

City of Carpinteria
City Council, Planning Commission, and
Architectural Review Board
Special Joint Meeting Agenda
Monday, October 24, 2011, at 5:00 p.m.
Council Chamber, 5775 Carpinteria Avenue, Carpinteria

CALL TO ORDER

The meeting was called to order at 5:00 p.m. by Mayor Al Clark.

ROLL CALL

Councilmembers present: Gregg Carty
Kathleen Reddington
Joe Armendariz
Brad Stein, Vice Mayor
Al Clark, Mayor

Commissioners present: Jane Benefield
John Callendar (absent)
John Moyer
David Allen, Vice Chair
Glenn La Fevers, Chair

ARB Members present: William Araluce
Scott Ellinwood (absent)
Wade Nomura (absent)
Richard Johnson, Vice Chair
Jim Reginato, Chair

Staff members present: Dave Durflinger, City Manager
Peter Brown, City Attorney
Fidela Garcia, City Clerk
Jonathan Leech, Contract Planner
Jackie Campbell, Community Development Director
Charles Ebeling, Public Works Director/City Engineer/Traffic Engineer

PLEDGE OF ALLEGIANCE

All present were led in the salute to the flag by Mayor Clark.

**CITY COUNCIL, PLANNING COMMISSION, AND ARCHITECTURAL REVIEW BOARD
WORKSHOP**

The City Council, Planning Commission, and Architectural Review Board met for the following purpose:

1. Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Project

Recommendation: Consider design options for the Linden Avenue and Casitas Pass Road and Via Real Extension Project and provide advisory direction to the project team.

Staff: Jonathan Leech, Contract Planner; Jackie Campbell, Community Development Director; Dave Duffling, City Manager; and Charles Ebeling, Public Works Director/City Engineer/Traffic Engineer

Jackie Campbell, Community Development Director, provided introductory comments.

Jonathan Leech, Contract Planner, presented the staff report and PowerPoint presentation.

Fred Luna, representing Santa Barbara County Association of Governments (SBCAG), noted that project funding was being provided through the State Gas Tax. He stated that additional funds were currently being programmed towards the project in the current gas tax cycle. He noted that the entire cost for construction of the project would be \$65 million, and approximately \$40 million was currently programmed.

Mayor Carty inquired whether the community was comfortable with this project. Mr. Leech responded that overall he had the general sense that the project benefits were well received.

Public Works Director Charles Ebeling responded to a question regarding the size of the current bridges to the size proposed bridges by stating that the proposed bridges would have enhanced lane widths to increase capacity for pedestrians, bicycles, and vehicles.

PUBLIC COMMENT CONCERNING THE AGENDIZED ITEM FOR THIS SPECIAL MEETING

Rick Olmstead, 1354 Vallecito, property owner of 1166 Vallecito, stated that his parents built the property on Vallecito in 1957 and that Caltrans installed the fence in 1957. He expressed that he did not understand why part of his property would be taken from him. He noted that a representative from Caltrans informed him that his property was not being taking away by eminent domain and that Caltrans would offer fair market price; however, to him it felt like eminent domain because he had not been given a choice. He questioned the reason for installation of a soundwall, and the respect for his private property.

Gary Campopiano 5345 Eighth street, inquired whether a study had been done on which type of soundwall would be most effective and whether Caltrans was considering the best sound absorbing materials and design for soundwalls in order to make it as quiet as possible on both sides of the freeway.

Jason Rodriguez, 1093 Holly Avenue, spoke in support of sidewalks on both sides of Holly and Sawyer.

Mary Pat O'Conner, 5750 Via Real, expressed concern with the Casitas Pass Road bridge becoming a seven-lane bridge.

Martin Franco, 4895 Tomol, expressed concerned with eight-foot sidewalks because they might invite more skateboarders to skate on the sidewalks. He stated that he not believe this size sidewalk was necessary.

An unidentified woman expressed concern with the proposed five-lane bridge. She stated that she had heard from people in Caltrans that residents of the community are unaware of this project and that from her investigation it appeared that many meetings were held in private. She expressed concern that there was very little citizen input and she suggested that options for public transportation be explored instead of expanding the freeway.

