

# STAFF REPORT



ITEM NO. 9

CITY OF OCEANSIDE

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DATE: October 8, 2008

TO: Honorable Mayor and City Councilmembers

FROM: Development Services Department

SUBJECT: **COST-SHARING AGREEMENT WITH NORTH COUNTY TRANSIT DISTRICT FOR THE PREPARATION OF A LETTER OF MAP REVISION FOR LOMA ALTA CREEK, AND APPROVAL OF A BUDGET APPROPRIATION**

## SYNOPSIS

Staff recommends that the City Council approve a cost-sharing agreement in the amount of \$70,600 with North County Transit District (NCTD), for preparation of a Letter of Map Revision (LOMR) for Loma Alta Creek, and authorize the City Manager to execute the agreement; and approve a budget appropriation in the amount of \$70,600 from the Unallocated Drainage District 2, Fund 522 account to the project account.

## BACKGROUND

North County Transit District (NCTD) SPRINTER construction activities have permanently altered the physical characteristics of Loma Alta Creek. Due to these alterations, the Federal Emergency Management Agency (FEMA) is requiring that a Letter of Map Revision (LOMR) be submitted to update each affected Flood Insurance Rate Map (FIRM). The FEMA requirement is placed on the basis of Section 65.3 from Title 44 Code of Federal Regulations (CFR), which states:

“A community’s base flood elevations may increase or decrease resulting from physical changes affecting flooding conditions. As soon as practicable, but not later than six months after the date such information becomes available, a community shall notify the Administrator of the changes by submitting technical or scientific data in accordance with this part. Such a submission is necessary so that upon confirmation of those physical changes affecting flooding conditions, risk premium rates and flood plain management requirements will be based upon current data.”

The City of Oceanside Grading Ordinance, Article II, Section 201 (d); provides a grading permit exemption for railway companies. Therefore, prior to SPRINTER construction activities, NCTD and the City arranged for a courtesy review of the proposed SPRINTER plans.

On October 8, 2001, City staff provided Mr. Martin Minkoff, NCTD Executive Director, comments regarding the City's courtesy review.

The letter stated that the SPRINTER project was required to prepare and process a Conditional Letter of Map Revision (CLOMR) through FEMA. In addition, the City informed Mr. Minkoff that "the City will not be able to authorize any modification to the floodway and floodplain unless and until the design conforms to FEMA requirements". NCTD did not provide any documentation in response to the City's comments. SPRINTER construction activities commenced without an approved CLOMR and the City had no influence over the activities occurring within the railroad right-of-way (ROW). The NCTD ROW is private property and a large amount of the property in this vicinity contains floodway, as defined by FEMA per the Loma Alta Creek FIRM. Much of the NCTD property is located in such a fashion that it is not visible or readily accessible from the public ROW. Therefore, City staff was uninformed of various railroad construction activities at the time of the first (November 2007) Industry Street flooding incident which impacted several of the local business owners.

## **ANALYSIS**

The City of Oceanside administers the floodplain management program along Loma Alta Creek as a requirement to participate within the National Flood Insurance Program (NFIP) Community Rating System (CRS). CRS is a program for recognizing and encouraging community floodplain management activities that exceed the minimum NFIP standards. The three goals of the CRS are:

- 1) Reduce flood losses;
- 2) Facilitate accurate insurance rating; and
- 3) Promote the awareness of flood insurance.

A community's participation within CRS provides many benefits. The most familiar benefit being a property owner's reduced flood insurance premium. The City of Oceanside is currently a Class 8 CRS community. The Class 8 rating allows for a 10 percent discount for structures located within a special flood hazard area (SFHA) and 5 percent for structures within a non-SFHA. Failure to comply with the previously mentioned FEMA requirement could lead to a reduction of insurance premium discounts or complete removal from the NFIP CRS.

The Loma Alta Creek alterations were not authorized by FEMA or the City. However, City staff would like to address this matter to the satisfaction of FEMA. City staff has discussed a joint effort with NCTD to resolve this issue. NCTD staff and City staff have identified that the most practical and timely approach to the FEMA directive is to utilize a consultant and execute a cost-sharing agreement. The NCTD SPRINTER project has an existing agreement with Rick Engineering regarding hydrology and hydraulic analysis

concerning Loma Alta Creek. For continuity, consistency, and timing reasons, preparation of the subject LOMR is best served by using a single engineering consultant. NCTD has already selected Rick Engineering as their consultant; therefore, in cooperation the City agrees to use this consultant and share the cost between each party. The total estimated cost of this effort is approximately \$150,000; with the proposed agreement the City's cost share is \$70,600. This action should address the requirement of FEMA and ensure that Oceanside property owners maintain the current flood insurance premium discounts that they are currently receiving.

