

Appendix B:

Public Involvement Meeting Notes



Santa Clara River Trail

Project Kick-Off 06/02/09
3:30-5:00 PM
City of Oxnard Civic Center

Meeting Notes

1. Introductions

George Hudson, Principal – Alta Planning + Design
Mary Stewart, Project Manager – Alta Planning + Design
Robin Wilcox, Senior Designer – Alta Planning + Design
Emily Duchon, Designer – Alta Planning + Design
Gary Bradshaw, Project Manager – Birge Engineering
Daniel Gira, Project Manager – AMEC
Jason Samonte – City of Oxnard
Earnel Bihis – City of Oxnard
Soher Abdelmalik – City of Oxnard
Ashley Golden, Project Manager – City of Oxnard
Matthew Wineger – City of Oxnard
Sue Martin – City of Oxnard
Paul Wendt – City of Oxnard
Cynthia Daniels – City of Oxnard

2. Project Objectives/Expectations

- Background (Matthew)
 - A multi-use trail has been in the City's General Plan for several years
 - The River Park Development was a starting point for engaging the Flood Control District to use the levee as a location for a trail
 - There has been past resistance to using the levee in Ventura County
- Project Objectives (Ashley)
 - Engage Ventura County Flood Control District
 - Create a prototypical trail for county-wide implementation
 - Harbor Blvd. to 118 is the ultimate goal; connection to Santa Clara Valley Heritage Trail between Santa Paula and Santa Clarita (L.A. County Line)
 - This project is a link in a regional trail system

3. Project Schedule (Mary)

- Overall schedule
 - Allow 2-3 weeks for typical in-house City review; it may be longer on this project because of the coordination with the Flood Control District
- Upcoming deliverables: Background Plans/Existing Conditions Summary Memo, Opportunities/Constraints Map
 - Next Steps
 - Existing Conditions map
 - Meeting with City staff in early October
- Upcoming meetings/Public Involvement Plan
 - Public Involvement
 - No neighborhood involvement to this point; the community is not typically very engaged
 - River Park will be an important stakeholder and potentially a more engaged neighborhood.
 - Alta typically recommends going to the public at the point when we have design ideas if there's only 1 meeting. If there are 2 meetings, an early introduction to the project is added.
 - A website could be put together as an option for allowing the public to engage
 - (Matt) The City doesn't feel the public will be very interested because there aren't any existing facilities and the site is remote
 - (Ashley) It would be more exciting to go to the citizens with the finished plan.
 - (Ashley) As part of the California State Coastal Conservancy's outreach effort for the Santa Clara River Parkway Project, there was an effort made to engage the community. Alta may want to find out if this effort was successful.
 - (Mary) Alta also designs encouragement programs. This may be a good use of the remaining funds the City has dedicated to the project.

4. Stakeholder Group Member List

- Ventura County Flood Control District
- Ventura County Transportation Commission (owner of the Santa Paula Branch Line)
- School District (involve both existing and planned schools)
- Golf Course (city-owned; operated by a contractor) (individual contact)
- Friends of the Santa Clara River
- Railroad (U.P., Cynthia Daniels will provide a contact)
- United Water Conservation District (particularly around the area of the reclaimed levees)
- Ventura County Bicycle Coalition
- Channel Islands Bicycle Club
- River Park Legacy
- Wagon Wheel Development
- Casden Development

- California Fish & Game – may be concerned about the introduction to people and animals to a wildlife corridor
 - U.S. Fish & Wildlife (individual contact)
 - Coastal Conservancy (individual contact)
 - Nature Conservancy (individual contact)
 - National Marine Fisheries (individual contact)
 - SCC Native Plan Conservancy (Cynthia indicated that this group may become interested because of Milk Vetch territory. Milk Vetch is probably not an issue here, though) (individual contact)
 - Caltrans
 - Cogeneration facility (individual contact- Golf course will be able to provide contact)
 - City of Oxnard General Services – new maintenance facility planned near the cogeneration plant and golf course (individual contact)
 - Monitoring facilities – what appeared to be methane gas monitoring stations (3-4) were in the “median” of the maintenance road on top of the levee (individual contact)
 - Law Enforcement (recommended site tour)
 - Regional Sanitation District – Land Fill; only necessary if the project scope is extended beyond Victoria (individual contact)
- *individual contact = one informal meeting to get feedback and concerns

5. Schedule Stakeholder Group Corridor Walking Tour

6. Key Issues Discussion

- Coordination issues (e.g., other on-going or planned projects)
 - River Park – particularly interested in the design of the trails around the reclaimed basins (“pits”). These pits are being reclaimed as water storage basins. Recreation at the ponds is limited to active trails around the ponds.
 - Wagon Wheel – conceptual plans available for connection opportunities
 - Casden – Class I trail (fire access)
 - Ventura Road crossing
 - The road is “built out”
 - Full crossings would be preferred to crosswalks
 - Crossing at existing intersections is preferred to mid-block crossings (in most locations)
 - Existing Restrooms
 - Golf course clubhouse
 - River Park park
- Corridor opportunities and constraints
 - Golf Course
 - Connections through or around course – there is a swale in the middle where no holes cross that could be an option for getting through
 - They’ve been resistant in the past to non-golf course use

