SAN DIEGUITO RIVER PARK
JOINT POWERS AUTHORITY
9:30 a.m. – 12:00 p.m.
Friday, July 18, 2014
County Administration Center
1600 Pacific Highway, Room 302/303
San Diego

Speaker slips will be available. Please fill out a slip and give it to the Chair prior to the meeting if you wish to speak to an item on the agenda. The Board may take action on any item listed on the Consent or Action agenda.

Introductions and Announcements

Approval of the Minutes of June 20, 2014

Executive Directors Report

Public Comment

This portion of the agenda provides an opportunity for members of the public to address the Board on items of interest within the jurisdiction of the Board and not appearing on today's agenda. Comments relating to items on today's agenda are to be taken at the time the item is heard. Pursuant to the Brown Act, no action shall be taken by the Board on public comment items.

DISCUSSION/ACTION

1. Report and Recommendations from Executive Director Search Committee (page 3)

2. Comment on Coastal Commission Staff Report for North Coast Corridor Public Works Plan/ Transportation and Resource Enhancement Program (NCC PWP/TREP) (page 4)
INFORMATION

3. Park Project Status (oral)
   a. Temporary Office Trailer at Future Ranger Station Site
   b. Ranger Station

4. Coordination Reports (oral)
   a. San Dieguito River Valley Conservancy
   b. Friends of the San Dieguito River Valley
   c. Volcan Mountain Preserve Foundation
   d. San Dieguito Lagoon Committee

5. Jurisdictional Status Reports
   An opportunity for the Board members to report on actions taken within their jurisdictions to further the park planning process, or on problems which have arisen.

6. Communications


If you have any questions, please call Dick Bobertz at (858) 674-2270.

****Due to the high cost of printing and mailing the JPA and CAC agendas, the JPA has converted to an email distribution of both agendas. Please advise the office at 858-674-2270 if you do not have an e-mail address and want other arrangements to be made. The agenda and minutes are available at no cost on the San Dieguito River Park web site at www.sdrp.org.
TO: JPA Board

FROM: Staff

SUBJECT: Report and Recommendations from Executive Director Search Committee

RECOMMENDATION:
Discuss and Provide Direction to Committee and Staff

SITUATION:
The Search Committee formed by your Board (Roberts, Mosier (Committee Chair), Golich and Kersey or Lightner) was scheduled to meet on Thursday July 17. The Committee will report their recommendations orally.

The Committee was scheduled to consider:
• Proposed job description and salary for a new position that combines the previous Executive Director and Deputy Director job descriptions.
• Search/hiring timeline.
• Application/Interview Process, including whether to hire a Search Consultant
• Employment Contract

Respectfully Submitted,

Dick Bobertz
Executive Director
RECOMMENDATION:

Authorize the Chair to send a letter to the Coastal Commission expressing the concern that the Seasonal Rail Platform design would not accommodate the Coast to Crest Trail crossing, and may in fact preclude the trail crossing, despite language about the Coast to Crest Trail crossing as a planned improvement in the PWP.

SITUATION:

The California Coastal Commission has released a preliminary staff report for the North Coast Corridor Public Works Plan/ Transportation and Resource Enhancement Program (NCC PWP/TREP) that is now available on the Coastal Commission’s website, please click here to view the report: [http://www.coastal.ca.gov/](http://www.coastal.ca.gov/)

To view the final NCC PWP/TREP (June 2014) please click here: [http://www.dot.ca.gov/dist11/Env_docs/1-5PWP/5PWPFinal.html](http://www.dot.ca.gov/dist11/Env_docs/1-5PWP/5PWPFinal.html)

The NCC PWP/TREP staff report describes required Commission actions for the North Coast Corridor Project’s Federal Consistency Certification, Local Coastal Program (LCP) amendments for four (4) affected corridor cities, and the PWP/TREP. A public hearing to consider the document is scheduled for the August 2014 Commission meeting in San Diego. Coastal staff’s recommendation to the Commission is to approve the PWP/TREP. Public comments on the PWP/TREP for the Commission hearing are due to the Commission staff “no later than July 17, 2014”, prior to your Board’s July meeting.