### **FISCAL IMPACT**

Unallocated funds in the amount of \$735,098 are available in the Loma Alta Creek Drainage District 2B account, Fund 522. The total project cost is \$70,600. Funds will be appropriated from 522.3300 and transferred to 522.817465.5241. Therefore sufficient funds are available for the cost share agreement.

### **INSURANCE REQUIREMENTS**

Does not apply.

### **COMMISSION OR COMMITTEE REPORT**

Does not apply.

### **CITY ATTORNEY'S ANALYSIS**

The referenced cost-sharing agreement has been reviewed by the City Attorney and is approved as to form.

**RECOMMENDATION**

Staff recommends that the City Council approve a cost-sharing agreement in the amount of \$70,600 with North County Transit District (NCTD), for preparation of a Letter of Map Revision (LOMR) for Loma Alta Creek, and authorize the City Manager to execute the agreement; and approve a budget appropriation in the amount of \$70,600 from the Unallocated Drainage District 2, Fund 522 account to the project account.

PREPARED BY:

SUBMITTED BY:

  
\_\_\_\_\_  
Scott O. Smith  
City Engineer

  
\_\_\_\_\_  
Peter A. Weiss  
City Manager

REVIEWED BY:

Michelle Skaggs Lawrence, Deputy City Manager

  
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George Buell, Development Services Director

  
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Teri Ferro, Financial Services Director

  
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Attachments:

- Cost Sharing Agreement
- NCTD Monitoring Committee Report, Agenda Item #8
- NCTD Meeting Minutes – June 19, 2008
- City Letter to NCTD – October 8, 2001

COST-SHARING AGREEMENT BETWEEN THE CITY OF OCEANSIDE AND  
NORTH COUNTY TRANSIT DISTRICT REGARDING THE LOMR

This Cost-Sharing Agreement (“Agreement”) is made and entered into this \_\_\_\_ of \_\_\_\_\_ 2008 by and between the City of Oceanside (“City”), and the North County Transit District, formerly the North San Diego County Transit Development Board, (“NCTD”).

RECITALS

- A. The Federal Emergency Management Agency (“FEMA”) requires local agencies to maintain accurate maps of floodplains within their jurisdictions.
- B. City is the local agency charged with maintaining the floodplain maps within its jurisdictional boundaries.
- C. Title 44, Section 65.3 of the Code of Federal Regulations requires that a local agency notify FEMA of any changes in the base flood elevations within six months after the date such information becomes available. Such a submission is necessary so that upon confirmation of those physical changes affecting flooding conditions, risk premium rates and flood plain management requirements will be based upon current data.
- D. Recently, NCTD Sprinter construction activities within the City, construction of the City’s detention basin on Garrison Creek, and urbanization in the watershed have permanently altered the physical characteristics of Loma Alta Creek. Due to these alterations, FEMA requires a Letter of Map Revision (LOMR) be submitted to update each affected Flood Insurance Rate Map (FIRM).
- E. As part of its overall Sprinter project, in February 2008, NCTD contracted with Rick Engineering under a Professional Services Agreement (PSA) to continue work on a Conditional Letter of Map Revision (CLOMR) for submission to FEMA.
- F. NCTD and City agreed to work together to secure the LOMR to the benefit of both agencies and the citizens of City.
- G. In furtherance of that agreement, on June 19, 2008, the Board of Directors of NCTD voted to authorize a Purchase Order of up to \$150,000 under the aforementioned PSA to complete the LOMR and submit it to FEMA.

IN CONSIDERATION of the benefits the City and NCTD will receive once the LOMR is completed and accepted by FEMA, City and NCTD agree as follows:

- 1. A LOMR shall be created and submitted to FEMA pursuant to the PSA between NCTD and Rick Engineering.

