



Pure Water North City Phase 1 Construction Projects
University City Working Group Meeting #2 Summary

North City Water Reclamation Plant
Wednesday, July 18, 2018, 4:30 - 8 p.m.

This document is not intended to capture verbatim comments from the meeting or function as meeting minutes. It is a summary of the comments and questions posed by the Working Group members and the answers provided by City staff and consultants. The questions and answers are unattributed.

Working Group Members Present

Brenda Anderson, Resident
William "Bill" Beck, Renaissance La Jolla HOA
Barry Bernstein, University City (UC) Community Association
Ruth DeSantis, UC Community Foundation
Andie Hosch, UC Planning Group
Merle Langston, UC Community Association
Rita Lim Wilby, Resident, Chemist, Business Owner
Jerry Malamud, Resident
Pia Mantovani-Sud, Resident
Amy Murad, Resident
Bob Brown, UC Community Association
Katie Rodolico, Resident
Tama Snow, Engineer

Working Group Members Absent

Dan Harvey, Organic Chemist

Project Team Members Present

John Helminski, Public Utilities Department
Brent Eidson, Public Utilities Department
Stephen Lindsay, Public Works Department
Joe Long, AECOM
Alan Shapiro, AECOM
Sean McCarty, Consultant, Public Utilities Department
Lewis Michaelson, Facilitator, Katz & Associates
Shannon Slaughter, Katz & Associates
Tiffany Ngo, Katz & Associates

Other Attendees

Bridger Langfur, Council District 1

Public Members from Sign-in Sheet

Steve Kalvelage

Eleanor Beck, Vista La Jolla

Lynn Newman, Vista La Jolla

Deborah Knight, Friends of Rose Canyon

John Campbell, UCCA

Welcome and Introduction

Lewis Michaelson welcomed the University City Working Group (WG) and went over how the group arrived at the agenda for the second meeting, identifying that the project team prepared topics to cover and also brought the construction design plans to cover with the WG. He then went over introductions, the agenda and the role of the WG versus the role of the public.

WG members received a packet of Meeting 2 materials for their binders including the meeting agenda, a copy of the PowerPoint presentation, and a handout on the Rose Canyon Truck Sewer Joint Repair Project.

To view project and meeting materials, including new binder contents, visit the Pure Water San Diego website at www.purewatersd.org/Phase1.

The following are comments or questions from WG members:

Street Restoration

- **WG Member: Last week you talked about street restoration – you said curb-to-curb or curb-to-median, but what if the street has no median but then halfway down the street there is a median?**
 - o Project Team: If there is no median, the street restoration will be curb-to-curb, and if there is a median, it will be curb-to-median on the side of the road where the work was done. If the street transitions from one condition to the other, then so will the extent of the street restoration.

Dinner

- **WG Member: I thought we mentioned having a working dinner?**
 - o Project Team: We'll see when we get there how it works best and make sure it is satisfactory for everyone. In any case, we will make sure it is shorter this time.

Follow Up Items

Joe Long provided a presentation about the follow up operational safety topics from Meeting 1, including materials for construction of the pipelines, the pipeline operating pressures, the depth of the pipelines, the locations of the air vents and the Rose Canyon Trunk Sewer Joint Repair Project.

The following are comments and questions from WG members:

Pipeline Materials for Construction

- **WG Member: Is the 3/8ths thickness of the pipe the inside diameter or outside diameter?**
 - o Project Team: The majority of the pipe is at 3/8ths of an inch thick. The pipe itself is 48 inches net in diameter, meaning that the inside is 48 inches, then we add two inches for the mortar on the inside so that is 50" and then by the time we get to the outside, it is around 53" in diameter.
- **WG Member: Will it be steel pipe throughout?**
 - o Project Team: It will be steel on the forcemain, throughout, which is the raw sewage pipeline.
- **WG Member: How long is a section of the pipe?**
 - o Project Team: Ideally twenty feet, that is generally the ideal piece that we work with, although with some bends and turns, we have different sized pipes as they are necessary.
- **WG Member: I'm trying to get the overview of this, the pipeline is designed to withstand a certain amount of pressure. What is the seismic level it is designed to?**
 - o Project Team: The seismic strain is not going to exceed the 400 pounds per square inch (psi) that the pipe is designed to, it would bend but not break.
- **WG Member: What about seismic stress sideways?**
 - o Project Team: With sideways shear stress, the ground itself actually starts to break away so it doesn't impose tension stress on the pipe.
 - o **WG Member: So if the pipe isn't supported by the ground it still won't fail?**
 - o Project Team: Correct.
 - o **WG Member: Are there state minimums on the pipeline for Richter/earthquake that you would have to reflect in the final plan?**
 - o Project Team: Yes, it is covered, but it isn't measured by the Richter Scale. We have to meet standards based off of force and levels that the pipe has to withstand. But regardless, the ground around the pipe would fail before the pipe would fail.
 - o **WG Member: What about right angles?**
 - o Project Team: The pipe is built to withstand those forces as well.