Rita Lawrence, 5704 Cameo, stated that she does not favor installation of a soundwall on the backside of her property. She also stated that she would prefer that the soundwall be installed on the other side and that she believed this option would be less expensive because Caltrans would not need to pay her for her property or have to pay to re-landscape her backyard. She spoke in support of sidewalk installation on Via Real.

Tom Beland, La Brea Lane, inquired whether something would be installed to block headlights from vehicles coming off the highway onto Via Real to go to Cameo. He expressed support in having soundwalls installed on both sides of freeway. He noted that the type of asphalt installed in Santa Barbara was much quieter than the cement concrete going through Carpinteria and suggested that this material might help mitigate sound going through Carpinteria. He expressed concern with having five lanes on the Casitas Pass Road bridge.

Cary Kramer, 5007 Pacific Village Court, noted that seven residents of Pacific Village Court voted on the soundwall proposal that would be installed next to their property on the north side of Ogan and Pacific Village. He stated that after meeting with Caltrans and City officials the residents felt very strongly that the City was not going to accommodate them. He noted that the residents would agree to the soundwall if it were to be moved five feet away from the residents' property. He also noted that five of the seven neighbors voted against the soundwall proposal because they felt that the soundwall would do more if it was at the source and it would protect the entire Pacific Village area as well as surrounding areas as opposed to installing a wall below grade.

Linda Tornello, 5001 Pacific Village Court, inquired regarding the reason that the Linden Avenue overpass would be realigned rather than following the existing path of the roadway. She noted that her property was at Linden and Ogan and that she had a vested interest in the project and wanted to see it go forward.

Dave O'Hara, San Roque Mobile Home Park at 5700 Via Real, inquired whether a soundwall could be considered at the front of 5700 Via Real to lessen the noise from freeway traffic. He questioned the reason for the realignment of Via Real and whether it would be less damaging to existing trees and the creek.

Diane Cardenas, 5401 Cameo, noted that her backyard was 750 feet of where the soundwall would be installed. She stated that she would prefer that the soundwall not be placed on her property.

Kevin Beard, 5402 Cameo Road, expressed his support for the idea of moving the soundwall off of Via Real behind the homes to the edge of the freeway. He noted that the primary purpose of the soundwall was to abate noise. He stated that moving the soundwall against the freeway could decrease potential graffiti and vandalism. He spoke in support of widened lanes on the overpasses for public safety and to accommodate pedestrians and bicyclists.

Paul U. Hanson, 5470 Hills Lane, stated that he believed that five lanes on the Casitas Pass Road overpass was adequate. He asked the City Council to consider traffic impacts.

George Johnson, 729 Olive Avenue, inquired whether reducing the number of lanes on Casitas Pass Road was explored because it appeared that five lanes was a large number compared to the existing two lanes. He suggested that the idea of roundabouts be explored as opposed to installation of traffic lights and to consider having narrower sidewalks to reduce the size of the bridge for Casitas Pass Road and Linden Avenue.

Gloria Mulhull, 5007 Pacific Village Court, applauded Caltrans for the green space they have allotted to the roundabout at Linden Avenue overpass. She suggested that the proposed soundwall should be taken down closer to the freeway. She also suggested that the City strongly push for the green space alongside the north end of the bridge along Linden Avenue for planting areas and habitat enhancement.

The unidentified woman spoke again and addressed consequences of roundabouts. She noted that a roundabout was recently installed in Montecito and delivery trucks and fire trucks cannot get around the roundabout. She stated that roundabouts can be deleterious to a neighborhood.

In response to concerns, City Manager Dave Durlinger noted that the workshop was the beginning of the formal and public input process. He stated that environmental issues, capacity, and compliance with local codes and Caltrans standards would be addressed. He noted that questions and concerns included: dimensions for bridge heights and lane widths; soundwall locations; whether residents who are affected by the widening have a choice on whether or not they wish to have a soundwall on their property; and eight-foot versus five-foot sidewalks. He noted that the City's street standards addressed street dimensions and widths for lanes and sidewalks for different types of streets. He also noted that Linden Avenue and Casitas Pass Road called for wider sidewalks because they were boulevards. He further noted that it would be up to the City's discretion whether to apply the standards. He addressed comments regarding capacity and whether five lanes were needed. He noted that several years ago the City Council and the public reviewed the capacity of bridges in great detail and the results from that was a reanalysis of the traffic and a reduction of Linden Avenue overpass from four lanes to three lanes. He also noted that at one time Casitas Pass Road was six lanes and it was subsequently reduced to five lanes. He stated that he

would be interested to hear from Caltrans staff regarding roundabouts and the number of new traffic signals proposed.

