



THE CITY OF SAN DIEGO

Report to the Planning Commission

DATE ISSUED: June 17, 2021 REPORT NO. PC-21-029

HEARING DATE: June 24, 2021

SUBJECT: Bakery Sorrento Cannabis Outlet CUP/CDP, Process Three Appeal Decision

PROJECT NUMBER: [665588](#)

REFERENCE: Report to the Hearing Officer [HO-21-022](#)

OWNER/APPLICANT: Gary Rogers, Owner and Bakery Sorrento Inc., Applicant

SUMMARY

Issue: Should the Planning Commission uphold or deny an appeal of the Hearing Officer's decision to approve a Cannabis Outlet located at 11330 Sorrento Valley Road within the Torrey Pines Community Plan area?

Staff Recommendation: Deny the appeal and uphold the decision of the Hearing Officer to approve Conditional Use Permit (CUP) No. 2437097 and Coastal Development Permit (CDP) No. 2527091.

Environmental Review: This project was determined to be categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA section 15301, Existing Facilities. This project is not pending an appeal of the environmental determination. The environmental exemption determination for this project was made on February 26, 2021, and the opportunity to appeal that determination ended March 12, 2021.

Fiscal Impact Statement: None. All staff costs associated with the processing of this project are recovered from a deposit account funded by the project applicant.

Code Enforcement Impact: None associated with this application.

Housing Impact Statement: The project site is in the IL-3-1 (Industrial Light) Zone, which allows a range of light industrial, office and commercial activities and residential housing is not allowed in the IL-3-1 Zone; therefore, the project would not impact housing supply within the City of San Diego.

BACKGROUND

This item is an appeal of the Hearing Officer's April 28, 2021 decision to approve CUP and CDP to allow operation of a new Cannabis Outlet. The Report to the Hearing Officer [HO-21-022](#) (Attachment 1) contains the project background, analysis and necessary draft findings with a staff recommendation of approval.

The project is request for a CUP, pursuant to San Diego Municipal Code (SDMC) [section 126.0303\(b\)](#), to allow the operation of a 5,412-square-foot Cannabis Outlet within an existing 6,676-square-foot commercial building located at 11330 Sorrento Valley Road. The project also requires a CDP pursuant to SDMC [section 126.0704\(a\)\(3\)](#) due to the intensification of use resulting from the proposed change in use from office to retail. 1.4-acre project site is in the IL-3-1 (Industrial Light) Zone, Airport Influence Area (MCAS – Miramar Review Area 1), Airport Safety (MCAS Miramar – Accident Potential Zone 2), Coastal (Non-Appealable Area 1) Overlay Zone, First Public Roadway, Coastal Height Limitation, Fire Brush Management (100-foot Setback), Fire Brush Zone (300 Feet Buffer), Very High Fire Hazard Severity Zone, Special Flood Hazard Area (0.2 PCT Annual Chance Flood Hazard – 500 Year, and Zone AE – 100 Year), Prime Industrial Lands, and Transit Priority Area within the Torrey Pines Community Plan area.

The project site is identified as Prime Industrial Lands in the Economic Prosperity Element of the General Plan and is designated for Industrial land use by the Torrey Pines Community Plan (TPCP). The site is currently improved with a one-story commercial structure constructed in 1969 and occupied by offices and machine shops. The existing use of the proposed tenant space is currently an office. The site is within the Industrial Employment General Plan land use category per the Land Use and Street System Map (Figure LU-2). The Sorrento Valley industrial area, including this site, is identified as Prime Industrial Lands by the General Plan. All of the surrounding parcels are in the IL-3-1 Zone and the existing uses are consistent with the Industrial designation of the TPCP. As detailed in the Report to the Hearing Officer [HO-21-022](#), proposed Cannabis Outlet is a compatible use at this location with a CUP/CDP and is consistent with TPCP land use polices.

Legal Standard for Appeal of Hearing Officer Decision

Pursuant to SDMC [section 1510.0201\(d\)](#), an appeal of a Hearing Officer decision may only be granted with evidence supporting one of the following findings:

- (1) Factual Error. The statements or evidence relied upon by the decision maker when approving, conditionally approving, or denying a permit, map, or other matter were inaccurate; or
- (2) New Information. New information is available to the applicant or the interested person that was not available through that person's reasonable efforts or due diligence at the time of the decision; or
- (3) Findings Not Supported. The decision maker's stated findings to approve, conditionally approve, or deny the permit, map, or other matter are not supported by the information

provided to the decision maker; or

- (4) Conflicts. The decision to approve, conditionally approve, or deny the permit, map, or other matter is in conflict with a land use plan, a City Council policy, or the Municipal Code.

Pursuant to SDMC [section 112.0506\(c\)](#), the Planning Commission can only deny the appeal and uphold approval of the project if none of the above findings are supported by sufficient evidence or grant the appeal and deny approval of the project if it finds one of the above findings is supported by sufficient evidence. The below analysis demonstrates how the appellants do not provide facts to support one of the above findings.

PROJECT APPEAL DISCUSSION

On May 8, 2021, Troy Van Horst, Chair of the Torrey Pines Community Planning Board, filed an Appeal Application of the Hearing Officer's April 28, 2021 approval decision. The grounds for appeal is identified as "Findings Not Supported" (Attachment 2). Appeal issues are summarized below, and staff responses are as followed:

Appeal Issue No. 1: Conditional Use Permit Finding No. 1 is not supported.

Appeal Issue No. 1a: *"The proposed Cannabis Outlet is a non-industrial supporting retail use."*

Staff Response to Appeal Issue No. 1a: Per the TPCP, anticipated Industrial development in Sorrento Valley includes manufacturing firms, research and development, laboratories, offices, industrial services, incubator industry and business uses, and support commercial and retail uses. Cannabis Outlet is classified as retail sales pursuant to SDMC [section 141.0504](#). Furthermore, Cannabis Outlet retail sales and commercial services are permitted uses with a CUP in the IL-3-1 zone pursuant to SDMC [section 131.0622](#) under Table 131006B. Therefore, Cannabis Outlet is an allowed use at the subject project site.

Appeal Issue No. 1b: *"The proposed development fails to support the claim that it is a non-freestanding retail."*

Staff Response to Appeal Issue No. 1b: The TPCP [Policy No. 1](#) of the Industrial Element states: "Development of freestanding retail commercial uses in industrially designated areas shall be restricted to those uses that serve only the immediate Sorrento Valley industrial area." The proposed Cannabis Outlet will be one of the two tenants in a multi-tenant commercial building. Suite B of the subject building is not part of the proposed Cannabis Outlet application, and will be occupied by a separate tenant. Therefore, the proposed Cannabis Outlet is not a freestanding retail, and the project conforms with this community plan policy.

Appeal Issue No. 1c: *"The proposed development should require a Coastal Development Permit."*

Staff Response to Appeal Issue No. 1c: A Coastal Development Permit is part of this project application pursuant to SDMC [section 126.0704\(a\)\(3\)](#) due to the intensification of use resulting from

the proposed change in use from office to retail.

Appeal Issue No. 1d: *"The proposed Cannabis Outlet also sells clothing and accessory merchandise."*

Staff Response to Appeal Issue No. 1d: Cannabis Outlet is classified as retail sales pursuant to San Diego Municipal Code (SDMC) [section 141.0504](#). Furthermore, retail sales and commercial services are permitted uses in the IL-3-1 zone pursuant to SDMC [section 131.0622](#), allowing the sales of clothing and accessory merchandise.

Appeal Issue No. 2: Conditional Use Permit Finding No. 2 is not supported.

Appeal Issue No. 2a: *"The business name and signage are attractive to youth."*

Staff Response to Appeal Issue No. 2a: The SDMC does not regulate business names. Cannabis business advertisements are subject to the State of California Business and Professions Code, Chapter 15 Advertising and Marketing Restrictions sections [[26150 – 26156](#)] and reviewed for compliance by the Bureau of Cannabis Control (BCC) as part of the state licensing process. Furthermore, CUP Condition No. 20 and SDMC [section 141.0504 \(d\)](#) provides signage criteria, which states "Primary signs shall be posted on the outside of the cannabis outlet and shall only contain the name of the business, which shall contain only alphabetic characters, and shall be limited to two colors. Secondary signs advertising cannabis, window signs and any display visible from the public right-of-way are not permitted."

Appeal Issue No. 2b: *"The finding for public health, safety and welfare does not include usage of cannabis and cannabis products."*

Staff Response to Appeal Issue No. 2b: The Medicinal and Adult-Use Cannabis Regulation and Safety Act ([MAUCRSA](#)) created the general framework for the regulation of commercial medicinal and adult-use cannabis in California. The California Department of Public Health Manufactured Cannabis Safety Branch is charged with the licensing, regulation, and enforcement of cannabis and cannabis products. Furthermore, SDMC Chapter 4 [Article 2 Division 13](#) and [Article 2 Division 15](#) provide strict guidelines for lawful and safe cannabis business operation, as well as impose adopted regulations consistent with the California Health and Safety Codes to promote and protect the public health, safety, and welfare of the citizens of San Diego.

Appeal Issue No. 2c: *"The proposed Cannabis Outlet will be selling high potency THC products that are neither approved nor inspected by the FDA or DEA."*

Staff Response to Appeal Issue No. 2c: A Cannabis Outlet is allowed to sell both medicinal and retail cannabis/cannabis products and is subject to State licensing requirements as defined in California Business and Professions Code [section 26001](#).

Appeal Issue No. 3: Conditional Use Permit Finding No. 3 is not supported.

Appeal Issue No. 3a: *"An amendment to the Sub-Area Industrial Area Section of the TPCP is required."*

Staff Response to Appeal Issue No. 3a: An amendment to the TPCP is not required to make the Findings of approval of this application.

Appeal Issue No. 3b: *"A Coastal Development Permit is required for this project."*

Staff Response to Appeal Issue No. 3b: See staff response to Appeal Issue No. 1c.

Appeal Issue No. 4: Conditional Use Permit Finding No. 4 is not supported.

Appeal Issue No. 4a: *"The project is not an appropriate use at this location."*

Staff Response to Appeal Issue No. 4a: See staff response to Appeal Issue No. 1a.

Appeal Issue No. 4b: *"The project does not meet the required market catch area for the proposed use at the location."*

Staff Response to Appeal Issue No. 4b: The Vehicle Miles Traveled (VMT) Screening Analysis dated March 3, 2021 (Attachment 3) included a market capture area analysis dated January 14, 2021 that concluded that the project would be a locally serving retail use. This determination was based on the methodology that a retail project's market capture area is constrained by the available population (in this case, population aged 21 and over) and proximity of competing projects. The three approved and operating cannabis outlets within two miles of the proposed project are anticipated to reduce the market capture area for the project. Additionally, as a potential customer within this area would have multiple options, the portions of the available population in this projects market capture area would be distributed to the other outlets.

Appeal Issue No. 4c: *"The project will increase traffic impact."*

Staff Response to Appeal Issue No. 4c: A VMT Screening Analysis was prepared to evaluate whether there would be any significant impacts to transportation/circulation in the area due to the project. The VMT Screening Analysis dated March 3, 2021 concluded that the project would be presumed to have a less than significant VMT impact as a locally serving retail use, and no additional VMT analysis is required. Additionally, a Local Mobility Analysis dated March 3, 2021 (Attachment 4) was prepared to evaluate the traffic conditions associated with the proposed project and determine whether any project effects would trigger the need for improvements to the transportation facilities to address issues related to operations and safety for all transportation modes. This analysis concluded the proposed project is not expected to result in any deficient transportation facilities in the study area.

Appeal Issue No. 5: "Can MOs trade-in one location for another even if approved by City Council?"

Staff Response to Appeal Issue No. 5: No. The CUPs for MOs (Marijuana Outlets, now known as Cannabis Outlets) are land use entitlements that run with the land, and recorded on the subject property, and cannot be relocated to an alternate property. A brand-new Process 3 CUP application would need to be submitted for a new location.

Appeal Issue No. 6: “Why has the City chosen to cluster four marijuana outlet within a mile of each other but not allowed any other outlets within all of District 1?”

Staff Response to Appeal Issue No. 6: The SDMC has strict zoning criteria allowing Cannabis Outlets to be located only within following zones: IBT-1-1; IL-3-1; IS-1-1; CC-2-1; CC-2-2; CC-2- 3; CC-2-4; CC-2-5; CR-2-1, CO-2-1; CO-2-2; and within following Planned Districts (PDO): Barrio Logan (Subdistrict D), Carmel Valley (EC & SP), and Centre City (WM, I, T & CC). Cannabis Outlets must also meet the minimum separation requirement pursuant to SDMC [section 141.0504 \(a\)\(1\)](#), which requires a 1,000-foot buffer from one Cannabis Outlet to another. This project was reviewed to be in compliance with separation requirements between the proposed project and all sensitive uses, and if approved, would be the fourth Cannabis Outlet in Council District 1, where four Cannabis Outlets are permitted pursuant to SDMC [section 141.0405](#).

Conclusion:

City staff has reviewed the proposed project, analyzed the appeal issues raised, and determined that the project is in conformance with adopted City Council polices, regulations of the Land Development Code, and the Torrey Pines Community Plan. There were no inaccurate statements and insufficient evidence presented by City staff upon the Hearing Officer approving the project. The appellant does not have sufficient evidence to support any of the four findings that are grounds for appeal. The proposed project is consistent with the recommended land use and development standards in effect for this site, and no deviations are required to approve the project. Therefore, City staff recommends the Planning Commission deny the appeal and uphold the Hearing Officer’s decision to approve CUP No. 2437097 and CDP No. 2527091 . Staff has prepared draft findings (Attachment 5) to support the proposed development and draft conditions of approval (Attachment 6).

ALTERNATIVES

1. Deny the appeal and uphold the Hearing Officer’s decision to approve CUP No. 2437097 and CDP No. 2527091, with modifications.
2. Approve the appeal, reverse the Hearing Officer’s decision, and deny CUP No. 2437097 and CDP No. 2527091, if the findings to approve the project cannot be affirmed.

Respectfully submitted,



PJ FitzGerald
Deputy Director
Development Services Department



Sammi Ma
Development Project Manager
Development Services Department

Attachments:

1. Report to the Hearing Officer [HO-21-022](#)
2. Appeal Application
3. Vehicle Miles Traveled Screening Analysis
4. Local Mobility Analysis
5. Draft Resolution with Findings
6. Draft Permit with Conditions



THE CITY OF SAN DIEGO

Report to the Hearing Officer

DATE ISSUED: April 14, 2021 REPORT NO. HO-21-022

HEARING DATE: April 28, 2021

SUBJECT: Bakery Sorrento Cannabis Outlet CUP/CDP, Process Three Decision

PROJECT NUMBER: [665588](#)

OWNER/APPLICANT: Gary Rogers, Owner and Bakery Sorrento Inc., Applicant

SUMMARY

Issue(s): Should the Hearing Officer approve a Conditional Use Permit (CUP) and Coastal Development Permit (CDP) to allow the operation of a 5,412-square-foot Cannabis Outlet within an existing 6,676-square-foot commercial building located at 11330 Sorrento Valley Road within the Torrey Pines Community Plan area?

Staff Recommendation: Approve CUP No. 2437097 and CDP No. 2527091.

Community Planning Group Recommendation: On April 15, 2021, the Torrey Pines Community Planning Board voted 9-0-0 to recommend denial of the proposed project due to the Board's opinion that the project does not comply with the Industrial Element of the Torrey Pines Community Plan's policies and concerns with the proposed development plans (Attachment 9).

Environmental Review: This project was determined to be categorically exempt from the California Environmental Quality Act (CEQA) pursuant to CEQA Section 15301, Existing Facilities. This project is not pending an appeal of the environmental determination. The environmental exemption determination for this project was made on February 26, 2021, and the opportunity to appeal that determination ended March 12, 2021 (Attachment 6).

BACKGROUND

On March 25, 2014, the City of San Diego adopted Ordinance No O-20356 to implement regulations for Medical Marijuana Consumer Cooperatives (MMCCs), which allowed the sale of medicinal marijuana with the approval of a Conditional Use Permit (CUP). On February 22, 2017, Ordinance No. O-20793 was approved, which included amendments to the Land Development Code and the Local Coastal Program, replacing the MMCC use with a new retail sales use, Marijuana Outlet. On January 8, 2020, the San Diego Municipal Code (SDMC) was amended by Council Ordinance [O-21163](#). The

revision replaced the word “marijuana” with “cannabis”, to reflect consistency with the State of California cannabis regulations. Therefore, Marijuana Outlet was renamed to Cannabis Outlet.

A Cannabis Outlet may be allowed with the approval of a Process Three CUP in specific land use zones of the City; these types of facilities are limited to no more than four per Council District, and 36 City-wide. A Cannabis Outlet is allowed to sell both medicinal and retail cannabis/cannabis products and is subject to State licensing requirements as defined in California Business and Professions Code section 26001. A total of four CUPs for Cannabis Outlets were approved in Council District 1. However, one of the approved CUPs (CUP No. 2038237) was recently cancelled on April 8, 2021 (Attachment 8). Therefore, there are currently three Cannabis Outlets located in Council District 1 and there is capacity for one additional Cannabis Outlet to be approved.

DISCUSSION

Project Description:

This project is a request for a CUP pursuant to SDMC Section 126.0303 to allow the operation of a 5,412-square-foot Cannabis Outlet within an existing 6,676-square-foot commercial building located at 11330 Sorrento Valley Road (Attachment 1). This project also requires a Coastal Development Permit (CDP) pursuant to SDMC Section 126.0704(a)(3) due to the intensification of use resulting from the proposed change in use from office to retail. The 1.4-acre project site is in the IL-3-1 (Industrial Light) Zone, Airport Influence Area (MCAS – Miramar Review Area 1), Airport Safety (MCAS Miramar – Accident Potential Zone 2), Coastal (Non-Appealable Area 1) Overlay Zone, First Public Roadway, Coastal Height Limitation, Fire Brush Management (100-foot Setback), Fire Brush Zone (300 Feet Buffer), Very High Fire Hazard Severity Zone, Special Flood Hazard Area (0.2 PCT Annual Chance Flood Hazard – 500 Year, and Zone AE – 100 Year), Prime Industrial Lands, and Transit Priority Area within the Torrey Pines Community Plan area. The site is identified as Prime Industrial Lands in the Economic Prosperity Element of the General Plan and is designated for Industrial by the Torrey Pines Community Plan (TPCP). The site is currently improved with a one-story commercial structure constructed in 1969 and occupied by offices and machine shops. The existing use of the proposed tenant space is currently an office.

The proposed Cannabis Outlet is required to have 27 parking spaces and the project site currently has 53 existing parking spaces. Pursuant to SDMC 142.0510(d)(2), when a change in use is proposed to a use that requires the same or fewer off-street parking spaces than the previous use, no change in parking spaces is required. The parking requirement for the existing offices within the commercial building and the proposed Cannabis Outlet is the same, therefore, this project will maintain all existing onsite parking spaces. A Vehicle Miles Traveled (VMT) Screening Analysis was prepared to evaluate whether there would be any significant impacts to transportation/circulation in the area due to the project. The VMT Screening Analysis dated March 3, 2021 concluded that the project would be presumed to have a less than significant VMT impact as a locally serving retail use, and no additional VMT analysis is required.

Operation of the Cannabis Outlet will include the retail sale of cannabis/cannabis products. The proposed tenant improvements will comply with the California Building Code, Plumbing Code, Mechanical Code, Electrical Code, Fire Code and all adopted referenced standards in effect at the time the building permit is issued, and will be reviewed for conformance during the construction

permit application phase prior to issuance of a change of use/certificate of occupancy. Required landscape improvements as shown on the proposed plans must also comply with landscape regulations and will be included in the building permit scope of work.

General Plan and Community Plan Consistency:

The Torrey Pines Community Plan (TPCP) designates the project site as Industrial. TPCP land use in Sorrento Valley is generally implemented by the IL-3-1 Zone, which is an industrial zone that allows industrial, retail, and commercial uses. Pursuant to SDMC Section 131.0622, retail sales and commercial services are permitted uses in the IL-3-1 Zones. The proposed Cannabis Outlet is allowed in the IL-3-1 zone with a CUP pursuant to SDMC Sections 131.0622 and 141.0504. The site is within the Industrial Employment General Plan land use category per the Land Use and Street System Map (Figure LU-2). The Sorrento Valley industrial area, including this site, is identified as Prime Industrial Lands (PIL) by the General Plan. All of the surrounding parcels are in the IL-3-1 Zone and the existing uses are consistent with the Industrial designation of the Community Plan. Furthermore, the TPCP contains a policy that states development of freestanding retail commercial uses in industrially designated areas shall be restricted to those uses that serve only the immediate Sorrento Valley industrial area. The market analysis included in the VMT Screening Analysis demonstrated that the proposed Cannabis Outlet would satisfy the locally serving retail criteria per the City of San Diego Transportation Study Manual based on three main elements: 1) the proposed Gross Floor Area is less than 100,000 square feet, 2) market capture area is approximately three miles or less, and 3) the proposed project is estimated to serve a population of less than 25,000 people. Thus, the proposed Cannabis Outlet is a compatible use at this location with a CUP and is consistent with the TPCP land use polices.

Separation Requirements:

The SDMC allows the operation of Cannabis Outlets in specific land use zones of the City and provides regulations for Cannabis Outlets. One of the criteria of the SDMC is the minimum separation requirements between an Outlet and other specified uses. SDMC Section 141.0504 (a) requires a 1,000-foot separation from resource and population-based city parks, other marijuana outlets, churches, childcare centers, playgrounds, libraries owned and operated by the City of San Diego, minor-oriented facilities, residential care facilities, and schools. In addition, there is a minimum distance requirement of 100 feet from all residentially zoned properties. City staff has reviewed the 100/1,000-foot radius map and the 100/1,000-foot radius map spreadsheet submitted by the applicant identifying all the existing uses, and determined that the proposed Cannabis Outlet complies with the minimum separation requirements between uses. A sensitive use map exhibit (Attachment 7) was provided by the applicant to summarize this analysis.

Operational and Security Requirements:

The proposed Outlet is subject to specific operational and security requirements and restrictions as set forth in SDMC Section 141.0504(b) through (m), which have also been incorporated as conditions in the CUP including prohibition of consultation by medical professionals on-site; prohibition of the use of specified vending machines except by a responsible person (as defined by the SDMC); provision of interior and exterior lighting, operable cameras, alarms, security guard; restriction of hours of operation to between 7:00 am and 9:00 pm daily; maintenance of area and adjacent public

sidewalks free of litter and graffiti, and removal of graffiti within 24 hours; restriction of signage to business name, two-color signs, and alphabetic characters; and signage advertising cannabis may not be visible from the public right-of-way. Outlets must also comply with Chapter 4, Article 2, Division 15 which provides guidelines for lawful operation.

Conclusion:

City staff has reviewed the proposed project and all issues identified through the review process have been resolved in conformance with adopted City Council policies and regulations of the Land Development Code. The proposed project complies with all development regulations of the IL-3-1 Zone and no deviations are required to approve the project. Staff has provided draft findings (Attachment 4) to support the proposed development and draft conditions of approval (Attachment 5). Staff is recommending the Hearing Officer approve the project as proposed.

ALTERNATIVES

1. Approve CUP No. 2437097 and CDP No. 2527091, with modifications.
2. Deny CUP No. 2437097 and CDP No. 2527091, if the findings required to approve the project cannot be affirmed.

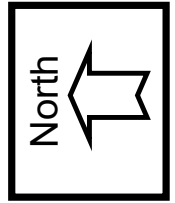
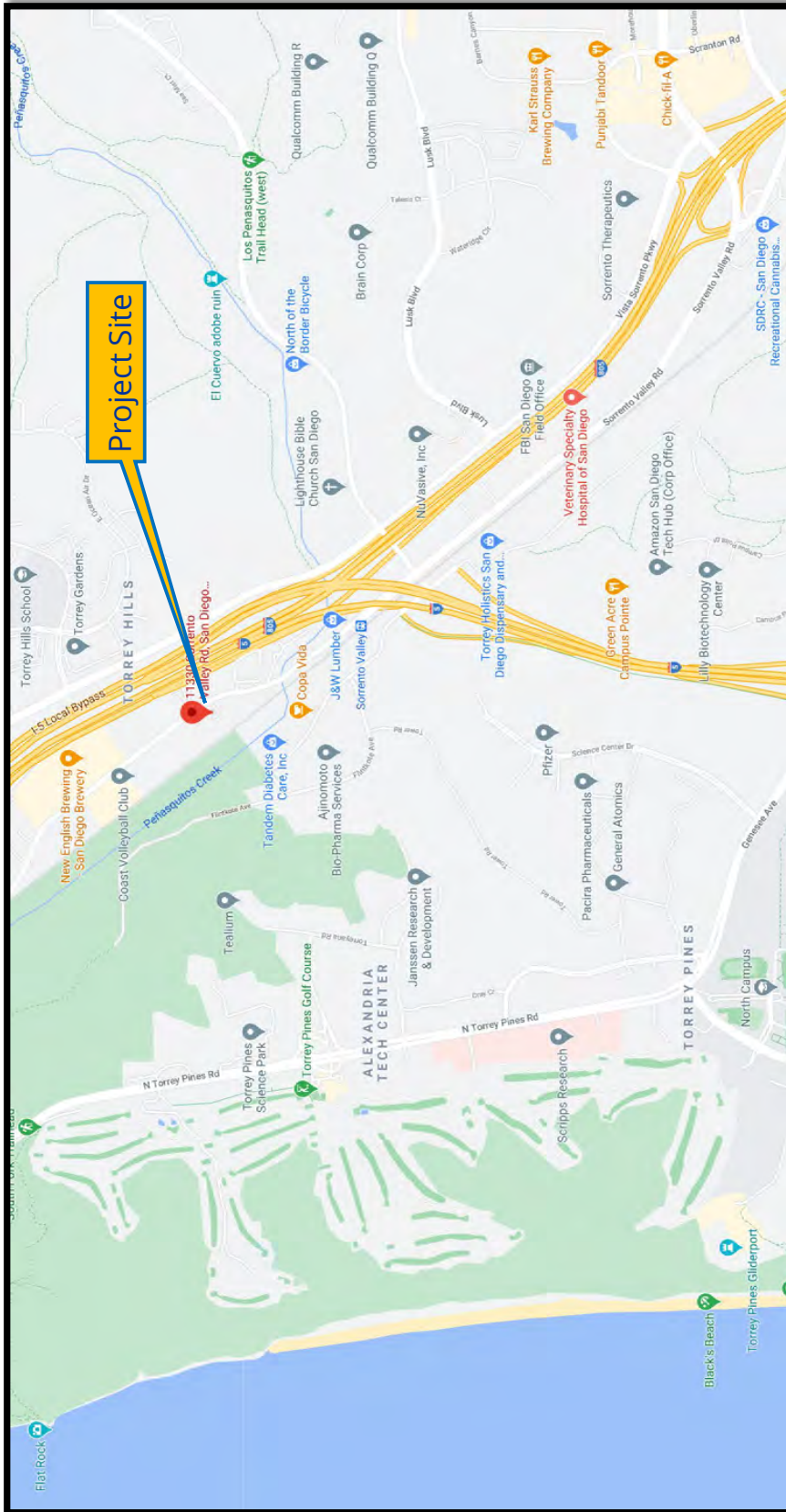
Respectfully submitted,



Sammi Ma, Development Project Manager

Attachments:

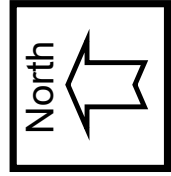
1. Project Location Map
2. Community Plan Land Use
3. Aerial Photograph
4. Draft Resolution with Findings
5. Draft Permit with Conditions
6. Environmental Exemption
7. Sensitive Use Map Exhibit
8. Cancellation of CUP No. 2038237
9. Community Planning Group Recommendation
10. Ownership Disclosure Statement
11. Project Plans



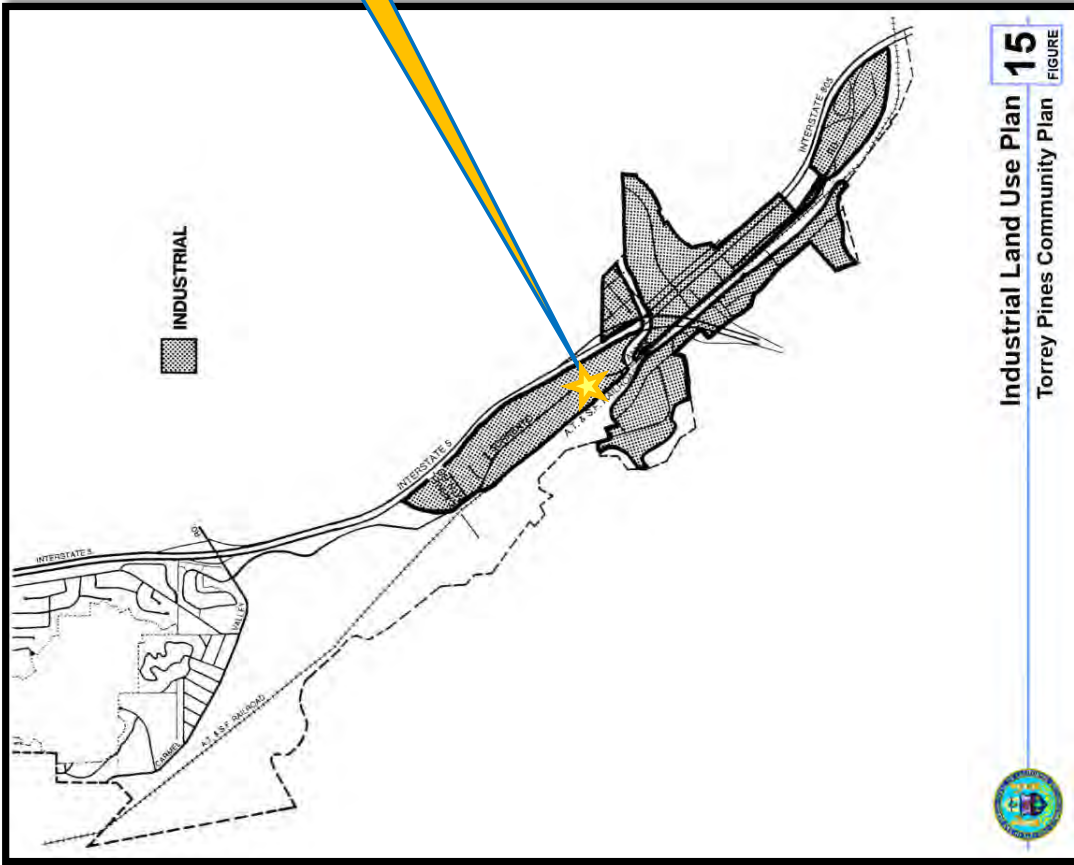
Project Location Map

Bakery Sorrento Cannabis Outlet CUP / 11330 Sorrento Valley Road
PROJECT NO. 665588





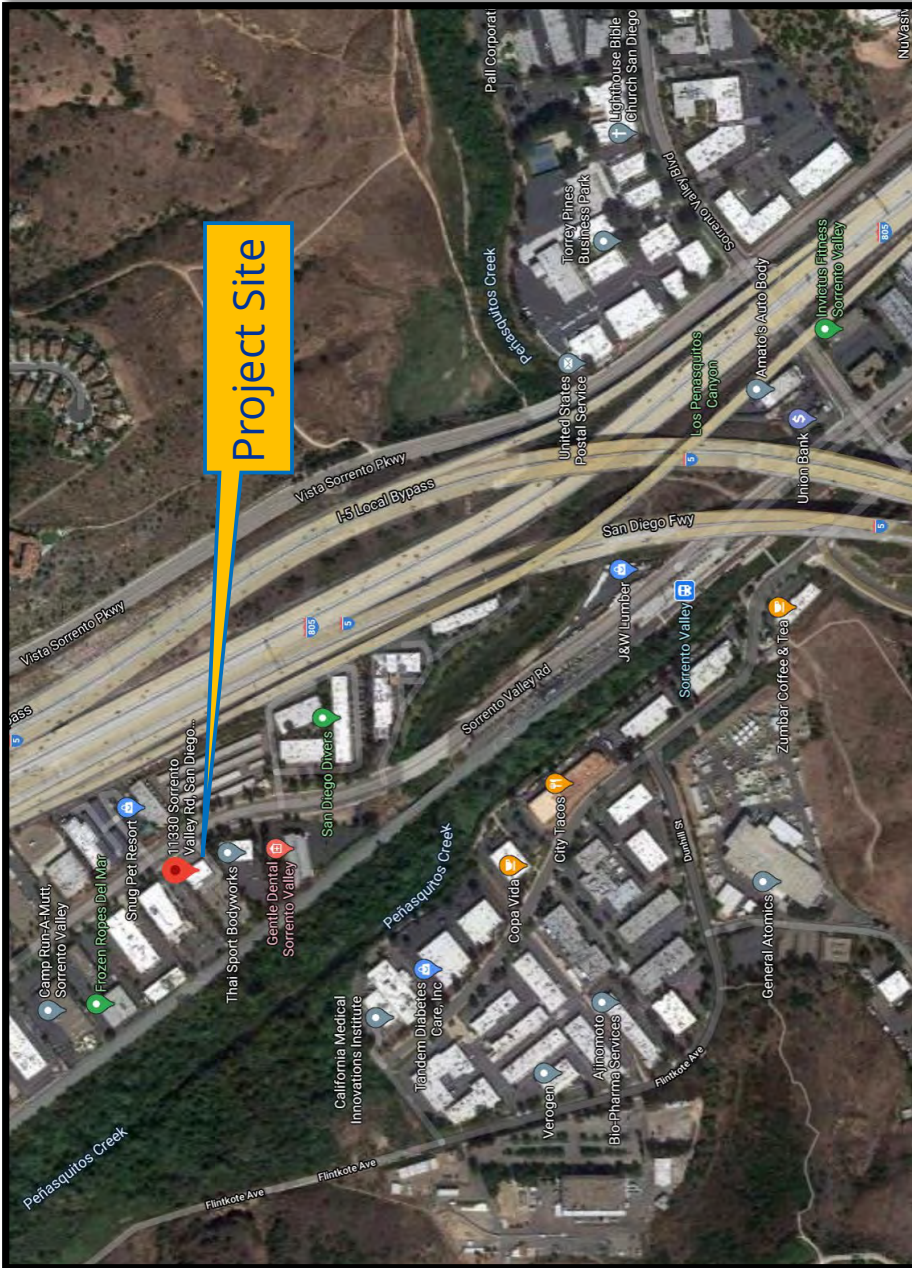
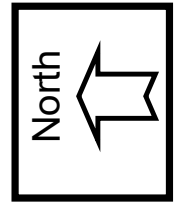
Project Site



Community Plan Land Use Map

Bakery Sorrento Cannabis Outlet CUP / 11330 Sorrento Valley Road
PROJECT NO. 665588





Aerial Photo

Bakery Sorrento Cannabis Outlet CUP / 11330 Sorrento Valley Road

PROJECT NO. 665588



HEARING OFFICER
RESOLUTION NO. XXXX
CONDITIONAL USE PERMIT NO. 2437097
COASTAL DEVELOPMENT PERMIT NO. 2527091
BAKERY SORRENTO CANNABIS OUTLET - PROJECT NO. 665588

WHEREAS, GARY ROGERS, Owner and BAKERY SORRENTO INC., a California corporation, Permittee, filed an application with the City of San Diego for a Conditional Use Permit and Coastal Development Permit to allow the operation of a 5,412-square-foot Cannabis Outlet within an existing 6,676-square-foot commercial building (as described in and by reference to the approved Exhibits "A" and corresponding conditions of approval for the associated Permit Nos. 2437097 and No. 2527091), on portions of a 1.4-acre site;

WHEREAS, the project site is located at 11330 Sorrento Valley Road in the IL-3-1 (Industrial Light) Zone, Airport Influence Area (MCAS – Miramar Review Area 1), Airport Safety (MCAS Miramar – Accident Potential Zone 2), Coastal (Non-Appealable Area 1) Overlay Zone, First Public Roadway, Coastal Height Limitation, Fire Brush Management (100-foot Setback), Fire Brush Zone (300 Feet Buffer), Very High Fire Hazard Severity Zone, Special Flood Hazard Area (0.2 PCT Annual Chance Flood Hazard – 500 Year, and Zone AE – 100 Year), Prime Industrial Lands, and Transit Priority Area within the Torrey Pines Community Plan area;

WHEREAS, the project site is legally described as those portions of Lot "C" of acre Lot 15 and of Sorrento Valley Road, lying between the Southeasterly line of said Lot "C" and the Northeasterly line of the right of way of the Atchison, Topeka and Santa Fe Railway as shown on the Map of Sorrento Lands and Townsite, in the City of San Diego, County of San Diego, State of California, according to Map thereof No. 488, filed in the Office of the County Recorder of said San Diego County, dated February 9, 1988;

WHEREAS, on February 26, 2021, the City of San Diego, as Lead Agency, through the Development Services Department, made and issued an Environmental Determination that the project is exempt from the California Environmental Quality Act (CEQA) (Public Resources Code Section 21000 et seq.) under CEQA Guideline Section 15301, Existing Facilities; and there was no appeal of the Environmental Determination filed within the time period provided by San Diego Municipal Code Section 112.0520;

WHEREAS, on April 28, 2021, the Hearing Officer of the City of San Diego considered Conditional Use Permit No. 2437097 and Coastal Development Permit No. 2527091 pursuant to the Land Development Code of the City of San Diego; NOW, THEREFORE,

BE IT RESOLVED by the Hearing Officer of the City of San Diego, that it adopts the following findings with respect to Conditional Use Permit No. 2437097 and Coastal Development Permit No. 2527091:

A. CONDITIONAL USE PERMIT FINDINGS [SDMC Section 126.0305]

1. The proposed development will not adversely affect the applicable land use plan.

This project is a request for a Conditional Use Permit (CUP) and Coastal Development Permit (CDP) to allow the operation of a 5,412-square-foot Cannabis Outlet within an existing 6,676-square-foot commercial building located at 11330 Sorrento Valley Road. The 1.4-acre project site is in the IL-3-1 (Industrial Light) Zone, Airport Influence Area (MCAS – Miramar Review Area 1), Airport Safety (MCAS Miramar – Accident Potential Zone 2), Coastal (Non-Appealable Area 1) Overlay Zone, First Public Roadway, Coastal Height Limitation, Fire Brush Management (100-foot Setback), Fire Brush Zone (300 Feet Buffer), Very High Fire Hazard Severity Zone, Special Flood Hazard Area (0.2 PCT Annual Chance Flood Hazard – 500 Year, and Zone AE – 100 Year), Prime Industrial Lands, and Transit Priority Area within the Torrey Pines Community Plan area.

The Torrey Pines Community Plan (TPCP) designates the site as Industrial. TPCP land use in Sorrento Valley is generally implemented by the IL-3-1 Zone, which is an industrial zone that allows industrial, retail, and commercial uses. Pursuant to SDMC Section 131.0622, retail sales and commercial services are permitted uses in the IL-3-1 Zones. The proposed Cannabis Outlet is allowed in the IL-3-1 zone with a CUP pursuant to SDMC Sections 131.0622 and 141.0504. The site is within the Industrial Employment General Plan land use category per the Land Use and Street System Map (Figure LU-2). The Sorrento Valley

industrial area, including this site, is identified as Prime Industrial Lands (PIL) by the General Plan. A General Plan goal for identifying PIL is to protect valuable employment land for base sector industries important to the region's economy. An Outlet is not considered a base sector employment. The General Plan allows development or redevelopment of individual properties pursuant to the development regulations and permitted uses of the existing zone and community plan designation provided a site is not critical to base sector employment. The project site is not critical to achieving the City's base sector employment goal. General Plan policies also specifically restrict sensitive receptor land uses such as residential and public assembly in PIL. A Cannabis Outlet is not a sensitive receptor land use.

Furthermore, the TPCP contains a policy that states development of freestanding retail commercial uses in industrially designated areas shall be restricted to those uses that serve only the immediately Sorrento Valley industrial area. Per the market analysis included in the VMT Screening Analysis, the proposed Cannabis Outlet would satisfy the locally serving retail criteria per the City of San Diego Transportation Study Manual, based on the proximity of competitors limiting the market capture area of this project to less than three miles. Therefore, the proposed Cannabis Outlet is a compatible use at this location with a CUP, it is consistent with the TPCP land use polices and will not adversely affect the applicable land use plan.

2. The proposed development will not be detrimental to the public health, safety, and welfare.

The project proposes to operate a 5,412-square-foot Cannabis Outlet within an existing 6,676-square-foot commercial building, located at 11330 Sorrento Valley Road. The project proposes interior improvements to an existing tenant space, including a check in area, cannabis retail sales floor, non-cannabis merchandise sales area, offices, restrooms and storage areas. Construction of the project authorized through this permit will be subject to all adopted building, electrical, mechanical, fire and plumbing codes, which will be enforced through plan review and building inspections completed by the City's building inspectors.

The proposed development will not be detrimental to the public's health, safety and welfare because the discretionary permit controlling the development and continued use of this site contains specific regulatory conditions of approval. These regulations, which are implemented and enforced through the permit, are specifically intended to reduce, mitigate and/or prevent all adverse impacts to the public and community at large. The operation of the Cannabis Outlet in the IL-3-1 Zone, is allowed with a CUP at this location, and consistent with the goals and policies of the Torrey Pines Community Plan.

Cannabis Outlets are restricted to four per Council District, 36 city-wide, within commercial and industrial zones in order to minimize the impact on the City and residential neighborhoods. Cannabis Outlets require compliance with SDMC Section 141.0504, which requires a 1,000-foot separation, measured in accordance with SDMC sections 141.0504 and 113.0225, from resource and population-based city parks, other Outlets, churches, child care centers, playgrounds, libraries owned and operated by the City of San Diego, minor-oriented facilities, residential care facilities, and schools including private or public institutions of

learning providing instruction in kindergarten grades 1 to 12. There is also a minimum distance requirement of 100 feet from a residential zone.

The proposed Cannabis Outlet is subject to specific operational and security requirements and restrictions as set forth in SDMC Section 141.0504(b) through (m), which have also been incorporated as conditions in the CUP including prohibition of consultation by medical professionals on-site; prohibition of the use of specified vending machines except by a responsible person (as defined by the SDMC); provision of interior and exterior lighting, operable cameras, alarms, security guard; restriction of hours of operation to between 7:00 am and 9:00 pm daily; maintenance of area and adjacent public sidewalks free of litter and graffiti, and removal of graffiti within 24 hours; restriction of signage to business name, two-color signs, and alphabetic characters; and signage advertising cannabis may not be visible from the public right-of-way. Outlets must also comply with Chapter 4, Article 2, Division 15 which provides guidelines for lawful operation. The CUP is valid for five years, however, may be revoked if the use violates the terms, conditions, lawful requirements, or provision of the permit.

Construction of the project authorized through this permit will be subject to all adopted building, electrical, mechanical, fire and plumbing codes, which will be enforced through plan review and building inspections completed by the City's building inspectors. Furthermore, this project has been reviewed pursuant to the California Environmental Quality Act, and the environmental analysis did not find any significant impacts to the public health and safety. Based on the above analysis, the proposed development would not be detrimental to the public health, safety, and welfare.

3. The proposed development will comply with the regulations of the Land Development Code including any allowable deviations pursuant to the Land Development Code.

The project proposes to operate a 5,412-square-foot Cannabis Outlet within an existing 6,676-square-foot commercial building, located at 11330 Sorrento Valley Road. The project proposes interior improvements to an existing tenant space, including a check in area, cannabis retail sales floor, non-cannabis merchandise sales area, offices, restrooms and storage areas. Building improvements of the project authorized through this permit will be subject to all adopted building, electrical, mechanical, fire and plumbing codes, which will be enforced through plan review and building inspections completed by the City's building inspectors.

Cannabis Outlets are restricted to four per Council District, 36 city-wide, within commercial and industrial zones in order to minimize the impact on the City and residential neighborhoods. Cannabis Outlets require compliance with SDMC Section 141.0504, which requires a 1,000-foot separation, measured in accordance with SDMC sections 141.0504 and 113.0225, from resource and population-based city parks, other Outlets, churches, child care centers, playgrounds, libraries owned and operated by the City of San Diego, minor-oriented facilities, residential care facilities, and schools including private or public institutions of learning providing instruction in kindergarten grades 1 to 12. There is also a minimum distance requirement of 100 feet from a residential zone.

The permits for the project include various conditions and corresponding exhibits of approval relevant to achieving compliance with the SDMC relative to parking, signage, lighting, security measures, hours of operation, and site maintenance. No variance or deviations are requested as part of this application. Therefore, the proposed development will comply with the regulations of the Land Development Code.

4. The proposed use is appropriate at the proposed location.

The project is a request for a CUP and CDP to allow the operation of a 5,412-square-foot Cannabis Outlet within an existing 6,676-square-foot commercial building located at 11330 Sorrento Valley Road. The 1.4-acre project site is in the IL-3-1 (Industrial Light) Zone, Airport Influence Area (MCAS – Miramar Review Area 1), Airport Safety (MCAS Miramar – Accident Potential Zone 2), Coastal (Non-Appealable Area 1) Overlay Zone, First Public Roadway, Coastal Height Limitation, Fire Brush Management (100-foot Setback), Fire Brush Zone (300 Feet Buffer), Very High Fire Hazard Severity Zone, Special Flood Hazard Area (0.2 PCT Annual Chance Flood Hazard – 500 Year, and Zone AE – 100 Year), Prime Industrial Lands, and Transit Priority Area within the Torrey Pines Community Plan area.

The site is currently improved with a one-story commercial structure constructed in 1969 and occupied by offices and machine shops. The existing use of the proposed tenant space is currently an office. The SDMC limits Cannabis Outlets to commercial and industrial zones limited to no more than four per Council District, 36 city-wide, in order to minimize the impact on the City and residential neighborhoods. A total of four CUPs for Cannabis Outlets were approved in Council District 1. However, one of the approved CUPs (CUP No. 2038237) was recently cancelled on April 8, 2021. Therefore, there are currently three Cannabis Outlets located in Council District 1 and there is capacity for one additional Cannabis Outlet to be approved. Cannabis Outlet is allowed in the IL-3-1 Zone with a CUP and subject to separation requirements set forth in SDMC Section 141.0504(a) including a 1,000-foot separation, measured in accordance with SDMC sections 141.0504 and 113.0225, from specified uses. There is also a minimum distance requirement of 100 feet from a residential zone.

The TPCP designates the site as Industrial. TPCP land use in Sorrento Valley is generally implemented by the IL-3-1 Zone, which is an industrial zone that allows industrial, retail, and commercial uses. Pursuant to SDMC Section 131.0622, retail sales and commercial services are permitted uses in the IL-3-1 Zones. The proposed Cannabis Outlet is allowed in the IL-3-1 zone with a CUP pursuant to SDMC Sections 131.0622 and 141.0504. The site is within the Industrial Employment General Plan land use category per the Land Use and Street System Map (Figure LU-2). The Sorrento Valley industrial area, including this site, is identified as Prime Industrial Lands (PIL) by the General Plan. All of the surrounding parcels are in the IL-3-1 Zone and the existing uses are consistent with the Industrial designation of the Community Plan. Furthermore, the TPCP contains a policy that states development of freestanding retail commercial uses in industrially designated areas shall be restricted to those uses that serve only the immediate Sorrento Valley industrial area. Based on the market analysis included in the VMT Screening Analysis, the proposed Cannabis Outlet would satisfy the locally serving retail criteria per the City of San Diego Transportation Study Manual, based on the proximity of competitors limiting the market capture area of this

project to less than three miles. Thus, the proposed Cannabis Outlet is a compatible use at this location with a CUP and is consistent with the TPCP land use policies.

The proposed Cannabis Outlet, classified as retail sales use category, is consistent with the underlying IL-3-1 Zone and community plan land use designation and objectives of encouraging a range of commercial goods and services, and with a CUP, is a compatible use with the surrounding development. Therefore, based on the above analysis, the proposed use is appropriate at the proposed location.

B. COASTAL DEVELOPMENT PERMIT FINDINGS [SDMC Section 126.0708]

- 1. The proposed coastal development will not encroach upon any existing physical accessway that is legally used by the public or any proposed public accessway identified in a Local Coastal Program land use plan; and the proposed coastal development will enhance and protect public views to and along the ocean and other scenic coastal areas as specified in the Local Coastal Program land use plan.**

The project is a request for a CUP and CDP to allow the operation of a 5,412-square-foot Cannabis Outlet within an existing 6,676-square-foot commercial building located at 11330 Sorrento Valley Road. The 1.4-acre project site is in the IL-3-1 (Industrial Light) Zone, Airport Influence Area (MCAS – Miramar Review Area 1), Airport Safety (MCAS Miramar – Accident Potential Zone 2), Coastal (Non-Appealable Area 1) Overlay Zone, First Public Roadway, Coastal Height Limitation, Fire Brush Management (100-foot Setback), Fire Brush Zone (300 Feet Buffer), Very High Fire Hazard Severity Zone, Special Flood Hazard Area (0.2 PCT Annual Chance Flood Hazard – 500 Year, and Zone AE – 100 Year), Prime Industrial Lands, and Transit Priority Area within the Torrey Pines Community Plan area.

The project site is located approximately 1.5 miles from the Pacific Ocean, and it is within the First Public Roadway (1st-PBL-RDWY) pursuant to Ordinance No. O-17071 NS. The proposed development is limited to interior modifications that does not increase the footprint of the existing building and will not encroach upon any existing or proposed physical access to the coast. The site does not contain a public view as identified within the TPCP and Local Coastal Land Use Plan. Therefore, the project will enhance and protect public views to and along the ocean and other scenic coastal areas as specified in the TPCP and Local Coastal Land Use Plan.

- 2. The proposed coastal development will not adversely affect environmentally sensitive lands.**

The project proposes to operate a 5,412-square-foot Cannabis Outlet within an existing 6,676-square-foot commercial building, located at 11330 Sorrento Valley Road. The project site is mostly designated for Flood Zone X, and the property near the entrance contains a portion of Environmentally Sensitive Lands (ESL) in the forms of Flood Zone 0.2 PCT Annual Chance Flood Hazard – 500 year and Special Flood Hazard Area Zone AE – 100 year. However, this project is exempt from the permit requirement of the ESL regulations pursuant to SDMC 143.0110(b)(4) and (c)(1) because no encroachment into the ESL is proposed, and the development is limited to interior modifications that does not increase

the footprint of the existing building, will not encroach into any ESL during or after construction. The project proposes a CUP to operate a Cannabis Outlet in one of the existing tenant spaces of an existing building. Therefore, the proposed development will not adversely affect ESL.

3. The proposed coastal development is in conformity with the certified Local Coastal Program land use plan and complies with all regulations of the certified Implementation Program.

The proposed Cannabis Outlet is located at 11330 Sorrento Valley Road in the IL-3-1 Zone within the TPCP area. The project site is located approximately 1.5 miles from the Pacific Ocean, and it is within the First Public Roadway (1st-PBL-RDWY) pursuant to Ordinance No. O-17071 NS. The proposed development is limited to interior modifications that does not increase the footprint of the existing building and will not encroach upon any existing or proposed physical access to the coast. The site does not contain a public view as identified within the Torrey Pines Community Plan and Local Coastal Land Use Plan. The project is proposed within an existing developed site and will not encroach upon any existing or proposed physical access to the coast. The site does not contain a public view as identified within the Torrey Pines Community Plan and Local Coastal Land Use Plan.

The TPCP designates the site as Industrial. TPCP land use in Sorrento Valley is generally implemented by the IL-3-1 Zone, which is an industrial zone that allows industrial, retail, and commercial uses. Pursuant to SDMC Section 131.0622, retail sales and commercial services are permitted uses in the IL-3-1 Zones. The proposed Cannabis Outlet is allowed in the IL-3-1 zone with a CUP pursuant to SDMC Sections 131.0622 and 141.0504. The site is within the Industrial Employment General Plan land use category per the Land Use and Street System Map (Figure LU-2). The Sorrento Valley industrial area, including this site, is identified as Prime Industrial Lands (PIL) by the General Plan. All of the surrounding parcels are in the IL-3-1 Zone and the existing uses are consistent with the Industrial designation of the Community Plan. Furthermore, the TPCP contains a policy that states development of freestanding retail commercial uses in industrially designated areas shall be restricted to those uses that serve only the immediate Sorrento Valley industrial area. Based on the market analysis included in the VMT Screening Analysis, the proposed Cannabis Outlet would satisfy the locally serving retail criteria per the City of San Diego Transportation Study Manual, based on the proximity of competitors limiting the market capture area of this project to less than three miles. Thus, the proposed development is in conformity with the certified Local Coastal Program land use plan and complies with all regulations of the certified Implementation Program.

4. For every Coastal Development Permit issued for any coastal development between the nearest public road and the sea or the shoreline of any body of water located within the Coastal Overlay Zone, the coastal development is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act.

The proposed 5,412-square-foot Cannabis Outlet is within an existing 6,676-square-foot commercial building located at 11330 Sorrento Valley Road. The project site is located

approximately 1.5 miles from the Pacific Ocean, and it is within the First Public Roadway (1st-PBL-RDWY) pursuant to Ordinance No. O-17071 NS. The proposed development is limited to interior modifications that does not increase the footprint of the existing building and will not encroach upon any existing or proposed physical access to the coast. The public access to the water, public recreation facilities, or public parking would not be adversely affected by the approval of this coastal development because the development is located on an existing developed private property. Therefore, this coastal development is in compliance with the public access and public recreation policies of Chapter 3 of the California Coastal Act.

The above findings are supported by the minutes, maps and exhibits, all of which are incorporated herein by this reference.

BE IT FURTHER RESOLVED that, based on the findings hereinbefore adopted by the HEARING OFFICER, Conditional Use Permit No. 2437097 and Coastal Development Permit No. 2527091 is hereby GRANTED by the HEARING OFFICER to the referenced Owner/Permittee, in the form, exhibits, terms and conditions as set forth in Permit Nos. 2437097 and 2527091, a copy of which is attached hereto and made a part hereof.

Sammi Ma
Development Project Manager
Development Services

Adopted on: April 28, 2021

IO#: 24008641

RECORDING REQUESTED BY
CITY OF SAN DIEGO
DEVELOPMENT SERVICES
PERMIT INTAKE, MAIL STATION
501

WHEN RECORDED MAIL TO
PROJECT MANAGEMENT
PERMIT CLERK
MAIL STATION 501

INTERNAL ORDER NUMBER: 24008641

SPACE ABOVE THIS LINE FOR RECORDER'S USE

CONDITIONAL USE PERMIT NO. 2437097
COASTAL DEVELOPMENT PERMIT NO. 2527091
BAKERY SORRENTO CANNABIS OUTLET - PROJECT NO. 665588
HEARING OFFICER

This Conditional Use Permit No. 2437097 and Coastal Development Permit No. 2527091 ("Permit") is granted by the Hearing Officer of the City of San Diego to Gary Rogers, Owner and Bakery Sorrento Inc., a California corporation, Permittee, pursuant to San Diego Municipal Code [SDMC] Section 126.0305. The 1.4-acre site is located at 11330 Sorrento Valley Road in the IL-3-1 Zone, Airport Influence Area (MCAS - Miramar Review Area 1), Airport Safety (MCAS Miramar - Accident Potential Zone 2), Coastal (Non-Appealable Area 1) Overlay Zone, First Public Roadway, Coastal Height Limitation, Fire Brush Management (100-foot Setback), Fire Brush Zone (300 Feet Buffer), Very High Fire Hazard Severity Zone, Special Flood Hazard Area (0.2 PCT Annual Chance Flood Hazard - 500 Year, and Zone AE - 100 Year), Prime Industrial Lands, and Transit Priority Area within the Torrey Pines Community Plan area. The project site is legally described as: Those portions of Lot "C" of acre Lot 15 and of Sorrento Valley Road, lying between the Southeasterly line of said Lot "C" and the Northeasterly line of the right of way of the Atchison, Topeka and Santa Fe Railway as shown on the Map of Sorrento Lands and Townsite, in the City of San Diego, County of San Diego, State of California, according to Map thereof No. 488, filed in the Office of the County Recorder of said San Diego County, dated February 9, 1988.

Subject to the terms and conditions set forth in this Permit, permission is granted to Owner and Permittee to operate a Cannabis Outlet, described and identified by size, dimension, quantity, type, and location on the approved exhibits [Exhibit "A"] dated April 28, 2021, on file in the Development Services Department.

The project shall include:

- a. Operation of a Cannabis Outlet in a 5,412-square-foot tenant space within an existing 6,676-square-foot building located at 11330 Sorrento Valley Road;
- b. Landscaping (planting, irrigation and landscape related improvements);
- c. Off-street parking;

- d. Public and private accessory improvements determined by the Development Services Department to be consistent with the land use and development standards for this site in accordance with the adopted community plan, the California Environmental Quality Act [CEQA] and the CEQA Guidelines, the City Engineer's requirements, zoning regulations, conditions of this Permit, and any other applicable regulations of the SDMC.

STANDARD REQUIREMENTS:

1. This permit must be utilized within thirty-six (36) months after the date on which all rights of appeal have expired. If this permit is not utilized in accordance with Chapter 12, Article 6, Division 1 of the SDMC within the 36 month period, this permit shall be void unless an Extension of Time has been granted. Any such Extension of Time must meet all SDMC requirements and applicable guidelines in effect at the time the extension is considered by the appropriate decision maker. This permit must be utilized by May 12, 2024.
2. This Conditional Use Permit [CUP] and corresponding use of this site shall expire on May 12, 2026.
3. No permit for the construction, occupancy, or operation of any facility or improvement described herein shall be granted, nor shall any activity authorized by this Permit be conducted on the premises until:
 - a. The Owner/Permittee signs and returns the Permit to the Development Services Department; and
 - b. The Permit is recorded in the Office of the San Diego County Recorder.
4. While this Permit is in effect, the subject property shall be used only for the purposes and under the terms and conditions set forth in this Permit unless otherwise authorized by the appropriate City decision maker.
5. This Permit is a covenant running with the subject property and all of the requirements and conditions of this Permit and related documents shall be binding upon the Owner/Permittee and any successor(s) in interest.
6. The continued use of this Permit shall be subject to the regulations of this and any other applicable governmental agency.
7. Issuance of this Permit by the City of San Diego does not authorize the Owner/Permittee for this Permit to violate any Federal, State or City laws, ordinances, regulations or policies including, but not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.).
8. The Owner/Permittee shall secure all necessary building permits. The Owner/Permittee is informed that to secure these permits, substantial building modifications and site improvements

may be required to comply with applicable building, fire, mechanical, and plumbing codes, and State and Federal disability access laws.

9. Construction plans shall be in substantial conformity to Exhibit "A." Changes, modifications, or alterations to the construction plans are prohibited unless appropriate application(s) or amendment(s) to this Permit have been granted.

10. All of the conditions contained in this Permit have been considered and were determined necessary to make the findings required for approval of this Permit. The Permit holder is required to comply with each and every condition in order to maintain the entitlements that are granted by this Permit.

If any condition of this Permit, on a legal challenge by the Owner/Permittee of this Permit, is found or held by a court of competent jurisdiction to be invalid, unenforceable, or unreasonable, this Permit shall be void. However, in such an event, the Owner/Permittee shall have the right, by paying applicable processing fees, to bring a request for a new permit without the "invalid" condition(s) back to the discretionary body which approved the Permit for a determination by that body as to whether all of the findings necessary for the issuance of the proposed permit can still be made in the absence of the "invalid" condition(s). Such hearing shall be a hearing de novo, and the discretionary body shall have the absolute right to approve, disapprove, or modify the proposed permit and the condition(s) contained therein.

11. The Owner/Permittee shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any and all claims, actions, proceedings, damages, judgments, or costs, including attorney's fees, against the City or its agents, officers, or employees, relating to the issuance of this permit including, but not limited to, any action to attack, set aside, void, challenge, or annul this development approval and any environmental document or decision. The City will promptly notify Owner/Permittee of any claim, action, or proceeding and, if the City should fail to cooperate fully in the defense, the Owner/Permittee shall not thereafter be responsible to defend, indemnify, and hold harmless the City or its agents, officers, and employees. The City may elect to conduct its own defense, participate in its own defense, or obtain independent legal counsel in defense of any claim related to this indemnification. In the event of such election, Owner/Permittee shall pay all of the costs related thereto, including without limitation reasonable attorney's fees and costs. In the event of a disagreement between the City and Owner/Permittee regarding litigation issues, the City shall have the authority to control the litigation and make litigation related decisions, including, but not limited to, settlement or other disposition of the matter. However, the Owner/Permittee shall not be required to pay or perform any settlement unless such settlement is approved by Owner/Permittee.

CLIMATE ACTION PLAN REQUIREMENTS:

12. Owner/Permittee shall comply with the Climate Action Plan (CAP) Consistency Checklist stamped as Exhibit "A." Prior to issuance of any construction permit, all CAP strategies shall be noted within the first three (3) sheets of the construction plans under the heading "Climate Action Plan Requirements" and shall be enforced and implemented to the satisfaction of the Development Services Department.

ENGINEERING REQUIREMENTS:

13. Prior to the issuance of any construction permits, the Owner/Permittee shall obtain an Encroachment Maintenance and Removal Agreement (EMRA) for the landscape and irrigations located within the City's Right-Of-Way, satisfactory to the City Engineer.

LANDSCAPE REQUIREMENTS:

14. Prior to issuance of any construction permits, the Owner/Permittee shall submit complete landscape and irrigation construction documents for right-of-way improvements, which are consistent with the Landscape Standards, to the Development Services Department for approval. The construction documents shall be in substantial conformance with Exhibit "A," Landscape Development Plan, on file in the Development Services Department. Construction plans shall show, label and dimension a 40-square-foot area around each tree that is unencumbered by hardscape and utilities, unless otherwise approved per SDMC Section 142.0403(b) 6. Driveways, utilities, drains, water and sewer laterals shall be designed so as not to prohibit the placement of street trees.

15. The Owner/Permittee shall be responsible for the maintenance of all landscape improvements shown on the approved plans, including in the Public Right-Of-Way, unless long-term maintenance of said landscaping will be the responsibility of another entity approved by the Development Services Department. All required landscape shall be maintained consistent with the Landscape Standards in a disease, weed, and litter free condition at all times. Severe pruning or "topping" of trees is not permitted.

16. If any required landscape (including existing or new plantings, hardscape, landscape features, etc.) indicated on the approved construction documents is damaged or removed, the Owner/Permittee shall repair and/or replace in kind and equivalent size per the approved documents to the satisfaction of the Development Services Department within 30 days of damage or Certificate of Occupancy.

PLANNING/DESIGN REQUIREMENTS:

17. Lighting shall be provided to illuminate the interior, facade, and the immediate surrounding area of the cannabis outlet, including any accessory uses, parking lots, and adjoining sidewalks. Lighting shall be hooded or oriented to deflect light away from adjacent properties.

18. Security shall be provided at the cannabis outlet which shall include operable cameras, alarms, and a security guard. The security guard shall be licensed by the State of California and be present on the premises during business hours. The security guard shall only be engaged in activities related to providing security for the facility, except on an incidental basis.

19. The Owner/Permittee shall provide a sufficient odor absorbing ventilation and system capable of minimizing excessive or offensive odors emanating outside of the permitted cannabis outlet to the satisfaction of the Development Services Department.

20. Signage: Primary signs shall be posted on the outside of the cannabis outlet and shall only contain the name of the business, which shall contain only alphabetic characters, and shall be limited to two colors. Secondary signs advertising cannabis, window signs and any display visible from the public right-of-way, are not permitted. No marketing or advertising for cannabis or cannabis products shall be displayed visible from the public right-of-way. All cannabis licensees, and any person acting on behalf of a licensee, must comply with the State of California statutes and regulations governing commercial cannabis advertising and/or promoting.
21. The name and emergency contact phone number of the designated responsible managing operator shall be posted in a location visible from outside the cannabis outlet in character size at least two inches in height.
22. The cannabis outlet shall operate only between the hours of 7:00 a.m. and 9:00 p.m., seven days a week.
23. The use of vending machines which allow access to cannabis and cannabis products except by a responsible person, as defined in San Diego Municipal Code Section 42.1502, is prohibited. For purposes of this Section, a vending machine is any device which allows access to cannabis and cannabis products without a human intermediary.
24. An annual operating permit shall be obtained as required pursuant to San Diego Municipal Code Chapter 4, Article 2, Division 15.
25. Deliveries shall be permitted as an accessory use only from cannabis outlets with a valid Conditional Use Permit unless otherwise allowed pursuant to state law.
26. The cannabis outlet, adjacent public sidewalks, and areas under the control of the cannabis outlet, shall be maintained free of litter and graffiti at all times.
27. The cannabis outlet shall provide daily removal of trash, litter, and debris. Graffiti shall be removed from the premises within 24 hours.
28. Consultations by medical professionals shall not be a permitted accessory use at a cannabis outlet.

TRANSPORTATION REQUIREMENTS:

29. All on-site parking stalls shall be in compliance with requirements of the City's Land Development Code and shall not be converted and/or utilized for any other purpose, unless otherwise authorized in writing by the appropriate City decision maker in accordance with the SDMC.

INFORMATION ONLY:

- The issuance of this discretionary permit alone does not allow the immediate commencement or continued operation of the proposed use on site. Any operation allowed by this

discretionary permit may only begin or recommence after all conditions listed on this permit are fully completed and all required ministerial permits have been issued and received final inspection.

- Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of this Permit, may protest the imposition within ninety days of the approval of this development permit by filing a written protest with the City Clerk pursuant to California Government Code-section 66020.
- This development may be subject to impact fees at the time of construction permit issuance.
- Cannabis businesses that operate or provide services within the City of San Diego are liable for a monthly gross receipts tax. As referenced in San Diego Municipal Code Section [34.0103 \(b\)](#), taxable activities include but are not limited to, transporting, manufacturing, cultivating, packaging, or retail sales of cannabis and any ancillary products in the City. For additional information, contact the Office of the City Treasurer at (619) 615-1580.

APPROVED by the Hearing Officer of the City of San Diego on April 28, 2021 and Resolution Number XXXX.

DRAFT

Permit Type/PTS Approval No.: Conditional Use Permit No. 2437097

Coastal Development Permit No. 2527091

Date of Approval: April 28, 2021

AUTHENTICATED BY THE CITY OF SAN DIEGO DEVELOPMENT SERVICES DEPARTMENT

Sammi Ma
Development Project Manager

**NOTE: Notary acknowledgment
must be attached per Civil Code
section 1189 et seq.**

The undersigned Owner/Permittee, by execution hereof, agrees to each and every condition of this Permit and promises to perform each and every obligation of Owner/Permittee hereunder.

Gary Rogers
Owner

By _____
NAME
TITLE

Bakery Sorrento Inc.
Permittee

By _____
NAME
TITLE

**NOTE: Notary acknowledgments
must be attached per Civil Code
section 1189 et seq.**

ATTACHMENT 6

NOTICE OF EXEMPTION

(Check one or both)

TO: Recorder/County Clerk
P.O. Box 1750, MS A-33
1600 Pacific Hwy, Room 260
San Diego, CA 92101-2400

From: City of San Diego
Development Services Department
1222 First Avenue, MS 501
San Diego, CA 92101

Office of Planning and Research
1400 Tenth Street, Room 121
Sacramento, CA 95814

Project Name/Number: Digital - Bakery Sorrento CO/665588

SCH No.: N/A

Project Location-Specific: 11330 Sorrento Valley Road, San Diego, CA 92121

Project Location-City/County: San Diego/San Diego

Description of nature and purpose of the Project: Conditional Use Permit for a new Cannabis Outlet within an existing 6,676 square foot building located at 11330 Sorrento Valley Road. The 1.4-acre site is in the IL-3-1 zone, Coastal (NAPP2), Sensitive Coastal, Coastal Height Limit, Airport Land Use Compatibility Overlay Zones, AIA MCAS Rev Area 1, Airport Safety MCAS Zone 2 within the Torrey Pines Community Plan Area.

Name of Public Agency Approving Project: City of San Diego

Name of Person or Agency Carrying Out Project: Gary Rogers 1642 Via La Plaza San Marcos, CA 92078 (714) 272-9213

Exempt Status: (CHECK ONE)

- Ministerial (Sec. 21080(b)(1); 15268)
 Declared Emergency (Sec. 21080(b)(3); 15269(a))
 Emergency Project (Sec. 21080(b)(4); 15269 (b)(c))
 Categorical Exemption: 15301
 Statutory Exemptions:
 Other:

Reasons why project is exempt: The City of San Diego determined that the project would qualify to be categorically exempt from CEQA pursuant to 15301 (Existing Facilities) Section 15301(a) allows for the Conditional Use Permit for a new Cannabis Outlet within an existing 6,676 square foot building located at 11330 Sorrento Valley Road. Since the proposed project consists of tenant improvements within an existing facility, the exemption is appropriate. The exceptions listed in CEQA Section 15300.2 would not apply in that no cumulative impacts were identified; no significant effect on the environmental were identified; the project is not adjacent to a scenic highway; and the project was not identified on a list of hazardous waste sites pursuant to Section 65962.5 of the Government Code.

Lead Agency Contact Person: Sara Osborn

Telephone: (619)446-5381

If filed by applicant:

- 1. Attach certified document of exemption finding.
2. Has a notice of exemption been filed by the public agency approving the project? Yes No

ATTACHMENT 6

It is hereby certified that the City of San Diego has determined the above activity to be exempt from CEQA



Senior Planner

Signature/Title

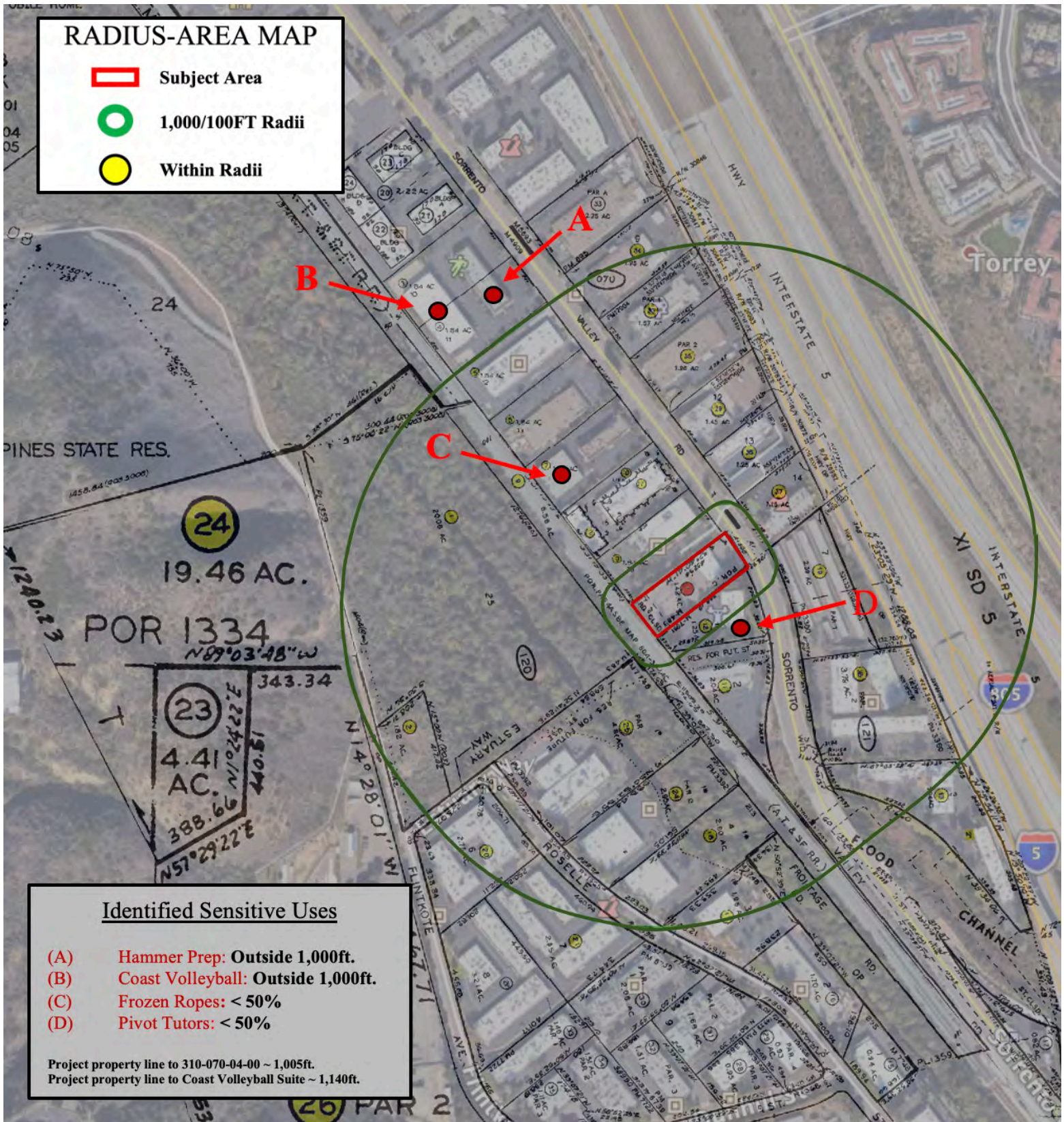
3/16/2021

Date

Check One:

- Signed By Lead Agency
- Signed by Applicant

Date Received for Filing with County Clerk or OPR:



LDR-Planning Notes:

- Del Mar Soccer Club is closed
- Team Touche is not the primary use of the site

ATTACHMENT 8

DOC# 2021-0274778



Apr 08, 2021 04:00 PM

OFFICIAL RECORDS

Ernest J. Dronenburg, Jr.,

SAN DIEGO COUNTY RECORDER

FEES: \$20.00 (SB2 Atkins: \$0.00)

PAGES: 3

RECORDING REQUESTED BY:

City of San Diego
Development Services
Permit Intake, Mail Station 501

WHEN RECORDED RETURN TO:

Project Management
Permit Clerk, Mail Station 501

SPACE ABOVE THIS LINE FOR RECORDER'S USE

**CANCELLATION OF CONDITIONAL USE PERMIT NO. 2038237
MO 11189 Sorrento Valley Road, Unit 103 (PTS #559038)**

WHEREAS, on March 29, 2021, John Kraemer (BEACHWALK PROPERTIES, INC. - PROPERTY OWNER) and Erin Phillips (STWC SORRENTO VALLEY, LLC - APPLICANT), filed a request with the City of San Diego pursuant to San Diego Municipal Code (SDMC) 126.0110 to cancel MO 11189 Sorrento Valley Road Unit 103 Conditional Use Permit No. 2038237 (County Recorder 2020-0093971) from a portion of Lot 3 of Torrey Knolls Park, Map No. 7991; and

WHEREAS, the project site is located at 11189 Sorrento Valley Road, Unit 103, in the IL-3-1 Zone within the Torrey Pines Community Plan, and Council District 1; and

WHEREAS, the project site is legally described as:

UNIT 103 AS SHOWN AND DEFINED ON THAT CERTAIN CONDOMINIUM PLAN VENTURE COMMERCE CENTER SORRENTO, RECORDED AUGUST 21, 2008 AS INSTRUMENT NO. 2008-0449961 OF OFFICIAL RECORDS, TOGETHER WITH AN APPURTENANT UNDIVIDED 3.95%, PERCENTAGE INTEREST IN AND TO THE COMMON AREA, BEING A PORTION OF LOT 3 OF "TORREY KNOLLS PARK", IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 7991, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAN DIEGO COUNTY ON JULY 31, 1974; AND SAID COMMON AREA IS FURTHER DEFINED AND DESCRIBED IN THAT CERTAIN DECLARATION OF COVENANTS AND RESTRICTIONS ESTABLISHING PLAN FOR CONDOMINIUM OWNERSHIP FOR VENTURE COMMERCE CENTER - SORRENTO, RECORDED AUGUST 21, 2008 AS INSTRUMENT NO. 2008-0449962 OF OFFICIAL RECORDS; and

WHEREAS, Conditional Use Permit No. 2038237 was approved by the Hearing Officer of the City of San Diego on November 20, 2019 per Resolution No. HO-7293; and

WHEREAS, Conditional Use Permit No. 2038237 was issued to "BEACHWALK PROPERTIES, INC., A CALIFORNIA CORPORATION, OWNER, AND STWC SORRENTO VALLEY, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, PERMITTEE," to operate a Marijuana Outlet within a 1,767 square-foot-tenant space within an existing five-unit commercial condominium complex described and identified by size,

ATTACHMENT 8

dimension, quantity, type, and location on the approved exhibits [Exhibit "A"] dated November 20, 2019, on file in the Development Services Department; and

WHEREAS, on April 5, 2021, City of San Diego Development Services Department determined that Conditional Use Permit No. 2038237 has not been utilized; and

WHEREAS, San Diego Municipal Code (SDMC) 126.0110 provides that a permit holder may request cancellation of a development permit at any time before utilization of the permit;

NOW, THEREFORE,

BE IT RESOLVED, by the undersigned that Conditional Use Permit No. 2038237 (MO 11189 Sorrento Valley Road Unit 103) is hereby cancelled and is no longer in effect on the project site herein described.

AUTHENTICATED BY THE CITY OF SAN DIEGO DEVELOPMENT SERVICES DEPARTMENT



Patricia J. Fitzgerald
Deputy Director, Cannabis Business Division
Development Services Department

**NOTE: Notary acknowledgment
must be attached per Civil Code
section 1189 et seq.**

ATTACHMENT 8

CALIFORNIA ALL-PURPOSE ACKNOWLEDGMENT

CIVIL CODE § 1189

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy, or validity of that document.

State of California)
County of San Diego)

On April 8, 2021 before me, Silvia Ybarra-Merrill, Notary Public
Date Here Insert Name and Title of the Officer
personally appeared Patricia J. FitzGerald
Name(s) of Signer(s)

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies); and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.



Signature [Handwritten Signature]
Signature of Notary Public

Place Notary Seal Above

OPTIONAL

Though this section is optional, completing this information can deter alteration of the document or fraudulent reattachment of this form to an unintended document.

Description of Attached Document

Title or Type of Document: Cancellation of Conditional Use Permit No. 2038237
Document Date: Number of Pages: 2
Signer(s) Other Than Named Above:

Capacity(ies) Claimed by Signer(s)

Signer's Name:
Corporate Officer - Title(s):
Partner - Limited General
Individual Attorney in Fact
Trustee Guardian or Conservator
Other:
Signer Is Representing:

Signer's Name:
Corporate Officer - Title(s):
Partner - Limited General
Individual Attorney in Fact
Trustee Guardian or Conservator
Other:
Signer Is Representing:



TORREY PINES

COMMUNITY PLANNING BOARD

April 15, 2021

MOTION:

**TO DENY PROJECT BASED ON THE FOLLOWING PRC
RECOMMENDATIONS:**

Unanimously approved.

The project does not comply with the Industrial Element of the Torrey Pines Community Plan as summarized below. Furthermore, four dispensaries allowed within District 1, per current code, are all located within Sorrento Valley. This is inequitable, bad planning, and unfair to the disenfranchised who rely on public transportation. These retail outlets should be distributed within the District such that they are accessible to the maximum number of people that rely on them. The project should also not be located in a highly visible area in proximity to youth-oriented businesses as it will serve as an attractive nuisance.

Industrial Element Goals:

Goal #1: Emphasize the citywide importance of and encourage the location of scientific research, biotechnology, and light manufacturing uses in Sorrento Valley because of its proximity to UCSD and the University and Mira Mesa communities' industrial areas. Ensure adequate transit/transportation facilities are provided.

Response:

Sorrento Valley is home to manufacturing firms, research and development, laboratories, offices, industrial services, incubator industry and business uses, and **support** (emphasis added) commercial and retail uses. Allowing additional **NON SUPPORT retail** uses in prime industrial lands negates the importance of this area in relation to UCSD and our Mira Mesa industrial neighbors.

Goal #2: Ensure that industrial land needs as required for a balanced economy and balanced land use are met consistent with environmental considerations.

Response:

Industrial land availability is limited and should be utilized in the best way possible as noted in response above. Furthermore, locating all the allotted dispensaries within Sorrento Valley is bad planning and unfair to the disenfranchised who rely on public transportation. These retail outlets should be located in retail areas, not prime industrial lands, and should be distributed throughout the District such that they are accessible to the maximum number of people who rely on them. They should not be located in prime industrial lands nor should they be located adjacent youth-oriented business, i.e. martial arts studios, youth volleyball, such that they serve as attractive nuisances.

ATTACHMENT 9



TORREY PINES
COMMUNITY PLANNING BOARD

Project Review Committee: Chair Designee Brad Remy, Project Manager Adam Gevanthor, Dan Jensvold, Jake Mumma, Mike Hastings, Liz Shopes.

Goal #3: Contain industrial development within areas specifically designated for industrial usage.

Response:

[See responses above.](#)

Goal #7: Minimize traffic impacts ...

Response:

[Adding NON-SUPPORT retail uses that draw vehicle trips from outside the subarea will increase traffic rather than minimize traffic impacts as noted by this Goal.](#)

Industrial Element Policies:

Policy #1: Development of freestanding retail commercial uses in industrially designated areas shall be restricted to those uses that serve only the immediate Sorrento Valley industrial area.

Response:

[This project clearly does not comply with this policy. It is a retail use that will draw users from within the entire County. Unless the Community Plan is Amended, this use does not comply with Policy #1 of our Industrial Element.](#)

ATTACHMENT 9



TORREY PINES
COMMUNITY PLANNING BOARD

Project Review Committee: Chair Designee Brad Remy, Project Manager Adam Gevanthor, Dan Jensvold, Jake Mumma, Mike Hastings, Liz Shopes.

Additional Concerns:

"Land Use Plan" is defined in Chapter 11.3.01.03 of the Municipal Code as follows: "Land use plans means the General Plan and adopted community plans, specific plans, precise plans, and sub-area plans."

In consideration of the above we do not believe that the project complies with Finding #3 required for a Coastal Development Permit which requires that the proposed coastal development is in conformity with the certified Local Coastal Program Land use Plan. As such we believe that an Amendment to the community plan is required to allow non-support retail uses to occur in the Torrey Pines Community Sub-Area Industrial area.

Should an amendment be submitted, cumulatively considerable impacts of allowing non-industrial supporting retail uses to occur in industrial lands will need to be considered with regard to potential impacts to the CPs vision as outlined in the Industrial Element of the CP. And required findings will need to be met.

Site Plan Related:

Parking as viewed from SVR shall be screened from view in accordance with the city's landscape ordinance. Supplement existing landscaping as required to achieve this, Use drought tolerant plant materials that relates to existing landscaping located to the north and south of project. Use a combination of groundcover, shrubs, and trees to do this.

Signage:

Name as proposed is an attractive nuisance. Considering proximity to youth oriented business project should de-emphasize cannabis orientation, minimize and cookies from name, and screen building with parkway landscaping.

Building Façade Etc:

Supplemental landscaping, including street trees, should be added to parkway to buffer building from view, improving visual compatibility with adjacent properties.

Lack of sufficient details regarding building color and material treatment as well as signage and lighting specifics to approve.

ATTACHMENT 10

	City of San Diego Development Services 1222 First Ave., MS 302 San Diego, CA 92101 (619) 446-5000	<h1>Ownership Disclosure Statement</h1>	FORM DS-318
			October 2017

Approval Type: Check appropriate box for type of approval(s) requested: Neighborhood Use Permit Coastal Development Permit
 Neighborhood Development Permit Site Development Permit Planned Development Permit Conditional Use Permit Variance
 Tentative Map Vesting Tentative Map Map Waiver Land Use Plan Amendment • Other CANNABIS OUTLET

Project Title: 11330 Sorrento Valley Road **Project No. For City Use Only:** _____

Project Address: 11330 Sorrento Valley Road
 San Diego, CA 92121

Specify Form of Ownership/Legal Status (please check):

Corporation Limited Liability -or- General - What State? _____ Corporate Identification No. C4534173
 Partnership Individual

By signing the Ownership Disclosure Statement, the owner(s) acknowledge that an application for a permit, map or other matter will be filed with the City of San Diego on the subject property with the intent to record an encumbrance against the property. Please list below the owner(s), applicant(s), and other financially interested persons of the above referenced property. A financially interested party includes any individual, firm, co-partnership, joint venture, association, social club, fraternal organization, corporation, estate, trust, receiver or syndicate with a financial interest in the application. If the applicant includes a corporation or partnership, include the names, titles, addresses of all individuals owning more than 10% of the shares. If a publicly-owned corporation, include the names, titles, and addresses of the corporate officers. (A separate page may be attached if necessary.) If any person is a nonprofit organization or a trust, list the names and addresses of **ANY** person serving as an officer or director of the nonprofit organization or as trustee or beneficiary of the nonprofit organization. A signature is required of at least one of the property owners. Attach additional pages if needed. Note: The applicant is responsible for notifying the Project Manager of any changes in ownership during the time the application is being processed or considered. Changes in ownership are to be given to the Project Manager at least thirty days prior to any public hearing on the subject property. Failure to provide accurate and current ownership information could result in a delay in the hearing process.

Property Owner

Name of Individual: Gary Rogers Owner Tenant/Lessee Successor Agency

Street Address: 1642 Via La Plaza

City: San Marcos State: CA Zip: 92078

Phone No.: (760) 802-8100 Fax No.: _____ Email: gmrogers8@gmail.com

Signature: Gary M. Rogers Date: 4/21/2020

Additional pages Attached: Yes No

Applicant

Name of Individual: Bakery Sorrento, Inc. Owner Tenant/Lessee Successor Agency

Street Address: 4675 MacArthur Ct. Suite 1500

City: Newport Beach State: CA Zip: 92660

Phone No.: 714-272-92 Fax No.: _____ Email: steve@cookiesre.c

Signature: Bob Flare (Brandon) Date: 4/21/2020

Additional pages Attached: Yes No

Other Financially Interested Persons

Name of Individual: Cookies Retail, LLC Owner Tenant/Lessee Successor Agency

Street Address: 2804 Gateway Oaks Drive, Suite #100

City: Sacramento State: CA Zip: 95833

Phone No.: 714-272-92 Fax No.: _____ Email: steve@cookiesre.c

Signature: Bob Flare (Brandon) Date: 4/21/2020

Additional pages Attached: Yes No

Printed on recycled paper. Visit our web site at www.sandiego.gov/development-services.
 Upon request, this information is available in alternative formats for persons with disabilities.

ATTACHMENT 10

Attachment – Ownership Disclosure Statement – DS-318

Individuals who own 10% or more of Bakery Sorrento, Inc.'s shares.

Erin Phillips - Owner
1350 Independence St. Suite #300
Lakewood, CO 80215

John Kraemer – Owner
990 Highland Drive, Suite 301
Solana Beach, CA 92075

Brandon Johnson – Owner
11330 Sorrento Valley Rd.
San Diego, CA 92121



**State of California
Secretary of State**

S

Statement of Information

(Domestic Stock and Agricultural Cooperative Corporations)

FEES (Filing and Disclosure): \$25.00.

If this is an amendment, see instructions.

IMPORTANT – READ INSTRUCTIONS BEFORE COMPLETING THIS FORM

1. CORPORATE NAME

2. CALIFORNIA CORPORATE NUMBER

This Space for Filing Use Only

No Change Statement (Not applicable if agent address of record is a P.O. Box address. See instructions.)

3. If there have been any changes to the information contained in the last Statement of Information filed with the California Secretary of State, or no statement of information has been previously filed, this form must be completed in its entirety.

If there has been no change in any of the information contained in the last Statement of Information filed with the California Secretary of State, check the box and proceed to Item 17.

Complete Addresses for the Following (Do not abbreviate the name of the city. Items 4 and 5 cannot be P.O. Boxes.)

4. STREET ADDRESS OF PRINCIPAL EXECUTIVE OFFICE	CITY	STATE	ZIP CODE
5. STREET ADDRESS OF PRINCIPAL BUSINESS OFFICE IN CALIFORNIA, IF ANY	CITY	STATE	ZIP CODE
6. MAILING ADDRESS OF CORPORATION, IF DIFFERENT THAN ITEM 4	CITY	STATE	ZIP CODE

Names and Complete Addresses of the Following Officers (The corporation must list these three officers. A comparable title for the specific officer may be added; however, the preprinted titles on this form must not be altered.)

7. CHIEF EXECUTIVE OFFICER/	ADDRESS	CITY	STATE	ZIP CODE
8. SECRETARY	ADDRESS	CITY	STATE	ZIP CODE
9. CHIEF FINANCIAL OFFICER/	ADDRESS	CITY	STATE	ZIP CODE

Names and Complete Addresses of All Directors, Including Directors Who are Also Officers (The corporation must have at least one director. Attach additional pages, if necessary.)

10. NAME	ADDRESS	CITY	STATE	ZIP CODE
11. NAME	ADDRESS	CITY	STATE	ZIP CODE
12. NAME	ADDRESS	CITY	STATE	ZIP CODE

13. NUMBER OF VACANCIES ON THE BOARD OF DIRECTORS, IF ANY:

Agent for Service of Process If the agent is an individual, the agent must reside in California and Item 15 must be completed with a California street address, a P.O. Box address is not acceptable. If the agent is another corporation, the agent must have on file with the California Secretary of State a certificate pursuant to California Corporations Code section 1505 and Item 15 must be left blank.

14. NAME OF AGENT FOR SERVICE OF PROCESS

15. STREET ADDRESS OF AGENT FOR SERVICE OF PROCESS IN CALIFORNIA, IF AN INDIVIDUAL CITY STATE ZIP CODE

Type of Business

16. DESCRIBE THE TYPE OF BUSINESS OF THE CORPORATION

17. BY SUBMITTING THIS STATEMENT OF INFORMATION TO THE CALIFORNIA SECRETARY OF STATE, THE CORPORATION CERTIFIES THE INFORMATION CONTAINED HEREIN, INCLUDING ANY ATTACHMENTS, IS TRUE AND CORRECT.

DATE TYPE/PRINT NAME OF PERSON COMPLETING FORM TITLE SIGNATURE


BAKERY SORRENTO INC.

CANNABIS OUTLET

11330 SORRENTO VALLEY RD, CA. 92121

REVISION	BY
06-18-2020	CC
07-28-2020	CC
08-06-2020	CC

AUSTIN & ASSOCIATES
 1622 PIONEER WAY, EL CAJON, CA 92020
 PH (619) 440-3624
 alain@austinassoc.com



BAKERY SORRENTO INC.
 CANNABIS OUTLET (CO)
 11330 SORRENTO VALLEY ROAD, SUITE A SAN DIEGO, CA. 92121

APPLICABLE CODES

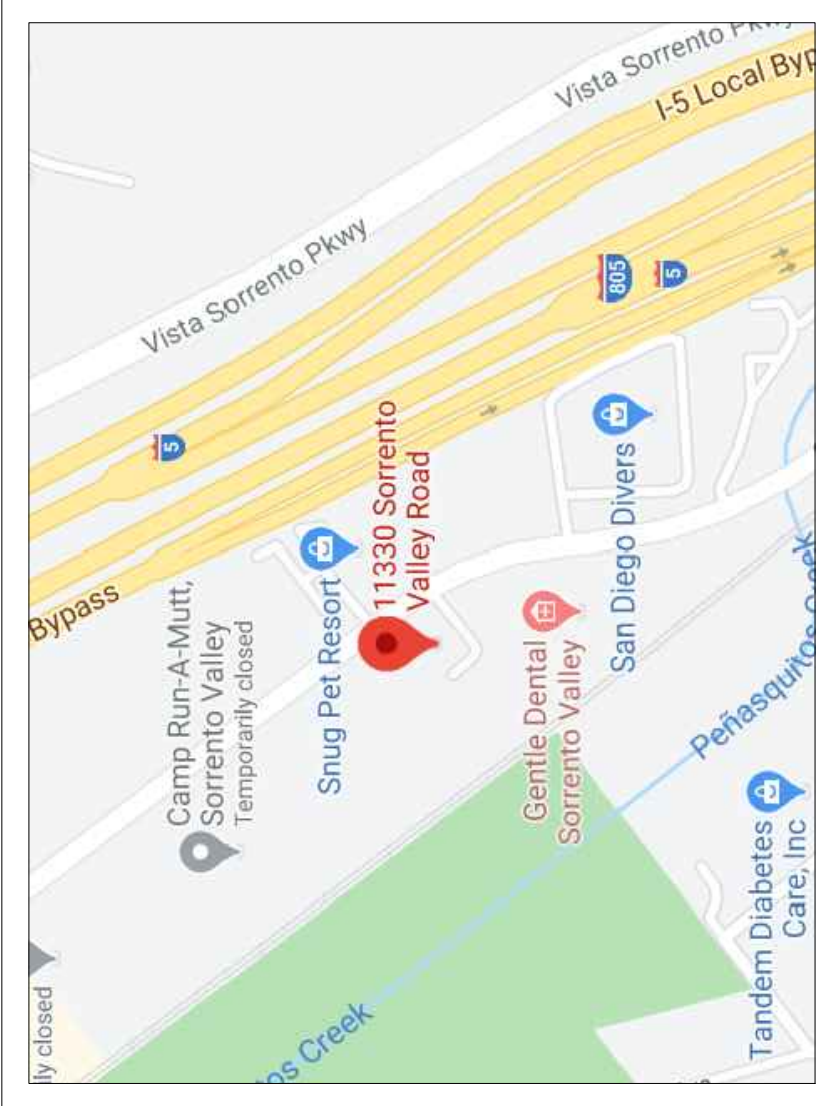
THE CURRENT PREVAILING BUILDING AND CONSTRUCTION CODES IN THE CITY OF SAN DIEGO ARE:

- 2014 CALIFORNIA BUILDING CODE (CBC) PART 9, TITLE 24, C.C.R.
- 2014 CALIFORNIA VEHICULAR CODE (VC) PART 4, TITLE 24, C.C.R.
- 2014 CALIFORNIA PLUMBING CODE (CPC) PART 5, TITLE 24, C.C.R.
- 2014 CALIFORNIA ELECTRICAL CODE (CEC) PART 9, TITLE 24, C.C.R.
- 2014 CALIFORNIA GREEN BUILDING STANDARDS CODE
- 2014 CALIFORNIA ENERGY EFFICIENCY STANDARDS, AND TITLE 18 OF THE LONG BEACH MUNICIPAL CODE
- 2014 CALIFORNIA ELEVATOR SAFETY CONSTRUCTION CODE PART 7, TITLE 24, C.C.R.
- 2014 CALIFORNIA HISTORICAL BUILDING CODE PART 8, TITLE 24, C.C.R.
- 2014 CALIFORNIA FIRE CODE PART 9, TITLE 24, C.C.R.
- 2014 CALIFORNIA REFERENCED STANDARDS PART 12, TITLE 24, C.C.R.

PARKING TABLE

PREVIOUSLY APPROVED PARKING REQUIREMENTS
 PARKING STANDARD 6,095 / 250 = 2422 SPACES
 EXISTING SITE PARKING:
 52 STANDARD SPACE
 1 VAN ACCESSIBLE
 31 GRAVEL SPACES (NOT INCLUDE IN TOTAL)
 NO CHANGE IN EXISTING PARKING SPACES PER SDMC 142,0510 (1) (2)
PROPOSED PARKING REQUIREMENTS:
 SDMC TABLE 142,0510, IL-3-1, LA JOLLA
 TRANSIT PRIORITY AREA: 43 SPACES PER 1000 SF. FOR RETAIL, 5412 SF.
 = 24 SPACES
 TRANSIT PRIORITY AREA: 43 SPACES PER 1000 SF. FOR RETAIL, 643 SF.
 = 3 SPACE
ACCESSIBLE PARKING REQUIREMENTS:
 REQUIREMENT: 1 SPACE PER 25 REQUIRED SPACES: 25/25 = 108% 1 SPACES
 4 SPACES PROVIDED
MOTORCYCLE PARKING REQUIREMENTS:
 PER SDMC 142,0530(2)(g)
 REQUIREMENT: 2% OF REQUIRED PARKING WITH A MINIMUM OF 2 SPACES
 2% OF 21 = 0.54 SPACES
CAR POOL / ZERO EMISSIONS, VAN PARKING REQUIREMENTS:
 PER CAP STRATEGY ITEM 6 = 4 SPACES REQUIRED
 9 SPACES PROVIDED
BIKE PARKING REQUIREMENTS:
 PER SDMC TABLE 5106.5.3 = 4 SPACES REQUIRED
 9 SPACES PROVIDED (INCLUDING 2 CHARGING STATIONS)
SHORT TERM BICYCLE:
 PER SDMC 142,0530(1)(a)
 REQUIREMENT: 10% OF REQUIRED PARKING SPACES
 5% OF 21 = 1.05 SPACES REQUIRED
LONG TERM BICYCLE:
 PER SDMC 142,0530(1)(a)
 REQUIREMENT: 5% OF REQUIRED PARKING SPACES
 5% OF 21 = 1.05 SPACES REQUIRED

VICINITY MAP



SITE DATA

ZONE: IL-3-1 (INDUSTRIAL LIGHT)
APN: 310-11-01-000
EXISTING OCCUPANCY: OFFICE SPACE
EXISTING USE: CANNABIS OUTLET (CO) & EXECUTIVE SUITE
PROPOSED USE: CANNABIS OUTLET (CO)
PROPOSED OCCUPANCY: B, N, A
LOT SIZE: 11330 SORRENTO VALLEY ROAD
 SAN DIEGO CA 92121
LANDSCAPE AREA: 6,095 SQ. FT. (14 A.)
EXISTING FAR: 15.246 SF
LOT COVERAGE: BUILDING 6,095+ CANOPY 621 = 6,676 = 103% FAR
 BUILDING 6,095+ CANOPY 621 = 6,676 = 103% FAR
YEAR BUILT: 1963
TYPE OF CONSTRUCTION: VB
EXIST. BUILDING SPRINKLERED: YES
EXIST. CANOPY SPRINKLERED: NO
UNDISTURBED ONE: ONE
NUMBER OF STORIES: ONE
EXIST. HEIGHT OF BLDG: HIGHEST POINT = 13'-0"
HEIGHT OF CANOPY: HIGHEST POINT = 15'-0"
BUILDING AREA: 6,095 SQ. FT. BUILDING, 621 SQ. FT. CANOPY
 TOTAL = 6,676 SF.
SETBACKS:
FRONT: 15' / 20'
SIDES: 10'
STREET SIDE YARD: 15' / 20'
REAR YARD: 0' / 10'
SAFETY ZONE: 2

SCOPE OF WORK

A CONDITIONAL USE PERMIT (CUP) AND COASTAL DEVELOPMENT PERMIT FOR THE OPERATION OF A CANNABIS OUTLET (5412 SQ. FT.) WITHIN A PORTION OF AN EXISTING 6,676 SQ. FT. BUILDING LOCATED 11330 SORRENTO VALLEY ROAD ON A 1.4 ACRE SITE. NO GROUND DISTURBANCE IS PROPOSED.

SHEET INDEX

- C COVER SHEET
- P SITE PLAN
- A-0 EXISTING FLOOR PLAN & DEMO.
- A-1 PROPOSED FLOOR PLAN
- A-1-1 ELEVATIONS
- A-1-2 SECURITY CAMERA PLAN
- A-3 LIGHTING PLAN
- A-4 EXIT PLAN

LEGAL DESCRIPTION

THOSE PORTIONS OF LOT 101 OF ACRE LOT 15 AND OF SORRENTO VALLEY ROAD, LYING BETWEEN THE SOUTHWESTERLY LINE OF SAID LOT 101 AND THE NORTHEASTERLY LINE OF THE RIGHT OF WAY OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY AS OULMAN ON THE MAP OF SORRENTO LANDS AND TOWNSHIP, IN THE CITY OF SAN DIEGO, COUNTY OF SAN DIEGO, STATE OF CALIFORNIA, ACCORDING TO MAP THEREOF NO. 483, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID SAN DIEGO COUNTY, DATED FEBRUARY 9, 1988, DESCRIBED AS FOLLOWS:
 BEGINNING AT THE MOST SOUTHERLY CORNER OF SORRENTO VALLEY INDUSTRIAL PARK UNIT 18, ACCORDING TO MAP THEREOF NO. 4909, FILED IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE NORTH 82°40'41" EAST ALONG THE SOUTHEASTERLY LINE THEREOF 432.94 FEET TO THE MOST EASTERLY CORNER OF SAID MAP NO. 4909; BEING A POINT IN THE ARC OF A 521 FOOT RADIUS CURVE CONCAVE WESTERLY, A RADIAL LINE OF SAID CURVE BEARS NORTH 52°49'41" EAST TO SAID POINT; THENCE SOUTHERLY ALONG SAID CURVE BEING ALSO ALONG A LINE CONCENTRIC WITH AND 21 FEET EASTERLY FROM THE CENTER LINE OF THE 40 FOOT RIGHT OF WAY OF SORRENTO VALLEY ROAD, AS DESCRIBED IN DEED TO THE CITY OF SAN DIEGO, RECORDED OCTOBER 4, 1950 AS DOCUMENT NO. 198375 OF OFFICIAL RECORDS THROUGH AN ANGLE OF 14°52'40", A DISTANCE OF 135.28 FEET TO THE SOUTHEASTERLY LINE AND THE SOUTHWESTERLY PROLONGATION THEREOF SOUTH 50°52'50" WEST, 434.29 FEET TO THE NORTHEASTERLY LINE OF THE RIGHT OF WAY OF THE ATCHISON, TOPEKA AND SANTA FE RAILWAY BEING A POINT ON THE ARC OF A 11,409.20 FOOT RADIUS CURVE CONCAVE NORTHEASTERLY, A RADIAL TO SAID POINT BEARS SOUTH 51°44'50" WEST; THENCE NORTHWESTERLY ALONG SAID NORTHEASTERLY RIGHT OF WAY LINE THROUGH AN ANGLE OF 0°44'25", A DISTANCE OF 147.40 FEET TO THE POINT OF BEGINNING.

ZONING

ZONE: IL-3-1
OVERLAY ZONES: IL-3-1
 AIRPORT INFLUENCE AREA FOR MIRAMAR REVIEW AREA 1, AIRPORT LAND USE COMPATIBILITY OVERLAY ZONE (MCAS MIRAMAR) ACCIDENT PREVENTION OVERLAY ZONE (MIRAMAR) AIRPORT OVERLAY ZONE (MIRAMAR) APPEALABLE AREA (1 YEAR FLOOD HAZARD) AREA (100 YEAR FLOODWAY AND 100 YEAR FLOODPLAIN) PARKING IMPACT OVERLAY ZONE (COASTAL) FIRST PUBLIC ROADWAY, COASTAL HEIGHT ZONE (COASTAL) GREEN BUILDING STANDARDS (GBC) OVERLAY ZONE (100 FEET BUFFER FIRE VERY HIGH FIRE HAZARD SEVENTH) FRINGE INDUSTRIAL LANDS AND TPA.
 WITHIN A TRANSIT PRIORITY AREA (TPA).

PROJECT TEAM

PROJECT DESIGNER: ALAN LLOYD AUSTIN
 AUSTIN & ASSOCIATES
 1622 PIONEER WAY
 EL CAJON, CA 92020
 PH (619) 440-3624
 EMAIL: AUSTIN&ASSOCIATES@GMAIL.COM

MCAS MIRAMAR AIRPORT INFLUENCE AREA

REVIEW AREA 1, APZ II TABLE
MAX. PEOPLE PER ACRE 50: SITE AREA 1.4 ACRES = 70 PEOPLE
 PER SDMC 132.1515, TABLE 132-15F
OFFICE AREA, 643 SF
 PER SDMC 132.1515 (c) (2) (E) (i)
 L / .25 FAR= 15,246 SF, OFFICE AREA IS 10.6 % OF BUILDING
 ALLOWABLE FAR FOR 10.6% OF BUILDING = 1616 SF, PROPOSED AREA 643 SF
RETAIL AREA, 5412 SF
 PER SDMC 132.1515 (c) (2) (E) (i)
 L / .20 FAR= 12,196.8 SF, RETAIL AREA IS 89.4 % OF BUILDING
 ALLOWABLE FAR FOR 89.4% OF BUILDING = 10,904 SF, PROPOSED AREA 5,412 SF

PROJECT NAME: BAKERY S. INC.	DATE: 10/20
DR BY: CC	
CK BY: ALA	
SCALE: AS SHOWN	

OWNER:
 GARY M. ROGERS TRUST
 1642 VIA LA PLAZA
 SAN MARCOS, CA 92174
TENANT:
 BAKERY SORRENTO INC.
 1675 MACARTHUR CT. STE. # 1500
 NEWPORT BEACH, CA 92660

SHEET NUMBER
C
PROJECT #
 PTS-0665588

PROJECT TEAM

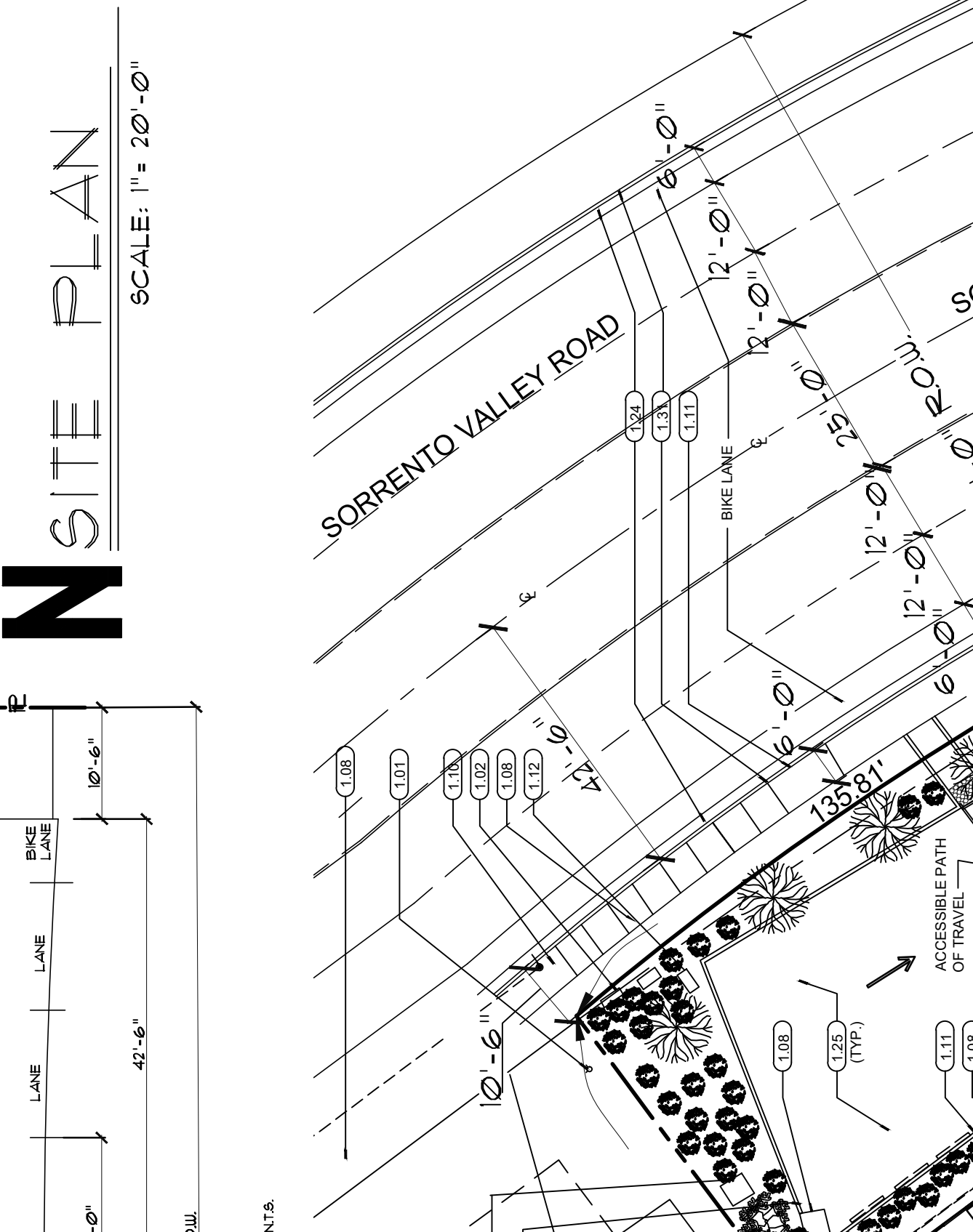
PROJECT DESIGNER: ALAN LLOYD AUSTIN
 AUSTIN & ASSOCIATES
 1622 PIONEER WAY
 EL CAJON, CA 92020
 PH (619) 440-3624
 EMAIL: AUSTIN&ASSOCIATES@GMAIL.COM

PROJECT #
 PTS-0665588

SITE PLAN NOTE:

- A. TRANSIT STOPS
- B. EXISTING BUS STOP IS 2200 FT. AWAY
- C. VISIBILITY TRIANGLE
- D. NO PERMITS INCLUDING LANDSCAPING OR SOLID
- E. EXISTING FACILITY SHALL PROVIDE A SUFFICIENT ODOOR ABSORBING
- F. VENTILATION AND EXHAUST SYSTEM CAPABLE OF ELIMINATING
- G. EXCESSIVE OR OFFENSIVE ODOORS CAUSING DISCOMFORT OR
- H. STANDING OUTSIDE OF THE STRUCTURAL ENVELOPE OF THE PERMITTED
- I. FACILITY IN COMPLIANCE WITH SDMC SECTION 142.0710
- J. CARBON AIR FILTERS WILL BE INSTALLED TO LIMIT THE RELEASE
- K. FILTERS TO ADJACENT USES ALL MECHANICAL SYSTEMS HAVE
- L. CONTROL ODOOR PER SDMC SECTION 142.0710
- M. IN ACCORDANCE WITH SDMC 142.0710, SIGN PLANS SHALL
- N. BE A REQUIRED ELEMENT OF SAN DIEGO DEVELOPMENT
- O. IN CONFORMANCE WITH LAND DEVELOPMENT CODE
- P. CHAPTER 12, ARTICLE 9 DIVISION 8 (SIGN PERMIT
- Q. PROCEDURES) AND ARTICLE 9 DIVISION 9 (SIGN PERMIT
- R. 142.064 CANVAS OUTLET (CO) (SIGN REGULATIONS)
- S. E. ALL USES OF THIS PROPERTY MAY BE ANY USE
- T. PERMITTED IN THE IL-3-1 ZONE
- U. THIS PROJECT PROPOSES NO DEVELOPMENT IMPROVEMENT
- V. DISCRETIONARY REVIEW AND THEREFORE DOES NOT
- W. REQUIRE ANY PERMANENT STORY WATER BEST
- X. MANAGEMENT PRACTICES (BMP'S), LOCATED WITHIN THE EASEMENT LIMITS.
- Y. NO GRADING IS PROPOSED FOR THIS PROJECT.
- Z. SIGNS SHALL BE POSTED ON THE OUTSIDE OF THE CANVAS OUTLET (CO)
- AA. BUSINESS LIMITED TO TWO COLORS.
- BB. PHONE NUMBER OF AN OPERATOR OR MANAGER SHALL BE POSTED IN
- CC. A LOCATION VISIBLE FROM OUTSIDE OF THE MARIJUANA DISPENSARY
- DD. IN CHARACTER SIZE AT LEAST TWO INCHES IN
- EE. SDMC 141.0614 LIMITS THE CANVAS OUTLET (CO)
- FF. TO OPERATION ONLY BETWEEN THE HOURS OF 1:00 AM,
- GG. AND 9:00 PM, SEVEN DAYS A WEEK. THERE WILL BE A CONDITION
- HH. HOURS OF OPERATION FROM 10:00 PM TO 1:00 PM SEVEN DAYS OF WEEK.
- II. L. SDMC 141.0614 PROHIBITS THE USE OF VENDING MACHINES WHICH
- JJ. ALLOW ACCESS TO CANNABIS EXCEPT BY A
- KK. RESPONSIBLE PERSON AS DEFINED IN SAN DIEGO MUNICIPAL
- LL. ORDINANCE 163.0010. ANY DEVICE WHICH
- MM. ALLOWS ACCESS TO CANNABIS WITHOUT A HUMAN
- NN. INTERMEDIARY.
- OO. THE OWNER/PERMITEE OR OPERATOR SHALL MAINTAIN THE
- PP. AND AREAS UNDER (CO) OUTLET (CO), ADJACENT PUBLIC SIDEWALKS,
- QQ. AND AREAS UNDER (CO) OUTLET (CO), ADJACENT PUBLIC SIDEWALKS,
- RR. THE CONTROL OF THE OWNER OR OPERATOR FREE OF LITTER AND
- SS. GRAFFITI AT ALL TIMES. THE OWNER OR OPERATOR SHALL
- TT. GRAFFITI SHALL BE REMOVED WITHIN 24 HOURS, AND DEBRIS
- UU. CANVAS OUTLET (CO) DISPENSARY SHALL NOT BE CONSUMED
- VV. ANYWHERE WITHIN THE SITE.
- WW. SIGNS NEAR ALL ENTRANCES OF THE CANVAS OUTLET (CO).
- XX. EXISTING SERVICES WILL REMAIN.
- YY. SIGNS SHALL BE POSTED ON THE OUTSIDE OF THE CANVAS OUTLET
- ZZ. AND SHALL ONLY CONTAIN THE NAME OF THE BUSINESS LIMITED TO
- AAA. TWO COLORS.
- BBB. ALL EQUIPMENT AND STORAGE SHALL BE ALSO LOCATED WITHIN A
- CCC. SECURE STRUCTURE.
- DDD. SECURITY SHALL BE PROVIDED AT THE CANVAS OUTLET WHICH SHALL
- EEE. INCLUDE OPERABLE CAMERAS, ALARMS, AND NIGHT VISION AND
- FFF. PREMISES DURING BUSINESS HOURS. THE SECURITY GUARD SHALL ONLY
- GGG. BE ENGAGED IN ACTIVITIES RELATED TO PROVIDING SECURITY FOR
- HHH. THE FACILITY EXCEPT ON AN INCIDENTAL BASIS.

ROADWAY CROSS SECTION



SITE PLAN



SITE DATA

ZONE: IL-3-1 (INDUSTRIAL LIGHT)
 3141-161-000
 EXISTING OCCUPANCY: OFFICE SPACE
 PROPOSED OCCUPANCY: CANNABIS OUTLET (CO) + EXECUTIVE SUITE
 PROPOSED OCCUPANCY: B, M, A

LOT: 817E
 SAN DIEGO, CA 92121
 609,932.95 SF
 14.4 A
 1969
 BUILDING 6,095.5 CANOPY 621 + 6.6% + 105 FAR
 BUILDING 6,095.5 CANOPY 621 + 6.6% + 105 FAR
 BUILDING 6,095.5 CANOPY 621 + 6.6% + 105 FAR
 BUILDING 6,095.5 CANOPY 621 + 6.6% + 105 FAR

TYPE OF CONSTRUCTION: YES
 EXIST. BUILDING SPRINKLERED: YES
 CONDITION OF SOIL: UNDISTURBED
 NUMBER OF STORES: ONE
 EXIST. HEIGHT OF BLDG.: 13'-0"
 HEIGHT OF CANOPY: 15'-0"
 BUILDING AREA: 6,095 SQ. FT. BUILDING, 621 SQ. FT. CANOPY
 TOTAL = 6,616 SQ. FT.

SETBACKS:
 FRONT: 15' / 20'
 SIDES: 15' / 20'
 REAR YARD: 0' / 10'
 SAFETY ZONE: 2'

PARKING TABLE

PREVIOUSLY APPROVED PARKING REQUIREMENTS
 PARKING STANDARD 6,095 250 = 2422 SPACES
 EXISTING SITE PARKING: 52 STANDARD SPACE
 1 VAN ACCESSIBLE
 31 GRAVEL SPACES (NOT INCLUDE IN TOTAL)

TOTAL EXISTING SITE PARKING: 53 SPACES
 31 GRAVEL SPACES (NOT INCLUDE IN TOTAL)

NO CHANGE IN EXISTING PARKING SPACES PER SDMC 141.0510 (d) (2)

PROPOSED PARKING REQUIREMENTS:
 SDMC TABLE 142.095E IL-3-1 LA JOLLA
 TRANSIT PRIORITY AREA: 43 SPACES PER 1000 SF FOR RETAIL, 643 SF
 TRANSIT PRIORITY AREA: 43 SPACES PER 1000 SF FOR RETAIL, 643 SF
 TRANSIT PRIORITY AREA: 43 SPACES PER 1000 SF FOR RETAIL, 643 SF

ACCESSIBLE PARKING REQUIREMENTS:
 PER SDMC 142.0950 (f) (1) (A)
 5% OF 21 = 1 SPACES REQUIRED
 PER SDMC 142.0950 (f) (1) (A)
 5% OF 21 = 1 SPACES REQUIRED
 PER SDMC 142.0950 (f) (1) (A)
 5% OF 21 = 1 SPACES REQUIRED
 PER SDMC 142.0950 (f) (1) (A)
 5% OF 21 = 1 SPACES REQUIRED

MOTORCYCLE PARKING REQUIREMENTS:
 PER SDMC 142.0950 (f) (1) (A)
 2% OF 21 = 0.42 SPACES
 2% OF 21 = 0.42 SPACES

CAR POOL / ZERO EMISSIONS, VAN PARKING REQUIREMENTS:
 PER CAP STRATEGY ITEM 6 = 4 SPACES REQUIRED
 9 SPACES PROVIDED
 ELECTRIC VEHICLE PARKING REQUIREMENTS:
 PER SDMC 142.0950 (f) (1) (A)
 5% OF 21 = 1 SPACES REQUIRED
 5 SPACES PROVIDED (INCLUDING 2 CHARGING STATIONS)
 SHORT TERM BICYCLE:
 PER SDMC 142.0950 (f) (1) (A)
 5% OF 21 = 1 SPACES REQUIRED
 LONG TERM BICYCLE:
 PER SDMC 142.0950 (f) (1) (A)
 5% OF 21 = 1 SPACES REQUIRED
 5% OF 21 = 1 SPACES PROVIDED

ZONING

ZONE: IL-3-1
 OVERLAY ZONES: IL-3-1
 AIRPORT INFLUENCE AREA FOR MIRAMAR REVIEW AREA 1, AIRPORT
 AND BE COMPLY WITH THE ZONE (MIRAMAR ACCIDENT
 APPLICABLE AREA 1) SPECIAL FLOOD HAZARD AREA (100 YEAR
 FLOODWAY AND 100 YEAR FLOODPLAIN PARKING IMPACT OVERLAY
 UNITATION FIRE BURST MANAGEMENT-100 YEAR BLACK FIRE BUSH
 PRIME INDUSTRIAL LANDS, AND TPA.
 WITHIN A TRANSIT PRIORITY AREA (TPA).

SCOPE OF WORK

A CONDITIONAL USE PERMIT (CUP) AND COASTAL DEVELOPMENT
 WITHIN A PORTION OF AN EXISTING 6.616 SQ. FT. BUILDING LOCATED
 1930 SORRENTO VALLEY ROAD ON A 14 ACRE SITE. NO GROUND
 DISTURBANCE IS PROPOSED

OWNER:
 GARRY T. ROGERS, TRUST
 1642 VIA LA FLAZA
 SAN MARCOS, CA 92074

TENANT:
 BAKERY SORRENTO INC.
 4615 HAZARD CT. STE. # 1500
 NEWPORT BEACH, CA 92660

REVISION	BY
06-19-2020	OQ
07-29-2020	OQ
08-06-2020	OQ
09-02-2020	OQ

AUSTIN & ASSOCIATES
 1622 PIONEER WAY, EL CAJON, CA 92020
 PH (619) 440-3624
 CALIFORNIA INSTITUTE OF BUILDING DESIGN

BAKERY SORRENTO INC.
 CANNABIS OUTLET (CO)
 11330 SORRENTO VALLEY ROAD, SUITE A SAN DIEGO, CA 92121

JOB NAME: BAKERY & INC.
 DATE: 2020
 DR BY: CO
 S-CAL: AS SHOWN

SHEET NUMBER: **P**
 OF SHEETS

PROJECT #
PTS-0665588

REVISION	BY
08-06-2020	CO

AUSTIN & ASSOCIATES
 ALAN LLOYD AUSTIN
 austinassociates1622@gmail.com
 PH. (619) 440-3824

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 1622 PIONEER WAY, EL CAJON, CA 92020
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 CALIFORNIA INSTITUTE OF BUILDING DESIGN

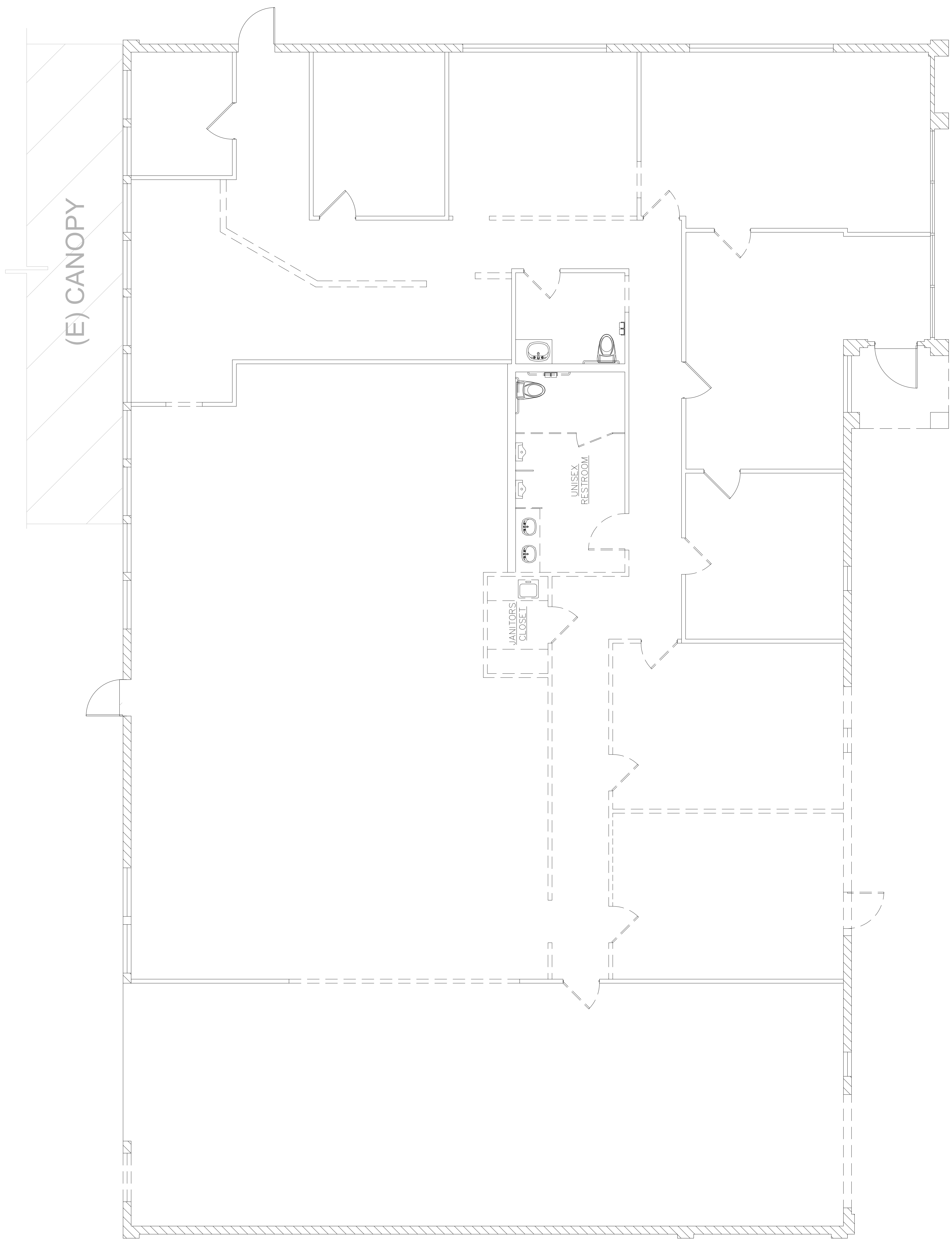
ABD

BAKERY SORRENTO INC.
 CANNABIS OUTLET (CO)
 11330 SORRENTO VALLEY ROAD, SUITE A SAN DIEGO, CA. 92121

JOB NAME: BAKERY S. INC.
 DATE: 2020
 DR BY: CO
 CK BY: ALA
 SCALE: AS SHOWN

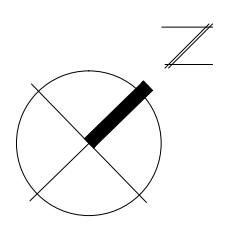
A-0
 SHEET NUMBER
 OF SHEETS
 BAKERY SORRENTO INC.

PROJECT #
PTS-0665588



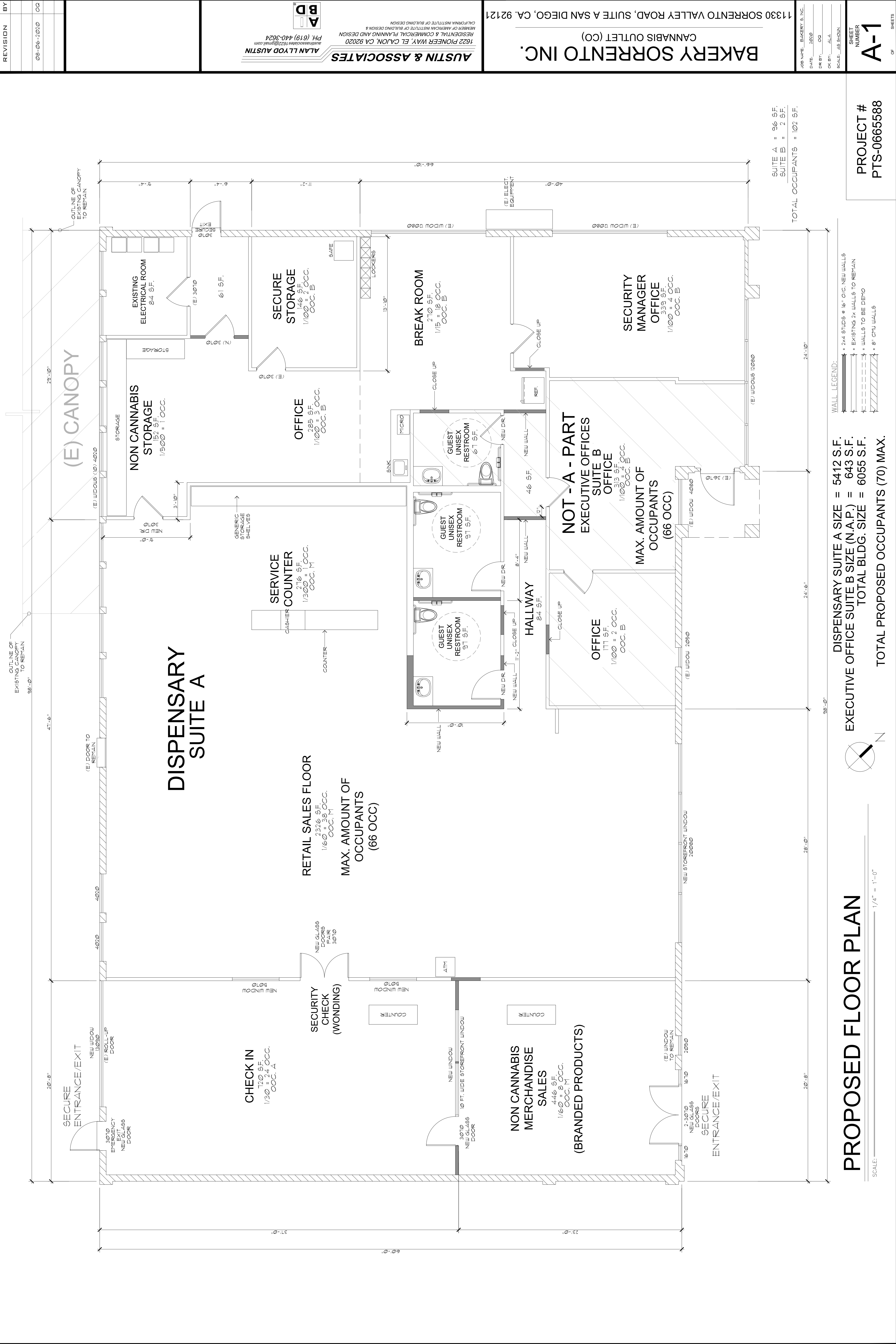
WALL LEGEND:

- = 2x4 STUDS @ 16" O.C. NEW WALLS
- = EXISTING 2x WALLS TO REMAIN
- - - = WALLS TO BE DEMO
- = 8" CMU WALLS



EXISTING FLOOR PLAN & DEMO.

SCALE: 1/4" = 1'-0"



REVISION	BY
05-06-2020	CO

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 austin@astin.com

BAKERY SORRENTO INC.
 CANNABIS OUTLET (CO)
 11330 SORRENTO VALLEY ROAD, SUITE A SAN DIEGO, CA. 92121

JOB NAME: BAKERY, B. INC.
 DATE: 2020
 DR BY: CO
 CK BY: ALA
 SCALE: AS SHOWN

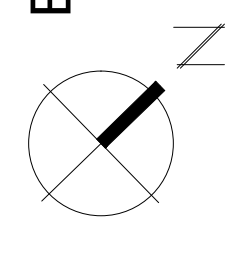
A-1
 SHEET NUMBER
 OF SHEETS

PROJECT #
 PTS-0665588

SUITE A = 96 SF.
 SUITE B = 2 SF.
 TOTAL OCCUPANTS = 102 SF.

WALL LEGEND:
 + 2x4 STUDS @ 16" O.C. NEW WALLS
 + EXISTING 2x WALLS TO REMAIN
 + WALLS TO BE DEMO
 + 8" CMU WALLS

DISPENSARY SUITE A SIZE = 5412 S.F.
 EXECUTIVE OFFICE SUITE B SIZE (N.A.P.) = 643 S.F.
 TOTAL BLDG. SIZE = 6055 S.F.
 TOTAL PROPOSED OCCUPANTS (70) MAX.



PROPOSED FLOOR PLAN

SCALE: 1/4" = 1'-0"



Cookies — SORRENTO VALLEY

Concept Rendering | Exterior View Front
V.1 | 04.17.20



Cookies — SORRENTO VALLEY

Concept Rendering | Exterior View Rear
V.1 | 04.17.20



Cookies — SORRENTO VALLEY

Concept Rendering | Exterior View Rear
V.1 | 04.17.20



Cookies — SORRENTO VALLEY

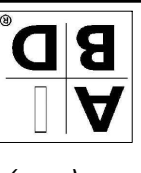
Concept Rendering | Exterior View Front
V.1 | 04.17.20

BAKERY SORRENTO INC.

