# CITY OF SAN DIEGO

REAL ESTATE ASSETS DEPARTMENT
1200 Third Avenue, Suite 1700
San Diego, CA 92101-4195

## REQUEST FOR INFORMATION (RFI)

Closing Date: September 20, 2016 @ 4:00 p.m., P.T.

**Subject:** Furnish the City of San Diego (City) Real Estate Assets Department with Information Relative to opportunities for various business endeavors or fundraising opportunities, sponsorships or programs that will assist in preserving this designated historical resource including financing and redevelopment of the Torrey Pines Gliderport.

Questions and Comments: Due no later than August 30, 2016.

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Firm _____ Name _____
(Print or Type)

Street Address _____ Signature* _____

City _____ Title _____

State _____ Zip Code _____ Date _____

Tel. No. _____ Fax No. _____

E-mail _____

*Authorized Signature: *The signer declares under penalty of perjury that she/he is authorized to sign this document and agrees to provide accurate and truthful information in response to this Request for Information*

**REQUEST FOR INFORMATION MUST HAVE AN ORIGINAL SIGNATURE**

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**FOR CONSIDERATION AS A RESPONSIVE FIRM, THE FOLLOWING IS REQUIRED:**

1) All information on this Request for Information cover page must be completed.

2) This cover page must be signed with an original signature.

3) Information must be submitted on or before the exact closing date and time. Information received after the exact closing date and time will NOT be considered. If hand delivering, please allow enough time for travel and parking to submit by the closing time and date.

FOR FURTHER INFORMATION CONCERNING THIS RFI, PLEASE CONTACT:

ROSWITHA SANCHEZ, Supervising Property Agent

Phone: 619-236-6721 E-mail: roswithas@sandiego.gov

## I. INTRODUCTION

### A. BACKGROUND

The City-owned Torrey Pines Gliderport (Gliderport) is located at 2800 Torrey Pines Scenic Drive, situated within the City's Torey Pines City Park. The Gliderport is a San Diego designated historical resource and is on the National Register of Historic Places, the State Register of Historic Sites and is a dedicated National Soaring Landmark. The Gliderport is an approximately 6.74 acre site and is bordered by the Torrey Pines State Preserve to the south, Torrey Pines Municipal Golf Course to the north, the University of California San Diego to the east and the Salk Institute to the southeast.

In 2012 the Torrey Pines City Park General Development Plan (GDP) was approved by the City's Park and Recreation Board (see attached Exhibit "A"). The GDP lays out a plan for the proposed park including improvements to the Gliderport.

Concurrent with this RFI the City is also issuing a Request for Proposals (RFP) inviting proposals from qualified firms or individuals, hereafter referred to as Proposers, to redevelop and operate the Gliderport. The City is seeking proposals to the RFP that will serve the needs of the local and regional community in the best interest of the public in accordance with the Torrey Pines City Park GDP.

### B. REQUEST FOR INFORMATION

This RFI is issued for purposes of gathering information regarding interest or opportunities for various business endeavors or fundraising opportunities, sponsorships or programs that will assist in preserving the Gliderport including financing and redevelopment of the Gliderport. The City does not intend to award a contract on the basis of information received in response to this RFI. The City may, in its sole discretion, consider the information submitted in response to this RFI with regards to the RFP.

The City is seeking to redevelop, operate and maintain the Gliderport as a designated historical resource in accordance with the GDP. The proposed facility under the GDP would include, but not be limited to, a flight operations building, a takeoff/landing area, a minimum of thirty (30) parking spaces in designated areas, and certain other site improvements as further and more fully identified in the GDP.

## II. RFI SUBMITTAL PROCESS

### A. RFI SUBMITTAL

1. Timely Submission. Responses must be submitted as described herein via a sealed envelope to the Real Estate Assets Department (READ) located at 1200 Third Avenue, Suite, 1700, San Diego, CA 92101. The subject as described on the Cover Sheet and Closing Date must be referenced in the lower left-hand corner of the outside of the envelope.

2. Questions and Comments. Written questions and comments must be electronically mailed (e-mailed) to the City Contact identified on the Cover Sheet no later than the date specified on the Cover Sheet. Only written communications relative to the RFI shall be considered. E-mail is the only acceptable method for submission of questions. It is incumbent upon respondents to verify that the City has received their questions and/or comments. All questions will be answered in writing and posted on the City's third party bid notification provider site, Planet Bids. The City will distribute questions and answers without identification of the inquirer(s) to all responders who are on record as having received this RFI. No oral communications can be relied upon for this RFI. Addenda will be issued addressing questions or comments that are determined by the City to cause a change to any part of this RFI.

3. Solicitations. Respondents are not prohibited from also submitting proposals to the RFP.

4. RFI Opening and California Public Records Act. Responses to this RFI will not be opened in public. Note, however, that by submitting a response, Respondent acknowledges and agrees as follows in this paragraph. Any information submitted in response to this RFI is a public record subject to disclosure unless the City determines that a specific exemption in the California Public Records Act (CPRA) applies. If a Respondent submits information clearly marked confidential or proprietary, the City may protect such information and treat it with confidentiality to the extent permitted by law. However, it will be the responsibility of the Respondent to provide to the City the specific legal grounds on which the City can rely in withholding information requested under the CPRA should the City choose to withhold such information. If the Respondent does not provide a specific and detailed legal basis for requesting the City to withhold the Respondent's marked confidential or proprietary information at the time a response is submitted, the City will release the information as required by the CPRA and Respondent will hold the City, its elected officials, officers, and employees harmless for release of this information. It will be the Respondent's obligation to defend, at Respondent's expense, any legal actions or challenges seeking to obtain from the City any information

requested under the CPRA withheld by the City at the Respondent's request. Furthermore, the Respondent shall indemnify and hold harmless the City, its elected officials, officers, and employees from and against any claim or liability, and defend any action brought against the City, resulting from the City's refusal to release information requested under the CPRA which was withheld at Respondent's request.

B. REQUESTED INFORMATION

1. To be considered responsive, Respondents' submission must provide all information requested in this RFI. All responses must be thorough and concise. The City encourages creativity.

2. Respondents should address any other issues related to this RFI that Respondent deems important and relevant to City's goals and objectives as described herein.

3. The City may ask Respondents to interview and/or make an oral presentation.

## III. SPECIFIC PROVISIONS

A. CONFLICTS OF INTEREST. State law makes it illegal for public officials or their employees to participate in the making of a contract in which he or she is financially interested. The law defines the making of a contract to include responding to RFI's. The law further defines a public official very broadly to include members of advisory boards that are not actual parties to the contract. Prospective respondents who are aware of circumstances that could create a conflict of interest if a response to this RFI was submitted are urged to contact the City immediately.

B. CITY'S UNILATERAL RIGHT. The City reserves the unilateral right to cancel this RFI, in whole or in part, or reject all information submitted in response to this RFI when such action is determined to be fiscally advantageous to the City or otherwise in the best interest of the City; to waive or permit cure of minor irregularities; and to conduct discussions with firms in any manner necessary to serve the best interest of the City.

C. INCURRED EXPENSES. The City will not be responsible for any expenses incurred by Firms in preparing and submitting a response to this RFI including public outreach, preliminary due diligence, oral presentations, and meetings.

**EXHIBIT "A"**
**GENERAL DEVELOPMENT PLAN**

# TORREY PINES CITY PARK
# GENERAL DEVELOPMENT PLAN

APPROVED – Park and Recreation Board - June 21, 2012,
Torrey Pines City Park Advisory Board February 18, 2010

## City of San Diego
Park Planning
Urban Form Division
City Planning & Community Investment


WRT Landscape Architecture
Planning & Design

HELIX Environmental
RBF Consulting
MJE Marketing Services, Inc.
Ninyo & Moore
Accessible San Diego
PCG Utility Consultants
Hunter Pacific Group
ASM Affiliates, Inc.
San Diego Natural History Museum, Paleontology
Vonn Marie May, Cultural Land Planning & Research

# Acknowledgements


**Torrey Pines City Park Advisory Board**

- Ginny Barnes, Chair, Mayor's Appointment
- David Metzgar, Paragliding/San Diego Hang Gliding & Paragliding Association
- Ken Baier, Hang Gliding/Torrey Hawks Hang Gliding Club
- Edward Slater, Associated Glider Clubs of Southern California
- Michael Stepner, Park & Recreation Board Member
- Mary Coakley, Park & Recreation Board's Community Parks 1 Area Member
- Chris Schmidt, Sierra Club – San Diego Chapter
- Brian Thompson, Torrey Pines Association
- Ronald Brown, Torrey Pines Gulls-Radio-Controlled Soaring Society & Torrey Pines Scale Soaring Society
- Douglas Williamson, University Community Planning Group
- Ken King, Council District 1 Representative
- Michelle Abella-Shon, Board Staff Liaison

**Stakeholders**

- Associated Glider Clubs of Southern California
- California Coastal Commission
- Current Lessee– California Air Adventures
- Torrey Pines Gulls—Radio-Controlled Soaring Society
- Torrey Pines State Park
- La Jolla Historical Society
- Save Our Heritage Organization (SOHO)
- Kumeyaay Cultural Repatriation Committee
- The San Diego County Archaeological Society
- University Community Planning Group
- La Jolla Community Planning Group
- Hang Gliding/Torrey Hawks Hang Gliding club
- Paragliding/San Diego Hang Gliding and Paragliding Association
- Salk Institute
- San Diego Park and Recreation Board
- City of San Diego Historical Resources Board
- Sierra Club
- Surfrider Foundation, San Diego Chapter
- Torrey Pines Association
- University of California, San Diego

**City of San Diego Offices:**

**Mayor** Jerry Sanders

**Councilmember** Sherri Lightner, District 1

- Mayor's Office of Ethics and Integrity, Disability Services
- Golf Operations, Torrey Pines
- Fire-Rescue Department
- Engineering & Capital Projects Dept. Project Implementation & Technical Services Division
- Park and Recreation

**City of San Diego Staff:**

City Planning & Community Investment

- William Anderson, Director
- Bennur Koksuz, Deputy Director Urban Form Division
- Deborah Sharpe, Project Officer II Urban Form Division
- Michelle Abella-Shon, Project Manager Urban Form Division
- Jeff Harkness, RLA No. 2308 Park Designer - Park Planning Section/Liaison

# EXECUTIVE SUMMARY

Torrey Pines City Park is a unique and remarkable place. Despite its rich history and resources, the park is today disturbed and eroded, with unchecked vehicular access, as well as continuing and costly resource degradation.

- Archeological investigations have established that the Kumeyaay people utilized these bluffs and the ocean's bounty for thousands of years.
- In 1899, the City of San Diego dedicated a park of coastal bluffs and rare pine trees for the public use and enjoyment.
- In 1930 brave aeronautic pioneers found the persistent wind blowing up these cliffs was perfect for soaring. Currently, the park's flight community's active aeronautic research, development and recreation are recognized world-wide.
- During WWII the site supported Camp Callan the artillery-training base practices took its toll on the park's natural resources.
- In the 1960s the City deeded adjacent properties to scientific and educational institutions, and recreational and tourism destinations.
- Together with the motorless flight and environmental communities, these facilities now represent a large, diverse constituency of stakeholders.

As a public treasure, Torrey Pines City Park, needs to be carefully rehabilitated. This General Development Plan (GDP) is designed to enhance the quality and diverse character of the park through programmed park uses and the composition of forms and natural materials. Its intentional forms trace paths drawn on the land over many years of activity. Introduced elements will support historic uses, serve the public and protect the park.

Contents: page


**Acknowledgements**
**Executive Summary** 1
**Introduction** 3
**Design Intent** 5
**Project Schedule** 6
**Project Goals** 7
**Park Program** 8
**Park Plan**
Flight 10
Beach Access 16
Conservation 18
Education 32
Passive Recreation 37
Support Facilities 40
**Appendices**
Bibliography 46
Cultural Resources 47

*Mission Statement by the Torrey Pines City Park Advisory Board*

To protect and preserve this world renowned soaring site and the park's unique natural, historical, cultural and recreational resources.

