

Sabre Springs Planning Group

November 18, 2009

6:30 p.m.

Carmel Mountain Ranch/Sabre Springs Recreation Center

1. Call to order
2. Roll Call
3. Approval of meeting minutes (July and September 16, 2009)
4. Approval of agenda
5. Chair's report – *CPC report, project updates, and outside committees*
6. Non Agenda Public Comment – *speakers may be limited to 3 minutes or less*

7. Police report – Susan Steffen

8. Reports from Offices of Elected Officials
 - a. 75th State Assemblyman Nathan Fletcher's Office – Oscar Urteaga
 - b. County Supervisor Pam Slater- Price's Office – Mark Olson
 - c. Mayor Jerry Sanders' Office – Stephen Lew
 - d. Councilmember Carl DeMaio's Office – John Ly

9. Community Planner's Report – Tony Kempton

10. Informational Items
 - a. *Sabre Springs Parkway Issues and Concerns (15 min.)*
Discuss issues and concerns with safety of pedestrians and bicyclists on Sabre Springs Parkway

11. Action Items
 - a. *Election of New Members (15 min.)*
 - b. *Angled Parking on Evening Creek Drive North and South (15 min.)*
Discuss and vote to accept or deny installing angled parking on Evening Creek Drive North and South
 - c. *California High Speed Rail Project – Craig Balben (30 min.)*
Discuss and vote on project issues that affect Sabre Springs, as indicated in the draft NOP/NOI letter
 - d. *Sabre Springs Maintenance Assessment District (15 min.)*
Discuss and vote on whether the MAD should be a separate group or continue to be part of the planning group. Possibly discuss and vote on the new median landscaping plan (if time allows).

12. Next Meeting: January 20, 2010 at 6:30 p.m.

13. Adjournment

If you have questions about this meeting, please call Craig Balben, Chairman, Sabre Springs Planning Group at 858-486-1583.

This information will be made available in alternative formats upon request. To request an agenda format, or to request a sign language or oral interpreter for the meeting, call 235-5200 at least five working days prior to the meeting to insure availability. Assistive Listening Devices (ALD's) are available for the meeting upon request.

Sabre Springs

Sabre Springs Planning Group

November 19, 2009

Mr. Dan Leavitt
ATTN: LA-SD HST Project EIR/EIS
925 L Street, Suite 1425
Sacramento, CA 95814

**Subject: Comments Regarding the NOP/NOI for the LA-SD HST Section via the
Inland Empire**

Dear Mr. Leavitt:

The Sabre Springs Planning Group (SSPG) is an officially recognized community planning group in the City of San Diego. Our purpose is to advise the San Diego City Council, Planning Commission, and other decision-makers on development projects, general or community plan amendments, rezonings, and public facilities. We are particularly interested in projects that could adversely affect the residents of Sabre Springs. The proposal to construct, operate, and maintain a high speed rail line through the Interstate 15 (I-15) corridor within the City of San Diego is of particular interest to the SSPG because as currently proposed, the Los Angeles to San Diego segment of the high speed train will traverse the western edge of the Sabre Springs community. The proximity of the proposed alignment to residential development, the potential need to condemn private properties to accommodate the new line because the existing freeway right-of-way in this area is extremely limited, the impacts to existing transportation facilities, and the adverse effects related to noise, visual quality, aesthetics, and community character are all of concern not only for Sabre Springs, but also for the other planned communities that border the I-15 corridor to the north and south including Rancho Bernardo, Rancho Penasquitos, Carmel Mountain Ranch, Mira Mesa, and Scripps Ranch.

In reviewing the Notice of Intent (NOI) that was published in the Federal Register and the Notice of Preparation (NOP) that was provided on your website, we are unable to find any details regarding the proposed project that were not already provided as part of the programmatic Environmental Impact Report (EIR)/Environmental Impact Statement (EIS) prepared in 2004. The SSPG previously did not provide comments about programmatic EIR/EIS.