The NCC PWP/TREP includes a package of highway, rail, transit, bike/pedestrian, environmental and coastal access improvements located along the North San Diego County coastline, extending 27 miles from La Jolla to Oceanside, and scheduled to be implemented in a phased manner over the next 30 years. As written, the PWP describes an array of public access improvements throughout the corridor, including a Coast to Crest Trail crossing at the San Dieguito railroad track on the north side of the river. The crossing is required to be phased with replacement and double tracking of the San Dieguito rail and bridge (LOSSAN) project implementation. The crossing
location shown in the PWP/TREP is consistent with the “Reach the Beach” Feasibility Study the JPA completed in 2012. However, the preliminary design details recently provided to JPA staff show that the project would not accommodate a trail crossing and may, in fact, preclude it. While it is recognized that the PWP/TREP is at a plan level-of-detail and design details are not provided, the fact that the LOSSAN project is not accommodating the trail crossing presents an inconsistency with the PWP/TREP.

**ISSUES**

**LOSSAN and Coast to Crest Trail**

Your Board reviewed the draft NCC PWP/TREP at your May, 2013 JPA meeting. At that time, the JPA expressed concern about the lack of specificity in the PWP regarding implementation of the Coast to Crest Trail as part of the LOSSAN project (Attachment 1). Previous to that, meetings had been held with SANDAG and Caltrans staff to ensure a trail crossing to accommodate the Coast to Crest Trail would be included in the PWP. SANDAG is responsible for planning the LOSSAN project, which includes double tracking the San Dieguito rail line from approximately Via de la Valle to the north end of Del Mar, including a new bridge over the San Dieguito Lagoon. The project also includes a Seasonal Rail Platform at the Fairgrounds on the east side of the new bridge to provide rail service to the Fairgrounds during the Fair and race season. SANDAG has maintained that they would not design or construct the trail crossing in the railroad right-of-way, but “would not preclude it”.

JPA staff is part of a technical working group established by SANDAG that also includes representatives from Del Mar and Solana Beach, NCTD, and 22nd District Agricultural Association. Although construction of the double tracking and Platform projects are several years away (phased at 2021-2030 according to the PWP) and is not currently funded, SANDAG is progressing with the design and environmental analysis of the project now and is expected to complete 60 percent engineering drawings and the required NEPA documentation. As the design progresses, it has become apparent to JPA staff that options to bring the trail from the west side of the Fairgrounds and under the railroad are limited and may not be feasible. The main impediment to the trail crossing is the Fairgrounds Seasonal Platform design, which will include ramps, stairs, and vehicle maintenance access that encroaches into and largely consumes the area along Stevens Creek where the Coast to Crest Trail is proposed.

**Easement for Trail**

The Consent Order issued to the 22nd DAA by the Coastal Commission required a “conservation easement” be placed along the west edge of the Fairgrounds for “resource management, restoration, and public access” (this is in addition to the 100-foot buffer along the south edge of the Fairgrounds). The easement varies from 8 to 25 feet in width along the west side of the Fairgrounds next to Stevens Creek and is to be dedicated to the
JPA (or other entity approved by the Commission Executive Director). It is in this easement area (as well as the 100 foot easement along the south side of the Fairgrounds) that the Coast to Crest Trail would be placed. The Coast to Crest Trail must then cross under the railroad tracks to get to the beach.

The most recent design plans shared by SANDAG staff show that the Fairgrounds Seasonal Platform consumes much of the conservation easement area with stairs and access ramps leaving little or no room for a trail. Most of the trail would have to go around the Platform as designed, further encroaching onto Fairgrounds property. A field meeting with SANDAG staff is scheduled for July 15 to look at this issue more closely. At today’s meeting, JPA staff will report on the results of this field meeting and the TWG meeting that is scheduled on the same day.

**PWP and Coastal Commission Staff Report**

At this time, the Coastal Commission is considering the PWP/TREP itself, which lays out the procedures for implementing the associated projects. The large number of mitigation and community enhancement projects covered in the PWP is impressive. These projects are to be phased over time commensurate with the transportation improvements in the North Coast Corridor (i.e, I-5 widening and LOSSAN double tracking) but are not detailed in the plan. Based on the position that your Board took in 2013 regarding the PWP and the fact that the double track and platform design does not accommodate and may preclude a trail crossing, JPA staff plans to submit a letter to the Coastal Commission staff by their requested deadline expressing the concern. A copy will be available at today’s meeting, along with a draft letter that is recommended that your Board send.