Consistent with this mission statement the Torrey Pines City Park General Development Plan accomplishes the following as a sustainable and versatile park site which meets the needs of all stakeholders:

- Preserves and interprets the park's 57 acres of cultural resources associated with the Kumeyaay, Camp Callan and the history of wind-powered flight
- Improves retention of stormwater runoff for slope protection
- Improves emergency landing runway for fixed-wing glider's historic use of the park
- Improves the take off/landing area for hang glider and paraglider aircraft use
- Improves the landing area and "Pit" for radio controlled aircraft use
- Improves the flight operations center
- Improves the 2 beach access trails
- Adds 19.6 acres to the Multi-Habitat Planning Area (MHPA) new native vegetation planting to restore the eroded bluffs
- Improves 2 miles of trails
- Provides picnic areas and viewing opportunities
- Improves the park entrance and perimeter security
- Improves restroom facilities with 2 new comfort stations
- Improves the public parking for 565 vehicles
- Improves access for emergency vehicles

# Context

Torrey Pines City Park is a resource-based park located on the north coast of the City of San Diego.

This General Development Plan covers 57 acres within the larger 434+ acre city-owned parcels, including Torrey Pines Municipal Golf Course and generally consists of the top of the coastal bluffs and the two existing routes to the beach below.

The park is contiguous with Torrey Pines State Preserve, Torrey Pines Municipal Golf Course, University of California San Diego, and the Salk Institute.

Earlier master plans studied the site and recommended improvements but were not processed for approval. It is a regional resource within the University Community Plan Area and the North City Local Coastal Program. Implementation of this GDP will require development permits from the City of San Diego and the California Coastal Commission.

Project boundary 57 Acres

“Indian Canyon Trail” to the State Beach

Parking for 565 vehicles (whole site) on unpaved buff top

Vehicular barriers

Pedestrian barriers

Multi-Habitat Planning Area boundary – adjustment required

Gliderport lease limit (existing)

Flight area no permanent obstacles taller than 12’

National Historic Register Gliderport boundary

Radio-controlled flight area

Take-off and landing area

Flight operations center

Historic Runway on UCSD property

“Citizen’s Trail” to the State Beach

City Beach

*There is no water, sewer or electrical service to the site.*

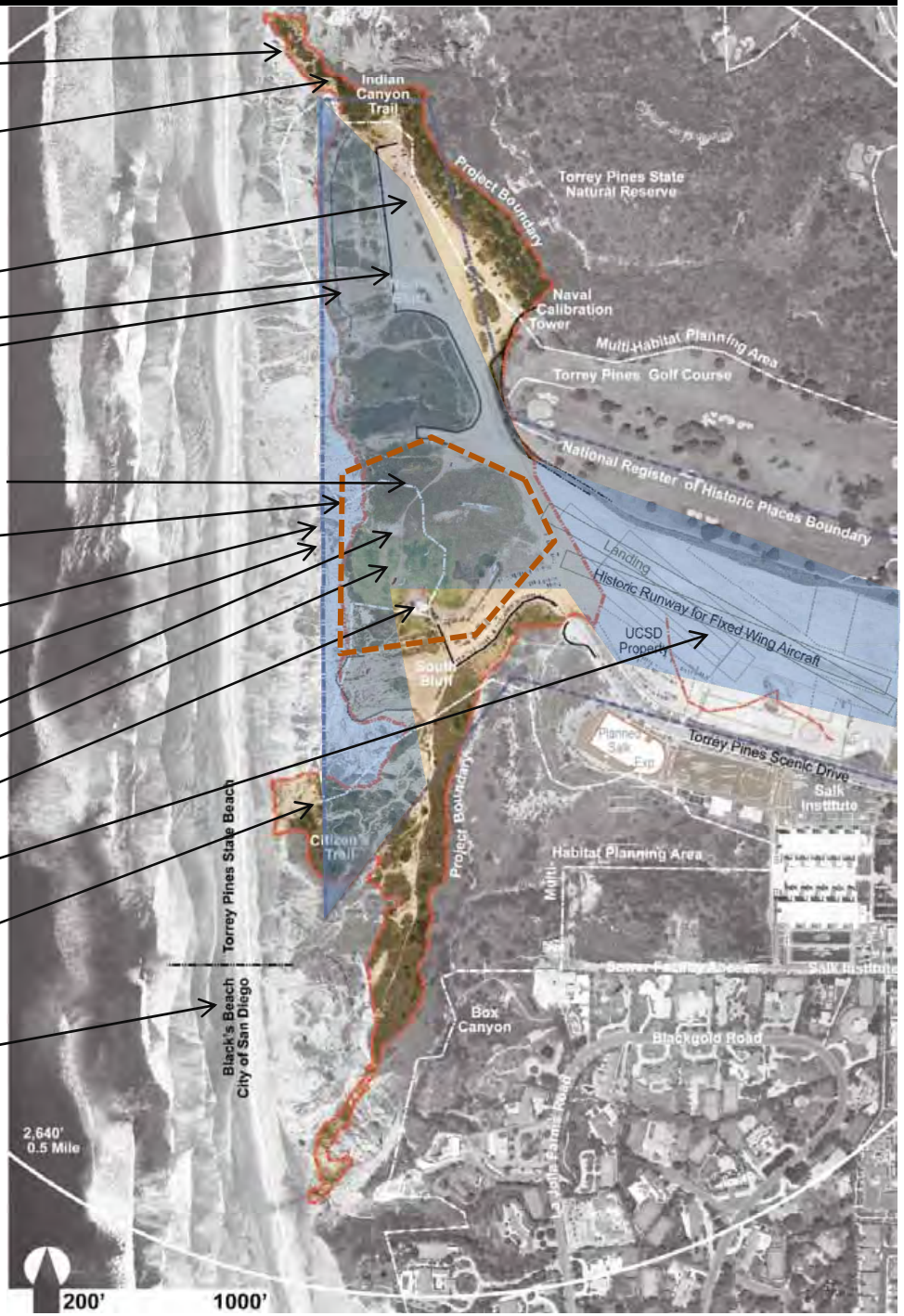
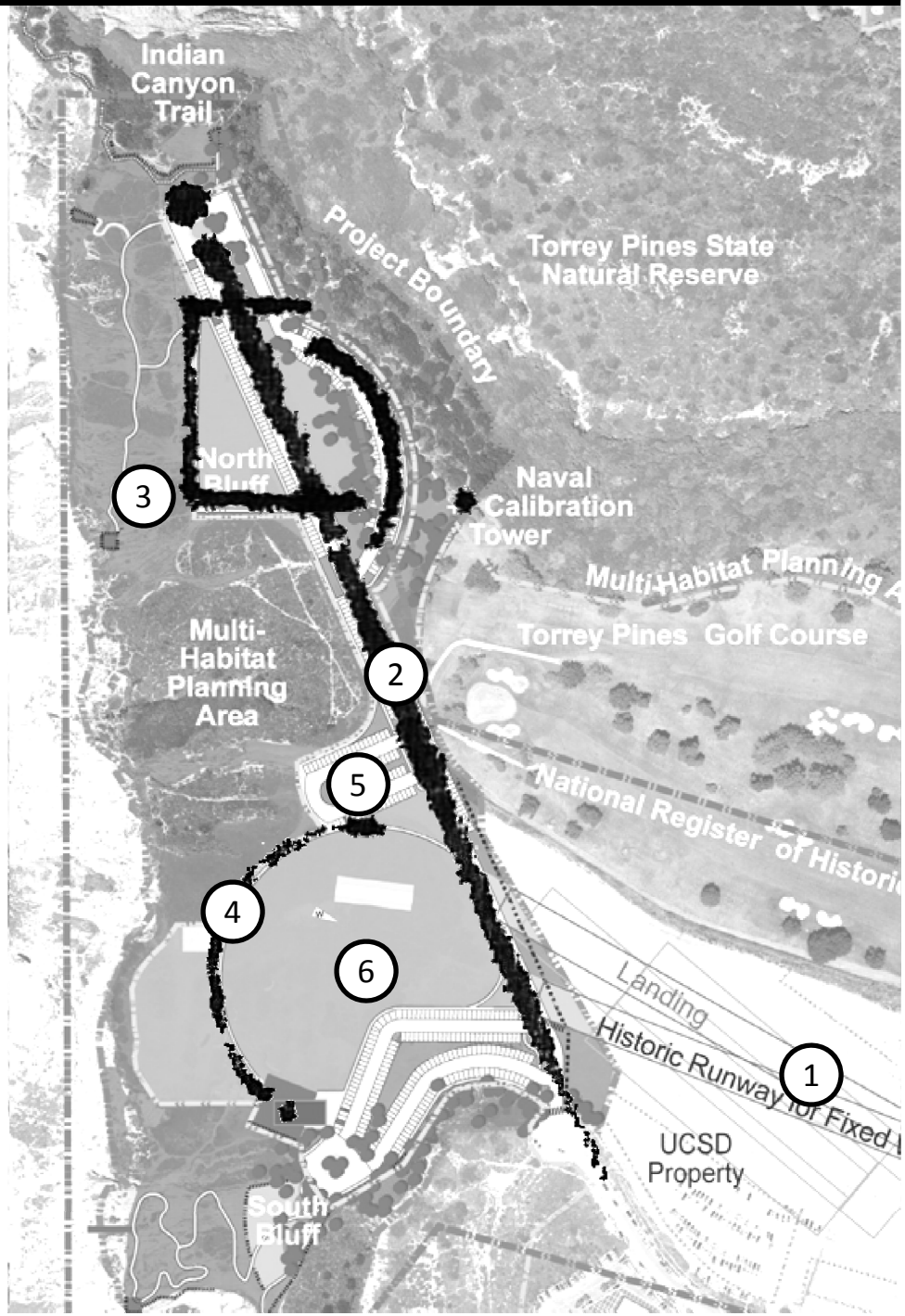


Diagram of the composition of park elements

1. The historic runway is set into the prevailing winds for fixed wing flight in the early spring.
2. The emergency runway makes use of the landform and provides park and beach parking on non-flight days.
3. The North Bluff is squared to the cardinal navigation points. It is designed to accommodate a variety of permitted events.
4. A pedestrian path encircles the mound connecting the radio controlled area to the flight center.
5. Parking and vehicular circulation is disciplined to enhance park use and increase native habitat restoration.
6. Cultural resources are preserved throughout the park.