Both the California Environmental Quality Act (CEQA) and the National Environmental Policy Act (NEPA) provide guidance on when and how scoping should be conducted prior to preparing environmental documentation. The CEQA Guidelines state that a

Notice of Preparation should provide sufficient information describing the project and the potential environmental effects to allow for a meaningful response. At a minimum, the NOP should provide adequate details about the project to enable the public to understand how the project could affect the environment. Section 1501.7(a) of the Council on Environmental Quality Regulations for Implementing NEPA states that as part of the scoping process “the lead agency shall determine the scope and the significant issues to be analyzed in depth in the environmental impact statement.” Section 1501.7(b) indicates that scoping meetings are often appropriate “when the impacts of a particular action are confined to specific sites;” and Section 1501.7(c) states that “an agency shall revise the determinations made under paragraphs (a) and (b) if substantial changes are made later in the proposed action, or if significant new circumstances or information arise which bear on the proposal or its impacts.”

Until an alignment within the I-15 corridor is proposed and adequate engineering plans are available to describe how the rail line will be constructed next to Sabre Springs, it is impossible for the community to identify all of the relevant issues that could impact the community. Instead, we are forced to provide a laundry list of probable impacts that may or may not be relevant to the final proposal. **We therefore request that the public be given a formal opportunity to provide additional scoping comments once the 15 percent engineering drawings are available for review and comment.** In the meantime, the SSPG is providing a number of general concerns that will need to be expanded upon when more specific project details are made available for review. These concerns are outlined below.

Project Alternatives

The Council on Environmental Quality describes the alternatives section as the heart of the EIS. As such, the alternatives presented in an EIS should be reasonable and implementable, must be given equal treatment, and must provide clear choices for the decisionmaker. Similarly, the CEQA Guidelines in Section 15126.6 state that an EIR shall consider a reasonable range of potentially feasible alternatives that will foster informed decisionmaking and public participation. Because an EIR must identify ways to mitigate or avoid the significant effects that a project may have on the environment (Public Resources Code Section 21002.1), the discussion of alternatives is required to focus on alternatives to the project design or its location which are capable of avoiding or substantially lessening any significant effects of the project, even if these alternatives would impede to some degree the attainment of the project objectives, or would be more costly.

Alternative Alignment. We believe that the programmatic EIR/EIS did not provide an adequate evaluation of a coastal route alternative and therefore this alternative should be considered again in the current draft EIR/EIS. In addition, even if the coastal route is ultimately identified as an alternative that was considered but dismissed from further consideration, the draft EIR/EIS should include a comparison of the environmental and fiscal costs and benefits of a coastal alignment and an inland alignment that follows the I-15 corridor.

Alternative Designs. The draft EIR/EIS should evaluate a variety of construction options, including: a) maximizing the length of rail line that is undergrounded in areas where sensitive noise receptors occur in proximity to the alignment and/or elevated lines would adversely affect the visual character of the community, such as the area between Lake Hodges and Los Penasquitos Canyon; b) minimizing the need for condemnation of private lands by incorporating the alignment into the existing right-of-way; and c) minimizing the length and height of elevated sections of the line where significant adverse impacts to visual quality could result, such as between SR-56 and Poway Road. Additional design options may also be apparent once details regarding the proposed alignment are provided for review.

Project Description

Section 15124 of the CEQA Guidelines requires an EIR to describe a proposed project in a way that will be meaningful to the public and to the decisionmakers. Normally, a preliminary engineering design of 30 percent is provided before a draft EIR is developed to evaluate potential effects. The NOP/NOI indicates that only a 15 percent design level will be provided for this draft EIR/EIS. It is imperative that the project description provided in the draft EIR/EIS be of sufficient detail to allow the affected communities and the decisionmakers to grasp the magnitude of the impacts that could result from the implementation of this project. Additionally, the design details must be specific enough to ensure the preparation of a meaningful and effective Mitigation, Monitoring, and Reporting Program, as required by CEQA.