CANNABIS OUTLET (CO)

11330 SORRENTO VALLEY ROAD, SUITE A SAN DIEGO, CA. 92121

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ALAN LLOYD AUSTIN
austassociates1622@gmail.com
PH. (619) 440-3824



JOB NAME: BAKERY, B. INC.
DATE: 2020
DOR BY: CO
CK BY: ALA
SCALE: AS SHOWN

SHEET NUMBER
A-1.1
OF SHEETS

PROJECT #
PTS-0665588

REVISION	BY
05-06-2020	CO

THE PLANS & SPECIFICATIONS CONTAINED HEREIN WERE PREPARED FOR THE EXCLUSIVE USE OF AUSTIN & ASSOCIATES, L.L.C. ALL DESIGN, AGREEMENTS AND INSTRUCTIONS ARE SUBJECT TO THE TERMS AND CONDITIONS OF THESE AGREEMENTS AND SHALL BE VOID OR DISREGARDED TO ANY OTHER PERSON FROM OR CORPORATION FOR ANY PURPOSE. WITHOUT THE WRITTEN PERMISSION OF AUSTIN & ASSOCIATES, L.L.C. NO PART OF THESE PLANS OR SPECIFICATIONS SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM. WITHOUT THE WRITTEN PERMISSION OF AUSTIN & ASSOCIATES, L.L.C. NO PART OF THESE PLANS OR SPECIFICATIONS SHALL BE REPRODUCED OR TRANSMITTED IN ANY FORM OR BY ANY MEANS, ELECTRONIC OR MECHANICAL, INCLUDING PHOTOCOPYING, RECORDING, OR BY ANY INFORMATION STORAGE AND RETRIEVAL SYSTEM.

REVISION	BY
08-06-2020	CO

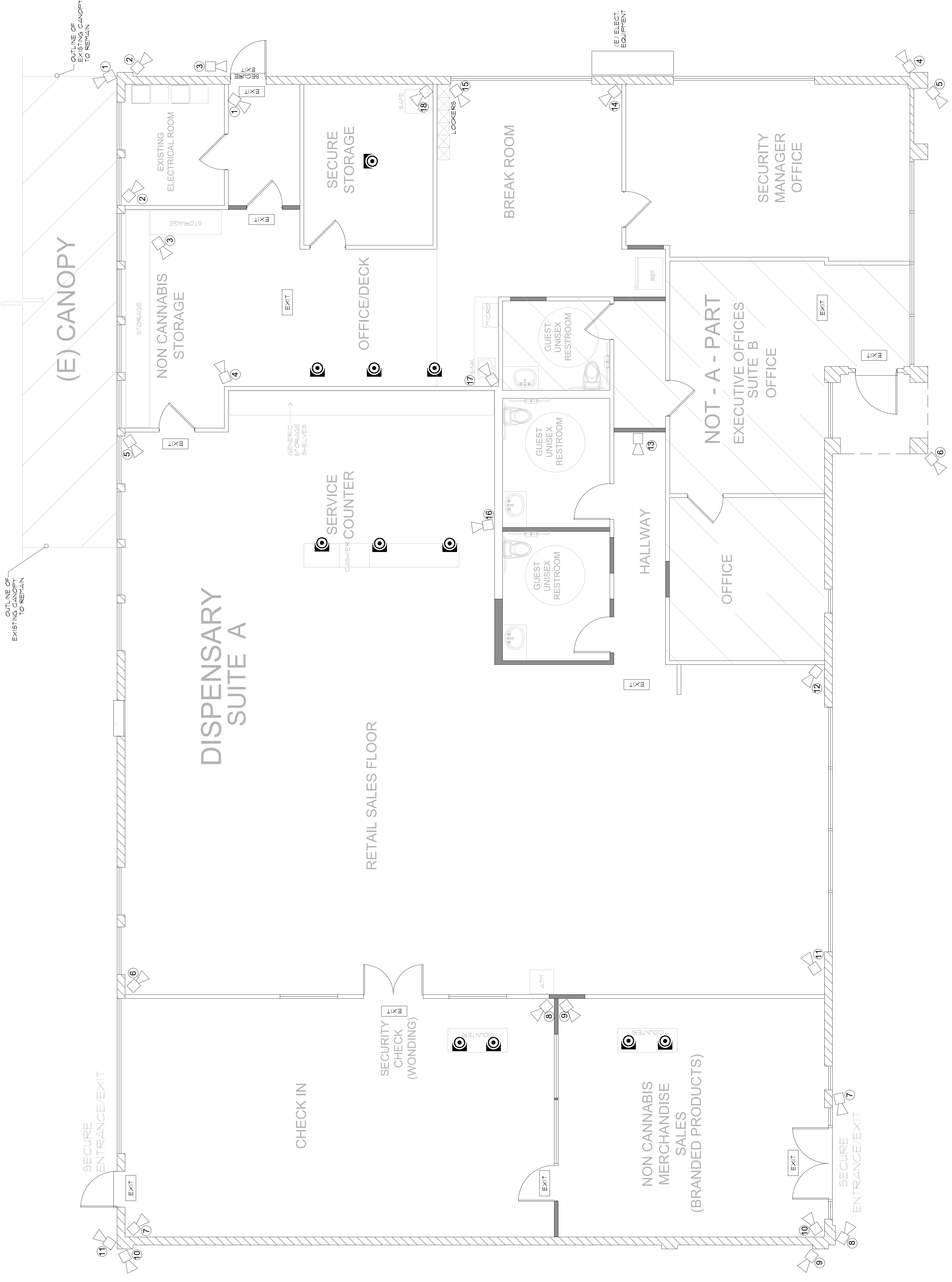
AUSTIN & ASSOCIATES
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BAKERY SORRENTO INC.
 CANNABIS OUTLET (CO)
 11330 SORRENTO VALLEY ROAD, SUITE A SAN DIEGO, CA. 92121

JOB NAME: BAKERY, S. INC.
 DATE: 2020
 DR BY: CO
 CK BY: ALA
 SCALE: AS SHOWN

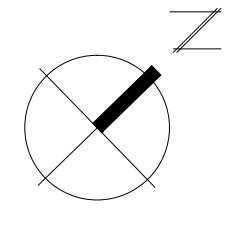
A-2
 SHEET NUMBER
 OF SHEETS
 BAKERY SORRENTO INC.

PROJECT #
 PTS-0665588



LEGEND:
 CAMERA PLACEMENT AND DIRECTION
 OVERHEAD CAMERA PLACEMENT
 TOTAL #28
 TOTAL #11

TOTAL INTERIOR CAMERA = 18
 TOTAL EXTERIOR CAMERA = 11



SECURITY CAMERA PLAN

SCALE: 1/4" = 1'

THE PLANS & SPECIFICATIONS CONTAINED HEREIN WERE DESIGNED FOR THE EXCLUSIVE USE OF AUSTIN & ASSOCIATES, LLC. ALL FINAL DESIGN, AGREEMENTS AND PERMITS ARE OBTAINED BY THE CLIENT. THESE DRAWINGS ARE PREPARED BY AUSTIN & ASSOCIATES, LLC. IT IS THE CLIENT'S RESPONSIBILITY TO OBTAIN ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES. THE CLIENT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM ALL APPLICABLE AGENCIES.

REVISION	BY
08-06-2020	CO

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 1622 PIONEER WAY, EL CAJON, CA 92020
 RESIDENTIAL & COMMERCIAL PLANNING AND DESIGN
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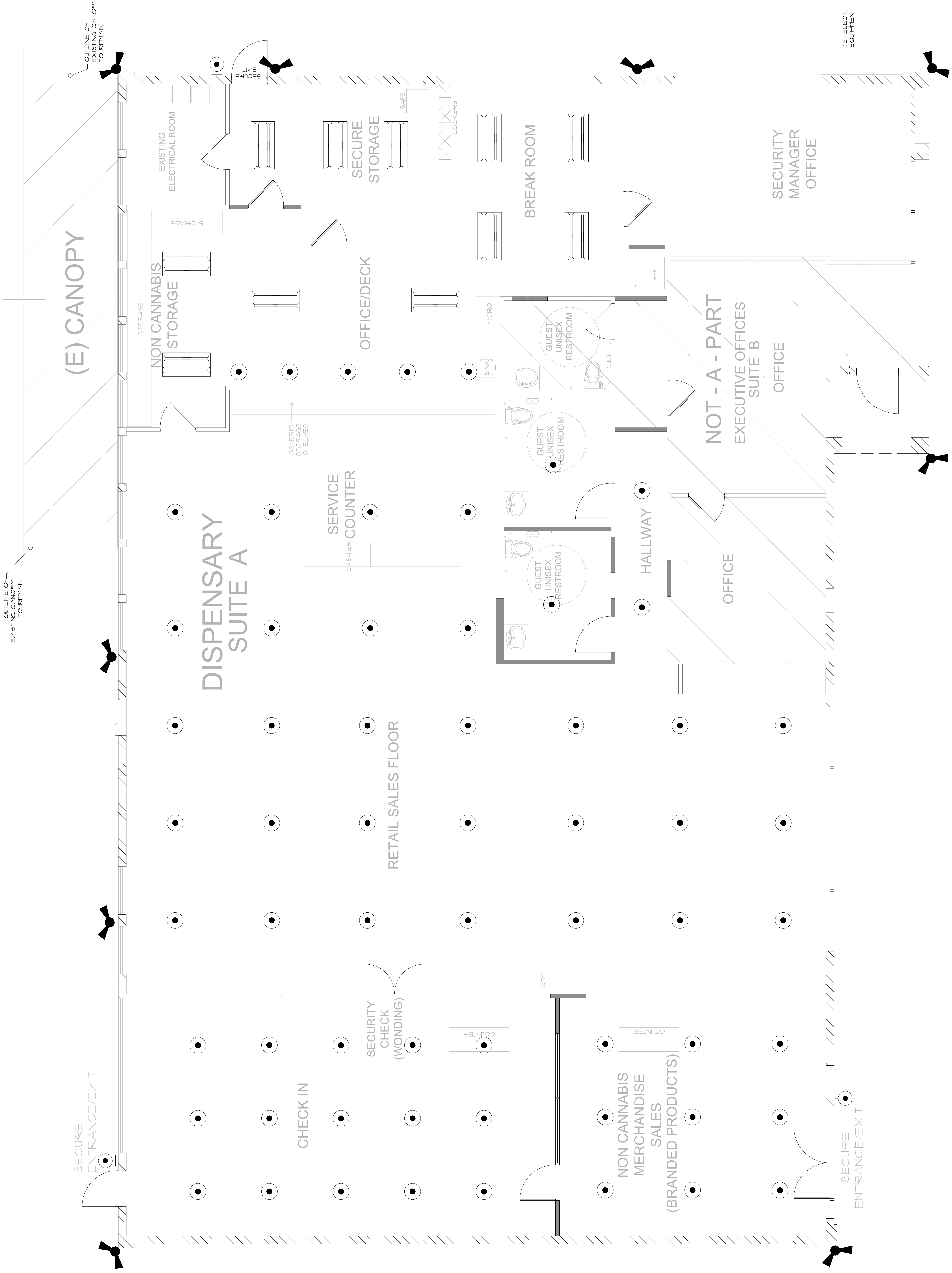
ABD

BAKERY SORRENTO INC.
 CANNABIS OUTLET (CO)
 11330 SORRENTO VALLEY ROAD, SUITE A SAN DIEGO, CA. 92121

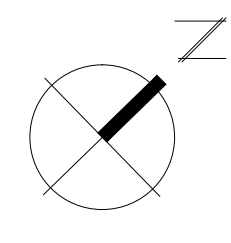
JOB NAME: BAKERY, B. INC.
 DATE: 2020
 DR BY: CO
 CK BY: ALA
 SCALE: AS SHOWN

A-3
 SHEET NUMBER
 OF SHEETS
 BAKERY SORRENTO INC.

PROJECT #
 PTS-0665588



- LEGEND:
- RECESSED CAN / SPOT LIGHT FIXTURE
 - WALL MOUNTED LIGHT FIXTURE
 - MOTION SENSOR LIGHT FIXTURE
 - MOUNTED 2' X FLUORESCENT FIXTURE



LIGHTING PLAN

SCALE: 1/4" = 1'-0"

OUTLINE OF EXISTING CANOPY TO REMAIN

(E) CANOPY

DISPENSARY SUITE A

RETAIL SALES FLOOR

SERVICE COUNTER

SECURITY CHECK (WONDING)

NON CANNABIS MERCHANDISE SALES (BRANDED PRODUCTS)

OFFICE/DECK

BREAK ROOM

SECURE STORAGE

SECURITY MANAGER OFFICE

NOT - A - PART EXECUTIVE OFFICES SUITE B OFFICE

OFFICE

HALLWAY

GUEST UNISEX RESTROOM

GUEST UNISEX RESTROOM

GUEST UNISEX RESTROOM

EXISTING ELECTRICAL ROOM

NON CANNABIS STORAGE

STORAGE

GENERIC STORAGE SHELVES

CASHIER

LOCKERS

REF.

(E) ELECT. EQUIPMENT

SECURE ENTRANCE/EXIT

CHECK IN

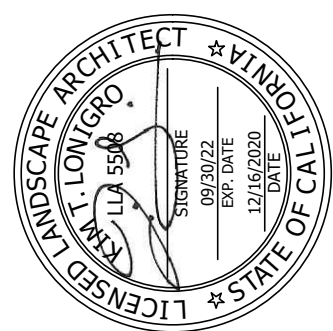
SECURE ENTRANCE/EXIT

OUTLINE OF EXISTING CANOPY TO REMAIN

SECURE EXIT

SECURE EXIT

DATE: 12/16/2020
SCALE: SEE SHEET
JOB #: 20-102
DRAWN: KTL/NV
SHEET: LI-01
1 OF 2

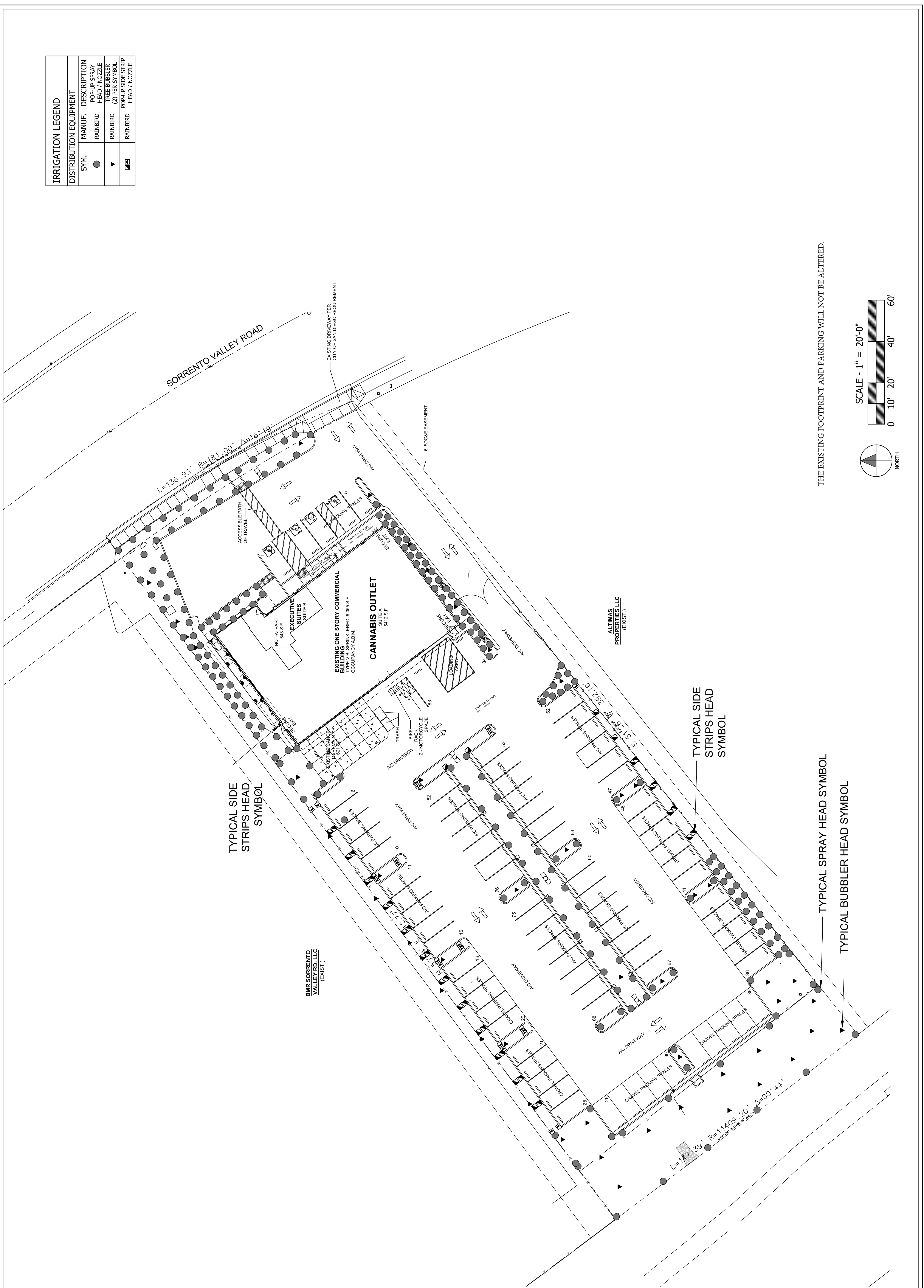


REVISIONS			
DATE	BY	MARK	ENGINEER / ARCH.

BAKERY SORRENTO, INC
CANNABIS OUTLET (CO) 1130 SORRENTO VALLEY ROAD, SUITE A SAN DIEGO, CA 92121
IRRIGATION EXHIBIT

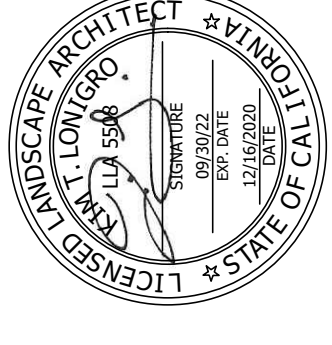
WEILAND DESIGN GROUP, INC.
LANDSCAPE ARCHITECTURE + PLANNING + CONSTRUCTION MANAGEMENT

291 SIERRA WAVE SWALL MEADOWS, CA 95514
P (619) 675-3426
EMAIL: KI@WDRG.COM WWW.W-D-G.COM



IRRIGATION LEGEND	
DISTRIBUTION EQUIPMENT	
SYM.	DESCRIPTION
●	POP-UP SPRAY HEAD / NOZZLE
▼	TREE BUBBLER (2) PER SYMBOL
☒	POP-UP SIDE STRIP HEAD / NOZZLE

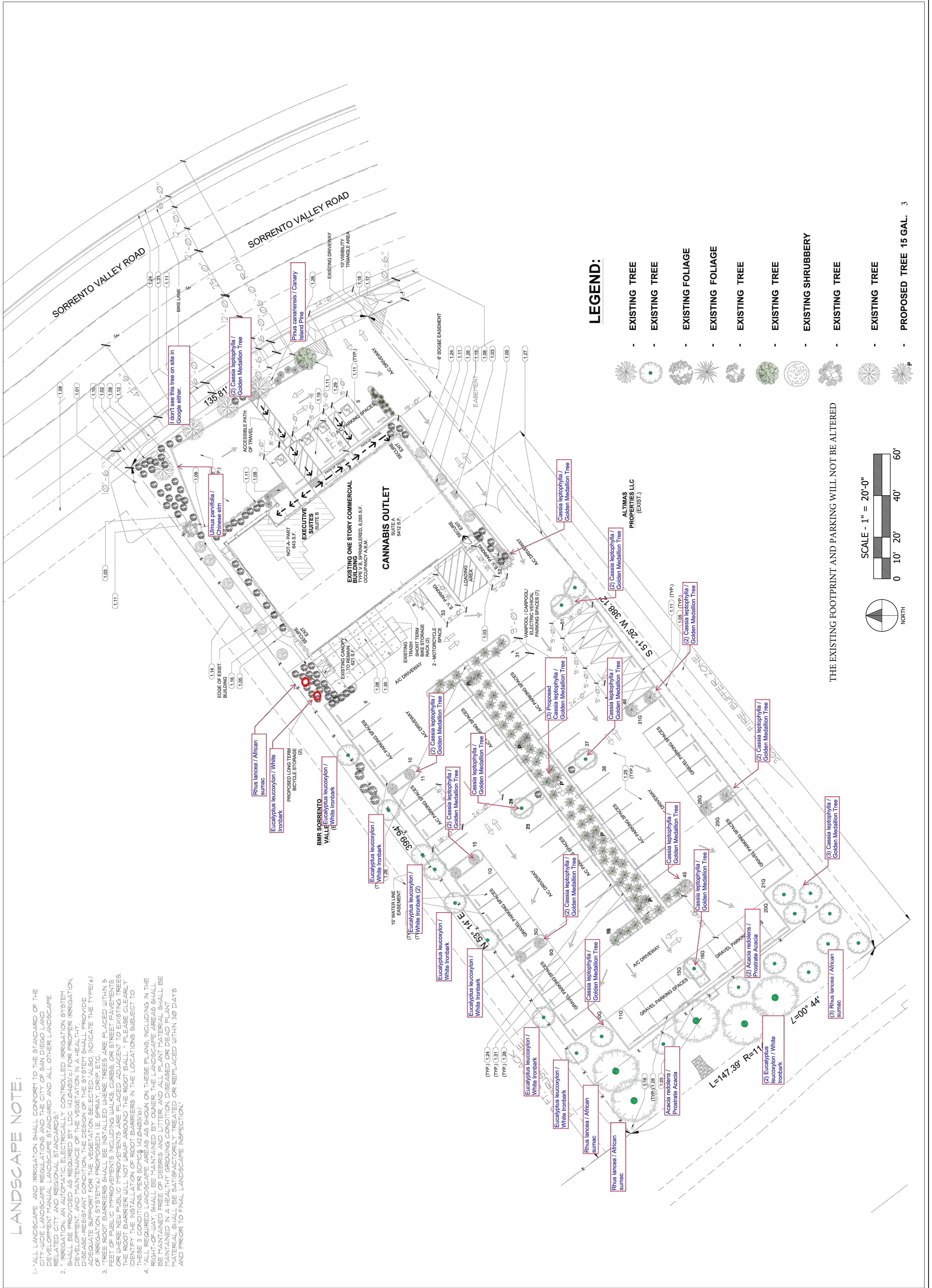
DATE: 12/16/2020
SCALE: SEE SHEET
JOB #: 20-102
DRAWN: KTL/NV
SHEET: LP-01
2 OF 2



REVISIONS	
DATE	BY / MARK

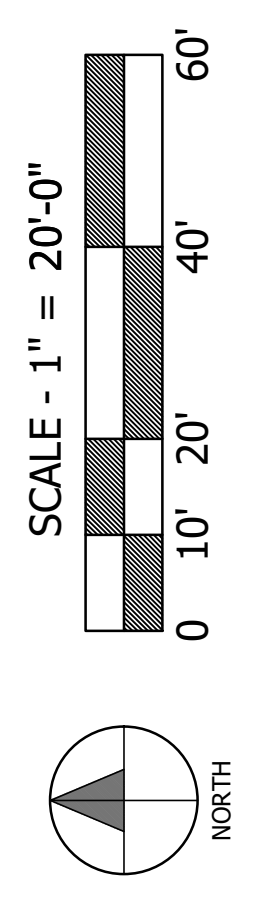
BAKERY SORRENTO, INC
CANNABIS OUTLET (CO)
1130 SORRENTO VALLEY ROAD, SUITE A
SAN DIEGO, CA 92121
IRRIGATION EXHIBIT

WEILAND DESIGN GROUP, INC.
LANDSCAPE ARCHITECTURE + PLANNING + CONSTRUCTION MANAGEMENT
CORPORATE OFFICE
291 SIERRA WAVE SMALL MEADOWS, CA 95514
P (619) 675-3426
EMAIL: KLONIG@W-D-G.COM WWW.W-D-G.COM



LANDSCAPE NOTE:

- "ALL LANDSCAPE AND IRRIGATION SHALL CONFORM TO THE STANDARD OF THE CITY-WIDE LANDSCAPE REGULATIONS AND THE CITY OF SAN DIEGO LAND DEVELOPMENT MANUAL LANDSCAPE STANDARD AND ALL OTHER LANDSCAPE REGULATIONS."
- "IRRIGATION, AN AUTOMATIC ELECTRICALLY CONTROLLED IRRIGATION SYSTEM SHALL BE PROVIDED AS REQUIRED BY LDC 42.0403(G) FOR PROPER IRRIGATION DEVELOPMENT AND MAINTENANCE OF THE VEGETATION IN A HEALTHY DISEASE-RESISTANT CONDITION. THE DESIGN OF THE SYSTEM SHALL PROVIDE ADEQUATE SUPPORT FOR THE VEGETATION SELECTED. ALSO, INDICATE THE TYPE(S) OF IRRIGATION SYSTEM(S) PROPOSED; I.E. SPRAY, DRIP, ETC.
- "TREE ROOT BARRIERS SHALL BE INSTALLED WHERE TREES ARE PLACED WITHIN 9 FEET OF PUBLIC IMPROVEMENTS INCLUDING WALKS, CURBS, OR STREET PAVEMENTS. THE ROOT BARRIERS WILL NOT BEAR AROUND THE ROOT BALLS OF PLANTED TREES. IDENTIFY THE INSTALLATION OF ROOT BARRIERS IN THE LOCATIONS SUBJECT TO THESE 3 CONDITIONS. PER SDMC 942.0403(G).
- "ALL REQUIRED LANDSCAPE AREAS AS SHOWN ON THESE PLANS, INCLUDING IN THE RIGHT-OF-WAY SHALL BE MAINTAINED BY OWNER. THE LANDSCAPE AREAS SHALL BE MAINTAINED FREE OF DEBRIS AND LITTER, AND ALL PLANT MATERIAL SHALL BE MAINTAINED IN A HEALTHY GROWING CONDITION. DISEASED OR DEAD PLANT MATERIAL SHALL BE SATISFACTORILY TREATED OR REPLACED WITHIN 30 DAYS AND PRIOR TO FINAL LANDSCAPE INSPECTION."



THE EXISTING FOOTPRINT AND PARKING WILL NOT BE ALTERED

Torrey Pines PG Appeal / FINAL DRAFT 5.6.21

Cover:

Finding # 1 -- "The proposed development will not adversely affect the applicable land use plan"

"Land Use Plan" is defined in the Municipal Code as the General Plan and the adopted (local) Torrey Pines Community Plan (TPCP), specific, precise and sub-area plans."

- 1) Finding #1 is not supported because the business isn't consistent with the TPCP land use policy that states that freestanding retail commercial uses in industrially designated areas shall be restricted to those that serve *only other local business in the immediate Sorrento Valley Industry area*. This business (marijuana outlet, non-support retail) fails to meet this criteria and is a non-conforming use. As such, this application requires an amendment to the TPCP allowing non-industrial supporting retail uses in industrial lands. Such an amendment to the TPCP would have considerable, **adverse** impact on the land use plan as outlined in the Industrial Element. It would set a poor precedent, jeopardize the intent and vision of the TPCP, and pose potential adverse issues regarding future development projects.
- 2) Finding #1 fails to support the claim the development is non-freestanding. The applicant is claiming the loophole of being a "non-freestanding" to circumvent applicable TPCP land use policies, avoid the Coastal Developments Permit process, and to avoid the restricted "market capture area" requirement of less than three miles. A claim by the project's attorney, Gina Austin, that the building is non-freestanding retail because they "already have a tenant," may be factual error. It is contradictory to statements made by a neighboring business person next door, Tim Raines, Sr. Director Site Operations, 11388 Sorrento Valley Rd., claims "there is no tenant there now and hasn't been for four years."
- 3) Finding #1 fails to support the fact the development will not adversely affect the land use plan as a non-conforming use. As such, the proposed development should require a Coastal Development Permit. The City Development Services Department states discretionary permits and processes (e.g., Coastal Development Permit) are required when a development may have impacts on the surrounding area due to a proposed use, design feature or project location, as defined in the San Diego Municipal Code. "Marijuana outlet" is cited as an example of such a development. This project qualifies because of impact on the location and surrounding area, proposed use (non-support retail), non-qualifying market catch area, and design features such as signage etc., that are an attractive nuisance (Please see Finding # 2).
- 4) Finding #1 fails to support the market draw conclusion of the Report to the HO. It should be noted that the applicant, in addition to its marijuana business, has an extensive line of branded, clothing and accessory merchandise, which is broadly promoted on the company website and at other store locations. The target market for this merchandise, at age 18-35, is *not* significant in Sorrento Valley but exists broadly outside of the area.

Torrey Pines PG Appeal / FINAL DRAFT 5.6.21

Reasonable market analysis indicates the market for the combined retail marijuana and retail clothing businesses is much broader than “less than three miles” within the surrounding area and extends throughout the city and county. As such, Finding #1 does not support the conclusion of the VMT Screening Analysis that the outlet would “satisfy the City of San Diego Transportation Study Manual element #2: that “the market capture area is less than 3 miles.”

The restriction to “support” retail refers to businesses such as coffee shops and delis, and is intended to provide services that directly support people and business working nearby. While these may be exempted from the non-industrial restrictions, an Apple store or marijuana outlet serving a much larger group adversely affects land use by adding to traffic woes, and displacing potential industrial users.

Finding #2 -- "The proposed development will not be detrimental to the public health, safety, and welfare" is not supported because

1) The project name CookiesCo, and the designation “bakery” used on signage are an attractive nuisance because they are a dishonest description of the product and especially attractive to youth. Signage at other applicant retail outlet sites maximizes the youth appeal of this name, sometimes mimicking Sesame Street graphics and a deceptive play on the Cookie Monster character that attracts children while mischaracterizing the nature of the hard drug products sold.

The applicant was asked but failed to agree to change the name for signage and has failed to agree to screen the name and signage from street view. These actions are contrary to Finding #2 as youth and families pass this site daily en route to a number of nearby youth-serving facilities. These underage users of Sorrento Valley facilities will be consistently exposed to the name.

2) Finding #2 cites limited interior improvements related to electrical, mechanical, plumbing, and lighting measures, which is an extremely narrow measure for safeguarding “public health, safety and welfare.” Such mere physical building modifications do not mitigate potentially adverse impacts of the applicant business to the public, such as distracted driving, increased DUIs and related potential injuries in the neighborhood resulting from cannabis product use.

3) Finding #2 fails to address *real* health, safety and welfare issues such as the fact the applicant will be selling high potency THC products that are neither approved nor inspected by the FDA or DEA and are sold without standardized labeling or warning instructions, the sale of which requires a 24-hour armed security guard on site. The presence of the security guard doesn’t ensure safety so much as provide evidence that the welfare of neighboring businesses is at risk.

Finding #3 -- The proposed development will comply with the regulations of the Land Development Code including any allowable deviations pursuant to the Land Development Code.

Torrey Pines PG Appeal / FINAL DRAFT 5.6.21

- 1) This finding is not supported because the on-supportive retail business is not an allowable deviation per the Industrial Element of the Torrey Pines Community Plan. As noted, to allow this nonconformity, an amendment is required to the TPCP Sub-Area Industrial area section.
- 2) Finding #3 fails to support the fact that, as a deviant use, a **Coastal Development Permit is required** because the development is not in conformity with the local TPCP, and, has potential negative impact on the surrounding area and businesses. In particular, Finding #3 fails to support the appropriateness of design features, signage, landscaping, visual barriers, and building color -- all details that were requested but not provided by the applicant. Color, as an example, is important as demonstrated by the brilliant and garish red facade of a marijuana outlet just south of this site on Sorrento Valley Road that poses an extreme eyesore and detracts from the character of the entire area.

Finding #4 -- The proposed use is appropriate at the proposed location.

- 1) Finding #4 does not support the proposed use as appropriate at this location per the land plan specifications for manufacturing, science-oriented, research and development firms labs, offices, and *support* commercial and retail uses.”
- 2) Nor does Finding #4 support the project as meeting the required market catch area for the proposed use at this location. In line with this, Finding #4 does not support the viability of this project in its proximity to **three additional** marijuana businesses already established within two miles. The result will be a cluster of four (non-support) competing marijuana businesses within a two mile area. Such a significant “cannabis retail zone” is in conflict with the Land Plan/CP goal “to encourage the location of scientific research, biotechnology and light manufacturing uses” in the Sorrento Valley Industrial area. The competition created by four competing marijuana businesses will necessitate a market base far beyond the Sorrento Valley Industrial area.
- 3) This concentration, representing the entire allotment of marijuana outlets for this city district, is inappropriate and negates the intention of the land use plans. It will also have significant **traffic impact**, drawing customers from the city and county (including tourists) who will increase traffic significantly, not minimize it.

Marijuana Industry compromises Prime Industrial Zone - Sorrento Valley

The fourth marijuana outlet is on its way to the City Planning Commission for approval despite a unanimous negative vote by the local planning group. The San Diego City Council has never rejected a marijuana outlet (MO) application for Sorrento Valley within Torrey Pines, District 1. On the other hand, the Torrey Pines Community Planning Board (TPCPB) has approved two outlets opening after serious communication with perspective owners. Today's attitude from MO is just reject us since City Council will approve us anyway!

The City had already approved this outlet at a different location, opposed by the TPCPB, a Commercial HOA, and environmental groups. Cookies Cannabis Retail Outlet (MO) was approved in a very much smaller store front but is being allowed to move (trade-its CUP) to a 6,000 plus Square foot building with 2,300 Sq. of floor space for retail marijuana sales. Cookies retail floor space is 5 times larger than nearby MO and double all other MOs combined. Does this mean that MOs can trade-in one location for another even if approved by City Council? Why has the City chosen to cluster 4 marijuana outlet within a mile of each other but not allowed any other outlets within all of District 1? Some Council District via zoning have no marijuana (legal) outlets.

On the bright side, parents when ask how their children are doing can say their son/daughter is a 'budtender' or an 'edibles & kitchen associate' working in medical retail. The Cannabis help adds, want only employees with 'passion for and knowledge about Cannabis that will deliver a world class customer experience' for \$14/hr. Why send your child to Junior College when they could become a Harvester Cultivation tech. Maybe local colleges could start classes in becoming a 'Sommelier' (wine tasting expert) in sniffing marijuana blends.

The issue is not whether marijuana outlets are needed for 'Social Justice' to prevail but whether locally elected community groups are simply being ignored by the City's need for extra sales tax dollars. The City has spent millions and years to develop Community Plans and when convenient ignores local input.

Dennis E. Ridz, former TPCPB Chairperson.



Technical Memorandum

To: Pedro Valera, City of San Diego

From: Marc Mizuta, Mizuta Traffic Consulting

Date: February 9, 2021

Re: VMT Screening Analysis for the Proposed Bakery Sorrento Cannabis Outlet (Project #665588)



02/09/21

Mizuta Traffic Consulting (MTC) has prepared this memo to determine if the proposed Bakery Sorrento Cannabis Outlet project (herein referred to as “the Project”) located at 11330 Sorrento Valley Road in the IL-3-1 zone within the Torrey Pines Community Plan area within the City of San Diego would result in any significant transportation impacts. Senate Bill 743 (SB 743) was approved in 2013 and changes the way transportation impacts are measured under the California Environmental Quality Act (CEQA). The Office of Planning and Research (OPR) has recommended the use of vehicle miles travelled (VMT) as the required metric to replace the automobile delay-based LOS. The VMT assessment is required to satisfy CEQA guidelines that utilizes VMT as the required metric to determine transportation impacts. The VMT assessment was based on the criteria outlined in the *City of San Diego Transportation Study Manual (TSM)*, September 9, 2020.

PROJECT DESCRIPTION

The Project proposes to operate a 5,412 square-foot (sf) Cannabis Outlet (CO) within the 6,055 sf existing building located at 11330 Sorrento Valley Road. The 643 sf remainder space will be used as executive suites and will not be part of the project. The Project requires a Conditional Use Permit (CUP) and is estimated to be constructed by 2021.

SCREENING CRITERIA

According to the City’s TSM, a project meeting at least one of the screening criteria below would be presumed to have a less than significant VMT impact due to project characteristics and/or location:

1. Residential or Commercial Project Located in a VMT Efficient Area
2. Industrial or Agricultural Project Located in a VMT Efficient Area
3. Small Project
4. Locally Serving Retail/Recreational Project
5. Locally Serving Public Facility
6. Affordable Housing
7. Mixed Use Project Screening Considerations
8. Redevelopment Project Screening Considerations

The Project would satisfy the Locally Serving Retail/Recreational Project criteria.



A Locally Serving Retail/Recreational Project is defined as the following:

The project is a locally serving retail/recreational project defined as having 100,000 square feet gross floor area or less **and** demonstrates through a market area study that the market capture area for the project is approximately three miles (or less) and serves a population of roughly 25,000 people or less. Locally serving retail is consistent with the definitions of Neighborhood Shopping Center in the San Diego Municipal Code Land Development Code Trip Generation Manual. Locally serving recreation land uses are listed in Appendix B of the *Draft TSM*, if they meet the square footage and market capture area above. Adding retail/recreation square footage (even if it is 100,000 square feet gross floor area or less) to an existing regional retail shopping area is **not** screened out.

There are three main elements for a project satisfying the Locally Serving Retail/Recreational Project criteria; 1) Gross Floor Area less than 100,000 sf, 2) market capture area approximately three miles or less, and 3) serves a population of 25,000 or less. Specific details on how the results were derived can be found in *London Moeder Advisors Bakery Sorrento Cannabis Outlet – Trade Area Analysis, January 14, 2021*.

- Project's 5,412 sf retail cannabis operation is significantly less than the 100,000 sf threshold.
- Project's market capture area is three miles or less
- Project serves a population of 13,444 people

Based upon the information provided above and the supporting documentation attached as Exhibits A and B, the Project satisfies the Locally Serving Retail/Recreational Project criteria. As a result, the Project is presumed to have a less than significant VMT impact per the City's screening criteria and no additional VMT analysis is required.

ATTACHMENTS

- Attachment A: London Moeder Advisors Bakery Sorrento Cannabis Outlet – Trade Area Analysis
- Attachment B: Austin Legal Group VMT Market Analysis Support Memorandum

ATTACHMENT A

london moeder
advisors

Bakery Sorrento Cannabis Outlet- Trade Area Analysis

January 14, 2021

825 10th Avenue
San Diego, CA 92101
619. 269.4010

2792 Gateway Road #104
Carlsbad, CA 92024
619.269.4012

londonmoeder.com

ATTACHMENT A



london moeder
advisors

January 14, 2021

Bakery Sorrento, Inc.
11330 Sorrento Valley Road, Suite A
San Diego, CA 92021
Via email: Brandon Johnson bj@cookiesre.com

Bakery Sorrento Cannabis Outlet- 11330 Sorrento Valley Road

London Moeder Advisors (“LMA”) has conducted a comprehensive market analysis on behalf of Bakery Sorrento, Inc. pertaining to a proposed lease of 5,412 square feet in a free-standing building at 11330 Sorrento Valley Road (“Subject”) to operate a cannabis outlet. The purpose of our analysis is to determine whether the patron draw at the proposed location meets the definition and qualifications as a “Locally Serving Retail Project” defined by the City of San Diego, as follows:

***Locally Serving Retail Project:** The project is a locally serving retail project defined as having 100,000 square feet gross floor area or less **and** demonstrates through a market area study that the market capture area for the project is approximately three miles (or less) and serves a population of roughly 25,000 people or less. Locally serving retail is consistent with the definitions of Neighborhood Shopping Center in the San Diego Municipal Code Land Development Code Trip Generation Manual. Locally serving recreation is consistent with the land uses listed in Appendix B of the draft TSM, given that it meets the square footage and market capture area above. Adding retail square footage (even if it is 100,000 square feet gross floor area or less) to an existing regional retail shopping area is **not** screened out.*

A retail project’s trade area¹ is impacted by not only the population aged 21 and over within the trade area, but by the proximity of competing projects². Therefore, the more competing projects within close proximity to each other, the smaller the market trade area becomes. The smaller trade area is a result of the individual project’s market capture within the overall trade area. In other words, a potential client living within the trade area has multiple options from which to choose.

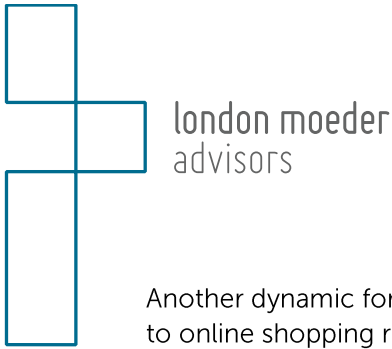
There are currently three cannabis outlets approved and operating within two miles of the Subject. There is a fourth project approved but has never operated at 11189 Sorrento Valley Road. This outlet is also owned by the applicant and the permit will be surrendered at a future date to allow a fourth outlet in this district.

In addition to market competition, the purpose of retail trips needs to be understood when analyzing traffic impacts. For local shopping trips (e.g. three miles or less), the local population can easily run out to a sole retailer directly – known as a primary shopping trip. However, as the geography expands (for example, greater than three miles) retail trips become multipurpose and several non-primary retailers are lumped into one shopping trip.

¹ For purposes of this analysis, “trade area” is defined as the geographic area from which the majority of customers originate.

² University of Wisconsin-Madison, *Trade Area Analysis*, <https://fyi.extension.wisc.edu/downtown-market-analysis/understanding-the-market/trade-area-analysis/>

ATTACHMENT A



Another dynamic for retailers located outside of a shopper's primary area is that shoppers will turn to online shopping rather than drive many miles just for one specific retailer.

Ultimately, it is highly speculative to attempt to account for demand, or traffic trips, that are beyond the primary local trade area. These further-distanced shopping trips are likely to be fulfilled by other means or combined with several stops along the way. Therefore, it is speculative to attribute traffic impacts from secondary and tertiary markets.

There are different methodologies that can be applied to determine a trade area. The methodology utilized is determined by the density of the population. High-density areas are analyzed differently than are low-density areas. For this analysis, we utilized a methodology that is suitable for a medium-density area. Our analysis utilized a conservative trade area of three miles to test the maximum allowable trade area for a population of 25,000 persons or less.

This trade area analysis utilizes a three-mile radius (which satisfies the criteria for a locally serving market area and conservatively tests the maximum parameters). We dissected the three-mile radius into three distinct areas that are centered on each of the competitive outlets³. The population of each portion was then tabulated and totaled. An additional cluster of cannabis outlets is located southeast of the Subject. This cluster's three-mile radius overlaps the three-mile radius of the Subject. Therefore, our analysis includes a reduction of 83% of the population within the overlap area.

Due to the proximity of the four projects and the ability of potential patrons to easily choose between any of the outlets, we have divided the trade area population equally among the projects to determine the per-project population. While our analysis establishes a trade radius of three miles, retail trade areas are typically determined by the location of competitive establishments. There is overlap between the competition due to ease of access, clustering and purpose of travel trip (e.g. retail and employment trips can have multiple stops or purposes).

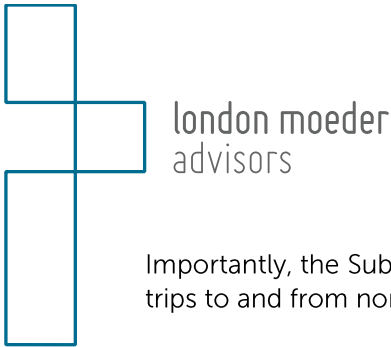
This analysis is limited to cannabis outlets approved and operating within the City of San Diego. Population analysis from northern jurisdictions outside the City of San Diego is not included in this analysis because numerous jurisdictions with cannabis outlets exist north of the Subject. In addition, cannabis outlets will be added in the North County as well.⁴ These northern outlets will serve the communities north of the Subject.

Moreover, the "multi-purpose trip" concept directly applies here. Shoppers from northern jurisdictions are highly unlikely to make a "primary shopping trip" to the Subject site. It is much more likely that a shopping trip from the north would be a multi-purpose trip due to the distance traveled. It would be overly burdensome to dissect each purpose of a northern shopper's retail trip. It would also be highly speculative to include trips that originate outside the Subject's primary market area.

³ MedMen and Torrey Holistics have virtually the same three-mile radius and are considered a single trade area.

⁴ Example: In the 2020 election, Measure H in the City of Encinitas passed to allow for commercial cannabis locations.

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Importantly, the Subject is not proposing delivery services at this location, which discourages any trips to and from northern populations outside the City of San Diego.

However, even if the 2020 estimated population aged 21 and older of Del Mar and Solana Beach (18,307 total persons) were added to the adjusted trade area population (53,777 persons), the per project population would still be below the 25,000-person threshold at 18,021 persons.

Our analysis reveals that utilizing a locally serving trade area (three-mile radius) at the Subject results in a per project (four projects including the Subject) population⁵ served of 13,444 persons, well within the 25,000-person threshold.

The 2020 estimated population aged 21 and older within the overlap area is 2,269 persons and when divided among the outlets, results in an 1,891 persons reduction in an adjusted three-mile radius trade area population of 55,668 persons. This population includes each of the distinct areas and the overlap area. This results in a per project population of 13,444 persons, well within the 25,000-person ceiling. Thus, our conclusion is that the Subject fits the criteria for a locally serving retail/recreational project. The following table and map detail this analysis.

Trade Area Analysis

Bakery Sorrento Cannabis Outlet

	Population (21+)
Northern Portion (Red)	12,800
Middle Portion (Green)	2,598
<u>Southern Portion (includes overlap) (Blue)</u>	<u>40,270</u>
Total Population (3-mile radius)	55,668
<u>Overlap Reduction*</u>	<u>-1,891</u>
Total Population (3-mile radius)	53,777
<u>Projects in Trade Area</u>	<u>4</u>
Per Project Population	13,444

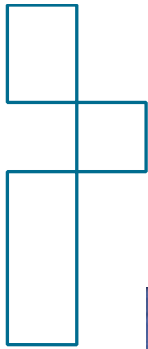
**overlap reduction equals 83% of overlap population*

Source: London Moeder Advisors, Claritas

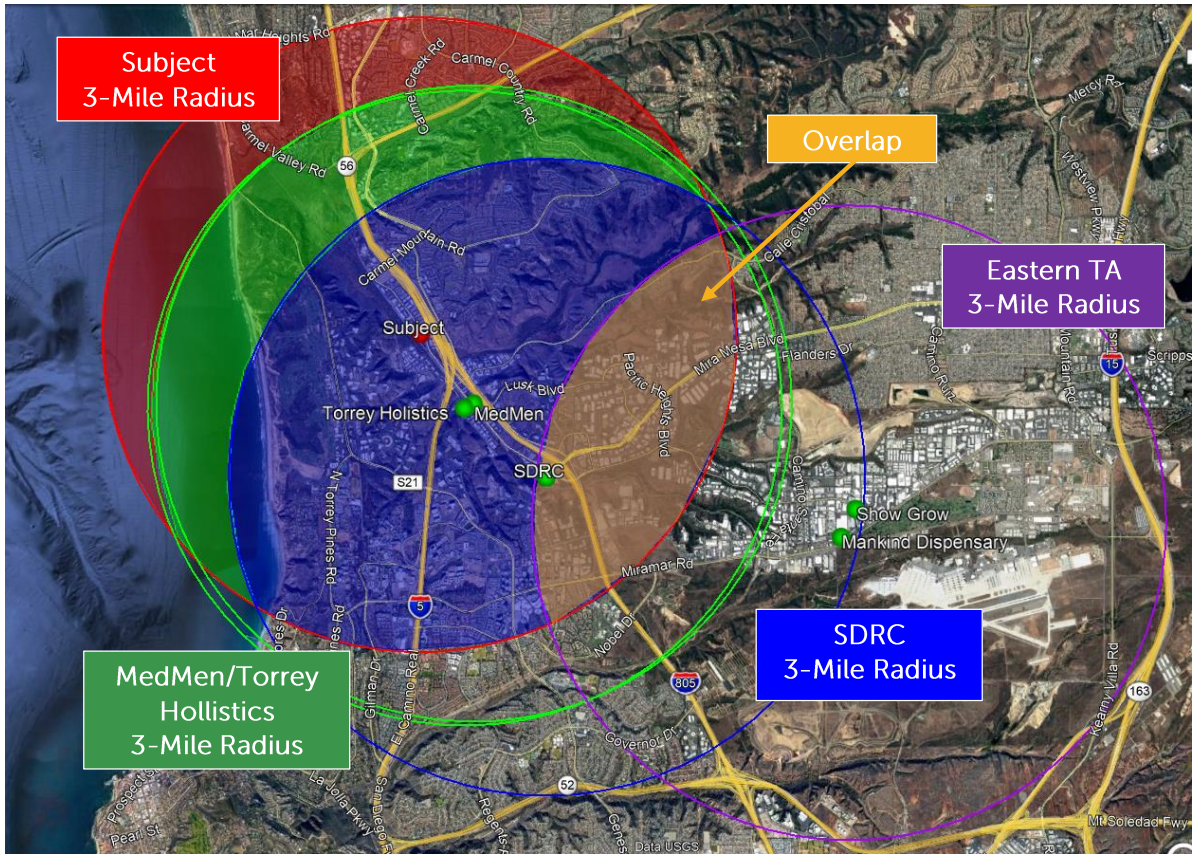
The following map depicts the location and the three-mile radius of the Subject relative to other cannabis outlets, including MedMen, Torrey Holistics and San Diego Recreational Cannabis (“SDRC”). The map also shows the location and trade area radius of the Miramar Road projects, Show Grow and Mankind Dispensary. Additionally, the map depicts the three portions analyzed, the northern portion (red), the middle portion (green), and the southern portion (blue). The southern portion population includes the overlap (orange).

⁵ Population data is 2020 estimates derived from Claritas Demographics – Environics Analytics

ATTACHMENT A



london moeder
advisors

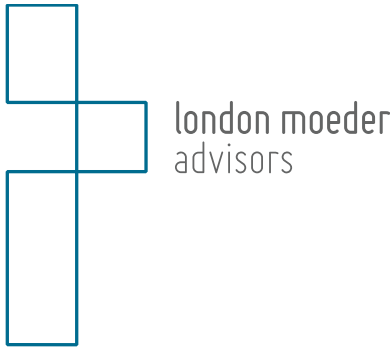


Should you have any questions regarding this analysis, please feel free to contact us.

Sincerely,

Gary H. London
Gary H. London

Nathan Moeder
Nathan Moeder



ATTACHMENT A

Corporate Profile
London Moeder Advisors

REPRESENTATIVE SERVICES

Market and Feasibility Studies	Development Services	Litigation Consulting
Financial Structuring	Fiscal Impact	Workout Projects
Asset Disposition	Strategic Planning	MAI Valuation
Government Processing	Capital Access	Economic Analysis

London Moeder Advisors (formerly The London Group) was formed in 1991 to provide real estate advisory services to a broad range of clientele. The firm principals, Gary London and Nathan Moeder, combine for over 60 years of experience. We have analyzed, packaged and achieved capital for a wide variety of real estate projects. Clients who are actively pursuing, developing and investing in projects have regularly sought our advice and financial analysis capabilities. Our experience ranges from large scale, master planned communities to urban redevelopment projects, spanning all land uses and development issues of all sizes and types. These engagements have been undertaken principally throughout North America and Mexico.

A snapshot of a few of the services we render for both the residential and commercial sectors:

- **Market Analysis** for mixed use, urban and suburban properties. Studies concentrate on market depth for specific products, detailed recommendations for product type, absorption and future competition. It also includes economic overviews and forecasts of the relevant communities.
- **Financial Feasibility Studies** for new projects of multiple types, including condominium, apartment, office, and master-planned communities. Studies incorporate debt and equity needs, sensitivity analyses, rates of return and land valuations.
- **Litigation support/expert witness services** for real estate and financial related issues, including economic damages/losses, valuations, historic market conditions and due diligence. We have extensive deposition, trial, mediation and arbitration experience.
- **Investment studies for firms acquiring or disposing of real estate.** Studies include valuation, repositioning projects and portfolios, economic/real estate forecasts and valuation of partnerships. Often, the commercial studies include the valuation of businesses.
- **Estate Planning services** including valuation of portfolios, development of strategies for disposition or repositioning portfolios, succession planning and advisory services for high net worth individuals. We have also been involved in numerous marriage dissolution assignments where real estate is involved.
- **Fiscal Impact, Job Generation and Economic Multiplier Effect Reports,** traditionally prepared for larger commercial projects and in support of Environmental Impact Reports. We have been retained by both developers and municipalities for these reports. The studies typically relate to the tax revenues and employment impacts of new projects.

The London Group also draws upon the experience of professional relationships in the development, legal services, financial placement fields as well as its own staff. Clients who are actively investigating and investing in apartment projects, retail centers, commercial projects, mixed use developments and large master plans have regularly sought our advice and financial analysis capabilities.

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ATTACHMENT B

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February 9, 2021

City of San Diego
 Development Services Department
 1222 First Avenue
 San Diego, CA 92101

VIA ONLINE SUBMISSION

**RE: VMT Market Analysis Support Memorandum;
 Project No. 665588 (“Project”) - Vehicles Miles Travelled (“VMT”) CEQA
 Screening Criteria Analysis**

Austin Legal Group submits this market area information on behalf of our client, Bakery Sorrento, Inc. (“Applicant”), with respect to this Project’s screening process for the City’s required transportation studies. This letter provides substantial data and supplemental information to the Mizuta Traffic Consulting VMT memo dated February 9, 2021 that this Project is presumed to have a less than significant VMT impact and no additional VMT analysis is required. As detailed below and in the London Moeder Advisors *Bakery Sorrento Cannabis Outlet – Trade Area Analysis* dated January 14, 2021, this Project is a Locally-Serving Retail Project that: (i) consists of 100,000 square feet of gross floor area or less; (ii) has a market capture area of approximately three miles or less; and (iii) will serve a population of approximately 25,000 people or less.

BACKGROUND

Applicant has applied for a conditional use permit to operate a 5,412 square-foot Cannabis Outlet in an existing 6,055 square-foot building located at 11330 Sorrento Valley Road, San Diego, CA 92121 situated within the Torrey Pines Community Plan area.

The City of San Diego Transportation Study Manual (“TSM”) requires that all land development projects prepare a detailed transportation VMT analysis, unless the proposed project meets at least one of the VMT’s eight screening criteria to be presumed less than significant.¹ One criterion is for Locally Serving Retail Projects. A project is a locally serving retail project if it has “100,000 square feet gross floor area or less and demonstrates through a market area study that

¹ City of San Diego, *Transportation Study Manual*, September 29, 2020, PDF pp. 25-27, <https://www.sandiego.gov/sites/default/files/10-transportation-study-manual.pdf>.

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City of San Diego
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Page 2

the market capture area for the project is approximately three miles (or less) and serves a population of roughly 25,000 people or less.”²

DISCUSSION

A. Local Retail Element One: This Project is a locally serving retail operation with a gross floor area of 100,000 square feet or less.

A Cannabis Outlet is defined as a retail establishment where cannabis, cannabis products, and cannabis accessories are sold to the public under the proper retail licenses.³ This Project, by proposing to operate a Cannabis Outlet, would thus qualify as a retail project. This Project is proposing to operate a 5,412 square foot retail cannabis operation. This is significantly less than the 100,000 square foot threshold.

B. Local Retail Element Two: This Project’s market capture area is approximately three miles or less.

One of the most important factors in determining a retail’s market capture area (also known as the trading area) is the existence of neighboring competitors.⁴ The closer an existing retail competitor is to a proposed project, the smaller a proposed project’s market capture area will be.⁵

To illustrate, a resident located directly between two nearby Cannabis Outlets is within the “shared market area” of both Cannabis Outlets’ trading areas. The farther away a resident gets from this “shared market area,” the closer the resident gets to a specific Cannabis Outlet’s market capture area, and the likelihood of that resident going to a different Cannabis Outlet decreases.

A cannabis outlet’s location is a primary factor that determines a consumer’s retail choice.⁶ BDS Analytics reported that a cannabis outlet’s convenience is a top consideration for where consumers shop.⁷ Sixty-seven percent of dispensary shoppers identified convenience as “vital.”⁸ Greenbits.com, a dispensary management software that also tracks consumer behavior, has found that convenience trumps most other considerations for a majority of cannabis consumers.⁹ Thus, it can be reasonably implied that a majority of San Diego cannabis consumers will travel to its nearest Cannabis Outlet rarely leaving its applicable market capture area.

² *Id.* at PDF p. 26.

³ San Diego Municipal Code (“SDMC”) section 42.1502.

⁴ Economic Professor Albert E. Myles of Mississippi State University, *Trading-Area Analysis Presentation*, PDF pp. 2; 4; 15, http://www.southeastern.edu/admin/sbrc/publications/economic_reporter_pd/mylesnrdcollage.pdf.

⁵ Berman, Barry and Evans, Joel R., *Retail Management: A Strategic Approach 10th Edition: Chapter 9 Trading- Area Analysis*, Figure 9-2.

⁶ BDS Analytics, *Top 10 Trends in Cannabis for 2019*, <https://bdsa.com/top-10-trends-in-cannabis-for-2019/>.

⁷ *Id.*

⁸ *Id.*

⁹ Green Bits, *Choosing A Dispensary: How Customers Choose A Favorite Store*, <https://www.greenbits.com/blog/why-patients-and-customers-choose-one-dispensary-over-another/>.

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Here, there are currently three Cannabis Outlets approved and operating within a two-mile radius of the Project site. These Cannabis Outlets are located at:

- 1) 10715 Sorrento Valley Road, San Diego, CA 92121 (MedMen)
- 2) 10671 Roselle Street, San Diego, CA 92121 (Torrey Holistics)
- 3) 10150 Sorrento Valley Road, San Diego, CA 92121 (San Diego Recreational Cannabis “SDRC”)

As demonstrated in the London Moeder Advisors *Bakery Sorrento Cannabis Outlet – Trade Area Analysis* dated January 14, 2021 (“LM Analysis”), the market capture area of MedMen, Torrey Holistics, SDRC, and this Project clearly overlap one another resulting in multiple shared market areas and a reduction of this Project’s locally-serving population.

Additionally, two more Cannabis Outlets are located nearby in the Miramar area.

- 1) 7128 Miramar Rd, San Diego, CA 92121 (Mankind Dispensary)
- 2) 7625 Carroll Rd, San Diego, CA 92121 (Show Grow)

Although these Miramar facilities are not within three miles of this Project, the shared market area between these outlets overlap and can be assumed to be the extent of this Project’s market capture area to the east and to the south.

Lastly, this analysis is limited to cannabis outlets approved and operating within the City of San Diego. There are northern jurisdictions with cannabis outlets that exist north of the Subject, including the City of Vista. These northern outlets serve the communities north of the Subject. Moreover, the City of Encinitas passed its cannabis business initiatives in November 2020 which will provide additional cannabis outlets for the northern population. At this time, it is too speculative to provide an operating timeline for cannabis outlets in Encinitas. Nevertheless, northern cannabis outlets are available for northern populations, and will continue to become increasingly available.

Moreover, the “multipurpose trip” concept described in the LM Analysis directly applies to the northern populations of this Project site. In sum, it is highly unlikely that shoppers of northern jurisdictions will make a “primary shopping trip” to this Project site. In this context, a “primary shopping trip” means a shopping trip made solely for one retail destination. It is much more likely that a northern trip made to this Project site would be a “multipurpose trip” (several shopping stops clumped into one trip) due to the inconvenience of the distance. It would be overly burdensome to dissect each multi-purpose of a northern shopper’s retail trip, and highly speculative to account for such trips when they are originating outside this Project’s primary market area.

Further, the Applicant is not proposing delivery services at this location, which discourages trips to and from the north due to lack of convenience, as stated earlier. In light of the foregoing, northern population numbers are not anticipated to expand the northern limit of this Project’s market capture area.

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City of San Diego
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 Page 4

Due to (1) the three Cannabis Outlets operating within two miles of this Project site; (2) the two nearby Miramar Cannabis Outlets operating with a shared market area with this Project site; and (3) the reasonable unlikelihood of northern population trips to and from this Project, this Project's market capture area is three miles or less. This is clearly depicted on the radius analysis figure generated by London Moeder Advisors within the LM Analysis.

C. Local Retail Element Three: This Project shall serve a population of 25,000 or less.

This Project's market capture area demonstrates the population it will serve. As is illustrated by the LM Analysis, our Project will serve approximately 13,444 people. A description as to how London Moeder Advisors reached this number is provided below.

Per the City's request, our analysis has been tailored to exclusively account for the 21+ population. The total applicable population within our Project's three-mile radius population is 55,668. This number is derived from the following:

- (1) The population of the most northern portion of our Project's three-mile radius which is untouched by the three- mile radiuses of other nearby outlets at 12,800 persons.
- (2) The population of the middle portion of our Project's three-mile radius which is overlapped by MedMen's, Torrey Holistics', and SDRC's three-mile radiuses at 2,598 persons.
- (3) The population of the southern portion of our Project's three-mile radius which is overlapped by Show Grow's, Mankind's, MedMen's, TorreyHolistics', and SDRC's three-mile radiuses at 40,270 persons.

Then, the overlap population was calculated between this Project's three-mile radius, the Miramar outlets' three-mile radius, and the 3 nearby Cannabis Outlets' three-miles radiuses resulting in an overlap population of 2,269. It was then determined that the true overlap population, when distributed amongst the applicable Cannabis Outlets, resulted in an overlap reduction number of 1,891. Thus, this 1,891 population was subtracted from this Project's three-mile radius population number of 55,668, resulting in a new population number of 53,777.

The 53,777 figure is then equally divided by 4, resulting in a Project population number of 13,444. The 4 is a representation of the 4 Cannabis Outlets located within our Project's three-mile radius, which includes our Project location, MedMen's location, Torrey Holistics' location, and SDRC's location. The LM Analysis utilizes this equal division method due to the close proximity of all 4 Cannabis Outlets. In fact, MedMen and Torrey Holisitcs virtually have the same three-mile radius. To illustrate, here are the applicable distances:

- Project to MedMen: 4,230 feet
- Project to Torrey Holistics: 4,153 feet
- Project to SDRC: 1.76 miles
- MedMen to Torrey Holistics: 309 feet
- MedMen to SDRC: 4,946 feet
- Torrey Holistics to SDRC: 5,172 feet

ATTACHMENT B

City of San Diego
February 9, 2021
Page 5

This significant overlap creates equally-distributed competition. Customers will have the ability to easily choose any of the Cannabis Outlets. A customer's choice will also be impacted by each facilities' ease of access and a customer's purpose of travel (work, retail, home, etc.). Accordingly, it is appropriate to utilize an equal division method for these 4 nearby Cannabis Outlets resulting in locally-serving retail population of 13,444 people for this Project.

CONCLUSION

This Project is presumed to have a less than significant VMT impact as a Locally Serving Retail project, as this Project: (i) is a proposed 5,412 square foot Cannabis Outlet; (ii) has a market capture area of three miles or less; and (iii) will serve a population of 25,000 or less.

Sincerely,

AUSTIN LEGAL GROUP, APC

A handwritten signature in black ink, appearing to read "Gina M. Austin". The signature is fluid and cursive, with a long horizontal stroke at the end.

Gina M. Austin, Esq.

Bakery Sorrento Cannabis Outlet Project

Local Mobility Analysis

PTS #665588

Prepared for:

Austin Legal Group
3990 Old Town Avenue, Suite A101
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Prepared by:

Marc Mizuta, PE, TE, PTOE



5694 Mission Center Road, #602-121
San Diego, CA 92108

03/03/21

March 2021

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EXECUTIVE SUMMARY

This Local Mobility Analysis (LMA) evaluates the traffic conditions associated with the proposed Bakery Sorrento Cannabis Outlet project (herein referred to as “the Project”) located at 11330 Sorrento Valley Road in the IL-3-1 zone within the Torrey Pines Community Plan area within the City of San Diego. The LMA has been prepared in accordance with the *City of San Diego Transportation Study Manual (TSM)*, September 29, 2020 to determine whether any project effects would trigger the need for improvements to the transportation facilities.

Project Description

The Project proposes to operate a 5,412 square-foot (sf) Cannabis Outlet (CO) within the 6,055 sf existing building located at 11330 Sorrento Valley Road. The 643 sf remainder space will be used as executive suites and will not be part of the project. The Project requires a Conditional Use Permit (CUP) and is estimated to be constructed in 2021.

Study Area

The study area includes intersections where the project would add 50 or more peak-hour trips to any turning movement at the intersection and roadway segments where the project adds more than 1,000 daily trips when consistent with the Community Plan. Additionally, the study area includes freeway ramp terminal intersections where a project adds 50 or more peak-hour net new trips in either direction. The following list summarizes the facilities included as part of the study area:

Intersections

1. Sorrento Valley Road & Carmel Mountain Road
2. I-5 Southbound Ramps & Carmel Mountain Road
3. I-5 Northbound Ramps & Carmel Mountain Road
4. Sorrento Valley Road & Project Driveway

Roadway Segments

1. Sorrento Valley Road between Carmel Mountain Road and Project Driveway
2. Sorrento Valley Road between Project Driveway and Sorrento Valley Boulevard

Pedestrian, Transit, and Bicycle Access

Sidewalks are generally provided on the west side of Sorrento Valley Road between Carmel Mountain Road and Sorrento Valley Boulevard with a few intermittent sections along the east side.

The North County Transit District (NCTD) and San Diego Metropolitan Transit System (MTS) provide service to the study area via bus and COASTER connections via the Sorrento Valley COASTER station. The COASTER provides weekday service between San Diego and Oceanside with six trains in each direction. There are five bus routes that provide only weekday service with a COASTER connection at the Sorrento Valley COASTER Station.

