

DATE ISSUED: August 18, 2005 **REPORT NO. PC-05-250**

ATTENTION: **Planning Commission, Agenda of August 25, 2005**

SUBJECT: UPGRADE AIRCRFT NOISE MONITORING FIELD SYSTEM – SAN DIEGO INTERNATIONAL AIRPORT - PROJECT NO. 67657. PROCESS 4

**OWNER/
APPLICANT:** San Diego County Regional Airport Authority, Quieter Home Program,
Nyle S. Marmion, Project Manager

SUMMARY

Issue: Should the Planning Commission approve a Public Right-of-Way Use Permit to allow installation and maintenance of ten 20-foot airport noise monitoring stations within portions of the public right-of-way in the following communities: Peninsula, Uptown, Ocean Beach, Mission Beach, Centre City, and Southeast?

Staff Recommendation: APPROVE Public Right-of-Way Use Permit 249359.

Community Planning Group Recommendations:

Ocean Beach Planning Board - At the July 6, 2005 meeting of the Ocean Beach Planning Board, the Board voted 9-0-1 to recommend approval of the location of Site 14A (Cape May Ave/Sunset Cliffs Blvd) within their planning jurisdiction. On July 7, 2004 the Ocean Beach Planning Board was given an advisory briefing on the Coastal Development Permit for Site 24.

Peninsula Community Planning Board - At the December 16, 2004 meeting of the Peninsula Community Planning Board, the Board voted 10-0-0 to recommend approval of the location of Sites 8 (Oleander Place/Amaryllis Dr.) and 25A (Santa Barbara St. between Niagara and Newport Avenues) within their planning jurisdiction.

Uptown Planners – At the July 5, 2005 meeting of the Uptown Planners, the Board voted 13-0-0 to recommend the location of Sites 4A (2nd Avenue/Juniper St.) and 18 (Nutmeg St./Brant St.) within their planning jurisdiction.

Centre City Advisory Committee – At the June 15, 2005 meeting of the Centre City Advisory Committee, the Committee voted unanimously (on consent) to recommend Sites 3 (8th Ave/Date St) and 5A (Columbia St./Fir St.) within their planning jurisdiction.

Southeastern San Diego Planning Committee - At the February 15, 2005 meeting of the Southeastern San Diego Planning Committee, the Committee voted 10-0-0 to recommend the location of Site 26 (Gateway Center Way adjacent to Dennis Allen Park) within their planning jurisdiction.

Mission Beach – The Mission Beach Precise Planning Board was presented an advisory briefing on June 15, 2004 regarding the California Coastal Commission Coastal Development Permit for Site 23. A recommendation vote was not taken.

Other Recommendations: On May 19, 2004, the California Coastal Commission issued the Notice of Intent to Issue Permit No. 6-04-023 for Sites 23 (North Jetty Road/Mission Blvd.) and 24 (W. Point Loma Blvd/Barnes Tennis Center) as approved May 14, 2004. These locations are within the First Public Roadway and the jurisdiction of the California State Coastal Commission.

Environmental Review: The City of San Diego has determined pursuant to the California Environmental Quality Act (CEQA) that the action is exempt pursuant to 15303 of the State CEQA Guidelines.

Fiscal Impact: The cost of processing this application is paid for by the applicant.

Code Enforcement Impact: None with this action.

Housing Impact Statement: None with this action.

BACKGROUND

Under the provisions of Title 21 of the California Noise Standards, the San Diego County Regional Airport Authority (Airport Authority), owner/operator of San Diego International Airport (SDIA) is mandated to provide continuous monitoring of the SDIA noise impacts on surrounding communities. The acceptable level of aircraft noise for persons living near airports is established by the California Noise Standards to be a Community Noise Equivalent Level (CNEL) of 65 decibels (dB). SDIA has been determined to be a “Noise Problem Airport” under Title 21 and must monitor noise impacts of its operations to support regulatory reporting and noise mitigation initiatives such as the Quieter Homes program which has provided noise attenuation treatment to approximately 600 homes around SDIA. Airport noise is monitored through a network of 24 remote noise monitoring stations as part of the Airport Noise and Operations Monitoring System - Geographic Information System (ANOMS-GIS). Because of the importance of correctly modeling and measuring the location of the noise contours, and because the location of these noise contours shift over time due to changes in aircraft and airport operations, the

Airport Authority must periodically upgrade and reconfigure its network of remote monitoring stations to correctly measure the existing noise environment.

In 2002, the Port District embarked on a project to upgrade the noise monitoring capabilities of its system to provide more accurate community monitoring of SDIA noise impacts. The Airport Authority, which became SDIA proprietor in 2003, subsequently commissioned a noise monitoring study authored by an acoustical consultant that recommended upgrading 16 of the existing 24 stations with the latest noise monitoring technology, adding two new stations, and relocating eight other stations within SDIA noise impact area. The Airport Authority's Airport Noise Advisory Committee approved the study in 2003. The upgrade of the 16 stations has been completed in the first phase of the project. The Airport Authority has filed a Right-of-Way Use Permit (Process 4) application with the City to add and relocate the remaining ten stations.

