

UNIVERSITY COMMUNITY PLANNING GROUP
University Town Center – Forum Hall
Executive Committee Monthly Meeting – Tuesday, October 12, 2010
Minutes (Final)

Directors present: Janay Kruger (Chair), Kris Kopensky (Secretary), Milt Phegley (Membership Secretary), Charley Herzfeld, Peter Burch, Linda Colley, Nan Madden, Mark Young, Deryl Adderson, Sam L. Greening, Jr., Pat Wilson, Harry Walker, Doug Williamson, Marilyn Dupree, Alice Tana, Sherry Jones, George Lattimer, and Juan H. Lias.

Directors absent: William Geckeler, Petr Krysl, and UCSD Student Representative

- 1. Call Meeting to Order** – Janay Kruger (Chair) at 6:02 PM.
- 2. Pledge of Allegiance.**
- 3. Agenda Adoption** – Item 10, coast income, rescheduled to November, Item 15, Superloop moved to its place, motion to move by Alice Tana seconded by Doug Williamson, 13 votes for and 2 against, motion passed.
- 4. Approval of September Minutes** – Revision recommended by Charley Herzfeld to edit item 12.vii and to revise spelling of his name throughout, recommendation by George Lattimer to edit item 12.viii, and recommendation by Doug Williamson to edit item 3.
Motion: motion to approve with changes by Doug Williamson, seconded by Deryl Adderson
Vote: Unanimous (abstention by Harry Walker and Pat Wilson).

Announcements – Janay Kruger (chair),

- a. Update on stop signs at Sodrbloom and Bothe, Nan has reviewed policy with parents of preschool, Janay working to get city and community to meet to resolve.
 - b. Planning commission and UCPG denied variance for Garden Communities however City Council approved waiver. History of issue from George Lattimer.
 - c. Review of CPC meeting. Discussion was mostly medical marijuana, discussion on whether or not to bring to UCPG, no strong recommendation to bring to UCPG.
- 5. SDPD Al Alvarez – Community Update**, absent.
- 6. Reports-**
- a. **Membership - Milt Phegley** (Membership secretary) –
 - i. Forms on hand to sign up as UCPG general member.
 - ii. List on hand to document meeting attendance.
 - b. **UCSD – Milt Phegley**
 - c. **Councilperson Sherri Lightner Office** – Jesse Mays
 - i. At last council meeting, Sheri pointed out that more affordable housing was needed, Jesse shared stats on community housing.
 - ii. New community newsletter "spotlight" available by email request.
 - iii. Sheri asked for city council to draft a letter to Governor Schwarzeneger in opposition of increasing cap on CCDC, but motion did not pass.
 - iv. Discussions continue with UCSD on FBA and impact studies
 - d. **Supervisor Ron Roberts Office** – Woo Jin Shim
 - i. None
 - e. **Assemblyman Nathan Fletcher** – Sterling McHale
 - i. Budget, near passed, should be available by mid October.
 - ii. Assemblyman has 21 bills passed, 10 signed in 09/10 session.
 - iii. Discussion on bill passed for increase of CCDC cap.
 - f. **53rd District** – Daniel Hazard for Congresswoman Susan Davis
 - i. Susan's primary goal and focus is economy and small business.
 - ii. Introduced legislation to further define state education criteria.
 - iii. Newsletters available.

- g. **50th District** – absent.
 - h. **MCAS Miramar** - Juan H. Lias
 - i. No announcement but appreciates support or tolerance of air show.
 - i. **Planning Department** – Absent
- 7. Public Comment**
- i. None
- 8. Action Item: La Jolla Commons Cellular** - Shelly Kilbourn, PLANCOM representing AT&T
- i. Drawings and detail provided.
Motion: Motion to recommend approval by Linda Colley, seconded by Doug Williamson **Vote: Unanimous in favor, motion passed.**
- 9. Action Item: Super Loop Committee Suggestions** - Alice Tana and Dale Disharoon
- i. Review of noise issues associated with super loop, presentation by Dale attached.
Motion: Motion for UCPG to send a letter to FTA regarding peer review and noise fix from report discussed in presentation by Alice Tana, seconded by George Lattimer. **Vote: 14 to approve, 2 against, motion passed.**
- 10. Information Item: AMC Theaters at La Jolla Square Center** - Paul Mc Neill
- i. Change in food service and remodel project, presentation and hand out attached.
- 11. Information Item: Mid Coast Trolley Status** - Anne Steinbrenner and Greg Gastelum
- i. Presentation and Handout attached.
 - ii. looking at feasibility about adding a station at VA hospital.
 - iii. Environmental analysis underway.
 - iv. Application to FTA in 2010.
 - v. Draft SEIS/SEIR public review planned in summer/fall 2011.
 - vi. More info at www.sandag.org/midcoast or 619.595.5620 and midcoast@sandag.org
- 12. Information Item: Water Purification Demonstration Plan** - Cathy Pieroni
- i. Presentation attached, details alternative water options and needs as well as demonstration diagram of advanced water purification processes.
 - ii. More info at Www.purewatersd.org, Purewatersd@sandiego.gov, or by phone at 619.533.7572.
- 13. Action Item: NUP, Urgent Care Facility 4085 Governor Drive** - Janay Kruger
- i. Attachment, neighborhood use permit, community planning committee distribution form, and email from Michelle Sokolowski regarding proposed urgent care.
 - ii. Executive committee shared concerns about needing more information and a representative from the Urgent Care Facility available for questions.
Motion: Motion to request more information and a presentation by a representative of the Urgent Care Facility by Harry Walker, seconded by George Lattimer. **VOTE: Unanimous (recusal by Deryl Adderson), motion passed.**
- 14. Information Item: Update on RFP for sale or lease of 80 acres east of I-805, City Property to construct a natural gas power plant, south of Miramar Road. RFP Due 8/17/10, 200, 300 megawatts** - Russ Gibbons
- i. Russ absent.
 - ii. Public recommendation to invite Mayor to meeting to discuss.
 - iii. Marines at MCAS have not taken position as they have not been presented information.
- 15. Ad Hoc Committees**
- a. Glider park –
 - i. meeting about a month or two ago

- ii. Things moving through park system
- iii. Park system will come to UCPG before going to city

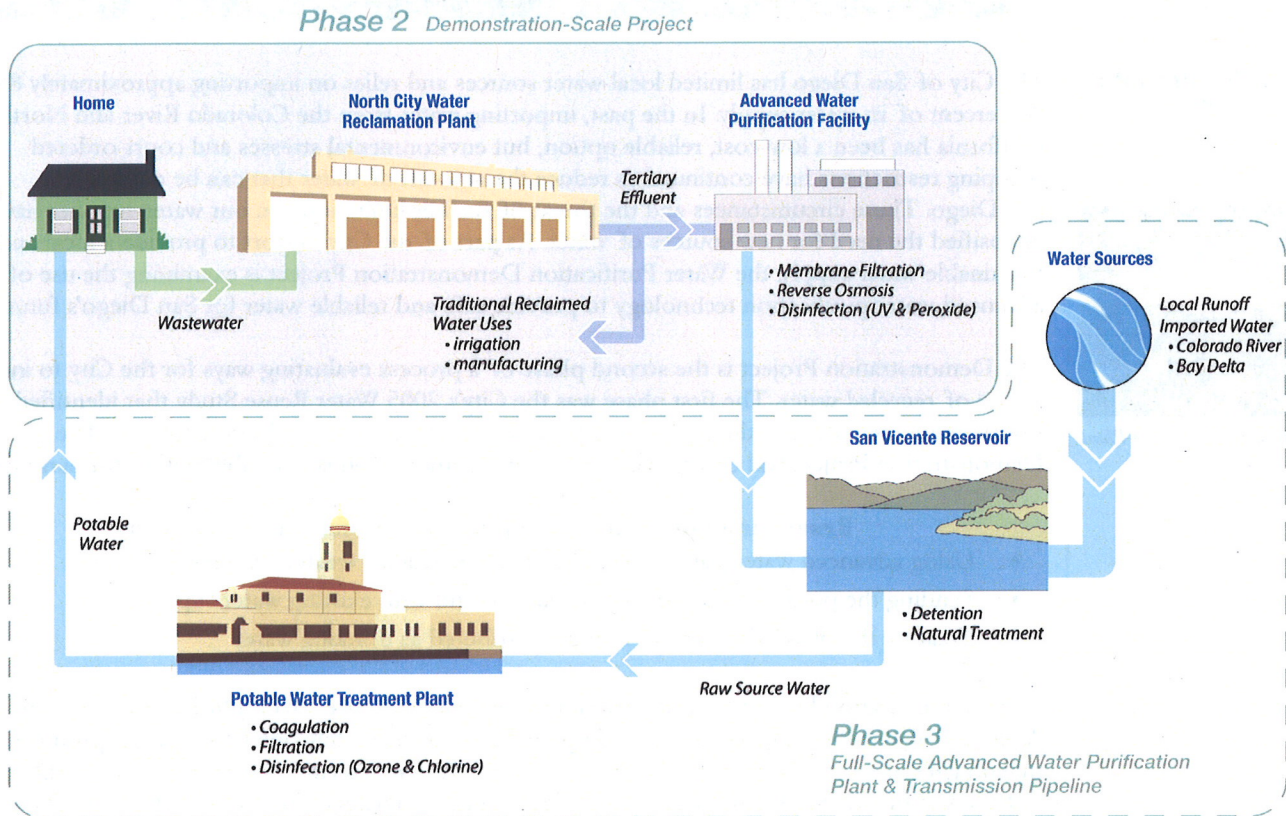
16. Adjourn – 9:02 PM

Submitted by:

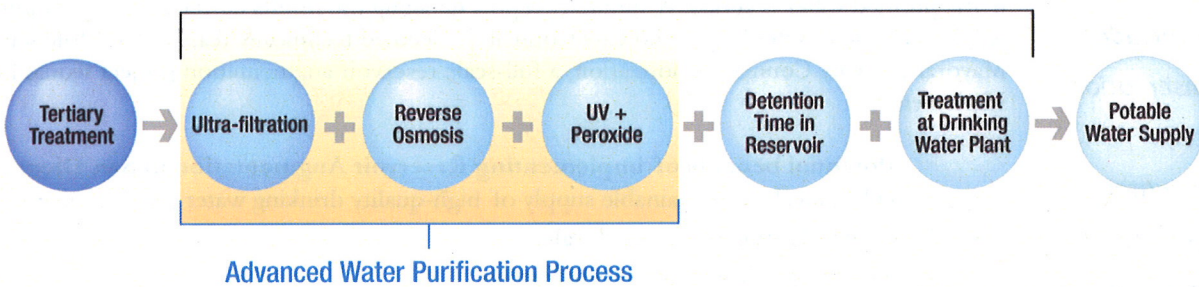
Kristopher J. Kopensky, Secretary
University Community Planning Group

Water Purification Demonstration Project

Advanced Water Purification Process



Multi-Barrier Water Treatment Steps



The multiple barrier approach is a proven means to protect public health. Each barrier or step must have frequent and continuous water quality monitoring. Safeguards are built into the process to insure that a failure or error at any given treatment step would not compromise public health.

Fact Sheet

Water Reuse Program

Water Purification Demonstration Project

Water Purification | Demonstration Project



North City Water Reclamation Plant

The City of San Diego has limited local water sources and relies on importing approximately 85 to 90 percent of its water supply. In the past, importing water from the Colorado River and Northern California has been a low-cost, reliable option, but environmental stresses and court-ordered pumping restrictions have continued to reduce the amount of water that can be delivered to San Diego. These circumstances and the threat of further limitations on our water supplies have intensified the need for new sources of water. As part of the City's effort to provide a local and sustainable water supply, the Water Purification Demonstration Project is examining the use of advanced water purification technology to provide safe and reliable water for San Diego's future.

The Demonstration Project is the second phase of a process evaluating ways for the City to increase its use of recycled water. The first phase was the City's 2005 Water Reuse Study that identified reservoir augmentation as the preferred option for developing recycled water sources. The Demonstration Project will determine if reservoir augmentation is a feasible option for San Diego.

Reservoir augmentation is a multi-step process that includes:

- Using advanced water purification technology on highly treated wastewater
- Sending the purified water to a reservoir to blend with existing water supplies
- Treating the blended water again to be distributed as drinking water

The Demonstration Project is underway and will conclude in early 2013. During this time, the Advanced Water Purification Facility will operate for approximately one year and will produce 1 million gallons of purified water per day. A study of the San Vicente Reservoir is being conducted to test the key functions of reservoir augmentation and to determine the viability of a full-scale project. No purified water will be sent to the reservoir during the demonstration phase.

An independent advisory panel of experts is providing oversight on project research to determine (1) if the purification system satisfies all water quality, safety and regulatory requirements of the California Department of Public Health, and (2) the behavior of the reservoir and what will happen if the purified water is added. A summary report detailing the results of the Demonstration Project will be provided to the Mayor and City Council. If deemed technically feasible, and following Mayoral and City Council authorization, a full-scale reservoir augmentation project would be implemented.

Potential benefits of implementing Reservoir Augmentation in San Diego:

- Provide a local and sustainable supply of high-quality drinking water for San Diego
- Increase utilization of recycled water
- Decrease dependence on imported water
- Provide a supply of water that uses less energy than imported water
- Improve the quality of water in the San Vicente Reservoir
- Have a positive impact on the environment by producing less discharge into the ocean and working toward lower carbon emissions

In an effort to keep San Diego citizens informed about this important project, the public outreach program is offering free tours of the Advanced Water Purification Facility (following its completion in 2011), and project presentations will be made to groups upon request. For more information, please call (619) 533-7572 or email purewatersd@sandiego.gov.

A water resource strategy that includes planning, conservation, recycled water, groundwater, water reuse, and watershed and resource protection is helping to meet future water needs.



THE CITY OF SAN DIEGO



City of San Diego Public Utilities Department • Long-Range Planning & Water Resources Division
600 B Street, Suite 600, San Diego, CA 92101 • (619) 533-7572 www.purewatersd.org

Public Information Office 10/01/10

AT A GLANCE: MID-COAST CORRIDOR TRANSIT PROJECT



The Mid-Coast Corridor Transit Project proposes an 11-mile extension of the San Diego Trolley Blue Line. It is one of the highest priority transit projects in the San Diego region. This project will increase access to the regional transit system and provide an attractive alternative to auto travel, and is a key component to San Diego's future mobility.