Councilmember Carty asked Mr. Durflinger to address the idea of alternative transportation. Mr. Durflinger responded that the capacity improvements on Highway 101 were a part of a master plan to improve travel in this corridor. He noted that this was a project of SBCAG funded by Measure A, which was the half cent transportation tax approved by the voters. He further noted that these funds provide funding for projects to improve the freeway corridor also provide funding for public transportation, in particular rail corridor improvement projects. He stated that this was one of the projects slated for improvement in the community and that public transportation was a part of the overall investment plan for the corridor. Mr. Leech added that the additional lane would be for high occupancy vehicles and would be intended for buses, vanpools, and carpools to increase the efficiency of movement through this corridor.

Mayor Clark inquired whether the taking of people's property could be addressed. Mr. Durflinger responded that he believed this related to soundwalls and that staff from Caltrans could address which soundwalls would require property acquisition.

David Beard, representing Caltrans, spoke regarding bridge dimensions and noted that Caltrans placed the most attention on the bridge height difference for the Casitas Pass Road overpass because of input received for a lower height. He noted that Caltrans went through many design revisions to lessen the height of the bridge. He addressed the following questions and concerns:

- The bridge needed to be higher was to provide adequate clearance for trucks to pass underneath. The bridge also needed to be longer and have a deeper structure.
- Caltrans wants to make sure that pedestrians are not short-changed as non-motorized transportation.
- The roundabout would be designed for trucks to use them properly and not become an obstacle for trucks and emergency vehicles.
- The realignment of Linden Avenue and the reduction of four lanes to three lanes stems from the need to not go directly on top of the existing bridge because it needed to be offset somewhat during construction and to switch traffic onto it from the old bridge. Linden Avenue needs to be aligned with the current alignment and away from the wetlands which are federally protected.
- Casitas Pass Road was originally proposed as six lanes; however, traffic showed that it could be reduced to five lanes. Caltrans was asked to reduce it again and after further study it was determined that it would not be a workable solution.
- The flow of traffic depends on a signalized intersection rather than a stop sign. The two interchanges serve the main part of downtown and traffic has increased over the years to the point where stop signs will not move the traffic. Caltrans determined that the roundabout fits very well where proposed. The roundabout has a very large footprint due to its circular shape at an intersection. Caltrans found an opportunity for one roundabout; however, there are no other locations where they would be feasible.

- Caltrans has made initial contact with property owners regarding property acquisition for soundwalls. Most of the time soundwalls are proposed right on the fence line and construction activities would require the contractor to work in residents' yards. Caltrans is not interested in acquiring property through eminent domain and Caltrans will seek every other alternative.

Councilmember Carty inquired whether the Casitas Pass Road bridge needed to be raised on the approach to the overpass where it meets both sides of the freeway. Mr. Beard responded that a short segment of slope would be needed on either end of the bridge in order to meet the height difference and to keep the various driveways functional.

Vice Mayor Stein inquired whether there were options to move the soundwall on Vallecito and on Ogan Road toward the freeway away from the residents' property lines. Mr. Beard responded that Caltrans was considering options for each individual location. He noted that moving a soundwall up or down a slope could change a wall height in such a way that could render the soundwall ineffective or make it very tall and undesirable.

Councilmember Reddington stated that as a bicyclist she believed installing sidewalks and bicycle lanes on one side of the road would be adequate

Architectural Review Board Member Johnson stated that he wanted to see Caltrans' design the overpass by keeping in mind the character, nature, and small town community shape instead of a slick space age structure.

Architectural Review Board Member Araluce stated that the Board was at the point where they were now looking at hardscape, landscape, and details of the various elements which would be crucial in maintaining a small town character.

Planning Commission Chair Le Fevers spoke in support of a three-lane configuration for Linden Avenue, an alternate alignment for Via Real, and lower elevation of the bridges. He stated that he wanted to see other design renderings for the bridges and more study on the actual design. He also stated that he wanted to make sure the community neighborhoods have input on whether they want soundwalls. He commented that he believed that the soundwalls should be pulled in towards the corridor and not expanded towards the neighborhoods.