# PROJECT SCHEDULE

| | | June, 2009 | July | August | September | October | November | December | January, 2010 | Feburary | March | April | May | June | July | August | September | October | November |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| **1** | **Project Inventory Analysis and Outreach** | | | | | | | | | | | | | | | | | | |
| 1.1 | Initiation Meeting, preparation and follow through | ■ | | | | | | | | | | | | | | | | | |
| 1.2 | PAB Meeting # 1—Introduction | ▼❑ | PAB June 18, NR&C June 24 | | | | | | | | | | | | | | | | |
| 1.3 | Document Collection and Review | | | | | | | | | | | | | | | | | | |
| 1.4 | Resource-Data Map Assembly | | | | | | | | | | | | | | | | | | |
| 1.5 | Stakeholder Interviews, preparation and follow through | | | | | | | | | | | | | | | | | | |
| 1.6 | Site Analysis | | | | | | | | | | | | | | | | | | |
| 1.7 | City Staff Meeting, preparation and follow through | | ■ | | | | | | | | | | | | | | | | |
| 1.8 | PAB Meeting # 2—Review of Base Information | | ▼ | PAB July 16 | | | | | | | | | | | | | | | |
| **2** | **Site & Facilities Evaluation** | | | | | | | | | | | | | | | | | | |
| 2.1 | Evaluation Criteria | | | | | | | | | | | | | | | | | | |
| 2.2 | Park Program | | | | | | | | | | | | | | | | | | |
| 2.3 | Opportunities and Constraints | | | | | | | | | | | | | | | | | | |
| 2.4 | PAB Meeting # 3—Review of Evaluation | | | ▼ | PAB August 20 | | | | | | | | | | | | | | |
| 2.5 | City Staff Meeting, preparation and follow through | | | ■ | | | | | | | | | | | | | | | |
| **3** | **Preliminary General Development Plan Recommendations** | | | | | | | | | | | | | | | | | | |
| 3.1 | Draft Park Development Options | | | | | | | | | | | | | | | | | | |
| 3.2 | Assessment of Park Development Options | | | | | | | | | | | | | | | | | | |
| 3.3 | PAB Meeting #4 – Draft Park Development Options | | | | | ▼ | PAB October 15 | | | | | | | | | | | | |
| 3.4 | City Staff Meeting, preparation and follow through | | | | ■ | ❑ | NR&C October 28 | | | | | | | | | | | | |
| 3.5 | Preparation of Preliminary GDP | | | | | | | | | | | | | | | | | | |
| 3.6 | PAB Meeting #5 – Assessment of Park Development Options | | | | | | ▼ | PAB November 19 | | | | | | | | | | | |
| 3.7 | City Staff Meeting, preparation and follow through | | | | | | ■ | | | | | | | | | | | | |
| **4** | **General Development Plan** | | | | | | | | | | | | | | | | | | |
| 4.1 | Prepare a Draft General Development Plan | | | | | | | ❑ | NR&C December 9 | | | | | | | | | | |
| 4.2 | City Staff Meeting, preparation and follow through | | | | | | | | ■ | | | | | | | | | | |
| 4.3 | PAB Meeting #6 – Draft GDP | | | | | | | | | ▼ | PAB Feburary 18, 2010 | | | | | | | | |
| **5** | **Environmental Review** | | | | | | | | | | | | | | | | | | |
| 5.1 | Scoping Discussion with Development Services Department | | | | | | | | | | ■ | | | | | | | | |
| 5.2 | Technical Studies, assembly and refinement to GDP | | | | | | | | | | | | | | | | | | |
| 5.3 | Draft Initial Study & Mitigated Negative Declaration | | | | | | | | | | | | | | | | | | |
| | Public Review Period | | | | | | | | | | | | | | | | | | |
| 5.4 | Responses to Comments | | | | | | | | | | | | | | | | | | |
| 5.5 | Mitigation Monitoring and Reporting Program | | | | | | | | | | | | | | | | | | |
| 5.6 | CEQA Processing Support | | | | | | | | | | | | | | | | | | |
| 5.7 | Site Development/Coastal Development Permit Applications | | | | | | | | | | | | | | | | | | |
| **6** | **Approval Process** | | | | | | | | | | | | | | | | | | |
| 6.1 | City Staff Meeting, preparation and follow through | | | | | | | | | | | | | | | ■ | | | |
| 6.2 | Area Committee Meeting, preperation and follow through | | | | | | | | | | | | | | ● | 8/4/2010 | | | |
| 6.3 | Design Review Committee Meeting, prep. & follow-up | | | | | | | | | | | | | | | | ● | 8/11/2010 | |
| 6.4 | Park & Recreation Board Meeting, prep. & follow-up | | | | | | | | | | | | | | | | | ● | |
| 6.5 | City Council Presentation Meeting | | | | | | | | | | | | | | | | | | ● |

Meeting with City project management ■
Torrey Pines City Park Advisory Board Meeting ▼ June 18, July 16, August 20, October 15, November 19, February 18
City Council Natural Resources & Culture Committee ❑ June 24, October 28, December 9,
Other Committes or City Council presentations ●

Torrey Pines City Park is important to the City of San Diego and the region for its history, unique recreational opportunities, and natural and cultural resources. The intent of this planning and design effort is to develop a sustainable park that meets the needs of all existing and future park users.

> To protect and preserve this world renowned soaring site and the park's unique natural, historical, cultural and recreational resources.

*Mission Statement by the Torrey Pines City Park Advisory Board*

The park program and goals were assembled through a public process consisting of public meetings and stakeholder questionnaires and interviews, consistent with the Mission Statement. The meetings were facilitated by the Torrey Pines City Park Advisory Board. The Advisory Board was created to consider and provide input through the GDP process. It included representatives from many user groups. A schedule of evening meetings was advertised and open to the public for a period of over nine months.

Goals:

- **Flight**–*provide access to wind powered soaring*
- **Beach Access** – *provide a physical link from the bluff to the ocean*
- **Conservation** – *preserve and enhance the natural & cultural resources*
- **Education** – *provide interpretation of resources – natural & cultural*
- **Passive Recreation** – *provide for the enjoyment of natural open space*
- **Support Facilities** – *components to be shared by all users*

*Illustrative summary of public desires for the park*

The following park program lists elements recommended for implementation. The park GDP illustrates the location of the elements. Many of the elements are interrelated, overlapping in their function and value.

| Park Program | Existing | Proposed | Notes |
|---|---|---|---|
| **Flight** | | | ***Goal: to provide access to wind-powered soaring*** |
| Take-off/landing set-up area, hang glider tie downs, radio-control flight pit and landing area | 2 acres | 2 acres | Airfield planted with native grasses, no permanent irrigation. Radio control flight pit (work area and launch) is sheltered by a low berm, landing area is 50' x 200' smooth, soft surface |
| Flight operations center; flight retail, meeting/classroom, food service (café) (500-1,000 square feet), flight storage (1,200 SF) | 3,200 SF | 3,000 SF - 6,000 SF | Located to minimize flight/wind disturbance, access to all, meet codes, shelter, inspire and educate |
| Exterior storage | 1,070 SF | | Integrated into flight operations center |
| Flight observation area | 8,250 SF | 7,600 SF | Defined for outdoor public walking and seating |
| Dedicated pilot parking | 30 vehicles | 30 | 30 spaces daily, with up to 50 for special events |
| Emergency landing strip for fixed-wing aircraft | | | 75' width clear of obstacles |
| Web camera | | | Integrated into flight operations center |
| Weather station | | | Integrated into flight operations center |
| **Beach Access** | | | ***Goal: to provide a physical link from the bluff to the beach & ocean*** |
| Indian Canyon Trail | 1,000 LF | 1,000 LF | Minimal wood steps and rail as needed, retreat with erosion |
| Citizen's Trail | 1,500 LF | 1,500 LF | Minimal wood steps and rail as needed, retreat with erosion |
| **Conservation** | | | ***Goal: to preserve and enhance the natural and cultural resources*** |
| Erosion control with stormwater detention-reuse | | | Accommodate 100 year/24 hour storm event |
| Preserve archaeological resources | | | Integrated use of imported gap-graded structural soil for stormwater detention - Lithwick |
| Enhance the historical functions of the site | | | Modifications are required to be consistent with the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties, in particular the Standards for Rehabilitation |
| Minimize disturbance of soil and plants | | | Limit excavation, fill to achieve needed grade |
| Multi-Habitat Planning Area (net increase approximately 19.6 acres) | 19.2 acres | 38.8 acres approx. | Including Southern Coastal Bluff Scrub, Scrub Oak Chaparral, Diegan Coastal Sage Scrub |
| Planting of native plants in recreational areas | | | Airfield and North Bluff planted with native grasses, no permanent irrigation |
| Fencing | | | To protect cultural resources and for vegetation establishment |
| Irrigation | | | Temporary - to establish native vegetation, above ground with safeguards & monitoring |

| Park Program | Existing | Proposed | Notes |
|---|---|---|---|
| **Education** | | | ***Goal: to provide interpretation of resources – natural & cultural*** |
| Interpretive Program and Signage | | | Integrated program for orientation, regulatory and interpretive for soaring, cultural & natural resources |
| Park Ranger | | | When approved by the City of San Diego |
| Museum (not an independent building) | | | Integrate interpretive and displays within the flight operation center and throughout park site |
| Gathering areas for programs, schools | | | Open grass areas of the north and or south bluffs |
| Website for Torrey Pines City Park | | | City of San Diego |
| **Passive Recreation** | | | ***Goal: to provide for the enjoyment of natural open space*** |
| Nature trails | | 2 miles | ADA accessible |
| Seating | | | As appropriate, out of flight zones |
| Picnic tables | | | As appropriate, out of flight zones |
| Observation decks - at North Bluff and South Bluff, out of flight area | | | 3 platforms (each less than 1,200 sf) safely above natural grade to provide an experience above the coastal bluff that are ADA compliant |
| Multiple places to host a variety of gatherings | | | North bluff native grass area |
| Fire ring | | | When approved by the City of San Diego, away from MHPA |
| **Support Facilities** | | | ***Goal: to provide components to be shared by all users*** |
| Parking | 565 | 565 | including ADA spaces, and pilot's spaces |
| Bicycle racks | 4 bikes | 36 bikes | at north and south parking areas |
| Restrooms - at North Bluff and South Bluff (shared with flight lease) parking areas | | 2 | 2 units each structure, pre-manufactured with holding tanks, located for truck access and regular maintenance (no sewer or water service). If feasible water and sewer may be introduced to the park. |
| Life Guard Observation Platform "Perch" | 9 SF | 18 SF | For summer season use, allow public use in off-season |
| Life Guard storage | 0 SF | 100 SF | Integrated into the south bluff restroom building |
| Emergency lighting | | | Solar powered |
| Emergency vehicle access | | | Meets City of San Diego Fire Dept. standards |

Emergency runway for fixed wing aircraft use in spring flying season. General public parking other days.

North flag of flight window

Takeoff and Landing strips for fixed-wing aircraft. Work with UCSD for continued use.

