. What about an asphalt path to improve the path that is already running along the north side of the river? Would allow whole community more access out into the rest of Oceanside. Also would allow policing of the riverbed, much more safer. Thanks.

Pedestrian and handicap improvements to underpass bicycle trail extension from north side San Luis Rey River @ I-5 – East to Benett Rd. Existing Utility trail not maintained – illegal encampments, dumping, crime etc.

Would like beach trail along river – underpass (existing) too steep for wheelchairs (even with ramps) and too narrow.

Underpass for pedestrians is just a beautification attempt and does not address enlarging or making access to beach or harbor safer. Also does not address traffic flow in and out of neighborhood – we need two ways to get in and out!! What about Loretta Street?

Completed project should have good lighting and be protected from area below where homeless come from. Currently tunnel does not feel safe. I run early in the morning and can't cross the street from Harbor Drive to San Rafael because of too much/too fast traffic.

Project #2 should be split. The neighborhood wants the existing tunnel improved but not access from Monterey. The green belt and Monterey Drive access will only create another access and encouraging area for crimes, homeless, muggings etc. Project #2 is very important but needs to be significantly revised. The existing crossway needs to be significantly improved, there is no rational in opening another access through Monterey. Put all the money into one improved access.

Trail on North side of San Luis Rey River connecting with the Oceanside harbor parking lot you could make a nice park and parking place in the Harbor area with access to Capistrano Park.

No greenbelt at Monterey - improve tunnel only.

The proposed walking path from San Luis Rey has major concerns. It will serve as the only viable pedestrian access out of the neighborhood and should accommodate bikes and wheelchairs. Enhancing the existing path preserves many problems and only partially mitigates the main problem of handicapped access. We appreciate the improvements as they are shown, but feel it would be far better and cheaper if the path started at Capistrano Park and followed the river. This solution would allow the trail to be level and truly handicapped accessible. A path along the river would also make it useable for bikes – the currently presented solution would not allow for bicycles, as the path does not have enough headroom.

East side of Harbor Drive pedestrian walkway ramped down on east side to make trail at river instead of directly under the concrete of the freeway.

No green belt on Monterey. Improve existing tunnel only. Do not double opportunities for crime, homeless, etc.

No green belt, lower tunnel so you can see from Harbor, make handicap at tunnel, no green

Where is the proposal for a trail on the north side of San Luis Rey River? There should be the opportunity to walk to the beach or ride a bike safely from Francine Villas. A trail from harbor, under the freeway down to Bennett or beyond is very desirable – from Cap Dr to the Harbor is completely fair and realistic- it is already started by foot traffic.

While I agree that the existing E-W pedestrian crossing at San Luis Rey River which I use on a daily basis. I do not believe that opening another access on Monterey Drive is a good use of our dollars. There are many other ways to improve that access from the river and Capistrano Park. Parking is a very limited in these cul-de-sacs and would make it more of a problem. Review ways to come from the park, or the same side as the current access, in San Luis Rey Drive.

This neighborhood needs enhancement! But, why not make it an overpass??? Even with a lighted tunnel I am afraid to use it. Can this project tie the Francine Villas neighborhood to the south side of the San Luis Rey River so that we can utilize the beautiful East/West pedestrian/bike trail? Tie a trail from south of Capistrano Park all the way to the Harbor.

This is a great idea! Hope that you can go forward with this project. Improvements to this underpass have been a long time coming thank you for considering this as a long-term improvement.

Make a bike path from Capistrano neighborhood to underpass to make underpass usage more safe (more usage=less homeless) and inviting.

On the underpass, I feel is could be unsafe. Should have lighting and have a lot of safety issues. My concern is keeping the homeless from sleeping here. For the safety of people and children walking at night or daytime.

No underpass/ invites homeless which leads to more crime rape- murder- burglary please make it open and bright it always smells like urine

Please consider an "overpass" not a lighted tunnel where the homeless can sleep- out of the rain, criminals and gangs can do a lot to someone in a tunnel – I want to be "seen and heard!" Thank you.

Needs to be well lit. Wide to accommodate bicycles and surf boards. Crime prevention design.

Improve tunnel no greenbelt on bike path.

More lighting for underpass San Luis Rey

Project # 3 – Bike and Ride Amenities/Staging Area on E Side of I-5 at SR76

Will the existing circular off-ramp, now abandoned, be removed or left?

Park and Ride is waste of $ - there is plenty of parking @ harbor and at the start of the bike trail. Why not put $ so that Francine Villas has access to Bike Trail. How about wheelchair accessible bridge from Capistrano Park over the river to the beach bike trail?

We need a trail from Capistrano Park to the Harbor on the north side of the river.

Don't spend money on park and ride there is one on the other side (South).

Adding a park and ride and spending more money on an existing trail is unnecessary.

Love bike path from Capistrano to beach please light up well. Possible alternative: have bike trail go to ocean and build through the underpass.

Project # 4 – Community Open Space Adjacent to "the Birthplace" Medical Center

Many homeowners in the area bounded by Mission, I5, Neptune and Coast Hwy were unable to make it. This is a high-density area of apartments. We have no parks or open space in this area. We desperately need a park. Please consider #4, which is the park next to the family recovery center. This park will do much towards appeasing homeowners who will have to cope with freeway lanes that are encroaching on their land with noise, smog etc. Thank you

This should be funded with private funds or outside parkland grants!

Project # 5 – Enhanced Pedestrian Overpass Connection at Bush St

Great idea but again a waste of large amounts of funds – get some money to the Oceanside Blvd gateway! We have nothing!

Project # 6 – Enhanced Pedestrian Overpass Connection at Mission Ave

Enough has been spent on Mission – spread the money around

Project # 7 – Enhancements to Division St Overpass and Streetscape Improvements on Brooks St

Project # 8 – Enhancements to Connecting Parkland Near Division St

Ridiculous use of funds! Brownfields should be funded only by outside grant from ERA!!!

Project # 9 – Oceanside Blvd. Pedestrian E-W Trail Connection

Please landscape the west side of Oceanside Blvd from I-5 to Crouch St.

The only thing that could hurt this improvement project is the sprinter. But it would definitely improve the safety of pedestrians.

This area needs much, much more in improvements – Oceanside Blvd is UGLY AND IS A MAJOR GATEWAY for heavens sake. Put money here! And to the East of this project.

Project 9 is way too small and needs to be extended east past I-5

Project # 10 – Enhanced School Safe Route at California St Overpass

General Comments:

I was disappointed to see that the list of projects submitted by the coalition of enviro groups focused on the Buena Vista watershed did not even get included on the list of potential synergy projects – what a lost opportunity for the community to see the connection between the widening project and enhancement of our coastal waters by improving the watershed.

We realize that many of the projects on our list would be considered as potential mitigation projects – but many of them are both. By not presenting them as part of the options for the community to consider we all lost.

I understand your staff is still reviewing our list. We look forward to working with you towards a group of projects that provide a real long-term benefit to our community.

Your communication of options would have been much easier for folks to grasp if:

- *have several large overviews of the option locations – many people started at the end or middle and couldn't even see the overview map until after struggling to figure out where a detail map was located.*
- *Provide some text summary of the benefits/issues with each of the options.*
- *Large maps needed better street or location identifiers.*
- *Leave more space between visuals so they weren't blocked.*
- *More staff to explain – don't wait for people to ask – offer explanation*
- *General – many people do not relate to an aerial view of a freeway – that is not how they see it.*
- *It was a great turnout and you put much effort into that – thank you for trying.*
  -Diane Nygaard

Who will maintain all the new proposed trees and bushes along the I-5? Caltrans and the City don't maintain what they have now.

If Caltrans is serious about widening the North + Southbound I-5 then they should take into account the noise pollution and drop the level between 30 and 40 feet. This would create room for streets to go over and the congestion to be abated. Example I-15 and 40th street in North Park – San Diego

I don't think trees should be on overpasses. They could present themselves a hazard if it is windy (drivers are easily distracted by even small falling "debris"), they seem impractical and an unnecessary cost and maintenance.

Please put all your plans in a website.

My concern would be any increase in traffic flow on my street, also any loss of property. I live on Sunset Drive in the Francine Villas area. Increased traffic flow on my street would greatly reduce our quality of life.

Does not show improvement on Harbor drive into San Rafael light. This was major priority at 11/05 meeting.

We welcome the opportunity to discuss how we can better the entrance to the Capistrano Park neighborhood. We have luckily managed to avoid several collisions before San Rafael and the situation needs an immediate remedy.

I understand Capistrano will be closed. Maybe we could keep the North bound traffic in one lane, giving the "R" or other lane only to traffic going off on Monterey. Hate to take away a persons yard, small as they are there.

Still not addressing having to get in and out of Capistrano Neighborhood @ San Rafael light dealing with base traffic. This was addressed @ North Terrace Meeting with Arturo in 11/05.

Open Loretta Street to Hwy 76. One entrance/exit to the Francine Villas neighborhood is insufficient and not acceptable in case of disaster evacuation.

Needs major improvement to traffic, pedestrian and handicap safety at Harbor Drive and San Rafeal.

Pedestrian access needed along tunnel from Harbor Drive that connects to San Rafael.

Francine Villa needs access in and out of 76 due to exit of top of neighborhood in the event of a major fire or flood. The bums are always setting the hill on fire and the river swells and will flow into the Capistrano Park and the top of our areas will have to be air lifted or they could burn to death if there were a major fire – the city does not maintain the river due to a frog living there. We need a safe way out. Where is our access from I-5? It is not on the map from I-5? How will our street be impacted? We want a sound barrier when you bring the lanes closed in to Francine Villa.

Harbor Drive on-ramp to Southbound I-5 needs to have bike lanes. This intersection will be the only access for bicycles given the proposed pedestrian walkway.

We need to know more about our homes on Sunset. To do with the freeway expanding: I have been to three meetings and we still have not been told anything regarding our house. It has been over one year and still nothing. I have lived in sunset for 33 years. Don't take our homes!!!

Francine Villas must have two accesses in and out. Open Loretta or some access to the 76 – safety issues!!

Where is our access from I-5? Expect us to merge with the base – What about in disaster situations? Don't you think the Base traffic will be extremely busy?

Your circulation statement about encouraging mass transportation and alternative modes is false misleading and ridiculous! If that was your objective, you would be building fast speed train lines down the center of the freeway. All these projects are fluff! You are telling us we have only a choice of trees. This project is ill conceived. Its sole purpose is to spend money on cars. It is old thinking and wasteful thinking. Time and time again it has been proven that more lanes solves nothing! It only makes conditions along south Oceanside more inhospitable. It creates more noise, dirt and pollution. It lowers property values. It destroys the quality of life for those living next to the freeway. Noise and pollution are not stopped by sound walls. Your ideas are old, tiresome, lacking imagination and costly. Nothing presented, other than fluff, benefits the city of Oceanside or the citizens of Oceanside! Your missing project south of California and the elimination of the Cassidy ramps will only increase traffic through out residential areas, especially around the two schools in the area. The need for traffic lights to move traffic on West Vista Way will only worsen the quality of life and increase pollution and noise. But you don't care. You don't live here. For the most part south Oceanside is the only section where people live. Well, just ignore us! We don't count.
John B. Kidwell

The pictures looked nice and the pretty colors and dreams – but where is the reality.

Fact: your slide presentation was too fast for the common reader
Fact: $50 million will buy what? And who will be responsible for the maintenance and up keep
Fact: Many neighborhoods feel they are being dictated too I overheard
Fact: Little to no xeriscaping and environmental sensitivity
Fact: No creativity in Alternate land use business, storage, mixed use, city donation usage
Fact: Areas developed like this become homeless magnets! Need active – passive uses
Fact: Caltrans dumps: once built will the city become responsible for watering and upkeep and will the state forward funding for this
Fact: 28 mile cover more than just Oceanside. The impression given was it will only be for Oceanside by the displays. One bridge can cost $5-10 million. How much will be left?

Missing:

A) I-5 is a community divider, beach community for the rest of the city where is the unifying factors
B) Freeway buffer – safety – these seem to place the public at risk
C) Low income housing – give up noise for lower cost housing
D) Culture – these improvements do not reflect the different culture and community identities that architecture and horticulture can represent.

E) The community has need for small farming/gardens….. these are missing and less expensive than they should be
F) The art component and historical components are missing and not reflected
G) The connection with our city's past are missing it looks like a cookie cutter template
H) Background info and reports were not displayed and access on-site was not provided
I) Staff were not clearly isolated to ask questions
J) Where was the staff and staff reports on each item and recommendations
K) Turning points on-off freeways will be impaired by vegetation
L) Vandalism commonly occurs with trees and overpasses as well as droppage onto cars underneath and children climbing not to mention easy suicides.
M) No access to plaza from Cavaleer Moloeb Estates
N) No mention who will be responsible for the "opportunities"
O) Santa Barbara St/Buena St problem with lost traffic end 58 turn around – safety problem
P) The only really good idea was the bike and ride op#3
Q) Underpasses = public potties and homeless shelters and illegal/illicit activities

What a farce and manipulative system I am hereby returning my dots!

*Onramp from Harbor Dr. to Capistrano neighborhood *please make safer*

I have a concern with the closure of Capistrano Drive. I ride the Francine Villa route that turns on Capistrano Drive and then continues through. My question is how is this going to affect this route and what do you propose on doing? I also have a concern about another outlet in the Capistrano Area. We have one way out, one way in. What is there floods, fires, earthquakes: you're putting us in a dangerous position on trying to get out of our area we live in.

*North of 76 (Capistrano neighborhood) * please build a sound wall the noise from the 76 is loud to the homes just north and above it. Thanks*

I feel this is a waste of taxpayer money! I am more concerned with the Hwy 78 – Vista Way area and the closure of Cassidy and Los Flores.

Address traffic in and out of Capistrano (Francine Villa) unsafe from Harbor Drive to San Rafael due to base traffic.

PROJECT	Oceanside Opportunities MOST APPROPRIATE
1) Regional Entry Feature at Harbor Drive	********** **********
2) E-W Pedestrian Underpass/Connection at San Luis Rey River	********** **********
3) Bike and Ride Amenities/Staging Area on E Side of I-5 at SR 76	******
4) Community Open Space Adjacent to "The Birthplace" Medical Center	********
5) Enhanced Pedestrian Overpass Connection at Bush St.	*****
6) Enhanced Pedestrian Overpass Connection at Mission Ave.	**********
7) Enhancements to Division St. Overpass and Streetscape Improvements on Brooks St.	****
8) Enhancements to Connecting Parkland Near Division St	******
9) Oceanside Blvd. Pedestrian E-W Trail Connection	*********
10) Enhanced School Safe Route at California St Overpass	**********

Table 12

Results of the Project Vote Held at the Oceanside Community Meeting

PROJECT	Oceanside Opportunities LEAST APPROPRIATE
1) Regional Entry Feature at Harbor Drive	*****
2) E-W Pedestrian Underpass/Connection at San Luis Rey River	********** **********
3) Bike and Ride Amenities/Staging Area on E Side of I-5 at SR 76	**********
4) Community Open Space Adjacent to "The Birthplace" Medical Center	********** **********
5) Enhanced Pedestrian Overpass Connection at Bush St.	*********
6) Enhanced Pedestrian Overpass Connection at Mission Ave.	***
7) Enhancements to Division St. Overpass and Streetscape Improvements on Brooks St.	********
8) Enhancements to Connecting Parkland Near Division St	**********
9) Oceanside Blvd. Pedestrian E-W Trail Connection	****
10) Enhanced School Safe Route at California St Overpass	********

Table 13

Results of the Project Vote Held at the Oceanside Community Meeting

7.1.7 Conclusions

A number of synergy projects have been recommended for the City of Oceanside. These projects are primarily trail connections allowing for improved access to the natural lagoon areas, and better continuity of existing trail systems through the city. Improvements to connectivity across the freeway are also recommended for the I-5 corridor through the City of Oceanside.

Table 14 depicts the ranking of each project in the City based on our community meetings. A preliminary cost estimate is also included in the table based on conditions at the time of the writing of this report. Cost may vary in the future due to market fluctuations.

More information about the final synergy projects recommended for Oceanside can be found in the I-5 North Coast Community Enhancement Plan.

The following table lists potential synergy projects. The project names and numbers may be different than the final projects and project numbers listed in the I-5 North Coast Community Enhancement Plan.

PROJECT #	PROJECT	# Of GREEN DOTS (Most Appropriate)	# OF RED DOTS (Least Appropriate)	Net Scores for Projects	Change to Existing Caltrans ROW	Environmental Clearance	Construction Cost/ Complexity	City Staff of Encinitas Preference/Comments (to be filled out in meeting)
#1	Regional Entry Feature at Harbor Drive	52	5	47			Possible Mitigation	
#2	E-W Pedestrian Underpass/Connection at San Luis Rey River	57	38	19			Possible Mitigation	
#3	Bike and Ride Amenities/Staging Area on E Side of I-5 at SR 76	6	18	-12			Synergy	
#4	Community Open Space Adjacent to "The Birthplace" Medical Center	8	36	-28			Synergy	
#5	Enhanced Pedestrian Overpass Connection at Bush St.	5	9	-4			Synergy	
#6	Enhanced Pedestrian Overpass Connection at Mission Ave.	35	3	32			Synergy/Project to be undertaken by City	
#7	Enhancements to Division St. Overpass and Streetscape Improvements on Brooks St.	4	8	-4			Possible Mitigation	
#8	Enhancements to Connecting Parkland Near Division St.	6	16	-10			Project to be undertaken by City	
#9	Oceanside Blvd. Pedestrian E-W Trail Connection	9	4	5			Synergy	
#10	Enhanced School Safe Route at California St. Overpass	10	8	2			Synergy	
	ESTIMATED COST TOTAL							

Table 14

Results of the Project Vote Held at the Oceanside Community Meeting

8.1 Appendix

8.1.1 Overview

Project Development Team meetings were held on a bi-weekly basis throughout the process of developing synergy projects for the I-5 North Coast Community Enhancement Plan.

Interstate 5 Freeway Improvements
Opportunities & Constraints Analysis Process
Ops & Cons Analysis Team Meeting Minutes
File No. 1482-220

MEETING MINUTES

MEETING TYPE: **Ops & Cons Analysis Team Kick-off meeting**
SUBJECT: Kick-off meeting
DATE: Wednesday, November 17, 2004
TIME: 8:30 – 9:30 am
LOCATION: Caltrans – District 11 Office
Design Balcony Conference Room
2829 Juan Street
San Diego, CA 92110

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required
1. **Introductions** – Chris Johnson began the meeting with introductions, asking all attendees to introduce themselves. Estrada Land Planning will prepare meeting minutes for each meeting. Minutes will be sent to Dokken for review/distribution.	**Estrada Land Planning to provide meeting minutes of kick-off meeting**
2. **Task purpose** - Chris and Arturo explained that the purpose of this task is to gain public consensus for the I-5 freeway project. Arturo noted that the project is within a coastal region that will be subject to sensitive environmental issues, thus requiring a non-traditional approach to gain consensus. Working with the local agencies will ultimately lead to the development of a Draft Joint Development Master Plan, or DJDMP. The plan will need to consider the potential mitigation measures with respect to the local agencies' general plans, demographics, environmental concerns, and political issues. The total project budget is estimated at $2 billion dollars. Six local City agencies will be involved in the Ops & Cons Analysis concept development process. Several impacts are anticipated for the corridor that will affect many of the local agencies' jurisdictions. Public outreach will not be part of this task. Potential right-of-way takes and noise issues are likely to be the biggest concerns of the local agencies. Political issues will also be of concern when gaining input from the local agencies.	
3. **Project variability** -Vicki Estrada asked if there is a possibility that the Draft Joint Development Master Plan may show proposed improvements that may vary from one local agency's jurisdiction to another. Kent responded that it may possibly change from City to City, but overall a certain level of continuity is desired. The options for possibly expanding the Caltrans right-of-way will result in mitigating these impacts with sensitive solutions. Kent stated that we may need to purchase land for joint	

1 of 6

development purposes in order to relinquish it to local agencies or sell it to private individuals, resulting in a net loss of Caltrans ROW. The task of the consultant is to work with local agencies to find these types of win/win opportunities, and negotiate a plan to implement them. It was also stated that the consultant should find opportunities to do similar projects on public land adjacent to Caltrans ROW to produce similar results.

4. **Task goals** - Kent explained that the goal is to achieve public consent. The 10+4 option has been modeled in plan for study in the 'Opportunities and Constraints Analysis' document. The task's focus is to complete a Draft Joint Development Master Plan. Environmental work will be done concurrently with the Ops & Cons Analysis process per the distributed schedule.

   The Ops & Cons Analysis task schedule was also reviewed, concluding that this task will have a short timeframe for completion. The due date for completing a Draft Joint Development Master Plan is July-August of 2005. Estrada asked if this deadline could be met. The consensus was that it could be met.

5. **EDAW's role** - will be brought on as a consultant to provide the community impact assessment reports. Caltrans requested that Dokken Engineering coordinate with EDAW's work on the Community Impact Assessment (CIA) to insure consistency between the two.

6. **Initial meetings w/ local agencies** - Kent suggested that the first meetings with the local agency staff not include any proposals, but to discuss the big picture ideas, regional context, environmental issues, etc. to develop a rapport. No public meetings with the local agencies have been held. Public scooping meeting for the freeway project have been conducted in each local agency jurisdiction.

7. **Process of developing the plan** - Steve A explained that the 'Ops & Cons' document is a 'living' document, which will change based on the local agencies' input for the project.

   Arturo briefly explained the proposed development options, 10+4 and 8+4, with either buffers or striping. The most likely alternative is the 10+4 w/ buffer, and should be used as a basis.

   SANDAG has approved the concepts outlined in the 'Ops & Cons' document, and has recommended proceeding with the process. It was suggested that the City Manager of each respective City involved evaluate and prioritize the improvements to be built.