Planning Commissioner Benefield stated that there were many public meetings held regarding this project and that there were no meetings held behind closed doors. She suggested that the soundwalls should reflect the desires of the community. She stated that she agreed that soundwalls should be placed in towards the freeway. She expressed her concern that with having five lanes and wider sidewalks on the Casitas Pass Road bridge. She also expressed concern that having soundwalls next to properties would create a security problem for pedestrians and suggested that soundwalls only be placed next to the freeway.

Planning Commissioner Moyer spoke in support of narrower sidewalks so that pedestrians could interact with each other. He stated that he believed that eight-foot sidewalks and five-foot bicycle lanes would be too wide. He suggested that there was room to hone in on the design.

Planning Commissioner Allen spoke in support of narrowing of sidewalks. He stated that he would need to be convinced of having four lanes without a loss of service. He expressed concern with the obstruction of views caused by increased elevation in bridges and soundwalls.

Councilmember Reddington suggested that models be prepared of what is being proposed as visual aids of the existing infrastructure and hillsides.

Councilmember Carty stated that he would like to volunteer on a design review team. He stated that he agreed with having a model prepared rather than a computer generated rendering. Councilmember Reddington stated that she would volunteer to serve on a design review team.

Councilmember Armendariz recognized Caltrans' staff and the SBCAG team for being present. He spoke in support of forming a strategic partnership among Caltrans, SBCAG, and City to get these projects done. He expressed that this would be a difficult and time-consuming process.

Vice Mayor Stein noted that the lighting installed over the bridges would be important. He also noted that soundwalls would affect not only the community but the residents adjacent to them. He spoke in support of narrower sidewalks so that pedestrians may interact with each other. He also spoke in support of honing down the bicycle path

Commissioner Moyer volunteered to serve on a design review team.

Following a brief discussion, it was the consensus of the City Council, Planning Commission, and Architectural Review Board that a design review team be formed with one member from the Architectural Review Board, one member from the Planning Commission, two members from the City Council, and two members from the community at large.

ADJOURNMENT

The meeting was adjourned at 7:13 p.m. by Mayor Clark.

City of Carpinteria
City Council, Planning Commission, and
Architectural Review Board
Special Joint Meeting Agenda
Monday, October 24, 2011, at 5:00 p.m.
Council Chamber, 5775 Carpinteria Avenue, Carpinteria

CALL TO ORDER

The meeting was called to order at 5:00 p.m. by Mayor Al Clark.

ROLL CALL

Councilmembers present: Gregg Carty
Kathleen Reddington
Joe Armendariz
Brad Stein, Vice Mayor
Al Clark, Mayor

Commissioners present: Jane Benefield
John Callendar (absent)
John Moyer
David Allen, Vice Chair
Glenn La Fevers, Chair

ARB Members present: William Araluce
Scott Ellinwood (absent)
Wade Nomura (absent)
Richard Johnson, Vice Chair
Jim Reginato, Chair

Staff members present: Dave Durlinger, City Manager
Peter Brown, City Attorney
Fidela Garcia, City Clerk
Jonathan Leech, Contract Planner
Jackie Campbell, Community Development Director
Charles Ebeling, Public Works Director/City Engineer/Traffic Engineer

PLEDGE OF ALLEGIANCE

All present were led in the salute to the flag by Mayor Clark.

CITY COUNCIL, PLANNING COMMISSION, AND ARCHITECTURAL REVIEW BOARD WORKSHOP

The City Council, Planning Commission, and Architectural Review Board met for the following purpose:

1. Linden Avenue and Casitas Pass Road Interchanges and Via Real Extension Project

Recommendation: Consider design options for the Linden Avenue and Casitas Pass Road and Via Real Extension Project and provide advisory direction to the project team.

Staff: Jonathan Leech, Contract Planner; Jackie Campbell, Community Development Director; Dave Durlinger, City Manager; and Charles Ebeling, Public Works Director/City Engineer/Traffic Engineer

Jackie Campbell, Community Development Director, provided introductory comments.

Jonathan Leech, Contract Planner, presented the staff report and PowerPoint presentation.

Fred Luna, representing Santa Barbara County Association of Governments (SBCAG), noted that project funding was being provided through the State Gas Tax. He stated that additional funds were currently being programmed towards the project in the current gas tax cycle. He noted that the entire cost for construction of the project would be \$65 million, and approximately \$40 million was currently programmed.