There is an existing Class II bicycle lane on both sides of Sorrento Valley Road between Carmel Mountain Road to the north and Sorrento Valley Boulevard to the south.

Project Traffic

The trip generation rate for the Project was generally based on the rates for a Marijuana Dispensary contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition* and slightly modified by the City for use on CO projects. Table E-1 summarizes the weekday trip generation rates and calculations.

**Table E-1
Project Trip Generation**

TRIP GENERATION RATES								
Land Use	Weekday Daily	AM PEAK			PM PEAK			
		% ADT	In:Out Ratio		% ADT	In:Out Ratio		
Marijuana Outlet ¹	250 trips / ksf	9%	0.50 : 0.50		16%	0.50 : 0.50		
TRIP GENERATION CALCULATIONS								
Land Use	Amount	ADT	AM PEAK			PM PEAK		
			In	Out	Total	In	Out	Total
Proposed Project								
Marijuana Outlet	5.412 ksf	1,353	61	61	122	109	108	217
Driveway Trips		1,353	61	61	122	109	108	217

Notes:

ksf: 1,000 square feet

1. Compilation of source rates based on the *ITE Trip Generation Manual, 10th Edition* for Marijuana Dispensaries provided by the City of San Diego for new cannabis outlet projects.

Analysis Results

Intersection Operation Analysis

Based on the analysis conducted in this study, all intersections are expected to operate at an acceptable LOS D under all scenarios. Table E-2 summarizes the results under each scenario.

Table E-2
Summary of Peak-Hour Intersection Operations

#	Intersection	Peak Hour	LOS ¹		
			Existing Conditions	Opening Year 2021	Opening Year 2021 w/Proj
1	Sorrento Valley Rd & Carmel Mountain Rd	AM	A	A	A
		PM	B	B	B
2	I-5 SB Ramps & Carmel Mountain Rd ²	AM	C	C	C
		PM	D	D	D
3	I-5 NB Ramps & Carmel Mountain Rd ²	AM	D	D	D
		PM	D	D	D
4	Sorrento Valley Rd & Proj Dwy	AM	n/a ³	n/a ³	C
		PM			C

Notes:

1. LOS calculations are based on the methodology outlined in the Highway Capacity Manual 6th Edition (HCM6) and performed using Synchro 10.
2. Due to the non-NEMA phasing at the intersections, traffic volumes were distributed amongst the approach lanes based on an algorithm developed by Trafficware, which allows reporting results in HCM6.
3. Project driveway not in use and will only be evaluated with the addition of the project.

Roadway Segment Analysis

Both roadway segments along Sorrento Valley Road in the study area are expected to function at an acceptable LOS C or better under all scenarios. Table E-3 summarizes the results under each scenario.

Table E-3
Summary of Roadway Segment Operations

Roadway Segment	LOS		
	Existing Conditions	Opening Year 2021	Opening Year 2021 w/Proj
Sorrento Valley Rd			
Carmel Mountain Rd to Proj Dwy	C	C	C
Proj Dwy to Sorrento Valley Blvd	B	B	B

Turn Pocket Length Evaluation

The Sorrento Valley Road/Carmel Mountain Road and I-5 Southbound Ramps/Carmel Mountain Road intersections would not show any queues extending past their respective turn pocket in all scenarios. At the I-5 NB Ramps/Carmel Mountain Road intersection, the 95th percentile queues at the eastbound and northbound left turn pockets and westbound through lanes are expected to exceed the available capacity under all scenarios. However, the adjacent through lanes and taper lengths at these existing turn pockets have adequate capacity that accommodates the queues. The addition of the Project traffic at these locations would have a minimal increase in queue lengths for the movements with queues exceeding its capacity under Existing and Opening Year without Project scenarios.

Systemic Safety Review

The Sorrento Valley Road/Carmel Mountain Road intersection met the bicycle and vehicular footprint criteria for systemic safety review. A short-term systemic countermeasure would include the installation

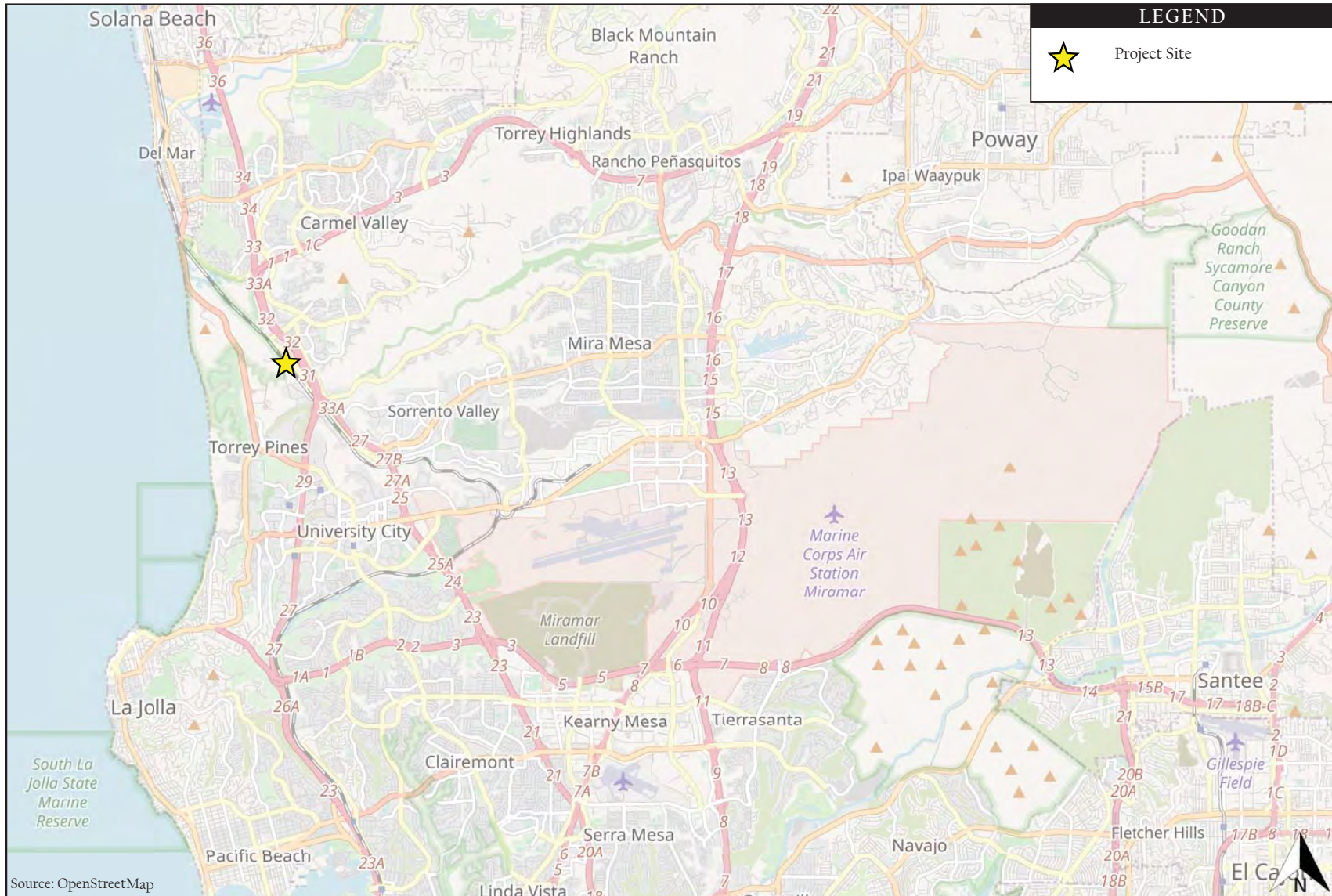
of loop detectors for bikes to enhance compliance. This improvement is already designed and included as part of the approved Sorrento Valley Road Striping Improvement Project and is anticipated to be constructed by March 2023.

I INTRODUCTION

This Local Mobility Analysis (LMA) evaluates the traffic conditions associated with the proposed Bakery Sorrento Cannabis Outlet project (herein referred to as “the Project”) located at 11330 Sorrento Valley Road in the IL-3-1 zone within the Torrey Pines Community Plan area within the City of San Diego. **Figure I-1** shows the location of the project site within the San Diego region. The LMA has been prepared in accordance with the *City of San Diego Transportation Study Manual (TSM)*, September 29, 2020 to determine whether any project effects would trigger the need for improvements to the transportation facilities.

I.1 Project Description

The Project proposes to operate a 5,412 square-foot (sf) Cannabis Outlet (CO) within the 6,055 sf existing building located at 11330 Sorrento Valley Road. The 643 sf remainder space will be used as executive suites and will not be part of the project. The Project requires a Conditional Use Permit (CUP) and is estimated to be constructed in 2021. Access is being proposed through the existing 24-foot wide driveway on Sorrento Valley Road. **Figure I-2** illustrates the Project site plan.



Source: OpenStreetMap



Bakery Sorrento Inc.

Figure 1-1
Project Area Map

SITE PLAN NOTE:

- A. TRANSIT STOP.
B. EXISTING BUS STOP IS 1000 FT. AWAY.
C. VISIBILITY TRIANGULATION ON SOLID...
D. NO PERMIT INCLUDING LANDSCAPING OR SOLID...
E. ALL ACCESSIBLE PARKING SPACES AND PATH OF TRAVEL SHALL BE...
F. NO LANDSCAPING WILL BE REMOVED...
G. ALL ACCESSIBLE PARKING SPACES SHALL BE PROVIDED...
H. ACCESSIBLE PARKING SPACES SHALL BE PROVIDED...
I. LIGHTING SHALL BE PROVIDED AT THE CANABIS OUTLET...
J. SECURITY SHALL BE PROVIDED AT THE CANABIS OUTLET...
K. THE OWNER/PERMITTEE OR OPERATOR SHALL MAINTAIN...
L. THE OWNER/PERMITTEE OR OPERATOR SHALL MAINTAIN...
M. THE OWNER/PERMITTEE OR OPERATOR SHALL MAINTAIN...
N. THE OWNER/PERMITTEE OR OPERATOR SHALL MAINTAIN...
O. THE OWNER/PERMITTEE OR OPERATOR SHALL MAINTAIN...
P. THE OWNER/PERMITTEE OR OPERATOR SHALL MAINTAIN...
Q. THE OWNER/PERMITTEE OR OPERATOR SHALL MAINTAIN...
R. THE OWNER/PERMITTEE OR OPERATOR SHALL MAINTAIN...
S. THE OWNER/PERMITTEE OR OPERATOR SHALL MAINTAIN...
T. THE OWNER/PERMITTEE OR OPERATOR SHALL MAINTAIN...
U. THE OWNER/PERMITTEE OR OPERATOR SHALL MAINTAIN...
V. THE OWNER/PERMITTEE OR OPERATOR SHALL MAINTAIN...
W. THE OWNER/PERMITTEE OR OPERATOR SHALL MAINTAIN...
X. THE OWNER/PERMITTEE OR OPERATOR SHALL MAINTAIN...
Y. THE OWNER/PERMITTEE OR OPERATOR SHALL MAINTAIN...
Z. THE OWNER/PERMITTEE OR OPERATOR SHALL MAINTAIN...

ROADWAY CROSS SECTION

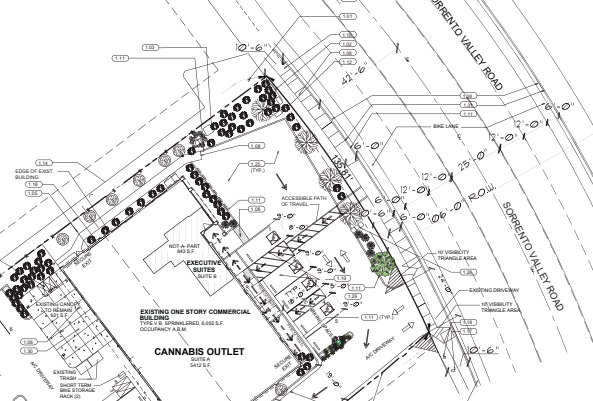


SITE PLAN



SITE DATA

Table with 2 columns: ITEM, VALUE. Includes details like ZONE (L-3), APN (190-01-01-00), EXISTING OCCUPANCY (OFFICE SPACE), PROPOSED OCCUPANCY (B.N.A.), LOT AREA (14,312 SQ. FT.), BUILDING AREA (14,312 SQ. FT.), BUILDING COVERAGE (100%), YEAR BUILT (1968), TYPE OF CONSTRUCTION (100%), EXIST BUILDING SPAN/LENGTH (158' X 143' 0"), EXIST FOUNDATION (CONCRETE), EXIST FOUNDATION AREA (14,312 SQ. FT.), NUMBER OF STORES (ONE), EXIST HEIGHT OF BLDG. (10 FT.), EXIST HEIGHT OF CANOPY (10 FT.), BUILDING AREA (6,000 SQ. FT. BUILDING 67,800 SQ. FT. CANOPY TOTAL 73,800 SQ. FT.), SETBACKS (FRONT: 8' 0", SIDES: 5' 0", REAR YARD: 10' 0", SAFETY ZONE: 7'), PREVIOUSLY APPROVED PARKING REQUIREMENTS (PARKING SPACES AND RAMP 6,000 SQ. FT. 242 SPACES), EXISTING SITE PARKING (8' X 20' STANDARD SPACE 53 SPACES, 10' X 20' STANDARD SPACE 14 SPACES), TOTAL EXISTING SITE PARKING (67 SPACES), NO CHANGE IN EXISTING PARKING SPACES PER BOPC 142000 (61.7), PROPOSED PARKING REQUIREMENTS (BOPC 142000 (61.7) 242 SPACES, TRANSIT PRIORITY AREA 43 SPACES PER 1000 SF. FOR RETAIL 542 SF. 24 SPACES, TOTAL SPACES REQUIRED 277 SPACES, ACCESSIBLE PARKING REQUIREMENTS (REQUIREMENT: 5 SPACES PER 1000 SQUARE FEET 135 SPACES PROVIDED), MOTORCYCLE PARKING REQUIREMENTS (PER BOPC 142000 (2) (8) REQUIREMENT: 1% OF REQUIRED PARKING WITH A MINIMUM OF 3 SPACES 2 REQUIRED/PROVIDED), CAR POOL / ZERO EMISSIONS VAN PARKING REQUIREMENTS (PER CAR SHARING ITEM 6 4 SPACES PROVIDED, ELECTRIC VEHICLE PARKING REQUIREMENTS (PER CDMG TABLE 1000.3.3 4 SPACES PROVIDED), SHORT TERM BICYCLES (PER BOPC 142000 (2) (1) (A) REQUIREMENT: 5% OF REQUIRED PARKING SPACES 8% OF 271 = 135 SPACES REQUIRED: 2 REQUIRED/PROVIDED), LONG TERM BICYCLES (PER BOPC 142000 (2) (1) (2) (A) REQUIREMENT: 5% OF REQUIRED PARKING SPACES 8% OF 271 = 135 SPACES REQUIRED: 2 REQUIRED/PROVIDED), ZONE (L-3), DELAY ZONES (MOTOR INFLUENCE AREA FOR MIRAMAR REVIEW AREA 1 AIRPORT AND USE COMPATIBILITY OVERLAY ZONE FROM PREVIOUS ACCIDENT NOTIFICATION ORDER FOR TRUCKS/COASTAL OVERLAY ZONE FROM FLOODPLAIN AND 500 YEAR FLOODPLAIN PARKING IMPACT OVERLAY ZONE COMPATIBLE PUBLIC ROADWAY CORONA HEIGHT LITIGATION FIRE ENGINE MANAGEMENT, 100 FT. SETBACK FIRE BRUSH ZONE, 100 FT. BUFFER FIRE ZONE, HIGH FIRE RISKING REVERTY, HERE NEIGHBORIAL LINES AND WITHIN A TRANSIT PRIORITY AREA (TPA)), SCOPE OF WORK (A CONDITIONAL USE PERMIT (CUP) AND COASTAL DEVELOPMENT PERMIT FOR THE OPERATION OF A CANNABIS OUTLET (3,425 SQ. FT.) WITHIN A PORTION OF AN EXISTING 6.76 AC 50,000 SQ. FT. BUILDING LOCATED 1338 SORRENTO VALLEY ROAD ON A 1.4 ACRE SITE, NO GRADING, DISTURBANCE IS PROPOSED), OWNER (BAKERY SORRENTO INC., 1425 N. WOODS TRUST, 842 VIA LA PLAZA, SAN MARINO, CA 91764), TENANT (BAKERY SORRENTO INC., 1425 N. WOODS TRUST, 842 VIA LA PLAZA, SAN MARINO, CA 91764), PROJECT # (PTS-0665588).



PARKING TABLE

Parking table with columns: CATEGORY, REQUIREMENT, PROVIDED, REQUIRED. Includes rows for BOPC 142000, TRANSIT PRIORITY AREA, ACCESSIBLE PARKING, MOTORCYCLE, CAR POOL / ZERO EMISSIONS VAN, SHORT TERM BICYCLES, LONG TERM BICYCLES.

ZONING

ZONE: L-3
OVERLAY ZONES:
MOTOR INFLUENCE AREA FOR MIRAMAR REVIEW AREA 1 AIRPORT AND USE COMPATIBILITY OVERLAY ZONE FROM PREVIOUS ACCIDENT NOTIFICATION ORDER FOR TRUCKS/COASTAL OVERLAY ZONE FROM FLOODPLAIN AND 500 YEAR FLOODPLAIN PARKING IMPACT OVERLAY ZONE COMPATIBLE PUBLIC ROADWAY CORONA HEIGHT LITIGATION FIRE ENGINE MANAGEMENT, 100 FT. SETBACK FIRE BRUSH ZONE, 100 FT. BUFFER FIRE ZONE, HIGH FIRE RISKING REVERTY, HERE NEIGHBORIAL LINES AND WITHIN A TRANSIT PRIORITY AREA (TPA).

SCOPE OF WORK

A CONDITIONAL USE PERMIT (CUP) AND COASTAL DEVELOPMENT PERMIT FOR THE OPERATION OF A CANNABIS OUTLET (3,425 SQ. FT.) WITHIN A PORTION OF AN EXISTING 6.76 AC 50,000 SQ. FT. BUILDING LOCATED 1338 SORRENTO VALLEY ROAD ON A 1.4 ACRE SITE, NO GRADING, DISTURBANCE IS PROPOSED.

OWNER

BAKERY SORRENTO INC.
1425 N. WOODS TRUST
842 VIA LA PLAZA
SAN MARINO, CA 91764

TENANT

BAKERY SORRENTO INC.
1425 N. WOODS TRUST
842 VIA LA PLAZA
SAN MARINO, CA 91764

PROJECT #

PTS-0665588

REVISION BY table with 3 columns: REVISION, BY, DATE. Includes entries for 08-18-2020, 01-28-2020, 08-04-2020, 09-02-2020.

AUSTIN & ASSOCIATES logo and contact information.

BAKERY SORRENTO INC. logo and address information.

PROJECT # PTS-0665588 and SHEET NUMBER P.



Bakery Sorrento Inc.

Figure 1-2 Proposed Site Plan

2 LMA ANALYSIS APPROACH AND METHODOLOGY

This section summarizes the analysis approach and methodology used to evaluate the study intersections and roadway segments associated with the Project based on the criteria outlined in the *TSM*.

2.1 LMA Screening Criteria

According to the *City's TSM*, all discretionary projects would need to complete an LMA unless they met the following screening criteria:

- Consistent with community plan and zoning designation and generates less than 1,000 daily unadjusted driveway vehicle trips.
- Inconsistent with community plan or zoning designation and generates less than 500 daily unadjusted driveway vehicle trips.
- Within the Downtown Community Planning Area and generates less than 2,400 daily unadjusted trips.

The Project is consistent with the community plan/zoning designation, but generates more than 1,000 daily unadjusted driveway trips (additional details provided in Section 4.1). As a result, a LMA is required for the Project.

2.2 Study Area

This LMA identifies any off-site infrastructure improvements in the project vicinity that may be triggered from the addition of the project traffic to the local circulation system. The study area should include intersections where the project would add 50 or more peak-hour trips to any turning movement at the intersection and include roadway segments where the project would add more than 1,000 daily trips when consistent with the Community Plan. Additionally, the study area should include freeway ramp terminal intersections where a project adds 50 or more peak-hour net new trips in either direction. Although some of the locations do not meet the criteria, they were included as part of the study area at the request of City staff.

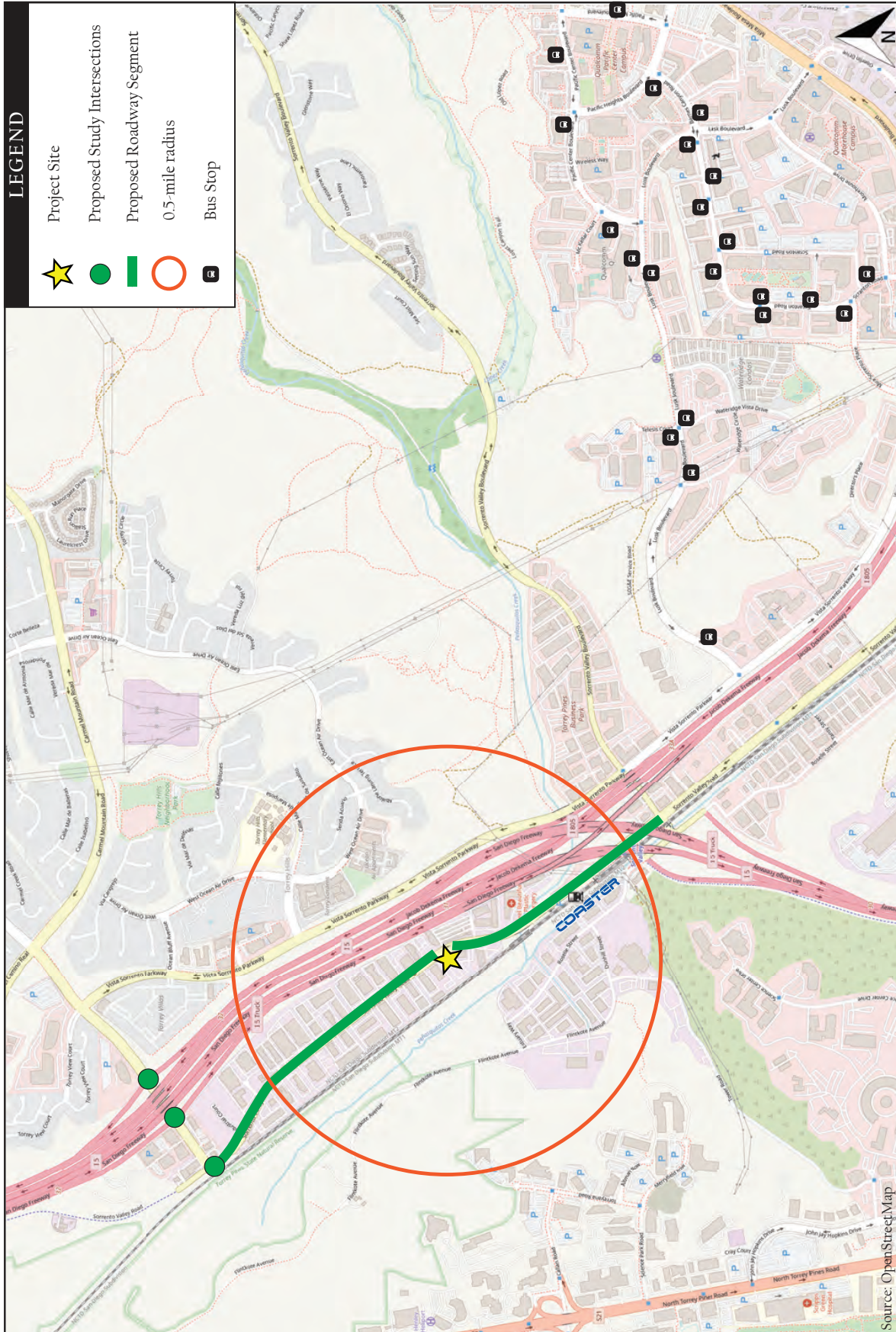
Intersections

1. Sorrento Valley Road & Carmel Mountain Road
2. I-5 Southbound Ramps & Carmel Mountain Road
3. I-5 Northbound Ramps & Carmel Mountain Road
4. Sorrento Valley Road & Project Driveway

Roadway Segments

1. Sorrento Valley Road between Carmel Mountain Road and Project Driveway
2. Sorrento Valley Road between Project Driveway and Sorrento Valley Boulevard

Figure 2-1 illustrates the proposed study area for the Project.



Bakery Sorrento Inc.

Figure 2-1
Proposed Study Area



2.3 Analysis Scenarios

The following scenarios were evaluated as part of the project:

- Existing Conditions: This scenario represents the conditions of a typical weekday. Due to the COVID pandemic and irregular travel patterns, new traffic volume counts were not able to be obtained. As such, historical traffic volumes were adjusted to Year 2020 conditions.
- Opening Year 2021 No Project Conditions: This scenario represents the cumulative conditions resulting from the development of other approved and reasonably foreseeable pending projects that are expected to influence the study area.
- Opening Year 2021 Plus Project Conditions: This scenario represents the conditions with the addition of Project traffic.

The traditional weekday peak-hour coinciding with the highest volume of traffic between 7:00 and 9:00 AM and between 4:00 and 6:00 PM was evaluated for each analysis scenario.

2.4 Methodology

2.4.1 Intersection Level of Service Analysis

Signalized and unsignalized intersection operations were analyzed with Synchro 10 software (Trafficware), using the methodologies outlined in the *Highway Capacity Manual 6th Edition (HCM6)*. The HCM methodology calculates delay, which corresponds to a particular LOS, to describe the overall operation of an intersection. Delay is a measure of driver and/or passenger discomfort, frustration, fuel consumption and lost travel time.

The LOS for unsignalized intersections is determined by the computed or measured control delay and is defined for each minor movement. At a one-way or two-way stop control intersection, the delay reported represents the worst movement, which is typically the left-turns from the minor street approach. The criteria for the LOS grade designations are provided in **Table 2-1**.

Within the City of San Diego, the threshold for acceptable operating conditions for signalized and unsignalized intersections is LOS D or better.

Table 2-1
LOS Criteria for Intersections

LOS	LOS Criteria (sec/veh)		Description
	Signalized Intersections	Unsignalized Intersections	
A	≤10	≤10	EXCELLENT. Operations with very low delay and most vehicles do not stop.
B	>10 and ≤20	>10 and ≤15	VERY GOOD. Operations with good progression but with some restricted movements.
C	>20 and ≤35	>15 and ≤25	GOOD. Operations where a significant number of vehicles are stopping with some backup and light congestion.
D	>35 and ≤55	>25 and ≤35	FAIR. Operations where congestion is noticeable, longer delays occur, and many vehicles stop. The proportion of vehicles not stopping declines.
E	>55 and ≤80	>35 and ≤50	POOR. Operations where there is significant delay, extensive queuing, and poor progression.
F	>80	>50	FAILURE. Operations that are unacceptable to most drivers, when the arrival rates exceed the capacity of the intersection.

Source: *Highway Capacity Manual 6th Edition*

2.4.2 Roadway Segment Analysis

Roadway segment LOS standards and thresholds provide the basis for analysis of arterial roadway segment performance. This analysis is based on the functional classification of the roadway, the maximum capacity, roadway geometrics, and the daily traffic volumes.

Table 2-2 summarizes the capacities for the various roadway classifications within the City of San Diego for each respective LOS.

Table 2-2
Roadway Classifications, LOS, and ADT

Roadway Functional Classification	Level of Service				
	A	B	C	D	E
Expressway (8-lanes)	< 40,000	< 56,000	< 80,000	< 93,500	< 107,000
Expressway (7-lanes)	< 35,000	< 49,000	< 70,000	< 82,000	< 93,500
Expressway (6-lanes)	< 30,000	< 42,000	< 60,000	< 70,000	< 80,000
Prime Arterial (8-lanes)	< 35,000	< 50,000	< 70,000	< 75,000	< 80,000
Prime Arterial (7-lanes)	< 30,000	< 42,500	< 60,000	< 65,000	< 70,000
Prime Arterial (6-lanes)	< 25,000	< 35,000	< 50,000	< 55,000	< 60,000
Prime Arterial (5-lanes)	< 20,000	< 28,000	< 40,000	< 45,000	< 50,000
Prime Arterial (4-lanes)	< 17,500	< 24,500	< 35,000	< 40,000	< 45,000
Major Arterial (7-lanes, divided)	< 22,500	< 31,500	< 45,000	< 50,000	< 55,000
Major Arterial (6-lanes, divided)	< 20,000	< 28,000	< 40,000	< 45,000	< 50,000
Major Arterial (5-lanes, divided)	< 17,500	< 24,500	< 35,000	< 40,000	< 45,000
Major Arterial (4-lanes, divided)	< 15,000	< 21,000	< 30,000	< 35,000	< 40,000
Major Arterial (3-lanes, divided)	< 11,250	< 15,750	< 22,500	< 26,250	< 30,000
Major Arterial (2-lanes, divided)	< 7,500	< 10,500	< 15,000	< 17,500	< 20,000
Major Arterial (3-lanes, one-way)	< 12,500	< 16,500	< 22,500	< 25,000	< 27,500
Major Arterial (2-lanes, one-way)	< 10,000	< 13,000	< 17,500	< 20,000	< 22,500
Collector (5-lanes w/center lane)	< 12,500	< 17,500	< 25,000	< 30,750	< 37,500
Collector (4-lanes w/center lane)	< 10,000	< 14,000	< 20,000	< 25,000	< 30,000
Collector (3-lanes w/center lane)	< 7,500	< 10,500	< 15,000	< 18,750	< 22,500
Collector (2-lanes w/center lane)	< 5,000	< 7,000	< 10,000	< 13,000	< 15,000
Collector (4-lanes w/o center lane)	< 5,000	< 7,000	< 10,000	< 13,000	< 15,000
Collector (3-lanes w/o center lane)	< 4,000	< 5,000	< 7,500	< 10,000	< 11,000
Collector (2-lanes w/o center lane)	< 2,500	< 3,500	< 5,000	< 6,500	< 8,000
Collector (2-lanes, no fronting property)	< 4,000	< 5,500	< 7,500	< 9,000	< 10,000
Collector (3-lanes, one-way)	< 11,000	< 14,000	< 19,000	< 22,500	< 26,000
Collector (2-lanes, one-way)	< 7,500	< 9,500	< 12,500	< 15,000	< 17,500
Collector (1-lane, one-way)	< 2,500	< 3,500	< 5,000	< 6,500	< 7,500
Sub-Collector (2-lane single-family)	-	-	< 2,200	-	-

Source: City of San Diego TSM, September, 29, 2020, Table Appendix F-1

3 EXISTING CONDITIONS

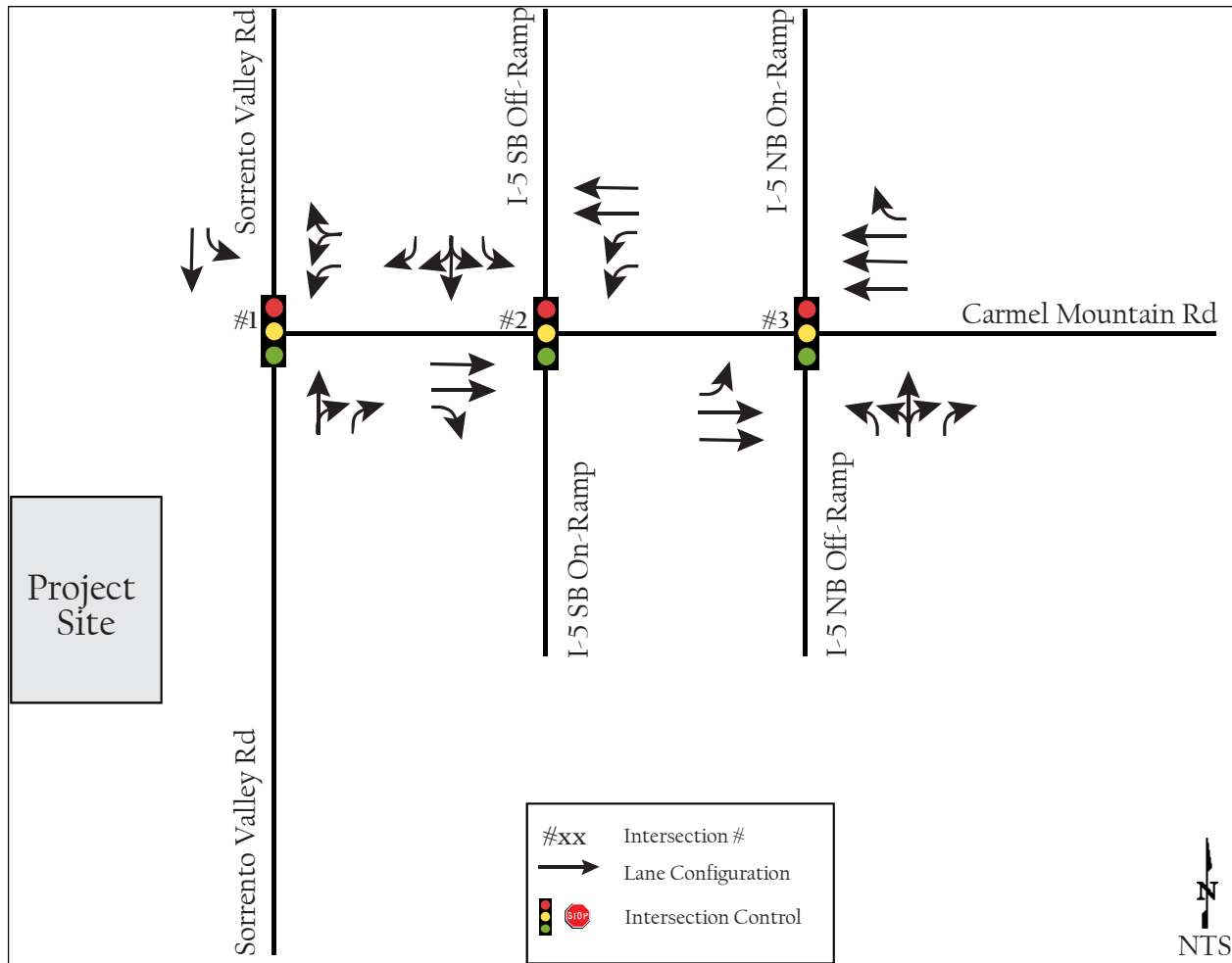
This section describes the existing roadway network, peak hour traffic volumes, and operations at the study area intersections.

3.1 Roadway Network

Sorrento Valley Road has an existing functional classification of a 4-lane collector with a two-way left-turn lane and generally runs in the north-south direction near the project site. A Class II bicycle lane is provided on both sides of the roadway. Sidewalks are generally provided on the west side of the roadway with intermittent sections on the east side of the roadway. On-street parallel parking is prohibited on both sides of the road. The posted speed limit is 45 miles per hour (mph). The buildout classification for this roadway segment is a 4-lane major arterial per the Torrey Pines Community Plan.

Figure 3-1 illustrates the existing geometrics at the study area intersections.

Figure 3-1 Existing Intersection Geometrics



3.2 Alternate Modes of Travel

In addition to the vehicular roadway network, alternative modes of travel are provided within 0.5 mile distance from the Project's driveway off of Sorrento Valley Road and described in more detail below.

3.2.1 *Pedestrian Access*

Sidewalks are generally provided on the west side of Sorrento Valley Road between Carmel Mountain Road and Sorrento Valley Boulevard with a few intermittent sections along the east side. The following list summarizes the missing sidewalk sections in the study area along Sorrento Valley Road:

- Between 11339 and 11803 Sorrento Valley Road (east side)
- Between 11404 Sorrento Valley Road and Carmel Mountain Road (west side)

3.2.2 *Transit Service*

The North County Transit District (NCTD) and San Diego Metropolitan Transit System (MTS) provide service to the study area via bus and COASTER connections via the Sorrento Valley COASTER station. The COASTER provides weekday service between San Diego and Oceanside with six trains in each direction. Three trains provide service in each direction during the AM and PM peak-hours with headways ranging between 30 and 140 minutes. Due to the COVID-19 pandemic, weekend service has been temporarily discontinued.

There are five bus routes that provide only weekday service with a COASTER connection at the Sorrento Valley COASTER Station; Route 972 (Sorrento Mesa), Route 973 (Carroll Canyon), Route 974 (UC San Diego), Route 978 (Torrey Pines), and Route 979 (University City). Table 3-1 summarizes the origin/destination and the headways of the five bus routes in the study area. As shown in the table, all bus routes start at the Sorrento Valley COASTER Station and have headways ranging between 50 and 70 minutes during the AM peak and between 30 and 35 minutes during the PM peak.

Table 3-1
Existing Origin/Destination and Headways of Transit Routes in Study Area

Bus Route	Origin	Destination	Weekday Headways (min) ¹	
			AM	PM
972	Sorrento Valley COASTER Station	Sorrento Mesa	65	35
973	Sorrento Valley COASTER Station	Carroll Canyon	70	35
974	Sorrento Valley COASTER Station	UC San Diego	70	35
978	Sorrento Valley COASTER Station	Torrey Pines	70	30
979	Sorrento Valley COASTER Station	University City	65	35

Notes:

- Information provided by MTS bus schedules, effective June 28, 2020.

There are no bus stops along Sorrento Valley Road. The walking distance between the Project and the Sorrento Valley COASTER station is approximately 0.4 miles and can be accomplished by walking along the sidewalk on the west side of Sorrento Valley Road.

3.2.3 Bicycle Access

There is an existing Class II bicycle lane on both sides of Sorrento Valley Road between Carmel Mountain Road to the north and Sorrento Valley Boulevard to the south. Therefore, bicycle facility access to the Project site is being provided within a ½ mile biking distance. According to the *City of San Diego's Bicycle Master Plan*, there are no other planned bicycle improvements along this segment. However, this portion of Sorrento Valley Road provides access to the existing Sorrento Valley Road trail to the north.

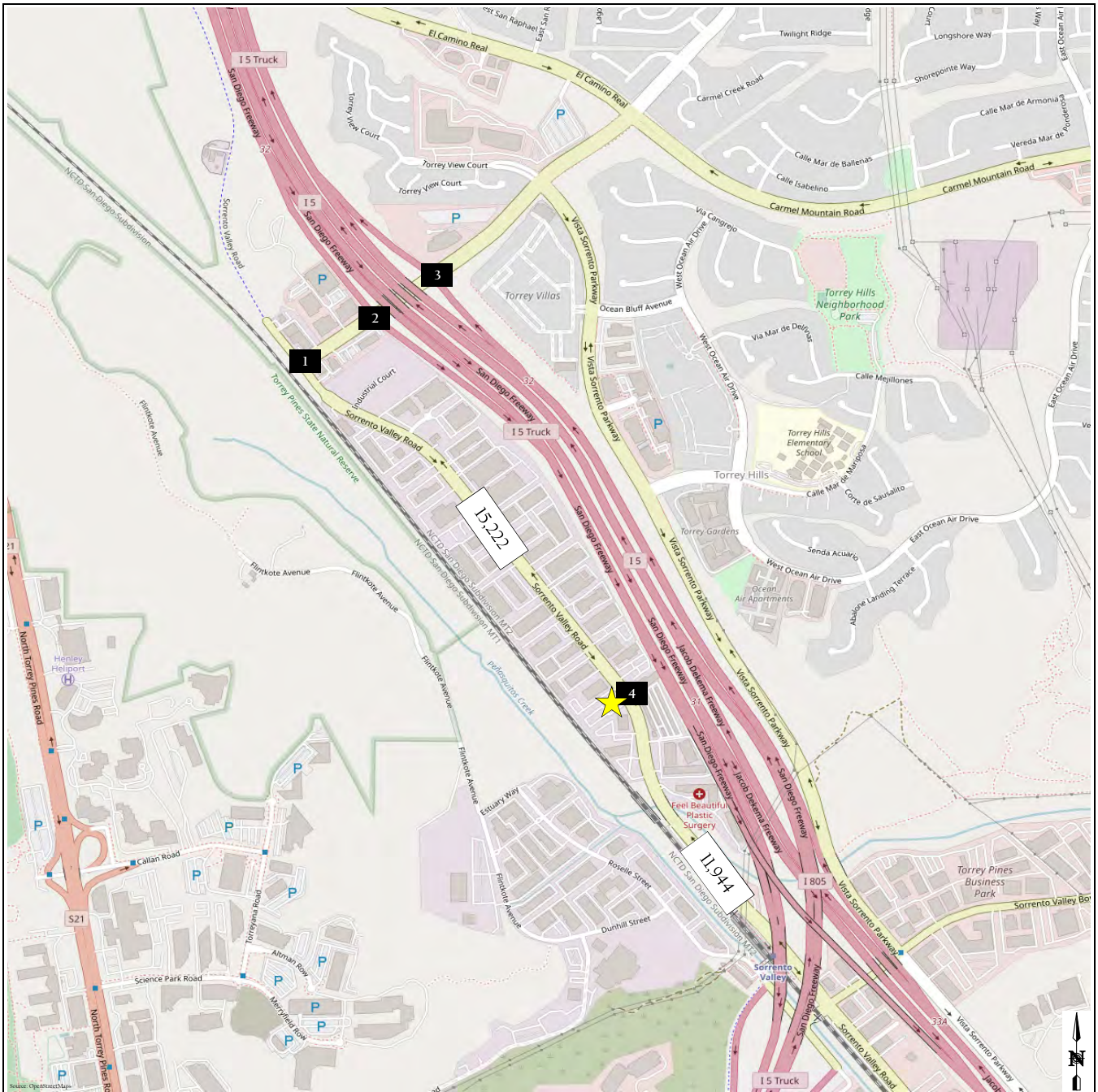
The Project is providing two short-term and two long-term bicycle parking spaces, which satisfies the requirement contained in SDMC 142.0530(e) (1) (A) and 142.0530(e) (2) (A).

Appendix A contains the Bicycle Master Plan and MTS and NCTD transit schedule information.

3.3 Traffic Volumes

Due to the COVID-19 pandemic, no new traffic volume counts were collected since they would not represent typical conditions. However, historical traffic volumes at the study area intersections and roadway segments were obtained between 2016 and 2019. Adjustments to the historical traffic volumes were made based on the guidelines contained in the City of San Diego's Development Services Department "Developing Roadway Segment and Intersection Turning Movement Volumes". Additionally, the turning movement volumes at the study intersections were based on the methodology contained in the *National Cooperative Highway Research Program (NCHRP) 255 Highway Traffic Data for Urbanized Area Project Planning and Design, Chapter 8*. **Figure 3-2** illustrates the developed Existing 2020 study area traffic volumes.

Appendix B contains a copy of the approved Traffic Volumes Memo for the project.



xx / yy - AM / PM Peak Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

xx,xxx ADT

Sorrento Valley Rd & Carmel Mountain Rd		I-5 SB Ramps & Carmel Mountain Rd		I-5 NB Ramps & Carmel Mountain Rd		Sorrento Valley Rd & Proj Dwy	
			Does not exist				
						Bakery Sorrento Inc. Developed Existing 2020 Traffic Volumes	
						Figure 3-2	

3.4 Intersection Analysis

Table 3-2 displays the LOS analysis results for the study area intersections under Existing Conditions. As shown in the table, all intersections operate at LOS D or better during the weekday peak-hours.

Appendix C contains the intersection LOS worksheets.

Table 3-2
Existing Peak Hour Intersection LOS Summary

#	Intersection	Traffic Control	Peak Hour	Existing Conditions	
				Delay ¹	LOS ²
1	Sorrento Valley Rd & Carmel Mountain Rd ³	Signal	AM	9.4	A
			PM	11.7	B
2	I-5 SB Ramps & Carmel Mountain Rd ³	Signal	AM	27.8	C
			PM	49.6	D
3	I-5 NB Ramps & Carmel Mountain Rd ³	Signal	AM	54.3	D
			PM	51.1	D
4	Sorrento Valley Rd & Proj Dwy	OWSC	AM	n/a ⁴	
			PM		

Notes:

Signal: Traffic signal, OWSC: One-Way Stopped Control

- Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
- LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 10.
- Due to the non-NEMA phasing at the intersections, traffic volumes were distributed amongst the approach lanes based on an algorithm developed by Trafficware, which allows reporting results in *HCM6*.
- Project driveway not in use and will only be evaluated with the addition of the project.

3.5 Roadway Segment Analysis

Table 3-3 displays the LOS analysis for the Sorrento Valley Road segments under Existing Conditions. As shown in the table, the Sorrento Valley Road segments function at LOS C or better.

Table 3-3
Existing Roadway LOS Summary

Roadway Segment	Classification ¹	Capacity (LOS E)	ADT	v/c Ratio	LOS
Sorrento Valley Rd					
Carmel Mountain Rd to Proj Dwy	Collector (4-lanes w/center lane)	30,000	15,222	0.51	C
Proj Dwy to Sorrento Valley Blvd	Collector (4-lanes w/center lane)	30,000	11,944	0.40	B

Notes:

Bold values indicate roadway segments operating at LOS E or F.

4 PROJECT TRAFFIC

This section describes the estimated trip generation, trip distribution, and assignment of project trips to the adjacent roadway network.

4.1 Trip Generation

The trip generation rate for the Project was generally based on the rates for a Marijuana Dispensary contained in the *Institute of Transportation Engineers (ITE) Trip Generation Manual, 10th Edition* and slightly modified by the City for use on CO projects. Table 4-1 summarizes the weekday trip generation rates and calculations.

Table 4-1
Project Trip Generation

TRIP GENERATION RATES								
Land Use	Weekday Daily	AM PEAK			PM PEAK			
		% ADT	In:Out Ratio	% ADT	In:Out Ratio			
Marijuana Outlet ¹	250 trips / ksf	9%	0.50 : 0.50	16%	0.50 : 0.50			
TRIP GENERATION CALCULATIONS								
Land Use	Amount	ADT	AM PEAK			PM PEAK		
			In	Out	Total	In	Out	Total
Proposed Project								
Marijuana Outlet	5.412 ksf	1,353	61	61	122	109	108	217
Driveway Trips		1,353	61	61	122	109	108	217

Notes:

ksf: 1,000 square feet

1. Compilation of source rates based on the *ITE Trip Generation Manual, 10th Edition* for Marijuana Dispensaries provided by the City of San Diego for new cannabis outlet projects.

As shown in the table, the Project is estimated to generate 1,353 daily trips (ADT) with 122 trips (61 inbound, 61 outbound) during the AM peak hour and 217 trips (109 inbound, 108 outbound) in the PM peak-hour. It should be noted that the existing building was previously occupied by an office use, but has been vacant for over two years. As a result, no trip credit was taken by the Project.

4.2 Trip Distribution

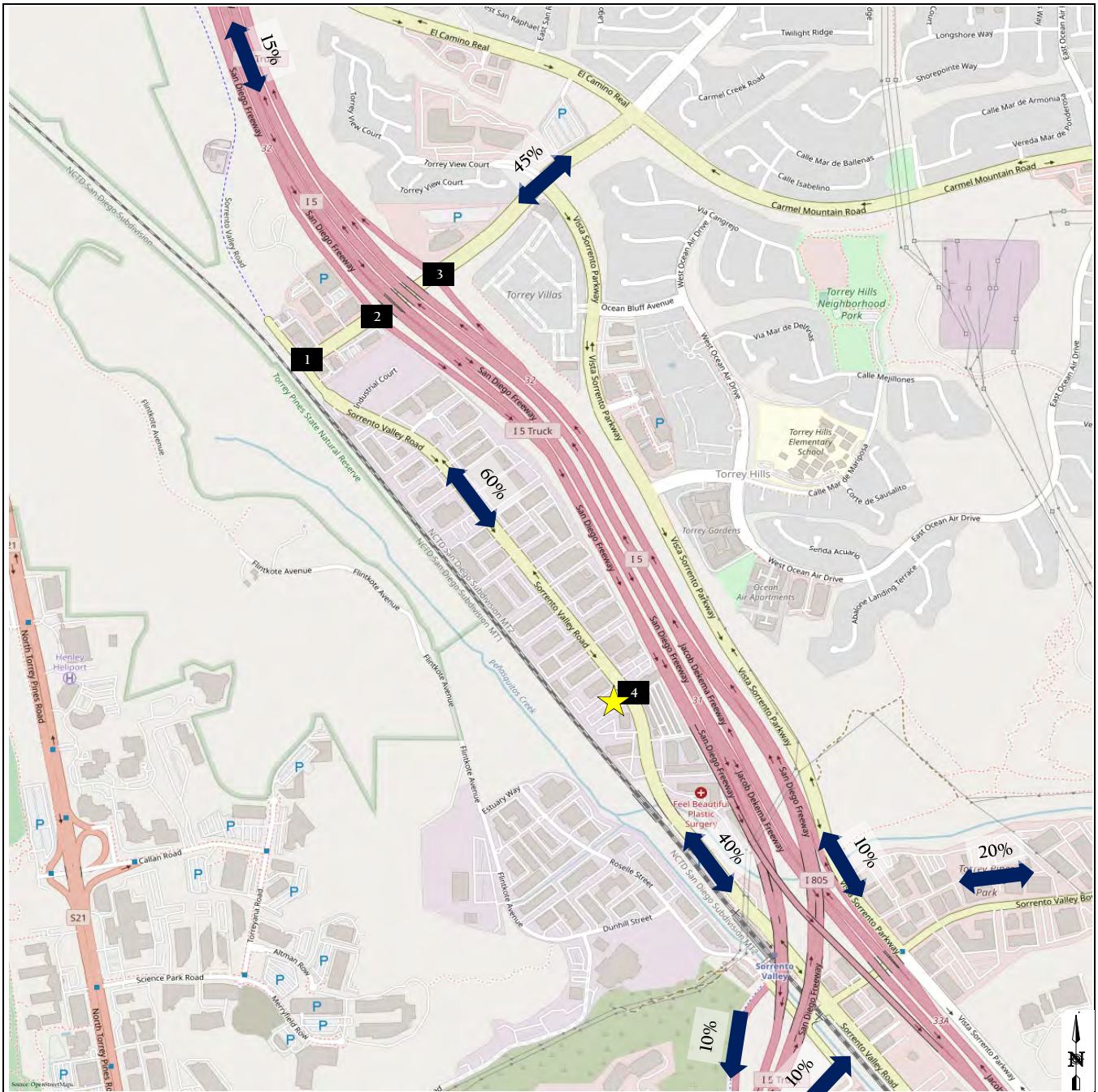
The Project trip distribution was estimated based on existing travel patterns and/or on logical routes to serve the local community. A large percentage of residential land uses are located to the east and thus reflected in the majority of trips distributed to the east. The following list summarizes the proposed trip distribution:

- 15 percent to/from the north via I-5
- 10 percent to/from the south via I-5
- 75 percent to/from the east
 - 45 percent via Carmel Mountain Road
 - 20 percent via Sorrento Valley Road
 - 10 percent via Vista Sorrento Parkway

Figure 4-1 displays the assumed Project trip distribution through the study intersections.

4.3 Trip Assignment

Based on the Project trip generation and distribution, the Project trips were assigned to the study area. Figure 4-2 illustrates the trip assignment for the Project.



xx% / (yy%) - Enter % / (Exit %)

← Trip Distribution Percentage

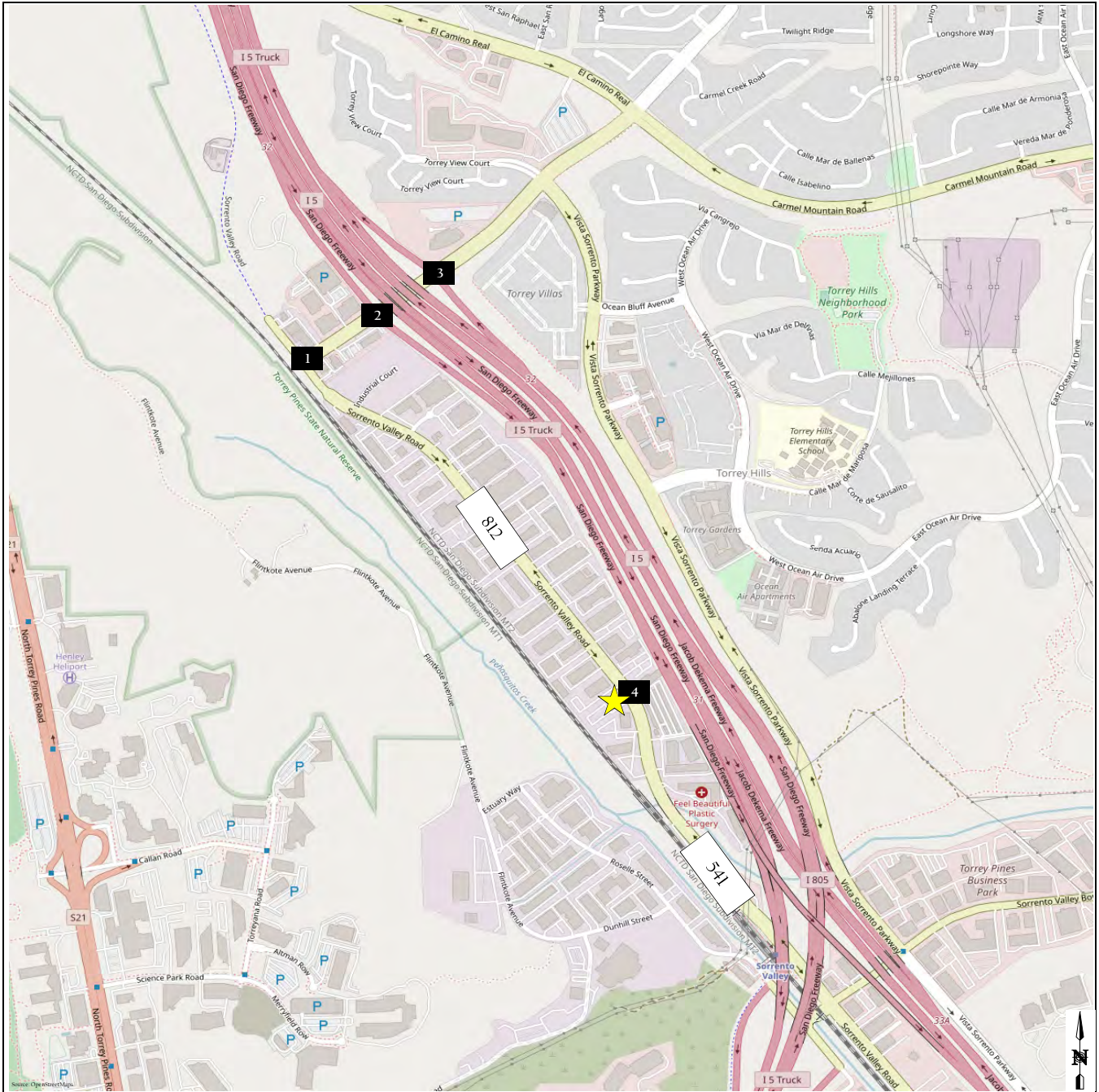
The naming convention for intersections is North / South & East / West

Sorrento Valley Rd & Carmel Mountain Rd	I-5 SB Ramps & Carmel Mountain Rd	I-5 NB Ramps & Carmel Mountain Rd	Sorrento Valley Rd & Proj Dwy
<p>60% / (0%)</p> <p>1</p> <p>0% / (60%)</p>	<p>15% / (0%)</p> <p>45% / (0%)</p> <p>0% / (60%)</p> <p>2</p>	<p>45% / (0%)</p> <p>0% / (15%)</p> <p>0% / (45%)</p> <p>3</p>	<p>60% / (0%)</p> <p>40% / (0%)</p> <p>0% / (60%)</p> <p>0% / (40%)</p> <p>4</p>



Bakery Sorrento Inc.
Project Trip Distribution

Figure 4-1



xx / yy - AM / PM Peak Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

xx,xxx ADT

Sorrento Valley Rd & Carmel Mountain Rd	I-5 SB Ramps & Carmel Mountain Rd	I-5 NB Ramps & Carmel Mountain Rd	Sorrento Valley Rd & Proj Dwy
<p>1</p> <p>↘ 37 / 65</p> <p>↙ 37 / 65</p>	<p>2</p> <p>↘ 9 / 16</p> <p>↙ 37 / 65 →</p> <p>← 27 / 49</p>	<p>3</p> <p>↘ 9 / 16</p> <p>↙ 27 / 49</p> <p>← 27 / 49</p>	<p>4</p> <p>↘ 37 / 65</p> <p>↙ 37 / 65</p> <p>↘ 24 / 43</p> <p>↙ 24 / 44</p>



Bakery Sorrento Inc.
 Project Trip Assignment

Figure 4-2

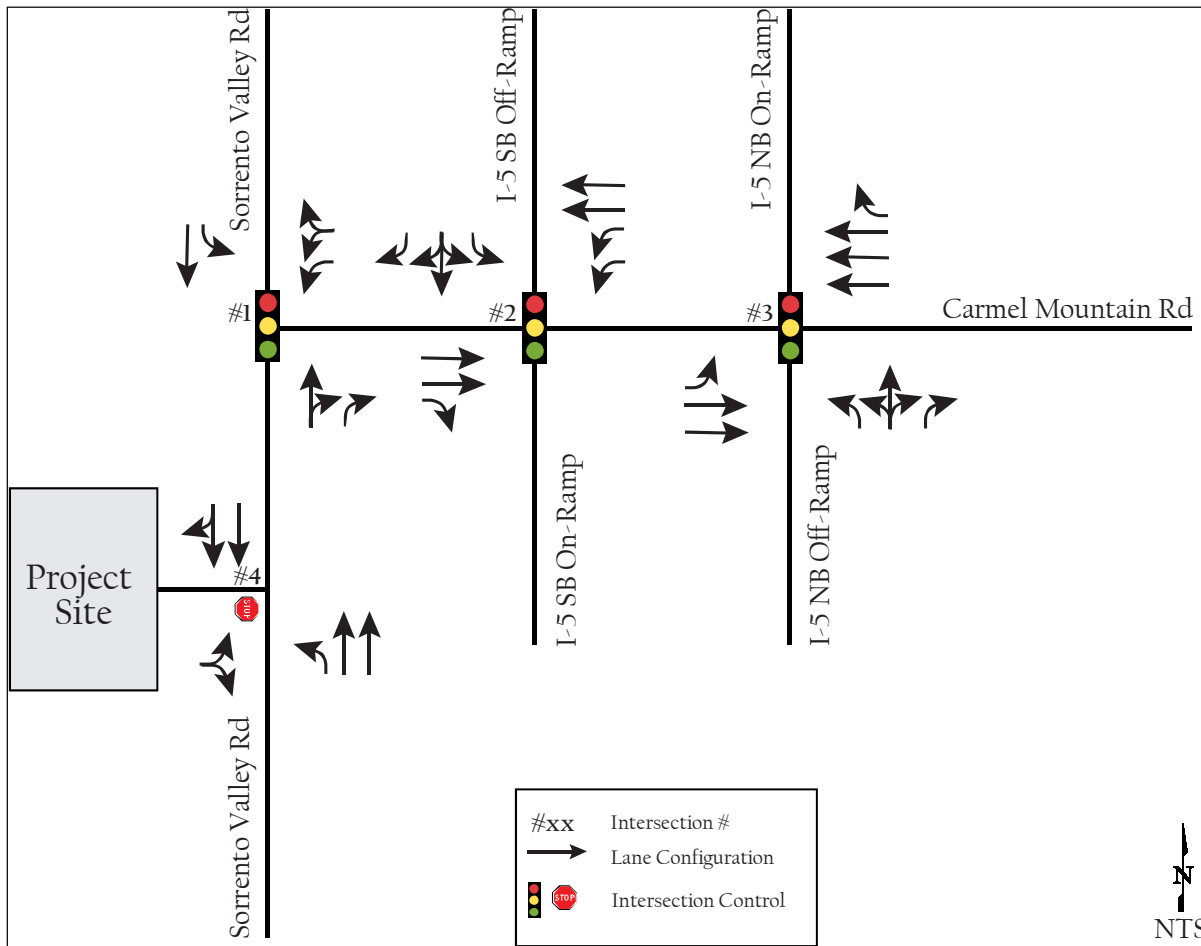
5 OPENING YEAR 2021 CONDITIONS

This section provides a summary of operations at the study area intersections and roadway segments in the opening year and includes traffic from other cumulative projects in the study area.

5.1 Roadway Network

The only change from the Existing 2020 roadway network analyses is the inclusion of the existing project driveway. Figure 5-1 illustrates the existing geometrics at the study area intersections.

Figure 5-1 Opening Year 2021 Intersection Geometrics



5.2 Cumulative Projects

A review of the City’s Open DSD website for other reasonably foreseeable projects in the vicinity of the Project that would contribute traffic to the study area resulted in one project. A brief description of the cumulative project with its project ID shown in parenthesis include the following:

- 1) *Sorrento Valley Road Storage (#653016)* – Coastal Development Permit/Planned Development Permit to construct a 208,305 sf self-storage building and demolish three existing vacant buildings at 11211 Sorrento Valley Road.

Table 5-1 summarizes the trip generation for the cumulative project.

Table 5-1
Cumulative Trip Generation Summary

TRIP GENERATION RATES ¹								
Land Use	Weekday Daily	AM PEAK			PM PEAK			
		% ADT	In:Out Ratio		% ADT	In:Out Ratio		
Rental Storage	2 trips / ksf	6%	0.50 : 0.50		9%	0.50 : 0.50		
TRIP GENERATION CALCULATIONS								
Land Use	Amount	ADT	AM PEAK			PM PEAK		
			In	Out	Total	In	Out	Total
Cumulative Projects								
Sorrento Valley Road Storage	208.305 ksf	417	13	13	26	19	19	38
Driveway Trips		417	13	13	26	19	19	38

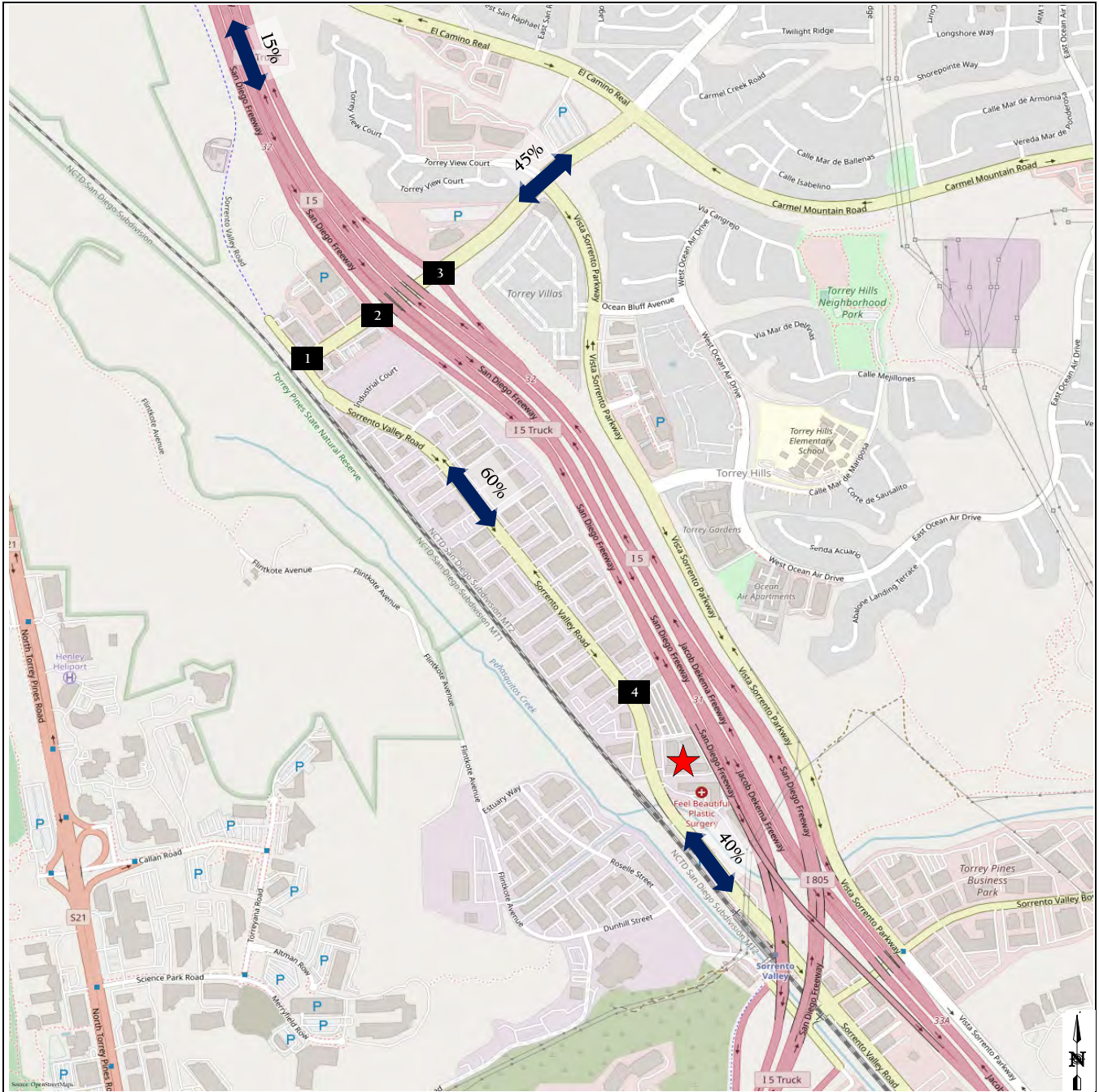
Notes:

ksf: 1,000 square feet

1. The trip rates are based on the *City of San Diego’s Trip Generation Manual, May 2003*.

As shown in the table, the total trip generation for the cumulative project results in approximately 417 daily trips with 26 AM peak-hour trips and 38 PM peak-hour trips. These trips were distributed through the intersections and roadway segments based on existing travel patterns and logical connections to regional facilities. Similar to the Project’s trip distribution, a large percentage of the residential land uses are located to the east and reflected in the cumulative project’s trip distribution.