- Security –
 - Cameras: costly to install and maintain; option to install conduit and add cameras later if there's a need
 - Call boxes: maybe these could be at the trailheads for visibility; probably not necessary with the prevalence of cell phones. Call boxes may give the perception of a safe environment or may be perceived as an area with security concerns.
 - Crime is currently not an issue other than a few homeless fires
- The trail is relatively isolated, what are the envisioned destinations?
 - Connection to the existing Bike path on Victoria
 - River Park community connection – Future retail/shopping center
 - Central to Vineyard
 - Gonzalez Road connection
 - Rio Mesa High School
- Access:
 - Flood Control District – access to inner portion of the levee
 - Methane gas monitoring is probably conducted daily
 - Golf course access requirements need to be determined
 - Vehicular access that occurs more often than regular maintenance (weekly to monthly rather than daily) makes design difficult
- There is 3' of freeboard where levees are in place; flooding occurs at the portions where the levee has not been constructed yet.
- River flow:
 - Calculated 100 year flow – 226,000
 - Highest seen – 180,000
- Initial improvement ideas
 - Levee Gap
 - Interim recommendation for the trail
 - Recommendations for trail design to coincide with levee improvement project. The SCRT project will assume the levee gap closure will be driven by the Flood Control District. It is in the trail projects interest to avoid hydrologic modeling as part of the trail master plan.
 - Connection to the existing Caltrans ramp on 101
 - There would be concern regarding visibility at a mid-block crossing because the shadows from the bridge
 - Crossing at the existing signal would be preferred
 - Extend scope beyond Victoria and consider a connection to Gonzalez (Note: We don't have aerial photo coverage of this area.)
 - There is an existing path on the Ventura side in a linear park with a river view (worth looking at during the field work phase)
 - Because of the width of the levee, there will be several options for trail width. There is room for a double trail in places. Trail width recommendations will be part of Alta's plan
 - There is an assumption that most of the trail will be on top of the levee and there will be no need for hydraulic modeling. One exception could be under highway 101.

- The City would like recommendations for trail branding as part of the plan including:
 - Lighting – how much would be recommended; how much will it cost?
 - Cost of lighting could be prohibitive
 - No federal requirement to light the trail if federal funding is used
 - Signs
 - Benches
 - Fencing – Flood Control will have a say in what’s required between the trail and the river
 - Trailheads
- Data needs
 - Birge needs the aerials of the top of the bank (on the Alta ftp site)
 - Birge needs topo information (Ashley will follow-up)
 - Vehicle counts for major north-south thoroughfares, Victoria, Vineyard
 - Have bicycle and pedestrian crash data
 - Planned sidewalk improvements (Ashley will follow-up)
 - AMEC will need environmental zone information
 - Utility information (currently we have none; Ashley will follow-up)
 - The RFP had a list of sites to connect to (Alta will review from RFP)
 - Oxnard City Ordinance – no one under 12 can ride their bike on a sidewalk
 - “Gap” project – Victor indicated 30% CD plans were nearly complete. What is their timeframe? Can Alta look at what Flood Control is proposing?
 - Alta needs any standards the City has for zoning (if there’s an mxd of the City’s zoning map, that would be the most helpful).



MEETING NOTES

Santa Clara River Trail Master Plan
Stakeholder Meeting

Date: August 18, 2009
Location: West Conference Room
214 S C Street
Oxnard, CA 93030
Time: 1:30 PM

1. Attendees

Gerard Kapuscik, Ventura County Watershed Protection District
Joseph Lampar, Ventura County Watershed Protection District
Steve DeGeorge, Ventura County Transportation Commission
Neal Abramson, Channel Islands Bicycle Club
Jasch Janowitz, Village Specific Plan (formerly Wagon Wheel)
Maria Elena Acosta, Plaza Development Partners LLC
Otto Kanny, River Ridge Golf Course
Ashley Golden, City of Oxnard
Matthew Winegar, City of Oxnard
Sue Martin, City of Oxnard
Robert Hearne, City of Oxnard
Cynthia Daniels, City of Oxnard
Earnel Bihis, City of Oxnard
Michael Henderson, City of Oxnard
Mary Stewart, Project Manager, Alta Planning + Design
Emily Duchon, Planner/ Designer, Alta Planning + Design

2. Attachments:

- a. Santa Clara River Trail Opportunity and Constraints Map
- b. Ventura County Watershed Protection District: Existing District Facilities – Bailard landfill to Hwy 101 Map
- c. Santa Clara River Levee System (SCR-3) Public Safety Construction Project Presentation Slides

3. Overview of Existing Conditions

- a. Mary Stewart presented the existing conditions of the Santa Clara River Trail (SCRT) Project Site. See attached maps.

4. Discussion of Opportunities and Constraints by Stakeholders

- a. **Ventura County Watershed Protection District (VCWPD)** - Gerard Kapuscik, VCWPD Project Manager presented on the status of the levee certification process and the 30% design study for segment 2 (west of the 101 Freeway) of the levee. A map of the existing district facilities and a copy of the Santa Clara River Levee System Public Safety Construction Project presentation slides are attached.

- Current Projects

1. Gap Closure Study: The \$30 million study includes the entire reach of segment 2 from before the Bailard landfill to the 101 freeway. The design study ranks the problems, selects the best alternative and develops preliminary designs. See the attached presentation for details regarding this project.
2. Time frame is between 5-6 years to get built.
3. The new flood map will be released on January 1st 2010.

- Funding

1. Funding will be a joint strategy to lobby for state and federal funding.
2. There is a great opportunity to engage in “congruent collaboration” between the Trail Project and levee reconstruction.

- Shared-use Levee

1. VCWPD is not opposed to a recreational use on the levee.
2. Gerard suggests the City send a letter outlining the vision of the SCRT to the VCWPD Director to establish clear communication with VCWPD.
3. VCWPD will provide Alta a packet of information outlining their maintenance use requirements. Alta will review the informational packet and summarize VCWPD requirements and ensure concerns and needs of VCWPD are met.
4. Encroachments to the levee must be coordinated with VCWPD and in certain segments Army Corp of Engineers ACOE as well.

- b. **River Ridge Golf Course** – Otto Kanny reviewed some of the opportunities and constraints in regards to the trail’s interaction with the golf course.

- Connections through and around the course

- A Ventura County Regional Sanitation District (VRSD) road runs through the western side of the golf course. It connects the levee at Victoria Ave to the Plaza Development Partners office building at the corner of Vineyard and Patterson Roads. Any use of the frontage road on the landfill that runs through the golf course will need to involve the Los Angeles Regional Water Quality Control Board, the California Integrated Waste Management Board and the Ventura County Local Enforcement Agency to address the regulatory requirements of using the road as a trail.