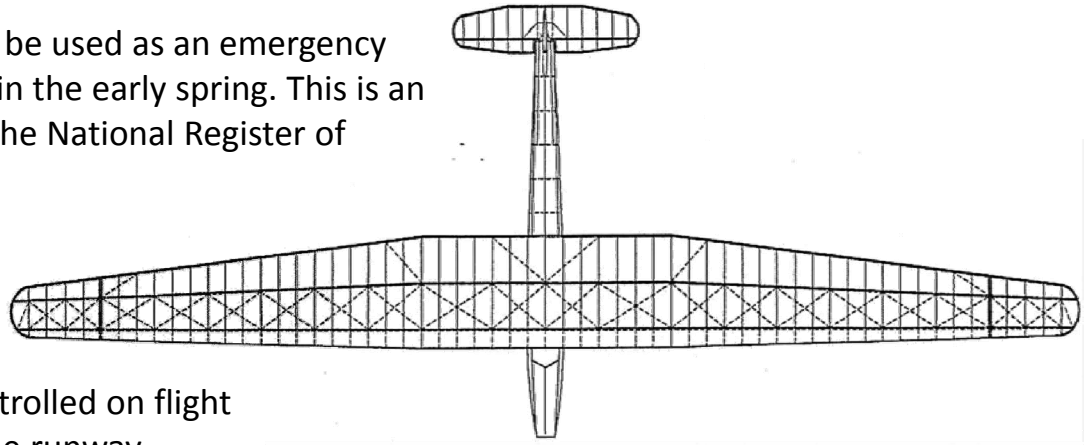
Radio Control Areas

Hang-Glider and Paraglider Take-off Landing Areas

South flag of flight window

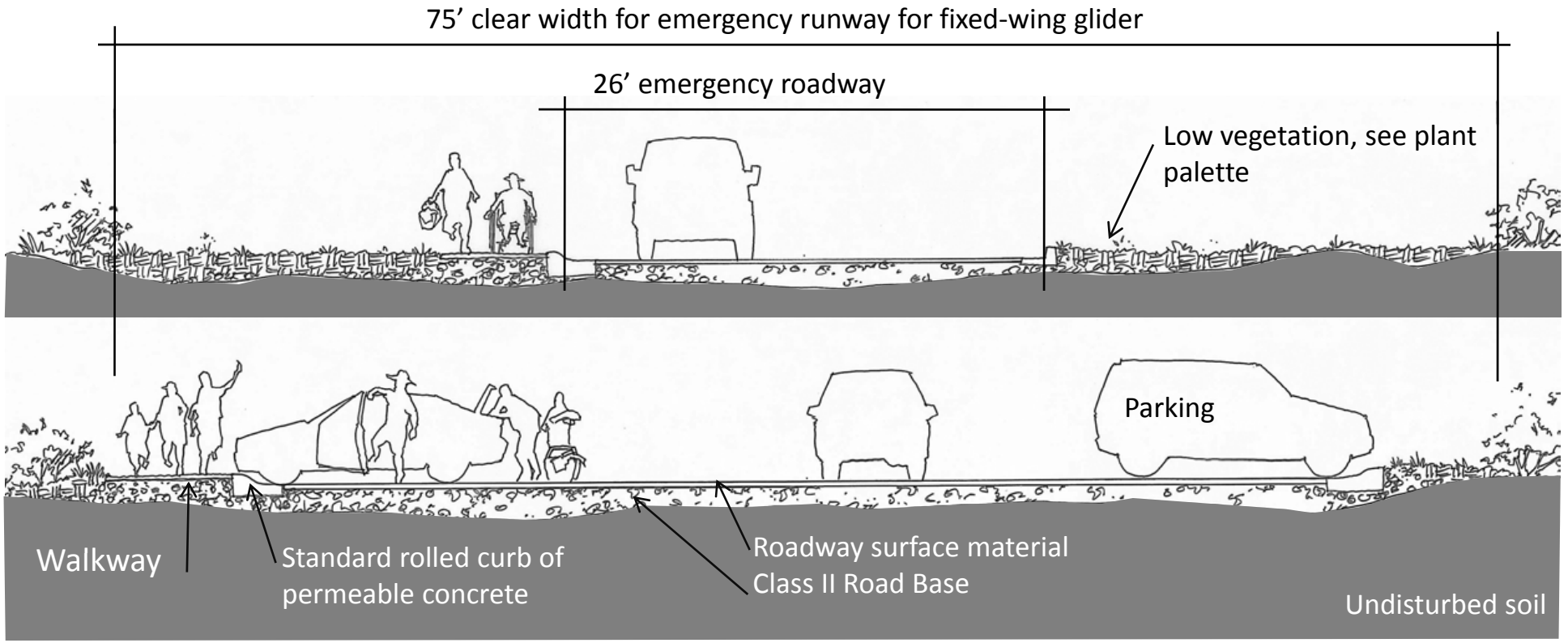
Flight Operations Center *(diagrammatic size & form)*

Bowlus Sailplane #18 Model A



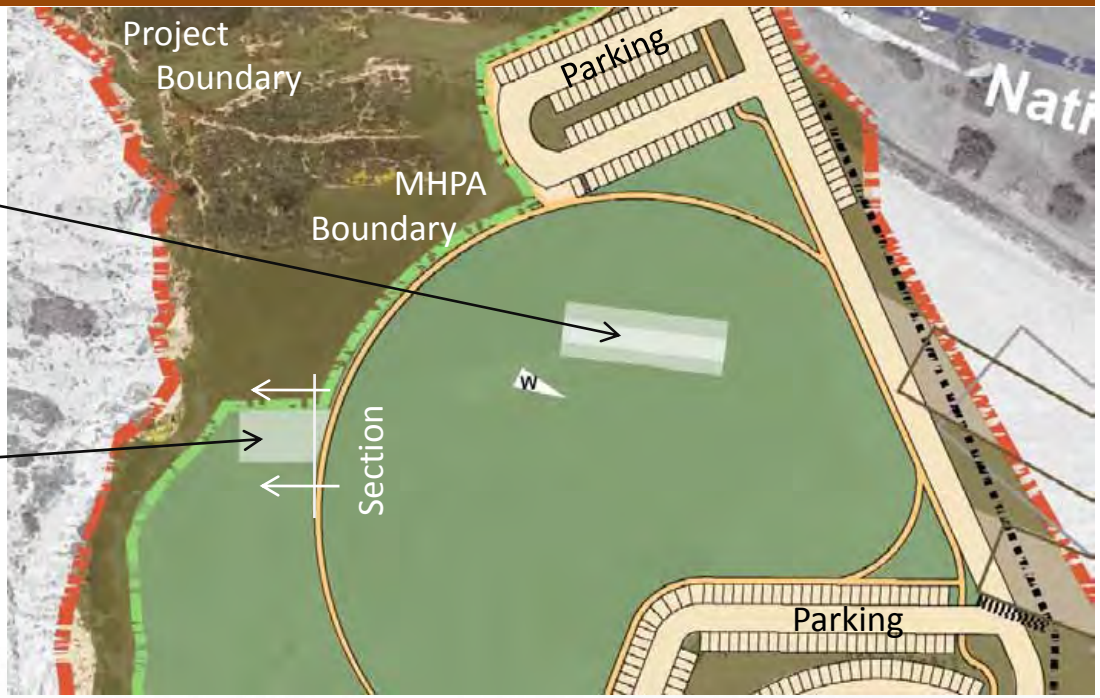
The north parking area will be used as an emergency landing strip on flight days in the early spring. This is an historic use recognized by the National Register of Historic Places.

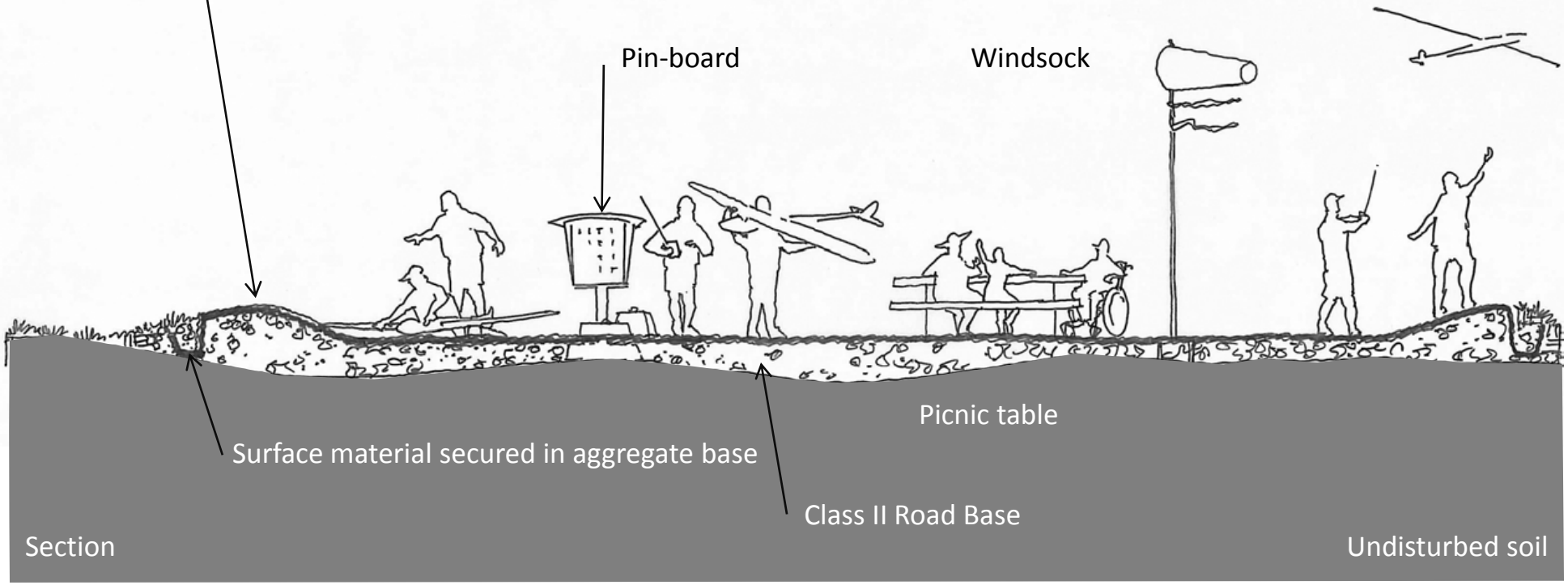
Vehicular traffic will be controlled on flight days at the gate south of the runway.



Radio Control Landing Strip
Surface material should be a soft artificial fabric, permeable to water.

Radio Control Flight Pit
Raised berm to block wind for aircraft set-up



Radio Control pilot parking

Path from parking

Restored native vegetation

Radio Control Landing Strip

Fixed-wing winch site

RC Flight Pit

Hanglider, & Paraglider Launch & Landing Airfield

Dedicated Pilot Parking (30 spaces)

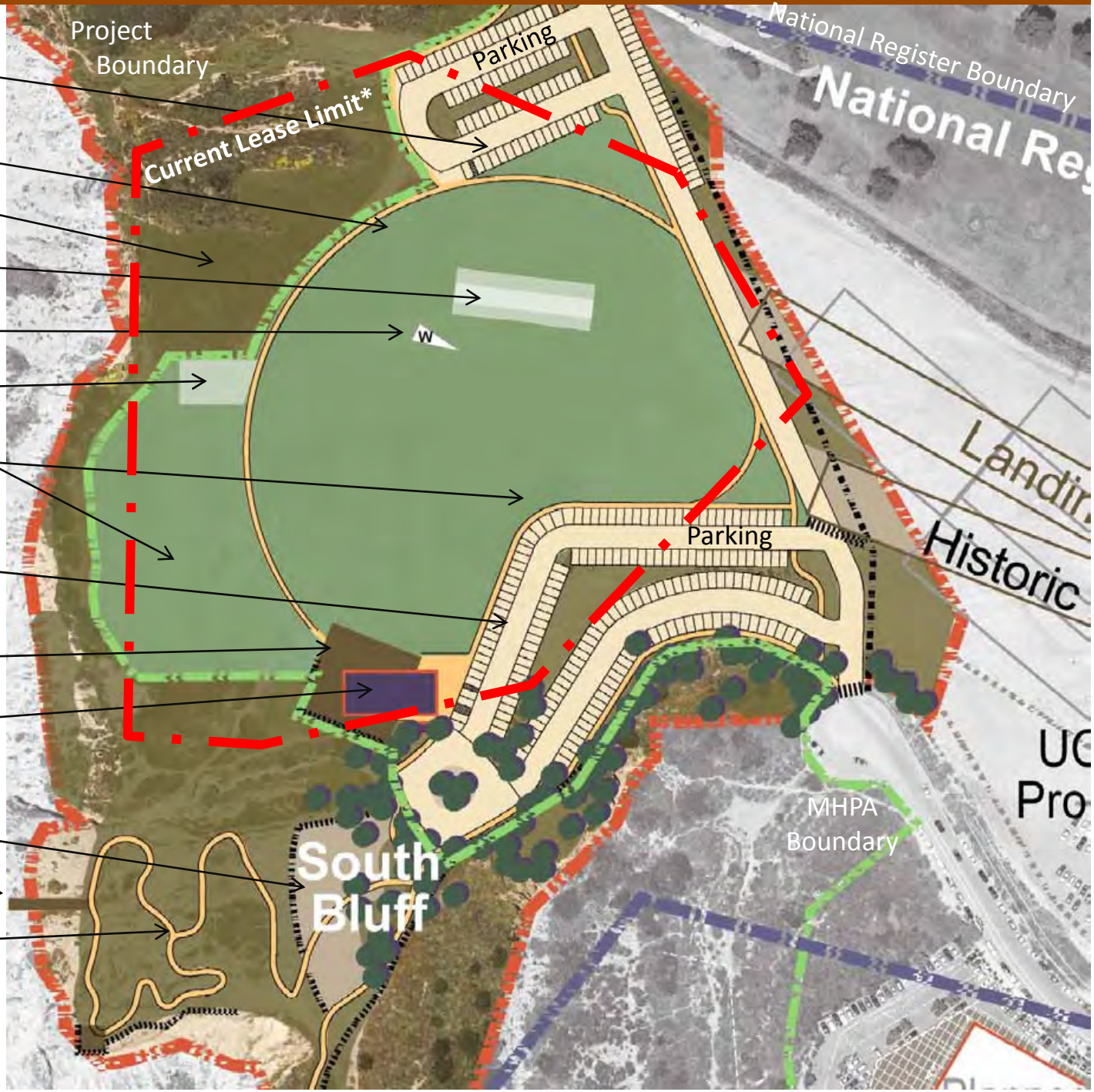
Observation Area

Flight Operations Center (new location to assist flight)

South Bluff picnic area

Lifeguard platform "Perch"