Access to regional transit system

- Nearly 20,000 new transit riders each day
- Extension of existing Blue Line Trolley – direct connection to Green Line
- Parking at selected stations along the route
- Coordinated bus connections

Smart growth areas

- Corridor projected to grow 14% in population and employment by 2030
- University City is second most dense area in San Diego County
- Stations within ¼-mile of medium-high density employment and population areas
- Designated future Smart Growth areas along route

Attractive alternative to auto travel

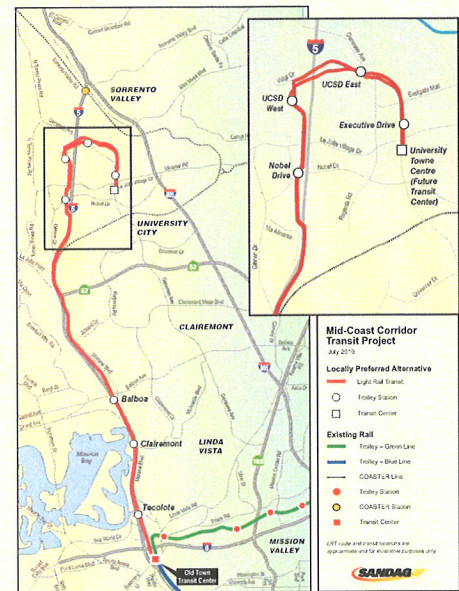
- Approximately 30-minute travel time between downtown and UCSD
- Frequent service – every 7.5 minutes
- No transfers needed from international border to University City

Reach GHG reduction targets

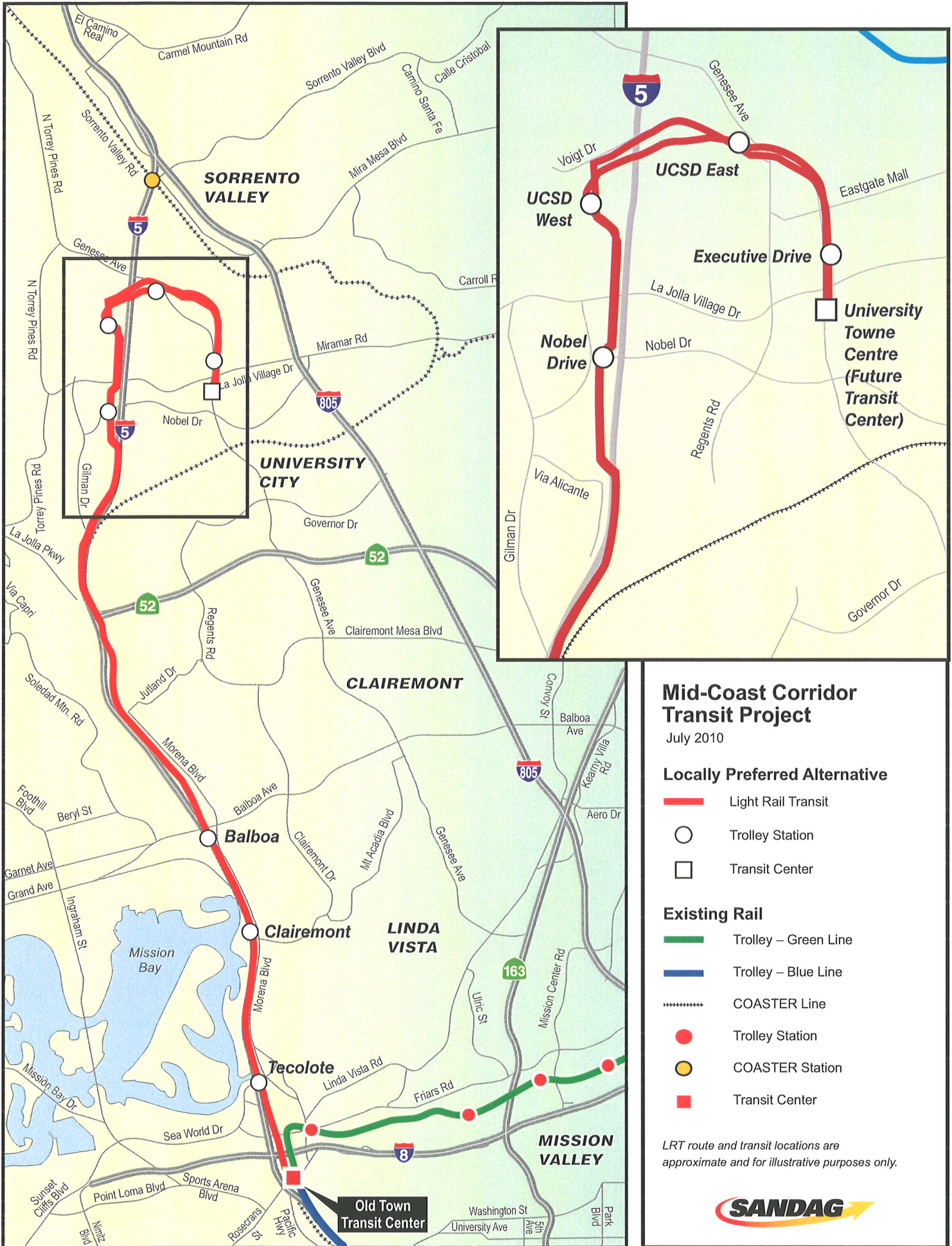
- 12,100 fewer daily highway trips
- Vehicle Miles Traveled reduced by 123,900 each day
- 7,500 hours of travel time saved daily

Economic impact

- University City had an economic impact of \$9 billion in 2007
- Westfield UTC shopping center expansion will increase property and sales tax to \$7.3 million
- Every dollar invested in public transit returns \$4 to \$9 in economic benefit
- Every \$100 million invested in public transit nets approximately 4,000 jobs



SANDAG
401 B Street, Ste. 800
San Diego, CA 92101
Phone: (619) 699-1950
Fax: (619) 699-1905
www.sandag.org/midcoast



Mid-Coast Corridor Transit Project

July 2010

Locally Preferred Alternative

- Light Rail Transit
- Trolley Station
- Transit Center

Existing Rail

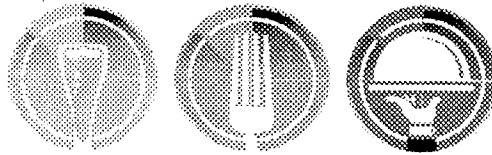
- Trolley – Green Line
- Trolley – Blue Line
- COASTER Line
- Trolley Station
- COASTER Station
- Transit Center

LRT route and transit locations are approximate and for illustrative purposes only.





AMC La Jolla 12 In-Theatre Dining Overview



FORK & SCREEN™
MOVIES. MENUS. MORE.



AMC is Kansas City based, privately held and the second largest exhibitor in the U.S.

- 381 theatres; 5,325 screens
 - \$2.7B in revenues
 - 227M attendance
- Stable industry fundamentals, strong near-term company growth driven by premium formats, digital expansion, and improved food & beverage options
- Predominantly a major market operator with industry leading theatre-level metrics
- **Top 5 Markets** *based on Rent-Trac data
 - NY
 - LA
 - Chicago
 - DC
 - Dallas





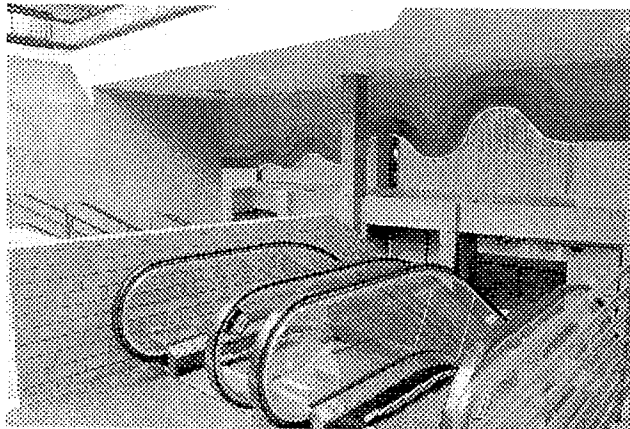
AMC La Jolla 12 Lease Expires 2014

- AMC believes that repositioning this location with in-theatre-dining can
 - Maximize productivity at the theatre
 - Embrace consumer trends
 - Ensure a new lease term
 - \$7M in upgrades



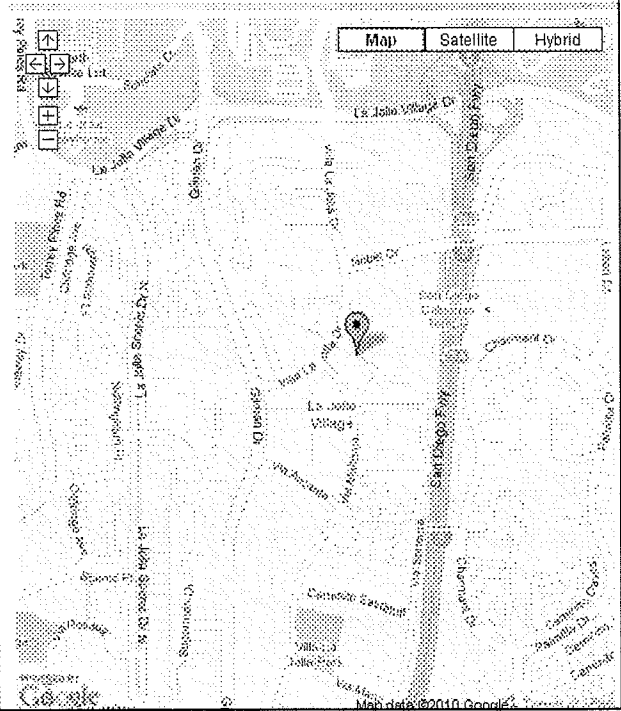
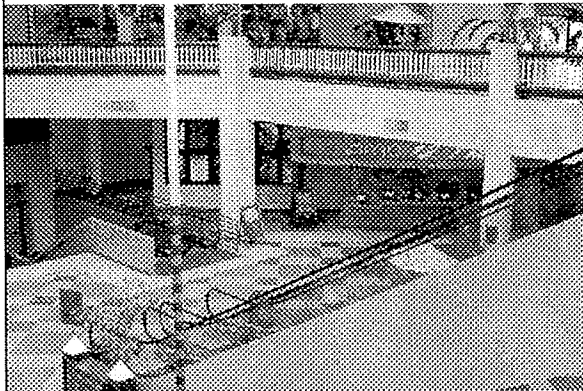
Industry Trends

- Sight
- Sound
- Food & Beverage



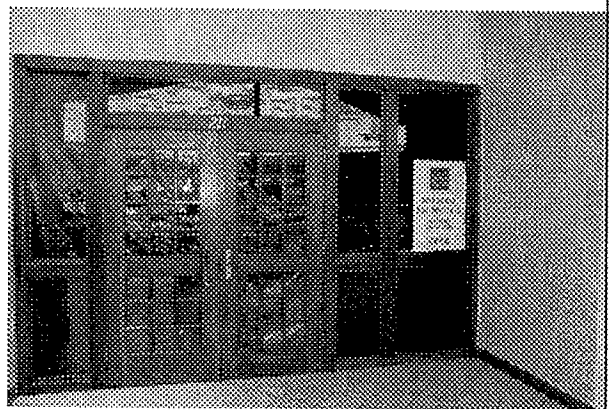


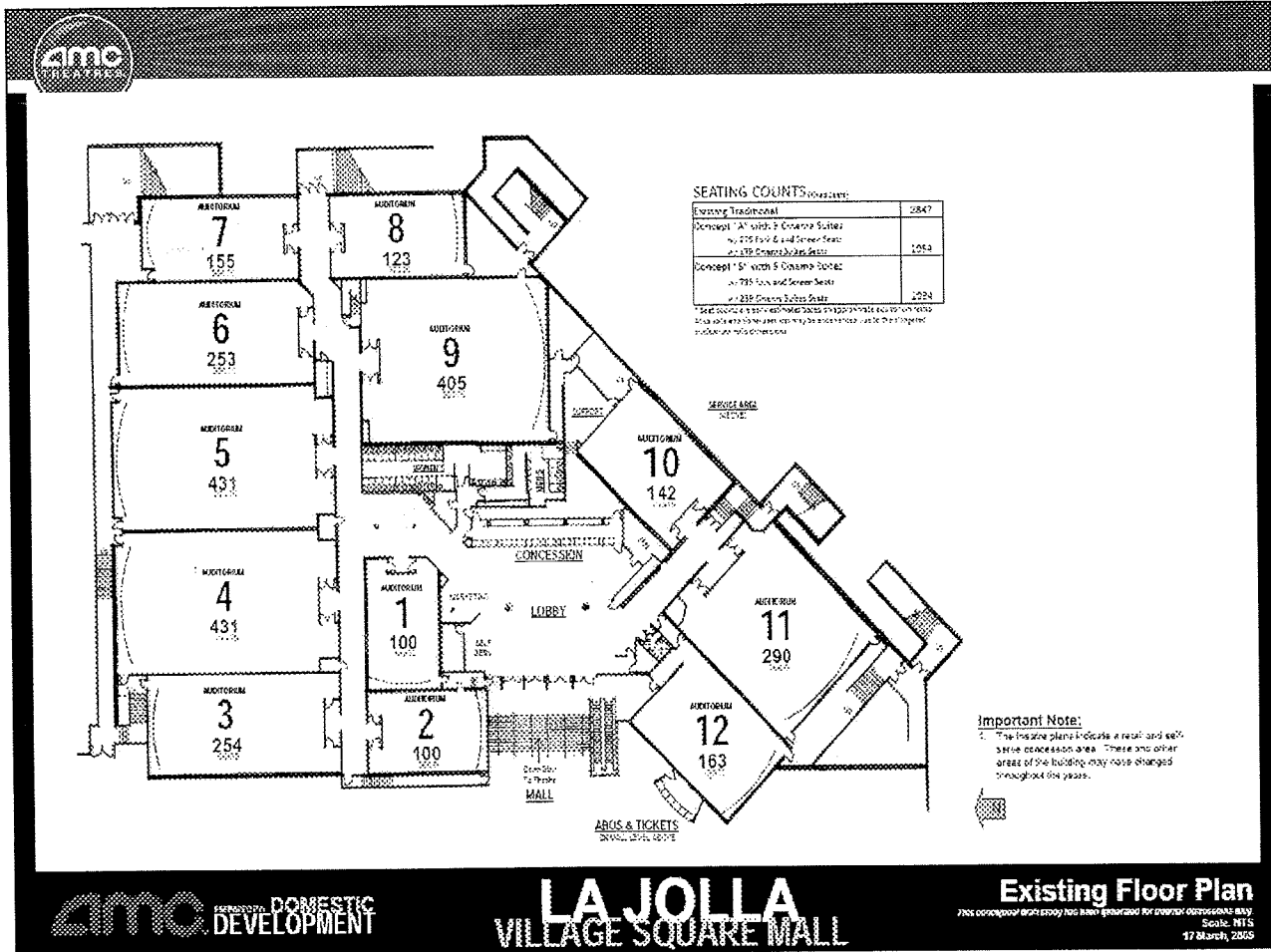
Location: 8657 Villa La Jolla Dr.
San Diego, CA 92037





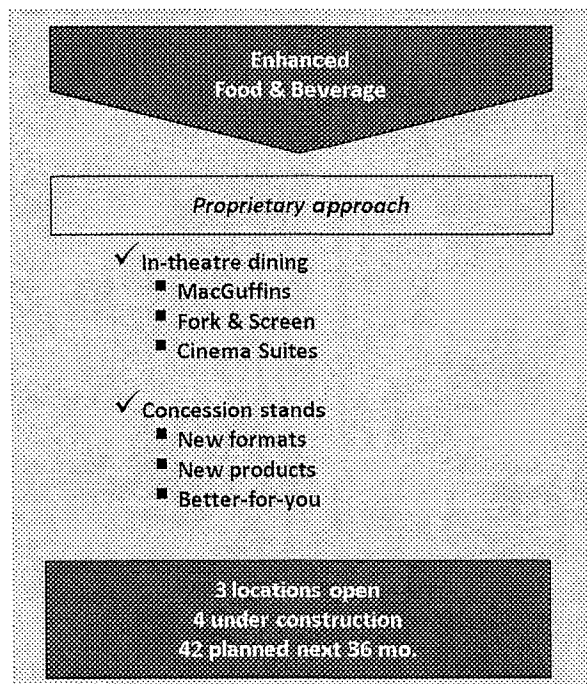
Site Photos







AMC is well positioned to benefit from industry trends



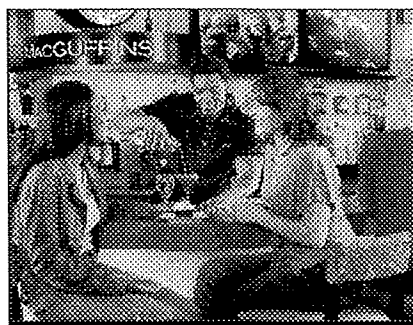
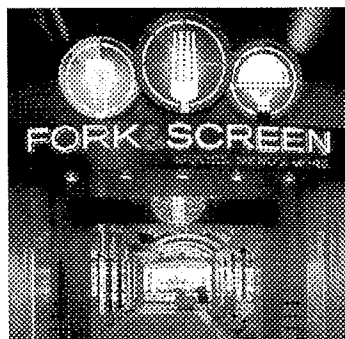


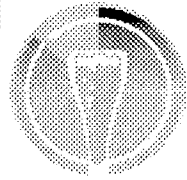
AMC History with Operating Restaurants

- **AMC has successfully operated restaurants and in-theatre dining for over 10 years**
 - Restaurant upgrades with high end finishes
 - Full kitchen capability
 - Food and Beverage revenues account for 60-70% of total revenue
 - Alcohol sales account for 10-20% of Food & Beverage sales
 - Box office admissions account for the remaining 30-40%.
 - Meal service is not secondary, but *primary*



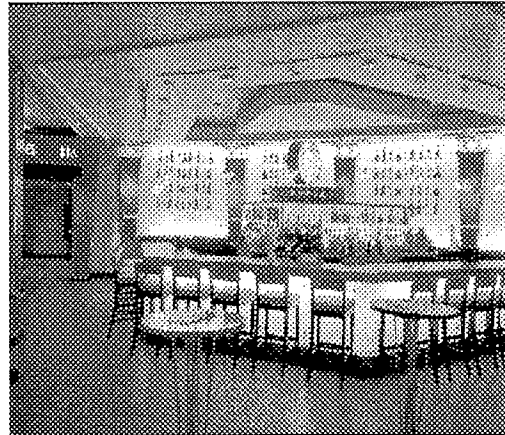
The Dining Experience

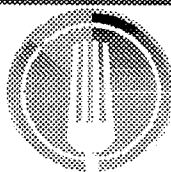




MACGUFFINS™

- Meeting space with small plate menu
- Warm, relaxing and inviting lounge
- Guests can relax before or after their show
- Guests must be 21 or older





FORK & SCREEN™

- Casual in-theatre dining and entertainment experience
- Presented in the immersive, big-screen viewing environment
- Seat-Side Service, soft, comfortable seating
- Fresh, quality menu of appetizers, entrees, and desserts
- Beer, wine and cocktails available
- Guests must be 18 or older unless accompanied by an adult.