- A trail along the channel parallel to Victoria Avenue is not seen as a problem nor should it have significant impacts to the golf course. The Channel and maintenance road were recently transferred to City ownership. Michael Henderson, from the City Oxnard General Services suggests having a fence on the golf course side to separate uses.
- Otto suggested exploring the connection though Bailard landfill as an alternative to routing cyclists down Victoria Avenue.
- There is a current project by the City and VRSD to install pipes to collect landfill seepage on the western side of the landfill. The project will begin in the next few months.
- Due to the design of the golf course, there are locations along the levee which see the most frequent stray golf balls. Alta will contact Otto directly to inventory these locations. Additional protection or signage may be required at these specific locations on the trail.
- During golf course hours (approx. dawn-dusk), CPR trained staff carry Automated Portable Defibrillators (APD) on the golf course. In the event of an emergency on the trail, the trained staff would be available to assist.
- Restroom facilities and portable toilets are located in a few areas along and within the golf course. Since it is not possible to run water and sewer pipes through the landfill there are limitations for where additional restrooms can be located.

c. Local Cyclists perspective

- Neal Abramson from the Channel Island Bike Club is an avid rider in the Oxnard area. His assessment of the access to the Victoria Ave Bridge is that different skilled riders would have various preferences for access and using the trail. Experienced and confident cyclists may continue to use on road facilities. Other users would likely prefer an off road connection or a ramp to the trail on either side of Victoria Ave.

5. Next Steps

- a. The Stakeholder Committee was invited to review the submittals during the SCRT Master Plan Process.
- b. The first submittal will be the existing conditions memo. A meeting will be scheduled for the end of September.



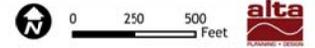
Matchline See Sheet 2

Santa Clara River Trail

Oxnard, CA
 Trail Plan
 Source: City of Oxnard
 Date: 8/18/2009
 Sheet 1 of 3

Legend

- Parks
- Ventura County
- OPPORTUNITY
- NEUTRAL / UNDETERMINED
- CONSTRAINT





Matchline See Sheet 3

Santa Clara River Trail

Oxnard, CA
 Trail Plan
 Source: City of Oxnard
 Date: 8/18/2009
 Sheet 2 of 3

Legend

- Parks
- Schools
- Ventura County
- OPPORTUNITY
- NEUTRAL / UNDETERMINED
- CONSTRAINT