2. NCTD shall be the lead agency and shall ensure that the LOMR is properly created and submitted to FEMA.
3. City and NCTD shall share equally the costs and expenses of preparing and submitting the LOMR to FEMA. NCTD, in its role as lead agency shall be responsible for paying the invoices submitted by Rick Engineering in accordance with the PSA. City shall reimburse NCTD for its respective share of the costs up to a total of \$70,600.00. Any LOMR preparation costs in excess of the PSA price shall be approved in writing by both parties and shared equally.
4. NCTD shall prepare and submit to City monthly PSA expenditure reports and invoices.
5. The LOMR shall be submitted to the City for review and approval prior to submittal to FEMA, which approval shall not be unreasonably withheld or delayed.
6. City shall reimburse NCTD for its respective share of the costs within 30 days of submittal of progress invoices.

IN WITNESS WHEREOF the Parties hereto have executed this Agreement on the day and year first above written.

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Peter Weiss  
City Manager  
City of Oceanside

  
Tom Lichterman  
Director of Operations  
North County Transit District

APPROVED AS TO FORM

  
City Attorney



MONITORING COMMITTEE REPORT

**TITLE: FEMA FLOOD PLAIN COMPLIANCE AND MAP REVISIONS FOR SPRINTER PERMITTING AND MITIGATION**

Time Sensitive  Consent

**COMMITTEE RECOMMENDATION:**

**That the NCTD Board of Directors authorize issuance of Purchase Orders not-to-exceed \$150,000, under the contract with Rick Engineering of San Diego, for the preparation of Letters of Map Revisions or (LOMR's ) and No Rise Certificates for FEMA for the SPRINTER construction project and authorize the execution of a cost sharing agreement with the City of Oceanside for its portion of the Loma Alta Creek LOMR. .**

**BACKGROUND INFORMATION:**

The Preparation of Conditional Letters of Map Revision for FEMA for the floodways along the SPRINTER alignment has been an ongoing effort under the DMJM+Harris Final Design and Design Services during Construction Contracts. In February 2008 NCTD contracted directly with Rick Engineering to continue this work under a professional Services Agreement, No #08046.

Now that the Construction work has been completed on the SPRINTER and all the Conditional Letters of Map Revision (CLOMR's) have been submitted to FEMA, NCTD is required to prepare Letters of Map Revision for the floodplains affected by the SPRINTER Project or No Rise Certificates for floodplains we have crossed with no adverse effect. These need to be submitted to FEMA within six months of project completion per NFIP Regulation 44 CFR Ch. 1 Part 65.3.

The City of Oceanside's City Engineer has proposed cost sharing for a portion of this work as it relates to the Loma Alta Creek LOMR. No formal agreement yet exists with the City, nor has an agreed upon amount been determined by the two agencies.

Staff recommends that the Board authorize Purchase Orders of up to \$150,000 under the Rick Engineering professional Services Contract in order to complete the FEMA floodway map revisions and no rise certifications. Staff also requests authority to execute a cost sharing agreement with the City of Oceanside for its portion of the Loma Alta Creek LOMR.

**ATTACHMENT:** None

**FISCAL IMPACT:** The gross fiscal impact of this action is \$150,000, before consideration of any potential reimbursement from the City of Oceanside. The City of Oceanside's portion of this cost is estimated to be \$70,600, resulting in an estimated net fiscal impact to NCTD of \$79,400. A total of \$2,396,986 has been budgeted under the SPRINTER capital project (JB#709512) for permitting, of which \$1,949,976 has been expended and an additional \$428,265 has been encumbered, leaving an available balance of \$18,745. The remainder will be funded from the contingency account, which has a sufficient balance to cover this item.

**COMMITTEE  
REVIEW:**  
6/5/08

**STAFF CONTACT:** Tom Lichterman  
Director of Rail Services  
E-mail: [tlichterman@nctd.org](mailto:tlichterman@nctd.org) Phone: 760/967-2855