The City of Del Mar recently submitted a letter to SANDAG citing some concerns regarding the design and mitigation details of the San Dieguito projects and reiterating their request that “Provisions are made for regional trail access on both north and south sides of the river and the trail undercrossing on both north and south sides are provided with the bridge and platform construction” (Attachment 2). SANDAG’s response is Attachment 3.

**CAC RECOMMENDATION:**

The CAC has reviewed and discussed the LOSSAN project and Coast to Crest Trail crossing in previous meetings since 2010. They have been supportive of JPA staff’s comments, but have not had the opportunity to review the Coastal Commission’s staff report or this latest issue. JPA staff has also shared conceptual designs of the double tracking and Platform projects with the CAC’s Project Review Committee on multiple occasions.
ALTERNATIVES

1. Authorize Chair to send letter (handout at today’s meeting).
2. Add or modify comments.
3. Give staff other direction.

Respectfully submitted,

Shawna Anderson
Principal Environmental Planner

Attachments:

2. Letter to SANDAG from Del Mar, April 7, 2014
3. Response letter to Del Mar from SANDAG, June 2, 2014
May 17, 2013

Gary Gallegos
Executive Director
San Diego Association of Governments
401 B Street, Suite 800
San Diego, CA 92101

Subject: Comments on Draft North Coast Corridor Public Works Plan and Transportation and Resource Enhancement Program, March 2013

Dear Mr. Gallegos:

The JPA Board considered SANDAG’s Draft North Coast Corridor Public Works Plan at their meeting of May 17, 2013. Although the JPA Board meeting schedule did not permit us to consider this document by the public review period deadline of April 29, 2013 our JPA staff reviewed the Draft PWP in detail and submitted a comment letter dated April 16, 2013 (attached). The JPA applauds the effort by SANDAG to incorporate major public access and transit amenities into the planning for both the I-5 NCC project and the LOSSAN project. However, as stated in the JPA’s letter, the lack of specificity in the PWP regarding trail crossings under the planned San Dieguito double-tracked railroad line is of great concern considering the existing tracks represent the final impediment to realizing the JPA’s goal of completing the Coast to Crest Trail to the beach in Del Mar.

Significant local and state resources have gone into building the Coast to Crest Trail in the coastal area resulting in the recent completion of over two miles of trail along the San Dieguito Lagoon that now terminates at Jimmy Durante Boulevard, but will soon be completed west through the Fairgrounds. The JPA has been communicating with SANDAG staff and the San Dieguito Double Track design team from the beginning regarding the importance of and regional need to incorporate public trail crossings into the San Dieguito Rail Bridge to allow for public access across the railroad tracks to the beach in Del Mar. Specifically, a pedestrian undercrossing is needed under the new south railroad bridge abutment to address the issue of public safety as the public has been crossing the tracks at this location for many years, and a trail crossing north of the river is needed to provide access for the Coast to Crest Trail from the Fairgrounds west to the beach. Both of these proposed crossings are consistent with the findings in the JPA’s Reach the Beach Trail Feasibility Study (February 2012).
We urge SANDAG to provide the necessary details of how new rail crossings will be implemented including funding and project design so that they are incorporated into the project as it is being designed.

Sincerely,

Jim Cunningham
JPA Board Chair and Poway Councilmember

Cc: Bruce April and Shay Harrison, Caltrans
    Deanna Spehn, California Assemblymember Toni Atkins office
    Linda Culp, SANDAG
    Kathleen Garcia, City of Del Mar
April 7, 2014

Linda Culp
Principal Planner
SANDAG
401 B Street, Suite 800
San Diego, CA 92101
linda.culp@sandag.org

Re: San Dieguito Double Track and Fairgrounds Platform Project Mitigations

Dear Ms. Culp and Members of the San Dieguito Double Track Team:

The City Council of the City of Del Mar is very concerned about the incorporation of mitigations into the San Dieguito Double Track Project. As you have heard from both City Council members and our citizen’s committee, this project is of prime importance to the City of Del Mar and its residents. The project will have substantial impact to our community and our intent is to ensure that the community and environmental impacts are mitigated as part of the project. To date, we are exceptionally concerned that there has been no commitment to mitigations. Del Mar has not received a response to our Alternative Review letter of December 10, 2013 and there has been no demonstrated commitment indicating how the impacts to Del Mar are mitigated or how Del Mar’s requests are incorporated into the project.