Matchline See Sheet 2



Santa Clara River Trail

Oxnard, CA
 Trail Plan
 Source: City of Oxnard
 Date: 8/18/2009
 Sheet 3 of 3

Legend

Parks

Ventura County

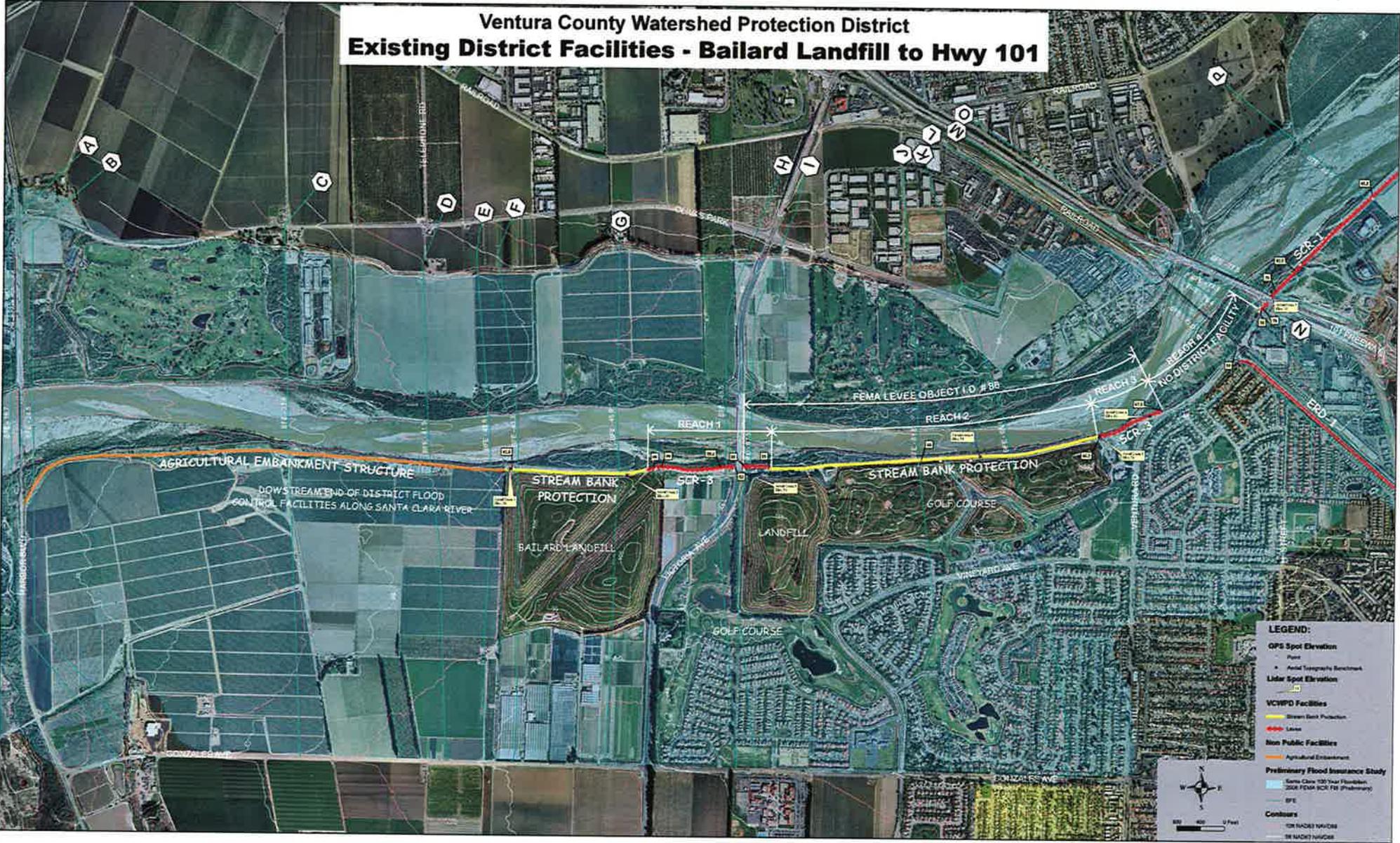
OPPORTUNITY

NEUTRAL / UNDETERMINED

CONSTRAINT



Ventura County Watershed Protection District Existing District Facilities - Bailard Landfill to Hwy 101





Public Works Agency
Ventura County
Watershed
Protection District

Santa Clara River Levee System (SCR-3) Public Safety Construction Project

30% Pre-Design Study Consulting Engineering Services Contract Award with Wood Rodgers, Inc.



Presentation Purpose

*This Presentation has been structured to provide the Board of Supervisors with an **Overview** of:*

- *Santa Clara River (SCR-3) Levee System Public Safety Construction Project*
- *Requested Approval of a Proposed 30% Pre-Design Consulting Engineering Contract with Wood-Rodgers, Inc.*
- *Pre-Design Engineering Study and Project Timelines*
- *Ongoing Project Cost-Sharing Discussions with the City of Oxnard*
- *Development of Joint District-City Lobbying Strategy for Federal, State and Local funding sources for the project.*

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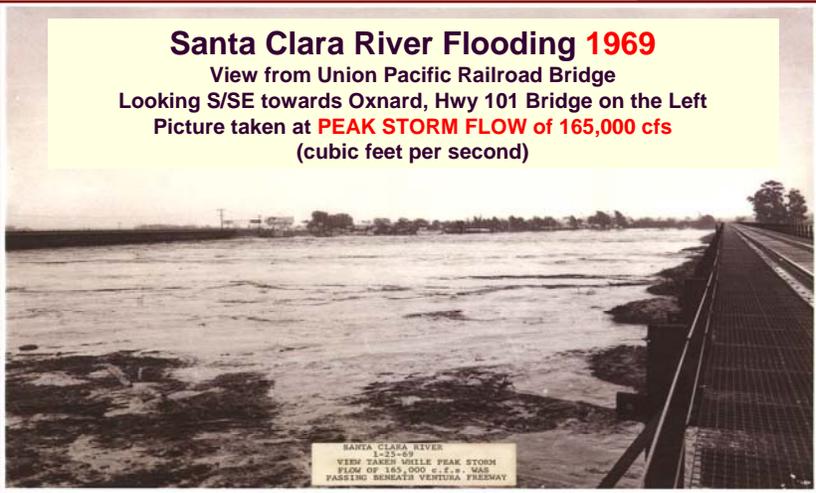
Ventura County Watershed Protection District 

Slide 2

Public Works Agency

SCR-3 Levee System Area: Historical Flooding Picture

Santa Clara River Flooding 1969
View from Union Pacific Railroad Bridge
Looking S/SE towards Oxnard, Hwy 101 Bridge on the Left
Picture taken at **PEAK STORM FLOW** of **165,000 cfs**
(cubic feet per second)



SANTA CLARA RIVER
1-22-69
VIEW TAKEN WHILE PEAK STORM
FLOW OF 165,000 C.F.S. WAS
PASSING BENEATH VENTURA FREEWAY

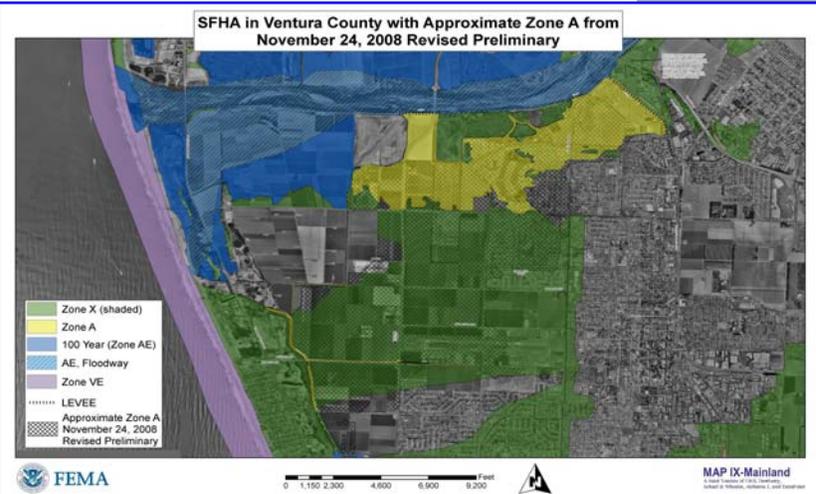
Ventura County Watershed Protection District 

Slide 5

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Oxnard Flood Plain Mapped by FEMA – November 28, 2009 DFIRMs

SFHA in Ventura County with Approximate Zone A from
November 24, 2008 Revised Preliminary



Zone X (shaded)
Zone A
100 Year (Zone AE)
AE Floodway
Zone VE
LEVEE
Approximate Zone A
November 24, 2008
Revised Preliminary

FEMA

MAP IX-Mainland
A Joint Venture of ICB, Inc. and
James W. Brink, Architects, and Cooper

Ventura County Watershed Protection District 

Slide 6

Public Works Agency

SCR Overflow Analysis: Flood Depth Mapping by City



FEMA's Overflow Analysis (100Yr)
North of Gonzales Road 3-23-09

Ventura County Watershed Protection District 

Slide 7

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30% Pre-Design Study: Scope of Work by Reach

- **Reach 1:** Evaluate *existing levee facilities* for certification, annotate deficiencies, and *propose corrective actions*.
- **Reach 2:** Evaluate *existing streambank protection* for flood protection, annotate deficiencies and *propose corrective actions*.
- **Reach 3:** Evaluate *existing levee facilities* for certification, annotate deficiencies, and *propose corrective actions*.
- **Reach 4:** “Gap” – Evaluate *problems, develop alternative solutions* (i.e. pump station or raise flood walls in El Rio Drain), and *propose corrective actions*.