# NORTH COUNTY TRANSIT DISTRICT

## Actions from the June 19, 2008 Special and Regular Board Meetings

### CONSENT ITEMS:

#### **Board Members**

*Ed Gallo*  
Chairman  
City of Escondido

*Dave Roberts*  
Vice-Chair  
City of Solana Beach

*Julianne Nygaard*  
City of Carlsbad

*David Druker*  
City of Del Mar

*Jerome Stocks*  
City of Encinitas

*Rocky Chavez*  
City of Oceanside

*Chris Orlando*  
City of San Marcos

*Bob Campbell*  
City of Vista

*Bill Horn*  
County of San Diego

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#### **Executive Director**

*Karen King*

#### **General Counsel**

*C. Michael Cowett*

1. Support for Bridge Replacement Project Geological Investigation – The Board of Directors authorized the Executive Director to award a purchase order in the amount of \$69,890 under the terms of RFP 05023 to TransitAmerica Services, Inc. for right-of-way maintenance support for the geological investigation for the Bridge Replacement Project – Sorrento Valley.
2. Replacement Upgrade of Three COASTER Road Channel Base Station Radios – The Board of Directors authorized the Executive Director to award a purchase order in the amount of \$64,205 under the terms of RFP 05023 to TransitAmerica Services, Inc. for the replacement of COASTER Base Stations radios.
3. Signal System and Grade Crossing Equipment Spare Parts for the Escondido Subdivision – The Board of Directors approved an award of a purchase order in the amount of \$88,751.15 to TransitAmerica Services, Inc. for the procurement of signal system and grade crossing equipment spare parts for use on the Escondido Subdivision.
4. Workers Compensation Litigation Legal Service Providers – The Board of Directors authorized the Executive Director to award three contracts to legal service providers to handle NCTD's workers' compensation litigation activities.
5. Ticket Vending Machine Maintenance Service Contract – The Board of Directors authorized the Executive Director to award a five-year contract for Ticket Vending machines maintenance services contract to Rencom TS, Inc. in the amount of \$2,005,200.
6. FEMA Flood Plain Compliance and Map Revisions for SPRINTER Permitting and Mitigation– The Board of Directors authorized issuance of purchase orders not-to-exceed \$150,000, under the contract with Rick Engineering of San Diego, for the preparation of Letters of Map Revisions (LOMR's) and No Rise Certificates for FEMA for the SPRINTER construction project and authorize the execution of a cost sharing agreement with the City of Oceanside for its portion of the Loma Alta Creek LOMR.
7. FY 2009 Annual Disadvantaged Business enterprise (DBE) Goal – The Board of Directors approved the advertising and submittal of NCTD's FY 2009 Disadvantage Business Enterprise (DBE) Goal to the Federal Transit Administration (FTA).
8. Customer Service Relocation – The Board of Directors authorized the Executive Director to award a construction contract to Benold Construction Co., in the amount of \$312,775, for the construction and relocation of Customer Service facilities.
9. Replenish Executive Director's Change Order authority Pool for SPRINTER Construction Contracts – The Board of Directors reauthorized \$3 million in delegated contractual change order signature authority to the Executive Director solely for the construction contracts on the SPRINTER projects.

**Upcoming Meetings:**

**Board:** 7/17/08

**Governance:** 7/2/08

**Monitoring:** 7/3/08

**Planning:** 7/3/08

10. FY 2008 Regional Transportation Improvement Program and FY 2009 – 2013 Capital Improvement Program – The Board of Directors authorized the Executive Director or his/her designee to take actions necessary to: a) approve the submittal of proposed Capital Improvement program (CIP) and operating expenses for inclusion in the 2008 Regional Transportation Improvement Program (RTIP); b) approve the projects proposed to be funded with TransNet monies including a pledge that NCTD will expend the funds in compliance with the requirements of the TransNet (Extension) ordinance and Expenditure Plan; and c) execute, approve and submit any documents or information and take any other actions as SANDAG may require in conjunction with adoption of the 2008 RTIP; and d) adopt a resolution evidencing the foregoing.

**ACTION/INFORMATION ITEMS**

11. Conduct Public Hearing and Adopt FY 09 Budget and FY 2009-2013 Capital Improvement Program – The Board of Directors 1) reviewed the updated proposed FY 2009 Operating Budget and 2009-2013 Capital Improvement Program (CIP); 2) conducted a Public Hearing on the proposed FY 2009 Operating Budget and 2009-2013 Capital Improvement Program; and 3) adopted the Operating Budget and Capital Improvement Program following receipt and consideration of public comment.
12. Executive Director Recruitment – The Board of Directors appointed Board Members Campbell, Druker, Orlando, Roberts to an Ad Hoc Personnel Committee to facilitate the process for selection of a new Executive Director.
13. Delegation of Authority to Execute Grants – The Board of Directors adopted Resolution 08-05 authorizing the Executive Director to file applications with the Federal Transit Administration and take other actions as necessary to secure Federal assistance.
14. SPRINTER Revenue Service Report – The Board of Directors received the SPRINTER Revenue Service Report.