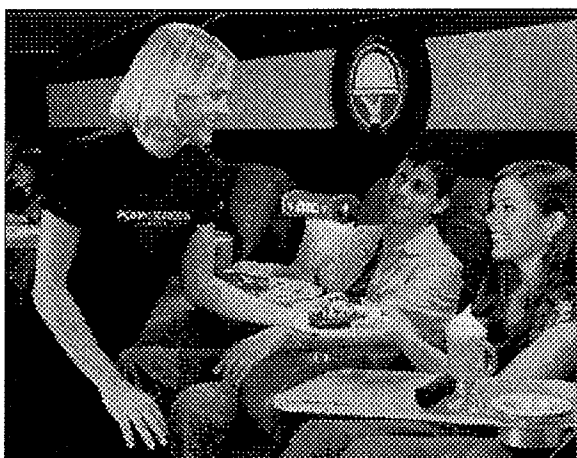


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CINEMA SUITES™

- A premium, upscale in-theatre dining and entertainment experience.
- Extensive menu featuring fresh, quality ingredients on unique swivel table
- Plush, reclining seats with up to nine feet of row spacing
- Expanded menu offerings
- Guests must be 21 or older





How it works- Guest Satisfaction

- **Seat Count** – Seat counts are reduced by 50-70%
 - After reconfiguration, a traditional 100 seat theater would have 35-50 guests.
 - Better circulation of servers and supervision of guests
- **Light Levels** – Lighting levels are 10-15%
 - Allows servers to deliver food and drinks safely and to allow guests to eat while the movie is playing
- **In-Theatre-Service** – Staffing and interaction with guests is similar to that of a traditional casual dining restaurant

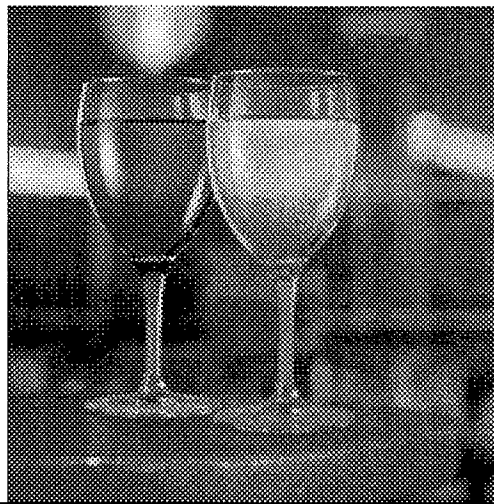


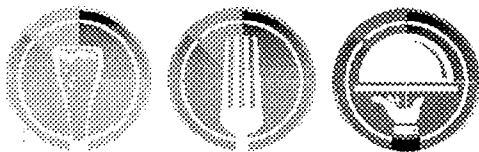
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AMC's Alcohol Control Plan

- **Age Restriction** – Guests must be 21 or older
 - Identification must be presented when tickets are purchased and when tickets are torn.
 - Associates must be 21 years of age to sell, pour alcohol, or remove open alcohol containers
 - All guests who order an alcoholic beverage must show ID





FORK & SCREEN™
MOVIES. MENUS. MORE.

EXISTING



SS0079
North City Water Treatment
4949 Eastgate Mall Dr.
San Diego, CA 92121



Proposed antennas mounted within
proposed pyramid

Proposed equipment enclosure
(not visible at this angle)
to match existing building



PROPOSED

Photosimulation of proposed telecommunications site

UNIVERSITY COMMUNITY PLANNING GROUP

Notice of Executive Committee Monthly Meeting

University Town Center – Forum Hall

6:00 P.M. Tuesday October 12, 2010

AGENDA (FINAL) Times approximate

- 6:00 1. Call Meeting to Order - Janay Kruger, Chair
- 2. Pledge of Allegiance followed by Moment of Silence
- 3. Agenda: Call for additions/deletions: Adoption
- 4. Approval of Minutes: September, 2010 Minutes
- 5. Announcements – Chair Stop Signs, Costa Verde Variance of Aff. Fees, CPC – Medical Marijuana, Expedite Program
- 6. SDPD Al Alvarez – Community Update

- 6:15 7. Reports
UCSD & Membership Milt Phegley
Councilperson Sherri Lightner Office Jesse Mays
Supervisor Ron Roberts Office Woo Jin Shim
Assemblyman 75th Nathan Fletcher
53rd District Community Representative
50th District Andrew Lund
MCAS Miramar Juan H. Lias
Planning Department Dan Monroe

- 6:30 8. Public Comment: Non-Agenda Items 3 minutes per speaker

- 6:40 9. Action Item: La Jolla Commons Cellular

Presenter: Shelly Kilbourn, PLANCOM

- 6:50 10. Information Item: Coast Income Properties, new office building
Towne Centre Dr./Eastgate Mall 100,000 sf

Presenter: Dan Curran Coast Income Properties

- 7:00 11. Information Item: AMC Theaters at La Jolla Square Center
Change in food service and remodel

Presenter: Paul McNeill AMC Theaters

- 7:10 12. Information Item: Mid Coast Trolley Status, Q&A

Presenter: Anne Steinbrenner and Greg Gastelum, SANDAG

7:30 13. Information Item: Water Purification Demonstration Plan

Presenter: Jen Farrow, City of SD Water Department

8:00 14. Action Item: NUP, Urgent Care Facility

4085 Governor Drive 8 a.m. to 8 p.m., 2915 sf

Presenter: Brian

8:20 15. Action Item: Super Loop Committee Suggestions

Presenter: Alice Tana and Dale Disharoon, Sub-Committee

8:35 16. Update/Status of RFP for Sale or Lease of 80 acres east of I-805,
a natural gas power plant. South of Miramar Rd. RFP due 8/17/10, 200
300 megawatts.

Issues: Biology, MSCP, Zoning, Terms of the RFP, Vote of the people to

sell property, MCAS, residents.

Presenter: Russ Gibbons, City Economic Development Dept.

8:45 17. Ad Hoc Committees

TPCP Glider Park

Doug Williamson

High Speed Rail Study

Sam L. Greening, Jr., Chair

Bicycle & Pedestrian Safety

Peter Krysl & Charles Hersfeld,

Chairs

9:00 18. Old Business/New Business

9:00 19. Adjournment

Future Agenda Items: High Speed Rail, Airport environs overlay, zoning/land use
update for MCAS, UC Village, Scripps Healthcare, Irvine Company Office Bldg.

Next Meetings:

November 9, 2010 Agenda: Scripps Update, Genesee Executive Plaza,

change sf to Medical, Stop Sign Update, Gas Plant Update

December 14, 2010 Possibility of No meeting/Holidays

January 11, 2011

February 8, 2011

March 8, 2011 Election of Executive Board

Doug Williamson raised a point of order concerning Action Item 14: Reconsideration of Stop Signs. He stated that our bylaws are silent with respect to a rehearing, therefore Robert's Rules of Order apply. Reconsideration is only permitted during the same meeting and hearing a previously approved item sets a dangerous precedent for our board. The Chair decided to remove the term "reconsideration," let the action item remain, and rehear the matter.

TECHNICAL MEMORANDUM

To: Villas Mallorca Home Owners Association

From: Michael Carr

Date: September 15, 2010

Subject: Monitoring of SuperLoop Noise Levels at Villas Mallorca

Reference: HMMH Project # 304310.000

1. INTRODUCTION

Harris Miller Miller & Hanson Inc (HMMH) has been retained by the Villas Mallorca Home Owners Association and Merit Property Management to conduct field noise monitoring of noise levels generated by the SuperLoop Transit Project (SuperLoop) operations at the Villas Mallorca community located in La Jolla, San Diego, CA. The objective of this assessment is to provide further documentation and measurement data for operational noise levels generated by SuperLoop. The primary issue affecting the Villas La Jolla community is the SuperLoop gasoline-electric hybrid bus pass-bys fronting the community along Villa La Jolla Drive and the distinct nature of the generated noise. A description of the study area and the SuperLoop operations are provided below.

1.1 Study Area

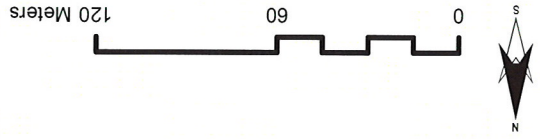
The Villas Mallorca community is located on Villa La Jolla Drive, between Nobel Drive and Gilman Drive in the La Jolla community of the City of San Diego, CA. The noise environment in the vicinity of the Villas Mallorca community is largely typical of a suburban area; contributing noise sources include vehicular traffic, activity at nearby commercial/retail centers, and general community noise. Ambient noise in the study area is primarily influenced by local vehicular traffic along Gilman Drive, Villa La Jolla Drive, and Nobel Drive; additionally, regional traffic noise from the San Diego Freeway (Interstate-5) contributes to the noise environment, but to a lesser extent. Figure 1 shows the study area.

1.2 SuperLoop Description

The SuperLoop is a project of the San Diego Association of Governments (SANDAG), operated by Metropolitan Transit Services, Inc (MTS) in the University City and La Jolla communities of San Diego, CA. To facilitate the SuperLoop, MTS operates a fleet of gasoline-electric hybrid buses along the 8-mile bus route. The SuperLoop buses enter the study area traveling westbound on Nobel Drive, turn south-southwest on Villa La Jolla Drive past the Villas Mallorca community and continue out of the study area after turning northbound on Gilman Drive towards the University of California San Diego (UCSD) campus. This route is identified as SuperLoop Route 201 and Route 202 for counter-clockwise and clockwise directions respectively.

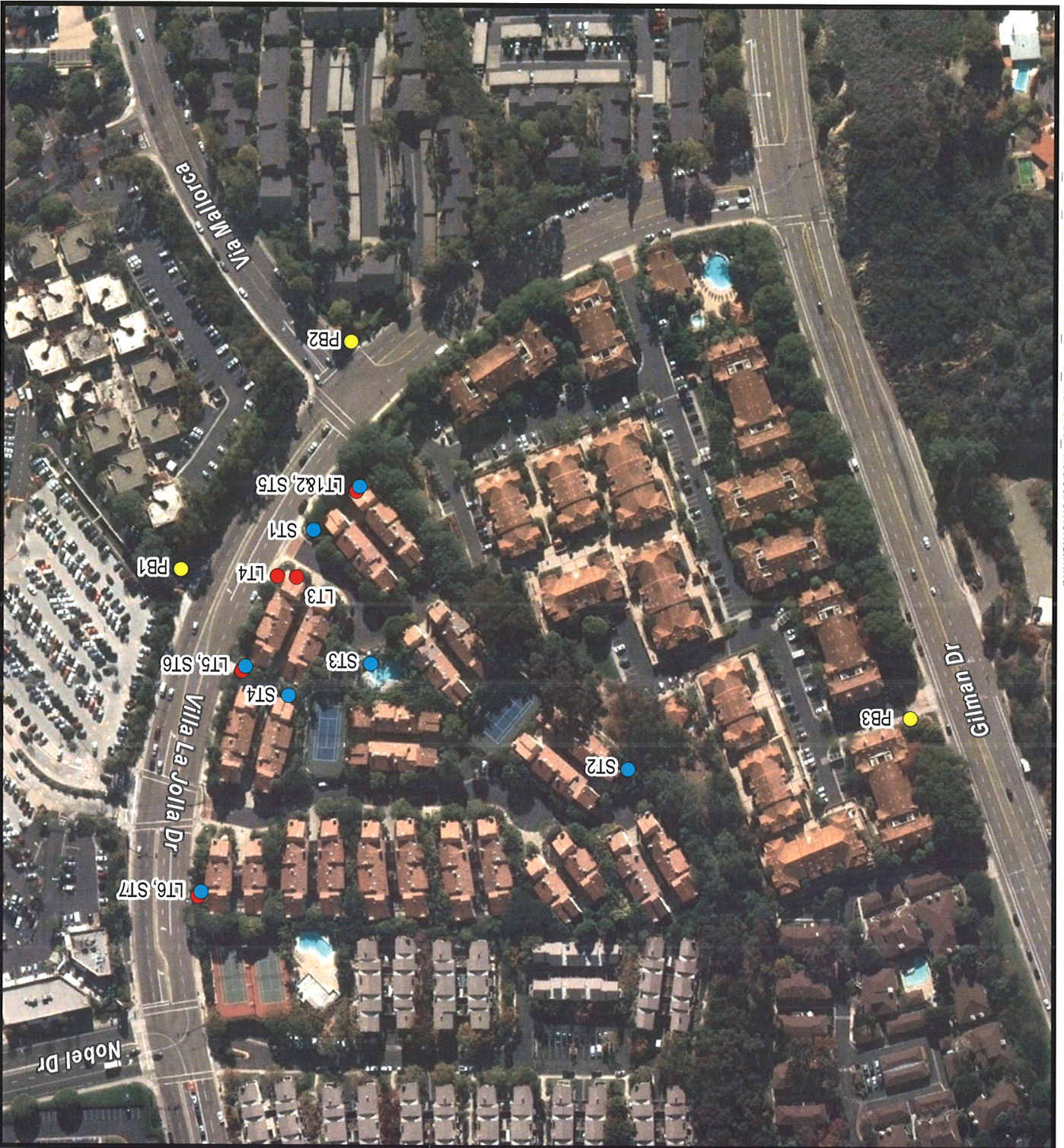
SuperLoop planned operations outline a variable schedule beginning at 5:00 AM until 10:00 PM with peak operational periods between 6:00 AM to 9:00 AM and 3:00 PM to 6:00 PM. Typical bus schedules operate on a 15-minute headway (time between scheduled operations), with peak operations increasing to a 10-minute headway.

Scheduling information published on the MTS website at the time of this assessment differed slightly from the planned operations for the SuperLoop bus routes. The scheduled operations for SuperLoop Routes 201 and 202 published on the MTS website begin at 5:45 AM operating until 10:30 pm, with peak operational hours occurring from 7:00 AM to 10:30 AM and 2:30 PM to 5:30 PM. Headway times for typical operational periods and peak operational periods remained consistent at 15 minutes and 10 minutes respectively. This updated schedule is identified as "effective 06/13/2010"; operations observed during the testing period were found to be consistent with this updated schedule.



Villa Mallorca Super Loop Noise Monitoring
San Diego, California
Figure 1: Noise Measurement Locations

- Long Term Measurement Location
- Short Term Measurement Location
- Pass-By (50 ft) Measurement Location



H:\GIS\USA\CA\304360_Villa_Mallorca\304360_Villa_Mallorca_Measurements.mxd

2. MEASUREMENT PROCEDURES

HMMH conducted a noise measurement survey at the Villas Mallorca community and in the surrounding vicinity on May 17-21, 2010. The objective of the noise measurement program was to document and obtain sound level data on operations of the Superloop gasoline-electric hybrid buses at the Villas Mallorca community. The noise measurement survey consisted of six long-term (24-hour) measurement locations, seven short-term (30- to 60-minute) measurement locations, and three short-term 50-foot vehicle pass-by measurement locations. All noise measurements were conducted with equipment conforming to ANSI Standard S1.4 for Type 1 (Precision) sound level meters. Calibrations, traceable to the U.S. National Institute of Standards and Technology (NIST), were carried out in the field before and after each set of measurements using acoustic calibrators. In all cases, the measurement microphone was protected by a windscreen, and supported on a tripod at a height of four to six feet above the ground.

2.1 Long-term Measurements

Long-term measurements of 24-hours duration were conducted at six locations on the Villas Mallorca property. The long-term noise measurement locations were performed using unattended Larson Davis Laboratories Model 870 and Model 820 sound level meters (SLMs). The SLMs were programmed to record hourly sound level data (Leq, Lmax, and statistical data), event sound level data, and one-minute time histories. Figure 1 presents the locations of the noise measurement sites, identified as LT-1, through LT-6.

The collected hourly data was post-processed to obtain the measured CNEL value for each long-term monitoring location. The average measured hourly noise levels and measured CNEL for the overall noise environment are provided in Table 1, for each of the long-term noise measurement locations. During the noise measurement survey, average daytime hourly noise levels within the study area ranged from approximately 59 dBA Leq, with maximum noise levels that ranged from 75 dBA to 80 dBA Lmax. The CNEL for the overall noise environment ranged approximately from 62 dBA to 68 dBA Lmax. CNEL within the study area. These levels encompass the noise environment as a whole, including existing hybrid bus operations that occurred during the measurement period.