Ventura County Watershed Protection District 

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Public Works Agency

30% Pre-Design Study: Selection of Wood-Rodgers

- Detailed Request for Qualifications/Proposal (RFQ/P) process in Summer-Fall of 2008.
- *Ninety (90) qualified civil and geotechnical engineering consultants* in the ESD's Consultants Database *initially screened*.
- Preliminary, Secondary, and Tertiary Screenings of remaining Consultants against relevant technical experience and performance criteria for similar levee projects *reduced list to seven*.
- PWA Director *approved* selection of Wood-Rodgers as *one of four* consulting engineering firms qualified to perform District's levee engineering work on 11/13/08.

Ventura County Watershed Protection District 

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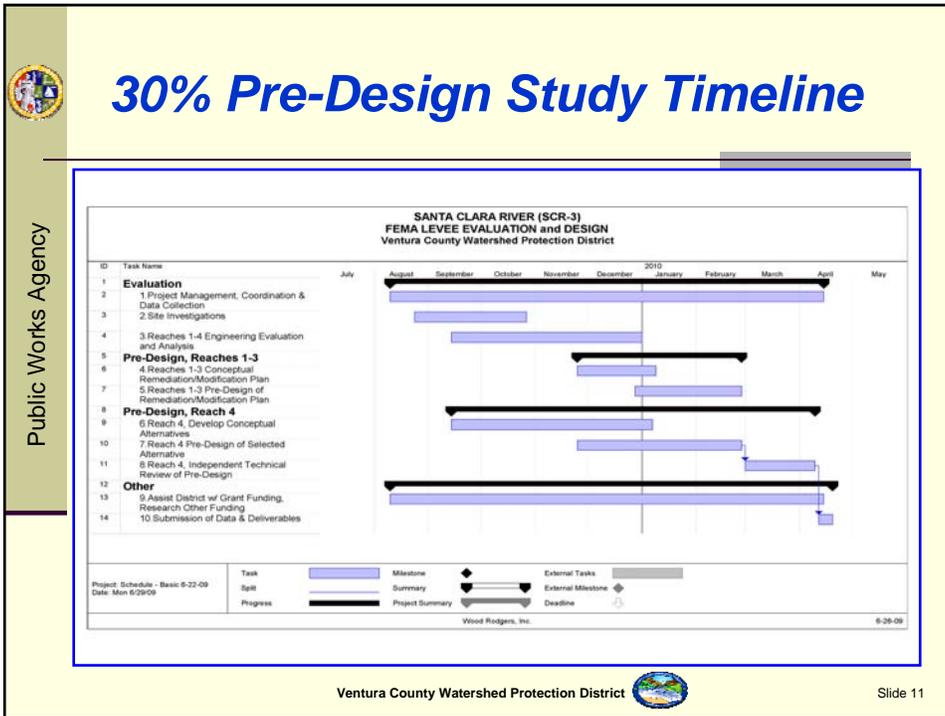
Public Works Agency

Wood-Rodgers' Expertise

- Multi-disciplinary engineering firm with *over 170 staff members* headquartered in Sacramento.
- Involved in regional and national floodplain issues with *eight Certified Flood Plain Managers* on staff.
- *12 LEED Accredited Professionals committed to green design principles*.
- Award winning (2007 CESLOC Engineering Excellence Award for Comprehensive Floodplain Management Plan).
- Proven Track Record of Performance on Major Levee Certification and Infrastructure Design and Construction Projects throughout California *totaling nearly \$100 Million*.

Ventura County Watershed Protection District

Slide 10



Ventura County Watershed Protection District

Slide 11

Study Task	Consultant's Proposal	District's Fair & Reasonable Estimate	% Consultant's Fee vs. District's Estimate
30% Pre-Design Study Eng.	\$713,228	\$684,938	1.04
100% Plans, Specs and Estimates	\$698,205	\$602,272	1.16
Total	\$1,411,433	\$1,287,210	1.10

Ventura County Watershed Protection District

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SCR-3 Levee System Project: Planning Level Cost Estimates

Public Works Agency

- Preparation of 30% Pre-Design Engineering Study: **\$784,000** (including 10% contingency)
- Preparation of CEQA Environmental Document (Full EIR/EIS estimate) **\$350,000**
- Completion of 100% Design Plans, Specifications and Estimates: **\$700,000**
- Construction Costs: **\$25 to \$30 Million**
- Total Project Costs: **\$26.8 to \$31.8 Million**

Ventura County Watershed Protection District

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Zone 2 Funding – 5 Yr. Outlook

Public Works Agency

	FY 10	FYs 11-14
Beg. Yr. Avl. Fund Balance	\$19.4 Million	\$3.6 Million
Projected Revenues	\$12.6 Million	\$48.0 Million
Non-CIP/O&M Costs	-\$5.2 Million	-\$20.8 Million
O&M Costs	-\$7.5 Million	-\$34.0 Million
Planned CIP Projects	-\$15.0 Million	-\$79.7 Million
Levee Certification & Potential Rehab Costs	-\$4.3 Million	-\$81.5 Million
Total Costs	-\$31.0 Million	-\$215.0 Million
Surplus/(Shortfall)	\$0 Million	-\$163.4 Million

Ventura County Watershed Protection District



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SCR-3 Levee System Project: Potential Funding Sources