Trench/Trenching

- **WG Member: The pipes are parallel, are the pipes in the same trench or separate trenches?**

- Project Team: In some areas they're in separate trenches and in some areas they are together. However, the pipelines aren't right next to each other, there is a separation distance between them.
- **WG Member: So the trench would be around nine feet wide?**
 - Project Team: The overall trench could be up to 16 feet wide to accommodate both pipelines. But there will be evaluation about whether or not it would be 16 all at once or whether it could be two smaller trenches if one pipeline moves ahead of the second.
 - **WG Member: So it will take double the time? Trenching then coming back and trenching?**
 - Project Team: No. What happens is that we may be ahead with one pipe, with the trench just as wide as they need it, and then shortly behind it in the same construction operation would be the second pipe. We wouldn't completely finish one pipe and then start construction over for the second pipe and come back through.
 - **WG Member: I understand working in sections, but it sounds like twice as much time.**
 - Project Team: Going at one time, the amount of earth you have to take out is equal to the amount of earth you have to take out and move if you build one and then the other.
 - **WG Member: You're interrupting the flow of traffic twice if you do that.**
 - Project Team: Sometimes it may be quicker working in the smaller trench due to the amount of time it takes with backfilling and laying larger steel plates. But with means and methods with the contractor, they are going to figure out the quickest way to get through.
- **WG Member: Why the 16 feet wide trench? Why can't you put the 36-inch pipe above the 48-inch pipe or offset it so that it could be a 10-foot wide trench?**
 - Project Team: We actually did take a look at that. There are several issues that come up when you stack the pipes, it makes it very difficult to maintain the pipes and there are other apparatus, including valves, along the way that we have to add so we'd need to offset the pipe. Also, it would form a corridor wall in the street that would mean almost no other work could then ever be done there in the future for other utilities that need to cross over.
 - **WG Member: Not stacking I understand but the offset seems like it could be a compromise.**
 - Project Team: The offset would still be the same issue though, because the vaults are larger than the pipe themselves, so the trench would still need to be wide enough for all of those things.
 - Facilitator: We are here for your feedback and how the construction team may work faster but still safely, and we're going to respond to those suggestions. Are there any other thoughts on ways they could do it quicker, or suggestions that you've heard from people or that people have suggested, about a quicker way to do it?
 - **WG Member: Trench the big one first, then the little one. How long is each working trench section?**
 - Project Team: We would want enough distance between the two crews so that they aren't stepping over each other. For each work day, it would be as

much pipe as they can lay in that working day and they would be saw-cutting ahead and preparing for the next day.

- **WG Member: How many pieces of 20-foot pipe section would you estimate laying in a day?**
 - Project Team: I'd say about 60 feet, but these are estimates.
 - **WG Member: We're not holding you to it, we're just trying to find some numbers.**
 - Project Team: You know there could be a new crew that starts out slowly and then they speed up throughout the project, productivity changes throughout, but they will do as much as they can on any given day plus working ahead to prepare for the next day.
 - **WG Member: The term 75 feet per day of linear work has been tossed out, but you're saying 60 feet per day is more likely, with work on both ends, so is it more like 120-200 feet at a time?**
 - Project Team: It changes and there are different approaches to every street and every intersection, there isn't a magic number or hard and fast rule that every work zone is 200 feet.
 - Facilitator: Let's say it is 200 feet, what would you say back to him?
 - WG Member: I'd say you have to be careful in certain intersections.
 - Project Team: In intersections it would be much less because we would keep through traffic.
- **WG Member: So if you're digging trench and laying sections as you go, in sections, is it that Day 1 you dig and then Day 2 you lay?**
- Project Team: 200 sounds like a lot, but they need to dig and backfill in the same day. We lay as we dig because we want to backfill in the same day. The contractor wouldn't want to dig any more than they could backfill, with the exception of joints because they would need to be welded and inspected. There are certain areas, such as with vaults that take longer.
 - **WG Member: And this very same day they'd be trenching for the brine line and backfilling the same day?**
 - Project Team: That would be in a different location because it is a different operation, they wouldn't be working in the same place.
 - Project Team: There will be two groups moving in unison but offset. Trenches will be a distance apart, it will come down to means and methods of the contractor, and we'll know more about approach when they're on the project.
 - **WG Member: Some of the construction plans in the fact sheet say two days but that doesn't seem realistic.**
 - Facilitator: I want to clarify that many of these numbers you would like to have they can't give you right now because of something called "means and methods" which as the city has indicated, will be up to the contractor to propose.
 - **WG Member: I want to tag on about the map, with days of construction that are cited on it – I see for my particular neighborhood a gold number and a magenta number. Is one the brine line and one the steel line?**