Figure 5-2 illustrates the trip distribution for the cumulative project and Figure 5-3 illustrates the traffic volumes of the cumulative projects in the study area. Appendix D contains additional details on the cumulative project.



xx% / (yy%) - Enter % / (Exit %)

← xx% Trip Distribution Percentage

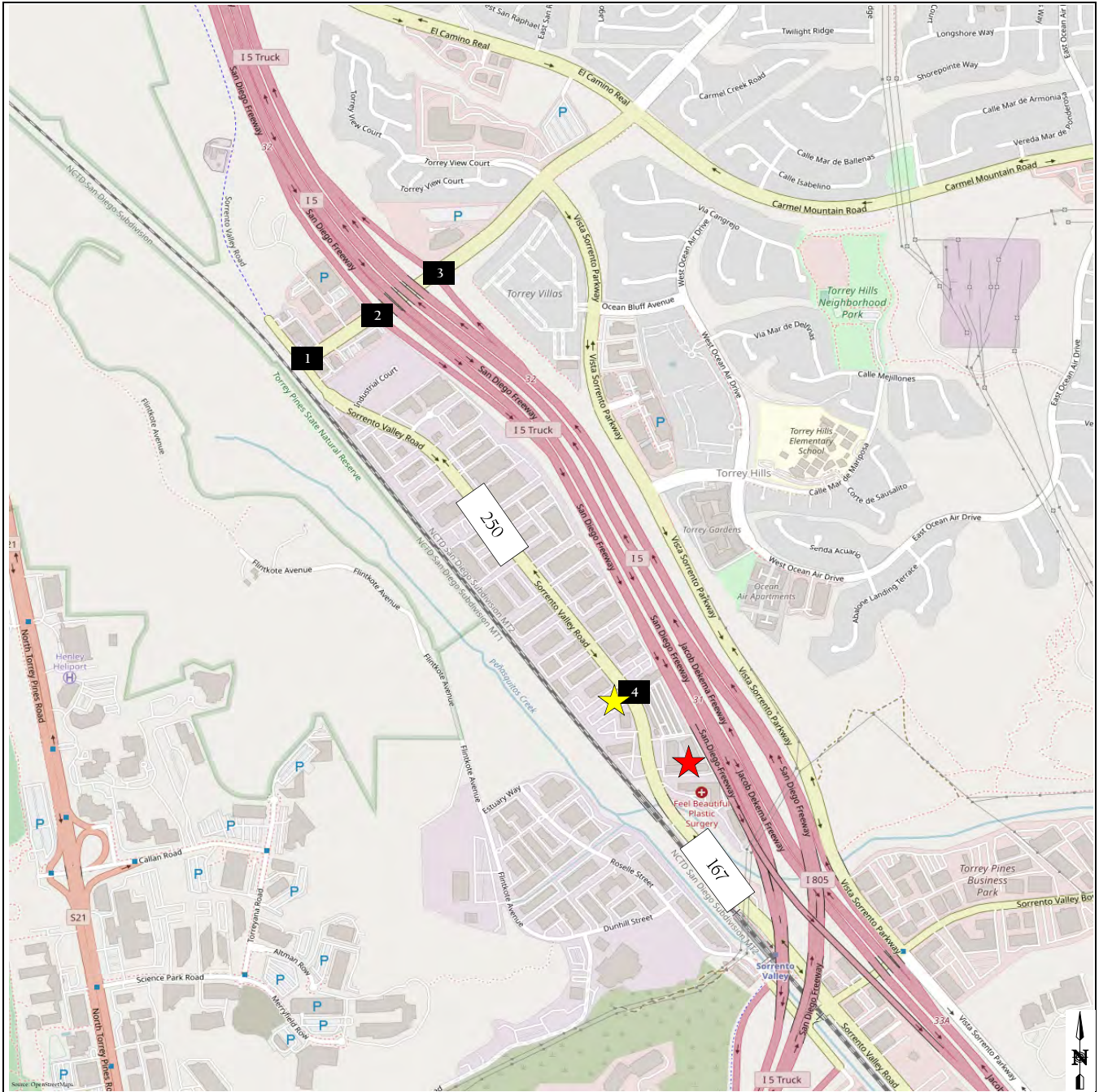
The naming convention for intersections is North / South & East / West

Sorrento Valley Rd & Carmel Mountain Rd	I-5 SB Ramps & Carmel Mountain Rd	I-5 NB Ramps & Carmel Mountain Rd	Sorrento Valley Rd & Proj Dwy
<p>1</p> <p>← 60% / (0%)</p> <p>0% / (60%) ↘</p>	<p>2</p> <p>↘ 15% / (0%)</p> <p>← 45% / (0%)</p> <p>0% / (60%) →</p>	<p>3</p> <p>← 45% / (0%)</p> <p>0% / (15%) ↘</p> <p>0% / (45%) →</p>	<p>4</p> <p>↘ 60% / (0%)</p> <p>0% / (60%) ↑</p>



Bakery Sorrento Inc.
Cumulative Project Trip Distribution

Figure 5-2



xx / yy - AM / PM Peak Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

xx,xxx ADT

Cumulative Project Location

Sorrento Valley Rd & Carmel Mountain Rd	I-5 SB Ramps & Carmel Mountain Rd	I-5 NB Ramps & Carmel Mountain Rd	Sorrento Valley Rd & Proj Dwy



Bakery Sorrento Inc.
 Cumulative Traffic Volumes

Figure 5-3

5.3 Traffic Volumes

The Opening Year 2021 Baseline traffic volumes were developed by adding the cumulative traffic volumes to the developed Existing 2020 traffic volumes. Figure 5-4 illustrates the Opening Year 2021 Baseline traffic volumes.

The Opening Year 2021 With Project traffic volumes were developed by adding the project trips to the Opening Year 2021 Baseline traffic volumes. Figure 5-5 illustrates the Opening Year 2021 With Project traffic volumes.

5.4 Intersection Analysis

Table 5-2 displays the LOS analysis results for the study intersection under Opening Year 2021 with and without Project conditions.

Table 5-2
Opening Year 2021 Peak Hour Intersection LOS Summary

#	Intersection	Traffic Control	Peak Hour	Opening Year 2021		Opening Year 2021 w/Proj	
				Delay ¹	LOS ²	Delay ¹	LOS ²
1	Sorrento Valley Rd & Carmel Mountain Rd ³	Signal	AM	9.5	A	9.8	A
			PM	11.8	B	12.2	B
2	I-5 SB Ramps & Carmel Mountain Rd ³	Signal	AM	27.7	C	27.7	C
			PM	49.3	D	47.4	D
3	I-5 NB Ramps & Carmel Mountain Rd ³	Signal	AM	54.3	D	54.5	D
			PM	51.5	D	53.7	D
4	Sorrento Valley Rd & Proj Dwy	OWSC	AM	n/a ⁴		15.4	C
			PM			17.7	C

Notes:

OWSC: One-Way Stopped Control, Signal: Traffic Signal

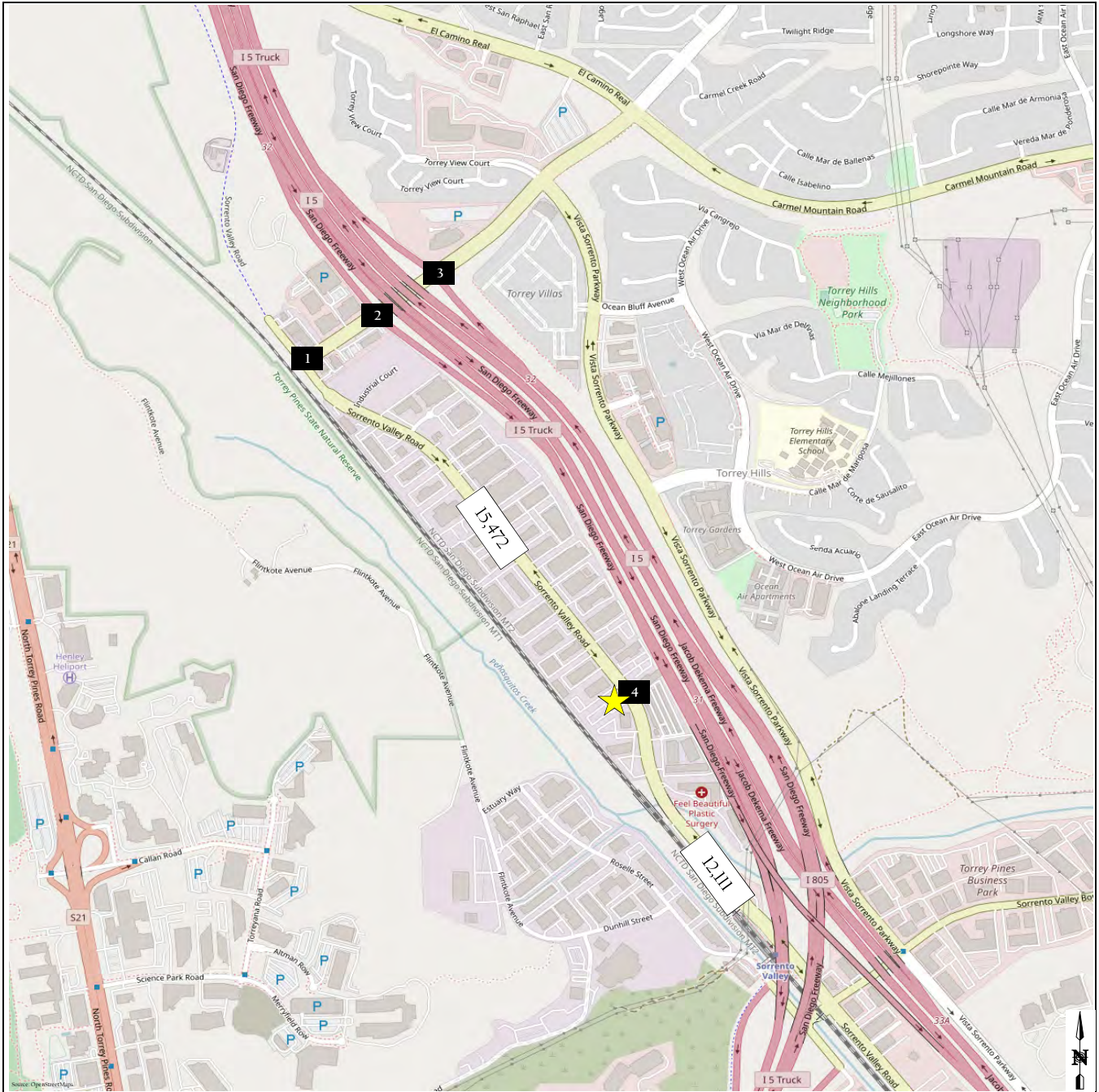
1. Delays are reported as the average control delay for the entire intersection at signalized intersections and the worst movement at unsignalized intersections.
2. LOS calculations are based on the methodology outlined in the *Highway Capacity Manual 6th Edition (HCM6)* and performed using Synchro 10.
3. Due to the non-NEMA phasing at the intersections, traffic volumes were distributed amongst the approach lanes based on an algorithm developed by Trafficware, which allows reporting results in HCM6.
4. Project driveway not in use and will only be evaluated with the addition of the project.

As shown in the table, all intersections, including the project driveway, are expected to operate at LOS D or better during the weekday peak-hours with the addition of the Project traffic. It should be noted that the I-5 Southbound Ramps & Carmel Mountain Road intersection resulted in a decrease in delay with the addition of Project traffic. The general reason for this is that Project traffic is added to movements with a lower delay than other movements at the intersection and this causes a decrease in overall average delay for the intersection.

At the I-5 Northbound Ramps & Carmel Mountain Road intersection, Project traffic is added to the single eastbound left-turn lane. According to the *City's TSM*, consideration should be given to add a second left-turn lane if a project adds traffic to an individual left-turn movement causing the total number of peak-

hour left-turns to exceed 300. This movement already exceeds 300 vehicles without the Project during the AM peak-hour. Additionally, Carmel Mountain Road is already built to its ultimate classification.

Appendix C contains the intersection LOS worksheets.

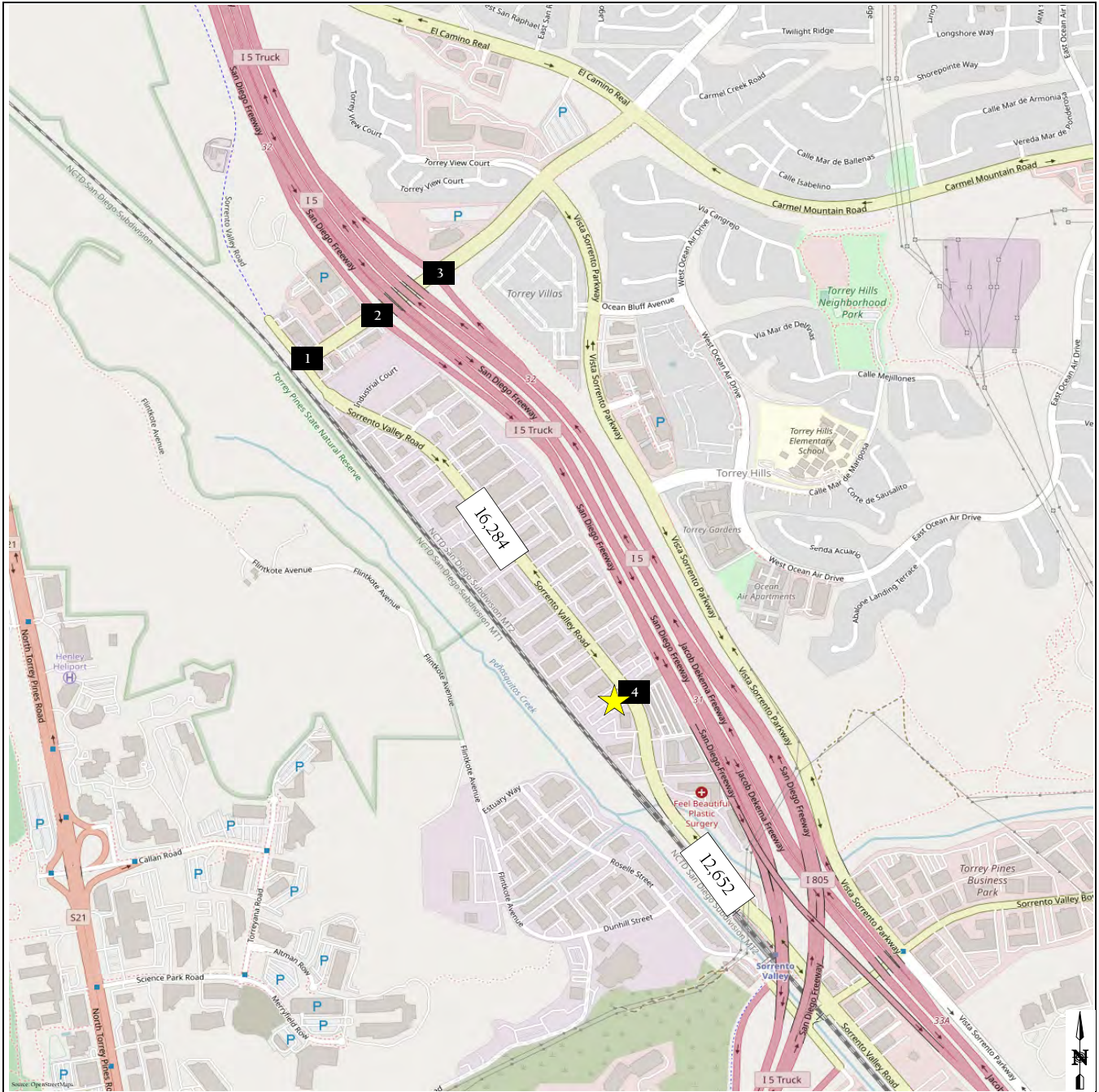


xx / yy - AM / PM Peak Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

xx,xxx ADT

Sorrento Valley Rd & Carmel Mountain Rd	I-5 SB Ramps & Carmel Mountain Rd	I-5 NB Ramps & Carmel Mountain Rd	Sorrento Valley Rd & Proj Dwy
<p>1</p> <p>↕ 3 / 3 ↙ 3 / 7</p> <p>↘ 11 / 1 ↖ 691 / 326</p> <p>↕ 1 / 0 ↗ 162 / 600</p>	<p>2</p> <p>↙ 237 / 296 ↘ 1 / 1 ↖ 264 / 445</p> <p>↗ 381 / 896 ↘ 528 / 928</p> <p>↙ 675 / 676 ↘ 590 / 235</p>	<p>3</p> <p>↙ 326 / 536 ↘ 757 / 1443</p> <p>↙ 328 / 239 ↘ 621 / 876</p> <p>↙ 161 / 360 ↘ 3 / 5 ↖ 1021 / 888</p>	<p>4</p> <p>↕ 694 / 329</p> <p>↕ 163 / 600</p>

	<p>Bakery Sorrento Inc.</p> <p>Opening Year 2021 Baseline Traffic Volumes</p>	<p>Figure 5-4</p>
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xx / yy - AM / PM Peak Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

xx.xxx ADT

Sorrento Valley Rd & Carmel Mountain Rd	I-5 SB Ramps & Carmel Mountain Rd	I-5 NB Ramps & Carmel Mountain Rd	Sorrento Valley Rd & Proj Dwy
---	-----------------------------------	-----------------------------------	-------------------------------

<p>1</p> <p>↔ 3 / 3 ↔ 3 / 7</p> <p>↘ 11 / 1 ↘ 728 / 391</p> <p>↑ 1 / 0 ↗ 199 / 665</p>	<p>2</p> <p>↘ 246 / 312 ↔ 1 / 1 ↘ 264 / 445</p> <p>↔ 408 / 945 ↘ 528 / 928</p> <p>↘ 712 / 741 ↘ 590 / 235</p>	<p>3</p> <p>↘ 326 / 536 ↔ 784 / 1492</p> <p>↘ 337 / 255 ↘ 648 / 925</p> <p>↘ 161 / 360 ↔ 3 / 5 ↘ 1021 / 888</p>	<p>4</p> <p>↘ 37 / 65 ↘ 694 / 329</p> <p>↘ 37 / 65 ↘ 24 / 43</p> <p>↘ 24 / 44 ↘ 163 / 600</p>
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Bakery Sorrento Inc.
 Opening Year 2021 With Project Traffic Volumes

Figure 5-5

5.5 Queuing Analysis

A queuing analysis was also performed at the signalized intersections using SimTraffic to identify locations where lengthening a turn pocket may be considered. SimTraffic is a microscopic model used to simulate real-world conditions and measures the full impact of queuing and blocking. Ten unique simulations were recorded and the results were averaged.

Table 5-3 summarizes the results of the queuing analysis. As shown in the table, the Carmel Mountain Road & Sorrento Valley Road and I-5 Southbound Ramps & Carmel Mountain Road intersections are not expected to have queues extending past their respective turn pockets under all scenarios. At the I-5 Northbound Ramps & Carmel Mountain Road intersection, the 95th percentile queues at the eastbound and northbound left-turn pockets are expected to exceed the available capacity under all scenarios. However, the adjacent through lanes and taper lengths at these existing turn pockets have adequate capacity to accommodate the queues. The addition of the Project traffic at these locations would have a minimal increase in queue lengths for the movements with queues already exceeding turn pocket capacities under Existing and Opening Year without Project scenarios.

Appendix E contains the queuing worksheets.

Table 5-3
Intersection Queuing Summary

Intersection	Peak Hour	Movement	Storage Length (ft) ¹	Queue Length (ft) ²		
				Existing	Opening Year 2021	Opening Year 2021 w/Proj
1 Sorrento Valley Rd & Carmel Mountain Rd	AM	WB LT	600	90	95	99
	PM			59	65	77
	AM	NB RT	125	54	52	56
	PM			63	62	67
	AM	SB LT	150	14	55	17
	PM			29	25	26
2 I-5 SB Ramps & Carmel Mountain Rd	AM	EB RT	660	292	290	295
	PM			139	153	137
	AM	WB LT	300	217	221	217
	PM			230	220	236
	AM	SB LT	300	180	189	180
	PM			261	262	266
	AM	SB RT	1,075	200	199	203
	PM			272	267	276
3 I-5 NB Ramps & Carmel Mountain Rd	AM	EB LT ³	300	329	328	330
	PM			260	277	294
	AM	WB RT	450	99	108	107
	PM			298	309	306
	AM	NB LT ⁴	250	309	302	307
	PM			332	335	327
	AM	NB RT	475	373	365	389
	PM			424	405	401

Notes:

Values shown in **bold and shaded** indicate movements where the queue length exceeds the available storage length.

1. The storage length was measured from Google Earth. The storage length for through lanes is the distance to the nearest upstream intersection.
2. The queue length shown represents the 95th percentile queue length for each respective movement and reported from SimTraffic 10. The results were the average of 10 SimTraffic simulations with 15 minute seeding and 60 minute recording intervals.
3. The existing taper length is 50 feet and the adjacent through lane has a storage length of approximately 480 feet, which would be available to accommodate the queues extending past this turn pocket.
4. The existing taper length is 75 feet and the adjacent through lane has a storage length of approximately 980 feet, which would be available to accommodate the queues extending past this turn pocket.

5.6 Roadway Segment Analysis

Table 5-4 displays the LOS analysis for the Sorrento Valley Road roadway segments under the Opening Year 2021 with and without Project conditions.

Table 5-4
Opening Year 2021 Roadway LOS Summary

Roadway Segment	Opening Year 2021			Opening Year 2021 w/Proj		
	ADT	v/c Ratio ¹	LOS	ADT	v/c Ratio ¹	LOS
Sorrento Valley Rd						
Carmel Mountain Rd to Proj Dwy	15,472	0.52	C	16,284	0.54	C
Proj Dwy to Sorrento Valley Blvd	12,111	0.40	B	12,652	0.42	B

Notes:

Bold values indicate roadway segments operating at LOS E or F. Bold and shaded values indicate a project significant impact

1. The v/c Ratio is calculated by dividing the ADT volume by each respective roadway segment's capacity.

As shown in the table, the Sorrento Valley Road segments would continue to function at LOS C or better with the addition of the project traffic. As a result, no additional improvements are required and/or recommended.

6 SYSTEMIC SAFETY REVIEW

A systemic safety review was conducted for the study area intersections to determine if any of the hot spot criteria was met based on the guidelines contained in the *City of San Diego's Systemic Safety: The Data-Driven Path to Vision Zero, April 2019, Appendix C: Identification of Systemic Hotspots*. There are three different types of intersection matrices developed for the hot spot criteria; pedestrian, bicycle, and vehicular. The pedestrian and vehicular matrices have three different scenarios while the bicycle matrix has two different scenarios.

Table 6-1 summarizes the systemic hotspot criteria for the three study area intersections. As shown in the table, the Sorrento Valley Road & Carmel Mountain Road intersection satisfies the bicycle and vehicular footprint criteria. The two I-5 ramp intersections along Carmel Mountain Road did not satisfy any of the systemic hotspot criteria.

The safety issue for the Bicycle Matrix – Intersection Footprint #1 would be bicyclists approaching an intersection and proceeding through against a red light. The project's distribution assigns 15 percent north along I-5 (see Figure 4-1). Since bicyclists are not allowed on I-5, bicyclists would travel north through the intersection to the existing bike path.

A short-term systemic countermeasure would include the installation of loop detectors for bikes to enhance compliance at the Sorrento Valley Road & Carmel Mountain Road intersection. The City's Transportation and Storm Water department has an approved project (Sorrento Valley Road Striping Improvement Project) that would restripe the northbound approach of Sorrento Valley Road to include a buffered bike lane and installation of a Type Q bicycle detector loop. The current construction schedule has a completion date of March 2023. Appendix F includes additional details of the Sorrento Valley Road restriping project that includes the bicycle loop detectors.

The safety issue for the Vehicle Intersection Footprint #3 would be vehicles violating red-light control while making a through movement. Based on the proposed trip distribution, the project would not be expected to send vehicular trips in a through movement at the Sorrento Valley Road & Carmel Mountain Road intersection. As a result, the safety issue for this footprint does not apply and no improvement is required.

Table 6-1
Systemic Hotspot Criteria – Study Intersections

Footprint ¹	Intersection Criteria for Analysis ²	Sorrento Valley Rd & Carmel Mountain Rd	I-5 SB Ramps & Carmel Mountain Rd	I-5 NB Ramps & Carmel Mountain Rd
P-1	Signalized	✓	✓	✓
	One-way 3-lane roadway intersects 4-lane roadway OR	x	Criteria NOT met	Criteria NOT met
	One-way 3-lane roadway intersects one-way 3-lane roadway	x		x
	Primary road ADT: 7,001 - 15,000	x		x
P-2	Signalized	✓	✓	✓
	4-lane roadway intersects 2-lane roadway	x	Criteria NOT met	Criteria NOT met
	Primary road ADT: 7,001 - 25,000	✓	✓	✓
	Signalized	✓	✓	✓
P-3	4-lane roadway intersects 2-lane roadway	x	Criteria NOT met	Criteria NOT met
	Primary road ADT: 15,001 - 25,000	✓	✓	✓
	Signalized	✓	✓	✓
	4-lane roadway intersects 2-lane roadway OR	x	Criteria NOT met	Criteria NOT met
B-1	Signalized	✓	✓	✓
	4-lane roadway intersects 2-lane roadway OR	x	Criteria met	Criteria NOT met
	4-lane roadway intersects 4-lane roadway	✓		x
	Side-street stop	x	Criteria NOT met	Criteria NOT met
B-2	2-lane roadway intersects 2-lane roadway	x	x	x
	Signalized	✓	✓	✓
	4-lane roadway intersects 2-lane roadway	x	Criteria NOT met	Criteria NOT met
	Primary road ADT: >15,000	✓	✓	✓
V-1	Secondary road ADT: ≤7,000	x	x	x
	Signalized	✓	✓	✓
	6-lane roadway intersects 4-lane roadway	x	Criteria NOT met	Criteria NOT met
	Primary road ADT: >15,000	✓	✓	✓
V-2	Secondary road ADT: >7,000	✓	✓	✓
	6-lane roadway intersects 4-lane roadway	x	Criteria NOT met	Criteria NOT met
	Primary road ADT: >15,000	✓	✓	✓
	Secondary road ADT: >7,000	✓	✓	✓

Notes:

1. X-Y: Type of Matrix - Intersection Footprint #, P: Pedestrian, B: Bicycle, V: Vehicle
2. Based on the City of San Diego's Systemic Safety, The Data-Driven Path to Vision Zero Report, April 2019, Appendix C: Identification of Systemic Hotspots.



Footprint ¹	Intersection Criteria for Analysis ²	Sorrento Valley Rd & Carmel Mountain Rd	I-5 SB Ramps & Carmel Mountain Rd	I-5 NB Ramps & Carmel Mountain Rd
V-3	Signalized	✓	✓	✓
	4-lane roadway intersects 4-lane roadway	✓	✗	✗
	Secondary road ADT: >7,000	✓	✓	✓

Notes:

1. X-Y: Type of Matrix - Intersection Footprint #: P: Pedestrian, B: Bicycle, V: Vehicle
2. Based on the City of San Diego's Systemic Safety, The Data-Driven Path to Vision Zero Report, April 2019, Appendix C: Identification of Systemic Hotspots.

7 SUMMARY OF FINDINGS AND RECOMMENDATIONS

The following list provides a summary of the key findings for the Project:

- The Project proposes to operate a 5,412 square-foot (sf) Cannabis Outlet (CO) within the 6,055 sf existing building located at 11330 Sorrento Valley Road.
- The Project is located in an area with a network supporting alternate modes of travel.
 - Existing sidewalks connect the Project to the Sorrento Valley COASTER Station
 - Five existing bus routes and a COASTER connection is provided at the Sorrento Valley COASTER Station
 - A Class II bicycle facility exists along both sides of the entire study segment of Sorrento Valley Road between Carmel Mountain Road and Sorrento Valley Boulevard
- The Project is forecasted to generate a total of 1,353 daily trips with 122 trips (61 inbound, 61 outbound) during the AM peak-hour and 217 trips (109 inbound, 108 outbound) in the PM peak-hour.
- One cumulative project was identified in the study area that generates approximately 417 daily trips with 26 AM peak-hour trips and 38 PM peak-hour trips.
- All intersections in the study area are expected to operate at an acceptable LOS D under all scenarios.
- Both roadway segments along Sorrento Valley Road in the study area are expected to function at an acceptable LOS C or better under all scenarios.
- The Sorrento Valley Road/Carmel Mountain Road and I-5 Southbound Ramps/Carmel Mountain Road intersections would not be expected to result in queues extending past their respective turn pocket in all scenarios. As such, no lengthening of turn pockets are proposed.
- At the I-5 Northbound Ramps/Carmel Mountain Road intersection, the 95th percentile queues at the eastbound and northbound left-turn pockets are expected to exceed the available capacity under all scenarios. However, the adjacent through lanes and taper lengths at these existing turn pockets have adequate capacity that may accommodate the queues. Also, the addition of the Project traffic at these locations would have a minimal increase in queue lengths for the movements with queues exceeding its capacity under Existing and Opening Year without Project scenarios.
- The Sorrento Valley Road & Carmel Mountain Road intersection met the bicycle and vehicular footprint criteria for the systemic safety review. A short-term systemic countermeasure would include the installation of a bicycle loop detector for bikes to enhance compliance.

The proposed Project will not result in any deficient facilities in the study area. However, the systemic safety review suggested the installation of bicycle loop detectors for the northbound approach at the Sorrento Valley Road & Carmel Mountain Road intersection. This improvement is already designed and included as part of the approved Sorrento Valley Road Striping Improvement Project and is anticipated to be constructed by March 2023. No additional improvements are required or recommended of the proposed Project.

Appendix A

Alternative Modes of Travel Information

Effective JUNE 28, 2020

COASTER CONNECTION

Sorrento Valley COASTER Station

972 Sorrento Mesa

973 Carroll Canyon

974 UC San Diego

978 Torrey Pines

979 North University City



sdmts.com

Route Alerts, Updated Schedules, Connections & More



CASH FARES / Tarifas en efectivo

The Sorrento Valley COASTER Connection is a free service for COASTER passengers! This service is provided as a courtesy by the Metropolitan Transit System and the North County Transit District.

¡El Sorrento Valley COASTER Connection es un servicio gratuito para los pasajeros del COASTER! Este servicio es proveído como cortesía por el Metropolitan Transit System y el North County Transit District.

compass card

S/D/M and Youth Compass Card

All riders using reduced fares must comply with one of the following options:

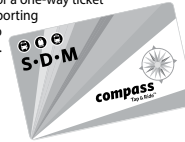
Option 1 (Recommended by MTS)

MTS offers a picture ID on a Compass Card to eliminate the need to carry multiple identifications for proof of eligibility.



Option 2

Riders using a standard S/D/M or Youth Compass Card or a one-way ticket must carry supporting identification to prove eligibility.



For additional benefits of Option 1 and/or list of valid forms of ID for Option 2 go to: sdmts.com/reduced-fares



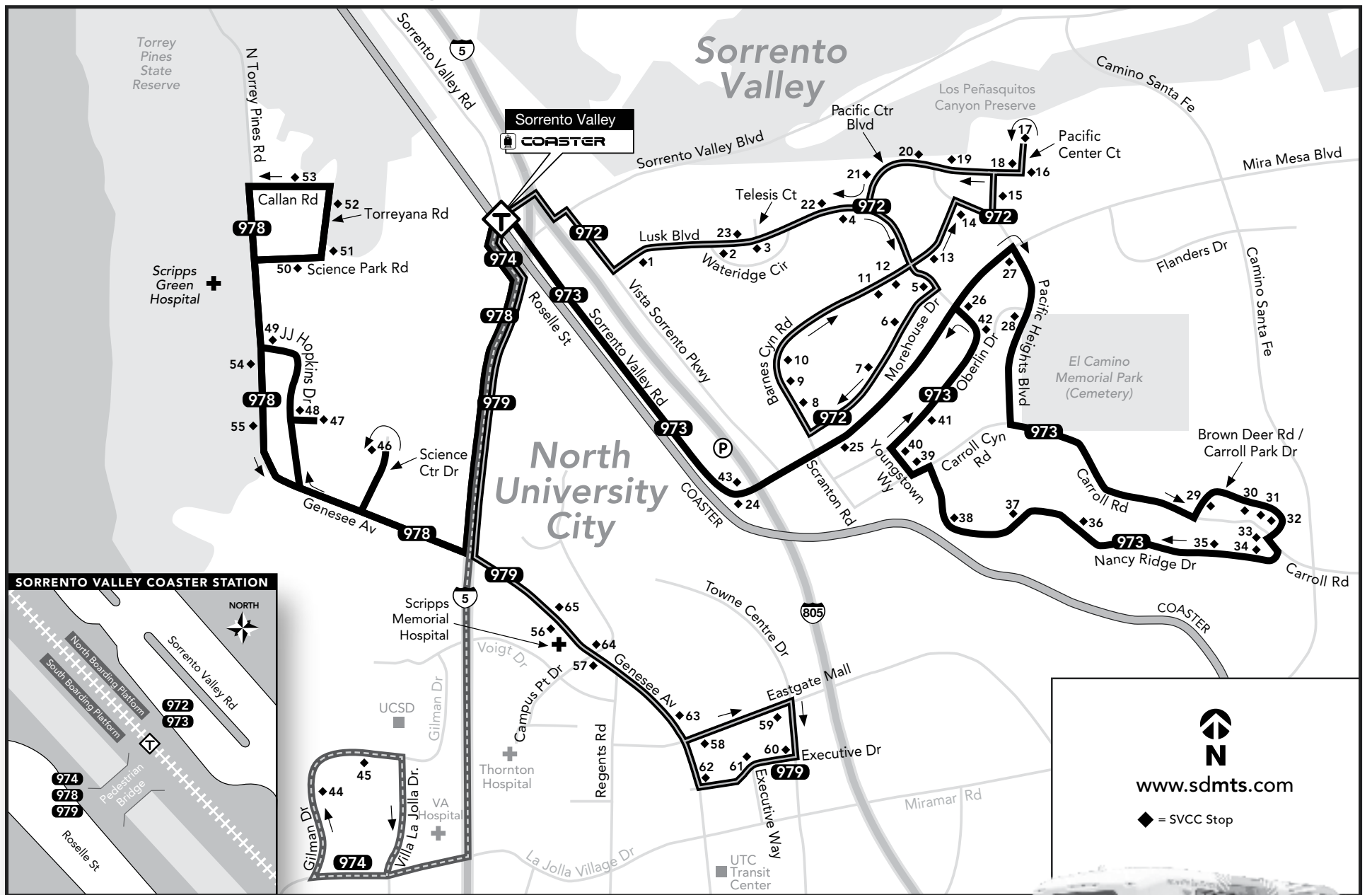
DIRECTORY / Directorio

MTS Information & Trip Planning MTS Información y planeo de viaje	511 or/6 (619) 233-3004
TTY/TDD (teletype for hearing impaired) Teletipo para sordos	(619) 234-5005 or/6 (888) 722-4889
InfoExpress (24-hour info via Touch-Tone phone) Información las 24 horas (via teléfono de teclas)	(619) 685-4900
Customer Service / Suggestions Servicio al cliente / Sugerencias	(619) 557-4555
MTS Security MTS Seguridad	(619) 595-4960
Lost & Found Objetos extraviados	(619) 233-3004
Transit Store	(619) 234-1060 12th & Imperial Transit Center M-F 8am-5pm

For MTS online trip planning
Planificación de viajes por Internet **sdmts.com**

For more information on riding MTS services, pick up a Rider's Guide on a bus or at the Transit Store, or visit sdmts.com.
Para obtener más información sobre el uso de los servicios de MTS, recoja un 'Rider's Guide' en un autobús o en la Transit Store, o visita a sdmts.com.

Thank you for riding MTS! ¡Gracias por viajar con MTS!



COASTER

Oceanside → San Diego

	Morning (AM)		Afternoon/Evening (PM)	
Oceanside	6:33a	7:40a	3:32p	5:41p
Carlsbad Village	6:37	7:44	3:36	5:46
Carlsbad Poinsettia	6:42	7:49	3:43	5:51
Encinitas	6:50	7:56	3:49	5:56
Solana Beach	6:57	8:01	3:54	6:01
Sorrento Valley	7:08	8:12	4:03	6:12
Old Town	7:30	8:37	4:28	6:38
San Diego	7:38	8:45	4:35	6:46

San Diego → Oceanside

	Morning (AM)		Afternoon/Evening (PM)	
San Diego	6:15a	7:39a	4:21p	4:53p
Old Town	6:23	7:47	4:29	5:01
Sorrento Valley	6:45	8:10	4:51	5:24
Solana Beach	6:57	8:23	5:00	5:34
Encinitas	7:03	8:30	5:08	5:40
Carlsbad Poinsettia	7:09	8:36	5:14	5:46
Carlsbad Village	7:15	8:42	5:21	5:52
Oceanside	7:20	8:47	5:28	5:58

COASTER schedule shown is effective March 23, 2020 and is subject to change without notice. This may not reflect the most current schedule. Only trips that connect with the Sorrento Valley COASTER Connection are shown. Additional days and times of service can be found at www.gonctd.com.

COASTER calendario que se muestra es a partir del 23 del marzo de 2020 y está sujeto a cambios sin previo aviso. Esto puede no reflejar el calendario más actual. Sólo los viajes que conectan con el Sorrento Valley COASTER Connection se muestran. Días adicionales y las horas de servicio se pueden encontrar en www.gonctd.com.



ROUTE DEVIATIONS / Desviaciones de la Ruta

The SVCC is a demand-response service that will provide a route deviation of up to 3/4 of a mile off an operating SVCC route for requesting passengers traveling to or from the Sorrento Valley COASTER Station. This service is provided anywhere in the SVCC service area during the corresponding hours that the SVCC service operates. Lift-equipped buses are available. To ensure availability, please call (877) 841-3278 at least one hour before your trip to schedule a curb-to-curb trip.

El SVCC es un servicio de demanda-respuesta que proveerá una desviación de ruta de hasta 3/4 de milla de una ruta SVCC operativa a pasajeros que viajen a y de Sorrento Valley COASTER Station. Este servicio es proveído en cualquier parte del la área de servicio del SVCC, durante las horas correspondientes al servicio que SVCC opera. Autobuses equipados para levantar sillas también están disponibles. Para asegurarse de su disponibilidad, por favor hable al (877) 841-3278 por lo menos una hora antes de su viaje para fijar el horario de su viaje de banqueta-a-banqueta.

COMMUTER TAX BENEFIT PROGRAM FOR EMPLOYERS / Programa de Asistencia de Tránsito del Empleador

Employers can provide their employees a payroll tax deduction for riding transit to work of up to \$125 per month. Employers benefit from this program through reduced payroll taxes and other business deductions. For more information about this and other free commuter services for employers visit iCommuteSD.com or call 511 and say "iCommute."

Los empleadores pueden proporcionar a sus empleados una deducción de los impuestos sobre nóminas de hasta \$125 dólares al mes por trasladarse al trabajo usando el transporte interurbano. Los empleadores sacan provecho de este programa mediante menores impuestos sobre nómina y otras deducciones empresariales. Para mayores informes sobre éste y otros servicios gratuitos para pasajeros interurbanos para los empleadores, favor de visitar iCommuteSD.com o llamar al 511 y decir "iCommute".

Alternative formats available upon request. Please call: (619) 557-4555 / Formato alternativo disponible al preguntar. Favor de llamar: (619) 557-4555

Route 972 – Monday through Friday / lunes a viernes

Sorrento Mesa ➔ Sorrento Valley COASTER Station

	Morning (AM)		Afternoon/Evening (PM)	
	7:10a	8:16a	—	4:40p
◇ Sorrento Valley COASTER Station DEPART*				
1 10525 Vista Sorrento	⋮	⋮	⋮	⋮
2 EB Lusk Blvd & Wateridge Circle (after intersection)	⋮	⋮	⋮	⋮
3 EB Lusk Blvd & Telesis Ct. (after intersection)	⋮	⋮	⋮	⋮
4 Across from 6455 Lusk Blvd.	7:17	8:23	4:14p	4:49
5 10225 Lusk Blvd. (electrical boxes)	⋮	⋮	⋮	⋮
6 Across from 5525 Morehouse Drive	⋮	⋮	⋮	⋮
7 5510 Morehouse Drive	⋮	⋮	⋮	⋮
8 5424 Scranton Road	⋮	⋮	⋮	⋮
9 9605 Scranton Road	⋮	⋮	⋮	⋮
10 9805 Scranton Road	⋮	⋮	⋮	⋮
11 10055 Barnes Canyon Road	⋮	⋮	⋮	⋮
12 10225 Barnes Canyon Road	⋮	⋮	⋮	⋮
13 EB Barnes Canyon Road & Lusk Blvd. (after intersection)	7:23	8:29	4:20	4:55
14 EB Barnes Canyon Road & Pacific Heights Blvd. (before turn)	⋮	⋮	⋮	⋮
15 10211 Pacific Mesa Blvd.	⋮	⋮	⋮	⋮
16 10309 Pacific Center Ct.	⋮	⋮	⋮	⋮
17 10450 Pacific Center Ct.	⋮	⋮	⋮	⋮
18 5910 Pacific Center Blvd.	⋮	⋮	⋮	⋮
19 5788 Pacific Center Blvd.	⋮	⋮	⋮	⋮
20 5764 Pacific Center Blvd.	⋮	⋮	⋮	⋮
21 WB Pacific Center Blvd & McKellar Ct. (after intersection)	⋮	⋮	⋮	⋮
22 Qualcomm Design Center (45 mph sign)	7:31	8:37	4:28	5:03
23 WB Lusk Blvd & Telesis Ct. (after intersection)	⋮	⋮	⋮	⋮
◇ Sorrento Valley COASTER Station ARRIVE	7:37	—	4:37	5:12

Route 973 – Monday through Friday / lunes a viernes

Carroll Canyon ➔ Sorrento Valley COASTER Station

	Morning (AM)		Afternoon/Evening (PM)	
	7:10a	8:22a	—	4:41p
◇ Sorrento Valley COASTER Station DEPART*				
24 10240 Sorrento Valley Road	⋮	⋮	⋮	⋮
25 EB Mira Mesa Blvd. & Scranton Road (after intersection)	⋮	⋮	⋮	⋮
26 EB Mira Mesa Blvd. & Oberlin Drive (after intersection)	⋮	⋮	⋮	⋮
27 Pacific Heights Blvd. & Mira Mesa Blvd. (after turn, electrical boxes)	7:18	8:30	4:14p	4:49
28 Pacific Heights Blvd. & Cornerstone Ct. (after intersection)	⋮	⋮	⋮	⋮
29 Brown Deer Road & Ferris Square (at pedestrian crossing sign)	⋮	⋮	⋮	⋮
30 9215 Brown Deer Road	⋮	⋮	⋮	⋮
31 9339 Carroll Park Drive	⋮	⋮	⋮	⋮
32 9449 Carroll Park Drive	⋮	⋮	⋮	⋮
33 Nancy Ridge Drive & Carroll Road (after turn, Carroll Ridge Bus. Park)	7:27	8:39	4:23	4:58
34 6868 Nancy Ridge Drive	⋮	⋮	⋮	⋮
35 6650 Nancy Ridge Drive	⋮	⋮	⋮	⋮
36 6310 Nancy Ridge Drive	⋮	⋮	⋮	⋮
37 6150 Nancy Ridge Drive (Sorrento Ridge Business Park)	⋮	⋮	⋮	⋮
38 5960 Nancy Ridge Drive (Sorrento Vista Industrial Park)	⋮	⋮	⋮	⋮
39 5280 Carroll Canyon Road	⋮	⋮	⋮	⋮
40 Youngstown Way & Oberlin Drive (before turn, at fire hydrant)	⋮	⋮	⋮	⋮
41 5807 Oberlin Drive	⋮	⋮	⋮	⋮
42 5871 Oberlin Drive (mailboxes)	7:31	8:43	4:27	5:02
43 Across street from 10260 Sorrento Valley Rd.	⋮	⋮	⋮	⋮
◇ Sorrento Valley COASTER Station ARRIVE	7:40	—	4:37	5:12

Route 974 – Monday through Friday / lunes a viernes

UC San Diego ➔ Sorrento Valley COASTER Station

	Morning (AM)		Afternoon/Evening (PM)	
	7:10a	8:19a	—	4:47p
◇ Sorrento Valley COASTER Station DEPART*				
44 Gilman Drive & Eucalyptus Grove Lane	⋮	⋮	⋮	⋮
45 Gilman Transit Center (UCSD)	7:20	8:29	4:23p	4:59
◇ Sorrento Valley COASTER Station ARRIVE	7:32	—	4:37	5:13

Route 978 – Monday through Friday / lunes a viernes

Torrey Pines ➔ Sorrento Valley COASTER Station

	Morning (AM)		Afternoon/Evening (PM)	
	7:14a	8:24a	—	4:40p
◇ Sorrento Valley COASTER Station DEPART*				
46 10350 Science Center Drive	7:20	8:30	4:16p	4:48
47 General Atomics Court (at end of turnaround)	⋮	⋮	⋮	⋮
48 General Atomics Court & John Hopkins Drive (before turn)	⋮	⋮	⋮	⋮
49 John Hopkins Drive & North Torrey Pines Road (before turn)	⋮	⋮	⋮	⋮
50 3033 Science Park Road	⋮	⋮	⋮	⋮
51 Torreyana Rd. & Road to the Cure (before intersection)	7:27	8:37	4:23	4:55
52 Torreyana Rd. & Callan Road (before turn)	⋮	⋮	⋮	⋮
53 11099 Callan Road	⋮	⋮	⋮	⋮
54 10666 North Torrey Pines Road	7:30	8:40	4:26	4:58
55 3366 North Torrey Pines Road	⋮	⋮	⋮	⋮
◇ Sorrento Valley COASTER Station ARRIVE	7:46	—	4:37	5:10

Route 979 – Monday through Friday / lunes a viernes

University City ➔ Sorrento Valley COASTER Station

	Morning (AM)		Afternoon/Evening (PM)	
	7:10a	8:17a	—	4:46p
◇ Sorrento Valley COASTER Station DEPART*				
56 SB Genesee Ave. & Scripps Driveway (after intersection)	⋮	⋮	⋮	⋮
57 SB Genesee Ave. & Campus Point Drive (after intersection)	7:17	8:24	4:20p	4:53
58 EB Eastgate Mall & Easter Way (before intersection)	⋮	⋮	⋮	⋮
59 EB Eastgate Mall & Towne Centre Way (before turn)	⋮	⋮	⋮	⋮
60 Towne Centre Way & Executive Drive (before turn)	⋮	⋮	⋮	⋮
61 Executive Drive & Executive Way	7:22	8:29	4:25	4:58
62 NB Genesee Ave. & Executive Drive (after turn)	⋮	⋮	⋮	⋮
63 NB Genesee Ave. & Eastgate Mall (after intersection)	⋮	⋮	⋮	⋮
64 NB Genesee Ave. & Campus Point Drive (after intersection)	⋮	⋮	⋮	⋮
65 NB Genesee Ave. & Scripps Driveway (after intersection)	⋮	⋮	⋮	⋮
◇ Sorrento Valley COASTER Station ARRIVE	7:32	—	4:40	5:13

Routes 972, 973, 974, 978, and 979 do not operate on weekends or on the observation of the following holidays: New Year's Day, Memorial Day, Independence Day, Labor Day, Thanksgiving, and Christmas
 Las rutas 972, 973, 974, 978 y 979 no ofrecen servicio durante el fin de semana ó durante los siguientes días festivos: Año Nuevo, Memorial Day, Día de la Independencia (E.E.U.U.), Labor Day, Día de Acción de Gracias, y Navidad

* All morning departures from Sorrento Valley COASTER Station wait for the arriving southbound train. Morning buses may depart the station earlier than time shown, once all passengers have transferred from the designated COASTER train. Afternoon departures from Sorrento Valley COASTER Station may leave up to ten minutes earlier than shown.

Todas las salidas de Sorrento Valley COASTER Station en la mañana esperan la llegada del tren hacia el sur. En la mañana, cuando todos los pasajeros del COASTER se han trasladado a los autobuses, los autobuses podrán salir de la estación, aunque sea unos minutos antes del horario. En la tarde, las salidas de Sorrento Valley COASTER Station pueden salir hasta diez minutos antes de lo mostrado.

The schedules and other information shown in this timetable are subject to change. MTS does not assume responsibility for errors in timetables nor for any inconvenience caused by delayed buses. / Los horarios e información que se indican en este itinerario están sujetos a cambios. MTS no asume responsabilidad por errores en los itinerarios, ni por ningún perjuicio que se origine por los autobuses demorados.

COASTER SCHEDULE

EFFECTIVE March 23, 2020 / VÁLIDA 23 de marzo, 2020

Effective March 23, 2020, ALL weekend trains and some weekday trains may be reduced and/or suspended until further notice.

SOUTHBOUND		MONDAY-FRIDAY					
OCEANSIDE TO SAN DIEGO	READ DOWN	COASTER	COASTER	COASTER	COASTER	COASTER	COASTER
TRAIN SERVICE NO.		630	636	640	654	656	662
Oceanside	↓	5:03a	6:33a	7:40a	2:42p	3:32p	5:41p
Carlsbad Village	↓	5:07a	6:37a	7:44a	2:47p	3:36p	5:46p
Carlsbad Poinsettia	↓	5:13a	6:42a	7:49a	2:52p	3:43p	5:51p
Encinitas	↓	5:19a	6:50a	7:56a	3:00p	3:49p	5:56p
Solana Beach	↓	5:25a	6:57a	8:01a	3:05p	3:54p	6:01p
Sorrento Valley	↓	5:35a*	7:08a	8:12a	3:14p*	4:03p	6:12p
San Diego-Old Town	↓	5:57a	7:30a	8:37a	3:36p	4:28p	6:38p
San Diego-SF Depot	↓	6:05a	7:38a	8:45a	3:44p	4:35p	6:46p

NORTHBOUND		MONDAY-FRIDAY					
SAN DIEGO TO OCEANSIDE	READ DOWN	COASTER	COASTER	COASTER	COASTER	COASTER	COASTER
TRAIN SERVICE NO.		631	635	639	655	657	665
San Diego-SF Depot	↓	6:15a	7:39a	9:18a	4:21p	4:53p	7:13p
San Diego-Old Town	↓	6:23a	7:47a	9:26a	4:29p	5:01p	7:21p
Sorrento Valley	↓	6:45a	8:10a	9:48a*	4:51p	5:24p	7:43p*
Solana Beach	↓	6:57a	8:23a	9:59a	5:00p	5:34p	7:53p
Encinitas	↓	7:03a	8:30a	10:05a	5:08p	5:40p	7:59p
Carlsbad Poinsettia	↓	7:09a	8:36a	10:10a	5:14p	5:46p	8:05p
Carlsbad Village	↓	7:15a	8:42a	10:16a	5:21p	5:52p	8:11p
Oceanside	↓	7:20a	8:47a	10:23a	5:28p	5:58p	8:18p

* Sorrento Valley COASTER Connection shuttle service not available for this train.
 * El servicio de transporte Sorrento Valley COASTER Connection no está disponible para este tren.



Due to the COVID-19 crisis and subsequent San Diego County Public Health

Orders, COASTER and Amtrak Pacific Surfliner® service may be reduced and/or suspended until further notice.

For the most up to date schedule, including holidays:

COASTER

Visit GoNCTD.com or call (760) 966-6500.

Amtrak Pacific Surfliner

Visit PacificSurfliner.com or call (800) 872-7245.

Debido a la crisis de COVID-19 y posteriormente durante las Órdenes de Salud Pública del Condado de San Diego, el servicio de COASTER y Amtrak Pacific Surfliner® puede ser reducido y / o suspendido hasta nuevo aviso.

Para el horario más actualizado, incluyendo días festivos:

COASTER

Visite GoNCTD.com o llame (760) 966-6500.

Amtrak Pacific Surfliner

Visite PacificSurfliner.com o llame (800) 872-7245.

COASTER operates a Holiday (Sunday) schedule on New Year's Day, Thanksgiving Day, and Christmas Day. COASTER operates on a Saturday schedule on Memorial Day, Independence Day, and Labor Day. **Schedule subject to change.**

El tren COASTER opera en días festivos (con los horarios de domingo) como en Año Nuevo, Día de Acción de Gracias, y Navidad. El tren COASTER opera con los horarios de sábado en el Día de la Recordación, el Día de la Independencia, y el Día del Trabajo. Los horarios están sujetos a cambios.



Tickets sold at vending machines VALID ONLY for the SAME DAY of purchase. NO REFUNDS. One-way tickets valid for 2 hours from time of purchase. Tickets may be purchased via the Compass Cloud app on mobile devices. Boleto adquirido en las máquinas son VÁLIDOS SOLAMENTE EL MISMO DÍA DE SU COMPRA. NO REEMBOLSOS. Boleto de viaje sencillo son válidos por 2 horas desde el momento de compra. Boleto pueden ser comprados a través de la aplicación "Compass Cloud" en dispositivos móviles.



City of San Diego Bicycle Master Plan

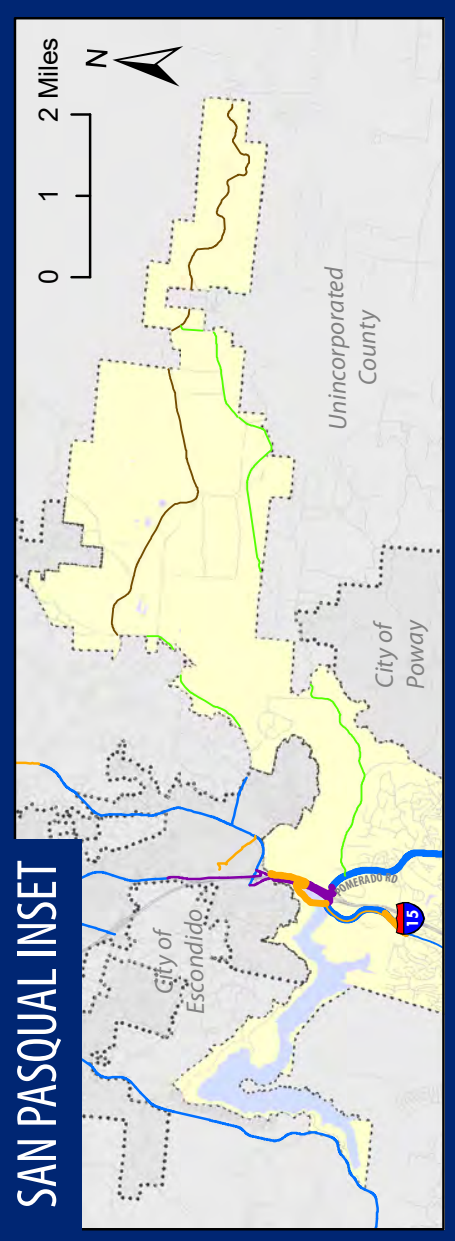
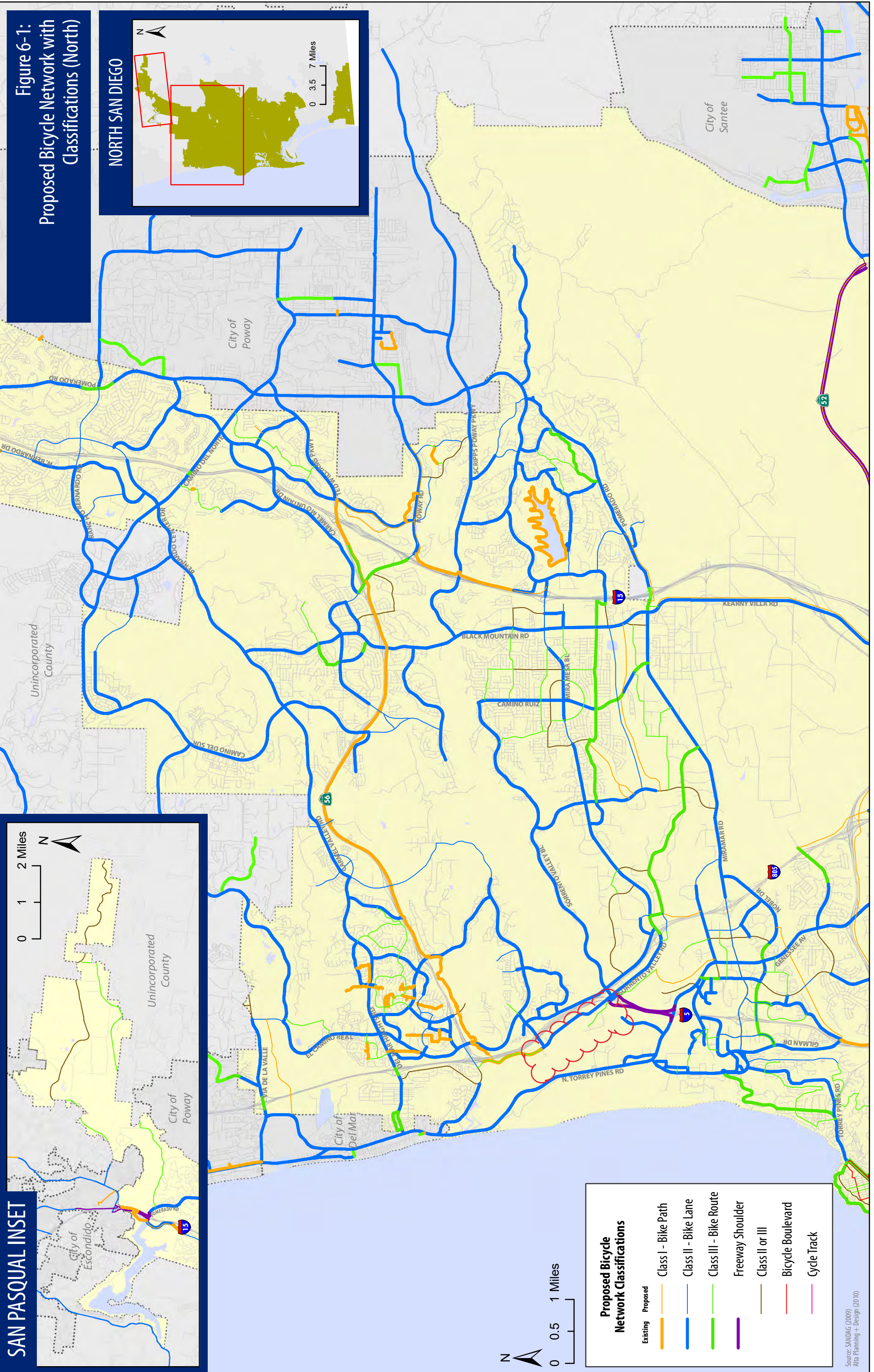
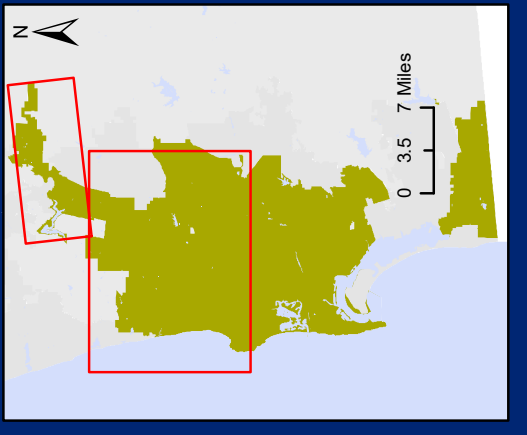
San Diego, California

FINAL DRAFT – July 8, 2013

PREPARED BY:
Alta Planning + Design
PREPARED FOR:
The City of San Diego

Figure 6-1:
Proposed Bicycle Network with
Classifications (North)

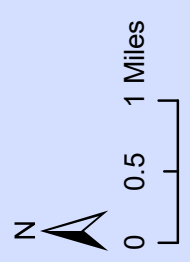
NORTH SAN DIEGO



SAN PASQUAL INSET

Proposed Bicycle Network Classifications

Existing	Proposed	Classification
Orange line	Orange line	Class I - Bike Path
Blue line	Blue line	Class II - Bike Lane
Green line	Green line	Class III - Bike Route
Purple line	Purple line	Freeway Shoulder
Brown line	Brown line	Class II or III
Red line	Red line	Bicycle Boulevard
Pink line	Pink line	Cycle Track



Source: SANDAG (2009)
Alta Planning + Design (2010)

Appendix B

Approved Traffic Volume Memo



Technical Memorandum

To: Pedro Valera, City of San Diego
 From: Marc Mizuta, Mizuta Traffic Consulting
 Date: December 8, 2020
 Re: Traffic Volumes for the Proposed Bakery Sorrento Cannabis Outlet (Project #665588)

Mizuta Traffic Consulting (MTC) has prepared this memo to describe how the existing traffic volumes were developed for the proposed Bakery Sorrento Cannabis Outlet project (“Project”).

STUDY AREA

The study area for the Local Mobility Analysis (LMA) includes the following intersections and roadway segments:

Intersections

1. Sorrento Valley Road & Carmel Mountain Road
2. I-5 Southbound Ramps & Carmel Mountain Road
3. I-5 Northbound Ramps & Carmel Mountain Road

Roadway Segments

1. Sorrento Valley Road between Carmel Mountain Road and Project Driveway
2. Sorrento Valley Road between Project Driveway and Sorrento Valley Boulevard

These locations are consistent with the Revised Scoping Memo prepared for the Project.

HISTORICAL TRAFFIC VOLUMES

Due to the current pandemic, traffic volumes on the roadways are below normal conditions. As a result, obtaining new traffic volumes would not represent typical conditions. MTC researched various traffic databases and contacted various traffic count firms. Table 1 summarizes the historical traffic volumes obtained and includes the date of the counts.

Table 1: Historical Traffic Volume Summary

Intersection/Roadway Segment	Count Date
Sorrento Valley Rd & Carmel Mountain Rd ¹	02/27/19
I-5 SB Ramps & Carmel Mountain Rd	02/27/19
I-5 NB Ramps & Carmel Mountain Rd	02/27/19
Sorrento Valley Rd between Carmel Mountain Rd and Project Dwy ²	2016
Sorrento Valley Road between Project Dwy and Sorrento Valley Blvd ²	2016

Notes:

1. Only the AM peak-hour was counted on the day of the count.
2. Traffic counts were referenced from SANDAG’s SB743 Series 14 VMT Web App.



It should be noted that the PM peak-hour data was not available at the Sorrento Valley Road & Carmel Mountain Road intersection. As a result, new traffic counts were obtained on November 17, 2020 and adjusted to reflect normal conditions. Additional details on the adjustments are provided below.

TRAFFIC VOLUME ADJUSTMENTS

The adjustments to the historical traffic volumes were made based on the guidelines contained in the City of San Diego's Development Services Department – Transportation Division "Developing Roadway Segment and Intersection Turning Movement Volumes". The SANDAG Travel Demand Model (Series 14) was referenced to obtain the daily traffic volumes on all legs of the study area intersections and along the study area roadway segments. An annual growth percentage was calculated for all segments and resulted in a range from a low of -0.1 percent to a high of 0.4 percent. For segments that resulted in a negative growth percentage, no growth was assumed to determine the Year 2020 traffic volumes.

Table 2 summarizes the roadway segment volumes and the annual growth percentage for each respective segment.

To estimate the Year 2020 turning movement volumes at the study intersections, the existing turning movements at each respective study intersection were factored up based on the projected Average Daily Traffic (ADT) volumes along each segment. Each respective movement was derived using an iterative approach that balances the inflows and outflows for each approach. The input values include the existing turning movement volumes and future year peak hour approach and departure volumes along each leg of the intersection. The future peak hour approach volumes were estimated by applying the existing peak hour factor (K-factor) and directional distributional percentage (D-factor) to the future ADT volumes along each approach. A more detailed description of the methodology used to forecast turning movement volumes is contained in the *National Cooperative Highway Research Program (NCHRP) 255 Highway Traffic Data for Urbanized Area Project Planning and Design, Chapter 8*.

At the Sorrento Valley Road & Carmel Mountain Road intersection, additional adjustments were required in the PM peak-hour since traffic volumes were not collected in 2019. New traffic counts were obtained at the Sorrento Valley Road & Carmel Mountain Road intersection on November 17, 2020. The entering volumes during the AM peak-hour were compared to the counts obtained in February 2019 and resulted in a 32.7 percent decrease in entering traffic volumes. As a result, the PM peak-hour traffic volumes were increased by 32.7 percent to estimate the traffic volumes for conditions prior to the pandemic.

Figure 1 summarizes the Year 2020 traffic volumes at the intersections and roadway segments in the study area.