Public Works Agency

- Federal Infrastructure Investments:
Authorization and Appropriations
- State Infrastructure Bond Investments:
Prop 84 FloodSafe Initiatives
- Zone 2 Funds
- Cost Sharing Agreements with
Cities/Developers/NGOs
- Benefit Assessment Districts

Ventura County Watershed Protection District

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SCR-3 Levee System Project Timeline

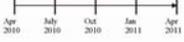
Public Works Agency

Santa Clara River Levee (SCR-3) Public Safety Project Timeline (July 2009 Estimate)

30% Pre-Design Engineering Study—9 Months
Deliverables: Develop Preferred Project Alternative, Preliminary Project Design, and Refined Cost Estimates



CEQA (EIR/EIS) Documentation—12 Months (Assumes no major environmental hurdles encountered)
Deliverables: Consultant Selection, Initial Study, Draft EIR/EIS Preparation, Public Review and Adoption by BofS



Construction Plans, Specifications and Estimates (PS&E) - 21 Months
Deliverables: Prepare Design Plans, Construction Specifications and Final Cost Estimates, Issue Bid, Award Contract



Construction Period - 24 Months
Deliverables: Construction of Preferred Project Alternative, Inspections Complete and As-Built Drawings Filed



City/WPD Cooperative Project Cost-Sharing Agreement and Joint Funding Strategy Implementation - 55 Months
Deliverables: Develop Joint Project Cost-Sharing Agreement and Lobbying for Federal/State/Local Funding Sources



Ventura County Watershed Protection District

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Public Works Agency

Recommendations:

1. Receive a presentation on the SCR-3 Levee System Public Safety Construction Project
2. Approve and authorize the Director of PW, or designee, to execute a Standard Form Consulting Contract with Wood-Rodgers, Inc., in a NTE amount of **\$713,228**, with a project budget of **\$784,551** (*includes 10% contingency*)
3. Authorize District staff to enter into discussions with the City of Oxnard to develop a *negotiated* Project Cost-Sharing Agreement.
4. Direct District staff to work collaboratively with the City *to develop a successful joint lobbying strategy* to obtain Federal, State and Local funding sources sufficient to construct the SCR-3 Levee System Project.

Ventura County Watershed Protection District Slide 17



Public Works Agency

Questions?

- District's Points of Contact:
 - **Director:**
 - Norma Camacho
 - Phone: (805) 654-2040
 - E-mail: norma.camacho@ventura.org
 - **Levee Certification Project Manager:**
 - Gerard Kapuscik, Special Projects Manager
 - Phone: (805) 648-9284
 - E-mail: gerard.kapuscik@ventura.org

Ventura County Watershed Protection District  Slide 18

 **Levee Certification Website**
<http://www.vcwatershed.org/levee>

Public Works Agency



Levee Certification Public Safety Project

HOME FAQ AM I AFFECTED LEVEE LIBRARY PROJECT TEAM CONTACT US



Ventura County Watershed Protection District  Slide 19



MEETING NOTES

Santa Clara River Trail Master Plan
Technical Advisory Meeting

Date: August 18, 2009
Location: West Conference Room
214 S C Street
Oxnard, CA 93030
Time: 10:30 AM

1. Attendees

Rob Corley, Rio School District
Jenny Marek, U.S. Fish and Wildlife
David Lewis, Caltrans
Michael Klima, Caltrans
Catherine McCalvin, The Nature Conservancy
Jason Weiner, Ventura Coastkeeper
Richard Sweet, Friends of the Santa Clara River
Ashley Golden, City of Oxnard
Sue Martin, City of Oxnard
Robert Hearne, City of Oxnard
Earnel Bihis, City of Oxnard
Daniel Kane, City of Oxnard
Mary Stewart, Project Manager, Alta Planning + Design
Emily Duchon, Planner/ Designer, Alta Planning + Design

2. Attachments:

- a. Santa Clara River Trail Opportunity and Constraints Maps

3. Overview of Existing Conditions

- a. Mary Stewart presented an analysis of the existing conditions of the Santa Clara River Trail (SCRT) Project Site. See attached maps.

4. Discussion of Opportunities and Constraints by Stakeholders

a. Connections to Trail

- Provide good connections to existing and planned non-motorized facilities at the project boundaries. Avoid dead ends which entice users to wander onto private property.
- East Ventura community plan is currently in council and does not address connection to regional bike and pedestrian networks. The eastern side of Santa Clara River Trail (SCRT) has opportunities for connecting to East Ventura.

- Show relevant destinations on the trail maps such as Metrolink stations, Employment centers, Town centers, and Schools.
- Alta will coordinate with the Bicycle and Pedestrian Master Plan to ensure strong non-motorized connections to and from the trail alignment.

b. SCRT and the 101 Freeway Intersection

- Height restrictions limit the access of a trail under the 101 Freeway bridge.
- A complete off road link from the 101 bridge is desired. A direct ramp from 101 bridge to the levee would provide access to the trail without having to cross Ventura Road.
- Coordinate with The Village Specific Plan for connections up to Ventura Rd and along Oxnard Blvd.
- 101 undercrossing would require an encroachment permit from Caltrans. If the project is under \$5 Million, Caltrans CEQA/NEPA review is not required.
- Could apply for federal funding for the trail segment under the 101 bridge.
- A skate park was suggested for the Caltrans storm water basin on the east side on the 101

c. Safety

- Isolation issues along trail corridor should be addressed.
- Lighting and fencing options should be researched to determine the best balance between safety, access, biological concerns and visibility.
- Safety is especially important for the school connections. Parents need to feel the trail would be a safe place for their children to use.
- The Nature Conservancy's larger vision for the SCRT is to provide rangers to patrol the area.