**STAFF'S ACTION ITEMS:**

- Bob Campbell requested he be notified when the SPRINTER eastbound station at Escondido Avenue is open to the public.



# CITY OF OCEANSIDE

## OFFICE OF CITY MANAGER

October 8, 2001

Martin Minkoff, Executive Director  
North County Transit District  
810 Mission Avenue  
Oceanside, CA 92056

Dear Mr. Minkoff:

This is to transmit the City of Oceanside's comments regarding the 100% Design Plans for the Oceanside to Escondido Rail Project. After careful review, we have found a number of areas that require additional information in order for us to provide the appropriate level of input. Rather than respond in writing to each comment, I would suggest that the appropriate staff from our two agencies meet to review the comments in detail.

As with any project in our community, NCTD will need to obtain the necessary discretionary and construction permits.

The City would like to see grade separated crossings at the major arterial streets. However, we recognize that until funding for the grade separated crossings is available, NCTD will cooperate with the City to ensure the operation of the commuter line will not unduly affect the operations of the existing street system. The City would also encourage NCTD to enhance the landscaping along the rail line wherever possible. The landscaping proposed is minimal and should upgrade and enhance along the entire corridor.

Please contact Frank Watanabe at (760) 435-5082 should you have any questions regarding this matter.

Best regards,

Steven R. Jepsen  
City Manager

cc: Mayor and City Council

## CITY OF OCEANSIDE COMMENTS REGARDING NCTD OCEANSIDE TO ESCONDIDO RAIL PROJECT

The following is a list of traffic operation, engineering design and safety issues that will need to be addressed for the proposed light rail system within the City of Oceanside.

### General Comments:

- The City needs to review the hydraulic studies for the Loma Alta Creek modifications. Additionally, NCTD will need to prepare and process a Conditional Letter of Map Revision through FEMA for the structural improvements associated with the Loma Alta Creek. The City will not be able to authorize any modifications to the floodway and floodplain unless and until the design conforms to FEMA requirements.
- Evidence of adequate erosion control and storm water pollution prevention plans will need to be provided prior to construction
- The City would like assurance that NCTD has in place or will develop an adequate maintenance plan for the stations and all related utilities and drainage structures.
- The construction of all the improvements, will need to be reviewed and approved by the City and have an approved City issued grading or improvement plan number and will have to meet City standards.

### Comments on the alignment:

- At the Wisconsin Avenue crossing, the plans need to show advance signage, striping and pavement markings with the crossing arms. Also, show signage and markings for pedestrian walkway across the two tracks.
- At the Oceanside Blvd crossing, the plans need to show advance signage, striping and pavement markings with the crossing arms. Also, show signage and markings for pedestrian walkway across the two tracks.
- At the Cleveland Street crossing, the plans need to show advance signage striping and pavement markings with the crossing arms. Also, show signage and markings for pedestrian walkway across the two tracks.
- At the Coast Highway crossing, the plans need to show advance signage, striping and pavement markings with the crossing arms. Also, show signage and markings for pedestrian walkway across the track.
- At the Parkwood Lane crossing, the plans need to show signage, striping and pavement markings with the crossing arms. Also, show signage and markings of

pedestrian walkway cross the track. There needs to be adequate vehicle storage along Parkwood Lane between the tracks and Oceanside Blvd. The plans need to show the replacement of any city loop detectors and show traffic control during construction.