Table 1. Long-Term Noise Measurement Data

Site #	Description	Distance to Centerline of Bus Travel Lane, (feet)		Date	CNEL	Average Hourly Noise Levels, dB					
		SB ¹	NB ¹			Daytime	Evening	Nighttime			
LT 1 ²	8608 Villa La Jolla Drive #6, 1st floor	60	115	5/20/2010	67	65	80	67	86	55	72
LT 2 ²	8608 Villa La Jolla Drive #6, 2nd floor	60	115	5/20/2010	68	66	80	68	87	56	73
LT 3	8636 Villa La Jolla Drive #1, 2nd floor	45	100	5/18/2010	62	61	76	62	59	74	70
LT 4	8636 Villa La Jolla Drive #1, 1st floor	35	90	5/18/2010	64	63	78	64	60	76	72
LT 5	8636 Villa La Jolla Drive #6, at building set back	35	90	5/19/2010	62	59	75	62	59	75	73
LT 6 ³	8660 Villa La Jolla Drive #4	25	80	5/19/2010	65	59	78	65	62	80	74

¹- SB= Southbound, NB= Northbound
²- Measurement locations LT-1 and LT-2 are located further away from the travel lane, but exhibit increased noise levels in comparison to other measurement locations. This is believed to be related to the locations elevated position above the roadway, and minimized ground absorption effects.
³- 24 hour noise data incomplete; CNEL calculated based on available data.
 Notes: dB = A-weighted decibels; CNEL = Community Noise Equivalent Level; Leq = the equivalent hourly average noise level; Lmax = maximum noise level.
 Source: Data collected by HMMH 2010

2.2 Short-term Measurements

Short-term attended measurements were made at seven locations on the Villas Mallorca community property. Figure 1 shows the approximate locations of the noise measurement sites, identified as Sites ST 1 through ST 7. At these locations, HMMH utilized our Larson Davis LD824 portable integrating SLM to obtain the equivalent, A-weighted sound level for one-minute intervals over the measurement period. The sound level meter was also programmed to collect 1/8 second time histories and one-third-octave frequency content for later use in analysis. The one-minute Leg data was combined to obtain the Leg for each measurement period. Maximum sound levels (Lmax) associated with identifiable events that were observed by HMMH staff, such as aircraft over-flights, vehicular traffic, and various activities in the vicinity were noted and are shown in Table 2. Table 2 provides a summary of the short-term measurement results including Leg values and typical Lmax values that were observed during the measurement periods. As noted in the table, the noise levels presented in Table 2 are overall noise levels for the duration of the measurement period.

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Table 2. Short-Term Noise Measurement Data

Site #	Description	Distance to Centerline of Bus Travel Lane, (feet)		Date/Time	Duration (min)	Leg	Overall Noise Level (dBA)	Noise Sources
		SB ¹	NB ¹					
ST 1	8606 Villa La Jolla Drive #6	35	90	05/18/10 14:38	60	61	77	11 Bus Pass-bys, Aircraft Overflight, Shopping Center Activity, CO2 Alarm
				05/20/10 08:30	60	63	85	10 Bus Pass-bys, Medium/Heavy Truck Pass-bys, Construction Activity
				05/18/10 18:11	60	51	70	7 Bus Pass-bys, Airplane/Helicopter, Overflight, Lawn Motorcycle, Equipment
				05/19/10 08:29	30	52	70	5 Bus Pass-bys, Vehicles in VM, Pedestrians, Animal Activity, Aircraft
				05/20/10 12:00	60	54	77	4 Bus Pass-bys, Aircraft/Helicopter, Loud Vehicular Pass-bys, Animal Activity
				05/18/10 19:22	45	47	72	4 Bus Pass-bys, Aircraft, Garbage Truck, Motorcycle, Medium Truck Pass-by, Pool Equipment, Community Activity
		230	285	05/19/10 12:00	60	49	63	6 Bus Pass-bys, Aircraft, Pedestrian Activity, Tire Squeal
				05/20/10 09:38	60	57	71	5 Bus Pass-bys, Aircraft, Medium Truck Pass-by, Pedestrian Activity, Emergency Siren
ST 3	Community Pool			05/18/10 15:45	60	52	70	11 Bus Pass-bys, Aircraft, Construction Activity, Pedestrian Activity
		100	155	05/20/10 15:12	60	54	65	12 Bus Pass-bys, Aircraft, Community Noise, CO2 Alarm
ST 4	8642 Villa La Jolla Drive #6, 1st floor patio			05/20/10 10:49	60	60	78	8 Bus Pass-bys, Aircraft, Heavy Truck Pass-by,
ST 5	8608 Villa La Jolla Drive #6, 1st floor	60	115	05/19/10 16:00	30	59	75	6 Bus Pass-bys, Aircraft, Medium Truck pass-by, Car Horn, Pedestrians
ST 6	8636 Villa La Jolla Drive #6, at building set back	35	90	05/19/10 16:32	30	63	77	7 Bus Pass-bys, Aircraft, Pedestrian Activity, Animal Activity
ST 7	8660 Villa La Jolla Drive #4	25	80					

¹ - SB = Southbound, NB = Northbound
 Notes: dBA = A-weighted decibels; Leg = the equivalent hourly noise level; Lmax = maximum noise level.
 Source: Data collected by HMMH 2010

2.3 Pass-By Measurements

Short-term gasoline-electric hybrid bus pass-by measurements were conducted at three locations in the vicinity of the Villas Mallorca property. The pass-by noise measurements were performed using LDLM Model 824 SLM. The SLM was programmed to collect one-minute A-weighted sound levels, 1/8 second time histories and one-third-octave frequency content for the duration of the measurement period. The measurements were attended by HMMH staff and information regarding the noise sources was noted. Information cataloged at each of the pass-by measurement sites included details of the testing configuration, distances to the travel-lane center-line, speed of the measured buses, and meteorological conditions. Only the data from the gasoline-electric hybrid bus pass-bys was used at each measurement location.

The objective of the pass-by measurements were to characterize the 50-foot maximum pass-by noise level (L_{max} for a pass-by event), reference single-event sound exposure level (SEL), and frequency spectra for the gasoline-electric hybrid buses operated by MTS in the vicinity of the Villas Mallorca community. The pass-by measurement locations were selected to position the SLM at a distance of 50-feet from the centerline of the bus travel lane while having the least reflections and to minimize contributions from other noise sources in the surrounding environment. For each of the pass-by measurement locations the northbound (NB) direction of travel was nearest the measurement location and the far travel lane was southbound (SB). HMMH personnel used a handheld radar unit to detect and note the speed of bus pass-bys during the measurement periods.

Where possible, the pass-by measurements were conducted in accordance with the procedures outlined in the SAE J336 standard; however, the topography present in the study area along with the non-controlled test subject (Buses) precluded full conformance with the methodology. Vehicle pass-by measurements performed by vehicle manufacturers or outfitters are typically conducted in accordance with SAE Standard J336 which standardizes a methodology for obtaining maximum noise level emitted by vehicles under known and controlled test conditions. For this assessment pass-by noise measurements were performed in the existing field environment surrounding the Villas Mallorca community. This “in-situ” testing environment in the Villas Mallorca vicinity does not facilitate conditions matching those prescribed in SAE J336, nor were the vehicle operations able to be fully monitored or controlled. For this reason the measurement results could demonstrate a deviation when compared to measurement data that was collected in accordance with the SAE J336 standard for the same buses that are in operation in the study area.

However, the intent of the pass-by measurements remain consistent with the previously stated objectives to establish the in-situ pass-by noise level, reference SEL, and frequency spectra for the buses. Figure 1 graphically presents the location of the noise measurement sites. Table 3 summarizes the collected measurement data for each of the pass-by measurement locations including the L_{eq}, L_{max} and SEL for distinguishable pass-by measurements.

As shown in Table 3, 50-foot (northbound) maximum pass-by levels for SuperLoop gasoline-electric hybrid buses ranged from 66 dBA to 80 dBA L_{max} with single-event SELs ranging from 74 dBA to 83 dBA. Additional noise measurements for the southbound direction of travel were cataloged during the testing period; southbound bus pass-by events occurred at a distance of 105 to 110 feet depending on the measurement location. Maximum noise levels for southbound bus pass-by events ranged from 63 dBA to 73 dBA L_{max} with single-event SELs ranging from 71 dBA to 82 dBA. The median measured SEL, corrected to a reference distance of 50 feet was 80.8. The median SEL of SuperLoop gasoline-electric hybrid bus pass-bys, corrected to a reference distance of 50 feet and a reference speed of 50 mph was calculated to be 85.8 dB.

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Table 3. Pass-By Measurement Data

Direction of Travel ¹	Date/Time	Duration (sec.)	Distance (feet)	Speed (mph)	Measured Noise Level, dBA		
					Leg	Lmax	SEL
Pass-By Location #1							
NB	05/19/10 10:35 AM	19	50	20	62	66	75
SB	05/19/10 10:40 AM	19	110	25	58	63	71
NB	05/19/10 10:46 AM	24	50	20	65	74	79
NB	05/19/10 10:54 AM	23	50	20	69	77	82
NB	05/19/10 11:00 AM	22	50	20	61	66	74
SB	05/19/10 11:09 AM	24	110	25	63	69	77
Pass-By Location # 2							
SB	05/17/10 4:41 PM	21	110	26	61	65	75
NB	05/17/10 4:50 PM	31	50	22	64	71	79
NB	05/17/10 5:29 PM	30	50	15	66	71	81
SB	05/17/10 5:32 PM	34	110	26	67	73	82
SB	05/17/10 5:39 PM	24	110	24	67	73	81
NB	05/17/10 5:45 PM	30	50	15	67	71	82
Pass-By Location #3							
NB	05/18/10 10:32 AM	27	50	40	64	71	78
SB	05/18/10 10:36 AM	17	105	34	64	71	76
NB	05/18/10 10:42 AM	24	50	38	66	74	79
NB	05/18/10 10:51 AM	25	50	41	69	80	83
SB	05/18/10 10:57 AM	19	105	33	65	73	77

¹ - SB= Southbound, NB= Northbound
 Notes: dB = A-weighted decibels; Leg = the equivalent hourly noise level; Lmax = maximum noise level; SEL= sound exposure level.
 Source: Data collected by HMMH 2010

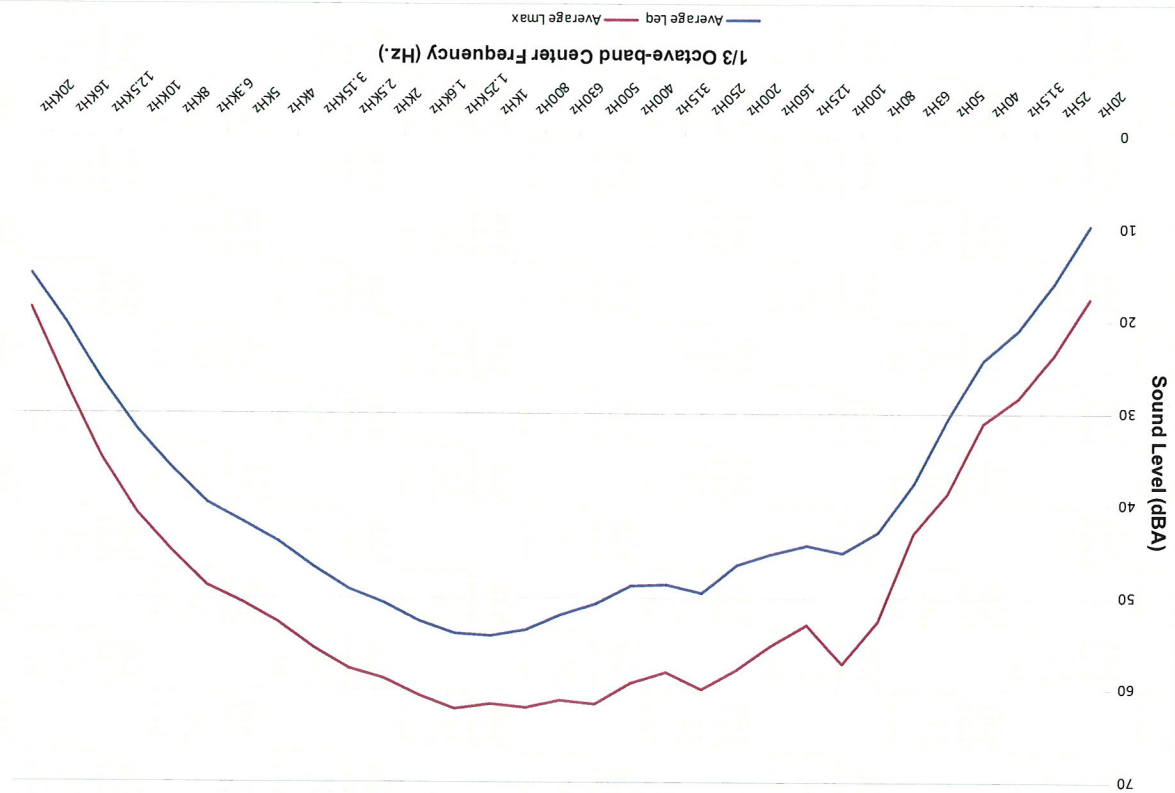
2.3.1 Gasoline-Electric Hybrid Bus Frequency Spectra

An additional objective of the pass-by measurements was to characterize the frequency spectra of the gasoline-electric hybrid buses currently in operation in the study area. The measured one-third-octave band frequency data collected for each of the above 50-foot pass-by measurements were combined to create an average Leq and Lmax for the pass-bys. Figure 4 graphically presents the average frequency spectra for the gasoline-electric hybrid bus pass-bys.

As illustrated in Figure 4, Leq and Lmax levels in the 100 Hz, and 250 Hz, frequency bands appear to be somewhat elevated above adjacent frequency bands. Somewhat less discernable in the figure is a slight elevation of Leq and Lmax levels in the 5 KHz to 8 KHz region of the frequency spectra.

Noise sources containing steady, audible tones such as a whine, screech or hum are known to cause increased annoyance in comparison to broadband noise sources. These noise sources containing dominant tonal components in their frequency spectrum have been found to be more annoying than noise sources not containing tonal elements, even if the overall noise level is equivalent. The low frequency, 100 Hz and 250 Hz, and the high frequency, 5 KHz to 8 KHz, audible frequency content of the gasoline-electric hybrid buses operating in the study area may subjectively be considered tonal, and therefore, have the potential to result in higher rates of annoyance at lower levels.

Figure 4: Average Gasoline-Electric Hybrid Bus Frequency Spectra



3. CONCLUSION

HMMH was retained by the Villas Mallorca Home Owners Association and Merit Property Management to conduct field noise monitoring of noise levels generated by the SuperLoop gasoline-electric hybrid bus operations adjacent to the Villas Mallorca community in La Jolla, San Diego, CA. HMMH conducted a noise measurement survey at the Villas Mallorca community and in the surrounding vicinity on May 17-21, 2010. This technical memorandum presented the results of the measurement program providing further documentation and data for operational noise levels generated by SuperLoop.

APPENDIX A. DESCRIPTION OF NOISE METRICS

This Appendix describes the noise terminology and metrics used in this report.

Decibels (dB), Frequency and the A-weighted Sound Level (dBA)

Loudness is a subjective quantity that enables a listener to order the magnitude of different sounds on a scale from soft to loud. Although the perceived loudness of a sound is based somewhat on its frequency and duration, chiefly it depends upon the sound pressure level. Sound pressure level is a measure of the sound pressure at a point relative to a standard reference value; sound pressure level is always expressed in decibels (dB).

Decibels are logarithmic quantities, so combining decibels is unlike common arithmetic. For example, if two sound sources each produce 100 dB operating individually and they are then operated together, they produce 103 dB. Each doubling of the number of sources produces another three decibels of noise. A tenfold increase in the number of sources makes the sound pressure level go up 10 dB, and a hundredfold increase makes the level go up 20 dB. If two sources differ in sound pressure level by more than 10 decibels, then operating together, the total level will approximately equal the level of the louder source; the quieter source doesn't contribute significantly to the total.

People hear changes in sound level according to the following rules of thumb: 1) a change of 1 decibel or less in a given sound's level is generally not readily perceptible except in a laboratory setting; 2) a 5-dB change in a sound is considered to be generally noticeable in a community setting; and 3) it takes approximately a 10-dB change to be heard as a doubling or halving of a sound's loudness.

Another important characteristic of sound is its frequency, or "pitch." This is the rate of repetition of sound pressure oscillations as they reach our ears. Frequency is expressed in units known as Hertz (abbreviated "Hz" and equivalent to one cycle per second). Sounds heard in the environment usually consist of a range of frequencies. The distribution of sound energy as a function of frequency is termed the "frequency spectrum."

The human ear does not respond equally to identical noise levels at different frequencies. Although the normal frequency range of hearing for most people extends from a low of about 20 Hz to a high of 10,000 Hz to 20,000 Hz, people are most sensitive to sounds in the voice range, between about 500 Hz to 2,000 Hz. Therefore, to correlate the amplitude of a sound with its level as perceived by people, the sound energy spectrum is adjusted, or "weighted."