- Project Team: What you're looking at was an estimate during design to give us an idea of the production line. The gold and magenta don't represent a pipeline, just a length of time in that particular section and the colors alternate to make it easier to read.
- **WG Member: I'm stuck on the trenching. I have a question about monitoring, will there be continuous monitoring or monitoring periodically?**
 - Project Team: We have environmental monitors out there and test compaction daily. We would also have biologists; there will be plenty of people monitoring.
 - **WG Member: So if you found something toxic would you alert the residents – what would you do?**
 - Project Team: Not necessarily, because we would have a process in place to contain that and eliminate the issue – with toxic material it goes right into the truck and is driven away. There is a safety factor involved that means that unless you were right there in the construction area, anything you could breathe will have already dissipated.
 - **WG Member: How many intersections like Governor with Genesee have you been on, with four gas stations?**
 - Project Team: These are not atypical, we run into these everywhere we go (such as on West Point Loma Boulevard and the Shell station there) The precautions for public safety have been set by the state in terms of both how you need to monitor for it and the procedures we must follow if we do encounter things like hydrocarbons. As far as I know, there has never been any need for notification because there is no risk to people outside the construction area. There would have to be sustained exposure. I'd be happy to bring someone in to talk about this.
- **WG Member: In listening to concerns with these pipelines and the intersection, I suggest a visual and maybe what traffic flow would look like, length of time, and laydown – what that all looks like. I think looking at critical intersections with a visual may help people feel at ease.**
- **WG Member: In some separate meetings, you shared a helpful visual of a timeline with intersections and I think that would be helpful with this group and for lay persons.**
 - Project Team: We think the critical sections are Governor at Genesee, Nobel at Genesee, out at front of the high school, Balboa and Clairemont Drive, and the driveway at Renaissance. We can bring those visuals in that we presented at the University City Planning Group private meeting. We can bring those back and revisit.

Dirt/Soil

- **WG Member: With the dirt being stored in place so it can be backfilled, during the EIR there was discussion about moving the dirt to offsite and then moving**

it back. My other concern is looking at the situation at Governor and Genesee, and that dirt had better not be stored onsite.

- Project Team: The contractor will hire a firm to determine if soil is hazardous or not and that dirt, as soon as it is scooped up and detected, would never hit the ground again, it gets disposed.
 - **WG Member: How close to that intersection do you start sampling? Every scoop is sampled?**
 - Project Team: Every time we open the ground we check, it is a continuous thing.
- **WG Member: At Genesee and Governor, that would be a situation where it doesn't make sense to do a pipe one day and then again another pipe because you're disturbing toxic soil twice. Plus it is a critical intersection.**
- Project Team: Our contractor doesn't want to go through these busy intersections slowly either. That is a busy intersection so it is better when we get through faster.
 - **WG Member: That is the heart of the community with schools and restaurants.**
 - Project Team: Once we get closer to that area, we'll talk about it. I'd like to keep meeting and talking about how to maximize production while minimizing time, but still keeping the quality that is necessary.
- **WG Member: When we're talking about these intersections, is it possible that when you come to those intersections that you let us know you're going to disturb the soil that is toxic, so we can notify people ahead of time and tell the residents that are concerned on Nextdoor etc., ahead of time?**
- Project Team: Yes, we'll have outreach communication notifications throughout construction and we would give you the heads up before we get to the area.

Meetings

- **WG Member: I thought we would meet ongoing throughout construction so we'd have a forum, rather than just having a phone number to call. And I also thought this was organized so that some of our input may possibly change or modify some of the items in the contract where it is feasible to do it and take on safety concerns.**
- Facilitator: You're spot on with the second part. That is why you're here and they've gotten feedback from other groups, and they want that from you. In some instances, they may not be able to take the suggestion because of engineering or safety reasons.
 - **WG Member: We don't want to feel like everything is pre-ordained and settled and we are just listening and appreciate you're listening to us, but we want to feel heard.**
 - Facilitator: Absolutely.
 - Project Team: For example, at Clairemont, they knew that they needed to talk more about work hours because they have residents next to Clairemont

Town Square. The Town Square would prefer night work but that's not fair to the nearby residents. The Clairemont Square representative was tasked to talk to her two tenants that would be most impacted because of single-drive access to see what we can do to make it better. We aren't here to say that we know everything, we are hoping the power of the group gets the best product here.

- Project Team: And just to say, we thought originally this was going to be one contract, but we broke it up because each area is different and doing that would give us the opportunity to meet with smaller groups and actually focus in on their areas.
- **WG Member: At City Council, the intent was that discussion be ongoing (and meetings) during construction. Pre-construction is great but at City Council the language was during construction.**
 - Project Team: It is ultimately our plan to do that. From the engineer's perspective, his group out in the field sees it as a benefit to them to have eyes and ears and to meet throughout. We want the feedback on how we're doing and what we can do better. I find these meetings during construction would be very valuable, with no surprises and a clear path, with clarification both ways for this project.

Safety

- **WG Member: So if we come up with safety concerns and request modifications, would you be willing to look into them even if it was an additional cost?**
 - Project Team: We are open to whatever ideas you have. We would definitely take a look at it and see.
 - **WG Member: Do you mean a safety concern that hasn't been anticipated that they might not have known about?**
 - **WG Member: Yes, some concern or requirement that could cost more.**
 - Project Team: Yes, we would look at it. As an example, there's a cost to these meetings that we are taking on to work with you.