Trails




** New Lease Limit will be determined through the request for proposal process*

**Existing**
**Flight Operations Center**

Building Area = 3,200 square feet

Observation Area = 8,250 sf.
Including roof deck

Outdoor Storage Area = 1,070 sf

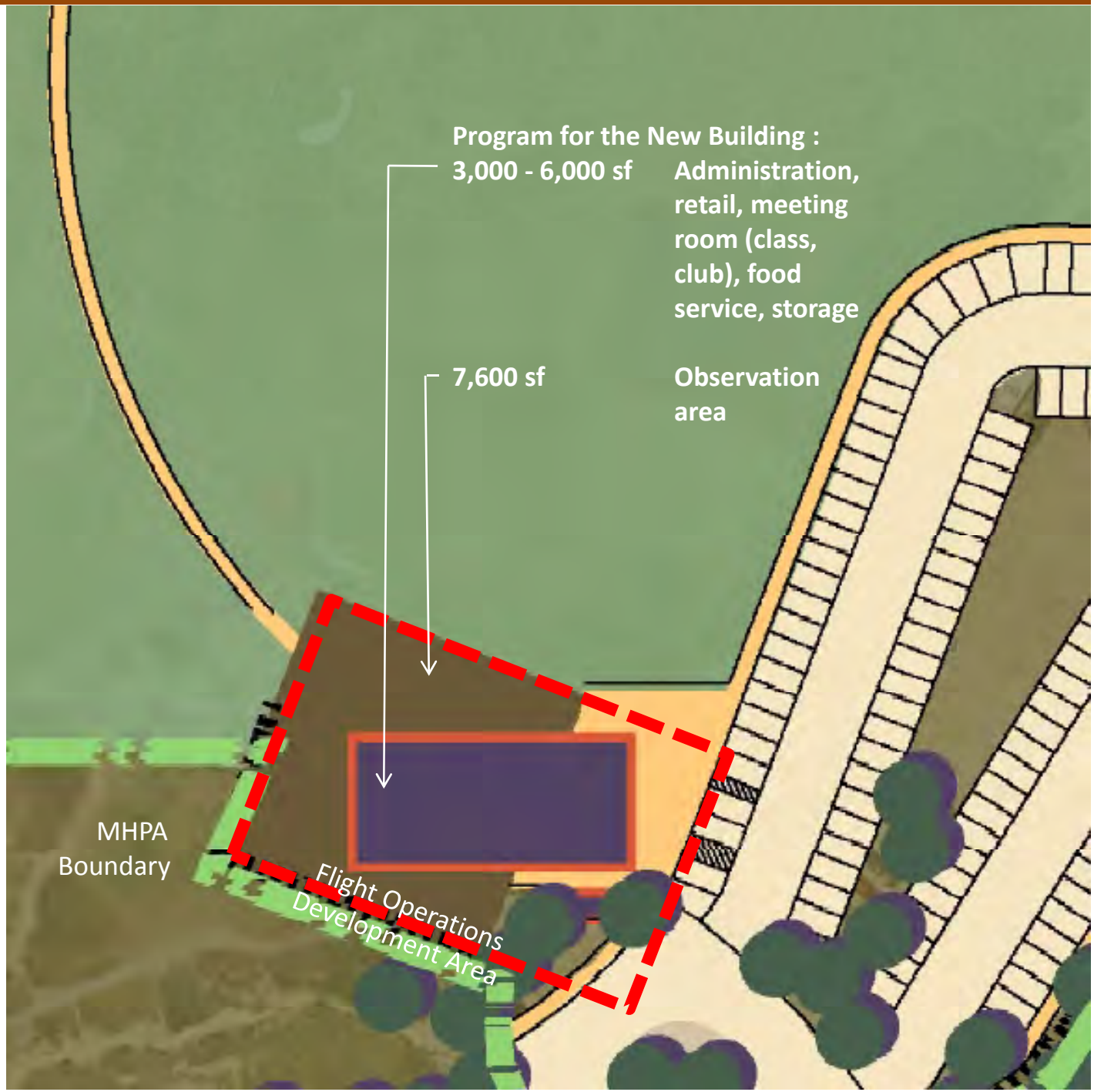
*Areas are approximate*

**Flight Operations Center**

Requirements

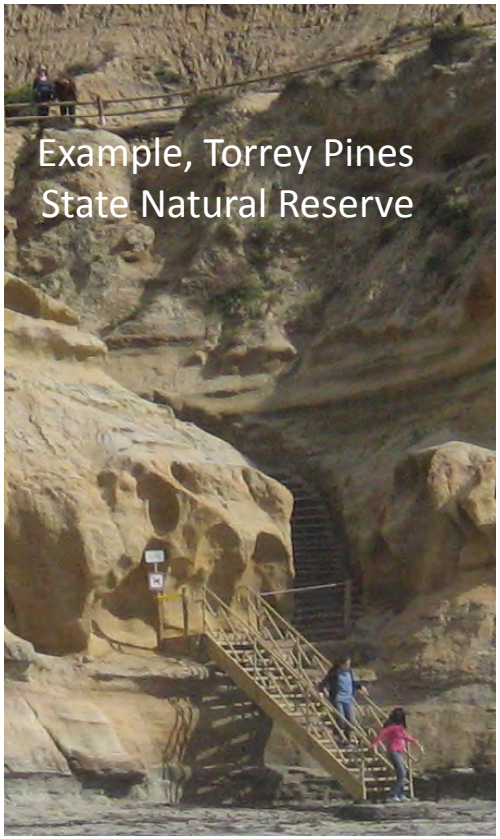
- Minimize wind disturbance to the airfield;
- Limit excavation – protect cultural resources and minimize geological impact;
- Solar powered- electrical system, including emergency lighting;
- No water, sewer or electric service;
- Incorporate interpretive & educational displays;
- Incorporate the multiple official site monuments;
- Set back (eastward) from the bluff – minimum 50';
- The design of the public building should consider the contextual architectural styles of the original Salk Institute as well as materials used in wind-powered aircraft.

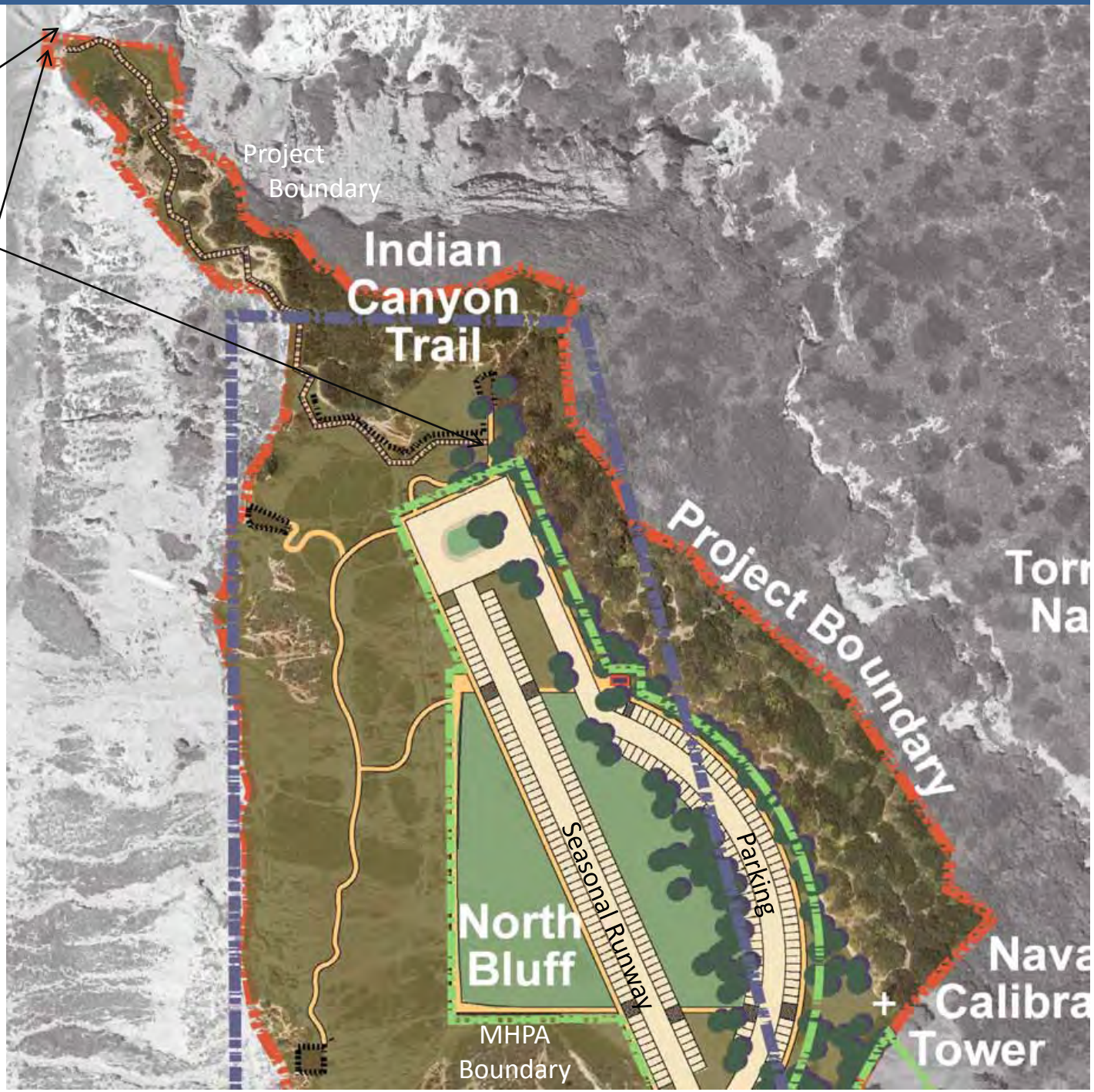
*If feasible water and sewer service may brought to the building.*



Indian Canyon Trail to the beach following the existing route — improve with segments of wooden steps and handrails.

Add signage at the top and base of the trail



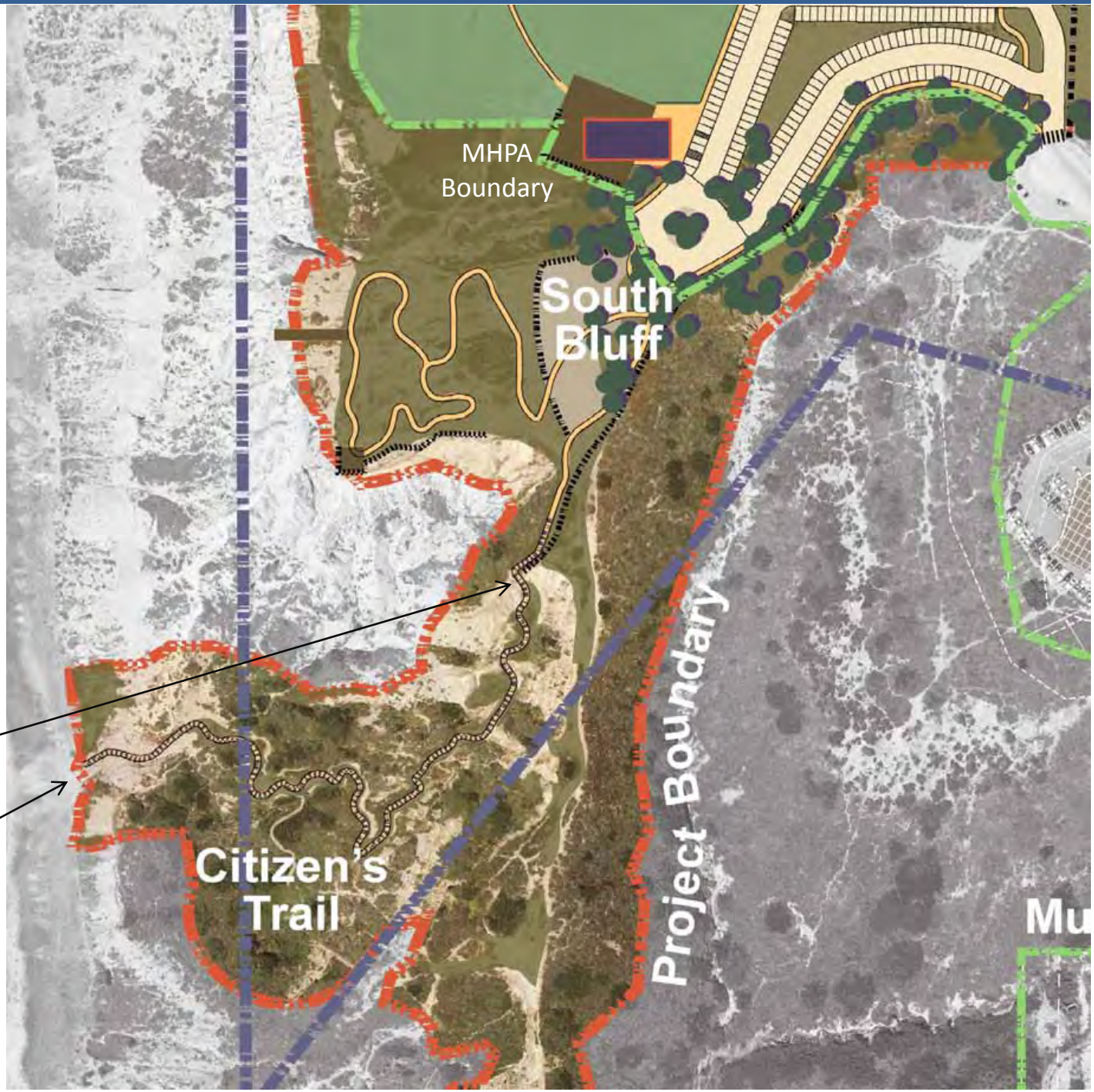



Example, Torrey Pines State Natural Reserve

Example, Torrey Pines State Natural Reserve

Add signage at the top of the trail

Citizen's Trail to the beach improve with segments of wooden steps and handrails following existing route