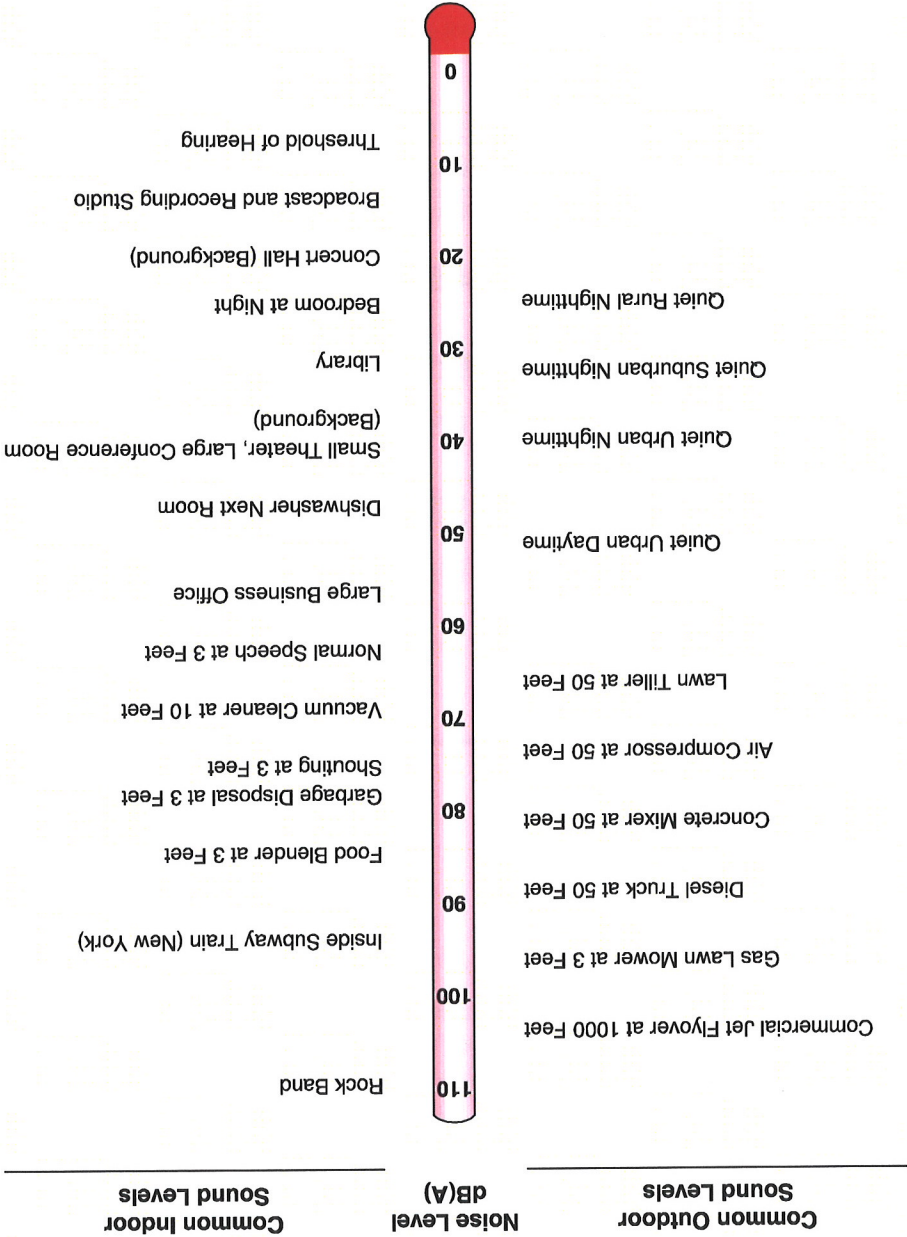
The weighting system most commonly used to correlate with people's response to noise is "A-weighting" (or the "A-filter") and the resultant noise level is called the "A-weighted noise level" (dBA). A-weighting significantly de-emphasizes those parts of the frequency spectrum from a noise source that occurs both at lower frequencies (those below about 500 Hz) and at very high frequencies (above 10,000 Hz) where we do not hear as well. The filter has very little effect, or is nearly "flat," in the middle range of frequencies between 500 and 10,000 Hz. In addition to representing human hearing sensitivity, A-weighted sound levels have been found to correlate better than other weighting networks with human perception of "noisiness." One of the primary reasons for this is that the A-weighting network emphasizes the frequency range where human speech occurs, and noise in this range interferes with speech communication. Another reason is that the increased hearing sensitivity makes noise more annoying in this frequency range. The figure below shows common indoor and outdoor A-weighted sound levels and the environments or sources that produce them.

Equivalent Sound Level (L_{eq})

The Equivalent Sound Level, abbreviated L_{eq} , is a measure of the total exposure resulting from the accumulation of A-weighted sound levels over a particular period of interest -- for example, an hour, an

L_{eq} may be thought of as a constant sound level over the period of interest that contains as much sound energy as (is "equivalent" to) the actual time-varying sound level with its normal peaks and valleys. It is important to recognize, however, that the two signals (the constant one and the time-varying one) would sound very different from each other. Also, the "average" sound level suggested by L_{eq} is not an arithmetic value, but a logarithmic, or "energy-averaged" sound level. Thus, the loudest events may dominate the noise environment described by the metric, depending on the relative loudness of the events.

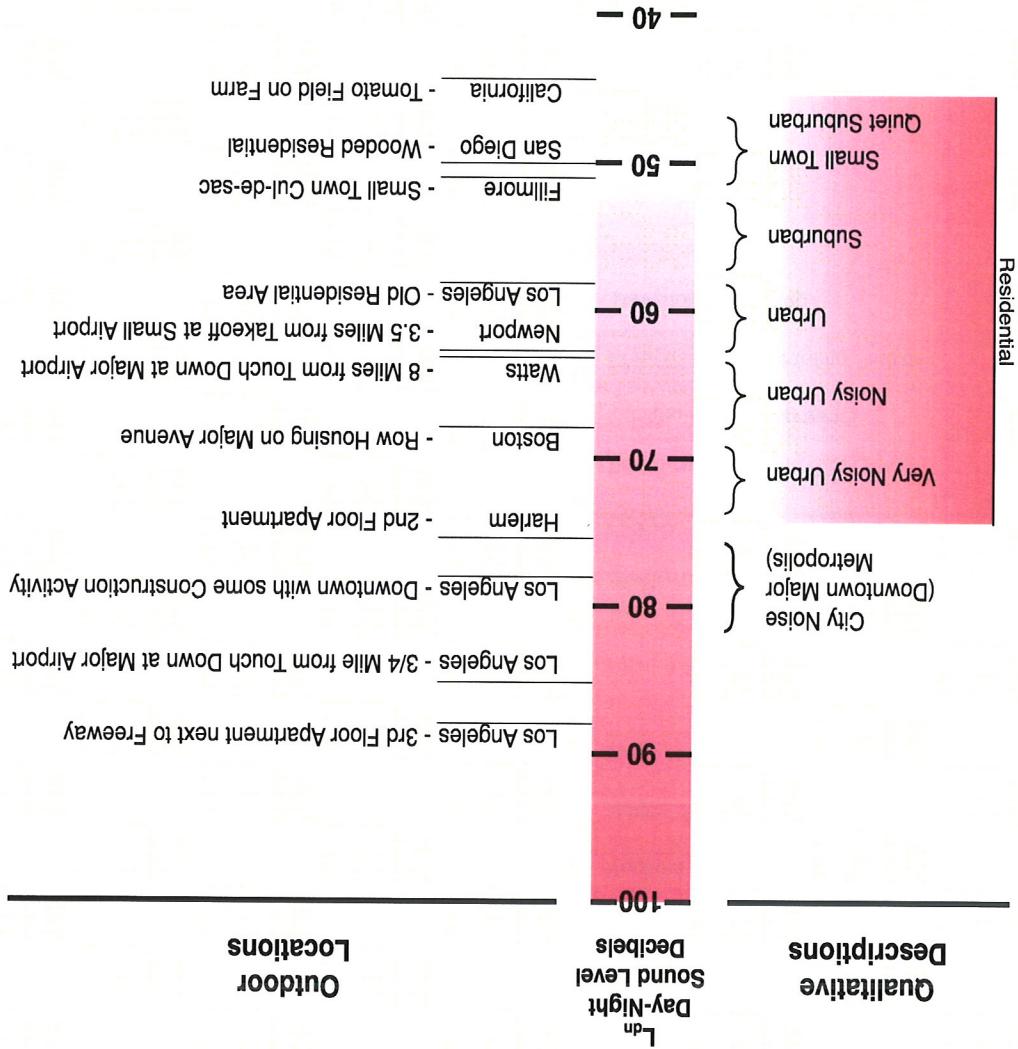
8-hour school day, nighttime, or a full 24-hour day. However, because the length of the period can be different depending on the time frame of interest, the applicable period should always be identified or clearly understood when discussing the metric. Such durations are often identified through a subscript, for example $L_{eq(1h)}$, or $L_{eq(24)}$.



Day-Night Average Sound Level (L_{dn} or DNL)

The Day-Night Average Sound Level (DNL or L_{dn}) represents a concept of noise dose as it occurs over a 24-hour period. It is the same as a 24-hour L_{eq} , with one important exception; DNL treats nighttime noise differently from daytime noise. In determining DNL, it is assumed that the A-weighted levels occurring at night (10 p.m. to 7 a.m.) are 10 dB louder than they really are. This 10 dB penalty is applied to account for greater sensitivity to nighttime noise, and the fact that events at night are often perceived to be more intrusive because the background ambient noise at night is less than the ambient noise during the day.

The figure below presents a representative sample of DNL (denoted L_{dn} in the figure) measured at various locations in the U.S.



Source: United States Environmental Protection Agency, Information on Levels of Environmental Noise Requisite to Protect Public Health and Welfare with an Adequate Margin of Safety, March 1974, p. 14

Community Noise Equivalent Level (CNEL)

The Community Noise Equivalent Level (CNEL) is a common community noise level descriptor that is similar to DNL, with the exception that there is an additional penalty of 4.77 [10*Log(3)] applied during the evening hours, 7:00 PM to 10:00 PM. This additional penalty is applied during the evening hours to account for a greater sensitivity to noise events while undertaking relaxing activities, such as watching television, reading or engaging in conversation.

Statistical Sound Level Descriptors

Statistical descriptors of the time-varying sound level are often used instead of, or in addition to L_{eq} to provide more information about how the sound level varied during the time period of interest. The descriptor includes a subscript that indicates the percentage of time the sound level is exceeded during the period. The L_{50} is an example, which represents the sound level exceeded 50 percent of the time, and equals the median sound level. Another commonly used descriptor is the L_{10} , which represents the sound level exceeded 10 percent of the measurement period and describes the sound level during the louder portions of the period. The L_{90} is often used to describe the quieter background sound levels that occurred, since it represents the level exceeded 90 percent of the period.

University Community Planning Group (UCPG)
SuperLoop Subcommittee Final Report
October 12, 2010

Introduction:

Good evening and for those of you that I have not yet met my name is Dale Disharoon, and I reside and own a home with my wife, Maria, in University City. Since 1984 we have lived on the north westerly side of University City and along Villa La Jolla Drive. I've been involved as a community volunteer with the UCPG since 1989, and especially with local building and transportation issues to assist in mitigating their respective impacts on our community and its residents. I'm wearing several hats tonight while giving this presentation: they include UCPG SuperLoop Subcommittee Co-Chair, local community resident representative on SuperLoop impact issues, appointed community liaison for the Villas Mallorca Homeowners Association Board of Directors with regards to the SuperLoop impact information presented tonight, and homeowner and resident of University City. One hat that I do not wear tonight is that of an expert in acoustical engineering.

SuperLoop Brief History:

Bus Procurement:

On June 15th, 2009 SANDAG launched the Interim SuperLoop bus service, a circular transit system that serves the North University City area of San Diego and comprising two MTS bus routes, the 201 and 202. The SuperLoop plan calls for the development of up to 17 new bus stations along the approximately nine mile long route around the North University City and Golden Triangle areas. Bus stations design costs are not to exceed \$225,000 each, or \$3.825M. SuperLoop project information can be found on SANDAG's public website, and SuperLoop bus routing information on MTS's public website. The SuperLoop is funded in part by the TransNet local sales tax measure voted on in November of 2004.

The SuperLoop bus vehicle platforms that were chosen by SANDAG are comprised of a unique gasoline-electric hybrid drive system. New Flyer of America out of Minnesota produces the chassis and engines that are retrofitted locally with hybrid drive systems, ultra-capacitors and electronic controls by the ISE Corporation in Poway. These bus engines drive a separate generator that charges an ultra-capacitor bank (not batteries), which in-turn drives the electric motors to directly power the bus. Also noted here is that in August of 2010 the ISE Corporation filed for Chapter 11 bankruptcy and it's unclear at this time of either their solvency or continued SuperLoop technical support status. To date approximately 300 hundred of these buses have been sold worldwide. SANDAG has purchased twelve of these buses at the cost of \$500,000 each, or \$6M.

Community Impacts and Concerns from the SuperLoop Bus Vehicles:

Immediately after the launch of the SuperLoop bus service residents along Villa La Jolla Drive and Gillman Drive started to realize distinct and unique SuperLoop bus related noise impacts emanating from these vehicles. Concerns of direct noise impacts and quality-of-life in and around this local community area were paramount. Experienced from both inside and outside their residential dwellings was the continued frequent, high sound level, and high-pitched frequency noise and annoyance emanating from these buses' drive systems.

Most residents liken these noises to a small jet aircraft revving-up and taking off for flight. Annoyance is specifically identified as the scientific term defining these bus impacts from the following combination of physical factors: 1) sound – in decibels (dB), 2) vibration, and 3) frequency – in Hertz (Hz) giving these buses a distinct and unique sound signature.

Community Involvement:

Immediately after the SuperLoop bus was launched, SANDAG representatives were contacted and asked to meet with local community members along Villa La Jolla Drive to discuss these new and unique bus noise and annoyance impacts. At this initial June 24, 2009 meeting SANDAG reported the SuperLoop buses that were currently in service had met their noise specification and all the Federal Transit Administration (FTA) regulations and were all operating within these guidelines. At the conclusion of this meeting the following local area SuperLoop bus impact issues and concerns remained: 1) the continued distinct and unique bus noise and annoyance impacts, 2) related local area residential SuperLoop bus ridership parking impact issues, 3) monitoring of the SuperLoop bus ridership along Villa La Jolla Drive and Gilman Drive. SANDAG agreed to these follow-up actions:

- 1) Perform noise monitoring in the Villas Mallorca area using the same FTA methodology used in the environmental review to determine actual noise exposure with the SuperLoop buses in operation, and in comparison to the environmental review performed in 2007,
- 2) Continue to monitor SuperLoop ridership on the Interim Service in comparison to forecast demand, and
- 3) Continue to work with the bus operator, MTS, regarding bus operating procedures to minimize noise associated with the SuperLoop vehicles while maintaining safety and the planned level of service.

After months of continued SuperLoop bus noise and annoyance impacts, with little or no progress on resolving these issues, the SuperLoop Subcommittee was formed at the September 8, 2009 UCPCG regular meeting. The first subcommittee meeting was held on October 5, 2009 with the following objectives:

- 1) Have SANDAG resolve the unique noise and annoyance impacts emanating from the SuperLoop buses. They must be reduced to a level acceptable to the local community, especially during known sensitive ambient level times of the day, i.e., early morning and evening hours, when these unique gasoline-electric hybrid buses are negotiating road grades such as found on Villa La Jolla Drive and Gilman Drive.
- 2) Address the parking impacts our local community is now experiencing from the increased UCSD ridership coming from outside our local community, parking on our local streets, and then riding the SuperLoop to and from campus.

3) If SANDAG or MTS is planning future deployments of similar types of unique gasoline-electric hybrid buses, they must make sure that no other University City areas, or any other San Diego community, is subjected to the noise and annoyance impacts this local community has experienced. A total of five subcommittee meetings have been held with the last being on March 3, 2010. Also, committee members stated at these meetings that the committee did not have the main goal of rerouting these buses and flexibility was given to address the bus noise and annoyance impacts:

- 1) Fix these buses and make them as quiet as when they are operating on flat roadways,
- 2) Exchange out existing SuperLoop buses with other quieter MTS buses, or if neither of these could be achieved,
- 3) Reroute the SuperLoop buses off of Villa La Jolla Drive and Gilman Drive.

In further efforts to try and reduce the SuperLoop bus noise levels, the local community has also worked with the City of San Diego Transportation Department to successfully lower the speed limit along Villa La Jolla Drive from 35 to 30 mph. Unfortunately this action has had no effect on the noise and annoyance levels emanating from these buses.