Existing Conditions/Project Setting

The discussion of existing conditions in the programmatic EIR/EIS was far too generic and did not provide adequate information about the project setting and existing community character to allow for a comprehensive analysis of environmental consequences, even at the programmatic level. The proposed project-specific EIR/EIS will require an extensive review and detailed description of the existing conditions within the project's area of potential effect. The affected area will be different depending upon the topic being addressed. For instance, water quality impacts must consider the east-west watersheds, such as the San Dieguito River and Los Penasquitos Canyon watersheds, that the proposed alignment will cross. To evaluate the impacts of the project on visual quality will require the identification of specific viewsheds. This is particularly important in Sabre Springs, where much of the area in the western portion of the community has views of the I-15 corridor. The transportation facilities and general traffic circulation within each community along the I-15 corridor varies depending upon the size and location of the roads that feed onto the freeway and the mix of uses within the community. This information will be important in evaluating impacts to traffic circulation during project construction, as well as the long term effects of the rail line on existing transportation features such as carpool lanes, transit stations, and park and ride facilities.

Other important information that must be included in the existing conditions discussion is the proximity of residential development and public parks to the proposed rail line, as well as the significant natural open space areas, such as the Lake Hodges/San Pasqual

Valley area, Green Valley Creek, and Los Penasquitos Canyon, all of which would have to be crossed by the proposed rail line.

Environmental Impact Analysis

Construction Related Impacts. The residents of Sabre Springs have endured years of construction on the I-15 corridor. This ongoing construction affects air quality; increases noise, particularly at night; causes traffic congestion on the freeway and surface street congestion during freeway closures; and results in the replacement of green vegetation with concrete. Construction of a new rail line within the freeway corridor will result in similar impacts, all of which should be addressed in the draft EIR/EIS. The potential for full freeway closures, particularly at night should be disclosed, and adequate mitigation measures should be included to reduce air quality, noise, and traffic congestion impacts to below a level of significance.

Impacts to Existing Transportation Facilities. The portion of the I-15 corridor that extends from State Route 78 in Escondido to State Route 163 in San Diego is currently being upgraded to accommodate carpool and high occupancy vehicle traffic. Special elevated access ramps are being constructed to provide buses with dedicated access to transit stations; existing bridges are being reconstructed, some for the second time, to accommodate the expanded carpool lanes, and much of the existing right-of-way within this portion of the I-15 corridor is now covered in concrete with little if any room for additional facilities.

The draft EIR/EIS should describe how these new facilities could be impacted by rail line construction. Which facilities would have to be removed, relocated, or retrofitted? According to SANDAG, more than \$280 million dollars of the funds being used to implement the current transportation improvements along the I-15 corridor are Transnet funds, funds that are generated by the residents of San Diego County through the collection of a one-half cent sales tax. The draft EIR/EIS should include a detailed evaluation of how the construction and operation of the proposed rail line could impact the Transnet funded facilities. Adequate mitigation including reimbursement for any loss of facilities funded with Transnet dollars should be address in the document.

Impacts to Visual Quality, Aesthetics, and Community Character. Factors such as the height of proposed structures, design, color, visibility and placement within the viewshed, and proximity to other structures should all be considered in evaluating the impacts of the project on visual quality aesthetics, and community character. The impacts during construction may be different than those occurring after project completion. The document should include photo simulations that illustrate the visibility of facility from various parts of the community and the effects the facilities could have on existing open space areas such as Lake Hodges, Battle Mountain, Van Dam Peak, and Los Penasquitos Canyon.

Requirements for night lighting should also be addressed. The need for and potential effects, if any, of night lighting associated with the proposed rail line should also be addressed.

Increases in Ambient Noise Levels. The document must describe the anticipated noise impacts to sensitive receptors, such as schools, homes, and businesses, along the proposed alignment, particularly in areas where the system would be elevated. A comprehensive noise analysis should be conducted that takes into consideration the existing elevations of sensitive receptors and the proximity of the line to these receptors, as well as the existing and future noise levels generated from within the I-15 corridor. Noise levels at night will have a greater impact on adjacent residents; therefore, noise impacts that are averaged over a 24 hour period will not provide an adequate evaluation of potential noise impacts to adjacent residential areas.

The cumulative effect of all the noise generated within the I-15 corridor must be considered, as should any discernable differences in the type of noise generated by high speed trains, such as differences in pitch that could impact residents differently than standard noise generated by tires on the roadway. The draft EIR/EIS will also have to provide detailed information regarding how noise impacts would be mitigated, particularly where elevated tracks would be too high to construct sound walls or other noise reducing structures.