July 12, 1993 the Gliderport was listed on the ***National Register of Historic Places*** under Criterion A: Property is associated with events that have made a significant contribution to the broad patterns of our history.

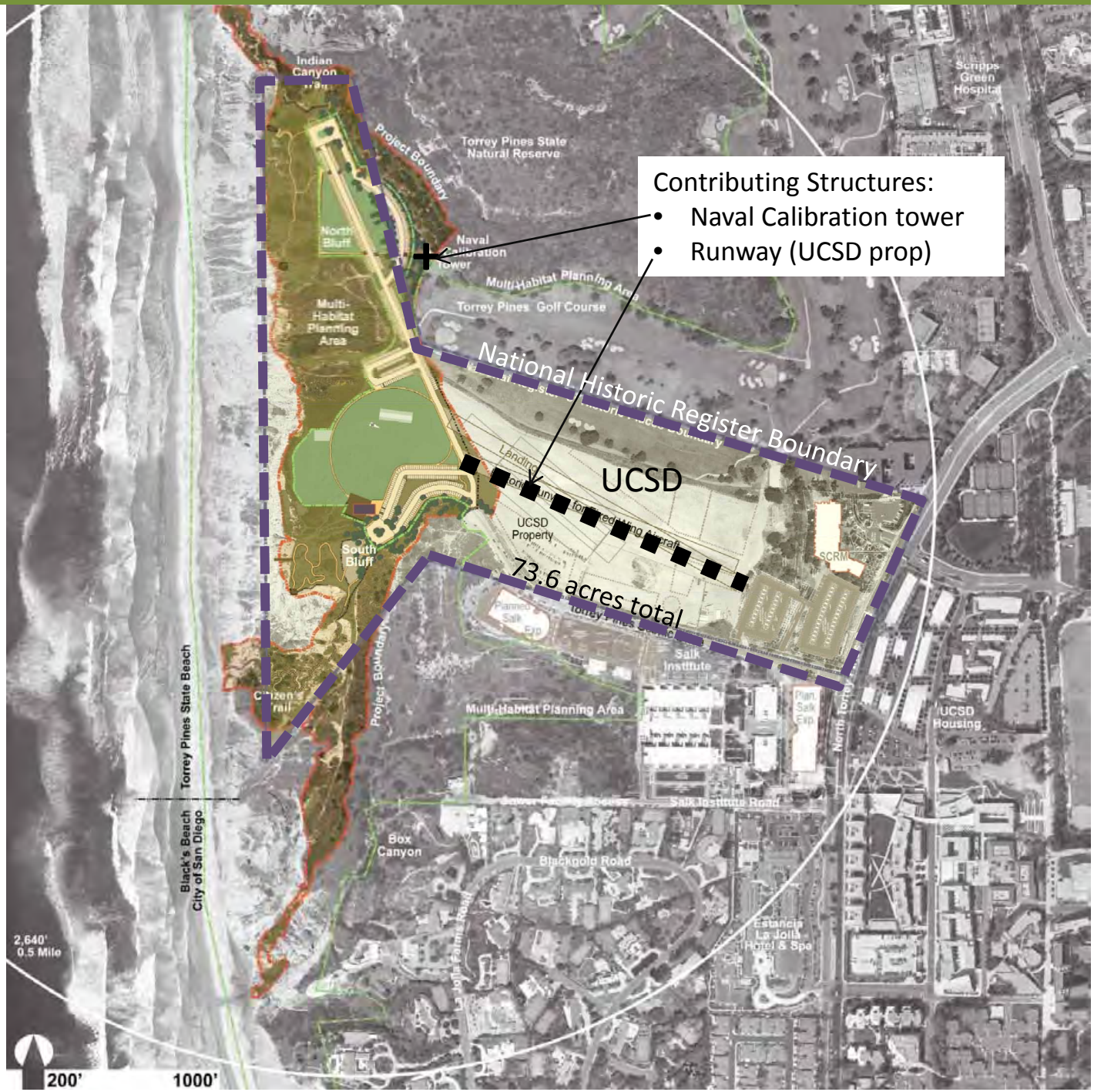
Historical functions:

- recreation & culture
- education
- transportation, and
- landscape

Historical significance:

- Associated with Southern California's history and aviation industry
- Used for advancement of aviation technology and recreation since the 1930s

Period of Significance is from 1928 to 1942.



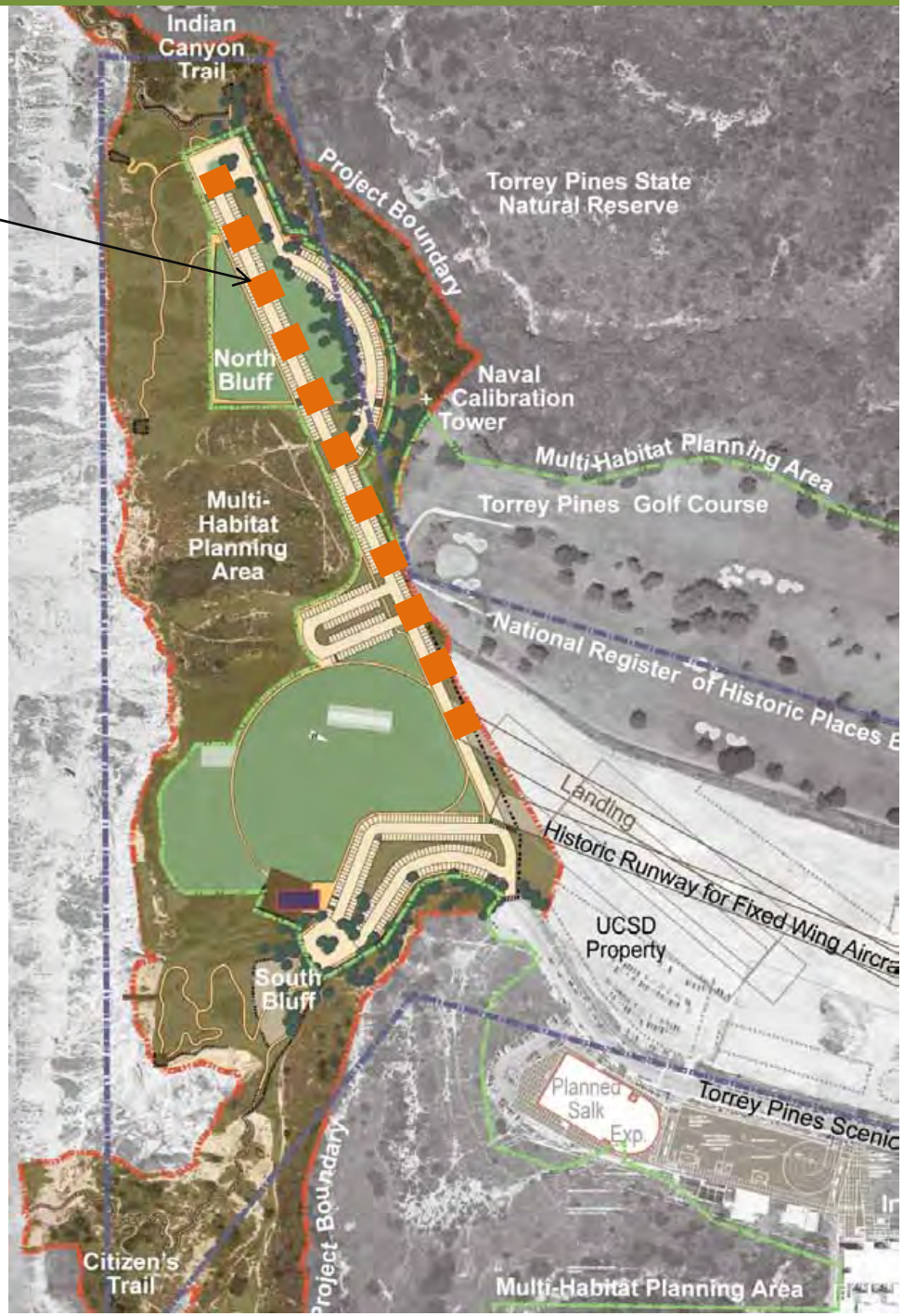
Modifications to historical features within the National Register boundary would be:

- Improvement of the emergency landing strip
- Improved access to the gliderport
- Improved beach access
- Adds 19.6 acres to the Multi-Habitat Planning Area (MHPA) new native vegetation planting
- New pedestrian trails, picnic areas and observation areas
- Interpretive program

These modifications are required to be consistent with the Secretary of the Interior's Standards and Guidelines for the Treatment of Historic Properties, in particular the Standards for Rehabilitation.