SANDAG's Efforts to Address the SuperLoop Noise Impacts:

We thank all the SANDAG representatives we have worked with, directly and indirectly, for their time and efforts in assisting our local area residents in responding to this very important residential quality-of-life issue. In addition to attending the scheduled UCPG SuperLoop Subcommittee meetings, continued noise monitoring of these distinct and unique residential noise and annoyance impacts emanating from the SuperLoop buses, SANDAG retained Helix Environmental Planning to provide the September 2009 "Focused Acoustical Analysis Report." SANDAG also engaged the ISF Corporation to assist in resolving these impacts by specifically addressing the mechanical drive system shifting or "kickdown" these buses experience. Basically, when these gasoline-electric hybrid buses travel up-hill they deplete their ultra-capacitors signaling the on-board systems to kickdown for power regeneration. This causes the electrical generator to speed-up to higher revolutions and resupply needed power to the overall system. This is one of several sources that make-up the unique noise and annoyance sound signature coming from these buses. All SuperLoop buses have been reprogrammed to delay kickdown until the buses reach 45 mph or greater. From these efforts the SuperLoop bus fleet was reprogrammed as of November 25, 2009. At the January 18, 2010 UCPG SuperLoop Subcommittee meeting SANDAG stated an overall reduction of 9 decibels (dB: A-weighted decibels) from these efforts. However, the Subcommittee was unable, despite directly requesting this information from SANDAG, to review and verify the accuracy of these data.

SuperLoop Noise Analysis:

Prior to the implantation of the SuperLoop bus system the first noise analysis and environmental review study was performed in December of 2006 for HELIX Environmental Planning, Inc.¹ At the request of the locally impacted community, SANDAG had a second study performed, the "Focused Acoustical Analysis Report," in September of 2009 for the San Diego Association of Governments.² Subsequently local area residents impacted by the SuperLoop buses retained the services of Mr. John C. Freytag, P.E., INCE-USA Board Certified, to prepare and produce a November 2009 "Review of SuperLoop Acoustical Reports." Mr. Freytag was specifically retained by these residents to review these highly technical SANDAG acoustical reports to better understand and respond to their information, details and conclusions.

There were several challenges in properly reviewing these SANDAG acoustical reports in detail. The December 2006 report did not contain any SuperLoop bus measurements as these unique gasoline-electric hybrid bus vehicles were not available or in service at that time. The September 2009 Focused study contained several potential and critical errors. Also, the electronically recorded input files to corroborate the computer modeling necessary to check these reports (the TNM) were denied during public document requests. Then it was learned through SANDAG's legal staff these files had been destroyed by HELIX. The unavailability of these critical recorded electronic data input files is contrary to normal professional practices in retaining these types of files for at least five to seven years for future

¹ 7578 El Cajon Boulevard, Suite 200 La Mesa, CA 91941, and prepared by: Kimley-Horn and Associates, Inc., 517 4th Avenue, Suite 301 San Diego, CA 92101.
² 401 B Street, Suite 800 San Diego, CA 92101 and prepared by: HELIX Environmental Planning, Inc. 7578 El Cajon Boulevard, Suite 200 La Mesa, CA 91941.

review. This study also reported only a single bus pass-by noise measurement, and this measurement was extrapolated incorrectly in the report from the measured distance of 15 ft. to the reference distance of 50 ft. The HELIX report made no attempt to assess the noise impact at the closest residences, 35 ft. from the buses, but incorrectly assumed that all residences were at least 75 ft. from the buses. This understates the noise level at these residences by more than 6 decibels (dB).

SuperLoop Ridership:

SuperLoop bus ridership numbers have been discussed and reported at passed UCPG meetings. As a matter of public record ridership details are available by contacting MTS representatives for this information.

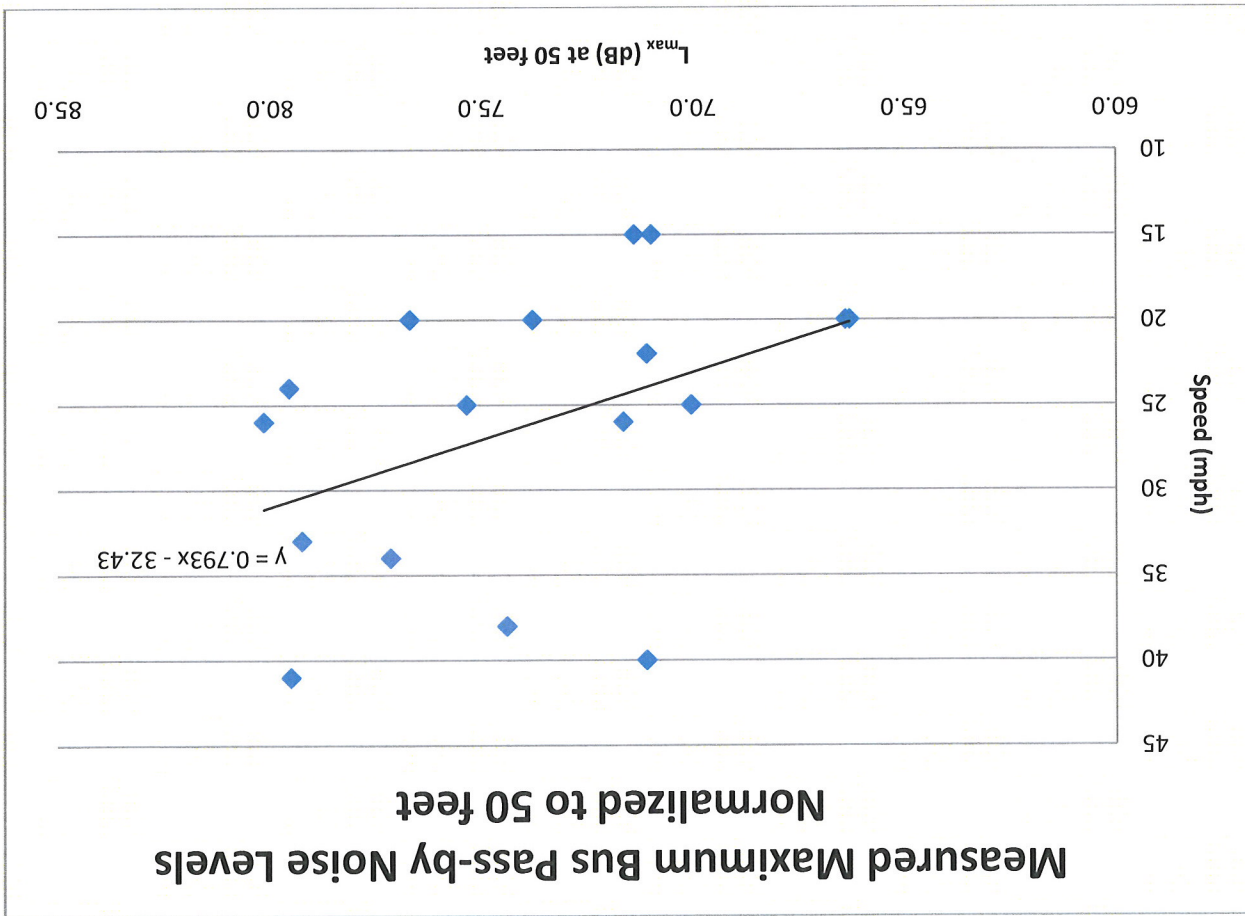
At the March 9, 2010 regular UCPG meeting the SuperLoop Subcommittee gave a detailed SuperLoop monthly ridership report for the period June 15, 2009 through February 2010. As observed by Subcommittee members and local area residents impacted by the SuperLoop buses, the predominant percentage of riders comes from UCSD bus-pass holders. It has been noted that at any given time UCSD bus-pass holders can make up to 85-100 percent of the SuperLoop ridership. Though UCSD reimburses MTS at a reduced rate of \$1.20 per boarding for each pass holder, versus \$2.25 per boarding for the general public, individually UCSD pass holders ride this bus for free. While UCSD campus parking rates have increased, parking spaces eliminated, and the word has gotten out about this free SuperLoop bus service to and from the UCSD campus, UCSD bus-pass holder ridership numbers on the SuperLoop have soared. It is of no surprise to anyone that this bus system has reached and surpassed its' first year ridership goals of carrying 675,000 passengers by nearly an additional 200,000 riders. So too has the local area parking impacts increased in around the SuperLoop route, especially streets close to popular SuperLoop bus stops. SANDAG has stated that parking in University City, and their associated impacts, is an issue that goes beyond the SuperLoop project and no further action is planned by SANDAG on this issue.

Ongoing SuperLoop Bus Impacts:

After a year of continued SuperLoop unique bus noise and annoyance impacts, and erosion of the residents' quality-of-life, the Villas Mallorca Homeowners Association (HOA) Board of Directors, and on behalf of their homeowners, retained the services of Harris Miller Miller & Hansen Inc. (HMMH). HMMH was chosen for their national and international reputation in assisting municipalities and their residents in surveying, documenting, reporting and providing mitigation assistance in the areas of aviation, rail and public transportation related noise and acoustical engineering impacts. Some of you may recognize one of the senior partners, Mr. Carl Hansen; he was responsible for writing the original FTA guidelines still in use today.

HMMH conducted a noise measurement survey at the Villas Mallorca community and in the surrounding vicinity on May 17-21, 2010. The objective of this noise measurement program was to document and obtain sound level data on operations of the SuperLoop gasoline-electric hybrid buses at the Villas Mallorca community. The noise measurement survey consisted of six long-term (24-hour) measurement locations, seven short-term (30- to 60-minute) measurement locations, and three short-term 50-foot vehicle pass-by measurement locations. A public document dated September 15, 2010 is provided. The following graph and chart, along with their commentary, were provided by Mr. Freytag and based on the HMMH reported survey findings and information.

The HMMH report measured many single-event bus pass-bys at various distances while travelling level, uphill and downhill. The maximum level of the pass-bys was computed at a uniform equivalent standard distance of 50 ft. to enable comparison of the measured noise levels. The figure below shows the results. Clearly there is a significant variation in noise level, even at the same bus speed, for the measured noise events. This conflicts with the conclusion in the HELIX report that noise levels are similar and vary little with speed.



Another assessment from the HMMH report results is the frequency of residents awakening from sleep caused by SuperLoop bus noise. An assessment was made according to the American National Standards Institute procedure for such awakenings.³ Assessment at three of the locations monitored computed that 17 percent, 20 percent and 19 percent of the population would be awakened as the result of the SuperLoop buses recorded.

A third assessment was made from the statement made by SANDAG at the January 18, 2010 UCPG SuperLoop Subcommittee meeting that the buses had been quieted by 9 decibels (dB) since entering service. The table below shows the results of an assessment of the impact before the 9 decibels (dB) noise reduction. Six locations measured were clearly in violation of the FTA impact criteria prior to the 9 decibels (dB) retrofit noise mitigation.

³ ANSI S12.9-2008/Part 6, Quantities and Procedures for Description and Measurement of Environmental Sound - Part 6: Methods for Estimating of Awakenings Associated with Outdoor Noise Events Heard in Homes

After the noise measurement survey data review, HMMH has become interested in this small study and the distinct nature of the generated noise by these SuperLoop buses. HMMH has requested and has been granted permission by the Villas Mallorca HOA Board of Directors to use this information and present their findings at the January 2011 Transportation Research Board (TRB) meeting to be held in Washington, D.C. FTA representatives will be present at this meeting and will also have an opportunity to review this information.

HMMH has returned to the Villas Mallorca area during the week of September 20, 2010 collecting and recording further bus noise data as they continue to monitor the SuperLoop.

- 1) Reprogramming to reduce the kickdown below 45 mph does not provide a long-term resolution for the noise and annoyance problems associated with these buses,
 - 2) Neither SANDAG or MTS is monitoring the SuperLoop buses, and/or
 - 3) SuperLoop operational data logs are unreliable.
- On June 14, 2010 SANDAG was notified by residents that some SuperLoop buses may be experiencing reprogramming malfunctions and the unique noise and annoyance impacts had returned to their original preprogramming levels. SANDAG replied that they would review operational logs with MTS and follow-up and "advise you of the results of this operations review." After four months of almost daily SuperLoop buses with very high pitched and high frequency noise levels there has been no follow-up on this issue and it continues to this day. It has become apparent that:

Also, Page 8, section 2.3.1 Gasoline-Electric Hybrid Bus Frequency Spectra warrants review and may assist in pinpointing higher rates of annoyance.

Site #	Description	Distance to Centerline (feet)		Background	Bus Operations	Background Plus Buses	Increase Due to Buses	FTA Impact
		SB	NB					
LT 1	8608 Villa La Jolla Drive #6, 1st floor	60	115	66.6	64.0	68.5	1.9	Moderate
LT 2	8608 Villa La Jolla Drive #6, 2nd floor	60	115	67.3	64.0	69.0	1.7	Moderate
LT 3	8636 Villa La Jolla Drive #1, 2nd floor	45	100	61.2	65.0	66.5	5.3	Severe
LT 4	8636 Villa La Jolla Drive #1, 1st floor	35	90	63.1	66.0	67.8	4.7	Severe
LT 5	8636 Villa La Jolla Drive #6	35	90	59.7	66.0	66.9	7.2	Severe
LT 6	8660 Villa La Jolla Drive #4	25	80	63.2	67.0	68.5	5.3	Severe

Conclusions:

Hundreds of University City area residents are being subjected daily to SuperLoop's distinct and unique noise and annoyance impacts. An unforeseen operational consequence has emerged from these vehicles that were not fully evaluated before these buses were deployed; they are very loud and annoying when navigating road grades such as those found along Villa La Jolla Drive and Gilman Drive. Residents from this impacted area have now spent over \$10,000 retaining experts to assist in understanding these SuperLoop impacts. If it were not for the continued support of dedicated professional engineers the costs of these continued investigations would be well over \$40,000. The findings from further monitoring and noise measurement surveys tell us that there are no current and relevant FTA criteria to assess these unique gasoline-electric hybrid buses. The averaging of relevant and critical noise data over one-hour and 24-hour timeframes completely distorts the true impacts emanating from these buses. It's like trying to fit a "square" peg into a "round" hole. Only in this case the harder the peg is pushed to fit, the louder and more annoying these buses become.

The SuperLoop bus operation was clearly in violation of the FTA noise criteria prior to the stated application of the 9 decibels (dB) noise reduction program.

It has been the purpose of this Subcommittee to work with the agencies involved with the SuperLoop to engage them in a spirit of cooperation to resolve the impact issues that have pledged our community for over a year. Instead, our efforts have been hampered with circular dialog coupled with highly technical reports containing potentially critical errors with little or with no supporting back-up data. It is our hope that by allowing agencies outside San Diego, like the TRB and the FTA, to review all this information they may supply the necessary peer review and expertise required in mitigating the quality-of-life impacts many University City residents are currently experiencing from these SuperLoop buses.

SANDAG, as a publicly taxed funded and supported agency the University City community is asking you to step-up and please fix these buses. This can be accomplished and is not beyond modern day engineering capabilities. If your agency, or those that you work with, do not possess the technical engineering expertise to accomplish this task, ask others to assist you such as HMMH that does this on a routine and on-going basis.

UCPG Action Item Recommendation:

The UCPG SuperLoop Subcommittee recommends to the UCPG Executive Committee they send a letter to the FTA requesting a peer review of the SuperLoop project including all related noise surveys, reports and published public information to date.

Federal Transit Administration, Region IX Contact Information

201 Mission Street
Suite 1650
San Francisco, CA 94105-1839

Telephone: (415) 744-3133
Fax: (415) 744-2726

For the Subcommittee,

Dale Disharoon

UNIVERSITY COMMUNITY PLANNING GROUP

Notice of Executive Committee Monthly Meeting

University Town Center – Forum Hall

6:00 P.M. Tuesday October 12, 2010

AGENDA (FINAL) Times approximate

1. Call Meeting to Order - Janay Kruger, Chair
2. Pledge of Allegiance followed by Moment of Silence
3. Agenda: Call for additions/deletions: Adoption
4. Approval of Minutes: September, 2010 Minutes
5. Announcements – Chair Stop Signs, Costa Verde Variance of Aff. Fees.
6. SDDP Al Alvarez – Community Update

- 6:15 7. Reports
- UCSD & Membership Milt Phegley
Councilperson Sherri Lightner Office Jesse Mays
Supervisor Ron Roberts Office Woo Jin Shim
Assemblyman 75th Nathan Fletcher
53rd District Community Representative
50th District Andrew Lund
MCAS Miramar Juan H. Lias
Planning Department Dan Monroe

- 6:30 8. Public Comment: Non-Agenda Items 3 minutes per speaker

- 6:40 9. Action Item: La Jolla Commons Cellular

Presenter: Shelly Kilbourn, PLANCOM

- 6:50 10. Information Item: ~~Coast Income Properties, new office building~~
~~Towne Centre Dr./Eastgate Mall 100,000 sf~~

~~Presenter: Dan Curran~~ ~~Coast Income Properties~~

- 7:00 11. Information Item: AMC Theaters at La Jolla Square Center
Change in food service and remodel

Presenter: Paul Mc Neill AMC Theaters

- 7:10 12. Information Item: Mid Coast Trolley Status, Q&A

Presenter: Anne Steinbrenner and Greg Gastelum, SANDAG


7:30 13. Information Item: Water Purification Demonstration Plan

Presenter: Jen Farrow, City of SD Water Department

8:00 14. Action Item: NUP, Urgent Care Facility

4085 Governor Drive 8 a.m. to 8 p.m., 2915 sf

Presenter: Brian



8:20 15. Action Item: Super Loop Committee Suggestions

Presenter: Alice Tana and Dale Disharoon, Sub-Committee

8:35 16. Update/Status of RFP for Sale or Lease of 80 acres east of I-805,
a natural gas power plant. South of Miramar Rd. RFP due 8/17/10, 200
300 megawatts.