   Arturo explained that a technical group was established with SANDAG and currently meets monthly to discuss issues

related to the freeway project. It was suggested that the $50 million dollar funding be divided, on a per mile basis, through all the agencies to implement the final improvements.

Arturo also stated that the freeway project does not abut the City of Del Mar, but Caltrans has been meeting with them to discuss the project. Del Mar has not yet provided any input to the 'Ops & Cons' document. It will be Estrada Land Planning's job to gain input from and develop consensus for the freeway project with all the local agencies.

Steve A explained that the draft joint development master plan process will be the catalyst for change through the corridor, developing consensus and the possibility of additional outside funding for other local improvement projects throughout the corridor.

8. **Project impacts** - Arturo stated that the greatest impacts will most likely occur in the City of Oceanside, meaning an increased share of the funding will need to go to the improvements in this area of the project. Arturo said that the per-mile breakdown would not be appropriate, as there may be more intensive improvements in one area than another.

   Arturo and Tom will set up all of the initial meetings with the local agencies. The first meeting will be with the City of Oceanside on December 14th. A pre-meeting will also be scheduled for December 8th to assemble an agenda and issues for discussion.

   Caltrans to contact the City of Oceanside to confirm date, time, & location of first meeting

9. **Local agency meeting/ presentation ideas** - Arturo suggested presenting to the local agencies the existing conditions, including current circulation and land use improvements, and possibilities for linear parks, pedestrian trails, wider bridges, cross freeway connections, etc. Also discussed was the development of a consistent product throughout the corridor, of quality similar to that of the I-15/40th Street improvements in San Diego.

10. **Project's sensitive issues** - Steve A suggested that we be conscientious of the ROW 'take' issues, and that we not 'show too much' at this point. The local agencies fear that the freeway project will require a lot of 'take' within their jurisdictions. Arturo added that the City of Solana Beach has already said that they will not agree to any property 'takes', and that noise mitigation measures will be necessary in their jurisdiction.

11. **Local agency meeting approach** - Estrada explained that we will need to lead the local agencies through the issues discussing the best options and hopefully concluding with our preferred option. It is important for the local agencies to take ownership of these ideas for the proposed

improvements.Estrada also asked if anyone thought there might be any conflicts in views of the 'ideal solution' between local agencies.

12. **Meeting preparation support materials** - Estrada asked if the 'Ops & Cons' document is available digitally for use/review. Curtis explained that it could be sent over as an In-Design file or pdf. A discussion ensued over ortho rectified photos, with a system to be set-up by Dokken Engineering.

    Caltrans to provide a digital copy of the 'Ops & Cons' document to the Consultant Team for use in presentation to local agencies

    Estrada asked if field photos, local agency contacts, or project specific website developments, etc. were going to be provided.Vicki also suggested formulating an ftp site where all project information can be located and accessible to all team members.

    Dokken to establish ftp site for sharing of information

13. **Project schedule / payment** – Christine said that the task schedule is very aggressive and warned that payment of invoices will be based on achievement of task milestones. Dokken will monitor the schedule for the task.

14. **Scope Items** - Chris also stated that a Project Development Notebook will need to be kept as part of the scope of work. Jason noted that keeping an accurate track record of issues and ideas is essential. The project process will be under scrutiny; in watching how the Project Development Plan will evolve, how it is recorded, and how funds are spent.

    Estrada Land Planning to produce the Project Development Notebook to be kept. Estrada will also maintain communication with Dokken on all correspondence

15. **Project pace** - Arturo stated that it is imperative that we keep the project moving forward to meet the aggressive time schedule. We'll need to get the local agencies' elected officials' approval and move forward. Jason interjected that we shouldn't let the process take up too much time with local agencies' Art commissions, community planning groups, etc.

16. **General project issues** - Arturo asked, generally, if a solution for each agency jurisdiction is needed. The suggestion of a bigger picture solution should be portrayed. A solution that attains continuity, addressing the regional context and scenic values will be most important.

17. **New Direct Access Ramps** - Options for Direct Access Ramps (DAR's) to the freeway may lessen traffic impacts on existing connections. The impacts to traffic will need to be reviewed to confirm any lessened impacts.

    Local agencies will need to provide input on the ingress/egress issues associated with the proposed widened freeway. Caltrans does not anticipate producing individual PSR's for each agency jurisdiction.

    The City of Encinitas has expressed the willingness to fund a PSR for the Encinitas Boulevard interchange.

18. **Regular meetings** will need to be scheduled for the Design Team. Mondays at 1:30pm is the tentative time schedule. The goals for the design team meetings are to develop direction, prepare for meetings with Agencies, and de-brief from any previous meetings. Tom will assure of meeting room reservation.

    Caltrans to assure of meeting room reservation

19. **Other invitees** - It was suggested that Chris Schmidt, Caltrans Planning Department, be invited to attend all meetings. Also to be invited is Majid Kharrati.

    Caltrans to invite Chris Schmidt and Majid Kharrati to meetings

20. **EDAW's task order** status was questioned for completion. Caltrans will send the task order items to Dokken for refinement, then distribution after Caltrans review/approval. Bill Graham will be managing the task order for EDAW.

21. Additional Attendees for regular meetings shall include Amy Kundert and Michelle Trudell.

These meeting minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer with three days of receipt.

PREPARED BY: David Preciado, RLA
DISTRIBUTION: All attendees
DATE: November 17, 2004
ATTACHMENT: Meeting Attendees List, Project Development Team Roster

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Steve Alvarez	Caltrans	Task Manager
Kent Askew	Caltrans	Landscape Architect
Curtis Johnson	Caltrans	Landscape Architect
Tom Nipper	Caltrans	Project Management
Jason Reynolds	Caltrans	Environmental Analysis
Christine Carrington	Caltrans	Contract Services
Chris Johnson	Dokken Engineering	Consultant Project Manager
Gerard Lumabas	Dokken Engineering	Consultant Assistant Engineer
Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
David Preciado	Estrada Land Planning	Consultant Landscape Architect

Interstate 5 Freeway Improvements
Opportunities & Constraints Analysis Process
Ops & Cons Analysis Team Meeting Minutes
File No. 1482-220

MEETING MINUTES

MEETING TYPE: **Ops & Cons Analysis Team Meeting**
SUBJECT: Oceanside Pre-meeting
DATE: Wednesday, December 8, 2004
TIME: 10:00 – 12:00 am
LOCATION: Caltrans – District 11 Office
Design Balcony Conference Room
2829 Juan Street
San Diego, CA 92110

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required
1. **Meeting minutes** - Revised minutes were presented. Comments included the request to change the second line in Item #4, omitting 'for the proposed 10+4 option', as we cannot predetermine which option, either the 8+4 or 10+4, is to be used for the project.	**Estrada Land Planning (ELP) to omit the portion of the line from the minutes and issue a revised set for the official record.**
2. **Baseline footprint** – It was determined that the baseline footprint should be the worst-case scenario, which is the 10+4 option. All ideas developed in the Ops & Cons analysis phase will be based on the baseline footprint. The 8+4 option shall be considered as the second default option. If the 8+4 option is used, there will ultimately be less impacts and mitigation measures required. Kent explained that this task is about exploring options and opportunities, not about assessing the project. The 10+4 option will be used a basis for developing the Ops & Cons ideas. It is not intended for Caltrans to show the 10+4 option to the local agencies or to assess it. The technical studies, specifically the environmental documents, will ultimately assess the final Ops & Cons ideas based on the joint development ideas produced with each local agency.	
3. **Geometric drawings** – It is expected that local agencies will want to see the proposed freeway footprint and Right of Way (ROW) impacts. It was determined that the geometric drawings are too detailed to present to the local agencies at this time. We do not want to present information that might cause local agencies to focus solely on ROW impacts and property take issues. In the initial meeting, we will need to explain and discuss 'big picture' ideas and issues. We should not mention which option we are considering, but generally discuss the typical issues or impacts that will be incurred.	
4. **City of Oceanside meeting participants** – Generally, we would like the City of Oceanside to understand the importance of the	

initial meeting and the magnitude of involvement for which we are asking them to participate.

We are concerned that there will only be two Oceanside representatives, both Engineers, and they may view the project merely from an Engineering perspective.

The local agencies should be bringing as many of their department representatives as possible to expose them to focus on the 'big picture' issues, and involve them in a collaborative development of opportunities. Ideally they should have City Managers, Engineering, and Planning Department staff attend the meetings.

We need to stress that their involvement and development of ideas is essential to meet this accelerated schedule. We intend to complete the Ops & Cons Analysis phase by May.

5. **Expectations for Oceanside** - It is anticipated that the City of Oceanside will have representatives that will want us to present our ideas for them to review. The meeting team will need to communicate the potential impacts of the freeway project and involve the appropriate City staff to assist in developing opportunities.

   In preparation for the Oceanside meeting Chris Schmidt will make calls to personal contacts to discuss the upcoming meeting and issues.

   Caltrans to make phone calls to specific contacts at the City of Oceanside to discuss the project, the potential issues and upcoming meeting.

7. **Paradigm shift** – We anticipate that the Local Agencies are expecting the typical Caltrans process for developing the project.

   We should explain to the local agencies our paradigm shift to a joint development process with the Cities for the Ops & Cons ideas. We will present a different process of development that will work with their local General Plan. We would like local agencies to take ownership of these ideas.

8. **Presentation approach** – The first meeting with the City of Oceanside will deal with big picture issues. We will start with the big picture ideas then get more definitive as we move through the meeting.

   ELP to produce a preliminary set of goals to be discussed at the Oceanside meeting. Goals will be emailed to the Ops & Cons Analysis Team for review prior to the meeting.

   A preliminary set of goals will be discussed at several levels, including a 'big picture', more abstract level, and at smaller scaled, more definitive levels.

   Ops & Cons Analysis Team to review the goals and respond with comments prior to the City of Oceanside meeting.

   At the abstract level, it is intended to solicit their impressions of Oceanside, asking big picture questions like:
   - What's Oceanside like? What is it that you want people to remember about Oceanside? What makes Oceanside different from other Cities along corridor? What is the essence of Oceanside?

   From their answers we hope to gain perspective of what they value most about their City.

Then, at the more definitive level, we can ask more specific questions that identify what the City would like and not like to see with the I-5 North Coast Corridor Enhancement project.

Once we have concluded the discussion with this second level of questioning, we will proceed to a third, more definitive level, identifying what specific improvements they may want to see, for example – 'provide an overlook at the lagoon'.

This manner of questioning will give them the feeling they are part of the process; that we have listened to them; that we have identified and discussed their concerns, and have come up with their ideas for potential use.

We would like to know their concerns and ideas for the relationships across and parallel to the freeway, what land uses are according to the general plan, and what is intended in the future for specific areas. We would like to gain insight on their perspectives, concerns or issues with circulation-including pedestrian, biking, hiking and vehicular, also issues of access, open space, recreation, land use, etc. Our focus will be on the 'whole' of the city.

Subsequent meetings with the City of Oceanside will focus on more specific issues and impacts relative to the freeway project.

We will provide Oceanside's existing land use plans, aerial maps, and existing conditions for reference and review at the meeting.

ELP to will prepare additional exhibits for the meeting.

Vicki Estrada will lead the presentation at the meeting with Oceanside.

9. **Initial meeting goals** – We want them to understand what we are doing with this process. We will encourage City representatives to go back to their staff and discuss what we present to them. We would like to involve City planning staff immediately to assist us with developing ideas. We will invite local agencies to come to the table with their ideas that are sensitive to their General Plan and transportation plans.

10. **Meeting invite phone calls** – We will convey to the local agencies that we want them to become involved with creating development opportunities along the corridor, not to review what the project impacts are. We do not want to give them the impression that this meeting is to select a number of improvements from a menu of which they can choose from. We want them to understand that they will be an integral part of a development process, and their attendance, with the right people, is critical. We want the Cities to lead the group in developing opportunities. We want the Cities to take ownership of these ideas and help to move them toward a set of potential solutions.

    Caltrans to adjust the message in the initial meeting invites to convey the process, the level of involvement expectations, and 'big picture' perspective, needed to explore development opportunities along the corridor.

    The Cities will have varying interpretations on what we are

trying to accomplish. Therefore, we will have to adapt from City to City with our presentations.

11. '**Meeting team' attendees** – The key people to attend the Oceanside meeting will be Vicki Estrada, David Preciado, Chris Johnson, Michelle Trudell, Arturo Jacobo, Kent Askew and Chris Schmidt. It is intended that we have a smaller group to meet with the local agencies. We do not want to be an overbearing group.

12. **Community Impact Assessment (CIA)** – A task order has been presented to Caltrans for initiation. EDAW will obtain information from all the Cities. Meeting date is set for Monday, December 13th, 10am at Caltrans View Ridge Offices, room 202 or 204.

    Dokken Engineering (DE) and ELP to coordinate all the required information so as not to overwhelm the Cities with multiple requests for the same information.

13. **Public knowledge of project impacts** – There is a concern that once the project goes public, City staff has the responsibility to inform individual property owners. The informing of property owners has derailed projects in the past. It would be beneficial to have a process that presents all the impacts at one time, allowing the public to view the overall design benefits, which may substantiate the impacts.

    The typical direction has always been to have no ROW takes. If we present the project footprint to the local agencies, they could take a defensive position, with demands for a redesign, studies, and approval by City prior to implementation, etc.

    We will ask the local agencies their suggestions for communicating with the public. Communication with the public is vital for gaining consent for the project.

    It should be the City staff's job to get their Council's approval for the project and support the development opportunities along the ROW.

    It was determined that we should not show typical sections of impacts along the corridor, as it may alarm the local agencies of ROW issues and take the focus away from the 'big picture' ideas.

14. **Regular Meeting dates** – scheduled for the year 2005, the 1st and 3rd Wednesday of each month, at 1:30pm, Caltrans Design Balcony. **Next Regular Meeting: January 5th**

15. **Next City Meeting** – December 14th 1:30pm, with **City of Oceanside**, Caltrans Design Balcony, and 3:30 Oceanside de-brief meeting, Caltrans Design Balcony. *This meeting was subsequently cancelled, and re-scheduled for January 13th at 10:00am.*

16. **Community Impact Assessment (CIA) Coordination Meeting** – December 13th, with EDAW, at Caltrans Rm 202 or 204. Attendees shall include Caltrans, EDAW, DE, & ELP.

    DE and ELP to attend CIA Coordination Meeting.

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17. **Master Meeting List:**

Date	Time	Meeting purpose	Location	Room
December 13th	10:00am	CIA meeting	Caltrans View Ridge office	202 or 204
Re-scheduled to January 13th	*10:00am*	City of Oceanside	Caltrans – Juan Street	Design Balcony
Re-scheduled to January 13th	*3:30pm*	Oceanside de-brief / Carlsbad Prep meeting	Caltrans – Juan Street	Design Balcony
January 21st	10:00am	City of Carlsbad	City of Carlsbad-Faraday offices	
January 25th	10:30am	City of Solana Beach	City of Solana Beach City Hall	
February 2nd	10:00am	City of Encinitas	City of Encinitas City Hall	

These meeting minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer with three days of receipt.

PREPARED BY: David Preciado
DISTRIBUTION: All attendees
DATE: December 10, 2004
ATTACHMENT: Meeting Attendees List, Project Development Team Roster

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Steve Alvarez	Caltrans	Task Manager
Kent Askew	Caltrans	Landscape Architect
Curtis Johnson	Caltrans	Landscape Architect
Tom Nipper	Caltrans	Project Management
Chris Schmidt	Caltrans	Planning
Jason Reynolds	Caltrans	Environmental Analysis
Amy Kundert	Caltrans	Environmental Analysis
Chris Johnson	Dokken Engineering	Consultant Project Manager
Gerard Lumabas	Dokken Engineering	Consultant Assistant Engineer
Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
David Preciado	Estrada Land Planning	Consultant Landscape Architect
Kevin Nguyen	Estrada Land Planning	Consultant Landscape Architect

MEETING MINUTES

MEETING TYPE: **Ops & Cons Analysis Team Meeting**
SUBJECT: Oceanside Pre-meeting
DATE: Monday, January 10, 2005
TIME: 3:30 – 5:00 pm
LOCATION: Caltrans – District 11 Room 204 (Traffic Operations Room)
5251 Viewridge Court
San Diego, CA 92123

ATTENDEES: (See attached PDT Roster)

Topics Discussed	Action Required
1. **Meeting minutes** – Meeting minutes were presented. No changes were recommended. Internal discussions were summarized, concluding that during the analysis phase, all ideas will be considered for the project. Caltrans staff explained the necessity for local Agencies to understand the Project's constraints associated with the present Right of Way (ROW) locations, and that properties immediately adjacent to the ROW may be subject to land acquisition procedures. The opportunities and constraints will need to be reviewed on a case-by-case basis to determine which properties will be affected. Local Agencies will need to get involved with the private property acquisition process, obtaining approval from the private property owner. This process should involve Agency executive-level approvals. The property owner should agree to the property acquisitions, if possible. The project may require Eminent Domain procedures for properties where agreeable terms cannot be met.	
2. **Upcoming Meetings:** January 18th: City of Del Mar January 21st: City of Carlsbad February 2nd: City of Encinitas **Yet to be scheduled:** City of Solana Beach City of Oceanside City of San Diego	
3. **Local Agency plan and document information** shall be collected by EDAW. Local agency information may be borrowed or distributed to Caltrans or the Consultant Team through EDAW. Bill Graham is the primary contact, 619.233.2454.	
4. **Meeting Agenda and Goals and Objective handouts for the City meetings** will be produced by Estrada Land Planning. The handout was reviewed and corrections suggested in preparation	**Estrada Land Planning (ELP) will make the corrections to the Agenda and handouts and print copies for the meeting**

for the meeting.	
5. **City meeting exhibits** – No geometrics or sections will be shown at the initial meetings with any of the public agencies.	
6. **Air Quality Studies** will proceed further, and are contracted under a sub-task order. The current task order does not include the air quality studies, but will have this component added in at a later time.	
7. **The task order for the flood plain studies** has been signed. Dokken will complete the four flood plain studies where the structure type and sizes are known, and advanced planning studies completed. These locations are the Penasquitos, San Dieguito, Agua Hedionda, and Batiquitos Lagoons. Four other studies will be completed upon receipt of the final structure size and configuration information. These locations include San Elijo and Buena Vista Lagoons. The report will be completed to a 70% level, including the report set-up, the HEC-RAS model runs for the existing conditions, and framework for the proposed HEC-RAS study information. The Army Corps of Engineers and County of San Diego will review the flood plain report information. The model runs for the existing conditions and first four locations can be shared with the CO-OP group.	**Dokken Engineering is to send a list of task orders to Caltrans (AJ)**
8. **EDAW is proceeding with the Community Impact Assessment** (CIA) work, currently focusing on 'hot-spot' review areas. They need the available Level of Service (LOS) information for the intersections. Two segments have been reviewed and comments returned.	
9. **Geometrics status report:** Dokken Engineering (DE) is near completion with the roadway layouts and associated grading. DE anticipates completing the work ahead of the milestone due date.	
10. **Additional Engineering Task Order** – Caltrans and DE will need to outline a new task order for the next phase of engineering services as the budget and current task order are near completion.	**DE will set up a meeting with Caltrans to discuss the next task order for Engineering Services**
11. **City of Encinitas** has contracted Dokken to produce a master PSR document to study geometric alternatives for all four I-5 intersections. The work will be produced immediately. The use of roundabouts will be considered as an alternative.	
12. **Attend Technical Meetings** - Caltrans suggested that DE attend the recurring technical meetings with Caltrans and the local Agencies to review and discuss the traffic study information. Local Agencies and their Consultants typically attend. DE should propose to the City of Encinitas to attend these meetings.	**DE will discuss attendance of the Technical meetings with the City of Encinitas**

13. **Street crossing structures** – Caltrans will discuss with the local Agencies, the issue of future street widening anticipated for each of their streets that intersect Interstate 5. This information is needed for the Ops & Cons analysis phase. Bridge widening could significantly increase the construction cost of the project.

    Traffic studies will be required of all the local Agencies for all City streets that intersect with I-5, if they are considering widening. The traffic studies will be required to justify the future increases in traffic volumes and street widening. The local Agencies shall to be notified in the next upcoming technical meeting.

    Caltrans will notify the local Agencies of traffic studies requirements for future City street widening.

    The project will need to comply with the local Agencies' General Plan documents. Local Agencies may need to complete a General plan amendment.

14. **Master Meeting List:**

Date	Time	Meeting purpose	Location	Room
January 18th	9:00am	City of Del Mar	City of Del Mar – Annex Bldg.	Conf. Room
January 21st	10:00am	City of Carlsbad	City of Carlsbad-Faraday Offices	Conf. Room
February 2nd	10:00am	City of Encinitas	City of Encinitas City Hall	

These meeting minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer with three days of receipt.