Schedule

- **WG Member: Is there a project date for start of construction?**
 - Project Team: April 2019, but we are doing a full analysis of the schedule now.
- **WG Member: I understand construction hasn't begun, but has pre-construction or anything physical begun yet?**
 - Project Team: To back up, a survey was done of the entire alignment during design. Then we did a utility investigation which included physical potholing – where we uncover the utility by moving soil to locate that pipe/utility. Next, we did geotechnical studies, which meant borings from beginning to the end of the alignment to profile the soils and check on sediment and rock. Those are typical design-level “pre-construction” activities. We'll also have

discussions with SDG&E about the need for possible utility relocations, but that hasn't been done yet.

- **WG Member: When I get reports that construction has begun, I can now say it hasn't so that's helpful.**
- Project Team: No construction contracts have been let yet. The first would be an early prep site work contract for the plant site over here and we'll advertise that sometime in August, it would probably be awarded in the December/January timeframe.
- **WG Member: When will construction be done?**
 - Project Team: We have a preliminary estimate, but now a construction review is occurring to look at the timeline and apply various other factors. We expect to have that better estimate within the next month or month and a half. It would include restoring trench, resurfacing, curb ramps, etc.
 - **WG Member: It's been brought up before, but when you decided the alignment, why are you going around the pines rather than closer to the curb away from the roots?**
 - Project Team: Let's hold this for now because I have the plans and will show you.
- **WG Member: You said April 2019 (for start date) and then I see 2035 for end date.**
 - Project Team: 2035 is the entire program which includes all phases. This facility is intended to be online in 2021, or early 2022. We have a construction management firm looking at schedules to see how they mesh and if there will be any modifications.
 - **WG Member: Does that include the plant they are building here?**
 - Project Team: Yes, expansion of this plant and construction of the one on the north side of Eastgate Mall would be by 2022, flowing water in 2022.
- **WG Member: We are part of Phase I, how was that determined? Was it just more logical to be Phase 1?**
 - Project Team: A recycled water study was completed years ago. The South Bay phase is farther south, and the water needs are much less down there in the near term, so it was based off the distribution system and where we had the most use and need for additional water sources.
 - **WG Member: So most of the water is going to communities in the North?**
 - Project Team: It is going to the Miramar plant which covers almost everything down to freeway. We have a map of that distribution system that we can bring.
- **WG Member: You won't close both lanes on Genesee on the same day?**
 - Project Team: No we won't.

Monitoring

- **WG Member: When you said monitor, we know you're going to use a contractor to build the pipeline, but who is going to check on that work? Are you filming or is that asking too much?**
 - o Project Team: All the testing that we do and require is documented and kept in the project file, including spot checks. We'll test multiple options, and we'll have special third-party independent checking.

Pressure

- **WG Member: You said blockage in the pipeline (referring to when the pipeline could potentially get to the red line of highest pressure)? What kind of blockage?**
 - o Project Team: We don't anticipate any blockage. The more likely time where there would ever be increased pressure would be if there was human error and someone was doing maintenance and closed a valve, but even if that happened we wouldn't anticipate any sort of blockage.
- **WG Member: So the pressure chart is a simulation? Is there a margin of error?**
 - o Project Team: There is only a very small margin of error because we have enough experience using the tool that we understand our hydrologic models to be very accurate. Regarding the red line, in a closed system that is the pressure, but then we have the pipe manufactured to be twice as strong. The operating pressure is much less. The pumps will shut down if the pressure is above the blue line. The pump has to sense that the velocity is working, and the flow meters are working. If that isn't working, the pump shuts off.
 - o **WG Member: But it could be flowing and leaking so how would you know if it's deviated?**
 - o Project Team: The pump station has a low-pressure side, and we know where it should be operating. Also, there are meters on both ends saying how much flow is going in one end to the other end.
 - o Facilitator: What would you suggest they do?
 - o **WG Member: Pressure sensors along the line.**
 - o Project Team: We will take that into consideration.
- **WG Member: I'm not worried so much about the pressure as in leaks. You said the pumps would stop if the pressure dropped too low which would happen if there wasn't enough sewage to push through.**
 - o Project Team: The two meters tell you that the pump is full of fluid, it's an incompressible fluid. We are mixing oxygen into a liquid, but there aren't gas bubbles.
- **WG Member: Regarding the slide about operating pressure and the peaks in the UC area, the first would be San Clemente Canyon, then Rose Canyon, and then where it goes by Nobel, then 805. Related to that question, looking at this map, you said the pipes are designed to be twice as strong. Looking at the UC area, at 200 psi, is it safe to assume that where you're at 200 psi you're going to be using 352 psi pipe thickness (No - 266 psi)? That's not double.**

- Project Team: That is the allowable working pressure of that pipe. You're at 200 psi. And the microtunnels have another steel casing and then grout.
- **WG Member: It sounds like you count your double twice. Is allowable the max?**
- Project Team: Allowable is half of the max pressure.
- **WG Member: The chart shows the allowable working pressure, and then you double it.**

- **WG Member: Would having additional pressure checks be reasonable? Because of the length of pipe and turns, would you consider additional pressure gauges at different locations – is that too much to consider?**
 - Project Team: We will consider that.
 - **WG Member: How would we know if you added them?**
 - Project Team: If we put in additional pressure-testing stations they would be added to the plans, which you would have access to.