Impacts related to vibration during construction, as well as during project operation, should also be addressed.

Soil Related Impacts. There are a number of ancient landslides and slide prone clay formations along the I-15 corridor. The draft EIR/EIS should address the potential effects of existing soil problems on the proposed alignment. An evaluation of the potential effect of increased vibration in areas with known soil problems should also be included.

Mitigation Measures

The draft EIR/EIS should include a draft Mitigation, Monitoring, and Reporting Program that describes the measures that will be incorporated into the project to reduce impacts to below a level of significance and establishes responsibility for each measure in order to ensure that all of the proposed mitigation will be implemented.

Provided above is our initial list of potential effects that we believe must be addressed in the draft EIR/EIS. These comments are based on the limited information available regarding the ultimate design of the rail line through our community. As stated previously, we request the opportunity to provide additional comments, prior to the release of the draft environmental document, when site specific project details are available for our area. We appreciate this opportunity to provide comments and request that we be contacted as new information about the project is made available.

Sincerely,

Craig Balben, Chair
Sabre Springs Planning Group

cc: San Diego City Councilman Carl DeMaio
San Diego County Supervisor Pam Slater-Price
State Assemblyman Nathan Fletcher, 75th District
State Senator Dennis Hollingsworth, 36th District
Congressman Duncan D. Hunter, 52nd District
U.S. Senator Barbara Boxer
U.S. Senator Dianne Feinstein
SANDAG, Regional Transportation Planning

DRAFT



THE CITY OF SAN DIEGO

September 25, 2009

TR 309,751

Craig Balben, Chairperson
Sabre Springs Planning Group
13045 Evening Creek Drive S #45
San Diego, CA 92128

Dear Mr. Balben:

This is regarding a proposal to install angle parking on the west side of Evening Creek Drive North and South, along the curb frontage from 13112 to 13340. The affected property owners, through their Business Association, submitted a petition supporting this action. On street parking can be increased by 55 spaces with the installation of angle parking. It is our practice to seek input from community planning groups before sending issues to the City Council for final decision.

Attached is a map showing the properties affected by the proposed angle parking. Also included is figure showing the dimensions of the City's standard angle parking stall. Please contact Steve Denny at (619) 533-3169 within 30 days with your organization's recommendation.