PREPARED BY: David Preciado
DISTRIBUTION: All attendees
DATE: January 31, 2005
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Steve Alvarez	Caltrans	Task Manager
Kent Askew	Caltrans	Landscape Architect
Curtis Johnson	Caltrans	Landscape Architect
Tom Nipper	Caltrans	Project Management
Chris Schmidt	Caltrans	Planning
Jason Reynolds	Caltrans	Environmental Analysis
Amy Kundert	Caltrans	Environmental Analysis
Chris Johnson	Dokken Engineering	Consultant Project Manager
Gerard Lumabas	Dokken Engineering	Consultant Assistant Engineer
Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
David Preciado	Estrada Land Planning	Consultant Landscape Architect
Kevin Nguyen	Estrada Land Planning	Consultant Landscape Architect

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MEETING MINUTES

MEETING TYPE: **Ops & Cons Analysis – Team Meeting**
SUBJECT: Overview and Encinitas Design Development
DATE: May 11, 2005
TIME: 10:00 am – 12:00pm
LOCATION: Estrada Land Planning Office Conference Room
ATTENDEES: (See attached Ops/Cons Analysis Team Roster)

Topics Discussed	Action Required
1. **Attendance – See attached attendance sheet.**	
2. **An introduction** of all attendees was completed.	
3. **Caltrans Staff Update** - Caltrans briefed the Ops and Cons Team of the following: **Meetings with local agencies** - Caltrans conducted a working meeting with the City of Carlsbad City Council. Caltrans briefed them on the status of the project. The City proposed removing the Canon Road Direct Access Ramp (DAR), as the City wants the strawberry field location (proposed for the transit center and commuter parking lot facility) to be developed into a resort and commercial center. The City questioned if the DAR is required. Caltrans responded that the DAR is not a requirement by Caltrans for implementation with the project. The City asked when the next meeting with the Ops and Cons team would be held. The City would like to see a presentation of the current ideas. The City will decide when to go to the public with the proposed ideas. **Project Schedule -** Local traffic studies will be completed in September 2005. It is anticipated that the Ops & Cons Analysis Phase will be completed late summer 2005. Estrada Land Planning (ELP) confirmed the estimated completion timeframe. Arturo asked if we should show the right-of-way impacts at this point in time. Arturo also noted that the Lomas Santa Fe Interchange, the first of any of the corridor interchanges to be designed to accommodate the projects' widening requirements, has been fully funded by SANDAG. **Corridor Design Guidelines** – Caltrans would like a task order proposal submitted for this work. Steve Alvarez suggested that he write the task order description and send to Dokken Engineering (DE) for review and re-submittal with fee. **Bridge Design Phasing plan -** Caltrans is currently finalizing the bridge design phasing plan with scheduled completion by end of summer 2005. The bridge design phase is the critical path, anticipated to begin by summer of 2006. The first phase of	**Steve Alvarez will write the task order description and send to DE.**

bridges may include Manchester and Birmingham bridges. A proactive effort of working with the City will aid in determining the final improvements of these two bridges.

Geology Studies – Majid explained that the preliminary work will be completed in a couple of months, and will include limited studies, minor fieldwork, and bridge foundation soil testing. The Ops & Cons Team priority is formulating questions, concerns, and/or issues related to the design of walls or other improvements that may be needed.

A Noise Abatement Determination Report Task Order - Chris Johnson explained that DE is currently writing the task order for the Noise Abatement Decision Report (NADR). Chris J. insisted that ELP assist in providing input for the visual component of the report.

The report will include as a basis for all wall improvements, a noise barrier, with general recommendations. The basic wall layouts proposed in the report may be deemed unreasonable, even if costs are justifiable. Visual impacts will be a critical part of the study as several Cities have expressed concern over wall visual impacts. Specific noise abatement options will be considered at a later time.

Meetings with Cities will be scheduled to present the noise study results. DE and the noise study Consultants will make the presentations to the Cities as part of the NADR tasks. Presentations should focus on the "bigger picture" issues.

Geotechnical Studies - The Caltrans Geotechnical Engineering Department will produce a Preliminary Geotechnical Report (PGR). Additional geotechnical studies are anticipated to address more specific issues, such as possible benching of slopes. The Ops & Cons Team will compile a list of issues and send to the Geotechnical Consultant to address.

Ops & Cons Team shall formulate questions, concerns, and/or issues related to the design of walls or other improvements that may be needed, and send them to the Geotechnical Engineers for response.

4. The proposed removal of the DAR at Cannon Road raised an issue related to promoting regional mass transit. Vicki Estrada noted that Alan Hoffman is producing a regional transportation study funded by *San Diego Moves,* a local advocacy group for public transportation. The question of whether Caltrans should advocate public transportation improvements in the project was raised. The direction for what should be provided in the project, i.e.- mass transit, bus only, High Occupancy Vehicle (HOV), or pay lanes, is to be determined by SANDAG, and implemented by Caltrans. Arturo explained that Caltrans is not responsible for determining what improvements are required.

   Does the removal of the DAR in Carlsbad conflict with SANDAG's regional transit goals? Caltrans will need to discuss the regional mass transit requirements and proposed improvements with SANDAG.

   Caltrans will set up a meeting with SANDAG to discuss the regional transit goals and specific improvements to be provided.

5. **Estrada Land Planning Presentation**
   Vicki Estrada gave a brief history of the Ops & Con Analysis phase process, and then presented their work to date in a PowerPoint presentation.

   ELP explained that the initial investigation of the regional 'big picture', studied the existing pedestrian, bike, vehicular, and mass transit routes, transit facilities, regional open spaces, and adjacent land uses. Recommendations for improvements to these systems and facilities were provided. ELP also proposed ideas for additional rail and bus transit stations. The study of the regional context has given ELP a better understanding for the present regional transit systems and land uses adjacent to the project, and will aid in developing potential opportunities for development with the project.

   The Caltrans Landscape Architecture Team reviewed the initial 'regional context' investigation, and then asked that ELP focus more specifically on the project corridor, adjacent land uses, and pedestrian, bike and vehicle-related improvements. It was stressed that the proposed project improvements relate to the regional context.

   Vicki Estrada explained that this process is new to the Ops & Cons Team, and that we're gaining a better understanding for the direction and where we need to be.

   The presentation gave an overview of the 'regional context', then

   Vicki Estrada then explained the more specific corridor improvements study within the City of Encinitas. Slides of graphic plans indicating potential project improvements were shown to the team. The study specifically identified potential:
   - trails and connections,
   - public parks opportunities and open space links ,
   - East-west connections,
   - where pedestrian traffic justifies wider bridges, i.e. - Encinitas Blvd., with sidewalks possibly 15' wide,
   - Overlook locations related to trail systems,
   - Parallel pedestrian crossings built with new bridges that cross lagoons,
   - Shifting of road alignments to preserve character and open space areas,
   - Corridor improvements and design ideas, prioritized for implementation, i.e.- trail types and bridge walkways,
   - Opportunities for landform grading to give sense of character and reduce wall heights.
   - Connection potentials, and to determine if correlates to local agency trail systems.
   - Relationship of corridor improvements to adjacent land uses
   - Scenic view sheds along trail alignments,
   - Connections within Caltrans right-of-way.
   - Wall locations, heights, and anticipated visual impacts.

City of Encinitas I-5 Preliminary Studies Report Update: DE briefed the Ops & Cons Team on the Encinitas I-5 Preliminary Studies project. DE has conducted Project Design Team (PDT) meetings for the development of five interchanges. Alternatives have been developed for each interchange, from which the City will select two options. DE will provide traffic analysis studies for the selected options and coordinate with SANDAG. The City is considering the use of roundabouts at several of their main intersections. ROW takes may be required to allow the roundabouts to be implemented.

6. **(Back to ELP Slide Show)**
   Estrada continued with the slide show indicating the potential improvements for the Hall property area of Encinitas.
   - At the Hall property, the future park site, the study considers several improvements, including widening the McKinnon bridge, to allow for bike lanes, wider sidewalks, or street parkway features.
   - Potential urban and rural trail connections along the corridor
   - At wetlands and environmentally sensitive areas, identify the limits of existing trails and potentials for new trails. The locations and limits of proposed improvements would be discussed with the City.
   - Connections to public spaces, such as Cottonwood Park,
   - Specific types of development details, such as pedestrian-only crossings, are the next steps in the process.

The contextual character of the community may assist in determining the bridge aesthetics. Bridge types, styles, and architectural significance are also relevant in the creation of landmarks.

- Potential open space opportunities may be built and ownership relinquished to local agencies to maintain.
- Caltrans would like to relinquish property adjacent to the project ROW to the Cities, reducing Caltrans' maintenance costs for any improvements that the public will benefit from. A maintenance agreement with the local agencies will be considered for specific improvements only.
- At Leucadia Blvd roundabouts are proposed. Studies are expected to be performed, and two final alternatives selected for each intersection. Specific trail or bike improvements at Leucadia Blvd will be dependent on the intersection options to be selected for implementation.
- 'Future' trail connections, located within the Caltrans ROW, allow for connections to other City open space trails. The trail in the ROW would be a 'shared' facility (trail) to allow connections and path networks to work. The City would provide maintenance of the 'shared' facility.
- Proposed trails adjacent to existing roads may require shrinking lane widths to allow for a bike or pedestrian trail.
- The analysis should also consider opportunities for more community connections from east to west.
- Eventually we'll be able to determine where soundwalls, retaining walls, and soil nail walls will be located and type of aesthetics for each.
- Overlook opportunities should take advantage of publicly-owned property first, as there would be insignificant costs

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for purchase of land, and would also reduce land takes.

7. **Post Presentation Comments**
   - Amy thought the use of existing public lands for the development of trails and overlooks is a good idea.
   - Chris S. thought the study should focus more on crossings. A detailed focus on what the crossings will look like, whether the improvements take on a 'boulevard-feel' includes medians, or other streetscape treatments. Twin Oaks Valley Road was suggested as a good example. Main entries to the City should also be considered for more detail. What will the entrances look like? Bridge handrail details for instance, are they open or closed? Are they metal or masonry? The study should start to make a clear distinction between project related improvements and 'future' possible improvements.
   - Arturo asked what the relationship is of the proposed trails to greater systems. The study should also indicate what the ROW impacts and/or land takes are, if any, that are associated with the development of the trails. What would the maintenance criteria be for determining whether Caltrans or the City is to maintain these improvements?
   - Chris S. asked what will need to be cleared environmentally as part of the project? And for trails not part of the project? Will separate funding sources and environmental process be required for out of ROW improvements? Each City will be different.
   - Majid suggested that we present to the City and identify priorities for the shown improvements.
   - Steve Alvarez asked the team if we should show more detail than what was shown today.
   - Chris S. expressed the need to elaborate on specifics; to show detailed bridge examples to Cities to gain feedback and make them think about what best reflects their community's image. We need to "scare" or excite the City agencies to motivate their in-house efforts to get 'on-board' with us to provide information. The project improvements proposed will provide momentum and will give Cities the justification to seek Grant funding, etc., to implement improvements not built with the widening project. Cross sections are to be included in next presentation.
   - Curtis thought that the plan could address more storm water drainage facilities with the proposed trail connections.

8. **Cities to Analyze Next:** Carlsbad, San Diego, Solana Beach, Oceanside and Del Mar.

9. **Regular Meetings** - ELP and Caltrans Landscape Architects will set the regular meeting dates/times. Regular meetings generally will occur every other Tuesday at 1:30. The next regular meeting will be Wednesday June 1st.

10. **A meeting with the City of Encinitas** is scheduled for May 24th at 1:30 PM. ELP and Kent Askew will meet with Leroy Bodas and a few City Staff persons to discuss the alternatives shown today.

These meeting minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer with three days of receipt.

PREPARED BY: David Preciado
DISTRIBUTION: All attendees
DATE: May 31, 2005
ATTACHMENT: Meeting Attendees List

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Majid Kharrati	Caltrans	Project Management
Kent Askew	Caltrans	Landscape Architect
Steve Alvarez	Caltrans	Landscape Architect
Curtis Johnson	Caltrans	Landscape Architect
Chris Schmidt	Caltrans	Planning Department
Amy Young	Caltrans	Environmental Department
Chris Johnson	Dokken Engineering	Consultant Project Manager
Gerard Lumabas	Dokken Engineering	Consultant Project Engineer
Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
David Preciado	Estrada Land Planning	Consultant Landscape Architect
Katherine Melcher	Estrada Land Planning	Consultant Landscape Architect
Kevin Nguyen	Estrada Land Planning	Consultant Landscape Architect
Abbey Edwards	Estrada Land Planning	Consultant Landscape Architect

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MEETING MINUTES

MEETING TYPE: **Ops & Cons Analysis Team Meeting**
SUBJECT: Project Status Meeting
DATE: June 1, 2005
TIME: 1:30 pm – 3:00pm
LOCATION: Caltrans Visioneering Conference Room
ATTENDEES: (See list of attendees at end of notes)

Topics Discussed	Action Required
1. Attendance – See attached sign-in roster of attendees.	
2. Estrada Land Planning produced a project schedule (handout) that indicates tasks and associated completion dates for each City. Also included are general timelines for the Design Guidelines and Noise Abatement Decision Report (NADR). Chris Johnson noted that the project is scheduled for completion on October 31st, 2005. ELP will adjust the schedule to match the task order completion date. Chris also noted that if the work continues beyond the estimated contract date, a new task order would need to be issued.	**ELP will revise the schedule to reflect a completion date of October 31st**
3. Kent noted that a Draft Joint Development Plan, the final project deliverable, is to be completed by late fall. The City Agencies will provide input toward the final development opportunities for the project. It is intended that the City Agencies be involved throughout the opportunities development process.	
4. Arturo suggested that specific segments of the project could be given to the Caltrans Design group for further design development and identifying water quality requirements and right-of-way impacts. The specific segments would only include the first priority projects.	
5. Chris suggested that the traffic study information be provided to ELP, so they may consider specific improvements for the bridges and street under crossings within the context of the information.	**Dokken to provide the traffic study information to ELP**
6. Estrada suggested that the Encinitas intersections alternatives be included in the plans. The alternative that is most likely to be implemented should be shown. Several of the intersections include roundabouts. Chris J. confirmed that the roundabouts will most likely be implemented. Leucadia Boulevard and several other intersections will have the geometrics design completed in the next few weeks. Piraeus will probably be closed at the Encinitas Blvd intersection, as the geometrics don't work with the implementation of the roundabout.	**Dokken to provide the Encinitas intersections with roundabouts to ELP for inclusion in the plans, upon completion of the geometrics design**
7. Estrada has phoned Gary Gallegos, of SANDAG, several times over the last few months to set up a meeting. Gary has not	

returned any calls.

8. The meeting on May 24th with the City of Encinitas staff was productive. City staff attendees included Leroy Bodas, Kipp Hefner, Peter Cota-Robles, and Kerry Miller, the City Manager.

   The City's primary interests were for:
   - Improving bike and pedestrian access from east to west where possible.
   - Encinitas Blvd is a focus of improved access, but bridge piles limit the widening of the street and accommodating a pedestrian walkway or bike lane. Replacement of the bridge is the best solution to achieving the ideal situation.
   - The locations of walls. Sound walls should not block views of residents or of residential areas. The City would like to know where the walls will be located.
   - Including public art with the project improvements.

   A second meeting with the City of Encinitas staff and a few council members is scheduled for June 22nd.

   Arturo stated that the Wilson Street interchange will be completed by September 2005. Encinitas Blvd will be completed before September 2005.

9. Caltrans staff feels that maintenance will be a big factor in whether the City will want any project to be built. The cost of maintaining any improvements could be more than what the Cities are willing to agree to.

   Generally, the City is expecting the 10+4 alternative to best suit the needs of the traffic demands. The City is starting to get a feel for what the specific project improvements may include.

10. Estrada suggested that the next plan graphics show the new ideas in a green color and City General Plan improvements (for future development) in an orange color, for clarity of what improvements are integral with the project.

    ELP will revise the plans to clarify the improvements that are part of the project

    The first phase project improvements will be implemented as part of a joint use agreement. Improvements would be built by Caltrans, and turned over to the City to maintain them. Retaining walls is an example of the type of improvement that is intended for the Cities to maintain. Caltrans would be responsible for maintaining the structural integrity of such improvements, and replace them if needed.

11. Tiered slopes, or benches, are options for creating relief in proposed slopes. However, access to tiered slopes is of concern as there is no way to approach from within the ROW. Access from the City side at the top of slope is ideal for maintenance access.

    Ornamental plantings of on tiered slopes is not encouraged. The use of natives is appropriate.

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12. Identifying the locations and heights of proposed walls and whether sound walls are proposed on top of retaining walls is the next step for ELP. Estrada suggested that sections be produced to understand the topography and identify the possibilities for specific locations.

    Chris J explained that the grading design, as part of a different task order, will generate design cross sections that can be used.

13. Estrada suggested that the grading design of slopes consider alternative contour grading that may be more sculptural. The contour grading could add to the identity of the corridor.

14. The team agreed that the plans for the next meetings show the project footprint. The plans are to be stamped 'Draft' or 'Preliminary', as the final design work is not yet completed.

    ELP will add notes to the plans indicating 'Draft' or 'Preliminary' design work

    The plans should also be noted for roundabout design as a 'Draft' or 'Preliminary' design work.

15. Chris J. noted that the Manchester DAR graphics should be changed to show a more general potential limit of proposed improvements. The line work presently shown is a very preliminary layout. The DAR and access route to the parking area should be located further to the south.

    ELP will revise the plans to show a more diagrammatic representation of the Manchester DAR

16. Kent suggested that the plans note that the initial tiers of improvements are to be funded by the project. Second tier improvements are to be funded by Grants.

    ELP will add notes to the plans indicating funding sources

17. The project funding does not include art as part of the project. Kent suggested that art be considered a visual mitigation element that can be addressed with the proposed improvements design.

18. The team concluded that Community input meetings should only include those residents that will be directly impacted by the proposed improvements. Presenting to a larger audience may potentially create tangent issues.

19. Chris S. suggested that the decision making process be clearly identified for determining what issues are to be addressed.

    Caltrans will determine what the decision making process will be

20. The Design Guidelines task order description should consider a prioritized sequence of bridge design development.

21. The next Team Meeting is scheduled for June 15th, 2005 at the Viewridge Offices, 1:30 pm.

These meeting minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer with three days of receipt.

PREPARED BY: David Preciado

Interstate 5 Freeway Improvements
Opportunities & Constraints Analysis Process
Ops & Cons Analysis Team Meeting Minutes
File No. 1482-220

DISTRIBUTION: All attendees
DATE: June 10, 2005

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Steve Alvarez	Caltrans	Landscape Architect
Curtis Johnson	Caltrans	Landscape Architect
Chris Schmidt	Caltrans	Planning Department
Amy Young	Caltrans	Environmental Department
Michelle Trudell	Caltrans	Environmental Department
Chris Johnson	Dokken Engineering	Consultant Project Engineer
Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
David Preciado	Estrada Land Planning	Consultant Landscape Architect
Abbey Edwards	Estrada Land Planning	Consultant Landscape Architect

Interstate 5 Freeway Improvements
Opportunities & Constraints Analysis Process
Ops & Cons Analysis Team Meeting Minutes
File No. 1482-220

MEETING MINUTES

MEETING TYPE: **Ops & Cons Analysis Team Meeting**
SUBJECT: Project Status Meeting
DATE: June 15, 2005
TIME: 1:30 pm – 3:00pm
LOCATION: Caltrans – Viewridge Offices – Conference Room 203
ATTENDEES: (See list of attendees at end of notes)

Topics Discussed	Action Required
1. Attendance – See attached sign-in roster of attendees.	
2. Vicki began discussion with the upcoming presentation to the City of Encinitas Council members and Staff. The meeting is scheduled for June 22nd at the City of Encinitas offices. The intent is to present a summary of the process on presentation boards and to discuss the first tier projects with the City. The meeting will be an important step in the development of the opportunities and constraints, as the City and Caltrans will begin the decision-making process for which project to include in the construction phase. The first tier projects include several projects that are either 1) within the Caltrans Right of Way (ROW) and included with the project, 2) a synergy project, with improvements located on both Caltrans and City property, to include enhancements to be provided due to the project impacts, or 3) projects involving potential land acquisitions, if required. Caltrans is intending that most projects would relinquish property and/or maintenance responsibility to the City, if the City directly benefits from the proposed improvements. Dialogue with the City, addressing the relinquishment & maintenance responsibilities is intended.	
ELP will show the wall heights, as presently designed. Dokken's digital terrain models (DTMs) will assist in creating visual simulations for locations with the most significant bluffs impacts. Union Street will require a visual simulation to understand the impacts and proposed improvements.	**ELP to indicate proposed wall heights on the graphic plans and check with Dokken on the development of the DTMs** **Caltrans will create the visual simulations as part of the visual analysis task**
Cross sections of a few locations will also be prepared to show the anticipated impacts and possible solutions. Alternative grading methods could be used to enhance, or mitigate, the visual impacts of currently proposed walls.	**ELP will prepare cross sections for specific areas showing the existing and possible solutions**
ELP will discuss with the City the best ways to approach the public and hosting Open House review sessions for the project. It is expected that the public would be most interested in the ROW and sound, visual and environmental mitigation issues.	**ELP will discuss with the City how to best approach the public and Open House review sessions**
3. Arturo's goals for the meeting is for the City to become more aware of the project, to gain the City's full support for the	

projects, to get the City more enthused for the project improvements, and for the City to understand that the proposed improvements will enhance their City.

4. Chris S. suggested that the construction staging of improvements through the City of Encinitas be discussed with City staff. The Manchester intersection may be a big issue for discussion, as this intersection is a key link to several areas, such as Mira Costa Community College.

   ELP will discuss with Staff the construction phasing of improvements through the City of Encinitas

   ELP is concerned with the tall walls proposed near Manchester and asked if it is appropriate to show the City the wall locations. The team agreed that we should show the footprint and locations of walls. The graphics should also indicate the parcel ownership information, open space parcels, and land use designation, if possible.

   Wall locations will be shown on the graphics

   The footprint, parcel ownership information, open space designations, and land uses will be shown on the graphics

   Chris S. suggested that opportunities may exist for potential access and view sheds in this area. Overlooks may be difficult to design for this area due to steep existing topography. Opportunities may also exist for providing streetscape improvements with the interchange development in the areas between the church, college, and interchange.

5. Vicki suggested that the graphics for presentation to the City should be grouped by type, and that the priority projects be highlighted in some manner to distinguish them from the other lower tier projects.

   The priority projects will be highlighted on the graphics to distinguish them from lower tier projects.