d. Minimize Ecological Impacts and Incorporate Sustainable Design Elements

- The Nature Conservancy intends to acquire and restore the Santa Clara River from Victoria Ave to the Pacific Ocean. The land is outside of the current project boundaries but important to consider the future connections.
- There is a concern a paved Class I trail would be levee dependant and potentially interfere with restoration efforts. The trail would need to be flexible in design and sensitive to ecological restoration efforts.
- Consider permeable trail surface.
- Find opportunities to utilize storm water management best practices such as vegetated swales to improve water quality from run-off. Areas suggested for swales include along the golf course and along the El Rio Drain.
- Will need wildlife and vegetation surveys for any clear and grubbing work.
- Find alternatives to herbicides for maintenance.
- Coordinate with the ongoing invasive special control efforts along the river.
- To minimize human impacts, dogs should be kept on leash and all waste picked up.
- Trash bins should be provided to minimize litter and be wildlife proof in an effort to not attract undesired wildlife.
- Wildlife crossings should be incorporated into fencing constructed along the trail.

e. Trail Amenities

- Design elements to make it a “place” and destination (seating, interpretive kiosks).
- Educational opportunities through interpretive kiosks along the trail were identified as important. The plan should also include educational information on the regulatory signage to help users understand why certain rules are important to follow (i.e. Sensitive habitat, keep dogs on leash).
- A desire for facilities such as restrooms was expressed; maintenance and safety issues will need to be evaluated.



Santa Clara River Trail

MEETING NOTES: Public Workshop

Date: June 14, 2010
Location: City of Oxnard Community Room
300 West Third Street
Oxnard, CA 93030
Time: 6:00 PM

Attendees

Neal Abramson, Channel Islands Bicycle Club
Rob Corley, Rio Elementary School District
Frank Nilsen, Oxnard resident, Bike Commuter
Glen Aalbers, Resident
Carol Aalbers, Resident
Rogers Pariseau, Neighborhood Council
Pamela & Mike Adams, Oxnard CVB & River Park Neighborhood Council
Sam Jenniches, Santa Clara River Parkway Project
Vanessa Rauschenberger, COH& Associates
Justin Formanek, Resident
Joan Hines, Resident
Ashley Golden, City of Oxnard
Sue Martin, City of Oxnard
Mary Stewart, Alta Planning + Design
George Hudson, Alta Planning + Design
Emily Duchon, Alta Planning + Design

Introduction

Ashley Golden, City of Oxnard Project Manager provided an overview of the project history and outlined objectives of the Santa Clara River Trail (SCRT) Master Plan.

Santa Clara River Trail Vision and Goals and Design Standards

George Hudson, Principal of Alta Planning + Design presented the vision and goals and design standards for the SCRT.

SCRT Goals:

- Provide a safe, scenic & inclusive experience for a variety of users.
 - Create a trail that is low maintenance and provides easy access for maintenance and emergency vehicles.
 - Connect to trails, schools, parks, and key destinations.
-

- Enrich the trail user experience through educational opportunities.
- Respect adjacent properties and ecosystems.
- Respect the functional role of the river.

SCRT Multi-Use Path Design Standards:

- Pedestrians, cyclists and ADA
- 12' of paved width preferred with 2' shoulders
- 10' vertical clearance
- Provide safe roadway crossings

Study Area – Existing Conditions and Alignment Alternatives

Mary Stewart, Project Manager at Alta Planning + Design presented the preliminary alignment for the Santa Clara River Trail (SCRT). Mary led the meeting attendees through boards which presented the four segments of the SCRT and facilitated a discussion to identify the needs, comments and concerns of the meeting attendees.

Segment 1: Victoria Ave to Ventura Rd

Segment 2: Ventura Rd to Hwy 101

Segment 3: Hwy 101 to Central Ave

Segment 4: South Victoria Ave (Connection to Gonzales Rd)

Needs Identified by the Public

Providing wayfinding to and from the SCRT was identified as a high priority from meeting attendees.

Wayfinding

- Wayfinding signs at Vineyard Avenue and Ventura Road
- Connections to other regional trail systems, California Coastal Trail, Anza National Historic Trail
- Additional wayfinding throughout neighborhoods
- Bike route signs and maps

Safety

- Need for call boxes. Cell phone reception in River-Park is not strong.

Trail Amenities

- Picnic Tables- Include areas to stop along the trail and eat.
- Restrooms (River-Park restrooms may only be currently open on the weekends)
- Shade structures
- Gateway opportunity at Hwy 101, high visibility from traffic exiting highway.

Points of interests and educational opportunities

- California Coastal Trail connection on Harbor Blvd
- Anza National Historic Trail intersections the SCRT at Hwy 101

- Ecological studies from the Santa Clara River Parkway project are a good source of information for interpretive and educational opportunities

Potential User Conflicts

- Cyclists want to know where the access points are to avoid conflicts with pedestrians
- A separated path for bicyclists and pedestrians was discussed. Some residents thought it is hard to control behavior and if built, users would not ride or walk on the correct path. Another resident thought it was a good idea and believes if separated paths can work in other areas, it could work on the SCRT.

Community Support

- Meeting attendees expressed their support of the SCRT
- One resident suggested a cost estimate of trail construction may determine how much support the community will provide.



Santa Clara River Trail

MEETING NOTES: Stakeholder Meeting

Date: June 14, 2010
Location: West Conference Room
214 S C Street
Oxnard, CA 93030
Time: 2:00 PM – 4:00 PM

Attendees

Gerard Kapuscik, Ventura County Watershed Protection District
Joseph Lampar, Ventura County Watershed Protection District
Chi Herman, Ventura Regional Sanitation District
Otto Kanny, River Ridge Golf Course
Ashley Golden, City of Oxnard
Cynthia Daniels, City of Oxnard
Michael Henderson, City of Oxnard
Paul Wendt, City of Oxnard
Earnel Bihis, City of Oxnard
Sue Martin, City of Oxnard
Rhea Voll, City of Oxnard
Mary Stewart, Alta Planning + Design
George Hudson, Alta Planning + Design
Emily Duchon, Alta Planning + Design

Meeting Materials

The Opportunities and Constrains, Alignment, and Cross Section boards are available for download on Alta's ftp site.

direct link: <ftp://oxnard:trails111@ftp.altaplanning.com>

username: oxnard

password: trails111

Location of boards from meeting: oxnard\SCRT\Submittals\Ex Cond and Opp & Const

Location of 2005 Santa Clara River Enhancement Management Plan (SCREMP):

\oxnard\SCRT\Background Docs

Alignment Alternatives

Mary Stewart presented the preliminary alignment for the Santa Clara River Trail (SCRT) and touched upon updates to the opportunities and constraints maps. The SCRT is divided into four segments

- Segment I: Victoria Ave to Ventura Rd

- Segment 2: Ventura Rd to Hwy 101
- Segment 3: Hwy 101 to Central Ave
- Segment 4: South Victoria Ave (Connection to Gonzales Rd)

Levee Gap Closure Project Update

Gerard Kapuscick provided a status update on the levee project.