Sincerely,

Gary Pence
Senior Traffic Engineer

SD:BD:sg

Attachment

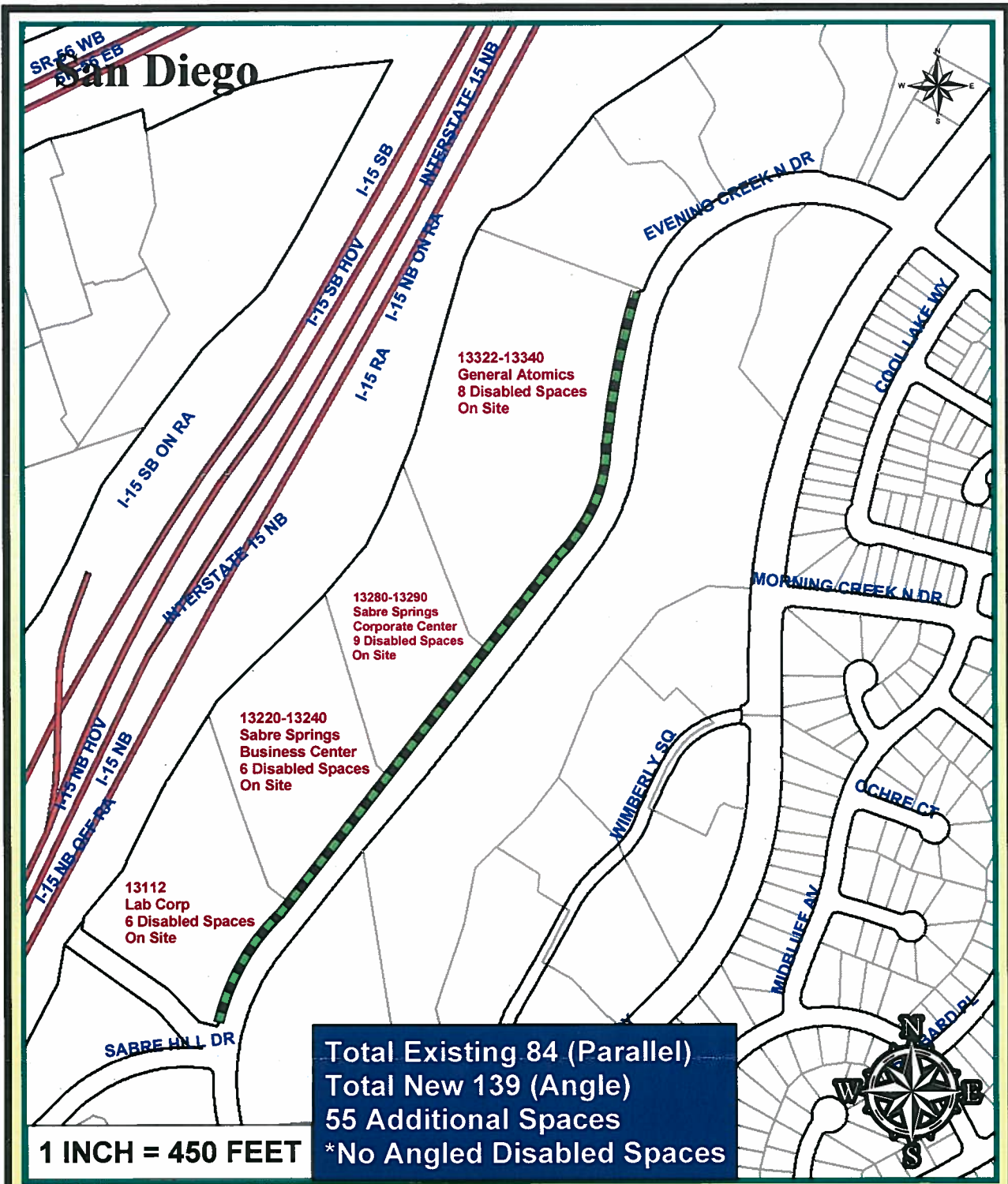


Engineering and Capital Projects Department

1010 Second Avenue, Suite 800 • San Diego, CA 92101

Tel (619) 533-3126 Fax (619) 533-3131





DATE: 08/14/09

EVENING CREEK DRIVE ANGLE PARKING

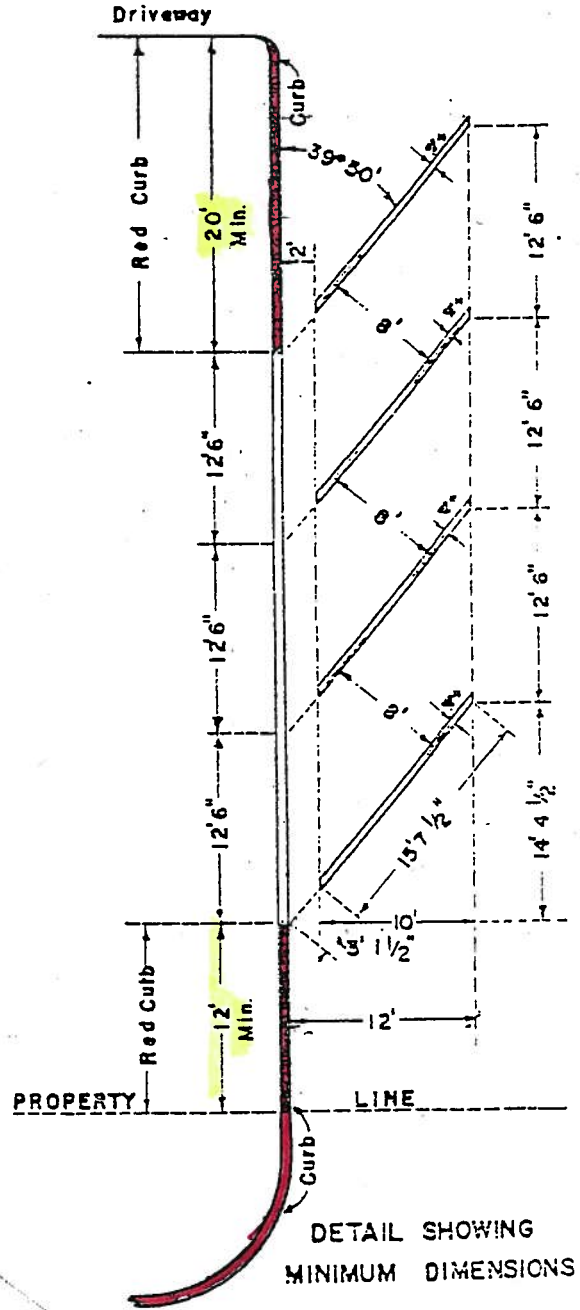
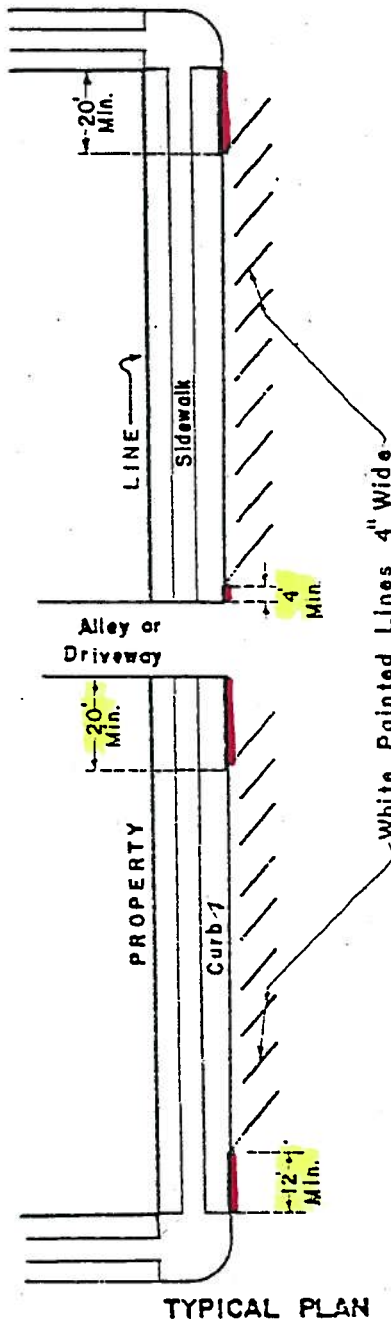
Legend

AREA AFFECTED BY ANGLE PARKING

Developers shall be held responsible for the accuracy of the information provided in this plan. The City of San Diego reserves the right to modify or cancel this plan at any time without notice. The City of San Diego is not responsible for any errors or omissions in this plan. The City of San Diego is not responsible for any damages or injuries resulting from the use of this plan. The City of San Diego is not responsible for any claims or liabilities resulting from the use of this plan. The City of San Diego is not responsible for any claims or liabilities resulting from the use of this plan.

THIS PLAN IS AN OFFICIAL RECORD OF THE CITY OF SAN DIEGO. IT IS SUBJECT TO THE CITY OF SAN DIEGO'S POLICIES AND PROCEDURES. IT IS THE RESPONSIBILITY OF THE APPLICANT TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM THE CITY OF SAN DIEGO. THE CITY OF SAN DIEGO IS NOT RESPONSIBLE FOR ANY DAMAGES OR INJURIES RESULTING FROM THE USE OF THIS PLAN. THE CITY OF SAN DIEGO IS NOT RESPONSIBLE FOR ANY CLAIMS OR LIABILITIES RESULTING FROM THE USE OF THIS PLAN.