The Del Mar City Council continues to have the following key areas of outstanding concerns regarding the double track, special events platform and bridge replacement:
1. Location and design of Special Events Platform at the Del Mar Fairgrounds;
2. Visual, noise, and vibration impacts of Double Track on adjacent residential; and,
3. Visual, noise, and vibration impacts from Bridge Replacement.

1. Special Events Platform at the Del Mar Fairgrounds
The concern of the Special Events Platform remains with its proposed 1,000 foot length and its proximity to sensitive receptors, particularly nearby residents and the lagoon. Del Mar maintains its position that a shorter platform of approximately 750 feet in length could meet most of the operational objectives AND minimize impacts on the lagoon and neighbors and is the desirable option.

Regardless of the platform length, The City of Del Mar is requesting that SANDAG minimize the impacts of the station by including the following project features:
Noise Reduction:
   a. Operational controls that stop trains at the northern most end of the station
b. Operational criteria to reduce noise from train operations at the station by restricting the use of horns, announcements, or other noises;

c. Platform material selection that will reduce noise and vibration, including sound absorbing materials used for platform surfaces, railings, sound walls, etc.

d. Access ramp design and construction materials that absorb and reduce sound;

**Lagoon Protection**

e. Access ramp design and platform railings that prevent trash or patrons from entering the lagoon as well as reduce noise;

f. Catchments to prevent any materials, debris, drainage, etc. from exiting the platform onto the lagoon area.

g. Litter containers that are aesthetically pleasing and will blend with the surroundings, and that do not allow birds to remove trash;

h. No fixtures or surfaces that can serve as perches for raptors in order to protect nesting areas;

**Lighting**

i. No overhead light fixtures;

j. Pedestrian level light fixtures with glare and shielding controls to prevent light or glare outside of the platform or its ramps;

k. Lighting should not be operated when platform is not in use;

2. **Double Track Alignment**

While the eastern-most alignment is the preferred alignment for both SANDAG and the City of Del Mar, there are design factors that mitigate neighborhood impacts and should be incorporated into the project. These include:

a. Visual screening of the raised track, especially at the approach to the bridge, including berms, planting, walls, fencing or other screening to lessen the impact of train lights and passengers views into existing residences.

b. Mitigation of the noise and vibration from additional trains, train horns and operations on the existing residential community through sound walls, vibration dampening and operational mitigations;

3. **Bridge Replacement**

The City of Del Mar concurs with SANDAG’s efforts to minimize the height; maximize the span dimensions to limit piers; include the trail undercrossing, and prepare column designs that reduces the visual appearance. In addition, Del Mar requests that:

a. Dampening materials to reduce noise and vibration impacts be incorporated into the bridge design;

b. No lighting occurring on the bridge;

c. Provisions are made for regional trail access on both north and south sides of the river and the trail undercrossing on both north and south sides are provided with the bridge and platform construction;

d. The bridge height is maintained at the lowest possible elevation and the final design looks for additional ways to lower the bridge height.
The City of Del Mar requests that these above operational considerations, protections and mitigations for lights, noise, visual impacts, lagoon intrusion and vibration, at a minimum, are incorporated into the project. Thank you for your accommodation. We look forward to your response and written commitment to incorporate these recommendations in the project description.

Sincerely,

Lee Haydu
Mayor

cc: Gary Gallegos, Executive Director, SANDAG
Charles ‘Muggs’ Stoll, Land Use and Transportation Department Director, SANDAG
Del Mar City Council
Del Mar Ad Hoc Citizen’s Committee

LH:kg
June 2, 2014

The Honorable Lee Haydu
City of Del Mar
1050 Camino del Mar
Del Mar, CA 92014

Dear Mayor Haydu:

SUBJECT: San Dieguito Double Track and Fairgrounds Platform Project

Thank you for your April 7, 2014, letter regarding the San Dieguito Double Track and Fairgrounds Platform Project (Project) and for the April 30, 2014, follow-up meeting with Councilmembers Sinnott and Parks. We understand the City of Del Mar (City) is concerned about potential project impacts and is suggesting possible mitigation measures for the future improvements. This response letter provides background about the Project and discusses when mitigation measures would be analyzed and addressed during the development process.