- At the Commerce Street crossing, the plans need to show signage, striping and pavement markings with the crossing arms. Also, show signage and markings of pedestrian walkway across the track. There needs to be adequate vehicle storage between the track and Oceanside Blvd. Need to show traffic control for construction.
- At the State Tree Drive crossing, the plans need to show signage, striping and pavement markings with the crossing arms. Also, show signage and markings of pedestrian walkway cross the track. There need to be adequate vehicle storage between the track and Oceanside Blvd.
- At the Crouch Street crossing, the plans need to show advance signage, striping and pavement markings with the crossing arms. Also, show signage and markings of pedestrian walkway across the two tracks. The need to show locations of existing traffic signal in association with loop detectors and interconnect conduit that will be impacted and need to be replaced. The operation of the train will need to be signalized to coordinate the crossing arms and the traffic along Crouch Street traffic with the traffic signal at Oceanside Blvd & Crouch Street. Crouch Street will need to be widen to the ultimate roadway width in conjunction with the double tracking of this project.
- At the El Camino Real crossing, the plans need to show advance signage, striping and pavement markings with the crossing arms. Also, show signage and markings of pedestrian walkway across the two tracks. The need to show locations of existing traffic signal loop detectors and interconnect conduit that will be replaced. The operation of the train will need to be signalized at the crossing arms and coordinated with the traffic signal at Oceanside Blvd & El Camino. Need to show construction staging and traffic control for street improvements for the double tracking.
- At the Rancho Del Oro crossing, the plans need to show advance signage, striping and pavement markings with the crossing arms. Also, show signage and markings of pedestrian walkway across the two tracks. The need to show locations of existing traffic signal loop detectors and interconnect conduit that will be replaced. The operation of the train will need to be signalized to coordinate the crossing arms and the traffic along RDO with the nearby traffic signal at Oceanside Blvd & RDO. The width of RDO will be widen to the ultimate roadway to accommodate the appropriate tapers and transitions for the double tracking. Need to show construction staging and traffic control for street improvements for the double tracking.
- At the College Boulevard crossing, the plans need to show the advance signage, striping and pavement markings with the crossing arms. Also, show signage and markings of pedestrian walkway across the two tracks. The need to show locations

of existing traffic signal loop detectors and interconnect conduit that will be replaced. The operation of the train will need to be signalized to coordinate the crossing arms and the traffic along College Blvd with the nearby traffic signal at Oceanside Blvd & College Blvd. Need to show construction staging and traffic control for street improvements for the double tracking.

- At the Temple Heights Drive crossing, the plans need to show advance signage, striping and pavement markings with the crossing arms. Also, show signage and markings of pedestrian walkway across the two tracks. The need to show striping plan to transition the proposed median with existing street striping. The length and width of the median island needs to be shown. Need to show construction staging and traffic control for street improvements.

### Station Comments

#### 1. Coast Highway Station,

- The plans will need to go through the City's Land Use permit process for approval
- Need to provide entranceway signage and advance guide signs along the main route leading into the site for travelers.
- Need to show a scaled striping and signage plan of the intersection of Godfrey @ the Parking lot driveway to show left-turn and restriping.
- Need to show the intersection of Godfrey @ Coast Highway to be restriped for left-turn pockets for buses. Left-turn lane with appropriate pocket length and taper will be needed.
- The driveway entrance width needs to be wider than 24 feet for transit buses.
- Need to show dimensions on the striping plan for parking spaces and alleys.
- Need to install stop signs and pole at the two driveway exits.
- The driveways will need locking gates when the trains are not in operation for security and enforcement of when the lot is closed.
- The eastside of the parking lot is adjacent to existing buildings, with a 4 ft planter strip, which shows driveways and walkway access to the backside of the buildings.
- The lot needs to be secure with no private access into the lot.
- The one-way driveway entrance in the back of the lot will be an enforcement, safety and security problem. The back driveway will need a gate and signage to close when the train is not in service.
- The curve radius on several curbs seem tight, need to show truck/vehicle turning template to assure internal vehicle and bus circulation.
- Need to show adequate sight distance at the driveways due to the proposed landscaping plan and the driveway closest to Coast Highway may have a sight distance problem with the existing building.
- Need to show fencing and signage surrounding the property.
- Show location of trash holders and bus benches.
- The bus pull out area needs to be constructed with concrete instead of asphalt.
- Show installation of a CCTV camera system to monitor the lot for 24hr security

- Provide evidence of the easements from S. Coast Highway to the station along the southerly boundary.

## 2. Crouch Street Station

- The plans will need to go through the City's Land Use permit process for approval
- Frontage improvements of curb, gutter and 10 foot sidewalk and widening of Crouch Street and required length to taper for traffic.
- The project will need to construct Oceanside Blvd South along the dedicated alignment across the project frontage.
- Show entranceway signage and additional guide signs along Crouch Street and Oceanside to guide the travelers.
- Need to show connection of driveway to Crouch Street
- Need to show a striping plan for adding left-turn lanes into parking lot.
- The driveway entrance of 24 feet will need to be widen to accommodate curb, gutter and sidewalk and pavement width of 30 feet for buses.
- Need to widen alleyway within the parking lot to accommodate the turning movement of buses and vehicles.
- The driveway entrance will need a gate to close the lot for security when the train is not in service.
- Need to show fencing surrounding the parking lot on the plans
- All stop sign locations will need the sign and pole adjacent to the pavement markings
- Need to show dimensions of the parking spaces and alley ways on the plan
- Show locations of bus benches and trash holders
- Bus pull out area need to be concrete instead of asphalt
- Show installation of CCTV camera system to monitor the lot for 24hr security
- The landscaping for the station should extend westerly and take into account all the NCTD right-of-way to I-5