Mayor Carty inquired whether the community was comfortable with this project. Mr. Leech responded that overall he had the general sense that the project benefits were well received.

Public Works Director Charles Ebeling responded to a question regarding the size of the current bridges to the size proposed bridges by stating that the proposed bridges would have enhanced lane widths to increase capacity for pedestrians, bicycles, and vehicles.

PUBLIC COMMENT CONCERNING THE AGENDIZED ITEM FOR THIS SPECIAL MEETING

Rick Olmstead, 1354 Vallecito, property owner of 1166 Vallecito, stated that his parents built the property on Vallecito in 1957 and that Caltrans installed the fence in 1957. He expressed that he did not understand why part of his property would be taken from him. He noted that a representative from Caltrans informed him that his property was not being taking away by eminent domain and that Caltrans would offer fair market price; however, to him it felt like eminent domain because he had not been given a choice. He questioned the reason for installation of a soundwall, and the respect for his private property.

Gary Campopiano 5345 Eighth street, inquired whether a study had been done on which type of soundwall would be most effective and whether Caltrans was considering the best sound absorbing materials and design for soundwalls in order to make it as quiet as possible on both sides of the freeway.

Jason Rodriguez, 1093 Holly Avenue, spoke in support of sidewalks on both sides of Holly and Sawyer.

Mary Pat O'Conner, 5750 Via Real, expressed concern with the Casitas Pass Road bridge becoming a seven-lane bridge.

Martin Franco, 4895 Tomol, expressed concerned with eight-foot sidewalks because they might invite more skateboarders to skate on the sidewalks. He stated that he not believe this size sidewalk was necessary.

An unidentified woman expressed concern with the proposed five-lane bridge. She stated that she had heard from people in Caltrans that residents of the community are unaware of this project and that from her investigation it appeared that many meetings were held in private. She expressed concern that there was very little citizen input and she suggested that options for public transportation be explored instead of expanding the freeway.

Rita Lawrence, 5704 Cameo, stated that she does not favor installation of a soundwall on the backside of her property. She also stated that she would prefer that the soundwall be installed on the other side and that she believed this option would be less expensive because Caltrans would not need to pay her for her property or have to pay to re-landscape her backyard. She spoke in support of sidewalk installation on Via Real.

Tom Beland, La Brea Lane, inquired whether something would be installed to block headlights from vehicles coming off the highway onto Via Real to go to Cameo. He expressed support in having soundwalls installed on both sides of freeway. He noted that the type of asphalt installed in Santa Barbara was much quieter than the cement concrete going through Carpinteria and suggested that this material might help mitigate sound going through Carpinteria. He expressed concern with having five lanes on the Casitas Pass Road bridge.

Cary Kramer, 5007 Pacific Village Court, noted that seven residents of Pacific Village Court voted on the soundwall proposal that would be installed next to their property on the north side of Ogan and Pacific Village. He stated that after meeting with Caltrans and City officials the residents felt very strongly that the City was not going to accommodate them. He noted that the residents would agree to the soundwall if it were to be moved five feet away from the residents' property. He also noted that five of the seven neighbors voted against the soundwall proposal because they felt that the soundwall would do more if it was at the source and it would protect the entire Pacific Village area as well as surrounding areas as opposed to installing a wall below grade.

Linda Tornello, 5001 Pacific Village Court, inquired regarding the reason that the Linden Avenue overpass would be realigned rather than following the existing path of the roadway. She noted that her property was at Linden and Ogan and that she had a vested interest in the project and wanted to see it go forward.

Dave O'Hara, San Roque Mobile Home Park at 5700 Via Real, inquired whether a soundwall could be considered at the front of 5700 Via Real to lessen the noise from freeway traffic. He questioned the reason for the realignment of Via Real and whether it would be less damaging to existing trees and the creek.

Diane Cardenas, 5401 Cameo, noted that her backyard was 750 feet of where the soundwall would be installed. She stated that she would prefer that the soundwall not be placed on her property.

Kevin Beard, 5402 Cameo Road, expressed his support for the idea of moving the soundwall off of Via Real behind the homes to the edge of the freeway. He noted that the primary purpose of the soundwall was to abate noise. He stated that moving the soundwall against the freeway could decrease potential graffiti and vandalism. He spoke in support of widened lanes on the overpasses for public safety and to accommodate pedestrians and bicyclists.