Issues: Biology, MSCP, Zoning, Terms of the RFP, Vote of the people to
sell property, MCAS, residents.
Presenter: Russ Gibbons, City Economic Development Dept.

8:45 17. Ad Hoc Committees

TPCP Glider Park

High Speed Rail Study

Sam L. Greening, Jr., Chair

Bicycle & Pedestrian Safety

Peter Krysl & Charles Herschfeld,

Chairs

9:00 18. Old Business/New Business

9:00 19. Adjournment

Future Agenda Items: High Speed Rail, Airport environs overlay, zoning/land use
update for MCAS, UC Village, Scripps Healthcare, Irvine Company Office Bldg.

Next Meetings:

November 9, 2010 Agenda: Scripps Update, Genesee Executive Plaza,
change sf to Medical, Stop Sign Update, Gas Plant Update
December 14, 2010 Possibility of No meeting/Holidays
January 11, 2011
February 8, 2011
March 8, 2011 Election of Executive Board

Historical Resources Workshop October 28, 2010

From: **Maglaras, Diane** (DMaglaras@sandiego.gov)

Sent: Mon 10/04/10 1:30 PM

To: Wright, Mary (MPWright@sandiego.gov)

Cc: Winterrord, Cathy (CWinterrord@sandiego.gov)

1 attachment

102810 HR workshop invitation.pdf (25.7 KB)

THE CITY PLANNING & COMMUNITY INVESTMENT DEPARTMENT PRESENTS

AN INTRODUCTORY TRAINING SESSION

ON

HISTORIC RESOURCES

Planning group members are invited to attend this informal training session to learn how the City identifies and protects our historical resources. The historical resource nomination and designation process, the review process for determining when a historical resource is present and the regulatory framework for designated historical resources will be discussed. Preservation incentives, particularly the Mills Act tax reduction, will be presented, as well. There will be plenty of time for questions and answers at the end of the session. If desired, a more advanced training session on specific historic resource issues may be provided at a future date.

WHEN: Thursday, October 28, 2010

6:00–8:00 P.M.

WHERE: Metropolitan Operations Ctr.

9192 Topaz Way in Kearny Mesa

Please RSVP to the City & Community Investment Planning Department
sdpplanninggroups@sandiego.gov or at (619) 235-5200

by October 25, 2010

not know the agenda number, contact the Commission staff person listed on page 2. or opposition to the project on the upper right hand corner of the first page of your submission. If you do

- Mark the agenda number of your item, the application number, your name and your position in favor
- We request that you submit your materials to the Commission staff no later than three working days before the hearing (staff will then distribute your materials to the Commission).

If you wish to submit written materials for review by the Commission, please observe the following suggestions:

SUBMISSION OF WRITTEN MATERIALS:

A copy of the staff report on this matter is available on the Coastal Commission's website at <http://www.coastal.ca.gov/mtgcurr.html>. Alternatively, you may request a paper copy of the report from Toni Ross, Coastal Program Analyst, at the San Diego Coast District office.

AVAILABILITY OF STAFF REPORT

This item has been scheduled for a public hearing and vote. People wishing to testify on this matter may appear at the hearing or may present their concerns by letter to the Commission on or before the hearing date. The Coastal Commission is not equipped to receive comments on any official business by electronic mail. Any information relating to official business should be sent to the appropriate Commission office using U.S. Mail or courier service.

HEARING PROCEDURES:

DATE: Friday, October 15, 2010
 TIME: Meeting begins at 8:00 AM
 PLACE: Oceanside City Council Chambers
 300 North Coast Highway, Oceanside, CA
 PHONE: (760) 427-6127

HEARING DATE AND LOCATION:

West of La Jolla Shores Drive, south of Biological Grade, in current parking lots (P012 and P013), University of California, San Diego (UCSD), Scripps Institution of Oceanography Campus, La Jolla (San Diego County) (APN(s) 344-090-07)

PROJECT LOCATION:

The construction of a 38,600 sq ft Marine Ecosystem Sensing, Observation, and Modeling (MESOM) research and education facility, including a three story laboratory, office, conference and support space, at a location currently utilized by two parking lots (Lot Nos. P012 & P013).

PROJECT DESCRIPTION:

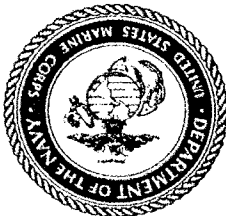
APPLICANT(S): University Of California, San Diego

PERMIT NUMBER: 6-10-041

IMPORTANT PUBLIC HEARING NOTICE
COASTAL PERMIT APPLICATION

Page: 1
 Date: September 29, 2010





COMMUNITY PLANS AND LIAISON
MARINE CORPS AIR STATION, MIRAMAR
BOX 452001
SAN DIEGO, CALIFORNIA 92145-2001

FAX TRANSMISSION COVER SHEET
Tel. (858) 577-6603 DSN: 267-6603 • Fax. (858) 577-6604 DSN: 267-6604

Date: 10/5/2010

From: Juan Lias, Community Planner

To: Jeannette Temple

Office: City of San Diego Development Services Department

Fax: 619-400-2459

Subject: 9888 GENESSEE AVENUE, PN 217934, SCRIPPS MEMORIAL HOSPITAL

YOU SHOULD RECEIVE 4 PAGE(S), INCLUDING THIS COVER SHEET. IF YOU
DO NOT RECEIVE ALL THE PAGES, PLEASE CALL (858) 577-6603.

Remarks:

Jeannette,

These are our comments regarding the Scripps Memorial Hospital project at 9888 Genessee Avenue in the University City community. If you have any questions, please let me know.

Juan Lias

UNITED STATES MARINE CORPS
MARINE CORPS AIR STATION
P.O. BOX 452001
SAN DIEGO, CA 92145-2001



11103
CP&L/217934
October 5, 2010

CITY OF SAN DIEGO
DEVELOPMENT SERVICES DEPARTMENT
PROJECT MANAGEMENT DIVISION
ATTN JEANNETTE TEMPLE
1222 FIRST AVENUE MS 302
SAN DIEGO CA 92101-4154

RE: UNIVERSITY CITY COMMUNITY PLAN; SCRIPPS MEMORIAL HOSPITAL LA
JOLLA CAMPUS PLAN AMENDMENTS # 8 AND #9, 9888 GENESSE AVENUE, PN
217934, APN 343-160-08, -16, -18, -19, -20, -23, -24, -25 & -26

Dear Ms. Temple,

This is in response to the project review package for the Scripps
Memorial Hospital La Jolla Campus Plan Amendments # 8 and #9 which
proposes the demolition and construction of new medical and office
space within the University City Community Planning area.

The proposed site is contained within the "MCAS Miramar AICUZ
Study Area" identified in the 2005 Air Installations Compatible
Use Zones (AICUZ) Update for Marine Corps Air Station (MCAS)
Miramar. To determine if the proposed project is compatible with
AICUZ guidelines, it has been determined that this project is: 1)
within the 2008 MCAS Miramar Airport Land Use Compatibility Plan
(ALUCP) Airport Influence Area (AIA) Review Area II, 2) outside
the 60+ dB Community Noise Equivalent Level (CNEL) noise contours,
3) outside any Accident Potential Zones (APZ), 4) beneath the
Outer Horizontal Surface of MCAS Miramar (Federal Aviation
Regulation Part 77), and 5) beneath and/or near establish fixed
and rotary-wing flight corridors for aircraft transitioning to and
from MCAS Miramar.

It has been determined that the proposed project is consistent
with AICUZ noise and safety compatibility guidelines, and the
structural heights of proposed buildings do not appear to
penetrate the Federal Aviation Administration (FAA) Part 77 Outer
Horizontal Surface and/or any Terminal Instrument Procedures
(TERPS) surfaces. However, please note that the Federal Aviation
Administration is the only agency that can officially determine if

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October 5, 2010

a structure exceeds an airspace surface and/or what impact it would have on air navigation.

In the event that construction crane(s) are required and exceed more than 200 feet above ground level, the CP&L Office requests that an obstruction analysis be submitted to the FAA for review. The site of the proposed project is located in proximity of several key flight corridors (Seawolf, Beach and Fairways) for fixed and rotary-wing aircraft. Aircraft altitudes within these flight corridors can be relatively low (ranging from 1,500 to 2,000 feet Mean Sea Level; lower if necessary) and in some cases, are directly under FAA control.

As a result, MCAS Miramar would encourage the project proponent to notify MCAS Miramar concerning the location, height and time duration of any temporary construction cranes that will be used. This will allow the Marine Corps to identify any additional concerns to ensure the safety of flight.

This location will experience noise impacts from the Seawolf, Lakee (formerly known as Julian) and Ground Controlled Approach (GCA) Box Pattern Flight Corridors for fixed-wing operations. The site may also experience noise impacts from the Fairways and Beach Flight Corridors for rotary-wing operations.

Occupants will routinely see and hear military aircraft and experience varying degrees of noise and vibration. Consequently, we are recommending full disclosure of noise and visual impacts to all initial and subsequent purchasers, lessees, or other potential occupants.

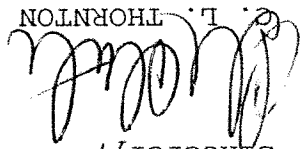
Since the project is within the AIA for the MCAS Miramar ALUCP, and to ensure that the project is consistent with ALUCP guidelines, we recommend that the project manager contact ALUC staff to determine if an official consistency determination needs to be submitted for evaluation.

Normal hours of operation at MCAS Miramar are as follows:

Monday through Thursday 7:00 a.m. to 12:00 midnight
Friday 7:00 a.m. to 6:00 p.m.
Saturday, Sunday, Holidays 8:00 a.m. to 6:00 p.m.

MCAS Miramar is a master air station, and as such, can operate 24 hours per day, 7 days per week. Fiscal and manpower constraints, as well as efforts to reduce the noise impacts of our operations on the surrounding community, impose the above hours of operation. Circumstances frequently arise which require an extension of these operating hours.

Thank you for the opportunity to review this land use proposal. If we may be of any further assistance, please contact Mr. Juan Lias at (858) 577-6603.

Sincerely,

C. L. THORNTON

Community Plans and Liaison Officer
By direction of the Commanding Officer

Copy to:
San Diego County Regional Airport Authority, Ed Gowens
University City Planning Group, Chair, Janay Kruger

11103
CP&L/217934
October 5, 2010

FW: PTS 218226 - University Square Urgent Care - NUP

From: **Sokolowski, Michelle** (MSokolowski@sandiego.gov)
Sent: Tue 10/05/10 7:49 PM
To: janay_kruger@msn.com (janay_kruger@msn.com)

Hi Janay: Not sure why you didn't get the email - so sorry about that! See the email below. I hope you get this one...am sending as a reply to the one you sent me. Thanks for the update. - Michelle

From: Janay Kruger [janay_kruger@msn.com]
Sent: Tuesday, October 05, 2010 5:11 PM
To: Sokolowski, Michelle
Subject: NUP 4085 Governor Drive

Hi Michelle - I didn't receive your email about this. I have talked to Brian Montoya, the architect for the project and he thinks it is a zoning/matrix issue in the Code - that requires a NUP. We have it scheduled for 10/12.

Janay Kruger

From: Sokolowski, Michelle
Sent: Thursday, September 30, 2010 2:51 PM
To: 'Janay Kruger'
Subject: PTS 218226 - University Square Urgent Care - NUP

Hi Janay: I had to leave, but wanted to send you the info so you had it. This is a snippet from Planning's comments on this project, which is still in the first review, so most of the comments aren't in yet. But this should hopefully give you the info you need. - Michelle

The property is located within the GC-1-3 zone of the University Community Plan, the Airport Environment Overlay Zone and the FAA Part 77 (MCAS Miramar).

The land use designation of the University Community Plan is designated as Commercial Neighborhood.

The proposed project is for an urgent care facility within an existing building.

In certain zones outpatient medical clinics require a Neighborhood Use Permit 126.0203(a). Per SDMC Section 131.0522, outpatient medical clinics uses are allowed in the GC-1-3 zone with the approval of a Neighborhood Use Permit as specified in Table 131-05B.

Per SDMC Section 141.0624(b), the following regulations apply to the proposed outpatient medical facility.

(1) Overnight patients are not permitted.

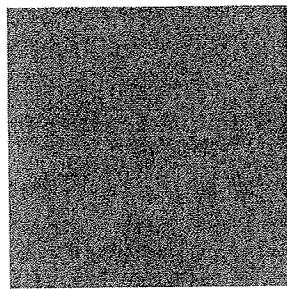
(2) Urgent care facilities located adjacent to residentially zoned property shall remain closed between the hours of 12:00 midnight and 6:00a.m.

(3) Access to the facility shall be as direct as possible from freeways and primary arterials and shall avoid residential streets.

(4) Off-street parking shall be provided at a level sufficient to serve the facility without impacting adjacent or nearby property.

Save the Date - City of San Diego Inauguration

From: **Jenkins, Denise** (Djenkins@sandiego.gov)
Sent: Wed 10/06/10 10:24 AM
To: Jenkins, Denise (Djenkins@sandiego.gov)



2010 City of San Diego Inauguration

Inauguration Ceremony for the Sixty-Eighth City Council

Meeting Date: Monday, December 6, 2010
Meeting Time: 10:00 a.m.
Location: Golden Hall

The agenda will be made available in alternate formats upon request, as required by the Americans with Disabilities Act of 1990 (42 U.S.C. Sec. 12132), and the federal rules and regulations adopted in implementation thereof. Requests for disability related modifications or accommodations, including sign language interpreters required to facilitate meeting participation, and requests for auxiliary aids or services, should be forwarded to Clarisa Santiago at csantiago@sandiego.gov or (619)533-4040 (V), 619-236-7012 (TTY) with as much advance notice as possible, in order to ensure availability.

Denise C. Jenkins

Elections Analyst

Office of the City Clerk

(619) 533-4030

Djenkins@SanDiego.gov

"Committed to providing accurate information and maximizing access to municipal government"



401 B Street, Suite 800
 San Diego, CA 92101-4231
 (619) 699-1900
 Fax (619) 699-1905
 www.sandag.org

MEETING NOTICE AND AGENDA

MID-COAST CORRIDOR TRANSIT PROJECT WORKING GROUP

The Mid-Coast Corridor Transit Project Working Group may take action on any item appearing on this agenda.

Wednesday, October 6, 2010

3:30 to 5 p.m.

SANDAG Board Room, 7th Floor
 401 B Street, Suite 800
 San Diego, CA 92101-4231

Staff Contact: Anne Steinberger
 (619) 699-1937
 ast@sandag.org

AGENDA HIGHLIGHTS

- **OVERVIEW OF NEPA/CEQA PROCESS**
- **UPDATE ON ALIGNMENT AND ENVIRONMENTAL STUDIES**

SANDAG offices are accessible by public transit.
 Phone 511 or see www.511sd.com for route information.

In compliance with the Americans with Disabilities Act (ADA), SANDAG will accommodate persons who require assistance in order to participate in SANDAG meetings. If such assistance is required, please contact SANDAG at (619) 699-1900 at least 72 hours in advance of the meeting.

To request this document or related reports in an alternative format, please call (619) 699-1900, (619) 699-1904 (TTY), or fax (619) 699-1905.