- **WG Member: For the brine line, is it plastic under Clairemont because it is flat there?**
 - Project Team: Yes, and the pressure is barely above 75 psi.

- **WG Member: When you look at the 2.1 safety factor, is that the blue line or the red line (on the pressure slide)?**
 - Project Team: We took the red line. It is built to twice the allowable pressure, but the maximum pressure the pipe can take is still more than double that, with extra safety factors.

Gas/Valves/Vents

- **WG Member: You discussed having gas release valves so I assumed there would be gas to release, so what are they for?**
 - Project Team: The line is under pressure, and it's completely full of liquid. If the pumps turn off, the column of water would separate and air would fill up, and as it filled back up, air would expel. The only time it won't be a closed system is when the pump station fully shuts down and then we start up again. So that would be the only time air is being released.
 - **WG Member: When you talked about air release valves it sounded like gas would be generated, but you're saying there is no air to be released.**
 - Project Team: It's a full column of water, we are adding oxygen in, but it is dissolved into it in the way an ocean or a lake has fully dissolved oxygen.
 - **WG Member: Why would you have gas release valves if there is no gas being formed?**
 - Project Team: They are air vacuum air release valves. They have two functions. The valve releases air out when you need it released out and vacuums air in when you need air in. You need air in when the pumps turn off and the water column separates, air pumps in to prevent the pipe from forming a vacuum. And you want to expel the air to have a closed system for air that generates.

- **WG Member: So, you're not expecting these release valves to come into play during normal operation?**
 - Project Team: That is correct. They are primarily a safety mechanism for the pipeline.
 - **WG Member: What proof do you have that air wouldn't need to be released during normal operations?**
 - Project Team: During normal operation, pumping everyday with no shutdown, the water column would be there.
- **WG Member: It just seems implausible that no gasses would be released during normal operation. Also, a practical concern that we have is odor. I was told gas would be released and odor would be addressed by oxygenated air and carbon filters, etc.**
 - Project Team: I described the conditions under which there would be an air release.
- **WG Member: About formation of gas, are you guaranteeing that no gases will form during the seven hours of pumping from start to finish?**
 - Project Team: There is a constant pressure that is pushing out the liquid and as long as that pressure isn't interrupted there wouldn't be gas. The entire way is filled with liquid and solids. Gas would occur if there is a shutdown, and then we would know. Still, there could be an interruption or a slowdown, but during normal operation no. If there is, we have a carbon filter system and we'd release the gases into it so it would be scrubbed clean and any odor would be taken out before it would be released out through the vault. Even if it did produce gas every day, by the time it was released out of the vault, no one would be aware of that and there would be no harmful product.
- **WG Member: The pipe is working 24/7, 365 days a year, and if it is working with no stops, there would be no escape of air or gas that whole time?**
 - Project Team: There are specific instances where there is a possibility, but it is not designed to operate that way.
 - **WG Member: Maximum amount of discharge would be minimal because of all the filtration?**
 - Project Team: Right. The system wouldn't be efficient if there wasn't constant flow. I (Sean) have three of these valves by my house, if you'd like to meet me at my house I can walk you to these air valves. The ones by my house operate way more frequently than this pipeline would, because the pipe in front of my house doesn't continuously pump. If anyone would like to meet me I could schedule that.
 - **WG Member: I'll take you up on that.**
- **WG Member: Why is the vent moved to the sidewalk rather than the median?**
 - Project Team: It is not always. Sometimes the vent is in the center of the street. The vents are the same type of vent that SDG&E uses for their utility vents.

- **WG Member: If you're at the median, why can't you put it in the median?**
- Project Team: Depending on topography and layout, if it would constitute a motorist traffic visual impairment, we would move it to the sidewalk. In that case, the vault is still in the street and would sit out over the pipe, and the vent would be piped over to the edge and up.