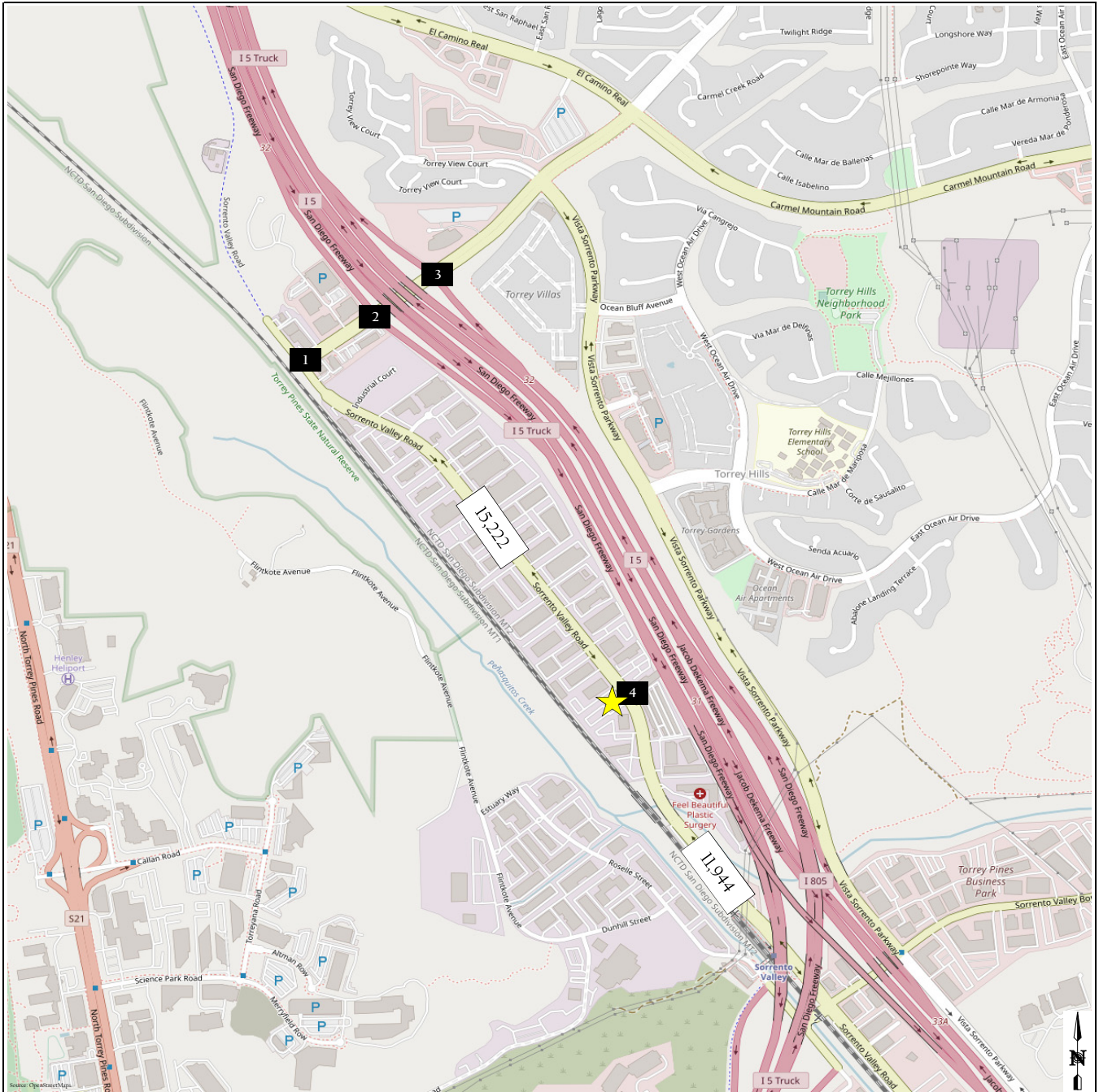


Table 2: Roadway Segment Volume and Annual Growth Percentage Summary

Segment	Forecast Model Year		ADT ¹	Δ in ADT	Δ in %	Annual Growth %	2019 ADT	2020 ADT
	2016	2025						
Sorrento Valley Rd between Carmel Mountain Rd and Proj Dwy	2016	2025	15,000	500	3%	0.4%	15,167	15,222
			15,500					
Sorrento Valley Rd between Proj Dwy and Sorrento Valley Blvd	2016	2025	11,900	100	1%	0.1%	11,933	11,944
			12,000					
Sorrento Valley Rd s/o Carmel Mountain Rd	2016	2025	18,400	600	3%	0.4%	18,600	18,667
			19,000					
Carmel Mountain Rd between Sorrento Valley Rd & I-5 SB Ramps	2016	2025	18,400	600	3%	0.4%	18,600	18,667
			19,000					
Carmel Mountain Rd between I-5 SB Ramps & I-5 NB Ramps	2016	2025	22,900	400	2%	0.2%	23,033	23,078
			23,300					
Carmel Mountain Rd e/o I-5 NB Ramps	2016	2025	31,500	100	0%	0.0%	31,533	31,544
			31,600					
I-5 NB Ramps n/o Carmel Mountain Rd	2016	2025	10,600	0	0%	0.0%	10,600	10,600
			10,600					
I-5 NB Ramps s/o Carmel Mountain Rd	2016	2025	11,200	-100	-1%	-0.1%	11,200	11,200
			11,100					
I-5 SB Ramps n/o Carmel Mountain Rd	2016	2025	10,800	0	0%	0.0%	10,800	10,800
			10,800					
I-5 SB Ramps s/o Carmel Mountain Rd	2016	2025	10,800	-100	-1%	-0.1%	10,800	10,800
			10,700					

Notes:

- Traffic volumes were referenced from SANDAG's SB743 Series 14 VMT Web App (tfic.sandag.org/map.html)



xx / yy - AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

xx,xxx ADT

Sorrento Valley Rd & Carmel Mountain Rd	I-5 SB Ramps & Carmel Mountain Rd	I-5 NB Ramps & Carmel Mountain Rd	Sorrento Valley Rd & Proj Wy																						
<table border="1"> <tr> <td>3 / 3</td> <td>11 / 1</td> </tr> <tr> <td>7 / 3</td> <td>683 / 315</td> </tr> </table> <p>1</p> <table border="1"> <tr> <td>1 / 0</td> <td>154 / 589</td> </tr> </table>	3 / 3	11 / 1	7 / 3	683 / 315	1 / 0	154 / 589	<table border="1"> <tr> <td>235 / 293</td> <td>264 / 445</td> </tr> <tr> <td>1 / 1</td> <td>375 / 887</td> </tr> <tr> <td></td> <td>528 / 928</td> </tr> </table> <p>2</p> <table border="1"> <tr> <td>667 / 665</td> <td>590 / 235</td> </tr> </table>	235 / 293	264 / 445	1 / 1	375 / 887		528 / 928	667 / 665	590 / 235	<table border="1"> <tr> <td>326 / 536</td> <td>751 / 1434</td> </tr> </table> <p>3</p> <table border="1"> <tr> <td>326 / 236</td> <td>615 / 867</td> </tr> <tr> <td>161 / 360</td> <td>3 / 5</td> </tr> <tr> <td></td> <td>1021 / 888</td> </tr> </table>	326 / 536	751 / 1434	326 / 236	615 / 867	161 / 360	3 / 5		1021 / 888	Does not exist
3 / 3	11 / 1																								
7 / 3	683 / 315																								
1 / 0	154 / 589																								
235 / 293	264 / 445																								
1 / 1	375 / 887																								
	528 / 928																								
667 / 665	590 / 235																								
326 / 536	751 / 1434																								
326 / 236	615 / 867																								
161 / 360	3 / 5																								
	1021 / 888																								



Bakery Sorrento Inc.
 Existing Conditions (2020) Traffic Volumes

Figure 1



CUMULATIVE PROJECTS

A review of the City's Open DSD for other reasonably foreseeable projects in the vicinity of the Project that would contribute traffic to the study area resulted in one project. A brief description of the cumulative project with their project ID shown in parenthesis include the following:

- 1) Sorrento Valley Road Storage (#653016) – This project consists of a 208,305 sf self-storage building.

Table 3 summarizes the trip generation for the cumulative project.

Table 3: Cumulative Trip Generation Summary

TRIP GENERATION RATES ¹								
Land Use	Weekday Daily	AM PEAK			PM PEAK			
		% ADT	In:Out Ratio		% ADT	In:Out Ratio		
Rental Storage	2 trips / ksf	6%	0.50 : 0.50		9%	0.50 : 0.50		
TRIP GENERATION CALCULATIONS								
Land Use	Amount	ADT	AM PEAK			PM PEAK		
			In	Out	Total	In	Out	Total
Cumulative Projects								
Sorrento Valley Road Storage	208,305 ksf	417	13	13	26	19	19	38
Driveway Trips		417	13	13	26	19	19	38

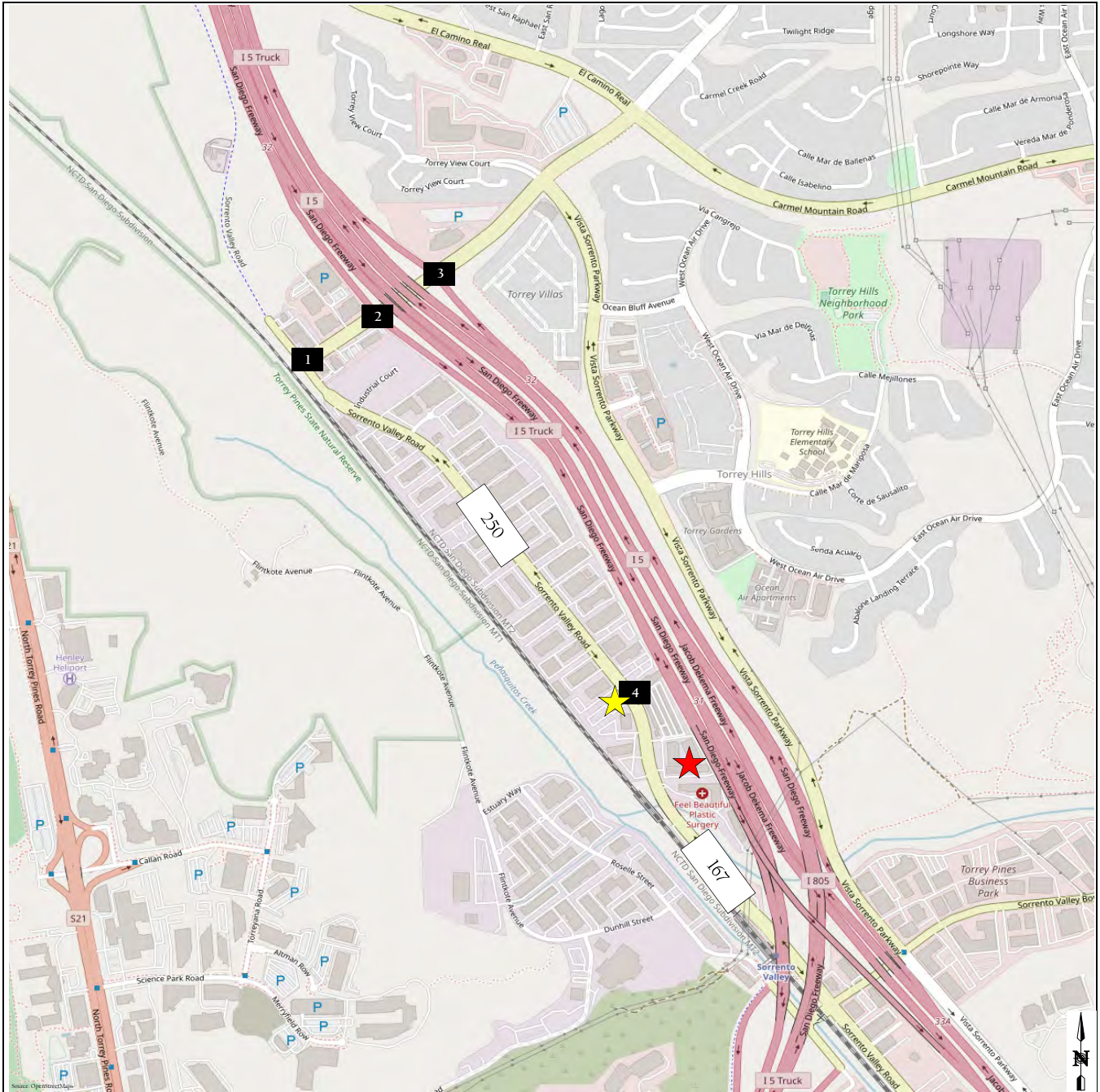
Notes:

ksf: 1,000 square feet

1. The trip rates are based on the *City of San Diego's Trip Generation Manual, May 2003*.

As shown in the table, the total trip generation for the cumulative project results in approximately 417 daily trips with 26 AM peak-hour trips and 38 PM peak-hour trips. These trips were distributed through the intersections and roadway segments based on existing travel patterns and logical connections to regional facilities.

Figure 2 illustrates the cumulative traffic volumes and Figure 3 illustrates the cumulative project trip distribution.



xx / yy - AM / PM Peak-Hour Turning Movement Volumes
 The naming convention for intersections is North / South & East / West

xx,xxx ADT

★ Cumulative Project Location

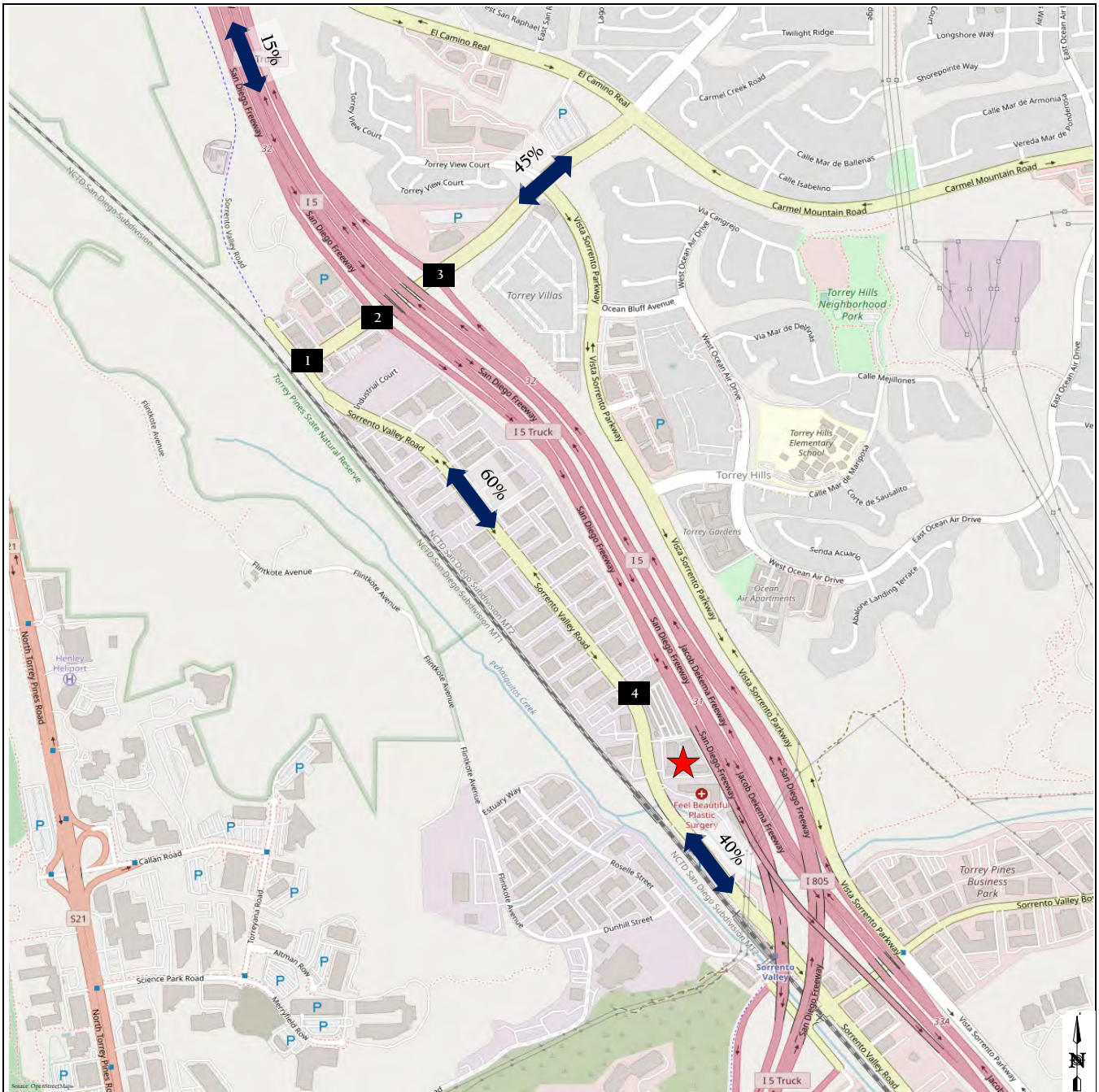
Sorrento Valley Rd & Carmel Mountain Rd I-5 SB Ramps & Carmel Mountain Rd I-5 NB Ramps & Carmel Mountain Rd Sorrento Valley Rd & Proj Dwy

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Bakery Sorrento Inc.
 Cumulative Traffic Volumes

Figure 2



xx% / (yy%) - Enter % / (Exit %)

The naming convention for intersections is North / South & East / West

↔ Trip Distribution Percentage

Sorrento Valley Rd & Carmel Mountain Rd	I-5 SB Ramps & Carmel Mountain Rd	I-5 NB Ramps & Carmel Mountain Rd	Sorrento Valley Rd & Proj Dwy
<p>1</p> <p>↖ 60% / (0%)</p> <p>↘ 0% / (60%)</p>	<p>2</p> <p>↖ 15% / (0%)</p> <p>↘ 0% / (60%)</p> <p>← 45% / (0%)</p> <p>→</p>	<p>3</p> <p>↖ 0% / (15%)</p> <p>↘ 0% / (45%)</p> <p>← 45% / (0%)</p>	<p>4</p> <p>↖ 60% / (0%)</p> <p>↘ 0% / (60%)</p>



Bakery Sorrento Inc.
Cumulative Project Trip Distribution

Figure 3

ATTACHMENTS

- Methodology for Developing Roadway Segment and Intersection Turning Movement Volumes
- Existing Traffic Volume Data
- Excerpts from the SANDAG Travel Demand Model – Series 14
- Cumulative Project Location Maps and Descriptions

Developing Roadway Segment and Intersection Turning Movement Volumes
 Development Services Department – Transportation Development

1. Find available intersection turning movement counts nearest to *Existing Year* for the study intersection. If intersection counts are NOT available, conduct intersection turning movement counts and segment counts for each intersection leg (for use in Step 7).
2. Find available roadway segment ADT counts nearest to *Existing Year* for all legs of the study intersection, whether or not intersection counts are available.
3. Use [SANDAG Travel Demand Model](#) to calculate annual growth between *Base Year* and next *forecast year* (RTIP) consistent with the anticipated project timeline for each study area roadway segment based on the following equation:

$$Annual\ Growth\ (\%) = \frac{Forecast\ Year\ Segment\ Volume - Base\ Year\ Segment\ Volume}{Forecast\ Year - Base\ Year}$$

- a. If positive growth, proceed to step 5
 - b. If negative growth, proceed to step 4
4. Consider the following to decide if negative growth assumption is appropriate:
 - a. If *forecast year* roadway network includes an improvement that is not included in base year roadway network AND existing roadway network matches forecast year roadway network, THEN negative growth may be appropriate.
 - b. If *forecast year* includes intensification of land uses that is not included in model base year land uses, THEN negative growth would not be appropriate.
 - c. If 3.a or 3.b do not support the negative growth assumption, THEN use zero growth.
 5. Apply annual growth based on the following:
 - a. If historical segment count for intersection leg IS available, apply growth annually to segment count to *desired existing year*:

$$Desired\ Existing\ Year\ Volume = Historical\ Segment\ Count + [Growth \times (Desired\ Existing\ Year - Segment\ Count\ Year)]$$

- b. If historical segment count for intersection leg IS NOT available, apply growth annually to *base year* volume to *desired existing year*:

$$Desired\ Existing\ Year\ Volume = Model\ Base\ Year\ Volume + [Growth \times (Desired\ Existing\ Year - Model\ Base\ Year)]$$

6. If intersection turning movement count IS available AND intersection count year is different than historical segment count year, per intersection leg, repeat step 5 using intersection count year in place of *desired existing year* to project segment volumes associated with the intersection count.
7. If intersection turning movement count IS NOT available, repeat Step 3 annual growth equation using *Existing Year* segment count from Step 1 as *forecast year* segment volume in equation. Compare this annual growth to Step 3 growth and use engineering judgment to decide if any growth should be applied to intersection counts from Step 1, using method in Step 8.

PC ATTACHMENT 4

Developing Roadway Segment and Intersection Turning Movement Volumes

Development Services Department – Transportation Development

8. Apply [NCHRP 255 Appendix Ch 8](#) Directional Volume Method to project *desired existing year* intersection turning movement volumes, using segment volumes from Step 5 as “base year” and volumes from Step 6 as “future year”.

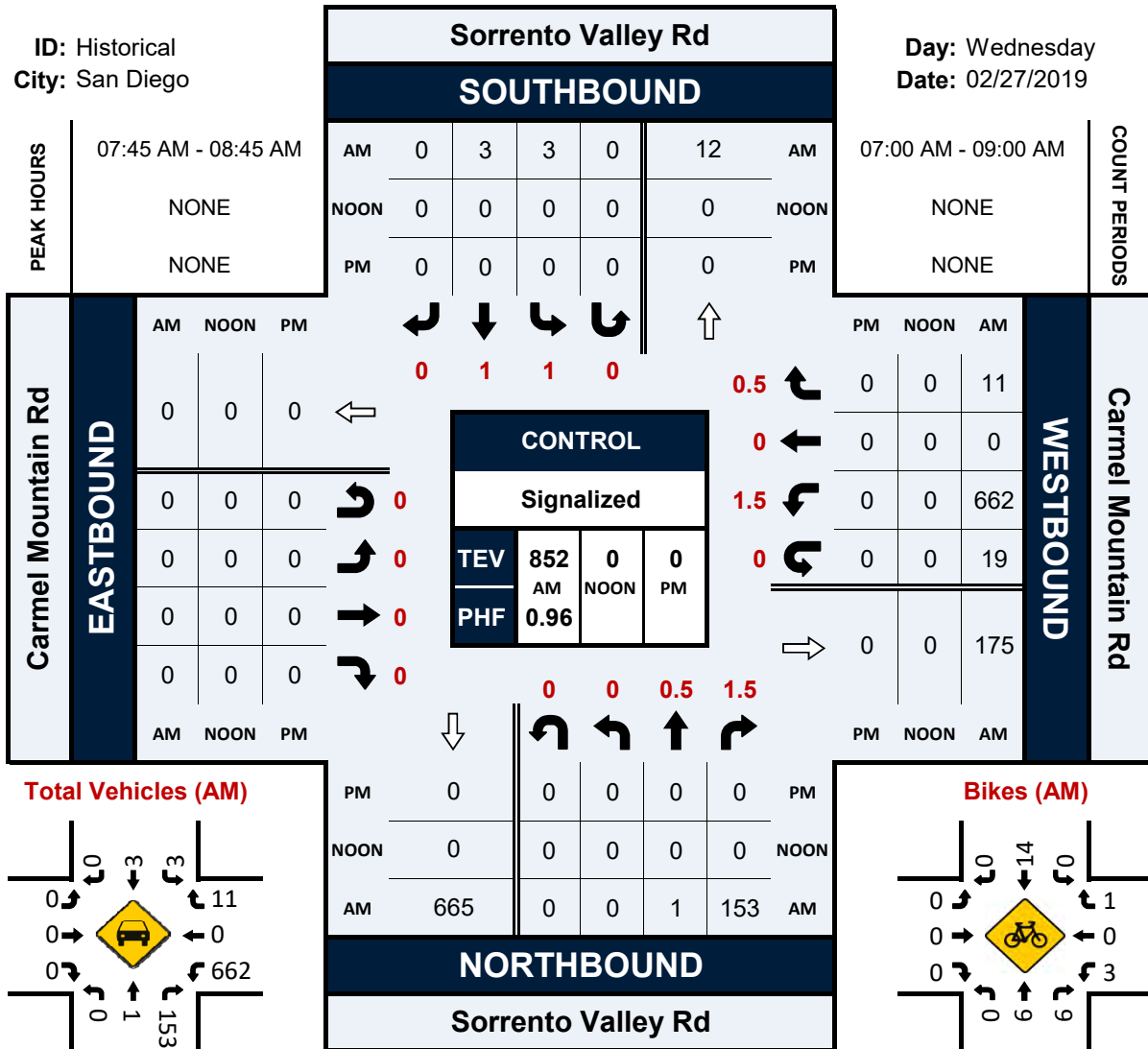
Prepared by National Data & Surveying Services

Sorrento Valley Rd & Carmel Mountain Rd

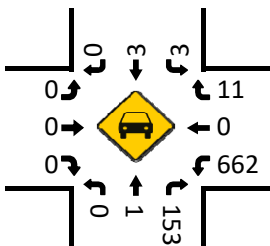
Peak Hour Turning Movement Count

ID: Historical
City: San Diego

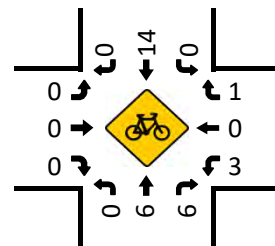
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Date: 02/27/2019



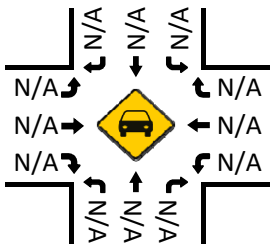
Total Vehicles (AM)



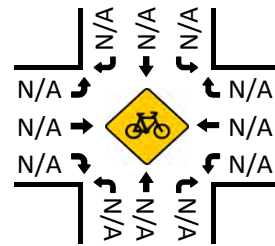
Bikes (AM)



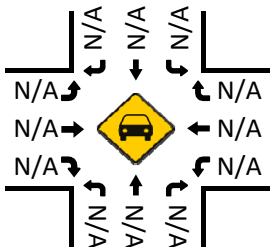
Total Vehicles (Noon)



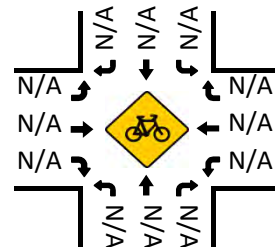
Bikes (NOON)



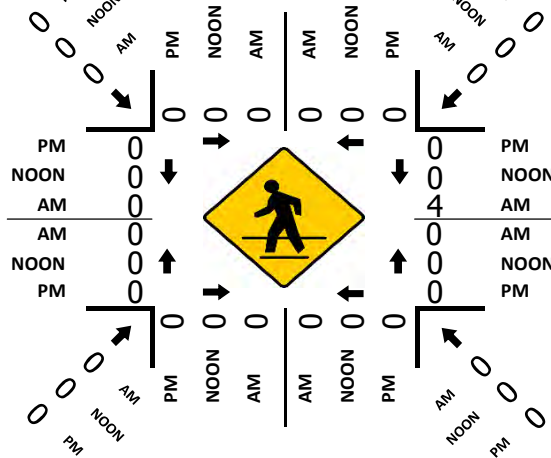
Total Vehicles (PM)



Bikes (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services Intersection Turning Movement Count

Location: Sorrento Valley Rd & Carmel Mountain Rd
City: San Diego
Control: Signalized

Project ID: Historical
Date: 2/27/2019

Total

NS/EW Streets:	Sorrento Valley Rd				Sorrento Valley Rd				Carmel Mountain Rd				Carmel Mountain Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	38	0	1	1	0	0	0	0	0	0	141	0	1	1	181
7:15 AM	0	0	35	0	1	0	0	0	0	0	0	0	131	0	2	3	172
7:30 AM	0	2	41	0	0	0	0	0	0	0	0	0	125	0	3	2	173
7:45 AM	0	0	33	0	1	1	0	0	0	0	0	0	176	0	4	4	219
8:00 AM	0	1	45	0	1	0	0	0	0	0	0	0	149	0	3	2	201
8:15 AM	0	0	31	0	0	0	0	0	0	0	0	0	171	0	3	5	210
8:30 AM	0	0	44	0	1	2	0	0	0	0	0	0	166	0	1	8	222
8:45 AM	0	2	36	0	1	0	0	0	0	0	0	0	167	0	1	10	217
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	5	303	0	5	3	0	0	0	0	0	0	1226	0	18	35	1595
	0.00%	1.62%	98.38%	0.00%	62.50%	37.50%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	95.86%	0.00%	1.41%	2.74%	
PEAK HR :	07:45 AM - 08:45 AM																TOTAL
PEAK HR VOL :	0	1	153	0	3	3	0	0	0	0	0	0	662	0	11	19	852
PEAK HR FACTOR :	0.000	0.250	0.850	0.000	0.750	0.375	0.000	0.000	0.000	0.000	0.000	0.000	0.940	0.000	0.688	0.594	0.959
	0.837				0.500								0.940				

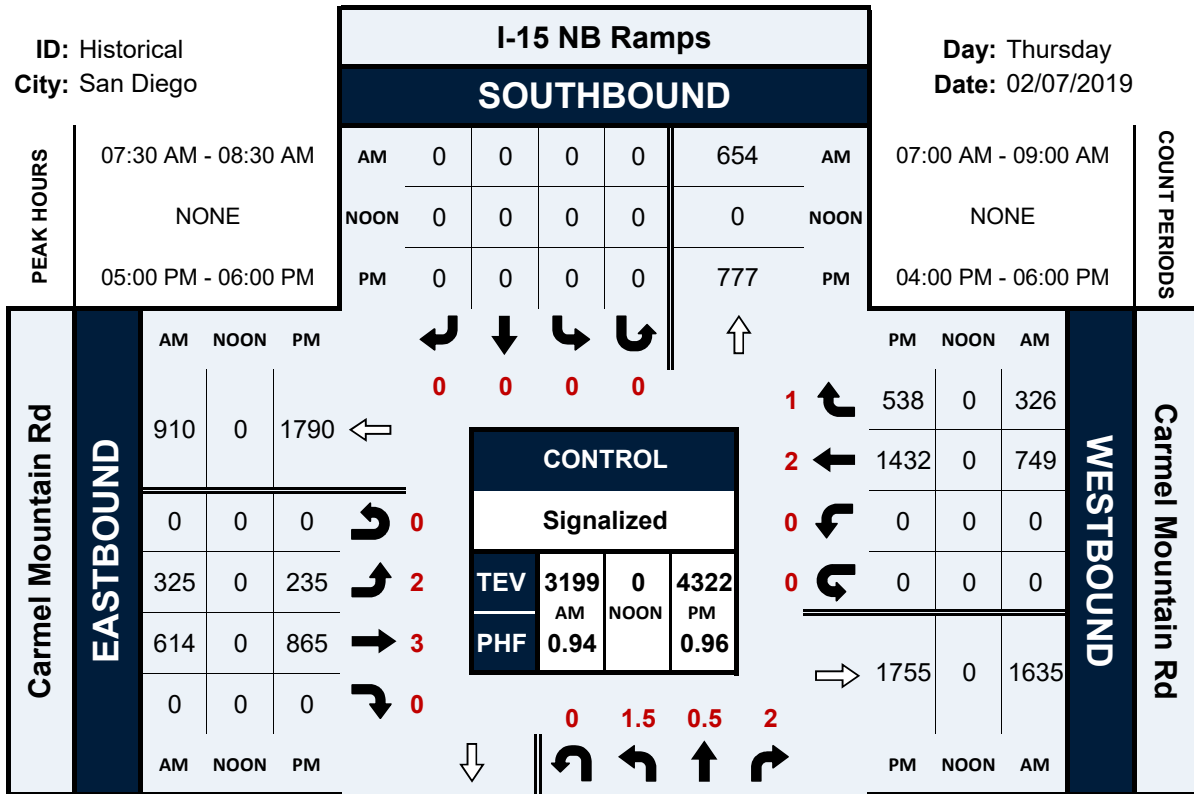
Prepared by National Data & Surveying Services

I-15 NB Ramps & Carmel Mountain Rd

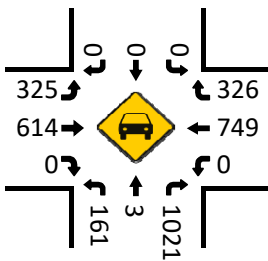
Peak Hour Turning Movement Count

ID: Historical
City: San Diego

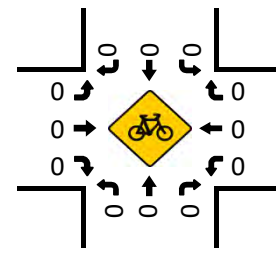
Day: Thursday
Date: 02/07/2019



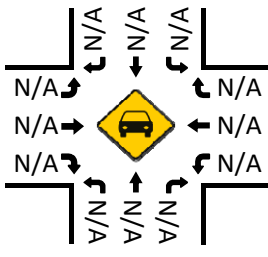
Total Vehicles (AM)



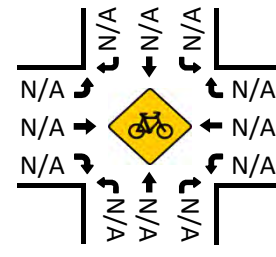
Bikes (AM)



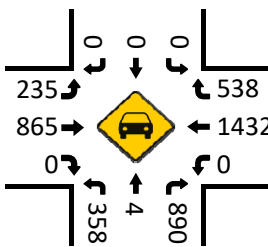
Total Vehicles (Noon)



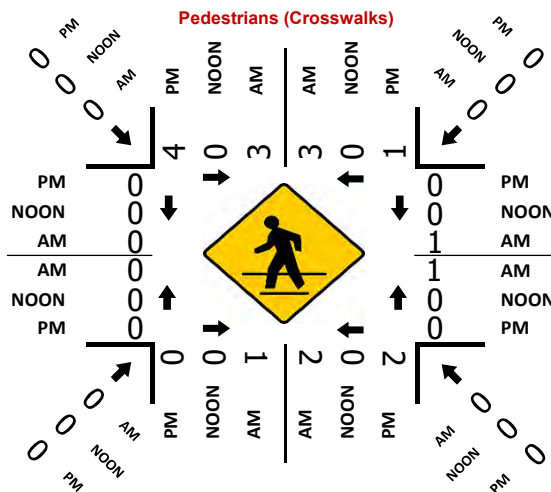
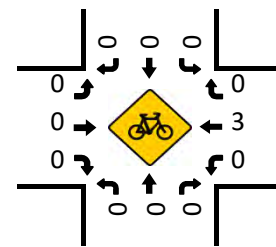
Bikes (NOON)



Total Vehicles (PM)



Bikes (PM)



National Data & Surveying Services

Intersection Turning Movement Count

Location: I-15 NB Ramps & Carmel Mountain Rd
 City: San Diego
 Control: Signalized

Project ID: Historical
 Date: 2/7/2019

Total

NS/EW Streets:	I-15 NB Ramps				I-15 NB Ramps				Carmel Mountain Rd				Carmel Mountain Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5 NL	0.5 NT	2 NR	0 NU	0 SL	0 ST	0 SR	0 SU	2 EL	3 ET	0 ER	0 EU	0 WL	2 WT	1 WR	0 WU	
7:00 AM	35	0	222	0	0	0	0	0	76	127	0	0	0	202	71	0	733
7:15 AM	29	0	258	0	0	0	0	0	62	151	0	0	0	202	76	0	778
7:30 AM	46	0	224	0	0	0	0	0	97	133	0	0	0	193	91	0	784
7:45 AM	35	0	296	0	0	0	0	0	80	169	0	0	0	187	82	0	849
8:00 AM	35	2	229	0	0	0	0	0	75	151	0	0	0	167	80	0	739
8:15 AM	45	1	272	0	0	0	0	0	73	161	0	0	0	202	73	0	827
8:30 AM	44	1	233	0	0	0	0	0	73	170	0	0	0	169	71	0	761
8:45 AM	43	0	265	0	0	0	0	0	56	179	0	0	0	155	69	0	767
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	312	4	1999	0	0	0	0	0	592	1241	0	0	0	1477	613	0	6238
	13.48%	0.17%	86.35%	0.00%					32.30%	67.70%	0.00%	0.00%	0.00%	70.67%	29.33%	0.00%	
PEAK HR :	07:30 AM - 08:30 AM																TOTAL
PEAK HR VOL :	161	3	1021	0	0	0	0	0	325	614	0	0	0	749	326	0	3199
PEAK HR FACTOR :	0.875	0.375	0.862	0.000	0.000	0.000	0.000	0.000	0.838	0.908	0.000	0.000	0.000	0.927	0.896	0.000	0.942
	0.895								0.943				0.946				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	1.5 NL	0.5 NT	2 NR	0 NU	0 SL	0 ST	0 SR	0 SU	2 EL	3 ET	0 ER	0 EU	0 WL	2 WT	1 WR	0 WU	
4:00 PM	71	0	211	0	0	0	0	0	57	198	0	0	0	342	109	0	988
4:15 PM	82	4	181	0	0	0	0	0	45	183	0	0	0	339	110	0	944
4:30 PM	69	9	205	0	0	0	0	0	64	207	0	0	0	345	136	0	1035
4:45 PM	83	5	208	0	0	0	0	0	47	215	0	0	0	324	130	0	1012
5:00 PM	92	1	208	0	0	0	0	0	56	185	0	0	0	373	134	0	1049
5:15 PM	76	3	229	0	0	0	0	0	63	234	0	0	0	361	152	0	1118
5:30 PM	109	0	230	0	0	0	0	0	55	220	0	0	0	361	155	0	1130
5:45 PM	81	0	223	0	0	0	0	0	61	226	0	0	0	337	97	0	1025
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	663	22	1695	0	0	0	0	0	448	1668	0	0	0	2782	1023	0	8301
	27.86%	0.92%	71.22%	0.00%					21.17%	78.83%	0.00%	0.00%	0.00%	73.11%	26.89%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	358	4	890	0	0	0	0	0	235	865	0	0	0	1432	538	0	4322
PEAK HR FACTOR :	0.821	0.333	0.967	0.000	0.000	0.000	0.000	0.000	0.933	0.924	0.000	0.000	0.000	0.960	0.868	0.000	0.956
	0.923								0.926				0.954				

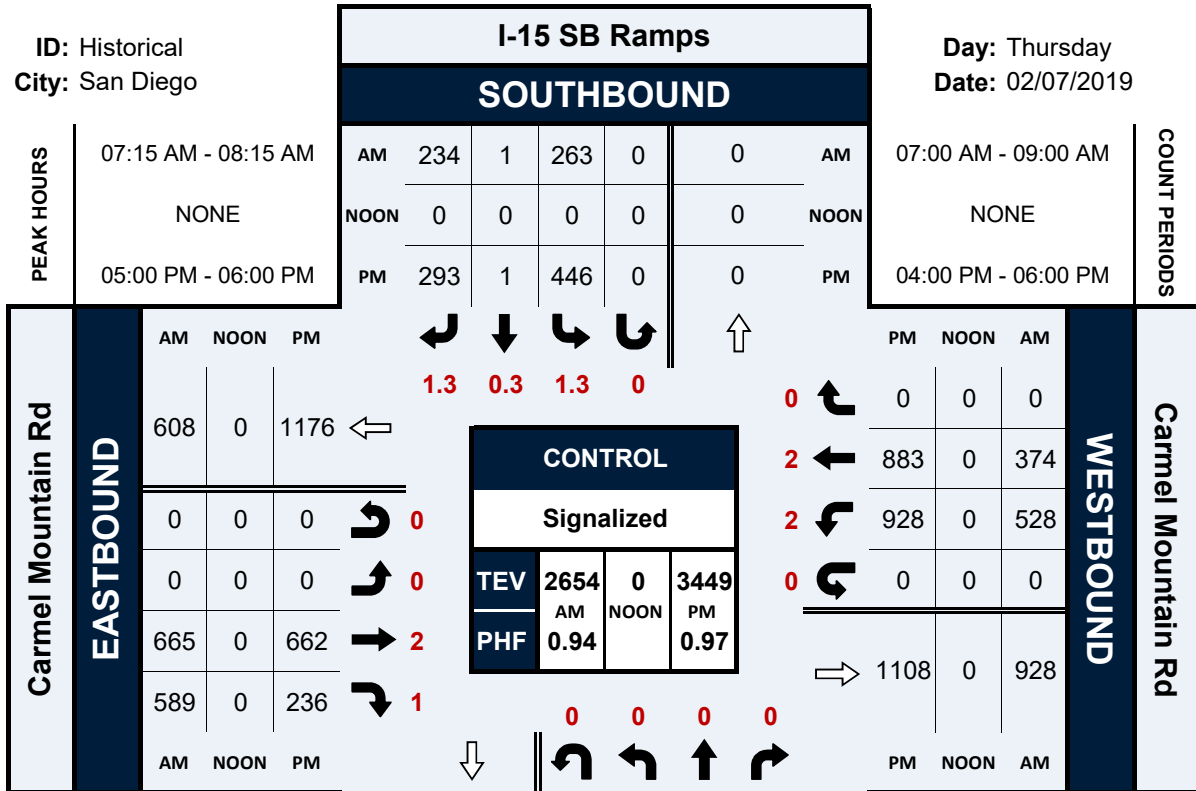
Prepared by National Data & Surveying Services

I-15 SB Ramps & Carmel Mountain Rd

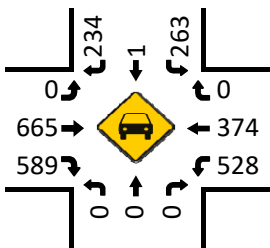
Peak Hour Turning Movement Count

ID: Historical
City: San Diego

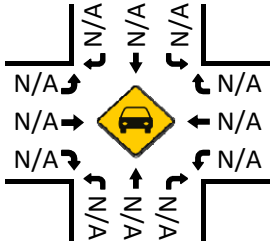
Day: Thursday
Date: 02/07/2019



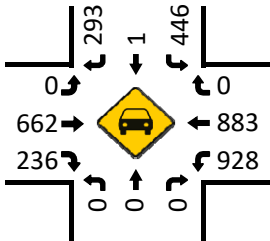
Total Vehicles (AM)



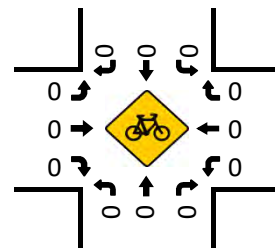
Total Vehicles (Noon)



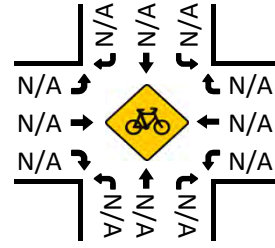
Total Vehicles (PM)



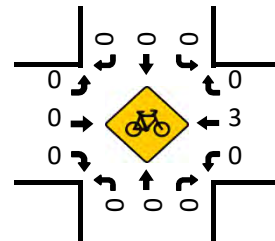
Bikes (AM)



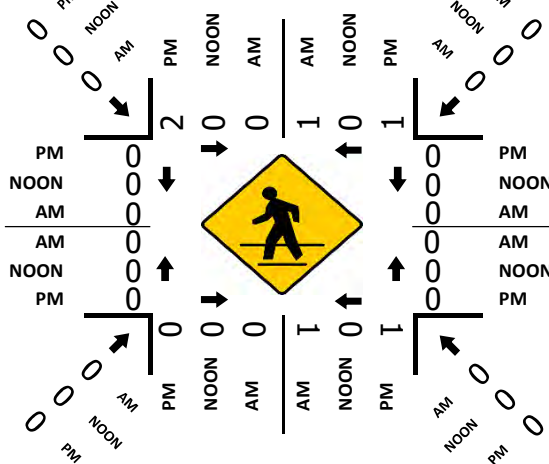
Bikes (NOON)



Bikes (PM)



Pedestrians (Crosswalks)



National Data & Surveying Services

Intersection Turning Movement Count

Location: I-15 SB Ramps & Carmel Mountain Rd
 City: San Diego
 Control: Signalized

Project ID: Historical
 Date: 2/7/2019

Total

NS/EW Streets:	I-15 SB Ramps				I-15 SB Ramps				Carmel Mountain Rd				Carmel Mountain Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	0	0	1.3	0.3	1.3	0	0	2	1	0	2	2	0	0	586
7:15 AM	0	0	0	0	43	0	62	0	0	138	125	0	140	78	0	0	667
7:30 AM	0	0	0	0	67	0	47	0	0	151	158	0	151	93	0	0	708
7:45 AM	0	0	0	0	53	1	66	0	0	190	171	0	138	89	0	0	645
8:00 AM	0	0	0	0	72	0	65	0	0	163	115	0	124	106	0	0	634
8:15 AM	0	0	0	0	71	0	56	0	0	161	145	0	115	86	0	0	663
8:30 AM	0	0	0	0	74	1	52	0	0	161	128	0	138	109	0	0	636
8:45 AM	0	0	0	0	74	0	55	0	0	168	117	0	122	100	0	0	583
	0	0	0	0	71	1	56	0	0	170	94	0	101	90	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	525	3	459	0	0	1302	1053	0	1029	751	0	0	5122
					53.19%	0.30%	46.50%	0.00%	0.00%	55.29%	44.71%	0.00%	57.81%	42.19%	0.00%	0.00%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	0	0	0	263	1	234	0	0	665	589	0	528	374	0	0	2654
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.913	0.250	0.886	0.000	0.000	0.875	0.861	0.000	0.874	0.882	0.000	0.000	0.937
					0.909				0.868				0.924				

NS/EW Streets:	I-15 SB Ramps				I-15 SB Ramps				Carmel Mountain Rd				Carmel Mountain Rd				
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	0	0	1.3	0.3	1.3	0	0	2	1	0	2	2	0	0	811
4:15 PM	0	0	0	0	108	0	66	0	0	155	64	0	230	188	0	0	767
4:30 PM	0	0	0	0	95	1	74	0	0	143	55	0	210	189	0	0	831
4:45 PM	0	0	0	0	86	2	80	0	0	170	59	0	226	208	0	0	834
5:00 PM	0	0	0	0	95	0	97	0	0	171	76	0	215	180	0	0	828
5:15 PM	0	0	0	0	89	0	70	0	0	143	56	0	240	230	0	0	873
5:30 PM	0	0	0	0	116	1	79	0	0	186	56	0	242	193	0	0	889
5:45 PM	0	0	0	0	127	0	65	0	0	161	76	0	231	229	0	0	859
	0	0	0	0	114	0	79	0	0	172	48	0	215	231	0	0	
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
APPROACH %'s :	0	0	0	0	830	4	610	0	0	1301	490	0	1809	1648	0	0	6692
					57.48%	0.28%	42.24%	0.00%	0.00%	72.64%	27.36%	0.00%	52.33%	47.67%	0.00%	0.00%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	0	0	446	1	293	0	0	662	236	0	928	883	0	0	3449
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.878	0.250	0.927	0.000	0.000	0.890	0.776	0.000	0.959	0.956	0.000	0.000	0.970
					0.944				0.928				0.963				

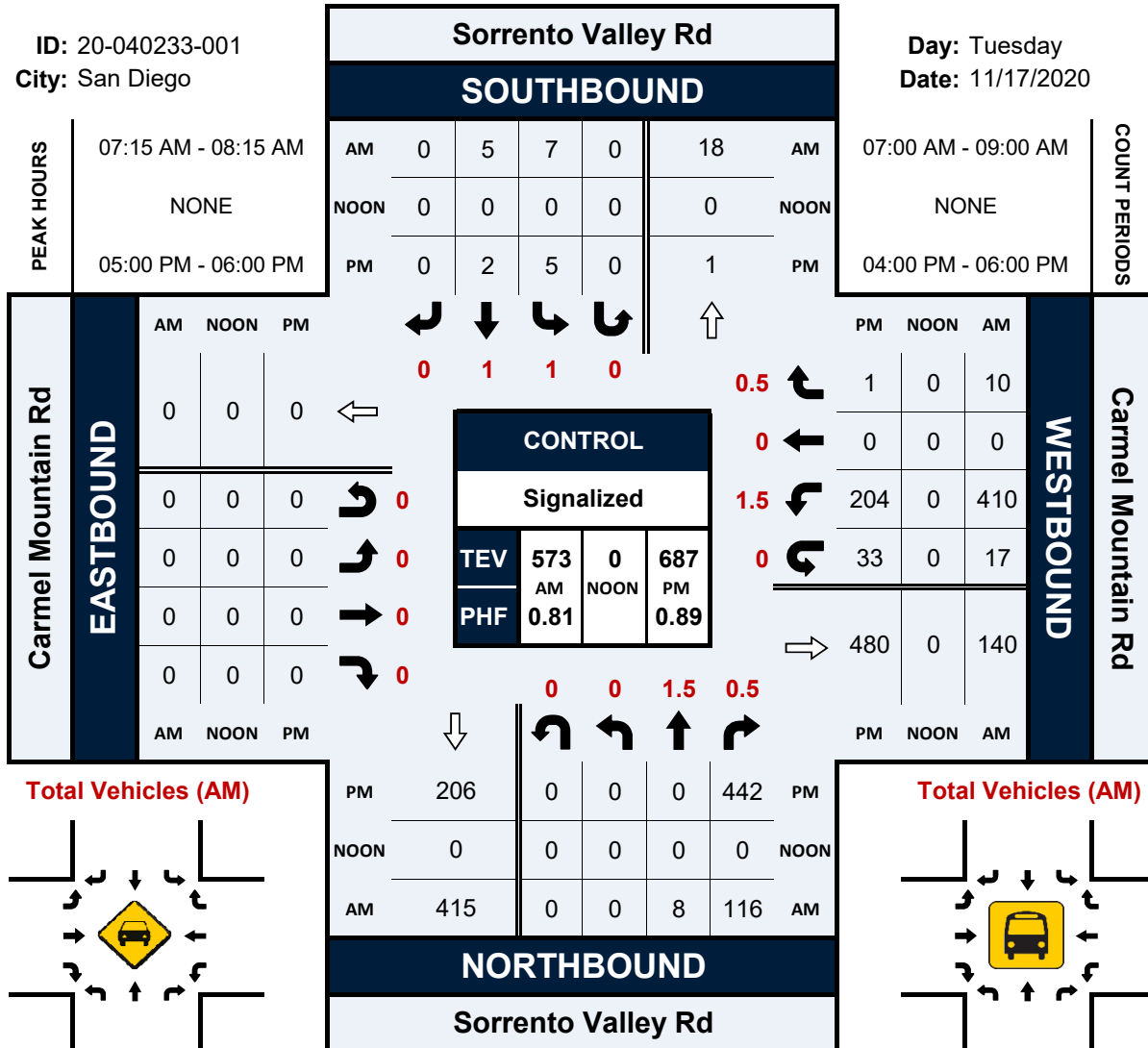
Prepared by National Data & Surveying Services

Sorrento Valley Rd & Carmel Mountain Rd

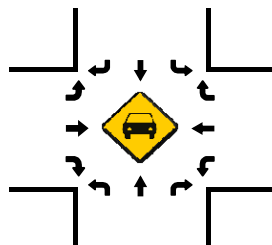
Peak Hour Turning Movement Count

ID: 20-040233-001
City: San Diego

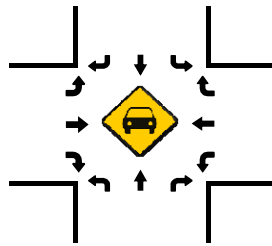
Day: Tuesday
Date: 11/17/2020



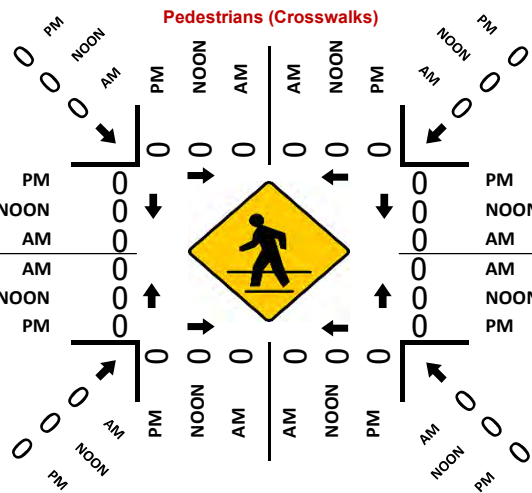
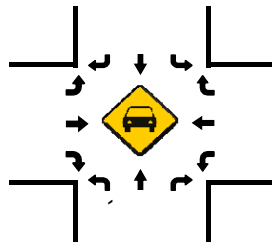
Total Vehicles (AM)



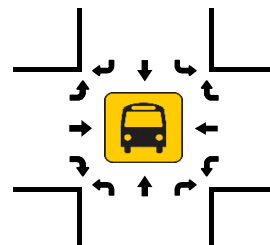
Total Vehicles (NOON)



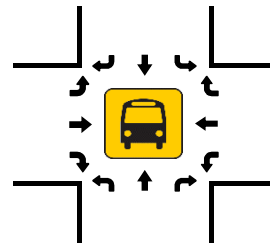
Total Vehicles (PM)



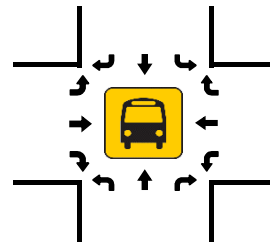
Total Vehicles (AM)



Total Vehicles (NOON)



Total Vehicles (PM)



National Data & Surveying Services Intersection Turning Movement Count

Location: Sorrento Valley Rd & Carmel Mountain Rd
City: San Diego
Control: Signalized

Project ID: 20-040233-001
Date: 11/17/2020

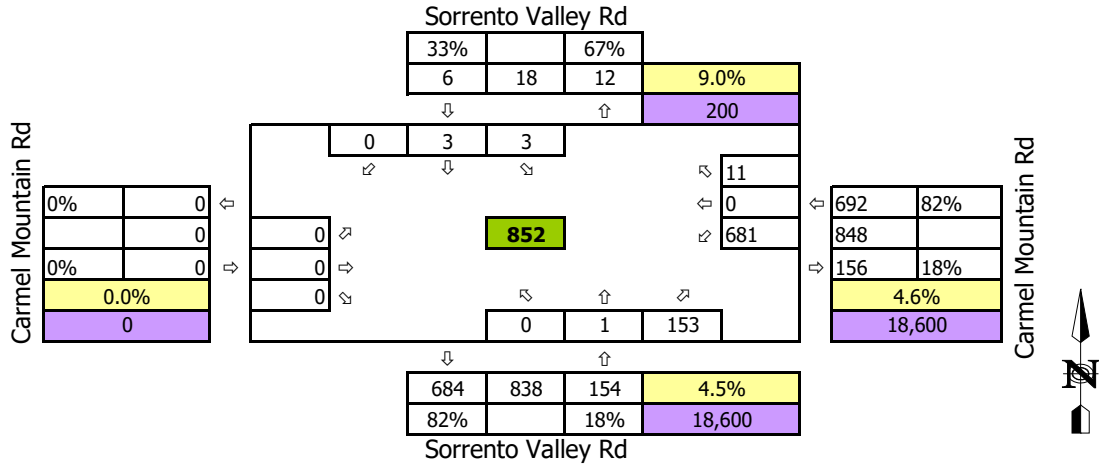
Total

NS/EW Streets:	Sorrento Valley Rd				Sorrento Valley Rd				Carmel Mountain Rd				Carmel Mountain Rd				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
7:00 AM	0	0	23	0	1	0	0	0	0	0	0	0	80	0	1	2	107
7:15 AM	0	2	21	0	0	0	0	0	0	0	0	0	96	0	1	3	123
7:30 AM	0	2	29	0	0	3	0	0	0	0	0	0	100	0	3	1	138
7:45 AM	0	4	29	0	6	0	0	0	0	0	0	0	127	0	3	8	177
8:00 AM	0	0	37	0	1	2	0	0	0	0	0	0	87	0	3	5	135
8:15 AM	0	1	34	0	1	1	0	0	0	0	0	0	67	0	2	3	109
8:30 AM	0	1	34	0	2	0	0	0	0	0	0	0	80	0	1	3	121
8:45 AM	0	2	35	0	0	0	0	0	0	0	0	0	102	0	2	20	161
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	12	242	0	11	6	0	0	0	0	0	0	739	0	16	45	1071
APPROACH %'s :	0.00%	4.72%	95.28%	0.00%	64.71%	35.29%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	92.38%	0.00%	2.00%	5.63%	
PEAK HR :	07:15 AM - 08:15 AM																TOTAL
PEAK HR VOL :	0	8	116	0	7	5	0	0	0	0	0	0	410	0	10	17	573
PEAK HR FACTOR :	0.000	0.500	0.784	0.000	0.292	0.417	0.000	0.000	0.000	0.000	0.000	0.000	0.807	0.000	0.833	0.531	0.809
	0.838				0.500								0.792				

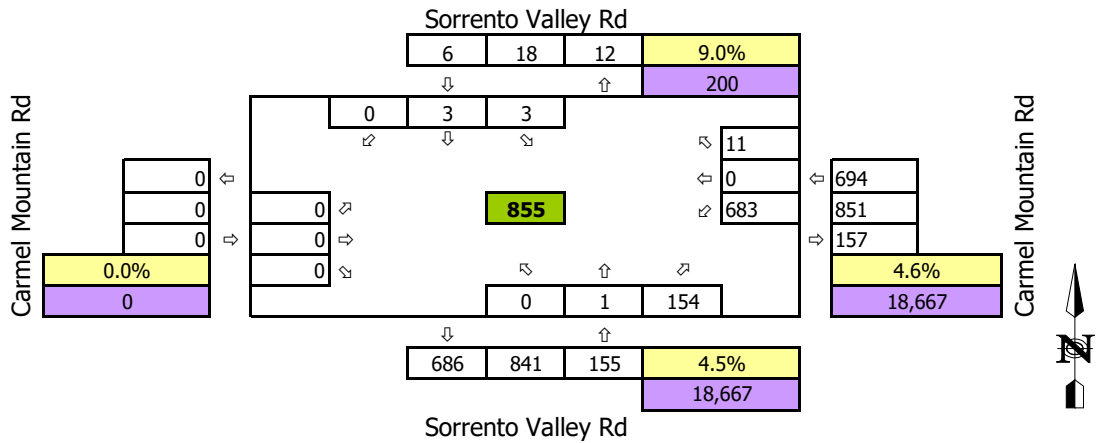
PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				TOTAL
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	
4:00 PM	0	0	118	0	2	1	0	0	0	0	0	0	33	0	1	11	166
4:15 PM	0	2	100	0	0	1	0	0	0	0	0	0	43	0	0	2	148
4:30 PM	0	1	98	0	2	2	0	0	0	0	0	0	45	0	1	10	159
4:45 PM	0	0	99	0	0	2	0	0	0	0	0	0	43	0	0	10	154
5:00 PM	0	0	134	0	3	2	0	0	0	0	0	0	44	0	0	11	194
5:15 PM	0	0	91	0	2	0	0	0	0	0	0	0	57	0	1	7	158
5:30 PM	0	0	108	0	0	0	0	0	0	0	0	0	50	0	0	8	166
5:45 PM	0	0	109	0	0	0	0	0	0	0	0	0	53	0	0	7	169
TOTAL VOLUMES :	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	0	3	857	0	9	8	0	0	0	0	0	0	368	0	3	66	1314
APPROACH %'s :	0.00%	0.35%	99.65%	0.00%	52.94%	47.06%	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%	84.21%	0.00%	0.69%	15.10%	
PEAK HR :	05:00 PM - 06:00 PM																TOTAL
PEAK HR VOL :	0	0	442	0	5	2	0	0	0	0	0	0	204	0	1	33	687
PEAK HR FACTOR :	0.000	0.000	0.825	0.000	0.417	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.895	0.000	0.250	0.750	0.885
	0.825				0.350								0.915				

Int 1 AM Peak Volumes

Scenario: **Existing (2019)**
 N/S Street: **Sorrento Valley Rd**
 E/W Street: **Carmel Mountain Rd**
 Intersection #: **1**



Scenario: **Existing (2020)**
 N/S Street: **Sorrento Valley Rd**
 E/W Street: **Carmel Mountain Rd**

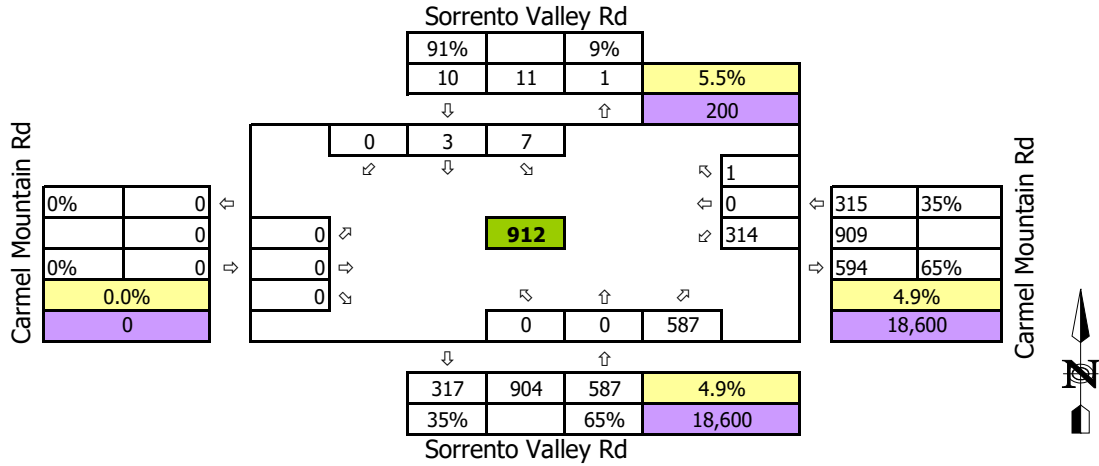


LEGEND

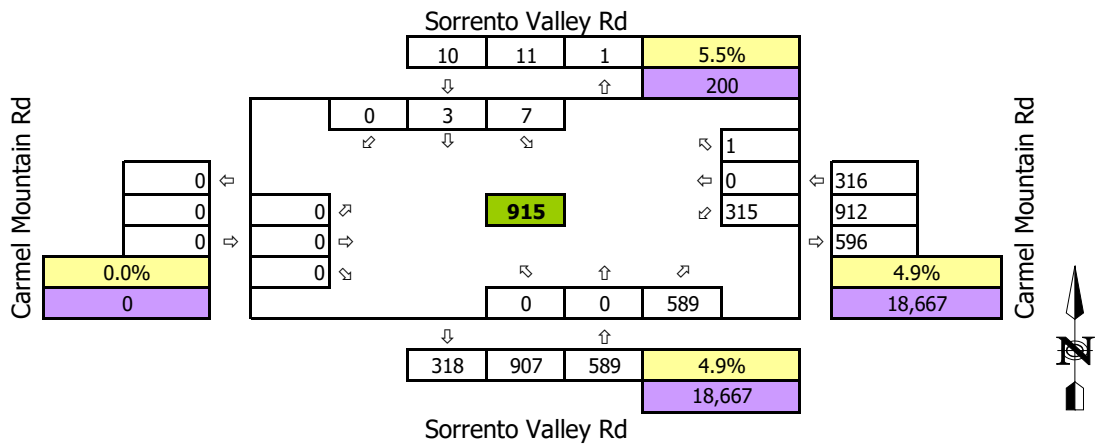
Existing K-Factor	xx%
ADT Volume	xx

Int 1 PM Peak Volumes

Scenario: **Existing (2019)**
 N/S Street: **Sorrento Valley Rd**
 E/W Street: **Carmel Mountain Rd**
 Intersection #: **1**



Scenario: **Existing (2020)**
 N/S Street: **Sorrento Valley Rd**
 E/W Street: **Carmel Mountain Rd**



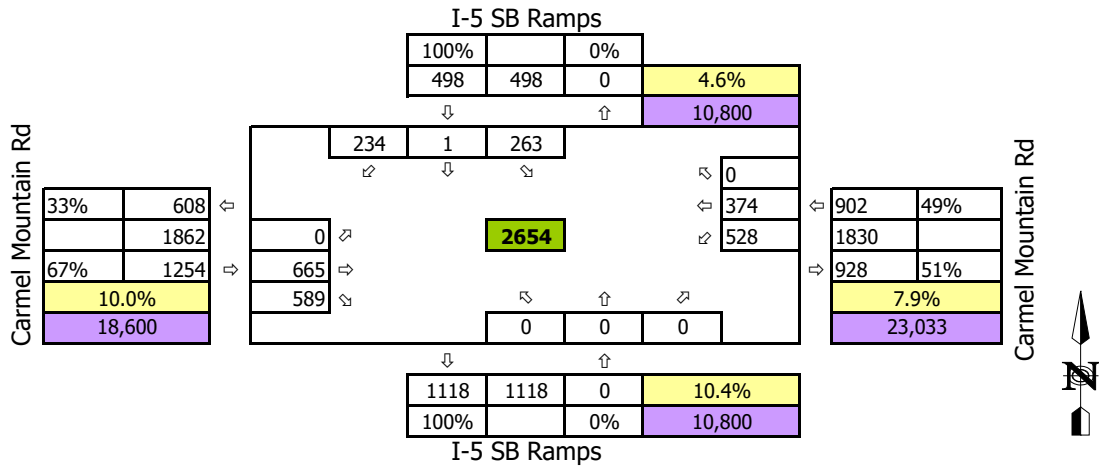
LEGEND

Existing K-Factor	xx%
ADT Volume	xx

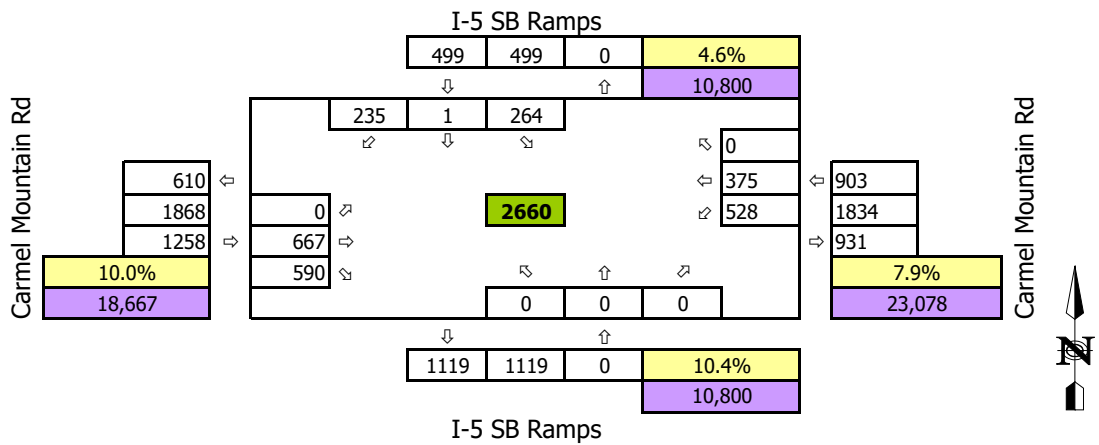


Int 2 AM Peak Volumes

Scenario:	Existing (2019)
N/S Street:	I-5 SB Ramps
E/W Street:	Carmel Mountain Rd
Intersection #:	2