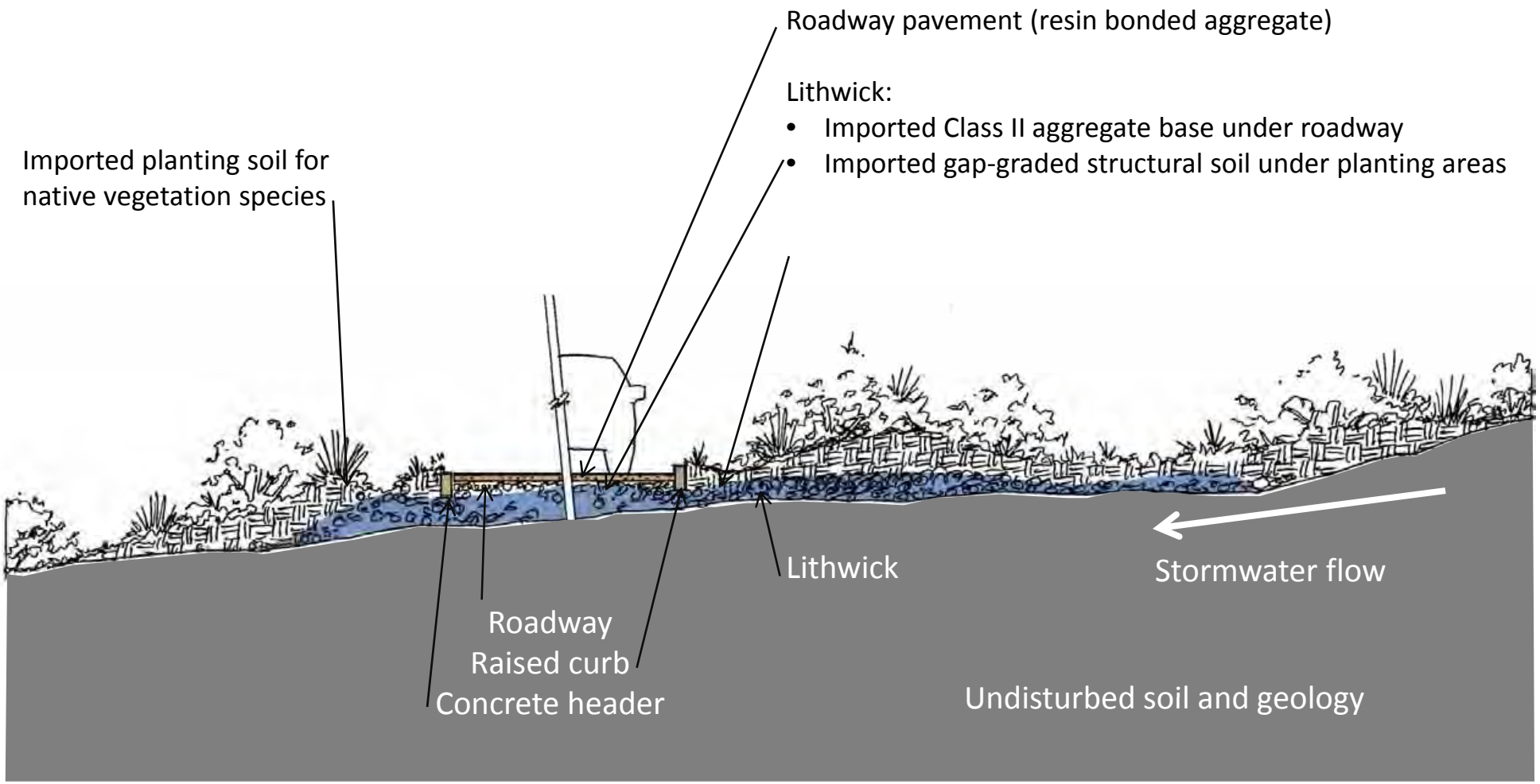
The City of San Diego's list of historic resources should be amended to include significant archaeological resources.

All future development requires Native American consultation related to impacts and mitigation to archaeologically and culturally significant resources and values.



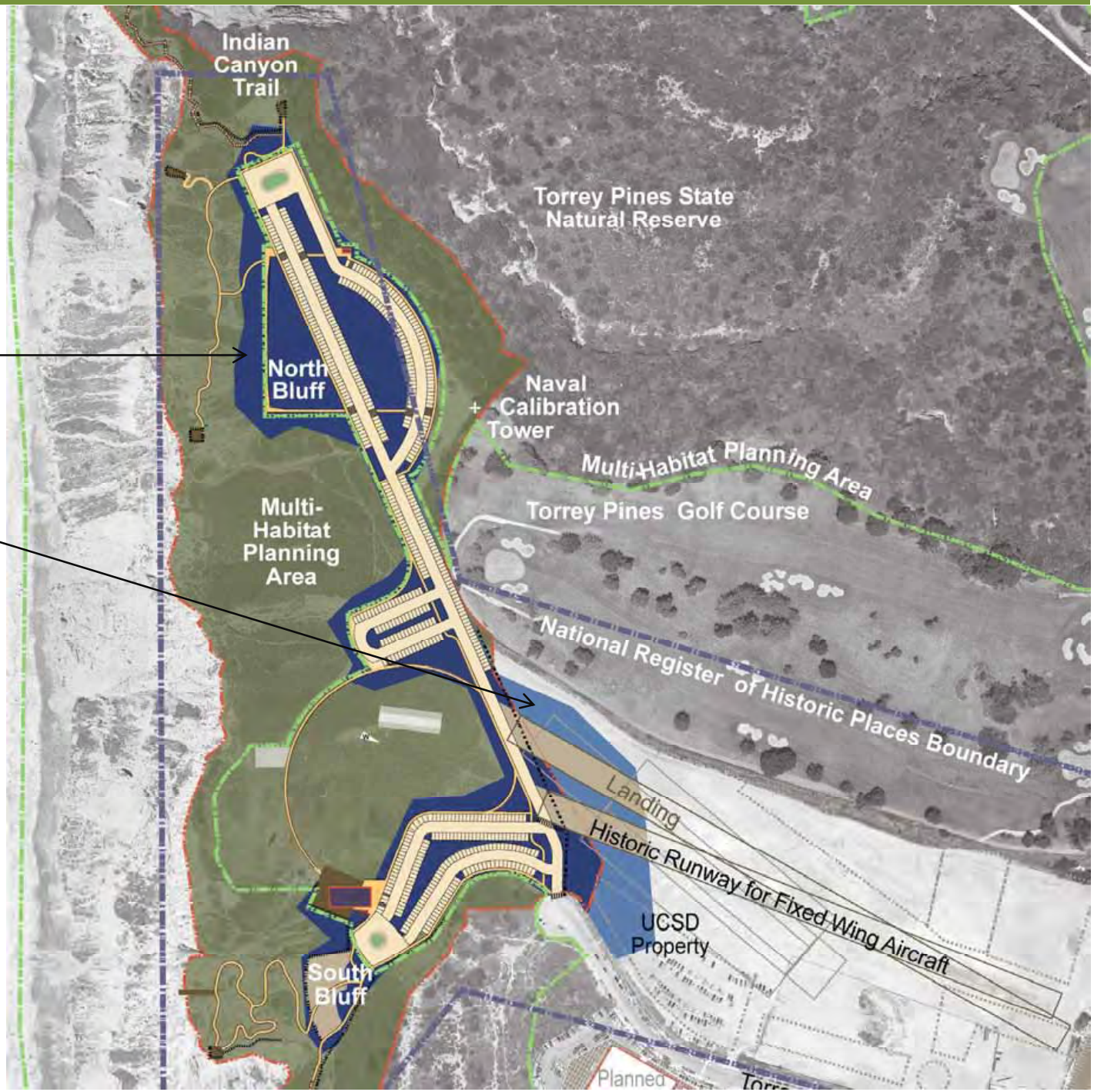
Add new soil horizons to preserve the potential cultural resources, geological structure and to detain stormwater runoff and direct it to the establishment and long term viability of native vegetation.

Stormwater will be captured in new planting areas. Excess water (calculated to accommodate a 100-year storm event) will be detained in the 'lithwick' and slowly dispersed through planting.



Area of lithwick - fill and planting required within city property to accommodate stormwater.

A significant amount of stormwater in the southern portion of park drains off UCSD property. UCSD should contribute to the character of the park entry and eastern boundary as well as mitigate the problems of erosion by extending the lithwick of stormwater detaining fill, raising the grade to smooth out the fixed-wing runway and planting.



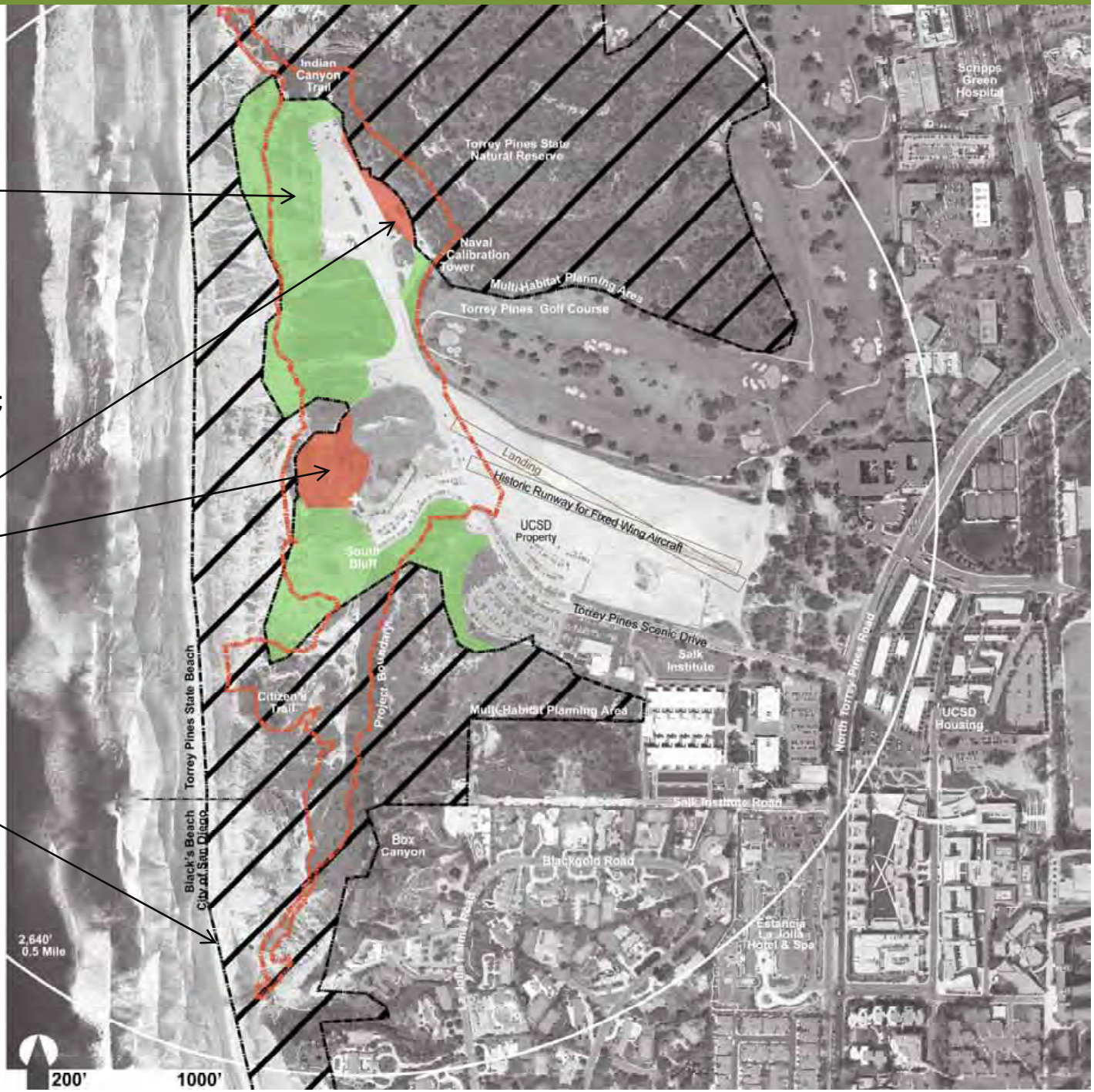
**Multiple Habitat Planning Area (MHPA) Boundary Line Adjustment Scenario**

Proposed MHPA addition area
Approximately 19.6 Acres net increase into the MHPA within the project area for existing and enhanced:

- Southern Coastal Bluff Scrub;
- Diegan Coastal Sage Scrub;

Proposed MHPA subtraction and correction area to be removed to allow continued gliderport use and parking in the north.