6. Manchester improvements will include:
   - Widening of the street with pedestrian access beneath, perpendicular to I-5.
   - Improve access to the lagoon (assumed to be included in the project)
   - Provide a pedestrian connection to the Nature Center

7. Kent suggested a discussion with the City Staff to discuss opportunities for specific improvements.

   Chris S. stated that the City needs to understand the limitations for what can be built by the project, and that other synergy project improvements can be built concurrently with the project, but may require the City to get funding for construction.

   Kent stressed that we need to begin negotiating projects with the City. The City needs to know that Caltrans is willing to relinquish property with maintenance responsibilities, where the City is able to capitalize on public access.

8. Chris S. suggested that we ask the City Council members to give their staff the authority to work with the Ops & Cons Team, embracing the opportunities and working to further develop them. The City staff's effort should assist in developing the individual projects that extend into City ROW, providing design input and decision making for these specific improvements. The

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City should also begin to identify timelines and funding sources for specific City ROW projects improvements.

9. Vicki suggested that a graphic matrix be prepared that identifies project requirements. Kent stated that a draft matrix has already been produced. A copy will be sent to ELP for use in the presentation to the City Council members and Staff.

   Caltrans to send matrix to ELP in preparation for the meeting with the City of Encinitas

   Kent also requested that we be candid with the City Council and Staff members, so they fully understand the improvements to be provided as part of the project, the relinquishment of specific properties to the City, and the responsibilities for maintenance of improvements.

10. Arturo suggested the use of before and after images or graphics, conveying to the Council members and Staff the existing conditions and the possible solutions.

    ELP may provide before and after images on the graphics

    Arturo stressed the need for approval by City Council prior to moving forward with further design development.

11. Kent suggested that we ask the City Council members and staff how to best provide outreach workshops to the City residents.

    Chris S. stated that the City cannot simply agree to the proposed improvements without providing public outreach. The City staff should fully understand the opportunities, take ownership of the proposed improvements, and host the outreach meetings. Many of the improvements that will benefit the City will be located within the City ROW or on Caltrans ROW to be relinquished to the City.

    An example is the proposed park improvements for Moonlight Creek, which is located off Caltrans ROW, to be developed by the City. The City should address the community concerns and gain public input for this project.

12. Arturo suggested that ELP include examples of collaborative efforts between Caltrans and local agencies to show that synergetic development efforts are successful.

    ELP may provide examples of other collaborative projects between Caltrans and local agencies.

    Vicki suggested stressing the possible loss of an opportunity to improve the City, would aid in convincing the City to work collaboratively, embracing the proposed improvements and accepting the maintenance responsibilities.

13. Chris S. suggested that we clearly explain the prioritization of the first tier projects, addressing feasibility of construction and dollar vs. return ratios.

    ELP will discuss feasibility of construction and value of each of the improvements with the City

    Chris also suggested that the team leave a copy of the graphics with the council members, as they will need something to refer to when discussing with City staff in subsequent meetings.

    ELP will provide one copy to be left behind at each meeting

14. Vicki thought that a workshop-style meeting with the Council

and staff members would allow collaboration and discussion of ideas and opportunities. The meeting will also bring to light any unknown City projects that may be underway or planned for the future.

15. The connection to Birmingham is located in the Caltrans ROW and will be relinquished to the City as part of their master plan.

16. Abbey stated that the widening will impact the eastern edge at the Santa Fe Drive intersection. There is a sensitive wetland area presently. Should the wetland area be increased? Should the wetland area encroach into the City or private properties adjacent to this area? The City has already stated that retaining these areas is desirable, to the extent possible. Discussions with the City will aid in determining a direction.

    The continuation of the 'Requeza trail' will be removed from the plan, as it is a low priority project.

    ELP will remove the continuation of the 'Requeza trail' on the graphics

17. Most bridges will provide improved access with sidewalks, bike lanes, traveled lanes, and possibly streetscape improvements.

    The proposed pedestrian bridge from the Cottonwood Creek to Union Street on the west side may involve a property take to make the westerly landing feasible. Input from the City Council members and staff will aid in determining the need and location.

18. Kent noted that the design guidelines may identify opportunities to underground utilities as a visual mitigation measure.

19. Piraeus may be closed or reduced to a one-way nearest the intersection, due to the new geometrics with roundabouts.

20. Photos will be added to the plan graphics for ease of recognition of areas proposed for improvements.

    ELP will add photos to the graphic plans for ease of recognition

    Additional images will be shown for the following:
    - Manchester linkage to the refuge area and channel crossing
    - Streetscape improvements will be added at Via Cardiff
    - At Loch Lamond there may be an opportunity to vacate property for a future pocket park.
    - The east side connection to the Hall property will also be shown.

    Discussions should also include timelines for building the bridges.

    Caltrans will need to discuss with the City the timelines for building the bridges

21. The next Team Meeting is scheduled for June 29th, 2005, 1:30pm. Location to be determined.

These meeting minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer with three days of receipt.

PREPARED BY: David Preciado
DISTRIBUTION: All attendees
DATE: June 22, 2005

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Chris Schmidt	Caltrans	Planning Department
Amy Young	Caltrans	Environmental Department
Michelle Trudell	Caltrans	Environmental Department
Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
David Preciado	Estrada Land Planning	Consultant Landscape Architect
Abbey Edwards	Estrada Land Planning	Consultant Landscape Architect

MEETING MINUTES

MEETING TYPE: **Ops & Cons Analysis Team Meeting**
SUBJECT: Project Status Meeting
DATE: June 29, 2005
TIME: 9:00 am – 2:00pm
LOCATION: Caltrans – Viewridge Offices – Conference Room 203
ATTENDEES: (See list of attendees at end of notes)

Topics Discussed	Action Required
1. Attendance – See attached sign-in roster of attendees.	
2. There is some disagreement with Encinitas Blvd. and Union St. as to whether it is a good or bad idea.	
3. Previous meetings went very well so far so open house needs to be scheduled and planned out. Simulations should be done as well as DTM's from Dokken Eng. Vicki explained the symbolism of the plan. Wall heights and sections were gone over. Caltrans is to get the sections for the entire length. The city has agreed to maintain and take over properties. Include the roundabouts on the master plan graphics to be shown to the public. The roundabouts are Caltrans projects to be wielded. In the project the city is not clearing the projects environmentally. Caltrans will.	
4. What will be needed for Caltrans to move ahead with the graphic plans will be included in the technical preferences. Project features to be included or removed must also be determined. Mitigation measures will be dealt with separately. **(Drawing of Manchester artistic/alternative retaining wall)** Cities are willing to do the workshop/public legwork. It is important to avoid controversial issues. SANDAG would be less supportive if we were dealing with controversial projects. A relationship needs to be maintained between SANDAG and the cities in order to get the projects developed. We need to commit to the good projects and get them built. It is anticipated that there will be opposition to the project as a whole as well as projects within. SANDAG may recommend some alternatives to show.	
Gary Gallegos For the master plan development SANDAG would prefer to fund projects that have been identified or included in the City general plans.	**Call to set up a steering committee meeting**

Dokken, Caltrans, Geotech It is important to consider the visual mitigation of the walls and to communicate the anticipated scale. It is suggested that the title of the meetings should reflect the material being presented.	**Remove some of the benches**

These meeting minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer with three days of receipt.

PREPARED BY: David Preciado
DISTRIBUTION: All attendees
DATE: May 23, 2005

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Chris Schmidt	Caltrans	Planning Department
Amy Young	Caltrans	Environmental Department
Michelle Trudell	Caltrans	Environmental Department
Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
David Preciado	Estrada Land Planning	Consultant Landscape Architect
Abbey Edwards	Estrada Land Planning	Consultant Landscape Architect

MEETING MINUTES

MEETING TYPE: **Ops & Cons Analysis Team Meeting**
SUBJECT: Project Status Meeting
DATE: July 20, 2005
TIME: 1:30 pm – 3:00pm
LOCATION: Estrada Land Planning Office, Conference room
ATTENDEES: (See list of attendees at end of notes)

Topics Discussed	Action Required
1. Attendance – See attached sign-in roster of attendees. A site walk with Dan Gallegor helped to establish more information. Meeting with the city of Carlsbad: The team will need to work with the city staff. The team should consist of Vicki Estrada and staff, Art J. and Kent A.. C. Schmidt suggested additional staff such as directors. An emphasis was made on business development or quality of life. The question is asked if the engineer for the city of Carlsbad is open to quality of life issues. Vicki needs to talk with the shareholder about the politics of the situation.	
The sections for Cannon Rd. in Carlsbad have been completed by Dokken Eng. ELP is to verify if the Cannon Rd. interchange	**ELP needs to verify if the Cannon Rd. interchange is in the drawings.**
August 16th there will be a PDT meeting various issues along with the main agenda items.	
The other cities know that Encinitas is performing their own MPSR's for their intersections.	
The traffic numbers for Carlsbad suggest that roundabouts are not possible for this project. However, Vicki says that in a traffic study done in a San Yisidro project, it was found that with a number more like 5 roundabouts in a group the traffic eases and works well! Wilson will be performing the traffic study. Vicki Estrada talks to Dokken about the sound walls. Dokken says they will start with the NADR work.	

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Pireus St.: If a class-1 bike way is put in there will need to be a street crossing area. The bike-lane will be recreational for commuter biker purposes. It should be kept separate from the roadway.	**Do not show sound walls on the plan, only retaining walls.**
Union St.: The grading does not work unless without the use of a large ramp structure or extensive grading with walls. Right now the city has no plans to develop the Union St. property. For this area we should do all we can to successfully implement forms of mitigation including a bio-swale etc… A bridge to the YMCA is not feasible. The parcel to the West of Union St. belongs to the city. Manchester: The trail will work to successfully connect the trails on both sides of the bridge. Because of the wetland habitat there the project will be considered a mitigation measure. In other words the money will not be coming out of the op's and con's budget. Dokken will have the DAR at Manchester information done in about two weeks. The question is asked how the prioritization of the projects should be made. Will the city need to approve the projects? The answer is Yes. The budget will ultimately determine what gets built first. Caltrans Issues: They have a lot of fill available so we should try to use it on site. They need to get restoration credit. Visual mitigation is also important. In an effort to better understand the situation a suggestion was made to show the I-5 video. Community meetings for Encinitas: (Tues., Wed., Thurs.) It will be around the time of August 8th. The first priority will be for the citizens. A proposal of the op.'s and con.'s should be run on a power point presentation loop. It is important to show what the benefits to the public are. Explanation of the estimated construction budget should also be presented. Via Cardiff: It is suggested to narrow the road so you can have a detached path. A roundabout has been proposed. There will be a possible sale of property in an effort to help fund the construction of the park. Via Cardiff is the main entrance to the park. Vicki will be sure to discuss these issues with Dan Gallagar. At this intersection, bio swales are a very good option at this intersection. The entrance should be moved to the North. In conclusion a review of today's changes is made based on the meeting comments. Community meeting goals are discussed along with a review of the project matrix. The LA's for the project should meet two to three more times. The next meeting is set to be 8/10 (PDT meeting) at 1:30. A workshop layout must be completed with a graphics list. Carlsbad has more opportunities for land use/development	**ELP needs to get the utility information from Dokken for this area.**

projects with the 10+4 impacts compared to Encinitas.

These meeting minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer with three days of receipt.

PREPARED BY: David Preciado
DISTRIBUTION: All attendees
DATE: June 22, 2005

Meeting Attendees List

Arturo Jacobo	Caltrans	Project Manager
Kent Askew	Caltrans	Landscape Architect
Chris Schmidt	Caltrans	Planning Department
Amy Young	Caltrans	Environmental Department
Michelle Trudell	Caltrans	Environmental Department
Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
David Preciado	Estrada Land Planning	Consultant Landscape Architect
Abbey Edwards	Estrada Land Planning	Consultant Landscape Architect

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File No. 1558-220

MEETING MINUTES

MEETING TYPE: North Coast Widening Opportunities & Constraints Analysis

SUBJECT: **Opportunities and Constraints Development**

DATE: December 21, 2005

TIME: 2:00 pm – 4:00 pm

LOCATION: Caltrans District 11, Viewridge Office

ATTENDEES: See attached list

TOPICS DISCUSSED	ACTION REQUIRED
1. Meeting minutes preparation. Chris Johnson suggested reinstating meeting minute preparation. He organized the assistance of Dokken Engineering (DE) designers to prepare and distribute the minutes henceforth.	
2. Determine status of widening designs. Chris J. shared the latest copies of the DE alternatives, including the 8+4 Buffer and 10+4 Barrier exhibits and cross sections. Vicki Estrada inquired about the status of the 10+4 Buffer design. Chris J. replied that DE is currently working on bringing the two Caltrans (CT) alternatives to the same annotation level as the DE alternatives. Vicki and Abbey Edwards asked to receive a copy of the two completed alternative's exhibits and cross sections from DE.	**DE to provide Estrada Land Planning with electronic copies of the 8+4 Buffer and 10+4 Barrier cross sections.**
3. Discuss Opportunities and Constraints issues along the corridor. Vicki suggested starting with the City of Oceanside to discuss the most current Opportunities and Constraints (Ops and Cons) from a recent meeting with Frank Watanabe from the City of Oceanside. Starting north of SR-78, no trails or pedestrian crossings are viable near California Ave due to the constrained surroundings. A pedestrian crossing achieved by widening the California St over-crossing	

TOPICS DISCUSSED	ACTION REQUIRED

was deemed favorable to accommodate the nearby Oceanside Middle School pedestrian traffic.

Furthermore, Vicki mentioned the desire for traffic calming measures on Stewart St around the Cassidy St interchange due to increased traffic volume. Arturo responded that no improvements of arterial streets are to be included as opportunities. Localized improvements to the arterials around interchanges are acceptable, but arterial work outside these regions is not to be included at this time. Keith Ploettner replied that the impact on arterials due to the closure of interchanges should be considered.

Vicki suggested a meeting sometime in January to discuss several specific opportunities, including the Oceanside DAR/golf course future use, lighted pedestrian tunnels, and the free right exit from the NB 5 onto Mission Blvd. Vicki continued to say that this ramp is of concern to local officials due to the proximity of Oceanside High School and the resulting high pedestrian volume. One possible alternative would eliminate the movement altogether, forcing all exiting traffic onto one ramp. Keith replied that the traffic volumes for the combined ramp would be extremely large, around 2200 veh/hr and 1400 veh/hr in the PM and AM peaks, respectively. Chris J. said the geometrics are similar to the Friars Rd interchange, and the configuration could accommodate this volume, provided adequate storage on the ramps. Vicki responded that by narrowing Santa Barbara St just east of the interchange, additional lanes could be provided.

In the immediate vicinity, Vicki noted a similar problem with the SB on ramp from EB Mission Ave. Vicki proposed moving the angle of intersection closer to 90 degrees to remove the free right turn. Further, Vicki proposed moving the entrance of the high school, accompanied by a widening of the Division St over-crossing, which would provide safer pedestrian access to the recreational park east of the freeway.

Just north of Mission Avenue, Vicki suggested enhancing the substandard Bush Street over-crossing to allow for greater pedestrian access between the community gardens on the west to the trails and

TOPICS DISCUSSED	ACTION REQUIRED

proposed recreational facility on the east. These proposed trails would extend to just south of SR-76 and would require coordination with the neighboring housing developments.

Vicki stated that the Harbor interchange should be redeveloped as a gateway to the City of Oceanside. Handicapped and bicycle access to the pedestrian tunnel north of the San Luis Rey River is needed, and the City of Oceanside is increasingly interested in providing well lit trails. Arturo Jacobo inquired if it would be possible to utilize the existing tunnel in the future, and Vicki replied that that was being investigated.

Chris Schmidt asked how much coordination has been accomplished with City of Oceanside officials. Vicki responded that more meetings are required to refine the alternatives and ideas presented. Kent Askew said that overall design footprint meetings should be held first. Vicki suggested combining the Ops and Cons meetings with the footprint meetings. Tom Nipper said the meetings should be kept separate, and the Ops and Cons meeting should not be held up by the footprint design. Arturo said the sound wall designs will not be ready for public review until mid-February. Kent responded that the affected homeowners should be notified of potential right of way (R/W) takes before the Ops and Cons meetings. When asked who will undertake that task, Arturo volunteered Tom and himself.

CT to notify affected homeowners of potential ROW impacts prior to Ops and Cons meeting.

Kent asked about planting pockets in R/W constrained areas. Arturo replied that as a general rule, planting pockets will not be provided if they make the difference between a partial take and a full take. If by adding a planting pocket, a full parcel must be acquired, the planting pocket will not be included. If the addition of a planting pocket only marginally increases the partial take, it may be considered. Chris S. added that each wall and planting pocket must be considered on a case by case basis and there is no definite rule.

Kent asked if the FHWA would be willing to accept all the substandard lane configurations along the corridor, particularly in R/W constrained areas. Chris

TOPICS DISCUSSED	ACTION REQUIRED

J. added that a design that includes substandard lane widths to avoid R/W impacts will require a fact sheet. Kent said that it might not be that much more expensive to add planting pockets, because many of the parcels will be full takes anyway. Michelle Trudell asked if the parcels in question will be relocations or empty lots, and Kent replied that most parcels are relocations and apartment complexes. Kent added that the decision must be made whether to take R/W or to build high walls on the freeway shoulder. Chris J. stated that the sound wall designs are in an early stage, and still need work on size, stepping, and R/W. Vicki added that coordination between all of these design features is imperative.

Keith mentioned the possibility of changes in the design around Harbor Drive and Vandegrift Boulevard. Arturo said the north-east loop ramp to SR-76 will likely be reconfigured. Chris J. asked how the traffic study is going to address these improvements. Keith replied, saying that the studies will quantify and illustrate the problem between SR-76 and Harbor Dr and assess the impacts to the surrounding communities, particularly south-east of the Harbor Dr interchange. Vicki asked if the design in this area was going to change significantly in the future, and Keith replied that it is possible. Tom said that while the design is not finalized, the City of Oceanside would like E-W pedestrian access just north of the San Luis Rey River.

Kelly expressed the need for a final design for the corridor to complete the environmental document (ED). Otherwise, a lot of time will be wasted if they proceed with the document only to make revisions in the future. Kelly asked what impacts the Ops and Cons will have on the ED, particularly whether or not the impacts outside of the CT R/W are the responsibility of CT. Kent responded that it is not CT's responsibility outside of the CT R/W. Furthermore, Arturo said that inside the CT R/W, the Ops and Cons are part of the widening project and must be included in the ED. He suggested including all trails in the project, and subsequently dropping them out if they cause problems downstream.

Abbey explained the features being considered for the

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TOPICS DISCUSSED	ACTION REQUIRED

Batiquitos Lagoon, including trails connecting N-S across the lagoon and E-W across the freeway on the southern lagoon shores, ultimately resulting in trails surrounding the lagoon. The proposed trails would connect the nature center and existing trails on the northern shores of the lagoon to the south. A new housing development on the southeast shore of the lagoon was hampering efforts to provide a trail through its R/W. Arturo mentioned the continued interest in permeable AC in this area to help treat runoff.

Vicki discussed new plans for the City of Carlsbad, specifically Holiday Park and pedestrian access to redeveloped parks to the southwest. Vicki said that trails along overhead power lines and southern shores and of the Aqua Hedionda Lagoon in conjunction with Lennar Corporation will only be feasible in the absence of the Cannon DAR. Other complications to the DAR include opposition from SDG&E and Lennar.

4. Conclusion

Arturo concluded the meeting by stating that the overall project footprint is crucial. Kent added that NPDES issues along lagoons and bioswales need to be included in the footprint as well. Majid Kharrati is currently working on the drainage and location of the basins, all of which is needed to complete the SWDR. Arturo agreed to make sure Dokken has the location of the bioswales and detention basins as soon as Majid has completed their design. Arturo stated other information currently pending includes the Ops and Cons footprint and Manchester DAR footprint.

CT to transmit location of bioswales and detention basins to DE as soon as information is available.

Vicki proposed to have Ops and Cons meetings every two weeks starting with the next meeting on January 4th, followed by January 18th. 1:30 PM was an agreed upon time. DE will be responsible for the meeting notice. Arturo also asked Chris J. to send out a new meeting notice for the recently cancelled Encinitas PDT meeting, and to include the environmental and Ops and Cons members.

DE to prepare meeting notices for the upcoming and subsequent Ops and Cons meetings.

DE to send out meeting notice on rescheduled Encinitas PDT meeting with updated Ream Roster.

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I-5/North Coast Widening
Meeting Minutes

NOTE: These minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: Chris Johnson, P.E.
DISTRIBUTION: All Attendees
DATE: December 21, 2005
ATTACHMENT: List of Attendees

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I-5/North Coast Widening
Meeting Minutes

Meeting Attendees List

TO:	Arturo Jacobo	Caltrans	Project Manager
	Kent Askew	Caltrans	Landscape Architect
	Chris Johnson	Dokken Engineering	Consultant Project Manager
	Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
	Keith Ploettner	Caltrans	Design
	Kelly Finn	Caltrans	Environmental
	Michelle Trudell	Caltrans	Environmental
	Chris Schmidt	Caltrans	Planning
	Tom Nipper	Caltrans	Project Management
	Abbey Edwards	Estrada Land Planning	Consultant Landscape Architect
	Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Architect
	Corey Mack	Dokken Engineering	Consultant Design Engineer

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I-5/North Coast Widening
Opportunities and Constraints
Meeting Minutes

File No. 1558-220

MEETING MINUTES

MEETING TYPE: North Coast Widening Opportunities & Constraints Analysis

SUBJECT: **Opportunities and Constraints Development**

DATE: January 4, 2006

TIME: 1:30 pm – 3:30 pm

LOCATION: Caltrans District 11, Viewridge Office, Room 202

ATTENDEES: See attached list

TOPICS DISCUSSED	ACTION REQUIRED

1. Meeting minutes review.

Gerard opened the meeting by asking about any questions or comments from the previous meeting minutes. After a brief review, no questions were raised and the meeting proceeded.