Depth

- **WG Member: (Looking at one of the presentation charts) What is the axis on the depth slide measured in?**
 - Project Team: It is measured in elevation.
- **WG Member: So when the lines are close together, the pipe is buried at six feet?**
 - Project Team: It will always be buried at least six feet, it may be deeper.
 - **WG Member: And that's from the top of the pipe to the surface?**
 - Project Team: Yes.
 - **WG Member: I am not a sewage engineer, my background is in electrical engineering, but I've heard and remember in class that typical depth is based on diameter of pipe and it seems like six feet is pretty shallow, for example at Governor and Genesee. What is the depth there?**
 - Project Team: We specifically have the plans with us, so we can go to that intersection and look. Typically with depth of pipe, it is designed to handle any loading, including heavy buses and dump trucks, so pipe is buried low enough to handle that. For example, regular water pipes are eight inches in diameter and buried at three feet. Bigger pipes have thicker diameter to handle the same pressure. For example, transmission mains are typically placed at a depth of five feet. For this project's pipelines, the six feet depth is more than deep enough that it wouldn't be affected by any of the loads above it, but it's not buried excessively deep either which would make maintenance more difficult. The average depth is deeper than that, we are at six feet when we have to come up to add valves and things like that, so it needs to be shallower, but it goes considerably deeper at places in UC.

Other Topics

- **WG Member: I feel a little frustrated. People talk about feelings, but we are going over topics we've gone over before and I think a big part of the problem is that I don't understand or have operated a pressurized pipeline, but I also understand that you anticipate every possible thing that could go wrong and design to twice/three times more than you can imagine and yet still someone builds the trolley on top and breaks it. I don't understand how pumping sewage works and we want to understand how it works because it's going through our community, and we are concerned that there are problems in the future even if you anticipate everything. I don't know how to move forward if we keep going over questions that have been answered multiple times. We still**

don't really understand how the pipes work and you're trying to show us the information we asked for last week and we aren't getting to it because people are so worried. I don't know how to move forward. And I hope we can move forward. I'm not saying I'm not concerned, but if we keep going over the same information, we don't move forward.

- Facilitator: There appears to be a trust issue here, pure and simple. The City staff and consultants are people doing the best job they know how to do to design it safely, and more. But they can't guarantee nothing will ever go wrong, so I'm not sure what it would take for you to trust that they know what they are doing and that they are able to help you. They will try to answer your questions as best as they can, but they can't give you ironclad assurances, just the best answers they can give you now. What questions have they not yet answered?
 - **WG Member: Present the material upfront and give us the details, don't give us slides without information, give us the real stuff.**
 - Facilitator: They are presenting the real stuff. Keep in mind they're trying to explain to non-engineers about pressures and gas formation; it doesn't get any deeper than this.
- **WG Member: I know with the Mid-Coast Trolley they thought they identified all the utilities, but in front of UTC, none were where they were supposed to be. I hope you know things are where they are supposed to be, and please file as-built drawings when done.**
 - Project Team: We will do that.
 - **WG Member: Why don't you post directly to Nextdoor rather than notify us and have us post it?**
 - Project Team: We will have a public relations firm that will work with us all along this project to help with notification.

Construction Topics and Key Area Overview and Discussion (With Plans)

J. Long and Sean McCarty, along with other project team members, walked the group through the design and traffic control plans for the pipeline through the UC area. During that time, they identified specific areas of interest for the community and discussed topics such as noise, traffic control and signage, special access needs, work restrictions and construction phasing, and working days and hours. Discussion happened while standing over the plans, pointing out specific details.

The following are comments and questions captured from WG members during that part of the meeting:

Trees

- **WG Member: Can we talk about the trees?**

- Project Team: Trees are set in a concrete box that they sit in. Roots typically follow the dripline of the tree, and the medians are a little wider than where the trees are. We did borings in our physical and geotechnical review.
- Project Team: There is an arborist on site that would make a final determination on whether we would have a damaging situation, the intent is not to remove the tree or damage it.
- **WG Member: And if it's going to damage the root system?**
- Project Team: The contractor would have to stop and alert us. If the arborist determines the tree would be damaged, we would look for adjustments in the alignment to avoid damaging the tree. If we can't avoid it, the contractor will replace the tree. For tree replacement, we would replace in kind with the largest available. It has been asked if the trees there are Torrey Pines, and we have determined they are not.
- **WG Member: So you're saying you would replace it with a mature tree? We lost so many trees with the trolley that they haven't replaced.**
- Project Team: It's a condition of the site development permit that we try to avoid damaging trees so that tree replacements would become necessary.
- **WG Member: But if you have to?**
- Project Team: We would get the biggest replacement we could.
- **WG Member: We'd want a say in that.**
- **WG Member: Could you replace the planters, they are an eyesore.**
 - Project Team: We'll make sure that's in the meeting summary. We could look into options. We possibly couldn't replace the tree without replacing the planter, but on the other hand if you replace the planter you might have to replace the tree too, even if the tree were healthy. There might be something decorative we could do without replacing the actual planter.
- **WG Member: Will you protect the trees on Nobel the same?**
 - Project Team: Yes we will.

Trench

- **WG Member: Genesee is two lanes with a bicycle lane, but we're talking a 16-foot trench. What about k-rail, which would take up more space?**
 - Project Team: We're evaluating that now, and whether or not we'd need a k-rail there. We stage construction as we're going down the street, so the k-rail moves along with the overall project.
 - **WG Member: Have you checked with first responders? Would they not be able to get through if there is any traffic?**
 - Project Team: We check and they'll be able to get through. There's not a lot of room, we did the best job we could to pick the corridor that is most clear for us to get through without a lot of relocation to help speed of construction.