Paul U. Hanson, 5470 Hills Lane, stated that he believed that five lanes on the Casitas Pass Road overpass was adequate. He asked the City Council to consider traffic impacts.

George Johnson, 729 Olive Avenue, inquired whether reducing the number of lanes on Casitas Pass Road was explored because it appeared that five lanes was a large number compared to the existing two lanes. He suggested that the idea of roundabouts be explored as opposed to installation of traffic lights and to consider having narrower sidewalks to reduce the size of the bridge for Casitas Pass Road and Linden Avenue.

Gloria Mulhull, 5007 Pacific Village Court, applauded Caltrans for the green space they have allotted to the roundabout at Linden Avenue overpass. She suggested that the proposed soundwall should be taken down closer to the freeway. She also suggested that the City strongly push for the green space alongside the north end of the bridge along Linden Avenue for planting areas and habitat enhancement.

The unidentified woman spoke again and addressed consequences of roundabouts. She noted that a roundabout was recently installed in Montecito and delivery trucks and fire trucks cannot get around the roundabout. She stated that roundabouts can be deleterious to a neighborhood.

In response to concerns, City Manager Dave Durlinger noted that the workshop was the beginning of the formal and public input process. He stated that environmental issues, capacity, and compliance with local codes and Caltrans standards would be addressed. He noted that questions and concerns included: dimensions for bridge heights and lane widths; soundwall locations; whether residents who are affected by the widening have a choice on whether or not they wish to have a soundwall on their property; and eight-foot versus five-foot sidewalks. He noted that the City's street standards addressed street dimensions and widths for lanes and sidewalks for different types of streets. He also noted that Linden Avenue and Casitas Pass Road called for wider sidewalks because they were boulevards. He further noted that it would be up to the City's discretion whether to apply the standards. He addressed comments regarding capacity and whether five lanes were needed. He noted that several years ago the City Council and the public reviewed the capacity of bridges in great detail and the results from that was a reanalysis of the traffic and a reduction of Linden Avenue overpass from four lanes to three lanes. He also noted that at one time Casitas Pass Road was six lanes and it was subsequently reduced to five lanes. He stated that he

would be interested to hear from Caltrans staff regarding roundabouts and the number of new traffic signals proposed.

Councilmember Carty asked Mr. Durflinger to address the idea of alternative transportation. Mr. Durflinger responded that the capacity improvements on Highway 101 were a part of a master plan to improve travel in this corridor. He noted that this was a project of SBCAG funded by Measure A, which was the half cent transportation tax approved by the voters. He further noted that these funds provide funding for projects to improve the freeway corridor also provide funding for public transportation, in particular rail corridor improvement projects. He stated that this was one of the projects slated for improvement in the community and that public transportation was a part of the overall investment plan for the corridor. Mr. Leech added that the additional lane would be for high occupancy vehicles and would be intended for buses, vanpools, and carpools to increase the efficiency of movement through this corridor.

Mayor Clark inquired whether the taking of people's property could be addressed. Mr. Durflinger responded that he believed this related to soundwalls and that staff from Caltrans could address which soundwalls would require property acquisition.

David Beard, representing Caltrans, spoke regarding bridge dimensions and noted that Caltrans placed the most attention on the bridge height difference for the Casitas Pass Road overpass because of input received for a lower height. He noted that Caltrans went through many design revisions to lessen the height of the bridge. He addressed the following questions and concerns:

- The bridge needed to be higher was to provide adequate clearance for trucks to pass underneath. The bridge also needed to be longer and have a deeper structure.
- Caltrans wants to make sure that pedestrians are not short-changed as non-motorized transportation.
- The roundabout would be designed for trucks to use them properly and not become an obstacle for trucks and emergency vehicles.
- The realignment of Linden Avenue and the reduction of four lanes to three lanes stems from the need to not go directly on top of the existing bridge because it needed to be offset somewhat during construction and to switch traffic onto it from the old bridge. Linden Avenue needs to be aligned with the current alignment and away from the wetlands which are federally protected.
- Casitas Pass Road was originally proposed as six lanes; however, traffic showed that it could be reduced to five lanes. Caltrans was asked to reduce it again and after further study it was determined that it would not be a workable solution.
- The flow of traffic depends on a signalized intersection rather than a stop sign. The two interchanges serve the main part of downtown and traffic has increased over the years to the point where stop signs will not move the traffic. Caltrans determined that the roundabout fits very well where proposed. The roundabout has a very large footprint due to its circular shape at an intersection. Caltrans found an opportunity for one roundabout; however, there are no other locations where they would be feasible.