## 3. El Camino Real Station

- The plans will need to go through the City's Land Use permit process for approval
- Show entranceway signage and additional guide signs along El Camino and Oceanside Blvd to guide the travelers.
- The driveway entrance of 24 feet will need to be widen to 30 feet to accommodate curb, gutter and sidewalk and pavement width for buses.
- Need to widen alleyway within the parking lot to accommodate the turning movement of buses and vehicles.
- The driveway entrance will need a gate to close the lot for security when the train is not in service.
- Need to show fencing surrounding the parking lot on the plans
- All stop sign locations will need the sign and pole adjacent to the pavement markings
- Need to show dimensions of the parking spaces and alley ways on the plan
- The pedestrian bridge will need lighting and a canopy over the pedestrian walkway
- Show installation of CCTV camera system to monitor the lot for 24hr security

NCTD needs to include curb, gutter and sidewalk improvements along the project  
frontage

#### 1. Rancho Del Oro Station

- The plans will need to go through the City's Land Use permit process for approval
- Show entranceway signage and additional guide signs along Rancho Del Oro and Oceanside Blvd to guide the travelers.
- Frontage improvements along Rancho Del Oro to widen street with curb, gutter and 10 foot sidewalk.
- The driveway entrance of 24 feet will need to be widened to 30 feet to accommodate curb, gutter and sidewalk and pavement width for buses.
- The driveway entrance from Oceanside Blvd will require a right-turn and deceleration lane and taper of approximately 1,000 feet.
- The driveway entrance will need a gate to close the lot for security when the train is not in service.
- Need to show fencing surrounding the parking lot on the plans
- All stop sign locations will need the sign and pole adjacent to the pavement markings
- Need to show dimensions of the parking spaces and alley ways on the plan
- The pedestrian bridge will need lighting and a canopy over the pedestrian walkway
- Show installation of CCTV camera system to monitor the lot for 24hr security
- NCTD will be required to widen and improve Rancho del Oro Road and Oceanside Blvd across the project frontage. The improvements will have to include curb, gutter, sidewalk and necessary widening to the City's satisfaction.

#### 5. College Boulevard Station

- The plans will need to go through the City's Land Use permit process for approval
- Need a traffic analysis for operational mix-use of the additional vehicle trips and transit buses within the existing Shopping Center parking lot and entrance
- Show entranceway signage and additional guide signs along College Blvd. and Oceanside Blvd to guide the travelers.
- The driveway entrance of 24 feet will need to be widened to 30 feet to accommodate curb, gutter and sidewalk and pavement width for buses.
- The driveway entrance will need a gate to close the lot for security when the train is not in service.
- Need to show fencing surrounding the parking lot on the plans
- All stop sign locations will need the sign and pole adjacent to the pavement markings
- Need to show dimensions of the parking spaces and alley ways on the plan
- The pedestrian bridge will need lighting and a canopy over the pedestrian walkway
- Show installation of CCTV camera system to monitor the lot for 24hr security

#### Melrose Station

- The plans will need to go through the City's Land Use permit process for approval

Need a traffic analysis for operational mix-use of the additional vehicle trips and transit buses within the existing AM/PM parking lot and entrances

- Show entranceway signage and additional guide signs along Melrose Drive and Oceanside Blvd to guide the travelers.
- The two driveway entrances of 24 feet will need to be widened to 30 feet to accommodate curb, gutter and sidewalk and pavement width for buses.
- The driveway entrance will need a gate to close the lot for security when the train is not in service.
- Need to show fencing surrounding the parking lot on the plans
- All stop sign locations will need the sign and pole adjacent to the pavement markings
- Need to show dimensions of the parking spaces and alley ways on the plan
- Show installation of CCTV camera system to monitor the lot for 24hr security