Since mid-2004, Airport Authority staff has been consulting with the following community planning boards to achieve consensus on the preferred locations of eight stations within respective planning jurisdictions. All proposed sites were selected primarily due to uninhibited line-of-sight access to SDIA arriving or departing aircraft:

- Centre City Advisory Committee – 2 locations/4 alternatives
- Ocean Beach Planning Board - 1 location/2 alternatives
- Peninsula Community Planning Board – 2 locations/3 alternatives
- Southeastern San Diego Planning Committee – 1 location/1 alternative
- Uptown Planners – 2 locations/3 alternatives

In addition, the Mission Beach Precise Planning Board and Ocean Beach Planning Board were given advisory briefings associated with California Coastal Commission approval of two Coastal Development Permits for Sites 23 (North Jetty Road/Mission Blvd.) and 24 (W. Point Loma Blvd/Barnes Tennis Center).

DISCUSSION

Project Description:

Ten proposed noise monitoring stations would be installed on 20-foot high aluminum poles with a microphone at the apex. An equipment cabinet would be located approximately four feet off the base. These stations are stand-alone systems with power provided by two four-foot wide solar panels and communications via a wireless data modem which transmits noise-monitoring data to the server at SDIA. The poles cannot be co-located on other poles (i.e., utility poles) or buildings due to provisions in Title 21 of the California Noise Standards that stipulate measures to prevent compromising aircraft noise monitoring data via electronic interference or acoustic reflection.

Following the community planning board consultations, the following sites are the preferred locations for the proposed ten stations:

- Station 3 (8th Ave/Date St)
- Station 4A (2nd Avenue/Juniper St.)
- Station 5A (Columbia St./Fir St.)
- Station 8 (Oleander Place/Amaryllis Dr.)
- Station 14A (Cape May Ave/Sunset Cliffs Blvd)
- Station 18 (Nutmeg St./Brant St.)
- Station 23 (Coastal Zone - North Jetty Road/Mission Blvd)
- Station 24 (Coastal Zone - W. Point Loma Blvd/Barnes Tennis Center)
- Station 25A (Santa Barbara St. between Niagara and Newport Avenues)
- Station 26 (Gateway Center Way adjacent to Dennis Allen Park)

Community Plan Analysis:

Each of the locations has been reviewed for consistency with the community plan. In general, the community plans encourage undergrounding of utilities and recognize the need to minimize installation of new above-ground utilities. These utilities cannot be undergrounded because the noise monitoring equipment must be able to record aircraft overflights. The Airport Authority considered, but rejected the alternative of installing the noise monitoring stations on existing utilities or structures. The equipment cannot be mounted on existing buildings or other utilities due to data quality objective as specified in Title 21, 5080.3, "Performance Specifications" and 5080.5, "Environmental Precautions and Requirements" regarding vibration, acoustic noise, and electrostatic / magnetic interference. The location of the poles within the right-of-way was presented to and approved by the local community planning groups taking into account local environmental factors such as aesthetics, functionality, and public safety.

Project-Related Issues:

The proposed poles within the right-of-way have been reviewed to determine there are no potential safety conflicts for pedestrians or vehicles. Installation contractors are required to maintain a minimum 10-foot horizontal edge-to-edge and minimum one-foot vertical edge-to-edge separation between all proposed poles, foundations, and grounding rods and all existing public underground sewer and water utilities. The proposed project locations are not subject to the Environmentally Sensitive Lands regulations and are exempt from the requirements of a Coastal Development Permit (CDP) for those sites located with City jurisdiction (stations 14 and 25). The State Coastal Commission is issuing the CDP for the two locations within their jurisdiction (stations 23 and 24). The findings for the Public Right-of-Way Use Permit are supported in the attached Resolution.

Conclusion:

Staff has reviewed the proposed Right-of-Way Use Permit and found it to be in conformance with the applicable sections of the San Diego Municipal Code. Staff has determined that the required findings can be made as the project meets applicable San Diego Municipal Code regulations and requirements. Staff recommends approval of the project as proposed.

ALTERNATIVES

1. **Approve Right-of-Way Use Permit 249359** with modifications.
2. **Deny Right-of-Way Use Permit 249359** if the findings cannot be affirmed.

Respectfully submitted,

Marcela Escobar-Eck
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Development Services Department

Cory H. Wilkinson
Project Manager
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Attachments:

1. Location, Aerial, Zone, Community Land Use Plan
 - A. Station 3 (8th Ave/Date St)
 - B. Station 4A (2nd Avenue/Juniper St.)
 - C. Station 5A (Columbia St./Fir St.)
 - D. Station 8 (Oleander Place/Amaryllis Dr.)
 - E. Station 14A (Cape May Ave/Sunset Cliffs Blvd)
 - F. Station 18 (Nutmeg St./Brant St.)
 - G. Station 23 (Coastal Zone - North Jetty Road/Mission Blvd)
 - H. Station 24 (Coastal Zone - W. Point Loma Blvd/Barnes Tennis Center)
 - I. Station 25A (Santa Barbara St. between Niagara and Newport Avenues)
 - J. Station 26 (Gateway Center Way adjacent to Dennis Allen Park)
2. Ownership Disclosure Statement
3. Project Chronology
4. Community Planning Group Recommendations
5. Coastal Development Permit (California Coastal Commission)
6. Draft Right -of-Way Use Permit with Conditions
7. Draft Resolution with Findings
8. California Public Utilities Code, Title 21, § 500, Subchapter 6, “Noise Standards”