

## **CMRSSCC Annual Report March 2019 - March 2020**

The past year has been a busy one for the CMRSSCC. Every one of our meetings has been very well attended by local residents. In fact, there were several meetings when there were more people in attendance than the meeting room could hold.

There are currently two major development proposals before the board. The first and largest project is the proposed redevelopment of the old CMR golf course by New Urban West (NUW). NUW is proposing 1200 new residential housing units in Carmel Mountain Ranch (CMR). This project is called, The Trails at Carmel Mountain Ranch - Project No. 652519.

Those attending our monthly meetings and golf course sub-committee meetings have spoken out in vehement opposition to this project. Opposition ranges from concern about lost views and decreasing property values to fire safety and increased traffic concerns. We have done our best to capture the public comments on this project in our meeting minutes. This development would also require a zoning change to the underlying property and an amendment to the current CMR Community Plan. The zoning and plan change would dramatically increase the density currently allowed on this property and in CMR in general. There have been no residents who have spoken out in favor of this project at any of our public meetings.

The second development proposal currently before the city is an apartment building located at the corner of Rancho Carmel Dr and Provencal Pl. The site is currently a city owned park & ride garage which has been for sale for two years or more. The proposed development would be more than 70 feet tall and contain between 45 and 50 apartment homes. This project would also require a community plan and zoning change. These changes would represent a massive increase in the currently allowed density on this property. This project is called, Alante - Project No. 648597.

Opposition to the Park & Ride project is also quite strong. Residents have wide-ranging concerns. Most importantly those residents in the Provencal condominiums who would be directly impacted by this building. There are serious concerns about the available parking at this location as well. 50 apartment homes are being proposed and there are only less than 60 parking spots being planned. The parking at the shopping center across the street is already very minimal and there is little or no street parking in the area. The old park & ride currently serves as overflow parking for the shopping center and the Carmel Mountain Ranch Recreation Center.

The Alante building is proposed to be just over 70 feet tall. There are no other buildings in Carmel Mountain Ranch that approach this height. The structure itself does not conform to the CMR community plan. There have been no residents who have spoken out in favor of this project at any of our public meetings.

Our election in March was the first one we've had since becoming reactivated in October of 2018. At that time we held a special election, filling all 15 seats on the board. Many of those

seats were up for re-election this year and with few exceptions, current members are running for re-election. We have had three resignations since March of 2019 and those vacancies have either been filled already or will be filled at our March meeting. We currently have 13 of 15 seats filled and our current roster should be available on the city's website. The city was furnished with our updated roster within one week of our March election.

One of the challenges we've experienced as an essentially new CPG is documenting our activities and attendance. We elected a secretary very soon after becoming re-activated in 2018 and she did an amazing job of capturing what occurred at our meetings in terms of public comment and board comments about any particular item. What was missing from some of those published meeting minutes was our actual attendance data. The CMRSSCC has had a quorum at every meeting since November of 2018; however, the exact number of members present and exactly who was present may be missing from some of the meeting minutes. Precise attendance data has been contained in our meeting minutes since our current secretary took over in November of 2019.

As a board we went back through each of the meetings from March of 2019 - October of 2019 and reconstructed our attendance data based upon each person's recollection, emails between members regarding who would be absent at any particular meeting, and also each member self-reporting which meetings they attended. Our attendance data. That attendance information can be found in the attached "exhibit 1" of this report.

The CMRSSCC has taken two votes during this reporting period. One vote was to recommend to the City Planning Commission not to initiate the New Pointe Development proposal for the old Park & Ride. That vote was 12 - 0 to deny the initiation request and occurred at our June 12th 2019 meeting. The other was a vote not to recommend initiation of the New Urban West proposal for the old CMR golf course. That vote was 9 against and 1 in favor of initiation. In both cases the City Planning Commission overrode our "no" vote recommendation and initiated both projects.

The CMRSSCC and the local community at large are very concerned about the fact the Planning Commission ignored both of our recommendations. In both cases our recommendations were based on the initiation criteria provided to us by the City of San Diego. Primarily the reason for both "no" votes was that the proposed developments were not and are not consistent with the CMR Community Plan. Our "no" vote recommendations in both cases were also based on the criteria provided by the city which asks us basically if the proposed development enhances the community. In both cases we felt the proposals did not enhance or benefit our community.

The reason we felt neither development enhanced or benefitted our community was that both of these projects separately and certainly both taken together will both increase traffic and decrease the safety of our community. When referring to safety, we are primarily concerned about fire safety and mass egress during a major fire event. There are a limited number of ways

in and out of CMR. Adding several thousand more vehicles to our streets is going to make egress much more difficult during an emergency situation.

These developments are not consistent with the 1984 CMR Community Plan intent, its documents or any of the amendments. The Community plan takes great care in designing residential development so as not to adversely affect surrounding land uses and topography to protect view corridors on and around designated ridgelines, hilltops, and hillsides. The choice of building heights are to be geared to the silhouette of the terrain, with higher buildings being planned on lower ground, particularly within the town Center area. Our community plan also specifies a mix of single-family residential, attached townhomes/condominiums, and apartments. The current development plans are proposing to throw that ratio off as well as exceed the height of any buildings currently within our plan area.