Depth

- **WG Member: What is the average depth next to the high school?**

- Project Team: The average depth next to the high school is 20 feet.

Traffic Control

- **WG Member: Are you going to work with the high school?**
- Project Team: We are working with the schools and they said to wait until construction is closer, and we'll work with them on timing, traffic control and flow.

Staging

- **WG Member: What about thinking of staging this during summer vacation?**
 - Project Team: Most of the construction in front of the high school and all schools will be in the summertime, but the tunnel shaft will take longer than three months to dig. But most of the heavy lifting will be done during the summer.
 - **WG Member: Sort of running into holidays? Maybe better off doing it then. Traffic is going to be a nightmare.**
 - **WG Member: Will all staging of equipment near the high school be on the north side?**
 - Project Team: Yes. Launching equipment and staging of pipe will all be on the north side. But it will be closed for safety reasons.
- **WG Member: Switching gears slightly, but dealing with tunneling, the San Clemente tunnel under the freeway/52, there you are staging in the parking lot, but you'll keep it open for access for people?**
 - Project Team: Marian Bear Parking lot will be utilized as the launch site and some parking will be closed, but access to the park will remain open and most of the parking on the south side of the parking lot will remain open.
- **WG Member: There are onramps/offramps to the 805 work – are you coordinating with Caltrans?**
 - Project Team: The revamping of onramps and offramps is a long way off. John Helminski attends a monthly meeting with Caltrans and gives them a project update, and they are aware of the project and said as they get closer to their projects they will have specialized meetings. It's a coordination effort.
- **WG Member: On the north side of San Clemente where the parking lot is, where are you coming up?**
 - Project Team: (Showing on the map) This is the entrance to the parking lot. (Then showed the parking lot aerial image).
- **WG Member: When you come back across on Genesee you come on the west side of Genesee right? Coming up San Clemente Canyon?**
 - Project Team: It goes across Genesee. (Showing on map). The alignment for both pipelines will be on the west side of Genesee coming up from San Clemente Canyon from April Court through Rose Canyon. It is a tricky area because we're making a left turn.

- **WG Member: I'm concerned about the condos on April Court.**
- Project Team: (Looked up April Court in the plans, showed the west side) That's how they will get in and out. Again, the same as off of Town Center, they'll have a right turn entrance.

Working Hours

- **WG Member: (Pointing out an area) Rather than ending at 4 p.m., why not go the extra two hours in daylight hours? Why not have it start in the morning and just keep going – 10-hour day, 11-hour day, use the daylight. We feel if you were to do that, it would shorten the number of days, by doing more work during the day. For access and noise reasons too. All these people are here because we represent this area. Across the street I represent them too, they'll be impacted by the noise. Do it the best you can safely and correctly, but maybe longer days, as the day is long and you can work, please do this to get through there as quickly as possible.**
 - Project Team: How far north would that extend?
 - **WG Member: Up to the shopping center.**
 - Project Team: As we move north, we start getting to the western side of UTC.
 - **WG Member: It won't affect them because they'll be able to get in because there are lots of entrances to UTC.**
 - Project Team: We can work a longer day as long as it's light.
 - **WG Member: Daylight hours aren't important if you have light. You can bring the generators out to have light, why not work a 12-hour day.**
 - Project Team: We've captured this, these are the kind of suggestions we're looking for.
- **WG Member: Similar situation on Nobel and Genesee – houses there are already overwhelmed with the trolley, tower, UTC work, and it is nighttime on Genesee and daytime on Nobel and they need a break. Possibly a 30-day break? Just to catch up on sleep?**
 - Project Team: What if we used night work to Lombard and then go daytime past Lombard?
 - **WG Member: It is already insane there.**
 - Project Team: Someone who lives here is saying daytime – the EIR says daytime on Nobel and nighttime on Genesee. We don't mind a gap between that work but where is the line.
 - **WG Member: *Pointed out where on map***
 - **WG Member: You could close off Nobel and still have access.**
 - Project Team: Is the shift from day to night here? Where?
 - **WG Member: That wasn't specified in the EIR that is up to you guys.**
 - Project Team: That is up to you, that is the purpose of this working group - we want your input.
 - **WG Member: Put a week between nighttime to daytime at Nobel (north side of Nobel) because the people at the corner are getting no relief, Vista La Jolla townhome side.**