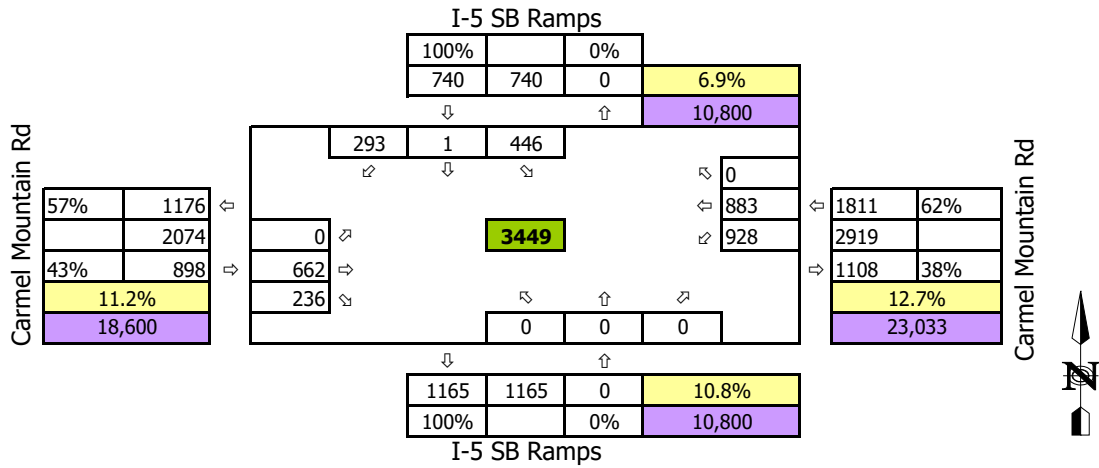
Scenario:	Existing (2020)
N/S Street:	I-5 SB Ramps
E/W Street:	Carmel Mountain Rd



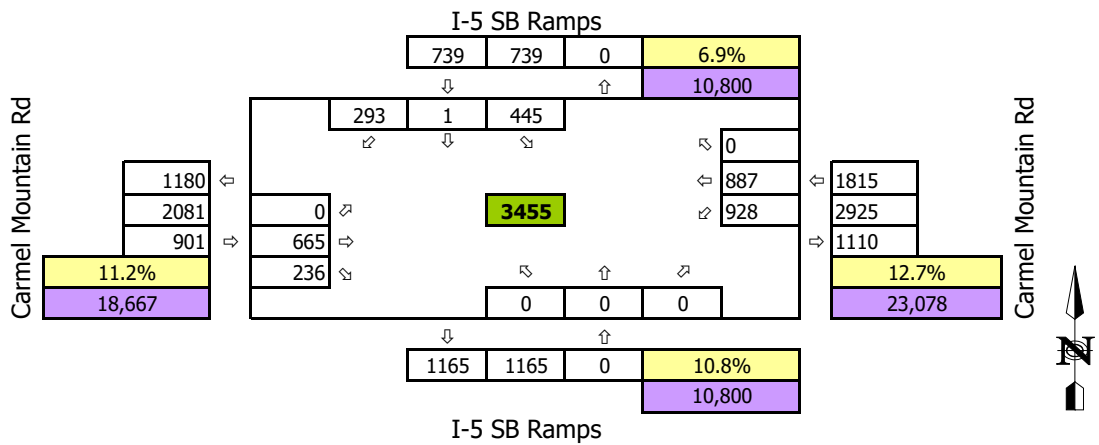


Int 2 PM Peak Volumes

Scenario: **Existing (2019)**
 N/S Street: **I-5 SB Ramps**
 E/W Street: **Carmel Mountain Rd**
 Intersection #: **2**



Scenario: **Existing (2019)**
 N/S Street: **I-5 SB Ramps**
 E/W Street: **Carmel Mountain Rd**

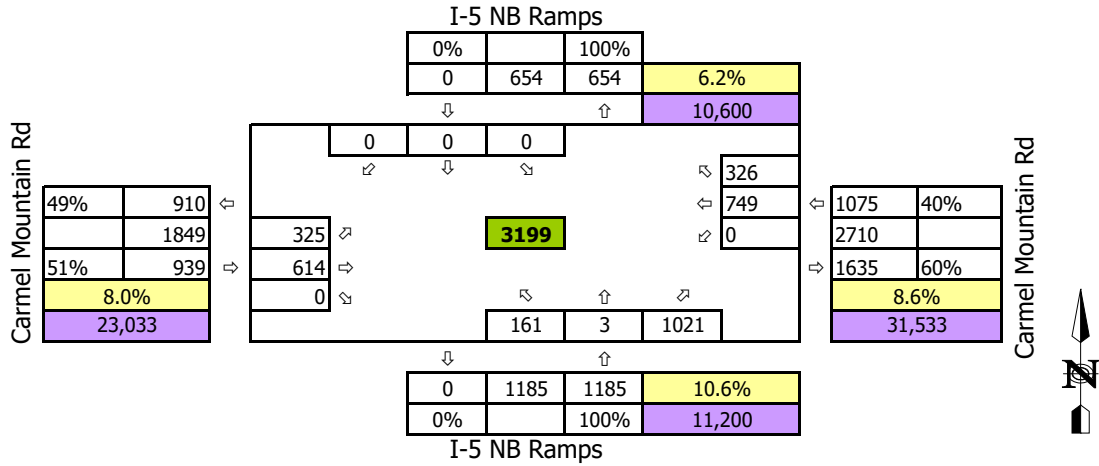


LEGEND

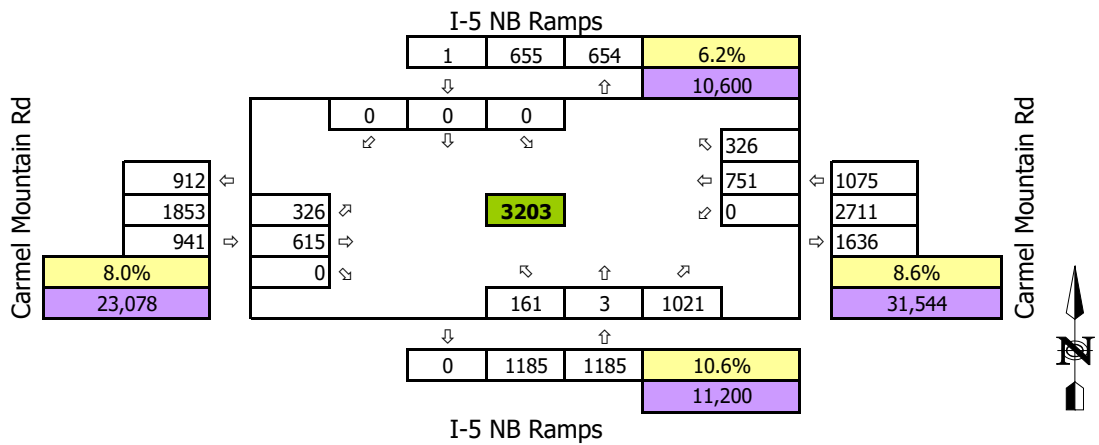
Existing K-Factor	xx%
ADT Volume	xx

Int 3 AM Peak Volumes

Scenario: **Existing (2019)**
 N/S Street: **I-5 NB Ramps**
 E/W Street: **Carmel Mountain Rd**
 Intersection #: **3**



Scenario: **Existing (2020)**
 N/S Street: **I-5 NB Ramps**
 E/W Street: **Carmel Mountain Rd**



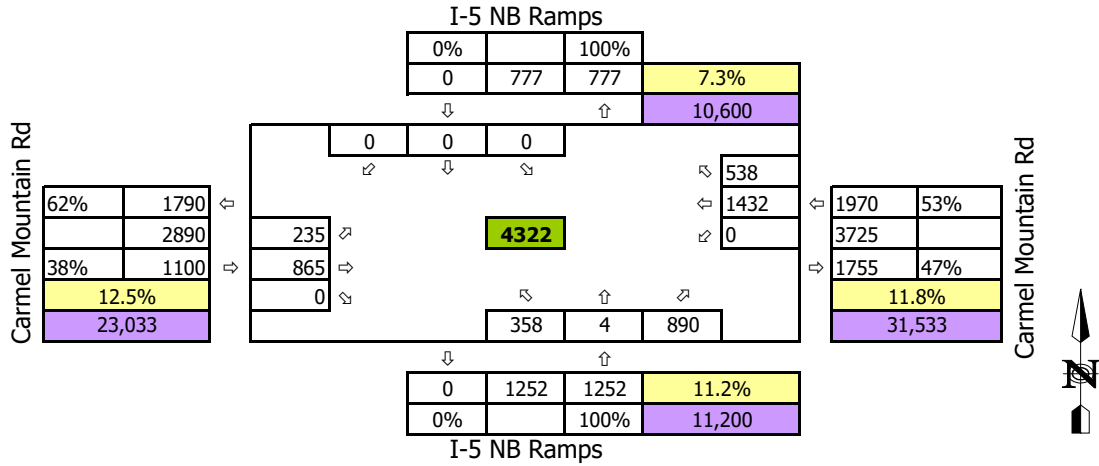
LEGEND

Existing K-Factor	xx%
ADT Volume	xx

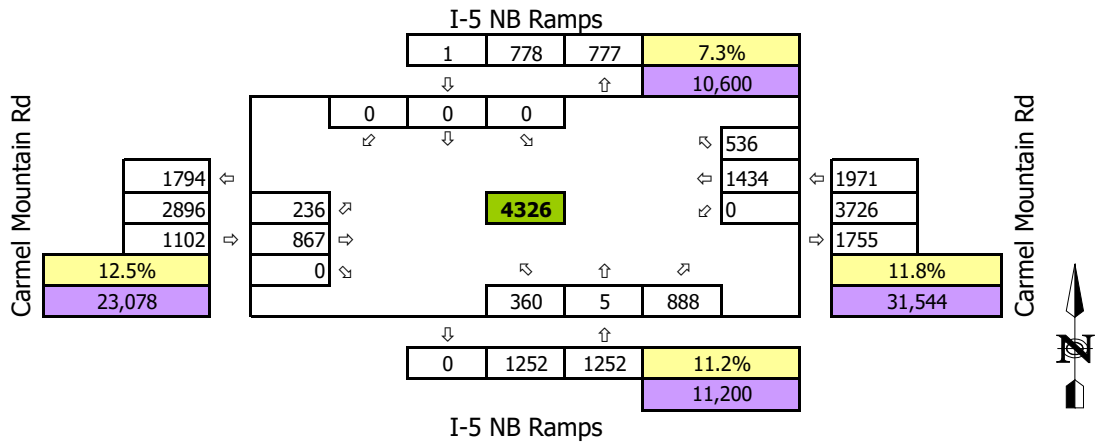


Int 3 PM Peak Volumes

Scenario: **Existing (2019)**
 N/S Street: **I-5 NB Ramps**
 E/W Street: **Carmel Mountain Rd**
 Intersection #: **3**



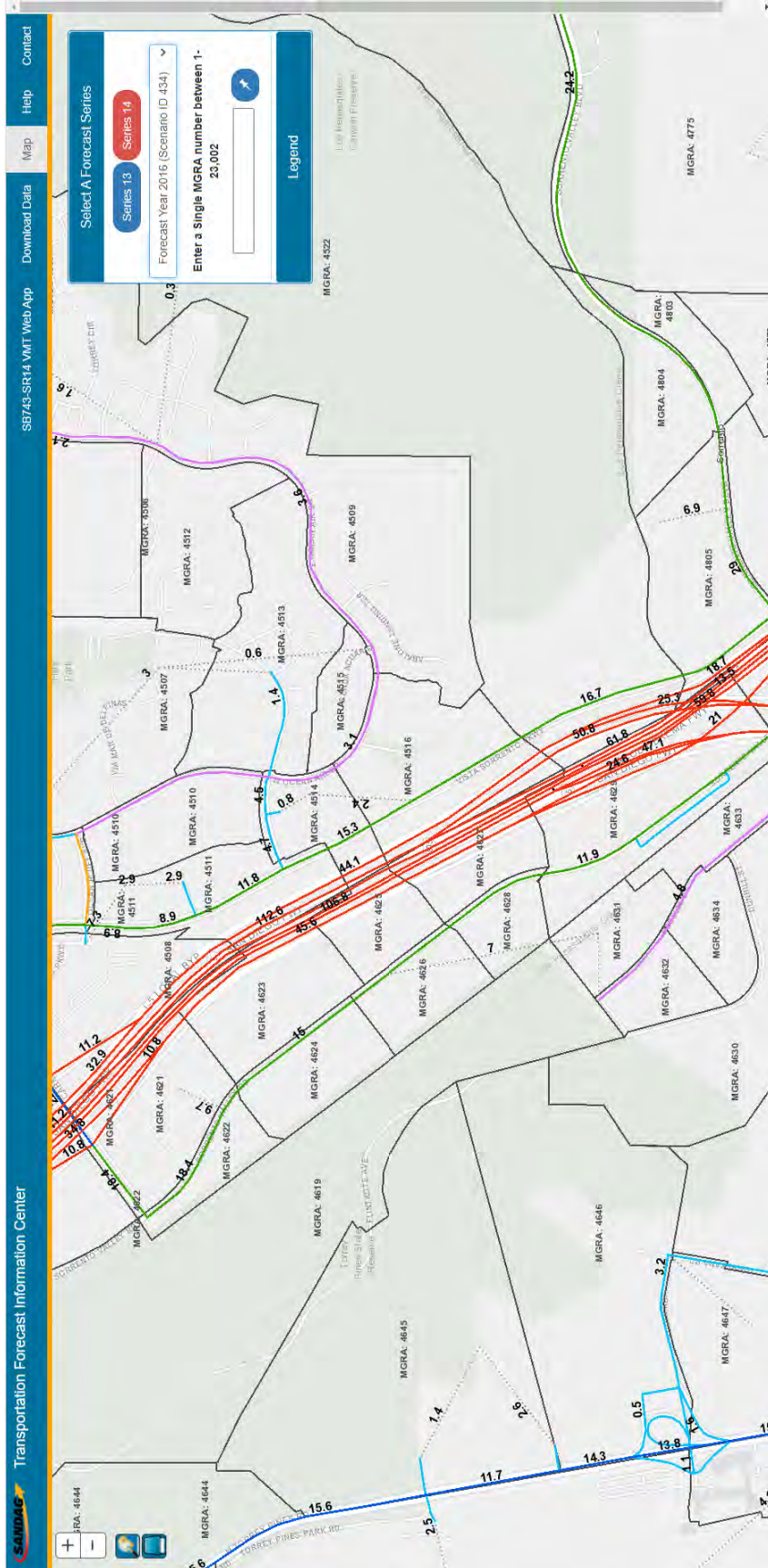
Scenario: **Existing (2020)**
 N/S Street: **I-5 NB Ramps**
 E/W Street: **Carmel Mountain Rd**



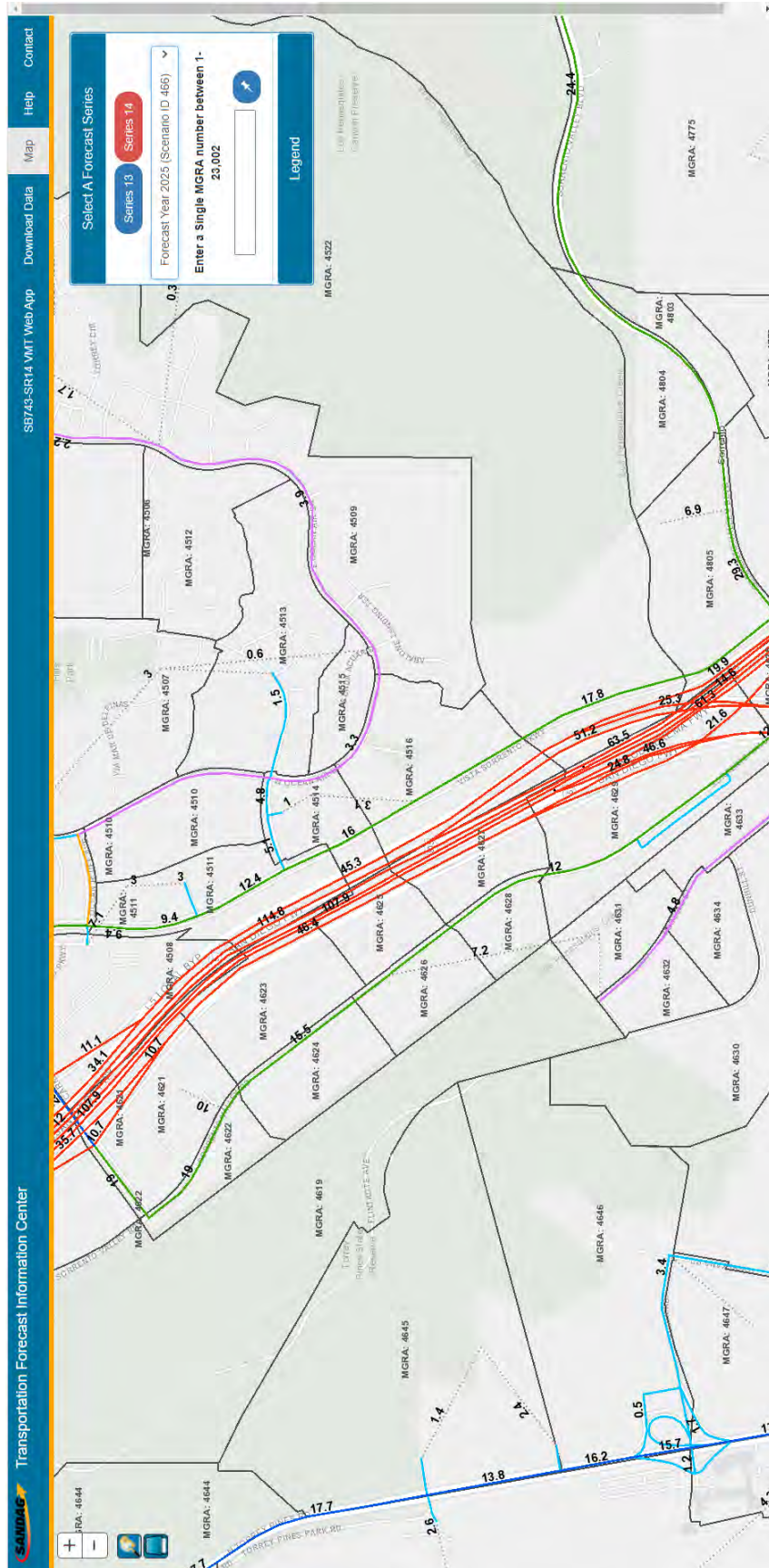
LEGEND	
Existing K-Factor	xx%
ADT Volume	xx

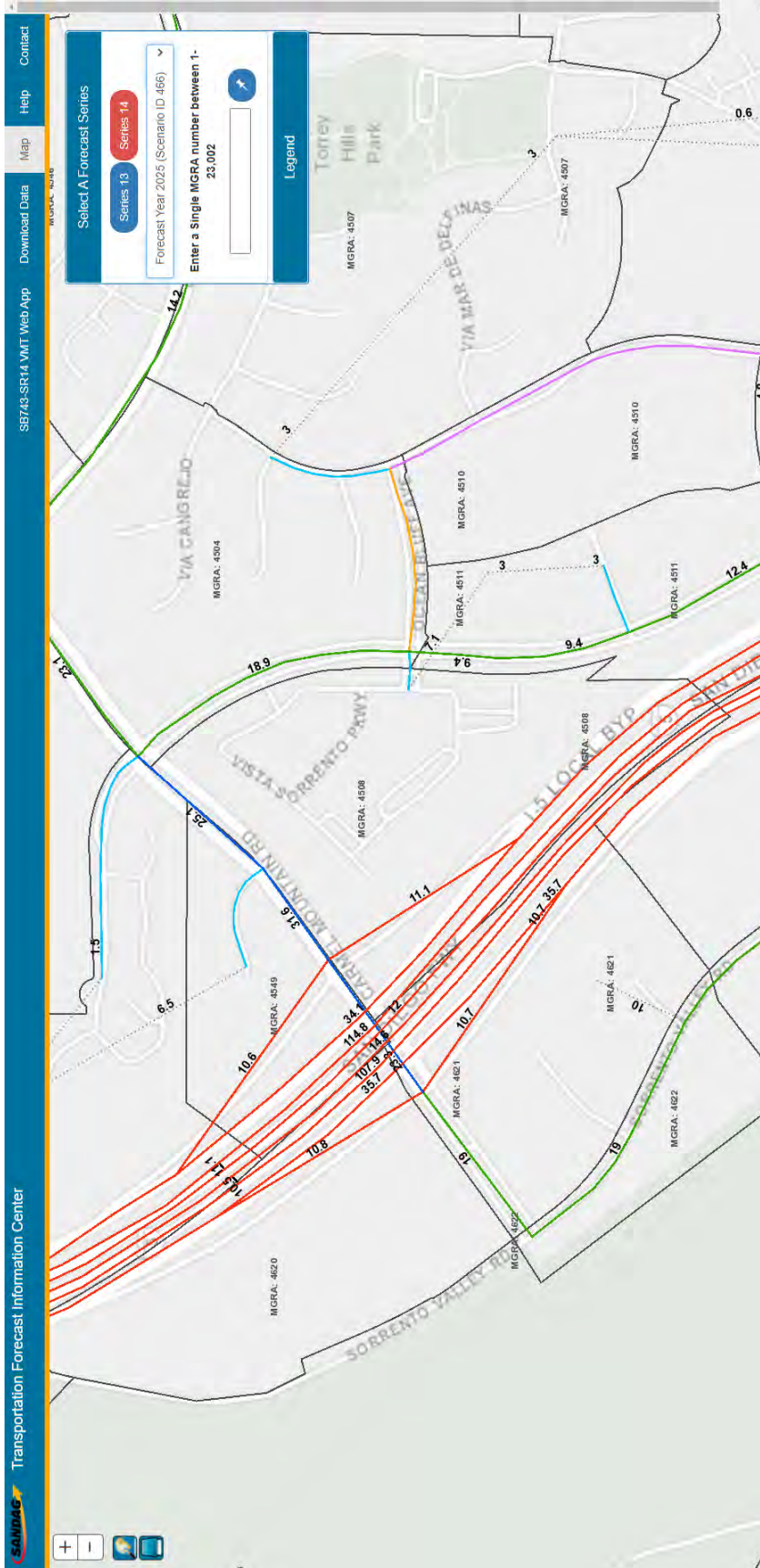
Intersection	Peak Hour	Date of Count	Total Entering Volume	Date of Count	Total Entering Volume	Δ in %
Sorrento Valley Rd & Carmel Mountain Rd	AM	Wed 02/27/19	852	Tue 11/17/20	573	-32.7%

Series 14, Forecast Year 2016



Series 14, Forecast Year 2025





Project ID	Name	Approval ID	Approval Type	Approval Status	Notes
653016	Sorrento Valley Road Storage	2373347	CDP	Created	TORREY PINES- (Process 3) Coastal Development Permit and Planned Development Permit to demolish three existing industrial park buildings and construct a new 208,305-square-foot three story self-storage building with site improvements at a site located at 11211 Sorrento Valley Road. The 3.80-acre site is in the IL-3-1 Zone and Coastal (Non-Appealable 1) Overlay Zone within the Torrey Pines Community Plan area, and Council District 1.

Appendix C

Intersection LOS Worksheets

Bakery Sorrento CO
1: Sorrento Valley Rd & Carmel Mountain Rd

Existing
Timing Plan: AM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↔↔		↑	↗	↘	↑
Traffic Volume (veh/h)	683	11	1	154	3	3
Future Volume (veh/h)	683	11	1	154	3	3
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	721	0	0	161	3	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	1297	586	313	530	6	574
Arrive On Green	0.36	0.00	0.00	0.17	0.00	0.31
Sat Flow, veh/h	3563	1610	1870	3170	1781	1870
Grp Volume(v), veh/h	721	0	0	161	3	3
Grp Sat Flow(s),veh/h/ln	1781	1610	1870	1585	1781	1870
Q Serve(g_s), s	5.2	0.0	0.0	1.4	0.1	0.0
Cycle Q Clear(g_c), s	5.2	0.0	0.0	1.4	0.1	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1297	586	313	530	6	574
V/C Ratio(X)	0.56	0.00	0.00	0.30	0.51	0.01
Avail Cap(c_a), veh/h	8304	3753	1411	2391	1415	3199
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.2	0.0	0.0	11.8	16.0	7.7
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.4	23.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.4	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.7	0.0	0.0	12.2	39.4	7.8
LnGrp LOS	A	A	A	B	D	A
Approach Vol, veh/h	721		161			6
Approach Delay, s/veh	8.7		12.2			23.6
Approach LOS	A		B			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.5	11.1			15.6	16.6
Change Period (Y+Rc), s	4.4	5.7			* 5.7	4.9
Max Green Setting (Gmax), s	25.6	24.3			* 55	75.1
Max Q Clear Time (g_c+I1), s	2.1	3.4			2.0	7.2
Green Ext Time (p_c), s	0.0	0.7			0.0	4.5

Intersection Summary						
HCM 6th Ctrl Delay			9.4			
HCM 6th LOS			A			

Notes

User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Bakery Sorrento CO
2: I-5 SB Ramps & Carmel Mountain Rd

Existing
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	667	590	528	375	0	0	0	0	264	1	235
Future Volume (veh/h)	0	667	590	528	375	0	0	0	0	264	1	235
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	710	628	562	399	0				359	0	167
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1752	781	642	2614	0				475	0	211
Arrive On Green	0.00	0.49	0.49	0.31	1.00	0.00				0.13	0.00	0.13
Sat Flow, veh/h	0	3647	1585	3456	3647	0				3563	0	1585
Grp Volume(v), veh/h	0	710	628	562	399	0				359	0	167
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1728	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	12.7	33.3	15.4	0.0	0.0				9.7	0.0	10.2
Cycle Q Clear(g_c), s	0.0	12.7	33.3	15.4	0.0	0.0				9.7	0.0	10.2
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1752	781	642	2614	0				475	0	211
V/C Ratio(X)	0.00	0.41	0.80	0.88	0.15	0.00				0.76	0.00	0.79
Avail Cap(c_a), veh/h	0	1752	781	805	2614	0				673	0	300
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	0.85	0.85	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.1	21.3	33.4	0.0	0.0				41.8	0.0	42.0
Incr Delay (d2), s/veh	0.0	0.7	8.6	7.8	0.1	0.0				3.1	0.0	8.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.1	13.5	6.2	0.0	0.0				4.4	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.8	29.9	41.2	0.1	0.0				44.8	0.0	50.9
LnGrp LOS	A	B	C	D	A	A				D	A	D
Approach Vol, veh/h		1338			961						526	
Approach Delay, s/veh		22.9			24.1						46.7	
Approach LOS		C			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.3	56.3		19.4		80.6						
Change Period (Y+Rc), s	* 5.7	7.0		6.1		7.0						
Max Green Setting (Gmax), s	* 23	39.0		18.9		68.0						
Max Q Clear Time (g_c+I1), s	17.4	35.3		12.2		2.0						
Green Ext Time (p_c), s	1.2	2.4		1.1		3.0						

Intersection Summary

HCM 6th Ctrl Delay	27.8
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Bakery Sorrento CO
3: I-5 NB Ramps & Carmel Mountain Rd

Existing
Timing Plan: AM PEAK

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	326	615	0	0	751	326	161	3	1021	0	0	0
Future Volume (veh/h)	326	615	0	0	751	326	161	3	1021	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	347	654	0	0	799	347	115	0	1148			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	376	1901	0	0	1363	423	586	0	1043			
Arrive On Green	0.21	0.54	0.00	0.00	0.27	0.27	0.33	0.00	0.33			
Sat Flow, veh/h	1781	3647	0	0	5274	1585	1781	0	3170			
Grp Volume(v), veh/h	347	654	0	0	799	347	115	0	1148			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1702	1585	1781	0	1585			
Q Serve(g_s), s	19.1	10.5	0.0	0.0	13.6	20.5	4.6	0.0	32.9			
Cycle Q Clear(g_c), s	19.1	10.5	0.0	0.0	13.6	20.5	4.6	0.0	32.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	376	1901	0	0	1363	423	586	0	1043			
V/C Ratio(X)	0.92	0.34	0.00	0.00	0.59	0.82	0.20	0.00	1.10			
Avail Cap(c_a), veh/h	379	1901	0	0	1363	423	586	0	1043			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.86	0.86	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.6	13.2	0.0	0.0	31.9	34.4	24.1	0.0	33.6			
Incr Delay (d2), s/veh	24.8	0.4	0.0	0.0	1.9	16.2	0.2	0.0	59.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.8	4.1	0.0	0.0	5.8	9.7	2.0	0.0	20.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	13.7	0.0	0.0	33.7	50.6	24.2	0.0	93.2			
LnGrp LOS	E	B	A	A	C	D	C	A	F			
Approach Vol, veh/h		1001			1146			1263				
Approach Delay, s/veh		30.9			38.8			86.9				
Approach LOS		C			D			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		61.0			26.8	34.2		39.0				
Change Period (Y+Rc), s		7.5			* 5.7	7.5		6.1				
Max Green Setting (Gmax), s		53.5			* 21	26.5		32.9				
Max Q Clear Time (g_c+I1), s		12.5			21.1	22.5		34.9				
Green Ext Time (p_c), s		5.2			0.0	2.3		0.0				
Intersection Summary												
HCM 6th Ctrl Delay				54.3								
HCM 6th LOS				D								
Notes												
User approved pedestrian interval to be less than phase max green.												
User approved volume balancing among the lanes for turning movement.												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

Bakery Sorrento CO
1: Sorrento Valley Rd & Carmel Mountain Rd

Existing
Timing Plan: PM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	315	1	0	589	7	3
Future Volume (veh/h)	315	1	0	589	7	3
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	355	0	0	662	8	3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	951	430	606	1026	15	841
Arrive On Green	0.27	0.00	0.00	0.32	0.01	0.45
Sat Flow, veh/h	3563	1610	1870	3170	1781	1870
Grp Volume(v), veh/h	355	0	0	662	8	3
Grp Sat Flow(s),veh/h/ln	1781	1610	1870	1585	1781	1870
Q Serve(g_s), s	3.0	0.0	0.0	6.7	0.2	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	6.7	0.2	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	951	430	606	1026	15	841
V/C Ratio(X)	0.37	0.00	0.00	0.64	0.53	0.00
Avail Cap(c_a), veh/h	7145	3229	1214	2057	1218	2752
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.2	0.0	0.0	10.8	18.5	5.7
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.9	10.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	1.9	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.5	0.0	0.0	11.7	28.6	5.7
LnGrp LOS	B	A	A	B	C	A
Approach Vol, veh/h	355		662			11
Approach Delay, s/veh	11.5		11.7			22.3
Approach LOS	B		B			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.7	17.8			22.5	14.9
Change Period (Y+Rc), s	4.4	5.7			* 5.7	4.9
Max Green Setting (Gmax), s	25.6	24.3			* 55	75.1
Max Q Clear Time (g_c+I1), s	2.2	8.7			2.0	5.0
Green Ext Time (p_c), s	0.0	3.5			0.0	2.0

Intersection Summary

HCM 6th Ctrl Delay	11.7
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Bakery Sorrento CO
2: I-5 SB Ramps & Carmel Mountain Rd

Existing
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	665	235	928	887	0	0	0	0	445	1	293
Future Volume (veh/h)	0	665	235	928	887	0	0	0	0	445	1	293
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	686	242	957	914	0				553	0	202
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1427	637	805	2458	0				632	0	281
Arrive On Green	0.00	0.40	0.40	0.39	1.00	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	3647	1585	3456	3647	0				3563	0	1585
Grp Volume(v), veh/h	0	686	242	957	914	0				553	0	202
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1728	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	14.3	10.8	23.3	0.0	0.0				15.1	0.0	12.0
Cycle Q Clear(g_c), s	0.0	14.3	10.8	23.3	0.0	0.0				15.1	0.0	12.0
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1427	637	805	2458	0				632	0	281
V/C Ratio(X)	0.00	0.48	0.38	1.19	0.37	0.00				0.88	0.00	0.72
Avail Cap(c_a), veh/h	0	1427	637	805	2458	0				673	0	300
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	0.47	0.47	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.2	21.1	30.5	0.0	0.0				40.1	0.0	38.8
Incr Delay (d2), s/veh	0.0	1.2	1.7	91.0	0.2	0.0				11.9	0.0	7.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.1	4.2	18.2	0.1	0.0				7.6	0.0	5.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.3	22.8	121.6	0.2	0.0				52.0	0.0	46.3
LnGrp LOS	A	C	C	F	A	A				D	A	D
Approach Vol, veh/h		928			1871						755	
Approach Delay, s/veh		23.2			62.3						50.5	
Approach LOS		C			E						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	29.0	47.2		23.8		76.2						
Change Period (Y+Rc), s	* 5.7	7.0		6.1		7.0						
Max Green Setting (Gmax), s	* 23	39.0		18.9		68.0						
Max Q Clear Time (g_c+I1), s	25.3	16.3		17.1		2.0						
Green Ext Time (p_c), s	0.0	5.9		0.6		8.4						

Intersection Summary

HCM 6th Ctrl Delay	49.6
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Bakery Sorrento CO
3: I-5 NB Ramps & Carmel Mountain Rd

Existing
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↗↗			↗↗↗	↗	↘	↕	↗			
Traffic Volume (veh/h)	236	867	0	0	1434	536	360	5	888	0	0	0
Future Volume (veh/h)	236	867	0	0	1434	536	360	5	888	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	246	903	0	0	1494	558	252	0	1060			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	279	1937	0	0	1692	525	568	0	1011			
Arrive On Green	0.10	0.37	0.00	0.00	0.33	0.33	0.32	0.00	0.32			
Sat Flow, veh/h	1781	3647	0	0	5274	1585	1781	0	3170			
Grp Volume(v), veh/h	246	903	0	0	1494	558	252	0	1060			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1702	1585	1781	0	1585			
Q Serve(g_s), s	13.6	19.4	0.0	0.0	27.7	33.1	11.2	0.0	31.9			
Cycle Q Clear(g_c), s	13.6	19.4	0.0	0.0	27.7	33.1	11.2	0.0	31.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	279	1937	0	0	1692	525	568	0	1011			
V/C Ratio(X)	0.88	0.47	0.00	0.00	0.88	1.06	0.44	0.00	1.05			
Avail Cap(c_a), veh/h	290	1937	0	0	1692	525	568	0	1011			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.77	0.77	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	43.8	20.6	0.0	0.0	31.6	33.4	27.0	0.0	34.0			
Incr Delay (d2), s/veh	20.4	0.6	0.0	0.0	7.1	56.8	0.5	0.0	41.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.8	8.7	0.0	0.0	12.1	20.6	4.8	0.0	17.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.2	21.2	0.0	0.0	38.7	90.3	27.6	0.0	75.8			
LnGrp LOS	E	C	A	A	D	F	C	A	F			
Approach Vol, veh/h		1149			2052			1312				
Approach Delay, s/veh		30.4			52.7			66.6				
Approach LOS		C			D			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		62.0			21.4	40.6		38.0				
Change Period (Y+Rc), s		7.5			* 5.7	7.5		6.1				
Max Green Setting (Gmax), s		54.5			* 16	32.5		31.9				
Max Q Clear Time (g_c+I1), s		21.4			15.6	35.1		33.9				
Green Ext Time (p_c), s		7.6			0.1	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	51.1
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Bakery Sorrento CO
1: Sorrento Valley Rd & Carmel Mountain Rd

Opening Year 2021
Timing Plan: AM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	←←←		↑	↗	↘	↑
Traffic Volume (veh/h)	691	11	1	162	3	3
Future Volume (veh/h)	691	11	1	162	3	3
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	730	0	0	170	3	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	1304	589	318	539	6	577
Arrive On Green	0.37	0.00	0.00	0.17	0.00	0.31
Sat Flow, veh/h	3563	1610	1870	3170	1781	1870
Grp Volume(v), veh/h	730	0	0	170	3	3
Grp Sat Flow(s),veh/h/ln	1781	1610	1870	1585	1781	1870
Q Serve(g_s), s	5.3	0.0	0.0	1.5	0.1	0.0
Cycle Q Clear(g_c), s	5.3	0.0	0.0	1.5	0.1	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1304	589	318	539	6	577
V/C Ratio(X)	0.56	0.00	0.00	0.32	0.51	0.01
Avail Cap(c_a), veh/h	8217	3714	1396	2366	1400	3165
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.2	0.0	0.0	11.9	16.2	7.8
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.4	23.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.4	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.7	0.0	0.0	12.3	39.6	7.8
LnGrp LOS	A	A	A	B	D	A
Approach Vol, veh/h	730		170			6
Approach Delay, s/veh	8.7		12.3			23.7
Approach LOS	A		B			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.5	11.2			15.7	16.8
Change Period (Y+Rc), s	4.4	5.7			* 5.7	4.9
Max Green Setting (Gmax), s	25.6	24.3			* 55	75.1
Max Q Clear Time (g_c+I1), s	2.1	3.5			2.0	7.3
Green Ext Time (p_c), s	0.0	0.8			0.0	4.6

Intersection Summary

HCM 6th Ctrl Delay		9.5
HCM 6th LOS		A

Notes

User approved pedestrian interval to be less than phase max green.

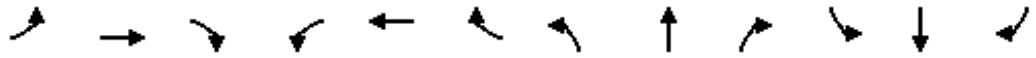
User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

PC ATTACHMENT 4

Bakery Sorrento CO
2: I-5 SB Ramps & Carmel Mountain Rd

Opening Year 2021
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	675	590	528	381	0	0	0	0	264	1	237
Future Volume (veh/h)	0	675	590	528	381	0	0	0	0	264	1	237
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	718	628	562	405	0				360	0	168
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1749	780	642	2612	0				477	0	212
Arrive On Green	0.00	0.49	0.49	0.31	1.00	0.00				0.13	0.00	0.13
Sat Flow, veh/h	0	3647	1585	3456	3647	0				3563	0	1585
Grp Volume(v), veh/h	0	718	628	562	405	0				360	0	168
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1728	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	12.9	33.3	15.4	0.0	0.0				9.7	0.0	10.3
Cycle Q Clear(g_c), s	0.0	12.9	33.3	15.4	0.0	0.0				9.7	0.0	10.3
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1749	780	642	2612	0				477	0	212
V/C Ratio(X)	0.00	0.41	0.80	0.88	0.16	0.00				0.75	0.00	0.79
Avail Cap(c_a), veh/h	0	1749	780	805	2612	0				673	0	300
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.85	0.85	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.2	21.3	33.4	0.0	0.0				41.7	0.0	41.9
Incr Delay (d2), s/veh	0.0	0.7	8.7	7.8	0.1	0.0				3.0	0.0	9.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.2	13.5	6.2	0.0	0.0				4.4	0.0	4.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	16.9	30.0	41.2	0.1	0.0				44.8	0.0	51.0
LnGrp LOS	A	B	C	D	A	A				D	A	D
Approach Vol, veh/h		1346			967						528	
Approach Delay, s/veh		23.0			24.0						46.8	
Approach LOS		C			C						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.3	56.2		19.5		80.5						
Change Period (Y+Rc), s	* 5.7	7.0		6.1		7.0						
Max Green Setting (Gmax), s	* 23	39.0		18.9		68.0						
Max Q Clear Time (g_c+I1), s	17.4	35.3		12.3		2.0						
Green Ext Time (p_c), s	1.2	2.4		1.1		3.0						

Intersection Summary

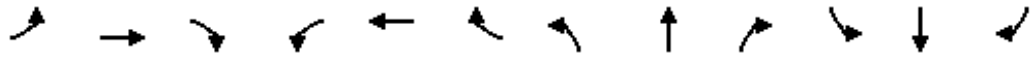
HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Bakery Sorrento CO
3: I-5 NB Ramps & Carmel Mountain Rd

Opening Year 2021
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↑↑			↑↑↑	↙	↙	↕	↙			
Traffic Volume (veh/h)	328	621	0	0	757	326	161	3	1021	0	0	0
Future Volume (veh/h)	328	621	0	0	757	326	161	3	1021	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	349	661	0	0	805	347	115	0	1148			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	378	1901	0	0	1358	421	586	0	1043			
Arrive On Green	0.21	0.54	0.00	0.00	0.27	0.27	0.33	0.00	0.33			
Sat Flow, veh/h	1781	3647	0	0	5274	1585	1781	0	3170			
Grp Volume(v), veh/h	349	661	0	0	805	347	115	0	1148			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1702	1585	1781	0	1585			
Q Serve(g_s), s	19.2	10.6	0.0	0.0	13.7	20.6	4.6	0.0	32.9			
Cycle Q Clear(g_c), s	19.2	10.6	0.0	0.0	13.7	20.6	4.6	0.0	32.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	378	1901	0	0	1358	421	586	0	1043			
V/C Ratio(X)	0.92	0.35	0.00	0.00	0.59	0.82	0.20	0.00	1.10			
Avail Cap(c_a), veh/h	379	1901	0	0	1358	421	586	0	1043			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.85	0.85	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.6	13.3	0.0	0.0	32.0	34.5	24.1	0.0	33.6			
Incr Delay (d2), s/veh	24.9	0.4	0.0	0.0	1.9	16.5	0.2	0.0	59.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	10.8	4.2	0.0	0.0	5.8	9.7	2.0	0.0	20.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	63.5	13.7	0.0	0.0	33.9	51.0	24.2	0.0	93.2			
LnGrp LOS	E	B	A	A	C	D	C	A	F			
Approach Vol, veh/h		1010			1152			1263				
Approach Delay, s/veh		30.9			39.0			86.9				
Approach LOS		C			D			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		61.0			26.9	34.1		39.0				
Change Period (Y+Rc), s		7.5			* 5.7	7.5		6.1				
Max Green Setting (Gmax), s		53.5			* 21	26.5		32.9				
Max Q Clear Time (g_c+I1), s		12.6			21.2	22.6		34.9				
Green Ext Time (p_c), s		5.3			0.0	2.3		0.0				

Intersection Summary												
HCM 6th Ctrl Delay					54.3							
HCM 6th LOS					D							

Notes

User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Bakery Sorrento CO
1: Sorrento Valley Rd & Carmel Mountain Rd

Opening Year 2021
Timing Plan: PM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	TT		T	T	T	T
Traffic Volume (veh/h)	326	1	0	600	7	3
Future Volume (veh/h)	326	1	0	600	7	3
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	367	0	0	674	8	3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	946	428	613	1039	15	847
Arrive On Green	0.27	0.00	0.00	0.33	0.01	0.45
Sat Flow, veh/h	3563	1610	1870	3170	1781	1870
Grp Volume(v), veh/h	367	0	0	674	8	3
Grp Sat Flow(s),veh/h/ln	1781	1610	1870	1585	1781	1870
Q Serve(g_s), s	3.2	0.0	0.0	6.8	0.2	0.0
Cycle Q Clear(g_c), s	3.2	0.0	0.0	6.8	0.2	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	946	428	613	1039	15	847
V/C Ratio(X)	0.39	0.00	0.00	0.65	0.53	0.00
Avail Cap(c_a), veh/h	7105	3211	1207	2046	1211	2737
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	11.3	0.0	0.0	10.8	18.6	5.6
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.9	10.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	0.0	1.9	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	11.7	0.0	0.0	11.7	28.7	5.6
LnGrp LOS	B	A	A	B	C	A
Approach Vol, veh/h	367		674			11
Approach Delay, s/veh	11.7		11.7			22.4
Approach LOS	B		B			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.7	18.0			22.8	14.9
Change Period (Y+Rc), s	4.4	5.7			* 5.7	4.9
Max Green Setting (Gmax), s	25.6	24.3			* 55	75.1
Max Q Clear Time (g_c+I1), s	2.2	8.8			2.0	5.2
Green Ext Time (p_c), s	0.0	3.5			0.0	2.1

Intersection Summary

HCM 6th Ctrl Delay	11.8
HCM 6th LOS	B

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Bakery Sorrento CO
2: I-5 SB Ramps & Carmel Mountain Rd

Opening Year 2021
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↑	↑↑	↑↑					↑	↑	↑
Traffic Volume (veh/h)	0	676	235	928	896	0	0	0	0	445	1	296
Future Volume (veh/h)	0	676	235	928	896	0	0	0	0	445	1	296
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	697	242	957	924	0				554	0	204
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1427	636	805	2457	0				632	0	281
Arrive On Green	0.00	0.40	0.40	0.39	1.00	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	3647	1585	3456	3647	0				3563	0	1585
Grp Volume(v), veh/h	0	697	242	957	924	0				554	0	204
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1728	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	14.6	10.8	23.3	0.0	0.0				15.1	0.0	12.1
Cycle Q Clear(g_c), s	0.0	14.6	10.8	23.3	0.0	0.0				15.1	0.0	12.1
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1427	636	805	2457	0				632	0	281
V/C Ratio(X)	0.00	0.49	0.38	1.19	0.38	0.00				0.88	0.00	0.72
Avail Cap(c_a), veh/h	0	1427	636	805	2457	0				673	0	300
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(l)	0.00	1.00	1.00	0.45	0.45	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.3	21.1	30.5	0.0	0.0				40.1	0.0	38.8
Incr Delay (d2), s/veh	0.0	1.2	1.7	90.8	0.2	0.0				12.0	0.0	7.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	6.2	4.2	18.1	0.1	0.0				7.6	0.0	5.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	23.5	22.9	121.3	0.2	0.0				52.0	0.0	46.7
LnGrp LOS	A	C	C	F	A	A				D	A	D
Approach Vol, veh/h		939			1881						758	
Approach Delay, s/veh		23.3			61.8						50.6	
Approach LOS		C			E						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	29.0	47.1		23.9		76.1						
Change Period (Y+Rc), s	* 5.7	7.0		6.1		7.0						
Max Green Setting (Gmax), s	* 23	39.0		18.9		68.0						
Max Q Clear Time (g_c+I1), s	25.3	16.6		17.1		2.0						
Green Ext Time (p_c), s	0.0	5.9		0.6		8.5						

Intersection Summary

HCM 6th Ctrl Delay	49.3
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Bakery Sorrento CO
3: I-5 NB Ramps & Carmel Mountain Rd

Opening Year 2021
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↘	↑↑			↑↑↑	↗	↘	↕	↗			
Traffic Volume (veh/h)	239	876	0	0	1443	536	360	5	888	0	0	0
Future Volume (veh/h)	239	876	0	0	1443	536	360	5	888	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	249	912	0	0	1503	558	252	0	1060			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	282	1937	0	0	1684	523	568	0	1011			
Arrive On Green	0.11	0.37	0.00	0.00	0.33	0.33	0.32	0.00	0.32			
Sat Flow, veh/h	1781	3647	0	0	5274	1585	1781	0	3170			
Grp Volume(v), veh/h	249	912	0	0	1503	558	252	0	1060			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1702	1585	1781	0	1585			
Q Serve(g_s), s	13.8	19.7	0.0	0.0	28.0	33.0	11.2	0.0	31.9			
Cycle Q Clear(g_c), s	13.8	19.7	0.0	0.0	28.0	33.0	11.2	0.0	31.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	282	1937	0	0	1684	523	568	0	1011			
V/C Ratio(X)	0.88	0.47	0.00	0.00	0.89	1.07	0.44	0.00	1.05			
Avail Cap(c_a), veh/h	290	1937	0	0	1684	523	568	0	1011			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(l)	0.76	0.76	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	43.8	20.7	0.0	0.0	31.8	33.5	27.0	0.0	34.0			
Incr Delay (d2), s/veh	20.6	0.6	0.0	0.0	7.7	58.5	0.5	0.0	41.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.9	8.8	0.0	0.0	12.4	20.8	4.8	0.0	17.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	64.4	21.3	0.0	0.0	39.5	92.0	27.6	0.0	75.8			
LnGrp LOS	E	C	A	A	D	F	C	A	F			
Approach Vol, veh/h		1161			2061			1312				
Approach Delay, s/veh		30.6			53.7			66.6				
Approach LOS		C			D			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		62.0			21.5	40.5		38.0				
Change Period (Y+Rc), s		7.5			* 5.7	7.5		6.1				
Max Green Setting (Gmax), s		54.5			* 16	32.5		31.9				
Max Q Clear Time (g_c+I1), s		21.7			15.8	35.0		33.9				
Green Ext Time (p_c), s		7.7			0.0	0.0		0.0				

Intersection Summary												
HCM 6th Ctrl Delay					51.5							
HCM 6th LOS					D							

Notes

User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Bakery Sorrento CO

Opening Year 2021 w/Proj

1: Sorrento Valley Rd & Carmel Mountain Rd

Timing Plan: AM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	728	11	1	199	3	3
Future Volume (veh/h)	728	11	1	199	3	3
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	768	0	0	208	3	3
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	1338	605	333	565	6	583
Arrive On Green	0.38	0.00	0.00	0.18	0.00	0.31
Sat Flow, veh/h	3563	1610	1870	3170	1781	1870
Grp Volume(v), veh/h	768	0	0	208	3	3
Grp Sat Flow(s),veh/h/ln	1781	1610	1870	1585	1781	1870
Q Serve(g_s), s	5.8	0.0	0.0	2.0	0.1	0.0
Cycle Q Clear(g_c), s	5.8	0.0	0.0	2.0	0.1	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	1338	605	333	565	6	583
V/C Ratio(X)	0.57	0.00	0.00	0.37	0.51	0.01
Avail Cap(c_a), veh/h	7900	3570	1342	2275	1346	3043
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	8.4	0.0	0.0	12.2	16.9	8.0
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.5	23.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.6	0.0	0.0	0.6	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	8.9	0.0	0.0	12.8	40.3	8.0
LnGrp LOS	A	A	A	B	D	A
Approach Vol, veh/h	768		208			6
Approach Delay, s/veh	8.9		12.8			24.2
Approach LOS	A		B			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.5	11.7			16.2	17.6
Change Period (Y+Rc), s	4.4	5.7			* 5.7	4.9
Max Green Setting (Gmax), s	25.6	24.3			* 55	75.1
Max Q Clear Time (g_c+I1), s	2.1	4.0			2.0	7.8
Green Ext Time (p_c), s	0.0	1.0			0.0	4.9

Intersection Summary

HCM 6th Ctrl Delay	9.8
HCM 6th LOS	A

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

PC ATTACHMENT 4

Bakery Sorrento CO
2: I-5 SB Ramps & Carmel Mountain Rd

Opening Year 2021 w/Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑↑					↘	↕	↗
Traffic Volume (veh/h)	0	712	590	528	408	0	0	0	0	264	1	246
Future Volume (veh/h)	0	712	590	528	408	0	0	0	0	264	1	246
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	757	628	562	434	0				363	0	175
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94				0.94	0.94	0.94
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1735	774	642	2598	0				492	0	219
Arrive On Green	0.00	0.49	0.49	0.31	1.00	0.00				0.14	0.00	0.14
Sat Flow, veh/h	0	3647	1585	3456	3647	0				3563	0	1585
Grp Volume(v), veh/h	0	757	628	562	434	0				363	0	175
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1728	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	13.9	33.6	15.4	0.0	0.0				9.8	0.0	10.7
Cycle Q Clear(g_c), s	0.0	13.9	33.6	15.4	0.0	0.0				9.8	0.0	10.7
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1735	774	642	2598	0				492	0	219
V/C Ratio(X)	0.00	0.44	0.81	0.88	0.17	0.00				0.74	0.00	0.80
Avail Cap(c_a), veh/h	0	1735	774	805	2598	0				673	0	300
HCM Platoon Ratio	1.00	1.00	1.00	1.67	1.67	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.83	0.83	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	16.6	21.7	33.4	0.0	0.0				41.4	0.0	41.8
Incr Delay (d2), s/veh	0.0	0.8	9.0	7.6	0.1	0.0				2.8	0.0	10.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	5.6	13.7	6.2	0.0	0.0				4.4	0.0	4.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	17.4	30.7	41.0	0.1	0.0				44.2	0.0	52.0
LnGrp LOS	A	B	C	D	A	A				D	A	D
Approach Vol, veh/h		1385			996							538
Approach Delay, s/veh		23.5			23.2							46.7
Approach LOS		C			C							D
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	24.3	55.8		19.9		80.1						
Change Period (Y+Rc), s	* 5.7	7.0		6.1		7.0						
Max Green Setting (Gmax), s	* 23	39.0		18.9		68.0						
Max Q Clear Time (g_c+I1), s	17.4	35.6		12.7		2.0						
Green Ext Time (p_c), s	1.2	2.3		1.1		3.3						

Intersection Summary

HCM 6th Ctrl Delay	27.7
HCM 6th LOS	C

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

PC ATTACHMENT 4

Bakery Sorrento CO
3: I-5 NB Ramps & Carmel Mountain Rd

Opening Year 2021 w/Proj
Timing Plan: AM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	337	648	0	0	784	326	161	3	1021	0	0	0
Future Volume (veh/h)	337	648	0	0	784	326	161	3	1021	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	359	689	0	0	834	347	115	0	1148			
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	379	1901	0	0	1353	420	586	0	1043			
Arrive On Green	0.21	0.54	0.00	0.00	0.26	0.26	0.33	0.00	0.33			
Sat Flow, veh/h	1781	3647	0	0	5274	1585	1781	0	3170			
Grp Volume(v), veh/h	359	689	0	0	834	347	115	0	1148			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1702	1585	1781	0	1585			
Q Serve(g_s), s	19.9	11.2	0.0	0.0	14.3	20.6	4.6	0.0	32.9			
Cycle Q Clear(g_c), s	19.9	11.2	0.0	0.0	14.3	20.6	4.6	0.0	32.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	379	1901	0	0	1353	420	586	0	1043			
V/C Ratio(X)	0.95	0.36	0.00	0.00	0.62	0.83	0.20	0.00	1.10			
Avail Cap(c_a), veh/h	379	1901	0	0	1353	420	586	0	1043			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.84	0.84	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	38.8	13.4	0.0	0.0	32.3	34.6	24.1	0.0	33.6			
Incr Delay (d2), s/veh	29.1	0.5	0.0	0.0	2.1	16.8	0.2	0.0	59.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	11.6	4.4	0.0	0.0	6.1	9.7	2.0	0.0	20.9			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	67.9	13.9	0.0	0.0	34.4	51.3	24.2	0.0	93.2			
LnGrp LOS	E	B	A	A	C	D	C	A	F			
Approach Vol, veh/h		1048			1181			1263				
Approach Delay, s/veh		32.4			39.4			86.9				
Approach LOS		C			D			F				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		61.0			27.0	34.0		39.0				
Change Period (Y+Rc), s		7.5			* 5.7	7.5		6.1				
Max Green Setting (Gmax), s		53.5			* 21	26.5		32.9				
Max Q Clear Time (g_c+I1), s		13.2			21.9	22.6		34.9				
Green Ext Time (p_c), s		5.6			0.0	2.4		0.0				

Intersection Summary

HCM 6th Ctrl Delay	54.5
HCM 6th LOS	D

Notes

User approved pedestrian interval to be less than phase max green.
 User approved volume balancing among the lanes for turning movement.
 * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Bakery Sorrento CO
4: Sorrento Valley Rd & Proj Dwy

Opening Year 2021 w/Proj
Timing Plan: AM PEAK

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	Y		Y	↑↑	↑↑	
Traffic Vol, veh/h	37	24	24	163	694	37
Future Vol, veh/h	37	24	24	163	694	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	1	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	40	26	26	177	754	40

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	915	397	794	0	-	0
Stage 1	774	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	272	602	823	-	-	-
Stage 1	415	-	-	-	-	-
Stage 2	871	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	263	602	823	-	-	-
Mov Cap-2 Maneuver	343	-	-	-	-	-
Stage 1	402	-	-	-	-	-
Stage 2	871	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.4	1.2	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	823	-	413	-	-
HCM Lane V/C Ratio	0.032	-	0.161	-	-
HCM Control Delay (s)	9.5	-	15.4	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.6	-	-

Bakery Sorrento CO

Opening Year 2021 w/Proj

1: Sorrento Valley Rd & Carmel Mountain Rd

Timing Plan: PM PEAK



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	391	1	0	665	7	3
Future Volume (veh/h)	391	1	0	665	7	3
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00		1.00	1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No		No			No
Adj Sat Flow, veh/h/ln	1870	1900	1870	1870	1870	1870
Adj Flow Rate, veh/h	440	0	0	747	8	3
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89
Percent Heavy Veh, %	2	0	2	2	2	2
Cap, veh/h	914	413	655	1110	15	882
Arrive On Green	0.26	0.00	0.00	0.35	0.01	0.47
Sat Flow, veh/h	3563	1610	1870	3170	1781	1870
Grp Volume(v), veh/h	440	0	0	747	8	3
Grp Sat Flow(s),veh/h/ln	1781	1610	1870	1585	1781	1870
Q Serve(g_s), s	4.1	0.0	0.0	7.8	0.2	0.0
Cycle Q Clear(g_c), s	4.1	0.0	0.0	7.8	0.2	0.0
Prop In Lane	1.00	1.00		1.00	1.00	
Lane Grp Cap(c), veh/h	914	413	655	1110	15	882
V/C Ratio(X)	0.48	0.00	0.00	0.67	0.53	0.00
Avail Cap(c_a), veh/h	6865	3103	1166	1977	1170	2644
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	12.3	0.0	0.0	10.8	19.2	5.5
Incr Delay (d2), s/veh	0.5	0.0	0.0	0.9	10.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	2.2	0.1	0.0
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	12.8	0.0	0.0	11.7	29.4	5.5
LnGrp LOS	B	A	A	B	C	A
Approach Vol, veh/h	440		747			11
Approach Delay, s/veh	12.8		11.7			22.9
Approach LOS	B		B			C
Timer - Assigned Phs	1	2			6	8
Phs Duration (G+Y+Rc), s	4.7	19.3			24.1	14.9
Change Period (Y+Rc), s	4.4	5.7			* 5.7	4.9
Max Green Setting (Gmax), s	25.6	24.3			* 55	75.1
Max Q Clear Time (g_c+I1), s	2.2	9.8			2.0	6.1
Green Ext Time (p_c), s	0.0	3.8			0.0	2.5

Intersection Summary

HCM 6th Ctrl Delay	12.2
HCM 6th LOS	B

Notes

User approved pedestrian interval to be less than phase max green.

User approved volume balancing among the lanes for turning movement.

* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

PC ATTACHMENT 4

Bakery Sorrento CO
2: I-5 SB Ramps & Carmel Mountain Rd

Opening Year 2021 w/Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑	↗	↘↗	↑↑					↘	↕	↗
Traffic Volume (veh/h)	0	741	235	928	945	0	0	0	0	445	1	312
Future Volume (veh/h)	0	741	235	928	945	0	0	0	0	445	1	312
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Work Zone On Approach		No			No						No	
Adj Sat Flow, veh/h/ln	0	1870	1870	1870	1870	0				1870	1870	1870
Adj Flow Rate, veh/h	0	764	242	957	974	0				560	0	215
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97				0.97	0.97	0.97
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1422	634	805	2453	0				637	0	283
Arrive On Green	0.00	0.40	0.40	0.47	1.00	0.00				0.18	0.00	0.18
Sat Flow, veh/h	0	3647	1585	3456	3647	0				3563	0	1585
Grp Volume(v), veh/h	0	764	242	957	974	0				560	0	215
Grp Sat Flow(s),veh/h/ln	0	1777	1585	1728	1777	0				1781	0	1585
Q Serve(g_s), s	0.0	16.4	10.8	23.3	0.0	0.0				15.3	0.0	12.9
Cycle Q Clear(g_c), s	0.0	16.4	10.8	23.3	0.0	0.0				15.3	0.0	12.9
Prop In Lane	0.00		1.00	1.00		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	1422	634	805	2453	0				637	0	283
V/C Ratio(X)	0.00	0.54	0.38	1.19	0.40	0.00				0.88	0.00	0.76
Avail Cap(c_a), veh/h	0	1422	634	805	2453	0				673	0	300
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	0.38	0.38	0.00				1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	22.9	21.2	26.7	0.0	0.0				40.0	0.0	39.0
Incr Delay (d2), s/veh	0.0	1.5	1.7	89.9	0.2	0.0				12.3	0.0	10.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	7.0	4.2	16.9	0.1	0.0				7.7	0.0	5.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	0.0	24.4	23.0	116.6	0.2	0.0				52.3	0.0	49.2
LnGrp LOS	A	C	C	F	A	A				D	A	D
Approach Vol, veh/h		1006			1931						775	
Approach Delay, s/veh		24.0			57.9						51.4	
Approach LOS		C			E						D	
Timer - Assigned Phs	1	2		4		6						
Phs Duration (G+Y+Rc), s	29.0	47.0		24.0		76.0						
Change Period (Y+Rc), s	* 5.7	7.0		6.1		7.0						
Max Green Setting (Gmax), s	* 23	39.0		18.9		68.0						
Max Q Clear Time (g_c+I1), s	25.3	18.4		17.3		2.0						
Green Ext Time (p_c), s	0.0	6.3		0.6		9.2						

Intersection Summary

HCM 6th Ctrl Delay	47.4
HCM 6th LOS	D

Notes

User approved volume balancing among the lanes for turning movement.
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Bakery Sorrento CO
3: I-5 NB Ramps & Carmel Mountain Rd

Opening Year 2021 w/Proj
Timing Plan: PM PEAK



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	255	925	0	0	1492	536	360	5	888	0	0	0
Future Volume (veh/h)	255	925	0	0	1492	536	360	5	888	0	0	0
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Work Zone On Approach		No			No			No				
Adj Sat Flow, veh/h/ln	1870	1870	0	0	1870	1870	1870	1870	1870			
Adj Flow Rate, veh/h	266	964	0	0	1554	558	252	0	1060			
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96			
Percent Heavy Veh, %	2	2	0	0	2	2	2	2	2			
Cap, veh/h	290	1937	0	0	1659	515	568	0	1011			
Arrive On Green	0.11	0.37	0.00	0.00	0.32	0.32	0.32	0.00	0.32			
Sat Flow, veh/h	1781	3647	0	0	5274	1585	1781	0	3170			
Grp Volume(v), veh/h	266	964	0	0	1554	558	252	0	1060			
Grp Sat Flow(s),veh/h/ln	1781	1777	0	0	1702	1585	1781	0	1585			
Q Serve(g_s), s	14.8	21.0	0.0	0.0	29.5	32.5	11.2	0.0	31.9			
Cycle Q Clear(g_c), s	14.8	21.0	0.0	0.0	29.5	32.5	11.2	0.0	31.9			
Prop In Lane	1.00		0.00	0.00		1.00	1.00		1.00			
Lane Grp Cap(c), veh/h	290	1937	0	0	1659	515	568	0	1011			
V/C Ratio(X)	0.92	0.50	0.00	0.00	0.94	1.08	0.44	0.00	1.05			
Avail Cap(c_a), veh/h	290	1937	0	0	1659	515	568	0	1011			
HCM Platoon Ratio	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.72	0.72	0.00	0.00	1.00	1.00	1.00	0.00	1.00			
Uniform Delay (d), s/veh	43.9	21.1	0.0	0.0	32.7	33.7	27.0	0.0	34.0			
Incr Delay (d2), s/veh	25.3	0.7	0.0	0.0	11.4	64.0	0.5	0.0	41.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.8	9.4	0.0	0.0	13.6	21.3	4.8	0.0	17.8			
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	69.2	21.8	0.0	0.0	44.2	97.8	27.6	0.0	75.8			
LnGrp LOS	E	C	A	A	D	F	C	A	F			
Approach Vol, veh/h		1230			2112			1312				
Approach Delay, s/veh		32.0			58.3			66.6				
Approach LOS		C			E			E				
Timer - Assigned Phs		2			5	6		8				
Phs Duration (G+Y+Rc), s		62.0			22.0	40.0		38.0				
Change Period (Y+Rc), s		7.5			* 5.7	7.5		6.1				
Max Green Setting (Gmax), s		54.5			* 16	32.5		31.9				
Max Q Clear Time (g_c+I1), s		23.0			16.8	34.5		33.9				
Green Ext Time (p_c), s		8.2			0.0	0.0		0.0				

Intersection Summary

HCM 6th Ctrl Delay	53.7
HCM 6th LOS	D

Notes

- User approved pedestrian interval to be less than phase max green.
- User approved volume balancing among the lanes for turning movement.
- * HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.