The City of San Diego has made development within Transit Priority Areas (TPA) much easier to get approved. However, only a part of CMR is located within a half-mile requirement of the current transit center, which does not serve our local community as it should. For instance, if someone who lives in the new apartment building wants to take a city bus to the local Ralph's Shopping center located approximately 1.5 miles away, they must first walk to the transit center or another bus stop, catch a bus to Rancho Bernardo, and then take a bus back to Ralph's center. This is a 45 min bus ride to go 1.5 miles to buy groceries. In addition, the terrain of our neighborhoods (steep hillsides) would not be considered conducive to ADA requirements along the public walkways and thoroughfares, which would be difficult for families and the elderly to access. This makes no sense to us as a board and no sense to us as a community. It seems as if the City of San Diego is putting the cart before the horse. They are allowing increased density to be developed within TPAs before the actual transportation infrastructure to serve local residents even exists.

The traffic study done by New Urban West shows an increase in CMR vehicle traffic of nearly 8,000 trips per day (7928 according to their own study). As a community and as a board we are all very concerned about what this level of density and traffic increase will do to our quality of life. More specifically egress during a major disaster (like a Santa Ana induced wildfire). Additionally concerning is the carbon footprint of so many new vehicle trips every day. A vast majority of this new traffic is planned such that it will spill out onto Shoal Creek Drive, Provencal Place, Carmel Ridge Rd, Rancho Carmel Drive, Highland Ranch Road and Eastbourne Road. These streets are already heavily traveled without the added 8,000 vehicle trips per day.

We are not opposed to development and we are not even opposed to increased density; however, we are concerned the City of San Diego is not doing things in an intelligent manner with regard to our local community. We definitely understand that the owner of the golf course property has a right to sell the land and that New Urban West has the right to buy the land and propose development on it. We are not opposed to any development on the golf course, just the development as it is currently proposed. We believe whatever development occurs on the golf course property should be far more consistent with the mix of single family homes, townhomes, and apartments that are already here.

There are many vacant and/or soon to be vacant retail centers which would be much more appropriate for high-density development. These types of developments are much closer to shopping and could easily be integrated into the already present transportation networks. Also, those existing transportation networks should be enhanced before density is added. As a board and as a community, we believe the city should look very closely at all these issues and we should all work together to come up with a plan that makes both economic and environmental sense.

Sincerely,

Eric Edelman - CMRSSCC Chairperson

\*Approved by the full board on 4/23/2020

# CMRSSCC Annual Report, March 2019 - March 2020 - Exhibit 1

## Attendance Records for March 2019 - October 2019

March 2019 -

Present:

Eric Edelman  
Michelle Mullin  
Ester Berry  
Murphy Walsh  
Dan Thompson  
Daniel Clayson  
Alex Berzins  
Karen Vogue  
John Schroeder  
John Chiu  
Rich Kreji  
Michael Nelson  
Ryan Yamasaki  
Marc Clark

Absent:

Joseph Valencia

April 2019

Present:

Eric Edelman  
Michelle Mullin  
Ester Berry  
Murphy Walsh  
Alex Berzins  
Joseph Valencia  
Karen Vogue  
John Schroeder  
John Chiu  
Rich Kreji  
Michael Nelson  
Ryan Yamasaki

Marc Clark

Absent:

Dan Thompson  
Daniel Clayson

May 2019

Present:

Eric Edelman  
Michelle Mullin  
Ester Berry  
Murphy Walsh  
Dan Thompson  
Daniel Clayson  
Joseph Valencia  
Karen Vogue  
John Schroeder  
John Chiu  
Rich Kreji  
Ryan Yamasaki  
Marc Clark

Absent:

Alex Berzins  
Michael Nelson

June 2019

Present:

Eric Edelman  
Michelle Mullin  
Ester Berry  
Murphy Walsh  
Dan Thompson  
Joseph Valencia  
Karen Vogue  
John Schroeder  
Rich Kreji

Michael Nelson  
Ryan Yamasaki  
Marc Clark  
Alex Berzins

Absent:

Daniel Clayson  
John Chiu

July 2019

Present:

Eric Edelman  
Michelle Mullin  
Ester Berry  
Murphy Walsh  
Joseph Valencia  
Karen Vogue  
John Schroeder  
John Chiu  
Rich Kreji  
Ryan Yamasaki

Absent:

Alex Berzins  
Dan Thompson  
Marc Clark  
Daniel Clayson  
Michael Nelson

August 2019

Present:

Eric Edelman  
Michelle Mullin  
Ester Berry  
Murphy Walsh  
Dan Thompson

Daniel Clayson  
Joseph Valencia  
John Schroeder  
John Chiu  
Rich Kreji  
Michael Nelson  
Ryan Yamasaki  
Marc Clark

Absent:

Karen Vogue (resigned)  
Alex Berzins

September 2019

Present:

Eric Edelman  
Michelle Mullin  
Ester Berry  
Murphy Walsh  
Dan Thompson  
Daniel Clayson  
Joseph Valencia  
John Schroeder  
Rich Kreji  
Ryan Yamasaki  
Marc Clark

Absent:

Alex Berzins (resigned)  
Michael Nelson  
John Chiu

**October 2019**

Present:

Michelle Mullin  
Ester Berry  
Dan Thompson  
Joseph Valencia



John Schroeder  
John Chiu  
Rich Kreji  
Michael Nelson  
Ryan Yamasaki  
Marc Clark

Absent:

Eric Edelman  
Daniel Clayson  
Murphy Walsh

**November 2019**

Present:

Eric Edelman  
Michelle Mullin  
Dan Thompson  
John Schroeder  
John Chiu  
Rich Kreji  
Ryan Yamasaki  
Marc Clark  
Joe Valencia

Absent:

Ester Berry  
Michael Nelson  
Murphy Walsh