- **WG Member: I live on Genesee by Nobel Drive, looks like my property is right there (pointed out property on plan). Is it in stone that they have to work at night there? That's a lot of night work at my house. Why does it have to be at night there? I know it's already so impacted, my deck hangs over Genesee. Sometimes first responders have to go over the median, etc. I know it is night work because of traffic. Is this a majority wins situation?**
 - o Project Team: That area is a regional concern because of the highly traveled road. Closing another lane would make it worse.
 - o **WG Member: I don't think it could get worse; it is already so bad.**
 - o **WG Member: They're working on the west side. Is the traffic worse?**
 - o **WG Member: Southbound in the evening is worse.**
 - o **WG Member: It says start at soon as 7 p.m. at night.**
 - o Facilitator: I imagine some things have flexibility and some things don't. Is it a judgement call when you look at daily traffic counts or are there hard restrictions that don't allow you to use your discretion?
 - o **WG Member: Is it in stone?**
 - o Project Team: Just to give you an example, we replaced the water main down Balboa, east of Clairemont Drive. Two lanes of travel back up every afternoon even with two lanes. We closed one lane, that is usually backed up anyways – and it backed up all the way to Pacific Beach. Many more people were affected by the flow of traffic. We had to switch to nights, the decision was made that it was too much of a traffic impact to do that work during the day.
 - o **WG Member: Is that the same here?**
 - o Project Team: It is anticipated. But we are willing to look at it again.
 - o **WG Member: Could you start work at 5 a.m. and work until 3 p.m.? Tell us is the peak traffic northbound on Genesee? Maybe split for the best 8-10 hours of work?**
 - o Project Team: Yes, we could ask the contractor to work weird hours. If I had to be out of the street in the early afternoon, we could look at peaks and try and start early. Is 6 a.m. too early?
 - o **WG Member: No.**
 - o Project Team: Right now we don't start before 7 a.m.
 - o **WG Member: You get variances for nighttime work, so why not daytime and start earlier.**
 - o Project Team: I could try and start by 7 a.m., but we will have to check the peaks.

Bike Lanes

- **WG Member: So these plans show traffic?**
 - o Project Team: We are going to walk through the design plans first.
 - o **WG Member: I'm most interested in traffic control and bicycle plans. It's fine if we don't get to them tonight but at some point. I've noticed that most projects do a terrible job with bicycle safety, so I want to make sure it is addressed.**
 - o Project Team: We will revisit, but I wouldn't anticipate a lot of bicycle impacts.

- **WG Member: Can we touch on bicycle? Or are we still going to touch on traffic control next time? I want to talk about signage and how when you close a lane there is enough space or enough signage to warn motorists that there are bicyclists. With construction, they take out the bike lanes in most of these places, and when people are driving 50 miles per hour (mph) on Genesee, there is always a terrible job of bicycle safety, so I wanted to see the traffic control plans on that.**
 - Project Team: We can talk about this and bring out those plans – you are correct, bike lanes are sacrificed first.
 - **WG Member: On Genesee now people park, so they don't know they aren't supposed to park there, so cyclists then have to go around cars and people are going 50 mph.**
 - **WG Member: A simple solution to this is when you take away the bike lane, you need to paint the curb red. "No Park" signage ends up in the street going right where a bike would go.**
 - Project Team: (Brought over the traffic control plans) As we come up to Nobel we have a work zone built based on earlier discussion and the bike lane is sacrificed. We are going to have forward signage coming up towards UTC. (Pointing out the shaded construction work area and arrows indicating where traffic will move). The left turn lane onto westbound Nobel will be taken away periodically.
 - Project Team: I'm looking at the taper and the new access road, moving the traffic over. The bike lane is lost. But we start to taper way down at the bus access, Esplanade is where the taper starts, it is a 540-foot taper. Beyond that there are notifications and signs.
 - **WG Member: I thought that was going to happen and that's completely fine. My concern is signage and making sure that motorists still know that bikes are there.**
 - Project Team: So you would like to see "Watch for cyclists/share the road" signs at these first notification signs, as it tapers.
 - **WG Member: Yes.**
 - **WG Member: Are there any locations where cars can park where we're going to lose the bike lane?**
 - Project Team: Genesee has no parking. Town Center and Nobel if there is parking and you lose a bike lane, I'd like to say to have parking go away because bicyclists are already losing so much space. Between Decoro and Nobel, one spot. May change the side of the street there.
 - **WG Member: What is already happening on Genesee between Eastgate Mall and Regents Road, I don't want it to happen again. It says "No Parking" but people still do, and I don't want that to happen.**
 - Project Team: We'll drive there and see what not to do.
 - **WG Member: Basically, if you lose a bike lane, don't allow parking. They took away the bike lane and didn't paint the curb red and now cars park there. Can we at least look into this?**
 - Project Team: Absolutely. To recap, you're asking for advanced signage, and if we are impacting between Decoro and Nobel, look at the parking on the west side of the street. We will make that a focus area. We may not affect that, but

I'll look at it and incorporate advanced signage where we taper for bike lanes. Speed will be 35 or 25 mph. The state has mandates on signage and speed but we'll do what we can. We're working with the City and field operations now to finalize traffic control.

Public Comment

At the meeting's closing, L. Michaelson invited members of the public to provide comment; no members of the public commented.

Closing and Next Steps

L. Michaelson closed the meeting by thanking the WG members for their time and participation.