As proposed, the Project offers several potential benefits for Del Mar and surrounding communities, some of which include: construction of an undercrossing at the south end of the railway bridge; relief of vehicular traffic congestion on Interstate 5 and surrounding community streets; and enhancement of the San Dieguito Lagoon and river through improved tidal flow.

The Project is currently funded through the preliminary engineering and environmental phase, of which about 75 percent is funded through a competitive grant from the Federal Railroad Administration (FRA). We are currently completing preliminary engineering (30 percent plans) and environmental documentation for this Project, including a number of technical studies.

Because of where we are in the federal environmental process, it would be premature for us to comment on specific mitigation measures at this time. Currently, FRA is reviewing the ten draft technical studies and draft Environmental Assessment. Following FRA’s review and comments (expected in the fall), we will revise the draft documents and publish them for public review. At that time, a second public meeting is planned.

Our goal with all projects, including the San Dieguito Double Track and Fairgrounds Platform Project, is to first avoid environmental impacts, second to minimize those impacts, and third to identify appropriate mitigation. As is our practice and standard procedure in the environmental process, appropriate mitigation measures will be included in the draft Environmental Assessment based on the impacts identified in the technical studies.
Feedback Received to Date

To inform and solicit feedback from stakeholders, SANDAG established a Technical Working Group (TWG), which offers the city regular opportunities to provide early input into the Project and ensures that we provide transparent, up-to-date information throughout all phases of Project design. We have appreciated the active participation of the city’s two representatives. During the last 16 months, the TWG has met seven times to review technical aspects of the Project, and provided comments on the draft Alternatives Analysis Report (August 2013), materials presented at both the project scoping meeting (January 2013) and first open house (October 2013), preliminary hydrology modeling (May and October 2013), proposed visual simulation locations (October 2013), and refinements and aesthetics concepts for the platform ramps and stairs (February 2014).

We also have provided updates to the city’s Ad Hoc San Dieguito Double Track Project Committee upon invitation, including review of the detailed technical design standards and regulations applicable to the project. The draft Alternatives Analysis report also was provided, and we conducted two field visits with the city’s Ad Hoc Committee in July 2013. We have worked jointly with both the TWG and the Committee to address concerns as they were raised. For example, in response to the request for the platform to move north, SANDAG conducted additional analysis in the Alternatives Analysis Report showing that moving 300 feet north would result in an alignment that was 26 feet closer to the homes south of the river.

As is our standard practice and based on the comments at the TWG meetings and by the Ad Hoc Committee, we have worked regularly with the North County Transit District (NCTD) on the operational details for the platform, confirming on a number of occasions the operator’s need for a 1,000 foot-long platform, the ability for shorter trains to stop on the northern end of the platform, service frequency, safety/security, waste disposal, public announcements, lighting, access requirements under the Americans with Disabilities Act, and other operational details. We will continue to work with NCTD as we progress in the Project’s design and share new information with the City of Del Mar as it becomes available.

Del Mar Letters

In response to the city’s December 10, 2013, letter, our staff emailed city staff not only to acknowledge receipt, but to provide a copy of the updated Project Frequently Asked Questions, which addressed several of the city’s operational related concerns as they were known at the time (e.g., noise, train horns, service frequency, and public address systems).

Many of the project features that were discussed in your April 7, 2014, letter and at the April 30 2014, follow-up meeting, will be addressed as the Project progresses in future design phases and determined feasible. Once we receive feedback from the FRA and publish the draft technical studies and environmental document later this fall, it would be appropriate to discuss mitigation measures. We will continue to work closely with city staff to address your concerns and will make every effort to incorporate feedback from the city, TWG, and public into the final Project design.

We appreciate your attention to the Project and we will continue to coordinate with the City of Del Mar as we move forward.

Sincerely,

Gary L. Gallegos
Executive Director

GGA/LCU/abar