- MEMBER AGENCIES
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 - Coronado
 - Del Mar
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 - Encinitas
 - Escondido
 - Imperial Beach
 - La Mesa
 - Lemon Grove
 - National City
 - Oceanside
 - Poway
 - San Diego
 - San Marcos
 - Santee
 - Solana Beach
 - Vista
 - and
 - County of San Diego
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- Imperial County
 - California Department of Transportation
 - Metropolitan
 - Transit System
 - North County
 - Transit District
 - United States
 - Department of Defense
 - San Diego
 - Unified Port District
 - San Diego County
 - Water Authority
 - Southern California
 - Tribal Chairmen's Association
- Mexico

MID-COAST CORRIDOR TRANSIT PROJECT

WORKING GROUP

Wednesday, October 6, 2010

RECOMMENDATION

ITEM #	RECOMMENDATION	APPROVE	COMMENT	APPROVE	COMMENT
+1.	SUMMARY OF THE JULY 14, 2010, MEETING	APPROVE	Review and approve the meeting summary from the July 14, 2010, meeting.		
2.	PUBLIC COMMENT				
3.	APPOINTMENT OF PROJECT WORKING GROUP MEMBERS	APPROVE	Members of the public who would like to address the Mid-Coast Corridor Transit Project Working Group (PWG) on a topic not on the agenda should do so at this time. Speakers are limited to three minutes each.		
4.	UPDATE ON JULY 23 BOARD ACTION/FTA APPLICATION	INFORMATION	Staff will provide a report on the SANDAG Board of Directors' action to reconfirm the previously selected Locally Preferred Alternative (LPA) for the PWG. Staff will also provide a status update on the application to Federal Transit Administration (FTA), which is needed for the project to enter Preliminary Engineering.		
5.	OVERVIEW OF THE NEPA/CEQA PROCESS	INFORMATION	Staff has begun work on the Draft Supplemental Environmental Impact Statement/Subsequent Environmental Impact Report (Draft SEIS/SEIR) for the PWG. The PWG will receive an overview of the process for environmental analysis for the PWG under National Environmental Policy Act (NEPA) and California Environmental Quality Act (CEQA) law.		
6.	UPDATE ON ALIGNMENT AND ENVIRONMENTAL STUDIES	INFORMATION	Staff will update the PWG on alignment and environmental studies underway.		

Ms. Blanda then summarized the next steps for the Project. The staff report and recommendation will be reviewed by the Transportation Committee on July 16. SANDAG's Transportation Committee will consider the PWG recommendation and any comments received from the Independent Taxpayer Oversight Committee, and then the item will go to the Board of Directors on July 23. Should the Board adopt a Locally Approved Alternative (LPA) on July 23, staff will begin working on the Preliminary Engineering application to submit to the Federal Transit Administration in fall 2010.

Ms. Steinberger presented the Final Public Involvement Plan for the Mid-Coast Corridor Transit Project. She explained that the Plan was released for public comment in May 2009 and revisions were made to the Plan based on the public input received, including input from the PWG. As a result of the public feedback, staff created a public involvement brochure on the project, made revisions to the document for clarity, and revised the stakeholder and media list for the Plan. All comments received and the responses to date have been catalogued in Appendix E. Staff is requesting a recommendation from the PWG to approve the Plan to use in the public involvement process, to take on to the Transportation Committee and the Board of Directors on July 16 and July 23 respectively.

4. MID-COAST CORRIDOR TRANSIT PROJECT PUBLIC INVOLVEMENT PLAN

Comments were provided regarding a station at the VA Hospital, which was not previously considered. Staff is recommending that this be included and studied further in the environmental analysis. The PWG agreed to hear the staff presentations on items 3 and 4 and then consider both recommendations in one action.

A few comments were submitted proposing additional stations at State Route 52, Gilman Drive, and Jutland Drive. These stations were previously considered in prior environmental analysis and eliminated or were analyzed and deemed to be infeasible.

Four comments proposed revised alternatives. All of these revised alternatives were analyzed and none satisfied the goals and objectives of the project or were any more effective than the other alternatives under consideration.

Three comments were submitted stating support for BRT; however, staff concluded that the four Bus Rapid Transit (BRT) alternatives studied during scoping were less effective in meeting the goals and objectives of the project.

Of the LRT alternatives, LRT 1 received the strongest support, LRT 3 has the strongest opposition due to environmental impacts to Rose Canyon, and LRT 6 performed similarly to LRT 1, but with concerns from MTS about the sharp curves and maintenance needed as a result of those curves.

The second most frequent comment received was a statement of support for LRT 1. There were 109 comments received in support for LRT 1. It is important to note that during scoping, the Metropolitan Transit System (MTS) Board of Directors voted unanimously to support LRT 1.

Mr. Roberts adjourned the meeting at 4:13 p.m.

6. ADJOURN

Ms. Steinberger will follow up with each PWG member after the meeting to determine their willingness to continue as a PWG member and holding quarterly meetings in September 2010, January 2011, and April 2011.

5. NEXT STEPS FOR PROJECT WORKING GROUP

David Potter seconded the motion and it was unanimously approved.

- Reconfirm the previously adopted LPA, as refined to include direct service to UCSD and University Town Centre, by selecting LRT 1 as the LPA;
- Request that the Transportation Committee recommend to the Board of Directors approval of moving LRT 1 and the No Build Alternative forward for evaluation in the environmental document; and
- Approve the final Public Involvement Plan with the changes mentioned today.

Janay Kruger, University City Planning Group, thanked SANDAG and the PWG for selecting an alternative that the community and the planning group have been waiting on for years. The concerns moving forward will be visual impacts of above grade structures, vibration, noise, the VA Hospital station, and shared UCSD/Scripps station naming. With that, Ms. Kruger made a motion that the PWG approve the staff recommendation to:

Mr. McLaughlin suggested that *UCSD Guardian* be added to the media list.

Rob Hutsel, San Diego River Park Foundation, applauded the Public Involvement Plan and the changes made. He suggested a few corrections to the plan including correcting the name of his organization to "San Diego River Park Foundation," adding Mission Valley to the list of stakeholders and communities for outreach, adding *Mission Valley News & Views* to the media list, and adding Mission Valley Preserve to the list of environmental organizations.



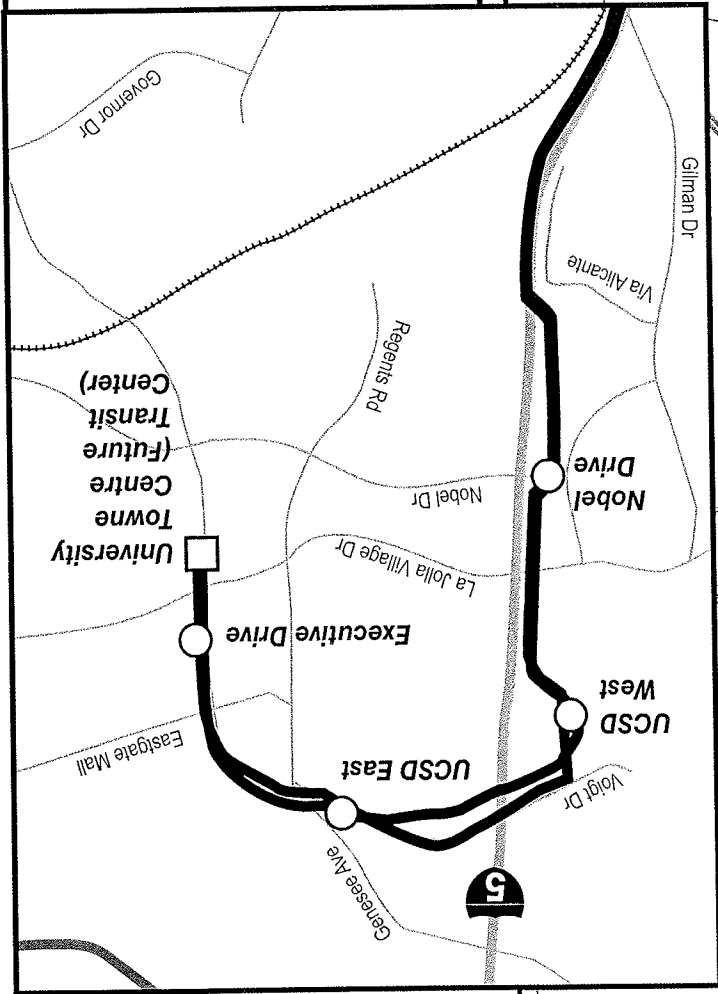
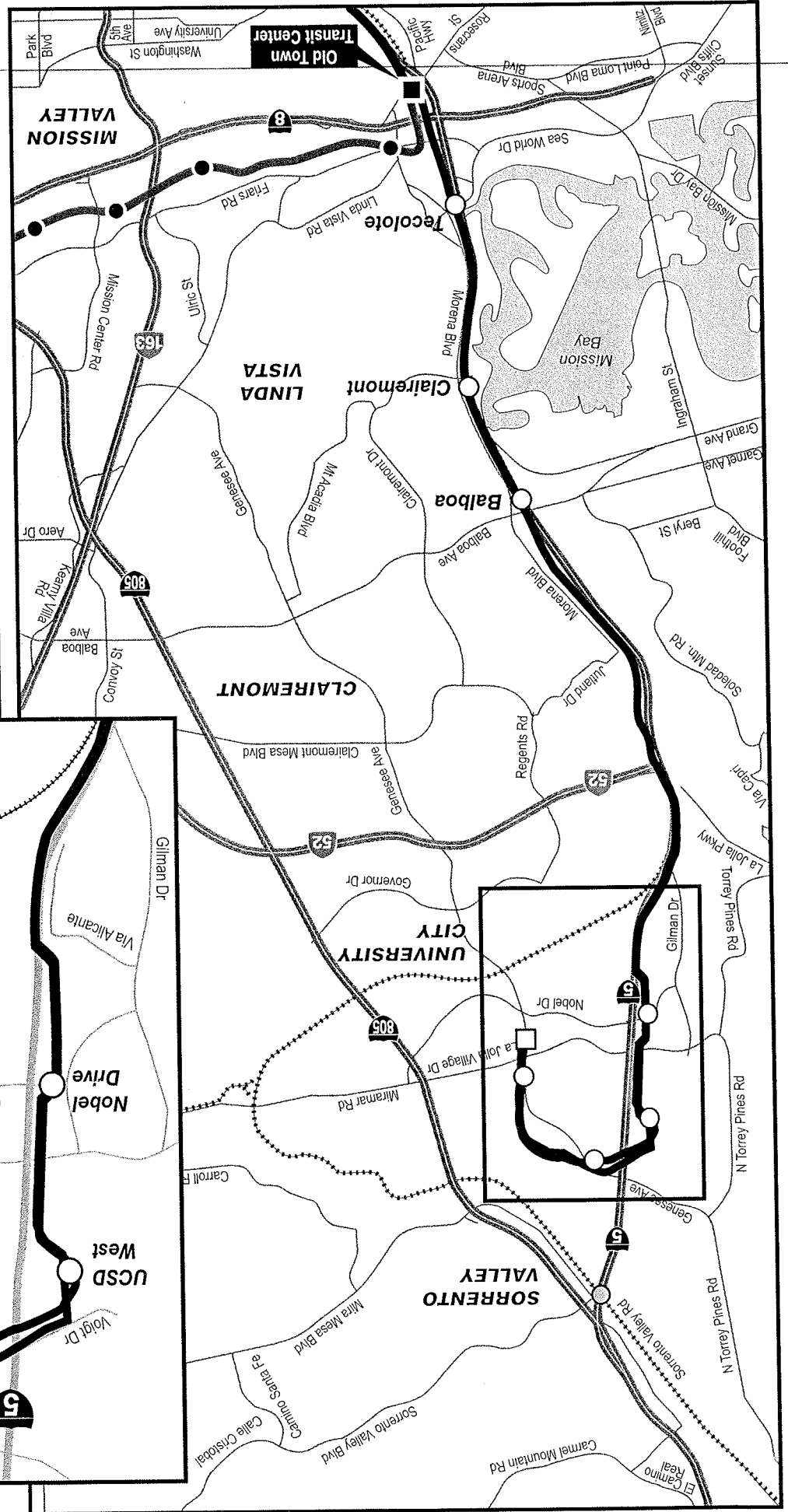
LRT route and transit locations are approximate and for illustrative purposes only.

- Transit Center
- COASTER Station
- Trolley Station
- ⋯ COASTER Line
- Trolley - Blue Line
- Trolley - Green Line
- Existing Rail
- Transit Center
- Trolley Station
- Light Rail Transit

Mid-Coast Corridor Transit Project

July 2010

Locally Preferred Alternative





City of San Diego
 Development Services
 1222 First Ave., MS-302
 San Diego, CA 92101
 (619) 446-5210

**Community Planning
 Committee
 Distribution Form Part 1**

Project Name : UNIVERSITY SQUARE URGENT CARE		Project Number 218226	Distribution Date 9/7/10
Project Scope: UNIVERSITY (PROCESS 2) Neighborhood Use Permit for an urgent care facility in an existing 2,915 sq ft space at 4085 Governor Drive in the CC-1-3 Zone within the University Community Plan, FAA Part 77, Airport Influence Area. Council District I. Notice Cards=3.			
Project Location			
Applicant Name: Bryan Montoya		Applicant Phone No. 949-230-9421	
Related Projects			
Project Manager Michelle Sokolowski	Phone Number (619) 446-5278	Fax Number (619) 446-5245	E-mail Address MSokolowski@sandiego.gov
Community Plan	Council District	Existing Zone	Proposed Zone

Project Issues (To be completed by Community Planning Committee for initial review):

Attach Additional Pages If Necessary.

Return Within 30 Days of Distribution of Project Plans To:

Project Management Division
 City Of San Diego
 Development Services Department
 1222 First Avenue, MS 302
 San Diego, CA 92101

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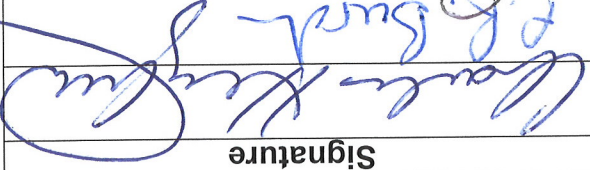
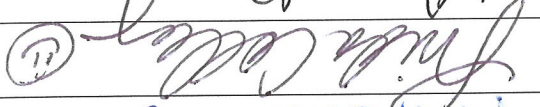



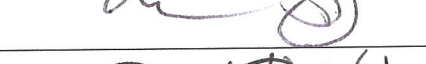








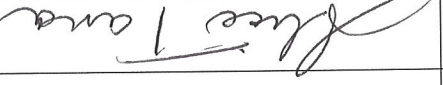
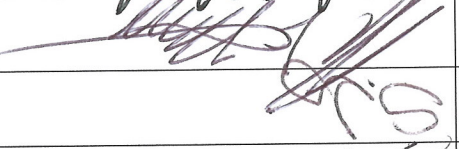



City of San Diego
 Development Services
 1222 First Ave., MS-302
 San Diego, CA 92101
 (619) 446-5210

**Community Planning
 Committee
 Distribution Form Part 2**

Project Name : UNIVERSITY SQUARE URGENT CARE		Project Number 218226	Distribution Date 9-7-10
Project Scope : UNIVERSITY (PROCESS 2) Neighborhood Use Permit for an urgent care facility in an existing 2,915 sq ft space at 4085 Governor Drive in the CC-1-3 Zone within the University Community Plan, FAA Part 77, Airport Influence Area. Council District 1. Notice Cards=3.			
Project Location			
Applicant Name: Bryan Montoya		Applicant Phone No. 949-230-9421	
Related Projects			
Project Manager Michelle Sokolowski	Phone Number 446-5278	Fax Number (619) 446-5245	E-mail Address MSokolowski@sandiego.gov
Community Plan		Council District	
Existing Zone	Proposed Zone	Building Height	Number of Stories
FAR			
Committee Recommendations (To be completed for Initial Review):			
<input type="checkbox"/> Vote to Approve	Members Yes	Members No	Members Abstain
<input type="checkbox"/> Vote to Approve With Conditions Listed Below	Members Yes	Members No	Members Abstain
<input type="checkbox"/> Vote to Approve With Non-Binding Recommendations Listed Below	Members Yes	Members No	Members Abstain
<input type="checkbox"/> Vote to Deny	Members Yes	Members No	Members Abstain
Agenda Date:	<input type="checkbox"/> No Action (Please specify, e.g., Need further information, Split vote, Lack of quorum, etc.)		<input type="checkbox"/> Continued
CONDITIONS:			
NAME		TITLE	
SIGNATURE		DATE	
Attach Additional Pages If Necessary. Please Return Within 30 Days of Distribution of Project Plans To: Project Management Division City Of San Diego Development Services Department 1222 First Avenue, MS 302 San Diego, CA 92101			

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Attendance Sign-In Sheet
 University Community Planning Group
 Executive Committee Meeting of October 13, 2010

District	Name	Signature
R-1	Charles Herzfeld	
R-1	Peter Burch	
R-1	Linda Colley	
B-1	Nan Madden	
B-1	Mark Young	
B-1	Deryl Adderson	
R-2	Sam L. Greening, Jr.	
R-2	Janay Kruger	
R-2	Pat Wilson	
B-2	Kristopher Kopensky	
B-2	Harry Walker	
B-2	Doug Williamson	
R-3	Marilyn Dupree	
R-3	William Geckeler	
R-3	Petr Krysl	
B-3	Alice Tana	
B-3	Sherry Jones	
B-3	George Lattimer	
UCSD Admin.	Milton Phegley	
UCSD Student	--vacant--	-----
UCSD	--vacant--	-----
UCSD Fac/Staff	--vacant--	-----
MCAS-Miramar	Juan H. Lias	
City of S.D.	Dan Monroe	