2. Meeting Opportunities and Constraints Development Presentation and Discussion.

Vicki suggested beginning the meeting by reviewing the Oceanside proposals that have been broken up into nine projects. Abbey began with Project 1, which is an east-west (EW) pedestrian undercrossing of the I-5 along the northern edge of the San Luis Rey River. Project 2 is the redevelopment of the Harbor Dr interchange as a gateway to the City of Oceanside. Abbey mentioned that this project is currently on hold. The third project included trails in the open space to the southeast of SR-76. Project 4 included development of a Healing Garden east of the freeway. The Healing Garden would be designed in conjunction with Project 5, which includes a widening of the Bush St overcrossing, with an overall enhancement of the pedestrian access between the Healing Garden to the east and the community gardens to the west.

Vicki mentioned that all of these projects are contingent on the final design of the SR-76 interchange. Tom replied that the design is still under

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TOPICS DISCUSSED	ACTION REQUIRED

review. Vicki stated that the Project 3 trails should include connections to the Bush St overcrossing to improve overall accessibility. Vicki further stated that all of these proposals will soon be presented to City of Oceanside staff.

Vicki continued, asking Majid if the northbound (NB) exit onto eastbound (EB) Mission Blvd will be removed. Majid replied that at this stage it seems unlikely. He said that the volume is too high to remove that movement. Kent replied that there is plenty of stacking room, and Majid agreed saying that there is enough storage, but not enough time to clear storage. To increase the pedestrian safety of the interchange, Majid suggested reconfiguring the NB exit to westbound (WB) Mission Blvd and the SB entrance from WB Mission Blvd into 90 degree angles of intersection. Vicki interjected that the southern pedestrian crossing concerned city officials. Majid replied that the pedestrian traffic should be forced to cross the freeway on the northern side of Mission Blvd. Chris asked if the NB exit to EB Mission Blvd could be squared, and Majid responded that there is neither enough room nor clear time with that configuration. Majid continued, asking about the possibility of a pedestrian overcrossing south of Mission Blvd. Vicki answered that the town has already discussed and rebuffed that possibility. Chris suggested a grade separated pedestrian crossing over the NB exit to EB Mission Blvd free right, while Tom proposed an increased angle of intersection with a pedestrian crossing button. Majid stated that both of the northern free rights will be removed in favor of square angles of intersection, and that the southern free rights will be investigated to determine the best course of action for the ramp.

While Kent agreed that forcing pedestrian traffic to the northern side of Mission Blvd would be safer, he speculated that people will still attempt to cross the freeway on the southern portion with or without sidewalks. From a liability standpoint, if the sidewalks are to be removed to force pedestrians to the northern side of Mission Blvd, design alternatives will have to be provided to adequately conclude that no

Estrada Land Planning to present the SR-76 proposals to City of Oceanside staff.

TOPICS DISCUSSED	ACTION REQUIRED
other option would be feasible. Tom agreed to work on the design alternatives by reviewing the traffic volume numbers from Dale and Keith, and transmit them to Majid. Majid agreed to use those numbers and determine what geometric design will be most beneficial based on the queue, storage, and clear time. Tom suggested to Vicki to continue developing opportunities in this area until a final design is agreed upon. Abbey began describing Project 6, which involves widening the Division St bridge and increasing pedestrian mobility between Oceanside High School and a proposed recreational facility east of the freeway. The proposed recreational facility would be constructed on the grounds of an abandoned landfill owned by the city. Abbey described Project 7 involving a trail on the southern side of Oceanside Blvd crossing the freeway alongside the railroad tracks. Tom mentioned a possible trail south of Oceanside Blvd near Evergreen Pkwy which would utilize an existing undercrossing and continue north along the eastern border of the freeway. Vicki mentioned the disadvantages of both alternatives, including railroad crossings and drainage issues. Majid suggested making the trail seasonal to avoid flooding. Vicki described Project 8 along California St, which includes enhancing the "Safer Routes to School" program. This program proposes to widen sidewalks and make the street crossings and interchanges more pedestrian friendly between the schools on either side of the freeway. Project 9 includes similar widening work along Cassidy St. In the southern portion of the corridor, Abbey began describing trails along the San Dieguito River south of Via de la Valle. The proposed trails would begin at Racetrack View Dr in the south, follow the freeway north, cross the river and split. One trail would head east, under the freeway and continue to the nature center, connecting to an existing network of trails, while the other trail would turn west, connect to the racetrack and the Coastal Rail Trail. Abbey	**Caltrans Planning to deliver traffic volumes to Caltrans Design.** **Caltrans Design to determine geometric design alternatives based on traffic volumes.**

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TOPICS DISCUSSED	ACTION REQUIRED
mentioned possible issues crossing the railroad tracks in this area. Majid also stated that the trails will not be suitable for equestrian traffic. Vicki discussed a pedestrian overcrossing north of Del Mar Heights Rd. This crossing would connect the school and parks on the east to the neighborhood to the west. Vicki mentioned that this option will be proposed to the town next week. Abbey discussed continuing the bike trail that currently terminates at the EB on ramp to SR-56 under the freeway. She mentioned that the area is in a floodplain. Vicki described proposed trails connecting the Sorrento Valley Coaster Station to Penasquitos Canyon trails and the area employment centers. Chris suggested trails west of I-5 south of the split, and Vicki responded that as long as the Coaster Station remains in its current location, trails need to be developed to the west, along the freeway and around the General Atomics campus. Abbey stated that the Marsh Trail around Torrey Pines is currently closed for maintenance and the Park Ranger had shown an interest in expropriating funds to expand the trail system in this region. **3. Next Meeting** Vicki suggested holding the next Opportunities and Constraints meeting on January 18, 2006 at 1:30 in the Caltrans Viewridge Office, Room 202.	

NOTE: These minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: Gerard Lumabas, P.E.
DISTRIBUTION: All Attendees
DATE: January 10, 2006
ATTACHMENT: List of Attendees

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Opportunities and Constraints
Meeting Minutes

Meeting Attendees List

TO:	Majid Kharrati	Caltrans	Project Engineer
	Kent Askew	Caltrans	Landscape Architect
	Kelly Finn	Caltrans	Environmental
	Chris Schmidt	Caltrans	Planning
	Tom Nipper	Caltrans	Project Management
	Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
	Abbey Edwards	Estrada Land Planning	Consultant Landscape Architect
	Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Architect
	Gerard Lumabas	Dokken Engineering	Consultant Project Engineer
	Corey Mack	Dokken Engineering	Consultant Design Engineer

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I-5/North Coast Widening
Opportunities and Constraints
Meeting Minutes

File No. 1558-220

MEETING MINUTES

MEETING TYPE: North Coast Widening Opportunities & Constraints Analysis

SUBJECT: **Opportunities and Constraints Development**

DATE: January 18, 2006

TIME: 1:30 pm – 3:30 pm

LOCATION: Caltrans District 11, Viewridge Office, Room 202

ATTENDEES: See attached list

TOPICS DISCUSSED	ACTION REQUIRED

1. Meeting minutes review

Gerard opened the meeting by requesting a review of the previous meeting minutes. Keith inquired about the design status of Mission Blvd, and Vicki stated that Mission Blvd was included on the agenda. Chris S. asked for future minutes to differentiate between Chris Johnson and Chris Schmidt.

2. Update on City of San Diego / Del Mar Opportunities and Constraints Development

Vicki began describing recent developments of the City of San Diego opportunities and constraints (opps and cons) after a meeting with Kimley-Horn. Bike trails along the western edge of I-5 between Genesee Ave and Sorrento Valley Road are possible, but any connections to the west through private properties face opposition from the General Atomics campus. Vicki continued that the most visible and desired improvements in this area would connect the Coaster commuter rail station to Torrey Pines, Los Penasquitos Canyon, and the commercial lots along Sorrento Valley Blvd. Vicki also mentioned the possibility of a park and hike facility in the area.

Arturo voiced concerns over the proposal, referring to the creek directly below the I-5/805 merge. Arturo stated that the creek feeds into Los Penasquitos Lagoon and the resource agencies may be hesitant to

TOPICS DISCUSSED	ACTION REQUIRED
approve projects in this area. Vicki agreed to take the undercrossing enhancement out of the plans. Kelly questioned if people would want to take a dirt path from the Coaster station to the newly constructed housing developments north of Los Penasquitos Canyon or to the commercial parks on Sorrento Valley Blvd while in work clothes. She proposed a paved path through this area.	**Estrada Land Planning to remove undercrossing near the I-5/805 merge from plans.**
Arturo suggested showing the proposed City of San Diego bike trails along Carmel Valley Rd and connecting them to the Opps and Cons bike trails on the plans. Vicki agreed to illustrate the City bike trails on the plans.	**Estrada Land Planning to show the proposed City of San Diego bike trails in future plans.**
Vicki proposed a pedestrian undercrossing south of the I-5/SR-56 interchange, connecting the existing network of trails on either side of the freeway to the proposed bike trail along the western boundary of the freeway. She stated that 16' of vertical clearance is available under the existing freeway bridge, meeting the 8' clearance requirement. Vicki suggested using the existing bridge columns to support the new pedestrian undercrossing. Kelly stated that Carmel Creek, below the proposed bridge, consistently floods every year. Vicki proposed a metal grillwork deck which would allow drainage. However, maintenance would still be required to clear accumulated debris.	
Arturo asked how this proposed bridge would affect the wildlife crossing. Kelly added that this area was originally designed as an environmental mitigation site. Chris S. stated that further consideration also needs to be given to scour analysis and sedimentation. He added that people already cross the freeway here along informal trails under the bridge on both banks. Kelly stated that it is a safer crossing than attempting to cross along Carmel Valley Rd.	
Kelly asked if Sue should begin evaluating this area for biological impacts. Arturo replied that the trails need to be shown on the plans so Sue can evaluate all information. Keith asked if there is a PSR with the alternatives illustrated in this region. Chris S. stated that there is a PSR available, and it would be helpful in evaluating the opps and cons. Vicki stated she	**Estrada Land Planning to obtain a copy of the**

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Meeting Minutes

TOPICS DISCUSSED	ACTION REQUIRED
would contact URS and obtain a copy of the PSR.	**SR-56 PSR from URS.**
Gerard asked if this project was a priority for the city. Vicki responded that the community realized the benefits from the undercrossing and responded positively. Kelly replied that taking land set aside for environmental mitigation is not ideal. Curtis asked if cross sections of the undercrossing are available for review. Vicki stated that cross sections have been constructed for the crossing and she will transmit them to Caltrans Environmental for review.	**Estrada Land Planning to transmit design cross sections of the proposed I-5 undercrossing south of the SR-56 interchange to Caltrans Environmental.**
Vicki continued north along the corridor, stating that there are not many opportunities between SR-56 and Del Mar Heights Rd. North of Del Mar Heights Rd, a proposed pedestrian overcrossing would enhance mobility within the community. Arturo mentioned the possibility of endangered plants in the area by the proposed bridge, and asked if Dokken Engineering could send Estrada Land Planning the endangered plants and wetlands delineation MicroStation files. Gerard agreed to send those files to Estrada Land Planning. Sue stated that there are three types of endangered plants along the cut slopes north of Del Mar Heights Rd and mitigation in this area would be difficult.	**Dokken Engineering to send Wetlands Delineation and Endangered Plants MicroStation files to Estrada Land Planning.**
Sue commented on a proposed trail north of Del Mar Heights Rd along the western edge of the freeway through the San Dieguito Salt Marsh. Vicki responded that the trail provides access from the south to an existing network of trails north of the marsh, while also providing a straight through trail from Del Mar Heights Rd to Via de la Valle. Sue stated that the slopes on either side of the freeway provide acres of gnatcatcher habitat and will require a considerable amount of mitigation. Curtis asked if the trail was even possible. Sue said yes, but extremely difficult. Resource agencies are hesitant to allow people, dogs and horses into the area, and as much slope as possible is going to be needed to restore the gnatcatcher habitat.	
Vicki stated that a tentative community meeting has been organized with the City of San Diego and the aforementioned projects will be listed as an agenda	

TOPICS DISCUSSED	ACTION REQUIRED
item for presentation. Arturo suggested enlisting the City Council to garner community support.	
3. Update on the City of Solana Beach opps and cons development Arturo inquired about the status of the opps and cons for Solana Beach. Vicki responded that there are not many opportunities for trails in the area. Gerard mentioned the roadway work requested by City officials, and Vicki responded that the roadway away from the freeway is outside the scope of opps and cons.	
4. Update on the City of Carlsbad opps and cons development Vicki stated that the next meeting with City of Carlsbad staff has been scheduled for Tuesday, January 31st to discuss the tiered projects. Arturo asked if there will be sketches of all the alternatives including Pio Pico. Vicki replied that visual aids will be provided.	**Estrada Land Planning to provide visual aids when presenting to City of Carlsbad staff.**
5. Update on the City of Oceanside opps and cons development Vicki stated that she had contacted City of Oceanside staff to discuss the Opps and Cons projects. The projects will be numbered similar to the City of Encinitas projects.	
6. Open Discussion Arturo stated that he would like to see all the previously discussed opportunities, particularly the proposed and existing trails, illustrated on the plan sets along with the widening. Arturo inquired about the City of Encinitas opps and cons estimates. Vicki said the estimates were completed and agreed to transmit them to Caltrans. Arturo inquired about the opps and cons timeline. Vicki responded that the Cities of San Diego and Oceanside are the only two cities with appreciable work. Arturo said that the cities have both shown an interest in spending the money set aside for opps and cons for soundwalls that were otherwise deemed unreasonable.	**Estrada Land Planning to send cost estimates for the City of Encinitas Opps and Cons to Caltrans.**
Arturo expressed a need for invitations to the upcoming meetings. Vicki stated that she will send them out soon.	**Estrada Land Planning to send invitations for the upcoming meetings with city staff.**
Gerard requested the traffic numbers from Wilson for the Mission Blvd interchange. Tom said that as soon as they are made available, either he or Keith will send them to Dokken Engineering.	**Caltrans Planning to transmit Mission Blvd traffic data to Dokken Engineering as soon as available.**
7. Next Meeting The next I-5 Opps and Cons meeting will be held at 1:30 on February 1st, 2006 in Room 202 in the Caltrans Viewridge office.	

NOTE: These minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: Gerard Lumabas, P.E.
DISTRIBUTION: All Attendees
DATE: January 25, 2006
ATTACHMENT: List of Attendees

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I-5/North Coast Widening
Opportunities and Constraints
Meeting Minutes

Meeting Attendees List

TO:	Arturo Jacobo	Caltrans	Project Manager
	Keith Ploettner	Caltrans	Design
	Sue Scatolini	Caltrans	Environmental
	Kelly Finn	Caltrans	Environmental
	Michelle Trudeau	Caltrans	Environmental
	Chris Schmidt	Caltrans	Planning
	Tom Nipper	Caltrans	Project Management
	Curtis Johnson	Caltrans	Landscape Architect
	Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
	Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Architect
	Gerard Lumabas	Dokken Engineering	Consultant Project Engineer
	Corey Mack	Dokken Engineering	Consultant Design Engineer

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I-5/North Coast Widening
Opportunities and Constraints
Meeting Minutes

File No. 1558-220

MEETING MINUTES

MEETING TYPE:	North Coast Widening Opportunities & Constraints Analysis
SUBJECT:	**Opportunities and Constraints Development**
DATE:	February 1, 2006
TIME:	1:30 pm – 3:30 pm
LOCATION:	Caltrans District 11, Viewridge Office, Room 202
ATTENDEES:	See attached list

TOPICS DISCUSSED	ACTION REQUIRED
1. Meeting minute review. Vicki opened the meeting by requesting a review of the meeting minutes. After a brief period, Chris S. stated he was interested to see if Curtis's comments were included in the distributed meeting minutes. Corey clarified that the meeting minutes under review included comments received the previous week from Curtis and Sue, regarding a combined wildlife/pedestrian crossing at SR-56 and the distribution of endangered plants around Del Mar Heights Rd, respectively. The minutes were accepted by the attendees.	
2. Discuss variable grading progress along corridor. Arturo mentioned that as the alternatives to develop, he would like to see greater focus on the grading of the freeway. Kent replied that he has postponed the variable grading design until further constructability analysis has been completed by Dokken Engineering (DE). Majid added that DE should provide a cost estimate regarding the curvilinear walls and variable grading. Chris J. stated that an approximate square footage cost could be used to determine a rough estimate, and Majid said that would be acceptable. Majid agreed that a constructability review is the priority at this level of design, yet cost is important in	**DE to apply a cost per square foot of wall to the Variable Grading task order to come up with an approximate cost estimate.**

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I-5/North Coast Widening
Opportunities and Constraints
Meeting Minutes

File No. 1558-220

MEETING MINUTES

MEETING TYPE: North Coast Widening Opportunities & Constraints Analysis

SUBJECT: **Opportunities and Constraints Development**

DATE: February 1, 2006

TIME: 1:30 pm – 3:30 pm

LOCATION: Caltrans District 11, Viewridge Office, Room 202

ATTENDEES: See attached list

TOPICS DISCUSSED	ACTION REQUIRED
1. Meeting minute review.	
Vicki opened the meeting by requesting a review of the meeting minutes. After a brief period, Chris S. stated he was interested to see if Curtis's comments were included in the distributed meeting minutes. Corey clarified that the meeting minutes under review included comments received the previous week from Curtis and Sue, regarding a combined wildlife/pedestrian crossing at SR-56 and the distribution of endangered plants around Del Mar Heights Rd, respectively. The minutes were accepted by the attendees.	
2. Discuss variable grading progress along corridor.	
Arturo mentioned that as the alternatives to develop, he would like to see greater focus on the grading of the freeway. Kent replied that he has postponed the variable grading design until further constructability analysis has been completed by Dokken Engineering (DE). Majid added that DE should provide a cost estimate regarding the curvilinear walls and variable grading. Chris J. stated that an approximate square footage cost could be used to determine a rough estimate, and Majid said that would be acceptable. Majid agreed that a constructability review is the priority at this level of design, yet cost is important in	**DE to apply a cost per square foot of wall to the Variable Grading task order to come up with an approximate cost estimate.**

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I-5/North Coast Widening
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Meeting Minutes

TOPICS DISCUSSED	ACTION REQUIRED
the overall feasibility of the curvilinear walls and variable grading. Kent added that this study will be helpful in answering questions regarding variable grading throughout the corridor as they arise.	
3. Discuss multiple-alternative cross sections.	
Chris J. focused attention on several cross sections prepared by DE to illustrate the four alternatives on one sheet. Chris J. stated that in some instances, the wall placement demonstrated a clear and consistent logic throughout the alternatives; in other sections, the placement logic was not so obvious. Chris J. proposed that all four alternatives should have a consistent wall placement methodology. Majid agreed upon the importance of a consistent placement methodology. Majid added that placement of the walls at the same position while varying height differentiates the alternatives by the visual impact of taller walls while masking the overall impact of a wider alternative. Jason responded that the wall placement and height should be different for all alternatives depending on a number of factors, including available right of way, geotechnical features, wall height, and aesthetics. Arturo stated that for the sake of consistency, wall placement should be the same when engineering logic deems appropriate, and wall heights should vary. Furthermore, walls should be placed to minimize right of way encroachments.	
Vicki asked if it would be possible to obtain cross sections at a more frequent interval. Chris J. stated it was possible at specific locations.	
4. Update/Summary on City of San Diego/Del Mar.	
Vicki described developments with the City of San Diego, specifically in the Torrey Pines and Penasquitos Canyon area. Vicki stated that the trails northwest of the I-5/805 merge need improvement, and that this existing network gets a considerable pedestrian use to and from the Coaster Station. An enhanced trailhead at the Coaster was proposed. Vicki stated that the community has shown an interest in connecting the Coaster station to Penasquitos	

TOPICS DISCUSSED	ACTION REQUIRED
Canyon. Arturo replied that improvements under the I-5/805 merge are to be discussed with the resource agencies and community planning groups. Abbey mentioned that this area below the merge should be restored to allow wildlife access to the Torrey Pines Park area.	
Vicki continued north to the SR-56 interchange. She mentioned a possible combined wildlife/pedestrian crossing south of Carmel Valley Road. By providing pedestrian access across the freeway and connecting to existing networks of trails, Vicki stated the "Sea to Sea" trail between the Salton Sea and the Pacific Ocean would be complete. Arturo stated that the hydraulics of Carmel Creek should remain unchanged after the enhancements. Vicki responded that only silt removal was considered. Chris S. asked if Estrada Land Planning (ELP) had received a copy of the Feasibility Report for Carmel Valley Road by URS. Vicki replied that they had not received the correct report yet, and Chris S. stated that he will ensure receipt of the report.	**CT Planning to transmit Carmel Valley Road Feasibility Study by URS to ELP.**
Further north, Vicki concluded that no protected plants are within the vicinity of the proposed pedestrian overcrossing north of Del Mar Heights Road yet the trail along the western slope of the freeway bordering the San Dieguito Lagoon has been abandoned due to the environmental sensitivity of the area. Vicki stated that the proposed undercrossing north of the San Dieguito River is still a priority for the neighboring park. The pedestrian crossing would connect a network of trails and nature center currently under construction to the east with trails to Jimmy Durante Blvd and possible future connections to the Coaster Stations and Rail Trail to the west. Vicki discussed plans to remove 2/3 of a pedestrian bridge, leaving 1/3 of the bridge as a pedestrian overlook over the San Dieguito River and Lagoon. The city has also been interested in trails between Crest Canyon and a nearby housing development. Majid stated that the Crest Canyon trails are outside the scope of Ops and Cons. Arturo mentioned that several parcels in the area were under consideration for acquisition and use as wetlands restoration, and Vicki demonstrated an	