- Some good news for the levee and SCRT projects is that state funding for levee rehabilitation is prioritized for levees that protect state routes (Hwy 101 and Victoria) and recreation routes. These qualifiers will help make the levee in Oxnard a high priority for Sate Funding.
- VCWPD is considering eight potential design alternatives for the levee. The City of Oxnard will be asked to review these design alternatives. They fall into two general categories and all alternatives are designed for a flow 10% above current rates, 250,000 cfs.
 - 1.) Levee on north side of Ventura Road. This option is very expensive and has high environmental impacts.
 - 2.) Reinforcing floodwalls and roads on the south side of Ventura Rd. This option which looks to gain higher elevation with road realignment is less expensive and has lower environmental impacts. Land area would be needed from the City within the Village Development.

Coordination with Ventura County Watershed Protection District

It is recommended the City of Oxnard send a letter outlining the vision of the SCRT to the VCWPD Director. Gerard suggest the letter should explicitly state the needs of the SCRT including

- Reminder of 1991 Joint Agreement
- Project description
- Identify all minimum requirements for trail
- Trail Cross section
- Central Avenue connection to Vineyard Rd.

VCWPD says all encroachments to the existing levee south of Hwy 101 must be coordinated with VCWPD and Army Corps of Engineers (ACOE). Alta will verify ACOE policy on public access.

- East of Hwy 101 the levee is under US ACOE jurisdiction. The City needs a waiver from ACOE for public access on the levee. ACOE does not have an official waiver process. Since VCWPD has an operations and maintenance agreement for the levee VCWPD would carry an application for public access to the ACOE or give the City of Oxnard the right to move forward to ACOE directly.

Coordination with Ventura Regional Sanitation District

Chi Herman provided an overview of the general concerns VRSD may have with the SCRT. Chi requested the City to send a letter to Sally Coleman, Director of Operations at VRSD outlining the vision of the SCRT and establish clear communication with VRSD. The letter should include:

- Project description
- Schedule
- Alignments
- Opportunities and Constraints

VRSD's greatest concern is security of the site, especially if the trail is open 24/7. VRSD will be worried about vandals tampering with gas valves.

- Gas extraction wells could easily be tampered with causing disruption of VRSD equipment.
- A methane recovery pipeline runs above ground along the stream bank protection on golf course property.
- Design solutions such as fencing, landscaping, and caging wells and sumps will be explored and developed to address concerns with tampering of landfill equipment.
- It is currently an isolated space with evidence of illegitimate use. Getting more eyes on the site may increase safety and security.

Chi also identified potential regulatory needs that may be triggered if the Santa Clara or Coastal Landfill properties are encroached upon.

- A maintenance agreement amendment would be needed if the trail intersects either of the landfill properties. It is estimated \$10,000-\$20,000 per landfill to amend maintenance plans. Alta, Otto and Chi will verify landfill boundaries.
- A post closure estimate may be needed under new landfill closure regulations. The new regulations establish a savings account for ongoing post closure maintenance. Santa Clara Landfill does not have this account which could be \$200,000 per year or \$6 Million. (This is a worst case scenario)
- Los Angeles Regional Water Quality Control Board, the California Integrated Waste Management Board and the Ventura County Local Enforcement Agency (LEA) have jurisdiction over the landfills. Coordination with these agencies may be required.

Design Standards

- **Cross Section:** The proposed 12' wide paved trail surface and 2' wide soft surface shoulder cross section did not raise any concerns from VCWPD or VRSD, it will accommodate their access vehicles. Further input will be returned after a formal letter has been submitted to VCWPD and VRSD.
- **Site Elements:** Any elements (Footings, Lights, Benches, etc) on the levee can not impede flood fighting or maintenance.
- If installing footings or light poles on golf course side in Segment 1 we need to be careful not to trigger regulations from LEA.
- ACOE does not allow any planting of vegetation on the levee. However, rules and regulations are different on the stream bank protection side. May be opportunities to plant along Segment 1 with plants with shallow roots.
- Areas along the levee with existing ramps into the stream bottom must remain open.
- **Restrooms:** Restrooms were identified as a need along the trail. The golf course has water but not waste water out on the course. Restrooms along Segment 1 would have to be waterless (ie, vault/composting).
- At this time the City is not including restrooms into the plan but the master plan will address future growth to accommodate restroom locations.
- Include signs that direct users to the closest public restrooms.

- **Personal Safety:** Concerns about personal safety and heavy vegetation along trail which may create areas where people can hide were raised.
- Need for emergency response buttons / call boxes.
- It is important to provide orientation for trail users. Elements such as mile post markers and named access points are examples of wayfinding elements that help to establish a greater sense of orientation along the trail.

- **Victoria Ave:** There will be a new signal at Gum Tree and Victoria Avenue (August 2010 construction)

Next Steps

- Upcoming deliverables: Entitlement Process and Policy Review, Design Guidelines, Maintenance Schedules and Best Practices, Implementation Plan, List of Funding Sources, Draft Plan
- Upcoming Meetings: Planning Commission (tentatively early October)