- Caltrans has made initial contact with property owners regarding property acquisition for soundwalls. Most of the time soundwalls are proposed right on the fence line and construction activities would require the contractor to work in residents' yards. Caltrans is not interested in acquiring property through eminent domain and Caltrans will seek every other alternative.

Councilmember Carty inquired whether the Casitas Pass Road bridge needed to be raised on the approach to the overpass where it meets both sides of the freeway. Mr. Beard responded that a short segment of slope would be needed on either end of the bridge in order to meet the height difference and to keep the various driveways functional.

Vice Mayor Stein inquired whether there were options to move the soundwall on Vallecito and on Ogan Road toward the freeway away from the residents' property lines. Mr. Beard responded that Caltrans was considering options for each individual location. He noted that moving a soundwall up or down a slope could change a wall height in such a way that could render the soundwall ineffective or make it very tall and undesirable.

Councilmember Reddington stated that as a bicyclist she believed installing sidewalks and bicycle lanes on one side of the road would be adequate

Architectural Review Board Member Johnson stated that he wanted to see Caltrans' design the overpass by keeping in mind the character, nature, and small town community shape instead of a slick space age structure.

Architectural Review Board Member Araluce stated that the Board was at the point where they were now looking at hardscape, landscape, and details of the various elements which would be crucial in maintaining a small town character.

Planning Commission Chair Le Fevers spoke in support of a three-lane configuration for Linden Avenue, an alternate alignment for Via Real, and lower elevation of the bridges. He stated that he wanted to see other design renderings for the bridges and more study on the actual design. He also stated that he wanted to make sure the community neighborhoods have input on whether they want soundwalls. He commented that he believed that the soundwalls should be pulled in towards the corridor and not expanded towards the neighborhoods.

Planning Commissioner Benefield stated that there were many public meetings held regarding this project and that there were no meetings held behind closed doors. She suggested that the soundwalls should reflect the desires of the community. She stated that she agreed that soundwalls should be placed in towards the freeway. She expressed her concern that with having five lanes and wider sidewalks on the Casitas Pass Road bridge. She also expressed concern that having soundwalls next to properties would create a security problem for pedestrians and suggested that soundwalls only be placed next to the freeway.

Planning Commissioner Moyer spoke in support of narrower sidewalks so that pedestrians could interact with each other. He stated that he believed that eight-foot sidewalks and five-foot bicycle lanes would be too wide. He suggested that there was room to hone in on the design.

Planning Commissioner Allen spoke in support of narrowing of sidewalks. He stated that he would need to be convinced of having four lanes without a loss of service. He expressed concern with the obstruction of views caused by increased elevation in bridges and soundwalls.

Councilmember Reddington suggested that models be prepared of what is being proposed as visual aids of the existing infrastructure and hillsides.

Councilmember Carty stated that he would like to volunteer on a design review team. He stated that he agreed with having a model prepared rather than a computer generated rendering. Councilmember Reddington stated that she would volunteer to serve on a design review team.

Councilmember Armendariz recognized Caltrans' staff and the SBCAG team for being present. He spoke in support of forming a strategic partnership among Caltrans, SBCAG, and City to get these projects done. He expressed that this would be a difficult and time-consuming process.

Vice Mayor Stein noted that the lighting installed over the bridges would be important. He also noted that soundwalls would affect not only the community but the residents adjacent to them. He spoke in support of narrower sidewalks so that pedestrians may interact with each other. He also spoke in support of honing down the bicycle path

Commissioner Moyer volunteered to serve on a design review team.

Following a brief discussion, it was the consensus of the City Council, Planning Commission, and Architectural Review Board that a design review team be formed with one member from the Architectural Review Board, one member from the Planning Commission, two members from the City Council, and two members from the community at large.

ADJOURNMENT

The meeting was adjourned at 6:55 p.m. by Mayor Clark.