TOPICS DISCUSSED	ACTION REQUIRED
interest in using these parcels in the trail network.	
5. Update on City of Carlsbad.	
Vicki discussed several new developments within the City of Carlsbad, beginning with Holiday Park. Vicki stated that as the freeway is widened, the current retaining wall bordering Pio Pico Dr will increase in size, imparting a significant visual impact on the park. Jason stated that grading into the park would constitute a 4(f) encroachment on public land, and must be avoided. To minimize the visual impact, Vicki proposed closing Pio Pico Dr along Holiday Park. She cited several caveats to closing Pio Pico, including its status as an emergency access road and a projected increase in traffic along Eureka Pl. Arturo proposed closing the street off altogether as an alternative. Steve asked what types of developments line Eureka Pl, and Vicki responded that single-family residences, multi-family residences, and a church are all located on the street. Arturo suggested presenting the proposed park alternatives to city staff for consideration.	**ELP to present alternatives to City of Carlsbad staff regarding Holiday Park development.**
Vicki described new trails around Agua Hedionda near Cannon Dr. The trails would turn east off the Coastal Rail Trail south of the wastewater treatment plant, head to the western boundary of the freeway, and turn north, connecting to the parks and existing trails to the north.	
Around the Batiquitos Lagoon, Vicki proposed connecting the housing developments northwest of the lagoon to the east via an undercrossing at the lagoon bridge. This was supported by lagoon foundation members. A trail connection to the Coastal Rail Trail along the southern portion of the lagoon was deemed environmentally unfeasible.	
Chris S. proposed a beach sand replenishment program operating from the existing Park and Ride facility at La Costa Blvd. The program would transport suitable export to appropriate beach locales. Chris S. continued to say that the operation could be staged from this site and provides an opportunity for the entire corridor. Kent asked if the alignment of the proposed Park and Ride facility could line up with the	

TOPICS DISCUSSED	ACTION REQUIRED
existing intersection. Vicki replied that the new facility would line up with Piraeus St. Arturo inquired if the area in question is a wildlife or wetland area, and Vicki stated that it is not.	
6. Update on preliminary ideas for Solana Beach. Vicki described several proposed trailheads to an existing network of trails through Solana Beach south of the San Elijo Lagoon. The trailheads would provide parking and access top the trails at the dead ends of North Solana Hills Dr, Santa Inez, and Santa Carina. Arturo stated the Santa Carina trailhead is outside the scope of Ops and Cons.	**ELP to remove Santa Carina trailhead from plans.**
Vicki discussed the issue of soundwalls along Ida Ave. Placing soundwalls on the freeway edge of shoulder would block the western view from the freeway, so Vicki proposed placing the soundwalls along Ida Ave close to the homes with gates for pedestrian and vehicular access to the homes.	
7. General discussion Arturo inquired about the grading of the proposed trails and bike paths. Chris J. stated the ops and cons grading is outside the scope of the current task order. Arturo responded that it should be done soon to reflect an accurate project footprint. Kent added that ultimate grading is not yet needed. Majid stated an interest in showing the proposed and existing trails on future plans. Vicki replied that she will fine tune the trails and transmit them to DE and CT Design.	**ELP to transmit proposed and existing trails to DE and CT Design.**
Chris S. suggested contacting Dennis Wahl to coordinate further with the City of Oceanside's Ops and Cons. Vicki asked how the redesign of SR-76 and Mission Blvd are progressing. Arturo responded that the designs are not quite finished yet, and that ELP and DE should receive them in a couple weeks.	**ELP to contact Dennis Wahl to coordinate over the City of Oceanside's Ops and Cons.** **CT Design to transmit designs of SR-76 and Mission Blvd to ELP and DE.**
Chris S. voiced concern that Kent and Vicki were not included in the previous Manchester DAR meeting. He asked that they be included in upcoming meeting notices. He further asked DE to transmit the Manchester DAR .pdf site plan alternatives to Kent, and Chris J. agreed.	**DE to include Kent Askew and Vicki Estrada in future Manchester DAR meeting notices.** **DE to transmit Manchester DAR .pdf site plan alternatives to CT Landscape Architecture.**

TOPICS DISCUSSED	ACTION REQUIRED
Steve expressed concern over the ops and cons progress thus far. Steve asked if it would be possible to assemble a draft deliverable. Vicki agreed, and requested to receive the .doc meeting minutes.	**ELP to present progress to CT Architecture.** **DE to transmit meeting minutes to ELP.**
8. Next meeting Vicki proposed the next Ops and Cons Meeting to take place in two weeks, at the CT Viewridge Office, Room 202 at 1:30.	

NOTE: These minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: Chris Johnson, P.E.
DISTRIBUTION: All Attendees
DATE: February 3, 2006
ATTACHMENT: List of Attendees

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I-5/North Coast Widening
Opportunities and Constraints
Meeting Minutes

Meeting Attendees List

TO:	Arturo Jacobo	Caltrans	Project Manager
	Majid Kharrati	Caltrans	Project Engineer
	Stephen Alvarez	Caltrans	Landscape Architect
	Kent Askew	Caltrans	Landscape Architect
	Jason Reynolds	Caltrans	Environmental Analysis
	Chris Schmidt	Caltrans	Planning
	Curtis Johnson	Caltrans	Landscape Architect
	Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
	Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Architect
	Abbey Edwards	Estrada Land Planning	Consultant Landscape Architect
	Chris Johnson	Dokken Engineering	Consultant Project Manager
	Corey Mack	Dokken Engineering	Consultant Design Engineer

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I-5/North Coast Widening
Opportunities and Constraints
Meeting Minutes

File No. 1558-220

MEETING MINUTES

MEETING TYPE: North Coast Widening Opportunities & Constraints Analysis

SUBJECT: **Opportunities and Constraints Development**

DATE: February 15, 2006

TIME: 1:30 pm – 3:30 pm

LOCATION: Caltrans District 11, Viewridge Office, Room 202

ATTENDEES: See attached list

TOPICS DISCUSSED	ACTION REQUIRED
1. Meeting minute review.	
There were no comments on the February 1, 2006 Meeting Minutes	
2. Mission Ave Interchange.	
The PDT discussed the Mission Avenue Interchange. Majid said that he could make the interchange work by realigning the profile of the southbound on-ramp and replacing the northbound free right off-ramp with more lanes on the loop off-ramp. Vicki presented the idea of a pedestrian bridge over the southbound on-ramp and under the freeway. Keith said that the cost will be considerable so there needs to be strong demand for the bridge. Vicki asked if it was possible to remove the southbound on-ramp and provide left turn pockets to the loop on-ramp. Majid said that there will be operation issues with this configuration. Majid said that Caltrans (CT) Design will determine the feasibility of a pedestrian bridge in the next week.	**CT to determine feasibility of pedestrian bridge at Mission Ave.**
3. Update/Summary on City of San Diego/Del Mar.	
Carmel Valley	
Vicki described the Carmel Valley Community Meeting held the previous evening. There were no negative comments about the concepts. Vicki suggested that the amount of money for the I-5 Ops	

TOPICS DISCUSSED	ACTION REQUIRED
and Cons, $50 million dollars, not be mentioned at future meetings.	
Kent asked Arturo to speak with Karen about analyzing the 2 intersections at Carmel Creek and Penasquitos Canyon.	
Vicki asked about the progress of the culvert design for the western bridge. She said that the bridge may need to be raised to accommodate the pedestrian undercrossing. Majid said that minor design work has been done for the culvert. However, the bridge cannot be raised due to maintenance clearance requirements.	
Kent said that the undercrossing clearance requirements are 8 feet 3 inches for pedestrians and 10 feet for bikers. Vicki asked if the existing grade or sediment could be lowered to accommodate the undercrossing. Kent said he will contact CT Hydraulics to determine the sediment depth and potential issues with lowering the existing grade. Kent asked Majid for the culvert and bridge as-builts.	**CT Landscape and CT Hydraulics to determine feasibility of pedestrian undercrossing at Carmel Creek.**
Penasquitos	
Vicki explained the current conditions and proposed plan. Majid said that the area floods frequently and the undercrossing must be designed for flooding. Chris S. said that there is an example of a pedestrian path designed for flooding in Mission Bay.	**CT Design to provide CT Landscape with Carmel Valley bridge and culvert as-builts.**
Kent said that he will obtain Penasquitos as-builts from Caltrans Hydraulics and provide them to Estrada Land Planning (ELP).	**CT Landscape to provide ELP with Penasquitos as-builts.**
Del Mar	
Vicki made clear at the public meeting that all four of the Ops and Cons alternatives will not be built. The bike path at Carmel Valley is the community's priority.	
Vicki presented an alternative to link the Crest Canyon trail to the San Dieguito trail. Arturo said that I-5 Ops and Cons will not fund this project because it is too far away from the freeway.	
Vicki said that there is meeting with Torrey Hills Community Group Feb 21st at 6:30pm (Torrey Hills Elementary School) and the Torrey Pines Community	

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I-5/North Coast Widening
Opportunities and Constraints
Meeting Minutes

TOPICS DISCUSSED	ACTION REQUIRED
Group March 9th at 7:00pm (Del Mar Heights Elementary School).	
4. Update on City of Carlsbad.	
Carlsbad Watershed Network	
Arturo said that the mission of the Carlsbad Watershed Network is to keep the waters of the Agua Hedionda Lagoon clean. The group wanted the I-5 project to fund several mitigation projects in the lagoon. Arturo informed the group that the I-5 North Coast project will not be funding their projects. Kent said that CT should inform the Carlsbad Watershed Network about trail plans because they will want to make comments.	
Abbey said that the north-south and east-west trails were well received.	
Kent suggested supplying the City with trees along the bike path because trees will be removed near the power plant for the I-5 widening.	
Arturo to coordinate meetings with City Council.	**CT to coordinate meetings with Carlsbad City Council.**
Vicki proposed a roundabout at the intersection of Pio Pico and Carlsbad Village Dr because the City is concerned about pedestrian crossings. The roundabout could be a part of the I-5 Ops and Cons because Pio Pico is impacted by widening I-5.	
5. Update on preliminary ideas for Solana Beach.	
Vicki proposed relocating the sound wall at Ida Ave from its current location along the I-5 because it eliminates the view of the ocean and lagoon. Vicki proposed moving the wall to the west side of Ida Ave. Kent said that a barrier along the I-5 may be sufficient to provide the required 5 decibels of noise reduction. Vicki asked if the I-5 Ops and Cons funds would be available for constructing the wall if it is built at the proposed location. Arturo said that it could be possible. Vicki will draw the proposed barrier and wall to scale and have them studied by the I-5 noise consultant.	**ELP to have CT noise consultant study proposed wall and barrier at Ida Ave.**
Arturo said that there are several Right-of-Way impacts on the northeast side of Solana Beach due to the I-5 widening. CT has proposed building retaining	

TOPICS DISCUSSED	ACTION REQUIRED

walls to increase the size of several properties along the widening. The property owners approve.

Vicki said that Estrada is developing two trail heads and simulations of their final appearance.

Jason said that the City of Solana Beach asked why the freeway cannot be shifted west to avoid property impacts. Kent said that CT will be prepared to answer that question.

Vicki said that the meeting with Solana Beach will be conceptual only.

6. General discussion

Vicki said that the Encinitas Community Meeting will be March 2, 2:00pm. She has not received a response from the City of Oceanside City Engineer.

7. Next meeting

The next meeting is to be determined.

NOTE: These minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: Chris Johnson, P.E.
DISTRIBUTION: All Attendees
DATE: February 23, 2006
ATTACHMENT: List of Attendees

Meeting Attendees List

TO:	Arturo Jacobo	Caltrans	Project Manager
	Majid Kharrati	Caltrans	Project Engineer
	Stephen Alvarez	Caltrans	Landscape Architect
	Kent Askew	Caltrans	Landscape Architect
	Tom Nipper	Caltrans	Project Management
	Jason Reynolds	Caltrans	Environmental Analysis
	Chris Schmidt	Caltrans	Planning
	Curtis Johnson	Caltrans	Landscape Architect
	Kelly Finn	Caltrans	Environmental
	Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
	Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Architect
	Abbey Edwards	Estrada Land Planning	Consultant Landscape Architect
	Chris Johnson	Dokken Engineering	Consultant Project Manager
	Eric Scherch	Dokken Engineering	Consultant Design Engineer

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I-5/North Coast Widening
Opportunities and Constraints
Meeting Minutes

File No. 1558-220

MEETING MINUTES

MEETING TYPE: North Coast Widening Opportunities & Constraints Analysis

SUBJECT: **Opportunities and Constraints Development**

DATE: March 1, 2006

TIME: 1:30 pm – 3:30 pm

LOCATION: Caltrans District 11, Viewridge Office, Room 202

ATTENDEES: See attached list

TOPICS DISCUSSED	ACTION REQUIRED

1. Meeting minute review.

Vicki opened the meeting by asking if there were any comments on the previous meeting minutes. Under page 2, topic 'Penasquuitos', paragraph 1, Chris S. asked that the minutes replace "designed for flooding" with the sentence stating the pedestrian bridge in Mission Bay was designed under similar constraints as that of Penasquitos Creek and provides an example of pedestrian and bicycle vertical clearances. Corey agreed to update the minutes.

DE to update the previous meeting minutes per Chris S. comments regarding the Penasquitos Creek pedestrian undercrossing.

2. Update on City of San Diego community meetings.

Vicki discussed the general topics of the February 21st Torrey Hills community meeting. She mentioned the two pedestrian undercrossings were well received. Vicki expressed concern over the upcoming March 9th Torrey Pines community meeting, citing an aggressive audience. Tom suggested maintaining order by keeping the focus of the community meeting on the Ops and Cons development and redirecting general design questions about unrelated projects.

3. Update on City of Encinitas.

In the City of Encinitas, Vicki mentioned that the upcoming meeting has been rescheduled to the 21st of March. Vicki stated that the purpose of the meeting is

TOPICS DISCUSSED	ACTION REQUIRED
to prioritize the various projects within the community. She identified the top community goals including a pedestrian crossing at Union St, and community connectivity through enhancements along Piraeus Dr. Vicki inquired about the design status of the Encinitas interchanges, and Gerard replied that the designs are being evaluated and are close to obtaining approval.	
Vicki described the Standard Pacific Park as a valuable opportunity. The land is available for development as a park and all that is needed is funding. Jason stated that any park development outside of Caltrans right of way would require a memorandum of understanding stipulating that any future impacts would not constitute a 4(f) encroachment. Arturo agreed, and further stated that is true for all enhanced parcels outside of the Caltrans R/W.	
Vicki presented a matrix of all enhancements in Encinitas. Included were several projects outside of the Ops and Cons scope, but were illustrated as indirect opportunities. Chris S. suggested removing the $/(mile freeway) column on the matrix, anticipating confusion and premature claim to the funds. Vicki responded that the numbers are shown to allow the cities to pick and choose opportunities projects within a budget. Vicki said there needs to be a way to determine the cost and available budget when describing opportunities, but agreed that it should be removed from the matrix and discussed verbally upon presentation.	**ELP to remove $/(mile freeway) column from Encinitas Opportunities Matrix.**
Arturo stated that all opportunities need to be included in the Environmental Impact Report. Kelly added that several of the matrix items are not part of the Ops and Cons scope, and as such do not need to be studied. Vicki stated that they are indirect opportunities of the project and should be included for the city to consider independently. Vicki asked if the impact of the opportunities needs to be shown. Stephen replied that only the feasibility of the opportunities is needed at this stage, but will eventually be needed for the EIR.	

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TOPICS DISCUSSED	ACTION REQUIRED
4. Update on City of Carlsbad. Arturo stated that the next meeting with City of Carlsbad officials will be held on either March 21st or March 28th. For that meeting, he suggested that Vicki prepare a presentation with a brief overview of the project followed by specific information on the Ops and Cons.	**ELP to prepare an Ops and Cons presentation for upcoming City of Carlsbad meeting.**
Vicki presented a new roundabout design at Pio Pico Dr along Carlsbad Village Dr. Keith stated that the offset design was unusual for roundabouts and asked if the design could be centered around the intersection. Vicki responded that the roundabout was offset to avoid R/W acquisition. She added that Carlsbad Village Dr could be realigned to have a more standard roundabout design. Arturo stated that the Carlsbad Village Drive roundabout should not be presented to city staff as it is not part of the Ops and Cons project. Chris S. stated that the original Ops and Cons limits were to include the interchange and the first intersection adjacent to the interchange. Regardless, Vicki agreed to remove the roundabout design from the City of Carlsbad presentation.	**ELP to remove Carlsbad Village Dr roundabout from presentation to City of Carlsbad staff.**
Vicki presented the following four alternatives in regards to the Holiday Park impacts: • Close Pio Pico Dr entirely, reducing available parking and increasing traffic volumes on neighboring streets. • Turn Eureka Pl and Pio Pico Dr into one-way streets with a loss of parking. • Maintain Eureka Pl at its current state and convert Pio Pico Dr into a one-way street. • Offset Pio Pico Dr into the park, imparting considerable impact to the area. All alternatives include a possible roundabout at Pio Pico Dr and Chestnut Ave. Jason stated that 4(f) requirements insist that all reasonable alternatives that avoid impacting the parkland must be investigated first. Stephen replied that impact to the park is unavoidable. Kelly added that some of that impact can be offset be a positive benefit. Chris S. asked to	

TOPICS DISCUSSED	ACTION REQUIRED

clarify if Holiday Park proposals constitute opportunities or mitigation. Arturo replied that they are mitigation measures, and as such, project features. Vicki asked if loss of available parking represents an impact to the park, and Kelly responded that any limitation to the constructive use of the park comprises an impact.

Kelly asked if the City of Carlsbad has a Master Trail Plan which ties with the Ops and Cons trails. Vicki replied yes, the City of Carlsbad has a Master Trail Plan, however there is most likely no EIR associated with the master plan. Kelly inquired about the public awareness of the future trails, and Abbey responded that all the information is available online.

5. Next meeting.

Vicki suggested the next meeting be held at 1:30 on March 22nd at Caltrans Viewridge Office, Room 202.

NOTE: These minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: Gerard Lumabas, P.E.
DISTRIBUTION: All Attendees
DATE: March 6, 2006
ATTACHMENT: List of Attendees

Meeting Attendees List

TO:	Arturo Jacobo	Caltrans	Project Manager
	Majid Kharrati	Caltrans	Design Manager
	Stephen Alvarez	Caltrans	Landscape Architect
	Tom Nipper	Caltrans	Project Management
	Jason Reynolds	Caltrans	Environmental Analysis
	Chris Schmidt	Caltrans	Planning
	Curtis Johnson	Caltrans	Landscape Architect
	Kelly Finn	Caltrans	Environmental
	Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
	Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Architect
	Abbey Edwards	Estrada Land Planning	Consultant Landscape Architect
	Gerard Lumabas	Dokken Engineering	Consultant Project Engineer
	Corey Mack	Dokken Engineering	Consultant Design Engineer

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I-5/North Coast Widening
Opportunities and Constraints
Meeting Minutes

File No. 1558-220

MEETING MINUTES

MEETING TYPE: North Coast Widening Opportunities & Constraints Analysis

SUBJECT: **Opportunities and Constraints Development**

DATE: March 22, 2006

TIME: 1:30 pm – 3:30 pm

LOCATION: Caltrans District 11, Viewridge Office, Room 202

ATTENDEES: See attached list

TOPICS DISCUSSED	ACTION REQUIRED

1. Meeting minute review.

Vicki opened the meeting by asking if there were any comments on the previous meeting minutes. No issues were raised, and the minutes were approved.

2. Update on March 21 City of Encinitas Community meeting.

Vicki described the proceedings of the recent Encinitas Community Meeting. She stated that all the proposed opportunities were well received, particularly the top three including:

- the San Elijo Lagoon crossing, connecting Encinitas to Solana Beach and the Lagoon Conservancy Nature Center,
- Encinitas Boulevard enhancements, and
- the Union Street crossing, including wetlands enhancement and a connection to Cottonwood Creek.

She further stated that Standard Pacific Park and Piraeus Street enhancements are no longer priorities within the communities. Vicki added that one more meeting is proposed with City of Encinitas staff to finalize the top projects.

Vicki stated that a trail alignment and grading file in MicroStation was currently being assembled, and she

TOPICS DISCUSSED	ACTION REQUIRED
agreed to transmit the file to DE as soon as it was completed.	**ELP to send DE trail alignment and grading MicroStation file as soon as completed.**
Arturo stated that the Mackinnon Avenue bridge and Hall Property Improvements are no longer to be shown in the plans. He suggested that the existing alignment of the bridge be used for illustrating the future overcrossing. Abbey asked if the trails near Mackinnon should be removed as well. Arturo replied that the trails should stay, but the perpendicular overcrossing and roundabout should be removed. Abbey asked which remaining roundabouts in the City of Encinitas should remain on the plans. Arturo responded that the Birmingham Drive and Santa Fe Drive roundabouts can be included, while the Leucadia Boulevard roundabout should be removed. Arturo further stated that he will inform Vicki which roundabouts should formally be included in plans soon.	**CT to inform ELP which roundabouts should be included in plans.**
3. Update on the March 21 City of Carlsbad Counsel Meeting.	
Arturo stated that Alan Kosup was impressed by the recent Carlsbad Counsel Meeting. Vicki agreed that the meeting went well, with no real negative comments. Vicki suggested scheduling a meeting with City of Carlsbad Planning Staff. She further stated that the city was committed to keeping the community involved. Arturo responded that two community meetings should be scheduled on the same day to attract different demographics. One meeting should be held in the early afternoon and one in the evening. Vicki stated that either the 11th or 12th of April would work best. Arturo agreed and suggested that notices be sent out as soon as possible. Vicki agreed to send out the appropriate notices, and stated that she would .pdf and send a copy of the community meeting to Caltrans.	**ELP to send out meeting notices regarding the upcoming City of Carlsbad Community Meeting.** **ELP to .pdf and send out copies of the March 21, 2006 City of Carlsbad Counsel Meeting.**
Arturo stated that despite possible opposition to the Cannon DAR, the current DAR design should still be included in plans. Vicki added that the community has expressed concerns over the visual impact of the structure.	

