Kelly Rodgers, project manager for the San Vicente Dam Raise project, introduced herself and said that Jeff Shoaf, the former project manager, has moved into a more senior role at the Water Authority. Kelly has been working on the San Vicente Dam Raise project for about a year.

Kelly gave a brief project overview, but said that she would be giving the full project overview at the Lakeside Planning Group meeting on Wednesday, May 21. She said the Carryover Storage Project EIR was certified last month, so the dam will be raised the full 117 feet, to store an additional 152,000 acre-feet of water in San Vicente Reservoir. The city of San Diego began lowering the reservoir’s water level in April, in preparation for the beginning of dam raise construction. It is lowering at about 1.5 feet per week and it should be below the boat launch ramp (and closed to recreation) in August or September for six to nine years. Kelly said that the Water Authority is looking at ways to open the reservoir to recreation sooner.

She said that the project team is about halfway through the design of the project, and the first construction package is scheduled to begin in early 2009.

She also announced that the last tour of the project site before construction begins is scheduled for Saturday, June 28 (from 9 a.m. until noon). If anyone from the Lakeside Planning Group or Design Review Board is interested in attending, please let us know.

Kelly then went on to say that we came tonight to gather some input from the community on two items – staining the dam and proposed changes to the Moreno Avenue/Vigilante Road intersection.

The first item is to get opinions on whether or not to stain the finished San Vicente Dam a desert varnish color. Kelly showed pictures of the Olivenhain Dam not stained, half stained, and fully stained (see attachment). She said that the Water Authority stained Olivenhain Dam because there were many homes that had a full view of the dam, so it was visual mitigation for those homes.

At San Vicente Dam, there are not as many homes that have a clear view of the dam. Kelly showed pictures of the current San Vicente Dam from four different viewpoints in the community,
as well as simulated pictures of the new dam from those same viewpoints (see attachment). Kelly said that staining San Vicente Dam will cost about $500,000. The total project cost is $568 million.

Next, Kelly discussed the proposed intersection changes at Moreno Avenue and Vigilante Road. She said the project designer has proposed to straighten this intersection at the entrance to the dam to make it safer for the trucks that need to access the project site during construction. It is estimated that there will be a construction truck at the Moreno/Vigilante intersection about every 5 to 10 minutes while the contractor is pouring the concrete for the dam. To make the intersection safer, to improve site distance, and to allow the trucks to get in and out more easily, the designer suggested straightening the road and also making the intersection a three-way stop with temporary stop signs. Kelly showed a diagram of the proposed changes to the intersection (see attachment).

Questions and Comments During the Presentation:

Q: Where will the money come from to pay for staining the dam?
A: The cost of the Emergency Storage Project is already incorporated into the Water Authority's member agencies' rates for their customers.

Q: Are there problems with the project costs going up every year?
A: The Water Authority re-evaluates the project cost every year and we update the budget accordingly. We’ve accounted for escalation and has some of the budget set aside for unforeseen expenses.

C: Gordon Shackelford said he thinks that from different views in the community, the dam will be very high and a very big object. Staining the dam to blend in with the surroundings is a good idea. The Lakeside community will take the hit for traffic, noise, etc. during construction, so the least the community should get is to have the dam stained to blend in with the surroundings.

R: Kelly clarified that there will be one saddle dam.

C: Mary Allison, Lakeside Design Review Board member, said that the Los Coches Creek Channel is not stained, but they found out later that they could have had it stained, which would have made it look a lot better. She said she thinks the dam should be stained.

Q: Once the project is complete, Lakeside will actually be getting more of the water from San Vicente Reservoir, but were we being billed for the water from San Vicente before?
A: The Emergency Storage Project’s purpose is to provide water to all of San Diego County (including Lakeside) in the event of an emergency. Lakeside Water District is a member agency of the Water Authority, so Lakeside residents have been paying for the Emergency Storage Project all along as well. San Vicente will continue to only be used for day-to-day drinking water for the city of San Diego, as the city owns and operates the reservoir. But, if there was an emergency or severe drought when our imported water supply may be interrupted or limited, and Lakeside couldn’t get its normal water supply, then the Emergency Storage Project would allow Lakeside (and the rest of the county) to have water.
Q: How long is the life of the stain for the dam?
A: We'll look into that and get back to you.

**Note:** After the meeting the project designer said that the fresh stain on the dam will stay about five years and residual stain may last as long as 15 to 20 years. After that, the color of the concrete surface begins fading due to weathering, etc.