REVISIONS				APPROVALS			
DESCRIPTION	BY	APPROVED	DATE	ENGINEERING DEPARTMENT			
FROM 513-EB	RWD		6-1-60	ENGINEERING DEPARTMENT	<i>[Signature]</i>		5/16/57
				WATER DEPARTMENT	<i>[Signature]</i>		5/16/57
				PUBLIC WORKS DEPARTMENT	<i>[Signature]</i>		5/27/57
				HARBOR DEPARTMENT	<i>[Signature]</i>		5/16/57
				CITY ATTORNEY	<i>[Signature]</i>		5/16/57



DETAIL SHOWING
MINIMUM DIMENSIONS
Scale: 1" = 10'

SPECIFICATION REFERENCE

CITY OF SAN DIEGO STANDARD DRAWING
STANDARD PAVEMENT MARKINGS
DIAGONAL PARKING STALLS

SCALE: AS SHOWN
DRAWING NO.
T-13-57

SABRE SPRINGS MAINTENANCE ASSESSMENT DISTRICT (SSMAD)
BYLAWS
November 2009

ARTICLE 1: GENERAL

1. The purpose and intent of the Sabre Springs Maintenance Assessment District (SSMAD) committee shall be to advise the city of San Diego's staff about the Sabre Springs residents' desires regarding the landscape beautification, enhancements, improvements, and maintenance of areas within the SSMAD geographic boundaries to include Poway Road (including the center-islands, rights-of-ways, and areas adjacent to these streets), that portion of Sabre Springs Parkway within the boundaries of the SSMAD, light posts on Springhurst others?? (city to provide official boundaries of SSMAD.)

Further, that the committee monitors all contractual agreements for the district assuring the community has the level of service it desires and that these services are provided in the most fiscally responsible manner possible.

The SSMAD is not intended to relieve the city of San Diego of its financial responsibility for normal landscape maintenance that would be provided by the city of San Diego, if the SSMAD were not in place.

ARTICLE 2: COMMITTEE

1. The committee shall consist of <X> members and <X> alternate(s) serving a term of <X> year(s) not to exceed <X> successive terms.
2. Members must reside, be a property owner, be a business owner or be a representative of a resident/property owner/business owner that has a home or business within the boundaries of the SSMAD.
3. The annual nomination for the committee shall be accepted at the <Month> SSMAD meeting and remain open until the (next) <Month> SSMAD meeting.
4. The SSMAD committee slate shall be presented at the <Month> meeting of the SSMAD, the <X> members with the most votes shall be elected.
5. The Chairperson and Secretary shall be selected at the next regular SSMAD meeting, by the incoming committee.

6. The governing body shall take office at the (month after “next”) <Month> SSMAD meeting.
7. If a member misses three successive meetings, without prior notification to the committee, the committee may request their resignation and/or the secretary may announce the vacancy.
8. In the event a committee member resigns or is removed, a replacement shall be nominated by the committee and elected by the SSMAD committee at their next meeting.
9. No member shall present him or herself as an official representative of the SSMAD at any meeting, press interview or public gathering, for the purposes of expressing the views, opinions or possible actions of the SSMAD without permission of the Chairperson.

ARTICLE III: OFFICERS

1. The Chairperson shall conduct the meetings and coordinate committee activities.
2. If the Chairperson is unable to preside over any meeting, he or she must appoint a designate.
3. The Chairperson shall submit to the Secretary an agenda no later than 10 days prior to the committee meeting. Any member may submit an agenda item to the Chairperson.
4. The Secretary shall record minutes of all meetings and prepare a membership list.
5. The Secretary will submit the agenda and minutes to the city representative 10 days prior to the meeting for mailing.

ARTICLE IV: MEETINGS

1. There should be a minimum of <X> meeting(s), bi-monthly on the third Wednesday of odd-numbered months (January, March, May, July, September, November) at 6:30 p.m. at the Carmel Mountain Ranch/Sabre Springs Recreation Center, unless otherwise noticed.
2. A quorum shall consist of a minimum of <X> members.

Sabre Springs Maintenance Assessment District (SSMAD) Bylaws

November 2009

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3. Other meeting locations and dates will be set by the committee.
4. Meetings requiring a vote shall be noticed in the local community newspaper or posted at the meeting location.

ARTICLE V: VOTING

1. Each member shall have 1 vote, including the Chairperson. In the absence of voting members, the alternate(s) shall be eligible to vote.
2. All issues regarding the quality, scope, or assessment of the SSMAD shall be voted on by the committee.
3. These bylaws may be amended by majority vote of the committee members.