TOPICS DISCUSSED	ACTION REQUIRED
4. Upcoming City of San Diego Meeting.	
Vicki mentioned that after the meeting with Scott Peters on Thursday, March 23, only one more meeting with the City of San Diego is expected. All the projects have been discussed, and the only remaining controversy lies within the proposed pedestrian crossing north of Del Mar Heights Road.	
5. Update on City of Solana Beach.	
Abbey mentioned that it had been discussed to increase the proposed width of Ida Avenue from 22' to 32'. Majid replied that the 22' width has already been approved environmentally and is unlikely to change. Majid added that the City had originally desired narrower streets to promote streetscaping and other traffic calming measures. Arturo asked what Ops and Cons are included in Solana Beach. Vicki replied that the Ops and Cons include several trailheads within the community and streetscaping along Ida Avenue. Majid further clarified that the narrowing of Ida Avenue will occur during the Lomas Santa Fe project, while the streetscaping of Ida will be part of the I-5 widening.	
6. Update on City of Oceanside Upcoming Meetings.	
Vicki mentioned an upcoming meeting with Frank Watanabe and City of Oceanside staff to discuss the current Ops and Cons proposals and schedule a community meeting. Vicki added that several proposals are still awaiting alternative Mission Avenue and Harbor Drive configurations. Keith suggested reviewing the alternatives with Arturo and Majid to determine the feasibility of the possible configurations, and Arturo agreed to coordinate the meeting. Arturo stated that as soon as these alternatives are reviewed, he will transmit them to ELP.	**CT Project Management to coordinate internal review of Mission Avenue and Harbor Drive interchanges.** **CT Project Management to transmit reviewed Mission Avenue and Harbor Drive designs to ELP.**
7. General Discussion.	
Tom mentioned an upcoming meeting with the Agua Hedionda Comission on March 29th from 6 – 7 PM.	
8. Next meeting.	

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TOPICS DISCUSSED	ACTION REQUIRED
The next Ops and Cons meeting will be held Wednesday April 12, 2006 from 1:30 – 3:30 at the Caltrans Viewridge office, Room 202.	

NOTE: These minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: Chris Johnson, P.M.
DISTRIBUTION: All Attendees
DATE: March 24, 2006
ATTACHMENT: List of Attendees

Meeting Attendees List

TO:	Arturo Jacobo	Caltrans	Project Manager
	Majid Kharrati	Caltrans	Design Manager
	Stephen Alvarez	Caltrans	Landscape Architect
	Tom Nipper	Caltrans	Project Management
	Jason Reynolds	Caltrans	Environmental Analysis
	Keith Ploettner	Caltrans	Design
	Kelly Finn	Caltrans	Environmental
	Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
	Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Architect
	Abbey Edwards	Estrada Land Planning	Consultant Landscape Architect
	Chris Johnson	Dokken Engineering	Consultant Project Manager
	Corey Mack	Dokken Engineering	Consultant Design Engineer

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I-5/North Coast Widening
Opportunities and Constraints
Meeting Minutes

File No. 1558-220

MEETING MINUTES

MEETING TYPE: North Coast Widening Opportunities & Constraints Analysis

SUBJECT: **Opportunities and Constraints Development**

DATE: May 17, 2006

TIME: 1:30 pm – 3:30 pm

LOCATION: Caltrans District 11, Viewridge Office, Room 202

ATTENDEES: See attached list

TOPICS DISCUSSED	ACTION REQUIRED
1. Meeting minute review. Vicki opened the meeting by asking if there were any comments on the previous meeting minutes. No issues were raised, and the minutes were approved.	
2. Update on San Diego Public Meeting. Vicki discussed the April 19, 2006 San Diego public meeting in which the ops and cons projects were prioritized for the city. The community gave the Carmel Valley pedestrian undercrossing the greatest support, followed by the Penasquitos undercrossing and Del Mar Heights Rd overcrossing. Vicki stated that the budget will not allow all three alternatives, and proposed dropping the Del Mar Heights overcrossing. Majid replied that the overcrossing would provide a needed east-west pedestrian crossing alternative to Del Mar Heights Rd. The proposed bridge should be included in the report regardless of available funding.	
3. Update on Carlsbad Public Meeting. Vicki described the recent meetings with Carlsbad Community and City Staff. All of the proposed projects were well received, except for the proposed Holiday Park improvements. Several members of the local community were concerned with an increase in traffic and noise, and suggested that Pio Pico Dr	

TOPICS DISCUSSED	ACTION REQUIRED
remain open in both directions of flow, parking along Pio Pico should be removed, and streetscaping should be provided. Vicki added that the Chestnut Ave / Pio Pico roundabout was accepted, while the Chestnut Ave streetscaping was deemed inappropriate. Kelly stated that removing the parking near Holiday Park would constitute a functional use impact, and possibly be an environmental injustice. Majid replied that we should inform the council of the Community Meeting results, but also give them our recommendation based on benefits to the entire community, not just residents close to the park. Vicki agreed to present the community approved alternative along with the PDT recommendation, which includes narrowing all streets surrounding Holiday Park to a minimum width and provide parking on Pio Pico, resulting in no net loss of parkland. Arturo suggested setting up a meeting with Carlsbad City Staff to discuss these alternatives, and Vicki agreed.	
Gerard asked how the freeway widening was impacting Pio Pico Dr around Tamarack Avenue. Vicki responded that some parking will have to be removed along Pio Pico but that is a result of project features, not Ops and Cons.	**CT to coordinate and attend an Ops and Cons meeting with Carlsbad City Staff and ELP.**
4. Update on Oceanside Meeting.	
Vicki began discussion of the Oceanside Meeting by praising the Caltrans design efforts on the Mission Blvd interchange. She stated that all attendees were enthusiastic about the new geometrics of the interchange. Furthermore, the community was positive on all proposed projects. While southern access to Oceanside High School is still undesirable, neighborhood improvements to the southwest of the interchange were proposed by Kent. He stated that several of the lots will be demolished, and a use for the land should be planned. Vicki agreed, stating that these improvements should be linked with the pedestrian connectivity improvements to the eastern recreational facilities along Division St.	
On the northeast corner of the Mission Dr interchange, Vicki described some landscaping along the Northbound on-ramp. Majid asked if the	

TOPICS DISCUSSED	ACTION REQUIRED
northernmost lot will be affected by the Ops and Cons improvements, and Arturo replied that the lot may be taken to meet design standards, but cannot be taken for Ops and Cons development.	
Majid asked about handicap access to the Harbor Dr undercrossing, and Vicki replied that the new layout is ADA compliant. She was able to design the trail alignment adjacent to the freeway to form a ramp instead of stairs. The stairs will remain in conjunction with the ramp on the western entrance, but the east side will consist of only the ramp.	
5. Upcoming City of Encinitas Meeting.	
Vicki stated that all community meetings in Encinitas have been completed, and a meeting on Tuesday, May 23 is scheduled with City of Encinitas Council Members. Majid asked if the meeting could be delayed to give CT an opportunity to comment on the DE interchange alternatives. Arturo stated that the Council needs to move forward and cannot delay the meeting.	
6. General Discussion.	
Vicki mentioned upcoming meetings with the City of Solana Beach and the City of Del Mar. Arturo stated that all meetings are to be concluded by June. Arturo continued that there are to be no opportunities regarding local circulation. Arturo also stated that the Right of Way demands need to be finalized along the corridor so homeowners could be contacted.	**CT Design to finalize R/W demands along the corridor.**
7. Next Meeting.	
The next Ops and Cons meeting is to be held on May 31, 2006 at the Caltrans Viewridge Office, Room 202 from 1:30 to 3:30.	

NOTE: These minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: Gerard Lumabas, P.E.
DISTRIBUTION: All Attendees
DATE: May 22, 2006
ATTACHMENT: List of Attendees

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Opportunities and Constraints
Meeting Minutes

Meeting Attendees List

TO:	Arturo Jacobo	Caltrans	Project Manager
	Majid Kharrati	Caltrans	Design Manager
	Tom Nipper	Caltrans	Project Management
	Kent Askew	Caltrans	Landscape Architect
	Kelly Finn	Caltrans	Environmental
	Ellison Alegre	Caltrans	Planning
	Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
	Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Architect
	Gerard Lumabas	Dokken Engineering	Consultant Project Engineer
	Corey Mack	Dokken Engineering	Consultant Design Engineer

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I-5/North Coast Widening
Opportunities and Constraints
Meeting Minutes

File No. 1558-220

MEETING MINUTES

MEETING TYPE: North Coast Widening Opportunities & Constraints Analysis

SUBJECT: **Opportunities and Constraints Development**

DATE: May 31, 2006

TIME: 1:30 pm – 3:30 pm

LOCATION: Caltrans District 11, Viewridge Office, Room 202

ATTENDEES: See attached list

TOPICS DISCUSSED	ACTION REQUIRED

1. Meeting minute review.

Vicki opened the meeting by asking if there were any comments on the previous meeting minutes. No issues were raised, and the minutes were approved.

2. Update on City of Encinitas City Council Meeting.

Vicki discussed the May 23, 2006 meeting with the Encinitas City Council. Due to the focus of the meeting, Vicki stated that another meeting will need to be scheduled with the Council.

3. Update on City of Solana Beach Ops and Cons Development.

Vicki cited that Solana Beach staff had not yet responded to the proposed Ops and Cons, and that she would try again soon to contact and arrange a meeting with City staff. Arturo stated that if City Staff continue to postpone Ops and Cons development, he will contact the City.

4. Update on City of Oceanside Ops and Cons Development.

Vicki discussed an upcoming June 10, 2006 meeting and suggested a meeting beforehand with Oceanside High School Staff to discuss the Mission Blvd overcrossing. Arturo agreed that the school should be involved in decisions, and offered to coordinate

TOPICS DISCUSSED	ACTION REQUIRED
advertising for the June 10 meeting.	**CT to coordinate advertising for the June 10 Oceanside community meeting.**
Vicki discussed recent updates to Oceanside Ops and Cons, starting from the North.	
San Luis Rey River Pedestrian Undercrossing Vicki stated that the latest design of the pedestrian undercrossing North of the San Luis Rey River is ADA compliant, and displayed an exhibit illustrating the proposed ramp alignment that runs from the cul-de-sac of Monterrey Dr. to the existing undercrossing and stairs. Meredith added that there will be walls associated with the length of ramp, but none over three meters tall. Kelly asked if the houses adjoining the ramp will be affected by the new trail, and Meredith responded that impacts will be minimized with a landscaped buffer between the ramp and houses.	
SR-76 Northbound Loop Park and Ride Facility Vicki inquired if the northbound loop off ramp will be removed as part of the widening project. Majid replied that removal of the ramp would likely impact surrounding wetlands and as such it would be better to leave the ramp in its current state. Kelly stated that removing the ramp would temporarily impact the river, yet would provide an environmental mitigation site. Vicki segued into a park and ride / trailhead lot in the loop portion of the ramp. She stated that by removing the ramp an opportunity exists not only for environmental mitigation but also provides a site to access the trail that runs along SR-76 and the San Luis Rey River. Kent warned that any removal of the established eucalyptus trees may constitute a visual impact to the corridor. Regardless of any environmental or visual impacts, Vicki suggested presenting the options at the community meeting.	
Community Gateway Project Vicki stated that project #2, the Oceanside Gateway, has been eliminated due to the current construction of a similar project at SR-76 and the North Coast Highway.	

TOPICS DISCUSSED	ACTION REQUIRED
Bush St and Brooks / Division St Overcrossings Vicki stated that the Bush St overcrossing has been redesigned to avoid impacts as discussed in the previous meeting. Vicki continued, stating that the Brooks / Division St overcrossing improvements and impacts will be finalized and transmitted to Caltrans as soon as they are completed.	**ELP to transmit impacts of the Brooks / Division St overcrossing enhancements to CT.**
Oceanside Blvd Bridge Enhancements Vicki asked if the Oceanside Blvd freeway undercrossing bridge structure could be improved aesthetically. Majid replied that structures inspectors do not encourage treatments that cover up structural features. Furthermore, Majid added that older bridges such as the Oceanside Blvd undercrossing tend to have minimal clearance, and any improvement cannot reduce that vertical clearance. Vicki asked if Ops and Cons funding can be used for beautification provided it does not infringe upon the previously mentioned stipulations. Kent responded that the enhancements of the bridge would constitute visual mitigation, and would be included as a project cost. Vicki inquired about continuing the southern sidewalk and landscaping under the bridge westward to the entrance of the trailer park. Majid riposted that the sidewalk improvements currently underway by the city are on NCTD Right of Way (R/W) and any work that is planned on NCTD R/W needs to be approved by NCTD. Majid suggested that before presenting any opportunities on NCTD R/W to the public, ELP should present it to NCTD first. Arturo added that the tieback wall along the Sprinter tracks should also be presented to NCTD. Arturo agreed to present the sidewalk and landscape improvements along Oceanside Blvd and the tieback wall along the tracks to NCTD.	**CT to transmit proposed Oceanside Blvd improvements to NCTD.**
Soto St Realignment Vicki described the realignment of Soto St north of the SR-78 interchange. The current design of the freeway and adjacent arterial involves three full takes in the area, and Vicki asked if the resulting vacant lots are available for development as Ops and Cons. Kent replied that adjacent to the freeway, he would prefer to	

TOPICS DISCUSSED	ACTION REQUIRED
have a landscaped slope in front of a wall rather than a wall on the shoulder and a trail behind the wall. Majid added that the development of the lots will largely depend on the willingness of the homeowner. Arturo stated that he needs the R/W requirements for the corridor to notify impacted homeowners. Vicki agreed to transmit all Ops and Cons R/W impacts to Caltrans as soon as possible.	**ELP to transmit all Ops and Cons R/W impacts to CT.**
5. General Discussion. Kelly suggested that ELP meet with Bill Graham to discuss the current Ops and Cons development. Vicki agreed to arrange a meeting.	**ELP to arrange a meeting with Bill Graham and CT Environmental to discus Ops and Cons development.**
6. Next Meeting. The next Ops and Cons meeting is to be held on June 14, 2006 at the Caltrans Viewridge Office, Room 202 from 1:30 to 3:30.	

NOTE: These minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: Gerard Lumabas, P.E.
DISTRIBUTION: All Attendees
DATE: June 6, 2006
ATTACHMENT: List of Attendees

Meeting Attendees List

TO:	Arturo Jacobo	Caltrans	Project Manager
	Majid Kharrati	Caltrans	Design Manager
	Kent Askew	Caltrans	Landscape Architect
	Kelly Finn	Caltrans	Environmental
	Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
	Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Architect
	Gerard Lumabas	Dokken Engineering	Consultant Project Engineer
	Corey Mack	Dokken Engineering	Consultant Design Engineer

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I-5/North Coast Widening
Opportunities and Constraints
Meeting Minutes

File No. 1558-220

MEETING MINUTES

MEETING TYPE: North Coast Widening Opportunities & Constraints Analysis

SUBJECT: **Opportunities and Constraints Development**

DATE: June 14, 2006

TIME: 1:30 pm – 3:30 pm

LOCATION: Caltrans District 11, Viewridge Office, Room 202

ATTENDEES: See attached list

TOPICS DISCUSSED	ACTION REQUIRED
1. Meeting minute review. Vicki opened the meeting by asking if there were any comments on the previous meeting minutes. No issues were raised, and the minutes were approved.	
2. Discussion of Upcoming Meetings. Vicki set forth her plan to conclude all Ops and Cons meetings by July 12. Several meetings have been scheduled to help achieve that goal.	
<u>Oceanside Community Meeting</u> An Oceanside Community Meeting has been scheduled for June 20 to discuss the finalized projects. Vicki suggested meeting with City Staff after the community meeting to further accelerate coordination. Arturo agreed to arrange a meeting with the City Manager's Office. Vicki proposed a date around the first week of July.	**CT to coordinate meeting with City of Oceanside City Manager's Office and ELP.**
<u>Encinitas City Council Meeting</u> Vicki stated that the final meeting with Encinitas Officials should take place on July 29.	
<u>Proposed Meetings</u> Vicki stated that further meetings with City of Solana Beach and City of Carlsbad Officials may be necessary, and she will coordinate the dates.	**ELP to coordinate separate meetings with City of Carlsbad Staff and City of Solana Beach Staff.**

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I-5/North Coast Widening
Opportunities and Constraints
Meeting Minutes

File No. 1558-220

MEETING MINUTES

MEETING TYPE: North Coast Widening Opportunities & Constraints Analysis

SUBJECT: **Opportunities and Constraints Development**

DATE: June 14, 2006

TIME: 1:30 pm – 3:30 pm

LOCATION: Caltrans District 11, Viewridge Office, Room 202

ATTENDEES: See attached list

TOPICS DISCUSSED	ACTION REQUIRED
1. Meeting minute review.	
Vicki opened the meeting by asking if there were any comments on the previous meeting minutes. No issues were raised, and the minutes were approved.	
2. Discussion of Upcoming Meetings.	
Vicki set forth her plan to conclude all Ops and Cons meetings by July 12. Several meetings have been scheduled to help achieve that goal.	
Oceanside Community Meeting	
An Oceanside Community Meeting has been scheduled for June 20 to discuss the finalized projects. Vicki suggested meeting with City Staff after the community meeting to further accelerate coordination. Arturo agreed to arrange a meeting with the City Manager's Office. Vicki proposed a date around the first week of July.	**CT to coordinate meeting with City of Oceanside City Manager's Office and ELP.**
Encinitas City Council Meeting	
Vicki stated that the final meeting with Encinitas Officials should take place on July 29.	
Proposed Meetings	
Vicki stated that further meetings with City of Solana Beach and City of Carlsbad Officials may be necessary, and she will coordinate the dates.	**ELP to coordinate separate meetings with City of Carlsbad Staff and City of Solana Beach Staff.**

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TOPICS DISCUSSED	ACTION REQUIRED
Majid suggested contacting the mayor of Del Mar in regards to the Ops and Cons available to the City. Arturo stated that the City of Del Mar had shown an interest in the acquisition of two properties with a trail through them, and Vicki said that those opportunities are included. Nevertheless, Arturo agreed to contact Crystal Crawford to discuss any other options available.	**CT to discuss Ops and Cons development with City of Del Mar Officials.**
PDT Meeting Schedule	
To make the July 12 deadline, Vicki suggested two more PDT meeting dates. A meeting on June 21 would follow directly after the City of Oceanside Community Meeting, and a final PDT meeting would be held on July 5. The dates were accepted, and the meeting continued.	
3. Review of Drawings for the Oceanside Community Meeting.	
Mission Avenue	
Vicki described a recent meeting held with Meredith, Kent, the City of Oceanside Assistant Superintendent of Schools, and City of Oceanside Staff. She stated that the attendees were all pleased with the latest layout of Mission Avenue, although concerns were raised about the reduced access to the shopping center on the northwest corner of the interchange.	
Several new ideas were discussed at the meeting, including the closure of the western Brooks St fork between Mission Ave and Seagaze Dr. The appropriated land would become available to the adjacent park, further strengthening pedestrian access from the High School to the Recreational Facilities. As part of the closure, the southwestern curb return radius of the eastern fork of Brooks St will have to be increased to accommodate large vehicles.	
The School and City Staff reacted negatively to southern pedestrian access to the school for security reasons. Furthermore, the City Staff disapproved of a greenbelt along the western edge of the freeway, stating that parks in this area receive too much use and are not maintainable.	

TOPICS DISCUSSED	ACTION REQUIRED

Majid asked if the meeting discussed the greenbelt connection from Mission Ave to Bush St. Vicki replied that it was discussed and is acceptable, provided the building on the southwest corner of Buena St and Santa Barbara St remains.

Chris S. asked if there was enough stacking distance provided by the current width of the Mission Ave overcrossing. Vicki replied that until the final traffic numbers are available and the forecasted movements are determined, a wider bridge will be shown to illustrate general enhancements. Chris S. inquired about the need for a sidewalk on the north side of the Mission Ave overcrossing. Kent responded that the sidewalk needs to be contiguous through the interchange. Majid disagreed, responding that the whole purpose of the redesign of the interchange was to improve pedestrian safety. Chris S. agreed with Kent, citing that pedestrians on the north would be reluctant to cross Mission Ave twice.

Division St / Brooks St Undercrossing

Vicki stated that the proposed recreational facility east of the freeway was well received, and further streetscaping along Brooks St was discussed positively. Kent agreed to the streetscaping along Brooks St, citing the removal of many trees and the opportunity for visual mitigation. Arturo stated that as Brooks St diverges from the freeway, it is no longer part of the project and should not be included in the Environmental Document. Majid contended that the purpose of Ops and Cons is to improve the communities impacted by the widening, both past and future, and this area is directly impacted by the freeway development. Chris S. added that the Ops and Cons are to enhance past mitigation. Kent suggested including the improvements along Brooks St in presentations and labeling them as "future city projects", and Vicki agreed.

Harbor Drive Gateway

Vicki discussed the proposal to include a Community Gateway near the Harbor Dr interchange. Majid responded that city gateways are not permitted on state land. Vicki stated that the project would be for a

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TOPICS DISCUSSED	ACTION REQUIRED

San Diego County Gateway and agreed to rename the enhancement "Regional Entry Project".

San Luis Rey River Pedestrian Undercrossing

Vicki described the latest ADA accessible undercrossing north of the San Luis Rey River, and stated that the project will be included in the presentation.