Q: Is there some reason the stain isn't put into the concrete as it is being laid?
A: That would cost more and it's also not as durable.

C: Janis Shackelford, Lakeside Design Review Board member, stated that trucks from the project should not be using Moreno Avenue south of Vigilante Road through the residential community. She said that there is a seven-ton weight limit for trucks on the road, and the Water Authority needs to ensure trucks over that weight limit will not use that road. She said if trucks used Moreno Avenue then it would be a very large impact to that community. She also explained there are horseback riders on that road all the time.

C: Mary Allison stated that when this area was rezoned heavy industrial, they put a weight limit on Moreno Avenue to keep the trucks out of the residential community. Everyone will be very unhappy if trucks start going down Moreno.

R: Kelly stated that by making these changes to the Moreno/Vigilante intersection, it would make it more desirable for the trucks to use Vigilante to get to Highway 67, and it would be less desirable to go down Moreno through the community.

C: Janis Shackelford said that when Highway 67 gets backed up with traffic, the trucks will want to use Moreno to cut in, if you don't restrict the trucks from using Moreno.

Q: Will you be bringing in concrete on the trucks?
A: No, the concrete will be produced on site and we'll be quarrying from the marina area. However, we have to bring in the additives for the concrete, like fly ash and cement.

Q: Are the Enniss's amenable to these intersection changes?
A: Yes, the Water Authority's Right of Way Department has talked to the Enniss's and they seem amenable these changes. In fact, they have been approached in the past about making these changes to the intersection.

Q: Do you anticipate the stop signs being permanent?
A: Right now we have them as temporary stop signs, but if the community wants them to stay in, we could talk to the county and ask if they could stay as permanent stop signs. We have been able to do that in the past on other projects.

Q: Where are the quarry sites in relation to the Moreno/Vigilante intersection?
A: The only quarry site is at the existing marina. The images we showed have other quarry site alternatives indicated, but we will not be using those. Those were studied in the EIR, but it was determined that the marina quarry would be the best and that site was approved with the EIR.
C: Russ Rodvold, Lakeside Design Review Board member, stated that there should be no truck traffic south of Vigilante Road on Moreno Avenue through the community. Truck traffic should not be allowed on that road at all. He would like to see a restriction put into the contract specifications that no trucks are allowed on Moreno Avenue, south of Vigilante Road, except during emergencies. Russ said that he would like the dam to be stained.

C: Duane Dubbs, Lakeside Design Review Board member, said he wants the dam to be stained. But, he said he will not be happy unless Lakeside will get the use of the water in San Vicente. But, he also said he’s glad the project is being done because he knows we need the water.

C: Mary Allison stated that she would like to have the dam stained.

C: Janis Shackelford stated that she supports staining the dam and she supports the realignment of the road, with the stipulation that none of the project trucks use Moreno Avenue through the residential community. She also stated that if the county will allow it, she would like to see the stop signs be permanent.

C: Robin Clegg, chair of the Lakeside Design Review Board, agreed with Janis Shackelford’s statements.

Kelly thanked the Lakeside Design Review Board for the input and said we will collect additional input at the Lakeside Planning Group meeting on Wednesday, May 21, before the Water Authority makes the final decision on these items.

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Olivenhain Dam – Not Stained

Olivenhain Dam – Half Stained
Olivenhain Dam – Stained

Olivenhain Dam – Stain After Five Years
Attachment: Pictures Shown During Presentation at LDRB Meeting

Current San Vicente Dam

KEY MAP OF SAN VICENTE DAM RAISE VIEWPOINT LOCATIONS

Figure 3.3-1
Attachment: Pictures Shown During Presentation at LDRB Meeting

Viewpoint 1: Existing view looking northeast from the intersection of Vigilante Road and Moreno Road.

Viewpoint 2: Existing view looking northeast from the northbound shoulder of SR-67.
Attachment: Pictures Shown During Presentation at LDRB Meeting

Viewpoint 2: Simulated view looking northeast from the northbound shoulder of SR-67.

Viewpoint 3: Existing view looking northeast from residence on Johnson Lake Road in Eucalyptus Hills near SR-67.
Viewpoint 3: Simulated view looking northeast from residences on Johnson Lake Road in Eucalyptus Hills near SR-67.

Viewpoint 4: Existing view looking northeast from residence on Johnson Lake Road in Eucalyptus Hills.
Attachment: Pictures Shown During Presentation at LDRB Meeting

Viewpoint 4: Simulated view looking northeast from residences on Johnson Lake Road in Eucalyptus Hills.