Bakery Sorrento CO
4: Sorrento Valley Rd & Proj Dwy

Opening Year 2021 w/Proj
Timing Plan: PM PEAK

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	65	43	44	600	329	65
Future Vol, veh/h	65	43	44	600	329	65
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	100	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	71	47	48	652	358	71

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	816	215	429	0	-	0
Stage 1	394	-	-	-	-	-
Stage 2	422	-	-	-	-	-
Critical Hdwy	6.84	6.94	4.14	-	-	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	2.22	-	-	-
Pot Cap-1 Maneuver	315	790	1127	-	-	-
Stage 1	650	-	-	-	-	-
Stage 2	629	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	301	790	1127	-	-	-
Mov Cap-2 Maneuver	301	-	-	-	-	-
Stage 1	622	-	-	-	-	-
Stage 2	629	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	17.7	0.6	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1127	-	399	-	-
HCM Lane V/C Ratio	0.042	-	0.294	-	-
HCM Control Delay (s)	8.3	-	17.7	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	1.2	-	-

Appendix D

Cumulative Project Information

Project ID	Name	Approval ID	Approval Type	Approval Status	Notes
653016	Sorrento Valley Road Storage	2373347	CDP	Created	TORREY PINES- (Process 3) Coastal Development Permit and Planned Development Permit to demolish three existing industrial park buildings and construct a new 208,305-square-foot three story self-storage building with site improvements at a site located at 11211 Sorrento Valley Road. The 3.80-acre site is in the IL-3-1 Zone and Coastal (Non-Appealable 1) Overlay Zone within the Torrey Pines Community Plan area, and Council District 1.

Appendix E

Queuing Worksheets

Bakery Sorrento CO
Queuing and Blocking Report

Existing
AM PEAK

Intersection: 1: Sorrento Valley Rd & Carmel Mountain Rd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	LR	TR	R	L	T
Maximum Queue (ft)	110	139	60	64	25	28
Average Queue (ft)	45	60	29	30	2	3
95th Queue (ft)	90	112	51	54	14	18
Link Distance (ft)	597	597	435	435	476	476
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: I-5 SB Ramps & Carmel Mountain Rd

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	L	LTR	R
Maximum Queue (ft)	314	238	314	214	231	32	49	194	255	228
Average Queue (ft)	192	112	164	147	159	4	13	102	156	87
95th Queue (ft)	298	209	292	202	217	21	39	180	236	200
Link Distance (ft)	597	597	597			527	527		926	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				300	300			300		475
Storage Blk Time (%)									0	
Queuing Penalty (veh)									0	

Intersection: 3: I-5 NB Ramps & Carmel Mountain Rd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	T	T	R	L	LTR	R
Maximum Queue (ft)	322	423	362	474	404	128	130	274	478	416
Average Queue (ft)	214	159	150	301	195	14	55	148	300	252
95th Queue (ft)	329	333	292	441	355	69	99	309	426	373
Link Distance (ft)		527	527	596	596	596			765	
Upstream Blk Time (%)		0	0							
Queuing Penalty (veh)		1	0							
Storage Bay Dist (ft)	300						250	250		475
Storage Blk Time (%)	5	0						0	16	0
Queuing Penalty (veh)	14	0						1	92	0

Network Summary

Network wide Queuing Penalty: 108

Bakery Sorrento CO
Queuing and Blocking Report

Existing
PM PEAK

Intersection: 1: Sorrento Valley Rd & Carmel Mountain Rd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	LR	TR	R	L	T
Maximum Queue (ft)	71	98	123	72	36	22
Average Queue (ft)	28	47	63	37	7	2
95th Queue (ft)	59	81	101	63	29	13
Link Distance (ft)	597	597	435	435	476	476
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: I-5 SB Ramps & Carmel Mountain Rd

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	L	LTR	R
Maximum Queue (ft)	289	265	170	280	286	171	86	304	362	294
Average Queue (ft)	174	161	75	140	154	25	32	173	230	161
95th Queue (ft)	264	246	139	213	230	97	72	261	323	272
Link Distance (ft)	597	597	597			527	527		926	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				300	300			300		475
Storage Blk Time (%)				0	0			0	1	
Queuing Penalty (veh)				0	1			0	4	

Intersection: 3: I-5 NB Ramps & Carmel Mountain Rd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	T	T	R	L	LTR	R
Maximum Queue (ft)	289	303	276	646	634	608	275	275	576	483
Average Queue (ft)	154	115	132	616	592	382	164	215	339	278
95th Queue (ft)	260	231	221	634	656	668	298	332	489	424
Link Distance (ft)		527	527	596	596	596			765	
Upstream Blk Time (%)		0		80	21	2			0	
Queuing Penalty (veh)		0		0	0	0			0	
Storage Bay Dist (ft)	300						250	250		475
Storage Blk Time (%)	1	0				7	2	0	18	0
Queuing Penalty (veh)	5	0				37	8	2	114	0

Network Summary

Network wide Queuing Penalty: 171

Bakery Sorrento
CO Opening Year

Opening Year 2021
AM PEAK

2021
Intersection: 1: Sorrento Valley Rd & Carmel Mountain Rd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	LR	TR	R	L	T
Maximum Queue (ft)	116	138	62	58	28	22
Average Queue (ft)	49	61	31	30	3	1
95th Queue (ft)	95	117	52	55	17	12
Link Distance (ft)	597	597	435	435	476	476
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: I-5 SB Ramps & Carmel Mountain Rd

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	L	LTR	R
Maximum Queue (ft)	315	269	319	222	239	36	54	213	263	216
Average Queue (ft)	199	112	171	152	163	4	12	110	160	88
95th Queue (ft)	300	216	290	205	221	20	39	189	241	199
Link Distance (ft)	597	597	597			527	527		926	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				300	300			300		475
Storage Blk Time (%)					0				0	
Queuing Penalty (veh)					0				0	

Intersection: 3: I-5 NB Ramps & Carmel Mountain Rd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	T	T	R	L	LTR	R
Maximum Queue (ft)	323	411	329	542	439	168	144	274	500	406
Average Queue (ft)	224	152	144	323	222	21	57	146	300	249
95th Queue (ft)	328	304	262	475	385	91	108	302	429	365
Link Distance (ft)		527	527	596	596	596			765	
Upstream Blk Time (%)		0	0	0					0	
Queuing Penalty (veh)		0	0	0					0	
Storage Bay Dist (ft)	300						250	250		475
Storage Blk Time (%)	4							0	15	0
Queuing Penalty (veh)	11							0	88	0

Network Summary

Network wide Queuing Penalty: 101

Bakery Sorrento CO
Queuing and Blocking Report

Opening Year 2021
PM PEAK

Intersection: 1: Sorrento Valley Rd & Carmel Mountain Rd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	LR	TR	R	L	T
Maximum Queue (ft)	80	88	123	71	33	12
Average Queue (ft)	32	47	64	37	5	1
95th Queue (ft)	65	80	101	62	25	8
Link Distance (ft)	597	597	435	435	476	476
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: I-5 SB Ramps & Carmel Mountain Rd

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	L	LTR	R
Maximum Queue (ft)	281	273	182	252	258	74	83	311	355	287
Average Queue (ft)	181	163	82	136	152	19	33	178	230	166
95th Queue (ft)	267	242	153	206	220	54	71	262	317	267
Link Distance (ft)	597	597	597			527	527		926	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				300	300			300		475
Storage Blk Time (%)								0	1	
Queuing Penalty (veh)								0	4	

Intersection: 3: I-5 NB Ramps & Carmel Mountain Rd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	T	T	R	L	LTR	R
Maximum Queue (ft)	274	269	261	644	620	615	275	274	575	458
Average Queue (ft)	161	125	142	615	589	394	175	224	337	270
95th Queue (ft)	277	256	249	630	698	683	309	335	502	405
Link Distance (ft)		527	527	596	596	596			765	
Upstream Blk Time (%)		0	0	82	21	2			0	
Queuing Penalty (veh)		0	0	0	0	0			0	
Storage Bay Dist (ft)	300						250	250		475
Storage Blk Time (%)	2	0					13	1	0	18
Queuing Penalty (veh)	10	0					68	5	3	110

Network Summary

Network wide Queuing Penalty: 200

Bakery Sorrento CO
Opening Year 2021 w/Proj

Opening Year 2021 w/Proj
AM PEAK

Intersection: 1: Sorrento Valley Rd & Carmel Mountain Rd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	LR	TR	R	L	T
Maximum Queue (ft)	123	133	64	67	28	31
Average Queue (ft)	52	62	34	33	3	2
95th Queue (ft)	99	113	55	56	17	16
Link Distance (ft)	597	597	435	435	476	476
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: I-5 SB Ramps & Carmel Mountain Rd

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	L	LTR	R
Maximum Queue (ft)	317	270	321	226	238	76	75	203	261	218
Average Queue (ft)	198	120	171	150	163	6	11	104	161	91
95th Queue (ft)	299	217	295	203	217	52	56	180	241	203
Link Distance (ft)	597	597	597			527	527		926	
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)				300	300			300		475
Storage Blk Time (%)				0	0				0	
Queuing Penalty (veh)				0	0				0	

Intersection: 3: I-5 NB Ramps & Carmel Mountain Rd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	T	T	R	L	LTR	R
Maximum Queue (ft)	320	398	352	514	434	134	145	274	555	455
Average Queue (ft)	222	169	155	317	215	18	58	150	308	256
95th Queue (ft)	330	332	271	473	387	77	107	307	457	389
Link Distance (ft)		527	527	596	596	596			765	
Upstream Blk Time (%)		0	0	0					0	
Queuing Penalty (veh)		0	0	0					0	
Storage Bay Dist (ft)	300						250	250		475
Storage Blk Time (%)	4	0						0	15	0
Queuing Penalty (veh)	14	0						0	91	0

Bakery Sorrento CO
 Opening Year 2021 w/Proj

Opening Year 2021 w/Proj
 AM PEAK

Intersection: 4: Sorrento Valley Rd & Proj Dwy

Movement	EB	NB	SB
Directions Served	LR	L	TR
Maximum Queue (ft)	64	41	6
Average Queue (ft)	30	13	0
95th Queue (ft)	57	39	4
Link Distance (ft)	212		297
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		100	
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 106

Bakery Sorrento CO
Opening Year 2021 w/Proj

Opening Year 2021 w/Proj
PM PEAK

Intersection: 1: Sorrento Valley Rd & Carmel Mountain Rd

Movement	WB	WB	NB	NB	SB	SB
Directions Served	L	LR	TR	R	L	T
Maximum Queue (ft)	95	114	138	78	33	18
Average Queue (ft)	40	57	73	39	6	1
95th Queue (ft)	77	95	114	67	26	11
Link Distance (ft)	597	597	435	435	476	476
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

Intersection: 2: I-5 SB Ramps & Carmel Mountain Rd

Movement	EB	EB	EB	WB	WB	WB	WB	SB	SB	SB
Directions Served	T	T	R	L	L	T	T	L	LTR	R
Maximum Queue (ft)	320	328	176	269	283	194	84	291	333	279
Average Queue (ft)	208	194	73	140	154	26	33	176	231	169
95th Queue (ft)	305	285	137	220	236	117	71	266	313	276
Link Distance (ft)	597	597	597			527	527		926	
Upstream Blk Time (%)						0				
Queuing Penalty (veh)						0				
Storage Bay Dist (ft)				300	300			300		475
Storage Blk Time (%)				0	0			0	1	
Queuing Penalty (veh)				0	2			0	3	

Intersection: 3: I-5 NB Ramps & Carmel Mountain Rd

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB
Directions Served	L	T	T	T	T	T	R	L	LTR	R
Maximum Queue (ft)	307	344	312	647	629	612	275	275	558	456
Average Queue (ft)	175	128	141	616	596	387	172	225	342	275
95th Queue (ft)	294	252	234	632	660	660	306	327	481	401
Link Distance (ft)		527	527	596	596	596			765	
Upstream Blk Time (%)			0	82	22	1				
Queuing Penalty (veh)			0	0	0	0				
Storage Bay Dist (ft)	300						250	250		475
Storage Blk Time (%)	2	0				10	1	0	19	0
Queuing Penalty (veh)	8	0				55	6	2	118	0

Bakery Sorrento CO
 Opening Year 2021 w/Proj

Opening Year 2021 w/Proj
 PM PEAK

Intersection: 4: Sorrento Valley Rd & Proj Dwy

Movement	EB	NB	SB	SB
Directions Served	LR	L	T	TR
Maximum Queue (ft)	99	44	2	13
Average Queue (ft)	44	15	0	1
95th Queue (ft)	81	42	2	6
Link Distance (ft)	288		462	462
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		100		
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

Network wide Queuing Penalty: 194

Appendix F

Sorrento Valley Road Restriping Project

SORRENTO VALLEY ROAD STRIPING IMPROVEMENT

SHEET INDEX

GENERAL NOTES

- IT SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR TO VERIFY ALL EXISTING CONDITIONS AND RIGHT OF WAY PRIOR TO CONSTRUCTION.
- ALL WORK SHALL CONFORM TO THE MOST RECENT ADOPTED EDITION OF THE FOLLOWING MANUALS:

DOCUMENT NO.	EDITION	DESCRIPTION
PWPI070116-01	2018	STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (THE "GREENBOOK")
PWPI070116-02	2018	CITY OF SAN DIEGO STANDARD SPECIFICATIONS FOR PUBLIC WORKS CONSTRUCTION (THE "WHITEBOOK")
PWPI070116-03	2018	CITY OF SAN DIEGO STANDARD DRAWINGS FOR PUBLIC WORKS CONSTRUCTION
PWPI092816-05	2018	CALIFORNIA DEPARTMENT OF TRANSPORTATION (CALTRANS) STANDARD SPECIFICATIONS
PWPI092816-06	2018	CALTRANS STANDARDS PLANS
PWPI042220-09	2014 REV. 5	CALIFORNIA MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (CA MUTCD)
- ALL STRIPING IS SUBJECT TO THE APPROVAL OF THE CITY ENGINEER PRIOR TO INSTALLATION AND/OR REMOVAL.
- THE CONTRACTOR SHALL REMOVE ALL CONFLICTING STRIPING, PAVEMENT MARKINGS AND LEGENDS BY HYDROBLASTING. ANY DEBRIS SHALL BE PROMPTLY REMOVED BY THE CONTRACTOR.
- PEDESTRIAN CROSSWALKS, LIMIT LINES, PAVEMENT ARROWS, PAVEMENT LEGENDS, DIAGONAL MARKINGS, AND CHEVRON MARKINGS SHALL BE INSTALLED UTILIZING 125 MIL THICKNESS THERMOPLASTIC MARKING MATERIAL, INCLUDING ALL BIKEWAY MARKINGS.
- CONTINENTAL CROSSWALK MARKINGS SHALL HAVE INSIDE DIMENSIONS OF 10 FEET, UNLESS INDICATED OTHERWISE.
- ALL MEDIAN NOSES SHALL BE PAINTED YELLOW AS DIRECTED.
- A MINIMUM OF 2 INCH BORDER SHALL BE APPLIED TO ALL TRAFFIC STRIPING, MARKINGS, AND LEGENDS ON CONCRETE PAVEMENT.
- THE CONTRACTOR SHALL NOTIFY THE CITY TRAFFIC ENGINEER AT (858) 495-4742 A MINIMUM OF FIVE (5) WORKING DAYS PRIOR TO AND UPON COMPLETION OF STRIPING.
- ORTHOGRAPHIC PHOTOS SHOWN IN THE BACKGROUND ARE FOR REFERENCE ONLY AND MAY NOT REFLECT EXISTING CONDITIONS.
- STATIONING PROVIDED FOR STRIPING LAYOUT ONLY AND IS NOT SURVEY BASED STATIONING.
- LIMITS OF RESURFACING SHOWN ON PLANS MAY NOT CORRESPOND TO ACTUAL CONSTRUCTION LIMITS. ALL STRIPING AND MARKINGS SHOWN TO BE CONSTRUCTED OUTSIDE OF ACTUAL CONSTRUCTION LIMITS TO BE VERIFIED BY THE RE.
- SIGN POSTS SHALL BE INSTALLED WITH SQUARE PERFORATED STEEL TUBING WITH A BREAKAWAY BASE, PER CITY OF SAN DIEGO STANDARD DRAWING M-45.

SHEET NO.	DISCIPLINE CODE	TITLE	LIMITS
1	G-1	COVER SHEET	STA 00+00 TO STA 50
2	G-2	DETAIL SHEET	
3	T-1	STRIPING PLAN	STA 00+00 TO STA 10+00
4	T-2	STRIPING PLAN	STA 11+00 TO STA 23+00
5	T-3	STRIPING PLAN	STA 23+00 TO STA 34+00
6	T-4	STRIPING PLAN	STA 35+00 TO STA 46+00
7	T-5	STRIPING PLAN	STA 47+00 TO STA 50+00
8	T-6	REMOVAL PLAN	STA 46+00 TO STA 50+00
9	T-7	SIGNAGE PLAN	STA 00+00 TO STA 8+00

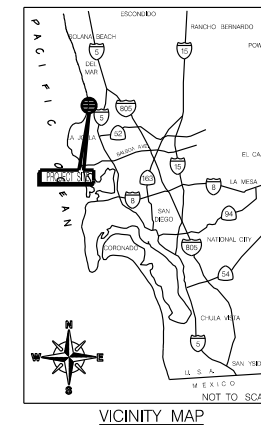
TRAFFIC PLAN

CONSTRUCTION NOTES

- INSTALL BIKE LANE ARROW AND BIKE SYMBOL WITH PERSON, PER CALTRANS STANDARD PLAN A24A, AT 300' INTERVALS OR AS SHOWN PER PLAN. BIKE LANE ARROW OR BIKE LANE SYMBOL WITH PERSON SHOULD NOT BE PLACED IN GUTTER PAN, WHERE PRESENT.
- INSTALL 6" WHITE DIAGONAL CROSS HATCHING THERMOPLASTIC 125 MIL STRIPE, ANGLED AT 30 DEGREES AND AT 40' INTERVALS. SEE BUFFERED BICYCLE LANE & CHANNELIZER PLACEMENT DETAIL.
- INSTALL CONTINENTAL CROSSWALK MARKINGS, PER CITY OF SAN DIEGO STANDARD DRAWING NUMBER SDM-116. ALL TRAFFIC LINES AND MARKINGS SHOULD BE A MINIMUM OF 4' FROM CONTINENTAL CROSSWALK MARKINGS. RESIDENT ENGINEER TO APPROVE CROSSWALK MARKING LAYOUT IN FIELD PRIOR TO INSTALLATION. ONLY STRIPE CONTINENTAL CROSSWALKS WITHIN RESURFACING LIMITS.
- INSTALL PAVEMENT MARKING LIMIT LINE (STOP LINE) PER CALTRANS STANDARD PLAN A24E.
- INSTALL TYPE Q BICYCLE DETECTOR LOOP AND DETECTOR LEAD-IN CABLE (DLC) FOR EVERY NEW BICYCLE LOOP DETECTOR TO THE CONTROLLER CABINET, PER CALTRANS STANDARD PLAN ES-5B, AT 44' IN ADVANCE OF LIMIT LINE. CONTRACTOR TO ENSURE ALL NECESSARY WORK IS COMPLETED TO MAKE NEW LOOP(S) OPERATIONAL.
- INSTALL SHARED ROADWAY BICYCLE MARKING, PER CALTRANS STANDARD PLAN A24C, SHARED ROADWAY BICYCLE MARKING SHALL BE POSITIONED IN CENTER OF TRAVEL LANE, OR AS SHOWN PER PLAN.
- INSTALL PAVEMENT ARROW TYPE IV (L) PER CALTRANS STANDARD PLAN A24A, IN CENTER OF TRAVEL LANE.
- INSTALL PAVEMENT ARROW TYPE IV (R) PER CALTRANS STANDARD PLAN A24A, IN CENTER OF TRAVEL LANE.
- INSTALL PAVEMENT ARROW TYPE I (ST) PER CALTRANS STANDARD PLAN A24A, IN CENTER OF TRAVEL LANE.
- INSTALL PAVEMENT ARROW TYPE VII (R) PER CALTRANS STANDARD PLAN A24A, IN CENTER OF TRAVEL LANE.
- INSTALL CHANNELIZER (SHUR-FLEX SURFACE MOUNT DELINEATOR WITH 7"x10" BASE, OR APPROVED EQUAL), 28"/36" IN HEIGHT, WHITE, WITH TWO (2) WHITE RETROREFLECTIVE BANDS AT 45' INTERVALS. SEE CHANNELIZER DELINEATOR DETAIL AND SEE BUFFERED BICYCLE LANE & CHANNELIZER PLACEMENT DETAIL.
- INSTALL PAVEMENT MARKING 'SIGNAL AHEAD', PER CALTRANS STANDARD PLAN A24D.
- INSTALL ANGLE PARKING STALL AS SHOWN ON THE PLAN. SEE ANGLE PARKING DIMENSIONS DETAIL.
- RELOCATE EXISTING LOOP(S), POSITIONED IN THE CENTER OF THE TRAVEL LANE(S). CONTRACTOR TO SPLICE ALL REPLACEMENT LOOPS TO THE EXISTING DLC'S.
- CONTRACTOR TO CONTACT FIELD DIVISION TO TEST ALL LOOPS PRIOR TO SPLICING THE DLC'S. ANY LOOPS THAT FAIL THE TEST SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.
- REMOVE EXISTING STRIPING
- INSTALL NEW SIGN.

STRIPING DETAILS

LANE WIDTH DIMENSIONS TO TRAFFIC LINE DETAILS AND THE REFERENCE LOCATION OF TRAFFIC LINES FOR LAYOUT ARE DEFINED AS THE CENTER OF TRAFFIC LINE TO FACE OF CURB/MEDIAN (WHERE PRESENT), CENTER OF TRAFFIC LINE TO EDGE OF PAVEMENT, OR CENTER OF TRAFFIC LINE TO CENTER OF TRAFFIC LINE. THE REFERENCE LOCATION OF TRAFFIC LINE DETAILS WITH ONE OR MORE SETS OF LINES WHERE A SET OF LINES IS TWO PARALLEL LINES WITH A SEPARATION LESS THAN THE WIDTH OF THE TRAFFIC LINE IN THE SET, IS TO THE CENTER OF EACH SET OF LINES IN THE TRAFFIC LINE DETAIL, NOT THE LAYOUT LINE (LOL) DEFINED BY THE STATE STANDARD PLANS.



DISCIPLINE CODE

T TRAFFIC CONTROL

TRAFFIC DATA

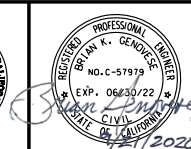
STREET NAME: SORRENTO VALLEY ROAD
 STREET CLASSIFICATION: 4-LANE COLLECTOR STREET
 AVERAGE DAILY TRAFFIC: 7,824
 POSTED SPEED LIMIT: 45 MPH
 BICYCLE CLASSIFICATION: CLASS 2 BIKE LANES

ABBREVIATIONS

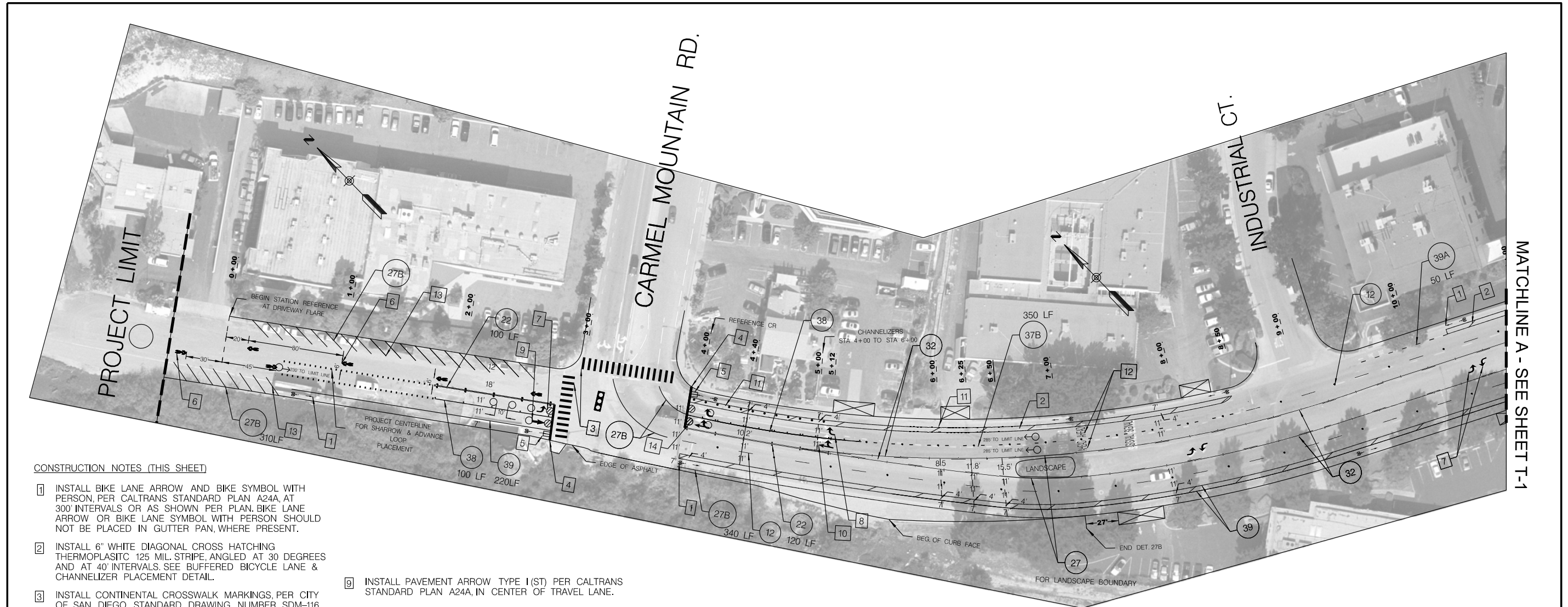
LF LINEAR FEET
 RM RAISED MEDIAN
 TYP. TYPICAL
 CR CURB RETURN
 FH FIRE HYDRANT



Transportation & Storm Water



G-1	
STRIPING AND SIGNAGE PLANS	
SORRENTO VALLEY ROAD	
CARMEL MOUNTAIN ROAD TO STA 50+00	
CITY OF SAN DIEGO, CALIFORNIA TRANSPORTATION AND STORM WATER DEPT.	
SHEET 1 OF 9 SHEETS	
DESIGNED BY <i>Juan Ramirez</i>	DATE 9/21/2020
CHECKED BY ESMERELDA WHITE	PROJECT MANAGER
PROJECT ENGINEER MANJUN DEL RIO	PROJECT ENGINEER
N/A	
CCS27 COORDINATE	
N/A	
CCS83 COORDINATE	
CONTRACTOR	DATE STARTED
INSPECTOR	DATE COMPLETED



CONSTRUCTION NOTES (THIS SHEET)

- 1 INSTALL BIKE LANE ARROW AND BIKE SYMBOL WITH PERSON, PER CALTRANS STANDARD PLAN A24A, AT 300' INTERVALS OR AS SHOWN PER PLAN. BIKE LANE ARROW OR BIKE LANE SYMBOL WITH PERSON SHOULD NOT BE PLACED IN GUTTER PAN, WHERE PRESENT.
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- 9 INSTALL PAVEMENT ARROW TYPE I (ST) PER CALTRANS STANDARD PLAN A24A, IN CENTER OF TRAVEL LANE.
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- 12 INSTALL PAVEMENT WORD TYPE 'SIGNAL AHEAD', PER CALTRANS STANDARD PLAN A24D.
- 13 INSTALL ANGLE PARKING STALL AS SHOWN ON THE PLAN. SEE ANGLE PARKING DIMENSIONS DETAIL.
- 14
 - A RELOCATE EXISTING LOOP(S), POSITIONED IN THE CENTER OF THE TRAVEL LANE(S). CONTRACTOR TO SPLICE ALL REPLACEMENT LOOPS TO THE EXISTING DLC'S.
 - B CONTRACTOR TO CONTACT FIELD DIVISION TO TEST ALL LOOPS PRIOR TO SPLICING THE DLC'S. ANY LOOPS THAT FAIL THE TEST SHALL BE REPLACED AT THE CONTRACTOR'S EXPENSE.

LEGEND

(XXX)	CALTRANS STANDARD PLAN A20A - A20D DETAIL NUMBER	↑	BIKE LANE SYMBOL WITH HELMETED PERSON AND ARROW PER CALTRANS STANDARD PLAN A24A AND A24C.
↩	PAVEMENT ARROW TYPE IV (L) PER CALTRANS STANDARD PLAN A24A	↩	SHARED ROADWAY BICYCLE MARKING PER CALTRANS STANDARD PLAN A24C
↪	PAVEMENT ARROW TYPE IV (R) PER CALTRANS STANDARD PLAN A24A	SIGNAL AHEAD	PAVEMENT WORD TYPE 'SIGNAL AHEAD' PER CALTRANS STANDARD PLAN A24D
↑	PAVEMENT ARROW TYPE I (ST) PER CALTRANS STANDARD PLAN A24A	▬	PROPOSED STRIPING/PAVEMENT MARKINGS
↪	PAVEMENT ARROW TYPE VII (R) PER CALTRANS STANDARD PLAN A24A	▬	EXISTING STRIPING/PAVEMENT MARKINGS
•	CHANNELIZERS		
↔	EXISTING DRIVEWAY		
Ⓜ	EXISTING TRAFFIC SIGNAL		



T-1

STRIPING PLANS

SORRENTO VALLEY ROAD

STATION 00+00 TO STATION 10+00

CITY OF SAN DIEGO, CALIFORNIA
TRANSPORTATION AND STORM WATER DEPT.
SHEET 3 OF 9 SHEETS

FOR CITY ENGINEER: *Susan Conroy* DATE: 9/21/2020

DESCRIPTION	BY	APPROVED	DATE	FILED
ORIGINAL	MCR		09/21/2020	

PROJECT MANAGER: EMERELDA WHITE
PROJECT ENGINEER: MARILYN DEL RIO
CCS27 COORDINATE: _____
CCS83 COORDINATE: _____

CONTRACTOR: _____ DATE STARTED: _____
INSPECTOR: _____ DATE COMPLETED: _____



Transportation & Storm Water



Project: Water & Sewer Group 965 (S)

ID B12048

Name Water & Sewer Group 965 (S)

Description Replace 5,107 LF (0.97 miles) of existing 8-inch, 10-inch, and 12-inch VC sewer main; and replace associated sewer laterals, sewer manholes, curb ramps, and other appurtenances.

Type Project: Sanitary Sewer

Status Planned

Construction Start 6/23/2021, 5:00 PM

Construction End 3/8/2023, 4:00 PM

Contact SCrespo@sandiego.gov

Council District 1

ID B12057

Name Water & Sewer Group 965 (W)

Description Replace 4,960 LF of CI, CICL, and AC water mains in CD 1, Torrey Pines community. Location: Sorrento Valley Rd, Industrial Ct, Tripp Ct.

Type Project: Water

Status Planned

Construction Start 6/23/2021, 5:00 PM

Construction End 3/8/2023, 4:00 PM

Contact SCrespo@sandiego.gov

Council District 1

PLANNING COMMISSION
RESOLUTION NO. XXXX
CONDITIONAL USE PERMIT NO. 2437097
COASTAL DEVELOPMENT PERMIT NO. 2527091
BAKERY SORRENTO CANNABIS OUTLET - PROJECT NO. 665588

WHEREAS, GARY ROGERS, Owner and BAKERY SORRENTO INC., a California corporation, Permittee, filed an application with the City of San Diego for a Conditional Use Permit and Coastal Development Permit to allow the operation of a 5,412-square-foot Cannabis Outlet within an existing 6,676-square-foot commercial building (as described in and by reference to the approved Exhibits "A" and corresponding conditions of approval for the associated Permit Nos. 2437097 and No. 2527091), on portions of a 1.4-acre site;

WHEREAS, the project site is located at 11330 Sorrento Valley Road in the IL-3-1 (Industrial Light) Zone, Airport Influence Area (MCAS – Miramar Review Area 1), Airport Safety (MCAS Miramar – Accident Potential Zone 2), Coastal (Non-Appealable Area 1) Overlay Zone, First Public Roadway, Coastal Height Limitation, Fire Brush Management (100-foot Setback), Fire Brush Zone (300 Feet Buffer), Very High Fire Hazard Severity Zone, Special Flood Hazard Area (0.2 PCT Annual Chance Flood Hazard – 500 Year, and Zone AE – 100 Year), Prime Industrial Lands, and Transit Priority Area within the Torrey Pines Community Plan area;

WHEREAS, the project site is legally described as those portions of Lot "C" of acre Lot 15 and of Sorrento Valley Road, lying between the Southeasterly line of said Lot "C" and the Northeasterly line of the right of way of the Atchison, Topeka and Santa Fe Railway as shown on the Map of Sorrento Lands and Townsite, in the City of San Diego, County of San Diego, State of California, according to Map thereof No. 488, filed in the Office of the County Recorder of said San Diego County, dated February 9, 1988;

WHEREAS, on February 26, 2021, the City of San Diego, as Lead Agency, through the Development Services Department, made and issued an Environmental Determination that the project is exempt from the California Environmental Quality Act (CEQA) (Public Resources Code section 21000 et seq.) under CEQA Guideline section 15301, Existing Facilities; and there was no appeal of the Environmental Determination filed within the time period provided by San Diego Municipal Code (SDMC) section 112.0520;

WHEREAS, on April 28, 2021, the Hearing Officer of the City of San Diego approved Conditional Use Permit No. 2437097 and Coastal Development Permit No. 2527091 pursuant to the Land Development Code of the City of San Diego; and

WHEREAS, appeal of the Hearing Officer's decision was filed by Troy Van Horst, Chair of the Torrey Pines Community Planning Board on May 8, 2021; and

WHEREAS, on June 24, 2021, the Planning Commission of the City of San Diego considered Conditional Use Permit No. 2437097 and Coastal Development Permit No. 2527091 pursuant to the Land Development Code of the City of San Diego; NOW, THEREFORE,

BE IT RESOLVED by the Planning Commission of the City of San Diego, that it adopts the following findings with respect to Conditional Use Permit No. 2437097 and Coastal Development Permit No. 2527091:

A. CONDITIONAL USE PERMIT FINDINGS [SDMC Section 126.0305]

1. The proposed development will not adversely affect the applicable land use plan.

This project is a request for a Conditional Use Permit (CUP) and Coastal Development Permit (CDP) to allow the operation of a 5,412-square-foot Cannabis Outlet within an existing 6,676-square-foot commercial building located at 11330 Sorrento Valley Road. The 1.4-acre project site is in the IL-3-1 (Industrial Light) Zone, Airport Influence Area (MCAS – Miramar Review Area 1), Airport Safety (MCAS Miramar – Accident Potential Zone 2), Coastal (Non-Appealable Area 1) Overlay Zone, First Public Roadway, Coastal Height Limitation, Fire Brush Management (100-foot Setback), Fire Brush Zone (300 Feet Buffer), Very High Fire Hazard Severity Zone, Special Flood Hazard Area (0.2 PCT Annual Chance Flood Hazard – 500 Year,

and Zone AE – 100 Year), Prime Industrial Lands, and Transit Priority Area within the Torrey Pines Community Plan area.

The Torrey Pines Community Plan (TPCP) designates the site as Industrial. TPCP land use in Sorrento Valley is generally implemented by the IL-3-1 Zone, which is an industrial zone that allows industrial, retail, and commercial uses. Pursuant to SDMC section 131.0622, retail sales and commercial services are permitted uses in the IL-3-1 Zones. The proposed Cannabis Outlet is allowed in the IL-3-1 zone with a CUP pursuant to SDMC sections 131.0622 and 141.0504. The site is within the Industrial Employment General Plan land use category per the Land Use and Street System Map (Figure LU-2). The Sorrento Valley industrial area, including this site, is identified as Prime Industrial Lands (PIL) by the General Plan. A General Plan goal for identifying PIL is to protect valuable employment land for base sector industries important to the region's economy. A Cannabis Outlet is not considered a base sector employment. The General Plan allows development or redevelopment of individual properties pursuant to the development regulations and permitted uses of the existing zone and community plan designation provided a site is not critical to base sector employment. The project site is not critical to achieving the City's base sector employment goal. General Plan policies also specifically restrict sensitive receptor land uses such as residential and public assembly in PIL. A Cannabis Outlet is not a sensitive receptor land use.

The TPCP contains a policy that states development of freestanding retail commercial uses in industrially designated areas shall be restricted to those uses that serve only the immediately Sorrento Valley industrial area. The proposed Cannabis Outlet will be one of the two tenants in a multi-tenant commercial building. Suite B of the subject building is not part of the proposed Cannabis Outlet application, and will be occupied by a separate tenant. Therefore, the proposed Cannabis Outlet is not a freestanding retail, and the project conforms with this community plan policy. Per the market analysis included in the VMT (Vehicle Miles Traveled) Screening Analysis, the proposed Cannabis Outlet would satisfy the locally serving retail criteria per the City of San Diego Transportation Study Manual, based on the proximity of competitors limiting the market capture area of this project to less than three miles. Therefore, the proposed Cannabis Outlet is a compatible use at this location with a CUP, it is consistent with the TPCP land use policies and will not adversely affect the applicable land use plan.

2. The proposed development will not be detrimental to the public health, safety, and welfare.

The project proposes to operate a 5,412-square-foot Cannabis Outlet within an existing 6,676-square-foot commercial building, located at 11330 Sorrento Valley Road. The project proposes interior improvements to an existing tenant space, including a check in area, cannabis retail sales floor, non-cannabis merchandise sales area, offices, restrooms and storage areas. Construction of the project authorized through this permit will be subject to all adopted building, electrical, mechanical, fire and plumbing codes, which will be enforced through plan review and building inspections completed by the City's building inspectors.

The proposed development will not be detrimental to the public's health, safety and welfare because the discretionary permit controlling the development and continued use of this site

contains specific regulatory conditions of approval. These regulations, which are implemented and enforced through the permit, are specifically intended to reduce, mitigate and/or prevent all adverse impacts to the public and community at large. The operation of the Cannabis Outlet in the IL-3-1 Zone, is allowed with a CUP at this location, and consistent with the goals and policies of the Torrey Pines Community Plan.

Cannabis Outlets are restricted to four per Council District, 36 city-wide, within commercial and industrial zones in order to minimize the impact on the City and residential neighborhoods. Cannabis Outlets require compliance with SDMC section 141.0504, which requires a 1,000-foot separation, measured in accordance with SDMC sections 141.0504 and 113.0225, from resource and population-based city parks, other Cannabis Outlets, churches, child care centers, playgrounds, libraries owned and operated by the City of San Diego, minor-oriented facilities, residential care facilities, and schools including private or public institutions of learning providing instruction in kindergarten grades 1 to 12. There is also a minimum distance requirement of 100 feet from a residentially zoned property or lot. City staff has reviewed the 100/1,000-foot radius map and the 100/1,000-foot radius map spreadsheet submitted by the applicant identifying all the existing surrounding uses, and determined that the proposed Cannabis Outlet complies with the minimum separation requirements between uses and residentially zoned lot or premises.

The proposed Cannabis Outlet is subject to specific operational and security requirements and restrictions as set forth in SDMC section 141.0504(b) through (m), which have also been incorporated as conditions in the CUP including prohibition of consultation by medical professionals on-site; prohibition of the use of specified vending machines except by a responsible person (as defined by the SDMC); provision of interior and exterior lighting, operable cameras, alarms, security guard; restriction of hours of operation to between 7:00 am and 9:00 pm daily; maintenance of area and adjacent public sidewalks free of litter and graffiti, and removal of graffiti within 24 hours; restriction of signage to business name, two-color signs, and alphabetic characters; and signage advertising cannabis may not be visible from the public right-of-way. Outlets must also comply with Chapter 4, Article 2, Division 15 which provides guidelines for lawful operation. The CUP is valid for five years, however, may be revoked if the use violates the terms, conditions, lawful requirements, or provision of the permit.

Construction of the project authorized through this permit will be subject to all adopted building, electrical, mechanical, fire and plumbing codes, which will be enforced through plan review and building inspections completed by the City's building inspectors. Furthermore, this project has been reviewed pursuant to the California Environmental Quality Act, and the environmental analysis did not find any significant impacts to the public health and safety. Based on the above analysis, the proposed development would not be detrimental to the public health, safety, and welfare.

3. The proposed development will comply with the regulations of the Land Development Code including any allowable deviations pursuant to the Land Development Code.

The project proposes to operate a 5,412-square-foot Cannabis Outlet within an existing 6,676-square-foot commercial building, located at 11330 Sorrento Valley Road. The project

proposes interior improvements to an existing tenant space, including a check in area, cannabis retail sales floor, non-cannabis merchandise sales area, offices, restrooms and storage areas. Building improvements of the project authorized through this permit will be subject to all adopted building, electrical, mechanical, fire and plumbing codes, which will be enforced through plan review and building inspections completed by the City's building inspectors.

Cannabis Outlets are restricted to four per Council District, 36 city-wide, within commercial and industrial zones in order to minimize the impact on the City and residential neighborhoods. Cannabis Outlets require compliance with SDMC section 141.0504, which requires a 1,000-foot separation, measured in accordance with SDMC sections 141.0504 and 113.0225, from resource and population-based city parks, other Cannabis Outlets, churches, child care centers, playgrounds, libraries owned and operated by the City of San Diego, minor-oriented facilities, residential care facilities, and schools including private or public institutions of learning providing instruction in kindergarten grades 1 to 12. There is also a minimum distance requirement of 100 feet from a residentially zoned property or lot. City staff has reviewed the 100/1,000-foot radius map and the 100/1,000-foot radius map spreadsheet submitted by the applicant identifying all the existing surrounding uses, and determined that the proposed Cannabis Outlet complies with the minimum separation requirements between uses and residentially zoned lot or premises.

The permits for the project include various conditions and corresponding exhibits of approval relevant to achieving compliance with the SDMC relative to parking, signage, lighting, security measures, hours of operation, and site maintenance. No variance or deviations are requested as part of this application. Therefore, the proposed development will comply with the regulations of the Land Development Code.

4. The proposed use is appropriate at the proposed location.

The project is a request for a CUP and CDP to allow the operation of a 5,412-square-foot Cannabis Outlet within an existing 6,676-square-foot commercial building located at 11330 Sorrento Valley Road. The 1.4-acre project site is in the IL-3-1 (Industrial Light) Zone, Airport Influence Area (MCAS – Miramar Review Area 1), Airport Safety (MCAS Miramar – Accident Potential Zone 2), Coastal (Non-Appealable Area 1) Overlay Zone, First Public Roadway, Coastal Height Limitation, Fire Brush Management (100-foot Setback), Fire Brush Zone (300 Feet Buffer), Very High Fire Hazard Severity Zone, Special Flood Hazard Area (0.2 PCT Annual Chance Flood Hazard – 500 Year, and Zone AE – 100 Year), Prime Industrial Lands, and Transit Priority Area within the Torrey Pines Community Plan area.

The site is currently improved with a one-story commercial structure constructed in 1969 and occupied by offices and machine shops. The existing use of the proposed tenant space is currently an office. The SDMC limits Cannabis Outlets to commercial and industrial zones limited to no more than four per Council District, 36 city-wide, in order to minimize the impact on the City and residential neighborhoods. A total of four CUPs for Cannabis Outlets were approved in Council District 1. However, one of the approved CUPs (CUP No. 2038237) was recently cancelled on April 8, 2021. Therefore, there are currently three Cannabis Outlets located in Council District 1 and there is capacity for one additional Cannabis Outlet to be approved. Cannabis Outlet is allowed in the IL-3-1 Zone with a CUP and subject to

separation requirements set forth in SDMC section 141.0504(a) including a 1,000-foot separation, measured in accordance with SDMC sections 141.0504 and 113.0225, from specified uses. There is also a minimum distance requirement of 100 feet from a residential zone.

The TPCP designates the site as Industrial. TPCP land use in Sorrento Valley is generally implemented by the IL-3-1 Zone, which is an industrial zone that allows industrial, retail, and commercial uses. Pursuant to SDMC section 131.0622, retail sales and commercial services are permitted uses in the IL-3-1 Zones. The proposed Cannabis Outlet is allowed in the IL-3-1 zone with a CUP pursuant to SDMC sections 131.0622 and 141.0504. The site is within the Industrial Employment General Plan land use category per the Land Use and Street System Map (Figure LU-2). The Sorrento Valley industrial area, including this site, is identified as Prime Industrial Lands (PIL) by the General Plan. All of the surrounding parcels are in the IL-3-1 Zone and the existing uses are consistent with the Industrial designation of the Community Plan.

The TPCP contains a policy that states development of freestanding retail commercial uses in industrially designated areas shall be restricted to those uses that serve only the immediate Sorrento Valley industrial area. The proposed Cannabis Outlet will be one of the two tenants in a multi-tenant commercial building. Suite B of the subject building is not part of the proposed Cannabis Outlet application, and will be occupied by a separate tenant. Therefore, the proposed Cannabis Outlet is not a freestanding retail, and the project conforms with this community plan policy. Based on the market analysis included in the VMT Screening Analysis, the proposed Cannabis Outlet would satisfy the locally serving retail criteria per the City of San Diego Transportation Study Manual, based on the proximity of competitors limiting the market capture area of this project to less than three miles. Thus, the proposed Cannabis Outlet is a compatible use at this location with a CUP and is consistent with the TPCP land use policies.

The proposed Cannabis Outlet, classified as retail sales use category, is consistent with the underlying IL-3-1 Zone and community plan land use designation and objectives of encouraging a range of commercial goods and services, and with a CUP, is a compatible use with the surrounding development. Therefore, based on the above analysis, the proposed use is appropriate at the proposed location.

B. COASTAL DEVELOPMENT PERMIT FINDINGS [SDMC Section 126.0708]

- 1. The proposed coastal development will not encroach upon any existing physical accessway that is legally used by the public or any proposed public accessway identified in a Local Coastal Program land use plan; and the proposed coastal development will enhance and protect public views to and along the ocean and other scenic coastal areas as specified in the Local Coastal Program land use plan.**

The project is a request for a CUP and CDP to allow the operation of a 5,412-square-foot Cannabis Outlet within an existing 6,676-square-foot commercial building located at 11330 Sorrento Valley Road. The 1.4-acre project site is in the IL-3-1 (Industrial Light) Zone, Airport Influence Area (MCAS – Miramar Review Area 1), Airport Safety (MCAS Miramar – Accident

Potential Zone 2), Coastal (Non-Appealable Area 1) Overlay Zone, First Public Roadway, Coastal Height Limitation, Fire Brush Management (100-foot Setback), Fire Brush Zone (300 Feet Buffer), Very High Fire Hazard Severity Zone, Special Flood Hazard Area (0.2 PCT Annual Chance Flood Hazard – 500 Year, and Zone AE – 100 Year), Prime Industrial Lands, and Transit Priority Area within the Torrey Pines Community Plan area.

The project site is located approximately 1.5 miles from the Pacific Ocean, and it is within the First Public Roadway (1st-PBL-RDWH) pursuant to Ordinance No. O-17071 NS. The proposed development is limited to interior modifications that does not increase the footprint of the existing building and will not encroach upon any existing or proposed physical access to the coast. The site does not contain a public view as identified within the TPCP and Local Coastal Land Use Plan. Therefore, the project will enhance and protect public views to and along the ocean and other scenic coastal areas as specified in the TPCP and Local Coastal Land Use Plan.

2. The proposed coastal development will not adversely affect environmentally sensitive lands.

The project proposes to operate a 5,412-square-foot Cannabis Outlet within an existing 6,676-square-foot commercial building, located at 11330 Sorrento Valley Road. The project site is mostly designated for Flood Zone X, and the property near the entrance contains a portion of Environmentally Sensitive Lands (ESL) in the forms of Flood Zone 0.2 PCT Annual Chance Flood Hazard – 500 year and Special Flood Hazard Area Zone AE – 100 year. However, this project is exempt from the permit requirement of the ESL regulations pursuant to SDMC sections 143.0110(b)(4) and (c)(1) because no encroachment into the ESL is proposed, and the development is limited to interior modifications that does not increase the footprint of the existing building, will not encroach into any ESL during or after construction. The project proposes a CUP to operate a Cannabis Outlet in one of the existing tenant spaces of an existing building. Therefore, the proposed development will not adversely affect ESL.

3. The proposed coastal development is in conformity with the certified Local Coastal Program land use plan and complies with all regulations of the certified Implementation Program.

The proposed Cannabis Outlet is located at 11330 Sorrento Valley Road in the IL-3-1 Zone within the TPCP area. The project site is located approximately 1.5 miles from the Pacific Ocean, and it is within the First Public Roadway (1st-PBL-RDWH) pursuant to Ordinance No. O-17071 NS. The proposed development is limited to interior modifications that does not increase the footprint of the existing building and will not encroach upon any existing or proposed physical access to the coast. The site does not contain a public view as identified within the Torrey Pines Community Plan and Local Coastal Land Use Plan. The project is proposed within an existing developed site and will not encroach upon any existing or proposed physical access to the coast. The site does not contain a public view as identified within the Torrey Pines Community Plan and Local Coastal Land Use Plan.

The TPCP designates the site as Industrial. TPCP land use in Sorrento Valley is generally implemented by the IL-3-1 Zone, which is an industrial zone that allows industrial, retail, and commercial uses. Pursuant to SDMC section 131.0622, retail sales and commercial services are permitted uses in the IL-3-1 Zones. The proposed Cannabis Outlet is allowed in the IL-3-1 zone with a CUP pursuant to SDMC sections 131.0622 and 141.0504. The site is within the Industrial Employment General Plan land use category per the Land Use and Street System Map (Figure LU-2). The Sorrento Valley industrial area, including this site, is identified as Prime Industrial Lands (PIL) by the General Plan. All of the surrounding parcels are in the IL-3-1 Zone and the existing uses are consistent with the Industrial designation of the Community Plan. The TPCP contains a policy that states development of freestanding retail commercial uses in industrially designated areas shall be restricted to those uses that serve only the immediate Sorrento Valley industrial area. The proposed Cannabis Outlet will be one of the two tenants in a multi-tenant commercial building. Suite B of the subject building is not part of the proposed Cannabis Outlet application, and will be occupied by a separate tenant. Therefore, the proposed Cannabis Outlet is not a freestanding retail, and the project conforms with this community plan policy. Based on the market analysis included in the VMT Screening Analysis, the proposed Cannabis Outlet would satisfy the locally serving retail criteria per the City of San Diego Transportation Study Manual, based on the proximity of competitors limiting the market capture area of this project to less than three miles. Thus, the proposed development is in conformity with the certified Local Coastal Program land use plan and complies with all regulations of the certified Implementation Program.

4. For every Coastal Development Permit issued for any coastal development between the nearest public road and the sea or the shoreline of any body of water located within the Coastal Overlay Zone, the coastal development is in conformity with the public access and public recreation policies of Chapter 3 of the California Coastal Act.

The proposed 5,412-square-foot Cannabis Outlet is within an existing 6,676-square-foot commercial building located at 11330 Sorrento Valley Road. The project site is located approximately 1.5 miles from the Pacific Ocean, and it is within the First Public Roadway (1st-PBL-RDWY) pursuant to Ordinance No. O-17071 NS. The proposed development is limited to interior modifications that does not increase the footprint of the existing building and will not encroach upon any existing or proposed physical access to the coast. The public access to the water, public recreation facilities, or public parking would not be adversely affected by the approval of this coastal development because the development is located on an existing developed private property. Therefore, this coastal development is in compliance with the public access and public recreation policies of Chapter 3 of the California Coastal Act.

The above findings are supported by the minutes, maps and exhibits, all of which are incorporated herein by this reference.

BE IT FURTHER RESOLVED that, based on the findings hereinbefore adopted by the Planning Commission, Conditional Use Permit No. 2437097 and Coastal Development Permit No. 2527091 is

hereby GRANTED by the HEARING OFFICER to the referenced Owner/Permittee, in the form, exhibits, terms and conditions as set forth in Permit Nos. 2437097 and 2527091, a copy of which is attached hereto and made a part hereof.

Sammi Ma
Development Project Manager
Development Services

Adopted on: June 24, 2021

IO#: 24008641

DRAFT

RECORDING REQUESTED BY
CITY OF SAN DIEGO
DEVELOPMENT SERVICES
PERMIT INTAKE, MAIL STATION
501

WHEN RECORDED MAIL TO
PROJECT MANAGEMENT
PERMIT CLERK
MAIL STATION 501

INTERNAL ORDER NUMBER: 24008641

SPACE ABOVE THIS LINE FOR RECORDER'S USE

CONDITIONAL USE PERMIT NO. 2437097
COASTAL DEVELOPMENT PERMIT NO. 2527091
BAKERY SORRENTO CANNABIS OUTLET - PROJECT NO. 665588
PLANNING COMMISSION

This Conditional Use Permit No. 2437097 and Coastal Development Permit No. 2527091 ("Permit") is granted by the Planning Commission of the City of San Diego to Gary Rogers, Owner and Bakery Sorrento Inc., a California corporation, Permittee, pursuant to San Diego Municipal Code [SDMC] Section 126.0305. The 1.4-acre site is located at 11330 Sorrento Valley Road in the IL-3-1 Zone, Airport Influence Area (MCAS - Miramar Review Area 1), Airport Safety (MCAS Miramar - Accident Potential Zone 2), Coastal (Non-Appealable Area 1) Overlay Zone, First Public Roadway, Coastal Height Limitation, Fire Brush Management (100-foot Setback), Fire Brush Zone (300 Feet Buffer), Very High Fire Hazard Severity Zone, Special Flood Hazard Area (0.2 PCT Annual Chance Flood Hazard - 500 Year, and Zone AE - 100 Year), Prime Industrial Lands, and Transit Priority Area within the Torrey Pines Community Plan area. The project site is legally described as: Those portions of Lot "C" of acre Lot 15 and of Sorrento Valley Road, lying between the Southeasterly line of said Lot "C" and the Northeasterly line of the right of way of the Atchison, Topeka and Santa Fe Railway as shown on the Map of Sorrento Lands and Townsite, in the City of San Diego, County of San Diego, State of California, according to Map thereof No. 488, filed in the Office of the County Recorder of said San Diego County, dated February 9, 1988.

Subject to the terms and conditions set forth in this Permit, permission is granted to Owner and Permittee to operate a Cannabis Outlet, described and identified by size, dimension, quantity, type, and location on the approved exhibits [Exhibit "A"] dated April 28, 2021, on file in the Development Services Department.

The project shall include:

- a. Operation of a Cannabis Outlet in a 5,412-square-foot tenant space within an existing 6,676-square-foot building located at 11330 Sorrento Valley Road;
- b. Landscaping (planting, irrigation and landscape related improvements);
- c. Off-street parking;

- d. Public and private accessory improvements determined by the Development Services Department to be consistent with the land use and development standards for this site in accordance with the adopted community plan, the California Environmental Quality Act [CEQA] and the CEQA Guidelines, the City Engineer's requirements, zoning regulations, conditions of this Permit, and any other applicable regulations of the SDMC.

STANDARD REQUIREMENTS:

1. This permit must be utilized within thirty-six (36) months after the date on which all rights of appeal have expired. If this permit is not utilized in accordance with Chapter 12, Article 6, Division 1 of the SDMC within the 36 month period, this permit shall be void unless an Extension of Time has been granted. Any such Extension of Time must meet all SDMC requirements and applicable guidelines in effect at the time the extension is considered by the appropriate decision maker. This permit must be utilized by June 24, 2024.
2. This Conditional Use Permit [CUP] and corresponding use of this site shall expire on June 24, 2026.
3. No permit for the construction, occupancy, or operation of any facility or improvement described herein shall be granted, nor shall any activity authorized by this Permit be conducted on the premises until:
 - a. The Owner/Permittee signs and returns the Permit to the Development Services Department; and
 - b. The Permit is recorded in the Office of the San Diego County Recorder.
4. While this Permit is in effect, the subject property shall be used only for the purposes and under the terms and conditions set forth in this Permit unless otherwise authorized by the appropriate City decision maker.
5. This Permit is a covenant running with the subject property and all of the requirements and conditions of this Permit and related documents shall be binding upon the Owner/Permittee and any successor(s) in interest.
6. The continued use of this Permit shall be subject to the regulations of this and any other applicable governmental agency.
7. Issuance of this Permit by the City of San Diego does not authorize the Owner/Permittee for this Permit to violate any Federal, State or City laws, ordinances, regulations or policies including, but not limited to, the Endangered Species Act of 1973 [ESA] and any amendments thereto (16 U.S.C. § 1531 et seq.).
8. The Owner/Permittee shall secure all necessary building permits. The Owner/Permittee is informed that to secure these permits, substantial building modifications and site improvements

may be required to comply with applicable building, fire, mechanical, and plumbing codes, and State and Federal disability access laws.

9. Construction plans shall be in substantial conformity to Exhibit "A." Changes, modifications, or alterations to the construction plans are prohibited unless appropriate application(s) or amendment(s) to this Permit have been granted.

10. All of the conditions contained in this Permit have been considered and were determined necessary to make the findings required for approval of this Permit. The Permit holder is required to comply with each and every condition in order to maintain the entitlements that are granted by this Permit.

If any condition of this Permit, on a legal challenge by the Owner/Permittee of this Permit, is found or held by a court of competent jurisdiction to be invalid, unenforceable, or unreasonable, this Permit shall be void. However, in such an event, the Owner/Permittee shall have the right, by paying applicable processing fees, to bring a request for a new permit without the "invalid" condition(s) back to the discretionary body which approved the Permit for a determination by that body as to whether all of the findings necessary for the issuance of the proposed permit can still be made in the absence of the "invalid" condition(s). Such hearing shall be a hearing de novo, and the discretionary body shall have the absolute right to approve, disapprove, or modify the proposed permit and the condition(s) contained therein.

11. The Owner/Permittee shall defend, indemnify, and hold harmless the City, its agents, officers, and employees from any and all claims, actions, proceedings, damages, judgments, or costs, including attorney's fees, against the City or its agents, officers, or employees, relating to the issuance of this permit including, but not limited to, any action to attack, set aside, void, challenge, or annul this development approval and any environmental document or decision. The City will promptly notify Owner/Permittee of any claim, action, or proceeding and, if the City should fail to cooperate fully in the defense, the Owner/Permittee shall not thereafter be responsible to defend, indemnify, and hold harmless the City or its agents, officers, and employees. The City may elect to conduct its own defense, participate in its own defense, or obtain independent legal counsel in defense of any claim related to this indemnification. In the event of such election, Owner/Permittee shall pay all of the costs related thereto, including without limitation reasonable attorney's fees and costs. In the event of a disagreement between the City and Owner/Permittee regarding litigation issues, the City shall have the authority to control the litigation and make litigation related decisions, including, but not limited to, settlement or other disposition of the matter. However, the Owner/Permittee shall not be required to pay or perform any settlement unless such settlement is approved by Owner/Permittee.

CLIMATE ACTION PLAN REQUIREMENTS:

12. Owner/Permittee shall comply with the Climate Action Plan (CAP) Consistency Checklist stamped as Exhibit "A." Prior to issuance of any construction permit, all CAP strategies shall be noted within the first three (3) sheets of the construction plans under the heading "Climate Action Plan Requirements" and shall be enforced and implemented to the satisfaction of the Development Services Department.

ENGINEERING REQUIREMENTS:

13. Prior to the issuance of any construction permits, the Owner/Permittee shall obtain an Encroachment Maintenance and Removal Agreement (EMRA) for the landscape and irrigations located within the City's Right-Of-Way, satisfactory to the City Engineer.

LANDSCAPE REQUIREMENTS:

14. Prior to issuance of any construction permits, the Owner/Permittee shall submit complete landscape and irrigation construction documents for right-of-way improvements, which are consistent with the Landscape Standards, to the Development Services Department for approval. The construction documents shall be in substantial conformance with Exhibit "A," Landscape Development Plan, on file in the Development Services Department. Construction plans shall show, label and dimension a 40-square-foot area around each tree that is unencumbered by hardscape and utilities, unless otherwise approved per SDMC Section 142.0403(b) 6. Driveways, utilities, drains, water and sewer laterals shall be designed so as not to prohibit the placement of street trees.

15. The Owner/Permittee shall be responsible for the maintenance of all landscape improvements shown on the approved plans, including in the Public Right-Of-Way, unless long-term maintenance of said landscaping will be the responsibility of another entity approved by the Development Services Department. All required landscape shall be maintained consistent with the Landscape Standards in a disease, weed, and litter free condition at all times. Severe pruning or "topping" of trees is not permitted.

16. If any required landscape (including existing or new plantings, hardscape, landscape features, etc.) indicated on the approved construction documents is damaged or removed, the Owner/Permittee shall repair and/or replace in kind and equivalent size per the approved documents to the satisfaction of the Development Services Department within 30 days of damage or Certificate of Occupancy.

PLANNING/DESIGN REQUIREMENTS:

17. Lighting shall be provided to illuminate the interior, facade, and the immediate surrounding area of the cannabis outlet, including any accessory uses, parking lots, and adjoining sidewalks. Lighting shall be hooded or oriented to deflect light away from adjacent properties.

18. Security shall be provided at the cannabis outlet which shall include operable cameras, alarms, and a security guard. The security guard shall be licensed by the State of California and be present on the premises during business hours. The security guard shall only be engaged in activities related to providing security for the facility, except on an incidental basis.

19. The Owner/Permittee shall provide a sufficient odor absorbing ventilation and system capable of minimizing excessive or offensive odors emanating outside of the permitted cannabis outlet to the satisfaction of the Development Services Department.

20. Signage: Primary signs shall be posted on the outside of the cannabis outlet and shall only contain the name of the business, which shall contain only alphabetic characters, and shall be limited to two colors. Secondary signs advertising cannabis, window signs and any display visible from the public right-of-way, are not permitted. No marketing or advertising for cannabis or cannabis products shall be displayed visible from the public right-of-way. All cannabis licensees, and any person acting on behalf of a licensee, must comply with the State of California statutes and regulations governing commercial cannabis advertising and/or promoting.
21. The name and emergency contact phone number of the designated responsible managing operator shall be posted in a location visible from outside the cannabis outlet in character size at least two inches in height.
22. The cannabis outlet shall operate only between the hours of 7:00 a.m. and 9:00 p.m., seven days a week.
23. The use of vending machines which allow access to cannabis and cannabis products except by a responsible person, as defined in San Diego Municipal Code Section 42.1502, is prohibited. For purposes of this Section, a vending machine is any device which allows access to cannabis and cannabis products without a human intermediary.
24. An annual operating permit shall be obtained as required pursuant to San Diego Municipal Code Chapter 4, Article 2, Division 15.
25. Deliveries shall be permitted as an accessory use only from cannabis outlets with a valid Conditional Use Permit unless otherwise allowed pursuant to state law.
26. The cannabis outlet, adjacent public sidewalks, and areas under the control of the cannabis outlet, shall be maintained free of litter and graffiti at all times.
27. The cannabis outlet shall provide daily removal of trash, litter, and debris. Graffiti shall be removed from the premises within 24 hours.
28. Consultations by medical professionals shall not be a permitted accessory use at a cannabis outlet.

TRANSPORTATION REQUIREMENTS:

29. All on-site parking stalls shall be in compliance with requirements of the City's Land Development Code and shall not be converted and/or utilized for any other purpose, unless otherwise authorized in writing by the appropriate City decision maker in accordance with the SDMC.

INFORMATION ONLY:

- The issuance of this discretionary permit alone does not allow the immediate commencement or continued operation of the proposed use on site. Any operation allowed by this

discretionary permit may only begin or recommence after all conditions listed on this permit are fully completed and all required ministerial permits have been issued and received final inspection.

- Any party on whom fees, dedications, reservations, or other exactions have been imposed as conditions of approval of this Permit, may protest the imposition within ninety days of the approval of this development permit by filing a written protest with the City Clerk pursuant to California Government Code-section 66020.
- This development may be subject to impact fees at the time of construction permit issuance.
- Cannabis businesses that operate or provide services within the City of San Diego are liable for a monthly gross receipts tax. As referenced in San Diego Municipal Code Section [34.0103 \(b\)](#), taxable activities include but are not limited to, transporting, manufacturing, cultivating, packaging, or retail sales of cannabis and any ancillary products in the City. For additional information, contact the Office of the City Treasurer at (619) 615-1580.

APPROVED by the Planning Commission of the City of San Diego on June 24, 2021 and Resolution Number XXXX.

DRAFT

Permit Type/PTS Approval No.: Conditional Use Permit No. 2437097
Coastal Development Permit No. 2527091
Date of Approval: June 24, 2021

AUTHENTICATED BY THE CITY OF SAN DIEGO DEVELOPMENT SERVICES DEPARTMENT

Sammi Ma
Development Project Manager

**NOTE: Notary acknowledgment
must be attached per Civil Code
section 1189 et seq.**

The undersigned Owner/Permittee, by execution hereof, agrees to each and every condition of this Permit and promises to perform each and every obligation of Owner/Permittee hereunder.

Gary Rogers
Owner

By _____
NAME
TITLE

Bakery Sorrento Inc.
Permittee

By _____
NAME
TITLE

**NOTE: Notary acknowledgments
must be attached per Civil Code
section 1189 et seq.**