Trailhead at SR-76

Vicki discussed the latest design of the trailhead and realigned trail inside the abandoned northwest off ramp loop of SR-76. Majid asked if the lot could be moved closer to the freeway to avoid significantly realigning the trail. Vicki responded that the current layout is to preserve as many eucalyptus trees in the area as possible, however conceded to a new layout. Chris S. inquired about the feasibility of adding a new signal phase to the light, and suggested making the trailhead a right-in, right-out facility.

Healing Garden

Vicki described the healing garden to the southwest of the SR-76 interchange. Kent inquired about the possibility of future 4f impacts to the park, and Chris S. replied that it is possible to circumvent problems in the future by adding clauses to the improvements now. Majid voiced concerns over use of the park, and opted to refer to the development as a "Community Open Space".

Oceanside Boulevard Streetscaping

Vicki discussed several phone messages between her and NCTD staff regarding access to their R/W for streetscaping improvements along Oceanside Blvd. Further conversations will be necessary.

California Street Overcrossing

Vicki stated that the city was positive about converting the two full takes southwest of California St into a park and pedestrian access to California St from Moreno St. However, the pocket parks to the south were rejected.

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TOPICS DISCUSSED	ACTION REQUIRED
4. General Discussion Vicki mentioned that the Cassidy St overcrossing and interchange had no Ops and Cons development, primarily because the future of the interchange is unknown. Tom Nipper discussed a list of requests received from the Buena Vista Lagoon Foundation and Audubon Club regarding opportunities in the region, but most were a significant distance from the freeway. Chris S. asked to receive a copy of the latest Manchester Transit Center layout and grading file, and Gerard agreed to transmit a .pdf copy to all attendees.	**DE to transmit a .pdf copy of latest Manchester Transit Center to all meeting attendees.**
5. Next Meeting. The next Ops and Cons meeting is to be held on June 21, 2006 at the Caltrans Taylor Street Office, Bldg. 2-503A La Jolla Cove (A) Town Square, from 1:30 to 3:30.	

NOTE: These minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: Gerard Lumabas, P.E.
DISTRIBUTION: All Attendees
DATE: June 16, 2006
ATTACHMENT: List of Attendees

Meeting Attendees List

TO:	Arturo Jacobo	Caltrans	Project Manager
	Majid Kharrati	Caltrans	Design Manager
	Chris Schmidt	Caltrans	Planning
	Curtis Johnson	Caltrans	Landscape Architect
	Kelly Finn	Caltrans	Environmental
	Kent Askew	Caltrans	Landscape Architect
	Viridiana Martino	Caltrans	Engineering Intern
	Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
	Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Architect
	Gerard Lumabas	Dokken Engineering	Consultant Project Engineer
	Corey Mack	Dokken Engineering	Consultant Design Engineer

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I-5/North Coast Widening
Opportunities and Constraints
Meeting Minutes

File No. 1558-220

MEETING MINUTES

MEETING TYPE: North Coast Widening Opportunities & Constraints Analysis

SUBJECT: **Opportunities and Constraints Development**

DATE: June 21, 2006

TIME: 1:30 pm – 3:30 pm

LOCATION: Caltrans District 11, Viewridge Office, Room 202

ATTENDEES: See attached list

TOPICS DISCUSSED	ACTION REQUIRED
1. Oceanside Community Meeting Results. Vicki opened the meeting by describing the overall outcome of the June 20 Oceanside Community Meeting. She produced two presentation boards illustrating the attendee's positive or negative opinion on each project. She further qualified the results by stating that many attendees were from the northern neighborhoods and the votes often were biased by location. <u>Project 1: Regional Entrance</u> This project received largely positive feedback. <u>Project 2: San Luis Rey River Undercrossing</u> Vicki described a mixed reaction from the meeting. Many attendees were positive about enhancing pedestrian accessibility, particularly with ADA compliance. Vicki continued that many of the negative reactions are a result of safety concerns from the poorly lit crossing. Several suggestions arose, including moving the proposed crossing further south to the existing trail and edge of the San Luis Rey River. To maintain ADA compliance along the undercrossing, the trail would have to traverse a steep down slope with a switchback. Kelly expressed concern over the proximity to the San Luis Rey River; however she did not discount the suggestion	

TOPICS DISCUSSED	ACTION REQUIRED
environmentally. Kelly inquired if it was sensible to make an ADA accessible connection to an unpaved, non-ADA compliant trail network. Vicki responded that the Master Plan for the City of Oceanside may include paving the trail network. Meredith stated that she would investigate the Master Plan further. Regardless, Kent stated that it would be possible to pave the trail within the Caltrans R/W, providing an ADA compliant undercrossing, while the trail network itself would remain in its current condition. Vicki asked if the suggested alignment was determined to not be feasible, should the old alignment be included as an opportunity, and Arturo stated that the most reasonable undercrossing alternative should be included in the environmental document.	**ELP to investigate if trail improvements to the San Luis Rey River trail network are part of the City of Oceanside Master Plan.**

Project 3: SR-76 Trailhead

Vicki described the reaction to the SR-76 Trailhead as overwhelmingly negative, alluding to the location bias of the attendees. Arturo stated that the project should remain as an opportunity for the environmental document.

Project 4: Healing Garden / Community Open Space

The healing garden was not a priority based on the results of the community meeting.

Project 5: Bush Street Overcrossing

The pedestrian enhancements along the Bush St overcrossing received a mixed reaction.

Project 6: Mission Avenue Overcrossing

Vicki described the reaction to the Mission Ave enhancements as extremely positive. One comment regarded the building adjacent to the NB on ramp. The owner expressed an unwillingness to move.

Project 7: Brooks Street Landscaping

Vicki stated that the streetscaping along Brooks St received mixed reactions when presented to the community.

Project 8: Recreational Facility Connection

Vicki stated that the connection from Division St in the west to the proposed recreational facility to the

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TOPICS DISCUSSED	ACTION REQUIRED

east received a mixed response from the audience, and added that the park itself is outside the scope of Ops and Cons.

Project 9: Oceanside Boulevard Landscaping

Vicki said the overall reaction to the Oceanside Boulevard Landscaping was positive.

Project 10: California Street Enhancements

The California St enhancements, particularly the community access park, received a positive response from the meeting.

Regardless of the community response, Vicki stated that she will include all projects within Oceanside in the Draft Corridor Plan.

2. Meeting Minutes Review.

Vicki asked everyone to read through the meeting minutes. Vicki stated that on the fourth paragraph of the first page regarding the final meeting date with Encinitas Officials, "July 29" should read "June 29".

3. Review of Recent Environmental Impacts Meeting.

Vicki described the June 20 environmental impacts meeting with EDAW, Caltrans and ELP. She stated that the focus of the meeting was on 4f impacts throughout the corridor, particularly the Holiday Park enhancements. Kent expressed concern over the loss of trees due to maintaining parallel parking along Pio Pico, and suggested perpendicular or angle parking. Vicki agreed to investigate alternative parking layouts.

Vicki asked if ELP will need to determine which projects are mitigation versus enhancements, and Kelly responded that is not part of the current phase. Chris S. added that EDAW must first determine the impacts of the project including the opportunities themselves, and then the classification of enhancement or mitigation will follow.

4. General Discussion.

Vicki stated that a CD is being assembled to include all Ops and Cons CAD files and a PowerPoint Presentation of all projects. Vicki agreed to transmit

TOPICS DISCUSSED	ACTION REQUIRED
this CD to EDAW, Caltrans, and Dokken Engineering.	**ELP to transmit CD containing all Ops and Cons CAD files and projects to EDAW, CT, and DE.**
Chris S. asked what the final Ops and Cons deliverable will entail. Vicki responded that a Draft Corridor Plan will be submitted including all Opportunities suggested by ELP. Kent added that the purpose of this document will be to reach a cooperative agreement with the cities. Arturo added that the Ops and Cons are needed as soon as possible to complete the environmental document. Vicki concluded that a Draft Corridor Plan will be completed by July 12.	**ELP to submit a Draft Corridor Plan to CT.**
5. Next Meeting.	
The July 5 2006 Ops and Cons PDT meeting has been canceled. The date for the next Ops and Cons meeting is to be determined.	

NOTE: These minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: Gerard Lumabas, P.E.
DISTRIBUTION: All Attendees
DATE: June 23, 2006
ATTACHMENT: List of Attendees

Meeting Attendees List

TO:	Arturo Jacobo	Caltrans	Project Manager
	Chris Schmidt	Caltrans	Planning
	Kelly Finn	Caltrans	Environmental
	Kent Askew	Caltrans	Landscape Architect
	Tom Nipper	Caltrans	Project Management
	Viridiana Martino	Caltrans	Engineering Intern
	Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
	Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Architect
	Gerard Lumabas	Dokken Engineering	Consultant Project Engineer
	Corey Mack	Dokken Engineering	Consultant Design Engineer

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I-5/North Coast Widening
Opportunities and Constraints
Meeting Minutes

File No. 1558-220

MEETING MINUTES

MEETING TYPE: North Coast Widening Opportunities & Constraints Analysis

SUBJECT: **Opportunities and Constraints Development**

DATE: August 16, 2006

TIME: 2:00 pm – 4:00 pm

LOCATION: Caltrans District 11, Viewridge Office, Room 202

ATTENDEES: See attached list

TOPICS DISCUSSED	ACTION REQUIRED
1. Meeting Minutes Review	
Vicki asked if there were any comments on the meeting minutes. No issues were raised, and the minutes were approved.	
2. Ida Avenue Sound Wall Study	
Vicki asked about the status of the sound wall along Ida Avenue in Solana Beach, and Arturo replied that the PDT is to determine if the visual impacts of the wall would outweigh the noise reduction benefits. Arturo added that if the visual impacts are too great to justify a wall, the residents will be given other mediation options, such as double pane windows and air conditioning to reduce the noise impacts.	
Arturo proposed walls on the eastern property boundary of the residents. Sound walls in this location would be prohibitively tall to accomplish a 5 dB reduction in noise, and would be provided for privacy only. Vicki stated that any wall in this area would obstruct views of the streetscaping and would likely be opposed by residents. Arturo stated that in the Solana Beach public meeting, he would like to show no wall along Ida Avenue and promote the streetscaping.	
3. Power Line Relocations	
Arturo stated that there is a minimum horizontal clearance from utility poles to retaining wall layout	

TOPICS DISCUSSED	ACTION REQUIRED
lines. Arturo said that CT Design will determine the clearance requirements and resolve whether the poles will be relocated or undergrounded. Steve stated that the relocation or undergrounding of utilities due to the proximity of the freeway will be a project feature, not part of Ops and Cons.	**CT Design to determine location of overhead utilities along Ida Avenue.**
4. Update on City of Del Mar Vicki stated that a meeting may be necessary with Del Mar staff. Arturo suggested talking to Bruce April regarding the parcel mitigation effort along San Dieguito Dr.	
5. Carlsbad Meeting with Parks and Rec Department Vicki asked which Holiday Park alternatives need to be presented to the City of Carlsbad Parks and Recreation Department. Kelly stated that the Avoidance Alternative which imposes no impacts to the park must be presented to comply with 4(f) requirements. Arturo suggested also presenting the Full-Use Alternative at the meeting, and differentiating the two alternatives with cross sections. Jason said that the park design decision will ultimately be made by FHWA. Chris S clarified that the minimum impact Avoidance Alternative is a project feature, while the Full-Use Alternative qualifies as an Ops and Cons project. Vicki stated that the overall usable area of the Full-Use Alternative is lower than existing conditions. Arturo agreed to send the latest MicroStation files of Holiday Park to ELP.	**CT Design to send latest Holiday Park MicroStation files to ELP.**
For future Carlsbad City Council meetings, Arturo suggested showing two alternatives for Pio Pico Dr south of Chestnut Ave in cross section view. One section would show a tall wall with street parking, while the other section would show a shorter wall, streetscaping, and no parking along Pio Pico Dr. The City Council could choose the preferred alternative.	
6. Status of Cities City of Oceanside Vicki stated that the 2-2-and-1 meetings with the City are still outstanding. A meeting with Shari Mackin and the Oceanside City Council needs to be held.	**ELP to coordinate and attend 2-2-and-1 meetings with City of Oceanside.**
City of Carlsbad Final meetings are scheduled, report is currently being typed.	
City of Encinitas The report is being typed.	
City of Solana Beach Final meetings still need to be held.	
City of Del Mar Final meetings still need to be held.	
City of San Diego Report is being typed.	
7. Schedule Vicki stated that a draft corridor plan will be ready for internal review in five weeks.	
8. Next Meeting The next Ops and Cons meeting will be held August 30, 2006 in Building 2, Room 503 at the Caltrans Taylor Street office.	

NOTE: These minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: Corey Mack, EIT
DISTRIBUTION: All Attendees
DATE: July 18, 2006
ATTACHMENT: List of Attendees

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Meeting Attendees List

TO:	Arturo Jacobo	Caltrans	Project Manager
	Chris Schmidt	Caltrans	Planning
	Curtis Johnson	Caltrans	Landscape Architect
	Jason Reynolds	Caltrans	Environmental Analysis
	Kelly Finn	Caltrans	Environmental Oversight
	Stephen Alvarez	Caltrans	Landscape Architect
	Tom Nipper	Caltrans	Project Management
	Viridiana Martino	Caltrans	Engineering Intern
	Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Architect
	Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
	Corey Mack	Dokken Engineering	Consultant Design Engineer

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I-5/North Coast Widening
Opportunities and Constraints
Meeting Minutes

File No. 1558-220

MEETING MINUTES

MEETING TYPE: North Coast Widening Opportunities & Constraints Analysis

SUBJECT: **Opportunities and Constraints Development**

DATE: January 5, 2007

TIME: 1:30 pm – 3:30 pm

LOCATION: Caltrans District 11, Taylor Street Office, Building 2, Room 503

ATTENDEES: See attached list

TOPICS DISCUSSED	ACTION REQUIRED

1. Overall Project Status and Schedule

Arturo stated that all studies should be completed by the end of January, except for Visual studies, which is dependent on several other studies. Arturo added that a working copy of the environmental document is expected by the end of March.

Arturo stated that the environmental department has reviewed and commented on the current list of Ops and Cons projects. Vicki said that only verbal comments have been received, and most been addressed.

2. Synergy Projects and Related Issues to be Carried Forward

Vicki presented a Project Issue and Related Steps document for all Ops and Cons projects along the corridor to the PDT. Vicki stated that many of the issues raised will not be addressed before the completion of the Corridor Enhancement Plan.

City of San Diego

Project 1 – Penasquitos Trail Connection

Vicki stated that the river hydrology and siltation presents a large obstacle to this project. Kent said that siltation analysis was requested over a year ago. Vicki stated that the City of San Diego has verbally agreed to maintain the trail through this area. Arturo stated

TOPICS DISCUSSED	ACTION REQUIRED
that Cooperative Agreements are generally finalized prior to the conclusion of the design phase. Tom added that the Corridor Enhancement Plan needs to only mention that an appropriate Cooperative Agreement will be in place.	
Project 2 – Carmel Valley Bicycle Trail Connection Vicki stated that flooding issues still need to be resolved for this project. Arturo said that modeling of all the lagoons will be undertaken by Scripps Oceanography. Kent stated that this project provides an opportunity to improve the flow of the Carmel Creek by removing the accumulated silt and replacing the silt dams. Kent added that the Park and Ride lot may be developed into a trailhead to Torrey Pines State Beach. Chris S stated that the nearby Penasquitos Marsh must be avoided. Vicki requested for Majid to provide the Sorrento Valley Bridge plans and footprint to ELP, and Majid agreed.	**CT Design to provide Sorrento Valley Road Bridge APS to ELP.**
Project 3 – Pedestrian Overpass near Del Mar Heights Road Kent stated that this project would be built within the public easement, and that everything above the deck would be maintained by the City of San Diego. Chris S stated that the community impacts of the connection would need to be acknowledged. Arturo replied that the Community Impact Assessment (CIA) team needs the Community Enhancement Plan to assess the impact.	
<u>City of Solana Beach</u> Project 1 – Streetscape Enhancements on Ida Avenue Arturo stated that the noise study on Ida Avenue is almost complete. Kent stated that noise and walls are not part of this report. Arturo added that the walls have been taken out of the FHWA report due to their large impact. Arturo stated that the overhead power lines will be undergrounded along Ida as a project feature. Chris S stated that improvements along the east of Ida Avenue should be treated as project features, while improvements to the west of Ida Avenue should be considered synergy projects.	

TOPICS DISCUSSED	ACTION REQUIRED
Project 2 – Trailhead on Solana Hills Drive Majid agreed to send ELP the latest base file design of the Solana Hills Drive trailhead to ELP.	**CT Design to transmit latest base file design of the Solana Hills Drive trailhead to ELP.**
<u>City of Encinitas</u> Project 1 – Manchester Pedestrian Bridge and Trail Arturo stated that any media inquiries about the project should be forwarded to Allan Kosup. Vicki said that the pedestrian crossing will not be shown in the report, but the surrounding enhancements will be illustrated.	
Project 2 – Villa Cardiff Drive Improvements Arturo stated that the existing Mackinnon Bridge structure should be shown in the report.	
Project 3 – Hall Property Trail to Santa Fe Drive No additional issues were raised for this project.	
Project 4 – Trail connecting Santa Fe Drive to Requeza Street Chris S stated that wetland revegetation in this area would be a project feature. Kent added that the combination of the revegetation and trail would constitute a synergy project.	
Project 5 – Trail Connecting Requeza Street to Encinitas Boulevard Vicki stated that hydrology issues associated with the roundabout complicate this trail. Kent suggested showing the trail to illustrate the concept of the connection.	
Project 6 – Union Street Pedestrian Overpass and Trail Connection Kent raised several concerns about this project including the current development of the property, the required easements through the development, and the necessary sewer and utility relocations. Arturo replied that Cooperative Agreements will resolve these issues.	
<u>City of Carlsbad</u> Project 1 – Park and Ride Enhancements at La Costa	

TOPICS DISCUSSED	ACTION REQUIRED
Avenue	
Vicki stated that additional Cooperative Agreements will be required to coordinate between the city, the Lagoon Foundation, and Caltrans.	
Project 2 – Trail on East Side of I-5 at Batiquitos Lagoon	
No additional issues were raised with this project.	
Project 3 – Trail on East Side of I-5 at Agua Hedionda Lagoon.	
Vicki stated that there is no agreement with SDGE or the treatment facility. She added that the bridge hydraulics still need to be studied.	
Project 4 – Trail on West Side of I-5 at Agua Hedionda Lagoon	
See Project 3 issues.	
Project 5 – Streetscape Enhancements on Chestnut Avenue	
No additional issues were raised with this project.	
City of Oceanside	
Project 1 – Enhanced Safe Route to School at California Street Overpass	
No additional issues were raised with this project.	
Project 2 – Oceanside Boulevard Pedestrian Streetscape Enhancement	
Keith stated that the city has expressed an interest in widening Oceanside Boulevard.	
Project 3 – Enhancements to Division Street Overcrossing and Brooks Street Streetscape Improvements	
No additional issues were raised with this project.	
Project 4 – Enhanced Pedestrian Overpass Connection at Mission Avenue	
No additional issues were raised with this project.	
Project 5 – Enhanced Pedestrian Overpass Connection at Bush Street	

TOPICS DISCUSSED	ACTION REQUIRED
No additional issues were raised with this project.	
Project 6 – Community Open Space Adjacent to Family Medical Center	
Kent stated that the streets in the neighborhood may need to be narrowed to allow for the enhancements.	
Project 7 – Bike and Ride Amenities / Staging Area on East Side of I-5 at SR-76	
No additional issues were raised with this project.	
Project 8 – East / West Pedestrian Underpass Connection at San Luis Rey River	
Vicki stated that there are still issues concerning ADA accessibility with the undercrossing.	
Project 9 – Regional Entry Features at Harbor Drive	
No additional issues were raised with this project.	
3. Open Discussion	
Vicki presented a copy of the introduction and San Diego projects sections of the North Coast Community Enhancement Plan to the PDT. Vicki agreed to send a PDF copy of the plan to all members of the PDT. She asked all members to review and comment on the Plan. Vicki stated that subsequent sections of the will be provided for review.	**ELP to send PDT a PDF copy of Community Enhancement Plan.**
Arturo stated that once the comments have been addressed, the Enhancement Plan can be sent to EDAW for Right of Way requirement determination.	**All members of PDT to review and send comments on Community Enhancement Plan to ELP.** **ELP to send Enhancement Plan to EDAW for R/W review.**
4. Next Meeting	
The next Ops and Cons meeting will be held January 17, 2007 in Building 2, Room 503 at the Caltrans Taylor Street office.	

NOTE: These minutes are the preparer's understanding of the items discussed at the meeting. If discrepancies are noted, please contact the preparer within three days of receipt.

PREPARED BY: Gerard Lumabas, PE
DISTRIBUTION: All Attendees
DATE: January 10, 2007
ATTACHMENT: List of Attendees

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I-5/North Coast Widening
Opportunities and Constraints
Meeting Minutes

Meeting Attendees List

TO:	Arturo Jacobo	Caltrans	Project Manager
	Chris Schmidt	Caltrans	Planning
	Keith Ploettner	Caltrans	Highway Operations
	Kent Askew	Caltrans	Landscape Architect
	Majid Kharrati	Caltrans	Project Engineer
	Stephen Alvarez	Caltrans	Landscape Architect
	Tom Nipper	Caltrans	Project Management
	Viridiana Martino	Caltrans	Engineering Intern
	Meredith Plant-Mills	Estrada Land Planning	Consultant Landscape Architect
	Vicki Estrada	Estrada Land Planning	Consultant Landscape Architect
	Corey Mack	Dokken Engineering	Consultant Design Engineer
	Gerard Lumabas	Dokken Engineering	Consultant Project Engineer

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