Multiple Habitat Planning Area




19.2 Existing MHPA acres
+ 19.6 net increase
38.8 total MHPA
+ 18.5 non-MHPA acres in the
= 57.3 acre project area

**Vegetation Criteria**

- Water-efficient: temporary, above ground irrigation for establishment, dry-season irrigation by hand (minimizes erosion and slope stability concerns)
- Native to region
- Adapted to site conditions (wind, salt spray, coastal fog)
- Minimal maintenance needs
- Compatible with naturally occurring vegetation
- Interpretive opportunities: cultural and biological resources
- Appropriate for the use, i.e. no trees in the flight path

Legend:

Active-use groundcover

New native plants in areas where invasive plants need to be removed or no vegetation exists

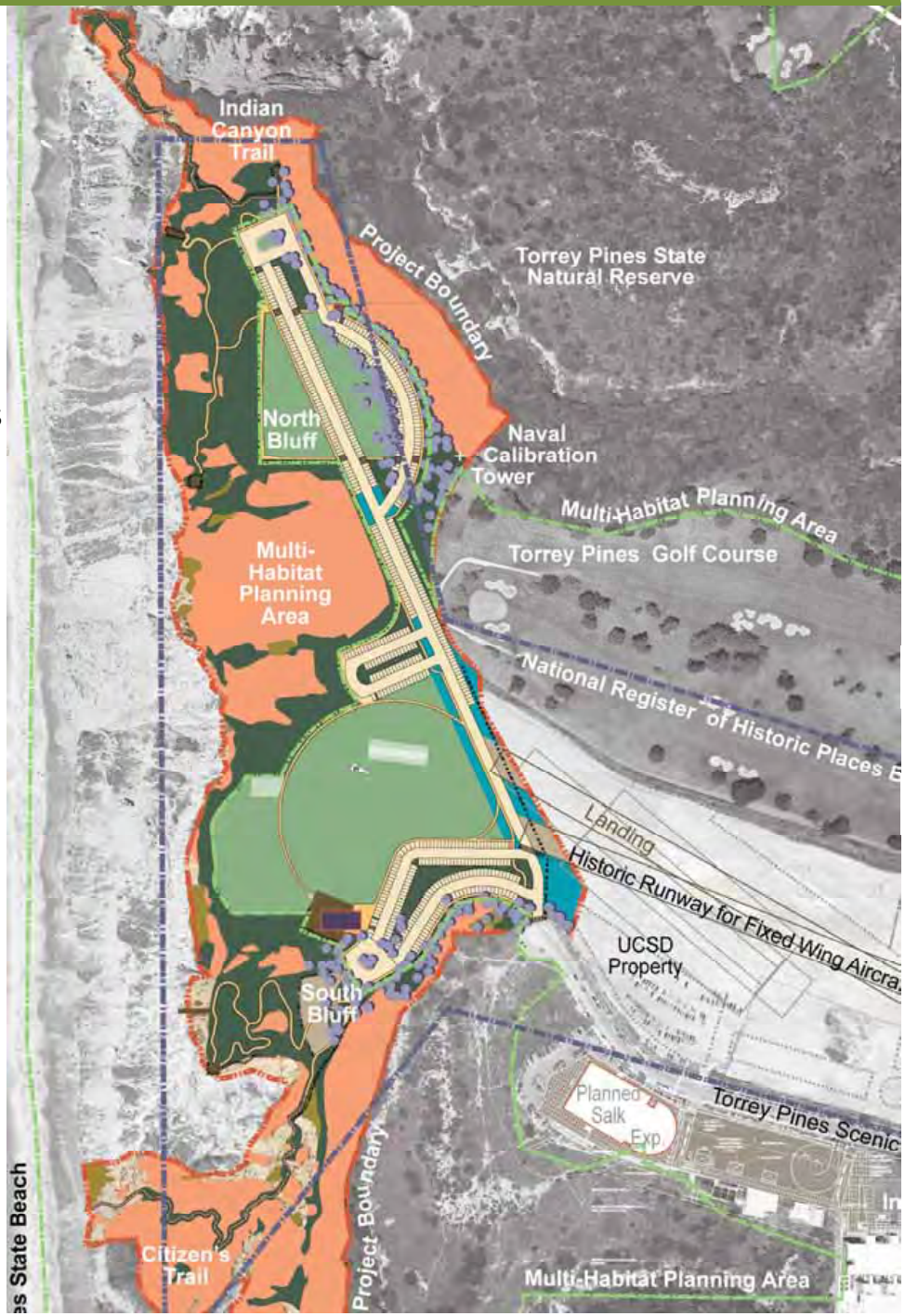
New native plants in sparse and disturbed habitat area

Accent & transition plants

Meadow

Existing native habitat vegetation to be protected

*"The most commonly used definition of a native plant is one that is considered to have been present in a specific region of the country prior to European settlement." USDA*



## Vegetation Criteria

**Active Use Groundcover:**
- Airfield takeoff & landing area
- North Bluff area

Characteristics:
- Drought-tolerant (occasional hand irrigation)
- Primarily grasses and sedges
- Non-invasive
- Durable (for foot traffic)
- Low spreading growth form

**Accent & Transition:**
- Vegetation associated with structures and non-soaring activity areas
- Provides transition between activity areas and natural habitat

Characteristics:
- Palette has variety to accommodate different functions: screening, backdrop planting, shade, frame views, provide focal point, define gathering areas

**New Plants:**
- Revegetation in eroded and degraded areas
- Focus on native scrub plant communities

Characteristics:
- Compatible with MHPA (Multi-Habitat Planning Area) where applicable
- Prevent further erosion
- Restored areas supplement existing scrub habitats: Diegan Coastal Sage Scrub, Maritime Succulent Scrub, and Coastal Bluff Scrub

**Meadow:**
- Areas to minimize risk of damage to fixed-wing gliders near runways
- To help retain and treat stormwater
- Associated with areas that generate relatively large runoff volumes (parking lots, rooftops, other impervious areas)

Characteristics:
- Low-growing grasses and forbs
- Good for erosion control
- Occasional color for seasonal interest
- Tolerates pollutants of concern that may be found in stormwater
- Compatible with gap-graded structural soil and any underdrains

# Plant Palette

| Native Coastal Vegetation | | | | | Restoration | | | |
|---|---|---|---|---|---|---|---|---|
| Latin name | Common name | Active Use Groundcover | Accent & Transition | Meadow | Diegan Coastal Sage Scrub | Maritime Succulent Scrub | Coastal Bluff Scrub | Growth form |
| *Achillea millefolium* | Yarrow | x | | x | x | x | | herb |
| *Agave shawii* | Shaw's Agave | | x | | | | | succulent |
| *Agrostis pallens* | San Diego Bent Grass | x | | | | | | grass (spreading) |
| *Armeria maritima* | Thrift Seapink | | x | | | | | herb |
| *Artemisia californica* | California Sagebrush | | | | x | x | x | shrub |
| *Atriplex canescens* | Fourwing Saltbush | | | | | | x | shrub |
| *Baccharis pilularis* | Coyote Bush | | x | | | | | shrub |
| *Calystegia macrostegia* | Island Morning Glory | | x | | x | | x | herb/vine |
| *Carex pansa* | California Meadow Sedge | x | | x | | | | sedge (spreading) |
| *Carex praegracilis* | Clustered Field Sedge | x | | x | | | | sedge (spreading) |
| *Castilleja affinis* | Coast Indian Paintbrush | | | x | | | x | herb |
| *Ceanothus hearstiorum* | Hearst's Ceanothus | | x | | | | | groundcover |
| *Ceanothus maritimus* | Maritime Ceanothus | | x | | | | | groundcover |
| *Cylindropuntia prolifera* | Coastal Cholla | | | | x | x | | succulent |
| *Deinandra fasciculata* | Clustered Tarweed | | | | x | x | x | herb |
| *Distichlis spicata* | Salt Grass | x | | x | | | | grass (spreading) |
| *Dudleya edulis* | San Diego Dudleya | | x | | | | | succulent |
| *Dudleya pulverulenta* | Chalk Dudleya | | x | | | | | succulent |
| *Encelia californica* | Coast Sunflower | | | | x | x | x | shrub |
| *Eriogonum arborescens* | Santa Cruz Island Buckwheat | | x | | x | x | x | shrub |
| *Eriogonum cinereum* | Ashy Leaf Buckwheat | | x | | x | x | x | shrub |
| *Eriogonum fasciculatum* | California Buckwheat | | x | | x | x | x | shrub |
| *Eriogonum grande var. rubescens* | Red Buckwheat | | x | | x | x | x | shrub |
| *Eriophyllum confertiflorum* | Golden Yarrow | | x | | x | x | x | herb |
| *Eschscholzia californica* | California Poppy | | | x | | | | herb |
| *Euphorbia misera* | Cliff Spurge | | | | | x | | shrub |
| *Ferocactus viridescens* | Coast Barrel Cactus | | | | | x | | succulent |
| *Festuca rubra* | Red Fescue (Molate) | x | | x | | | | grass (spreading) |
| *Grindelia stricta var. platyphylla* | Spreading Gum Plant | | x | x | | | | herb |

| Native Coastal Vegetation | | | | | Restoration | | | |
|---|---|---|---|---|---|---|---|---|
| Latin name | Common name | Active Use Groundcover | Accent & Transition | Meadow | Diegan Coastal Sage Scrub | Maritime Succulent Scrub | Coastal Bluff Scrub | Growth form |
| *Heteromeles arbutifolia* | Toyon | | x | | | | | shrub |
| *Isocoma menziesii* | Menzies' Goldenbush | | x | | x | | x | shrub |
| *Isomeris arborea* | Bladderpod | | | | x | | x | shrub |
| *Juncus patens* | California Gray Rush | | | x | | | | rush |
| *Lavatera assurgentiflora* | Tree Mallow; Malva Rosa | | x | | | | | shrub |
| *Layia platyglossa* | Tidy Tips | | | | | | | herb |
| *Lessingia filaginifolia* | California Aster | | x | | | | | herb |
| *Leymus condensatus* | Giant Wild Rye | | | x | x | | | grass |
| *Leymus triticoides 'Gray Dawn'* | Gray Dawn Creeping Rye | x | | x | | | | grass (spreading) |
| *Linum lewisii* | Blue Flax | | | x | | | | herb |
| *Lotus scoparius* | Deerweed | | | | x | | x | shrub |
| *Lupinus bicolor* | Miniature Lupine | | | x | | | | herb |
| *Malacothrix saxatilis* | Cliff Aster | | | | | | x | herb |
| *Malosma laurina* | Laurel Sumac | | x | | | | | shrub |
| *Marah macrocarpus* | Wild Cucumber | | | | x | | x | herb |
| *Mimulus aurantiacus* | Bush Monkeyflower | | x | x | | | | shrub |
| *Nassella lepida* | Foothill Needlegrass | | x | x | x | x | x | bunchgrass |
| *Nassella pulchra* | Purple Needlegrass | | x | x | x | x | x | bunchgrass |
| *Opuntia littoralis* | Coastal Prickly Pear | | | | x | x | x | succulent |
| *Pinus torreyana* | Torrey Pine | | x | | | | | tree |
| *Quercus dumosa* | Nuttall's Scrub Oak | | x | | x | x | x | shrub |
| *Rhus integrifolia* | Lemonadeberry | | x | | x | x | x | shrub |
| *Salvia apiana* | White Sage | | x | | | | | shrub |
| *Salvia brandegei* | Brandegee's Sage | | x | | | | | shrub |
| *Salvia mellifera* | Black Sage | | | | x | | | shrub |
| *Sidalcea malviflora* | Checkerbloom | | x | x | | | | herb |
| *Sisyrinchium bellum* | Blue-eyed Grass | | x | x | | | | herb |
| *Yucca schidigera* | Mohave Yucca | | | | x | x | | succulent |

South Bluff - Existing Condition

South Bluff – Proposed Habitat Restoration, Trails and Places

North Bluff – Existing Condition

North Bluff – Proposed Habitat Restoration, Trails, View Points

Airfield – Existing Condition

Airfield– Proposed Habitat Restoration, Trails, View Points

**Interpretive Program**

Interpretive themes and subthemes will:

- Educate visitors about the site's history and unique character
- Compel a visitor to use the information after receiving it

Objectives must be developed with appropriate stakeholders.

A variety of media can support the interpretive program, including signage panels, icon-type graphics associated with trail or other experiential discovery sequence, special oral history and other programs, and displays that indicate where users can find web-based content. Audio as well as visual interpretative programs will reach the whole community.

Camp Callan Artillery Battalion from 1942

Naval Calibration Tower 1926

*Theme #1: Torrey Pines City Park has a rich history of human use that continues today.* Subthemes - Possible Objectives for Visitor

**Native American use** – understanding:

- this site in larger content of Kumeyaay use of the coast
- the many ways this site has been used
- appreciation that this and similar sites still have cultural significance and may have physical artifacts that should not be disturbed

Kumeyaay

**Aviation use: A place of "Firsts"** – understanding:

- site association with early aviation
- the site's unique features that contribute to its use for gliding and soaring activities
- the differences among gliding and soaring activities currently conducted
- appreciation that sites for this type of activity are rare and should be preserved

**Military history** – understanding:

- historic military activities in the immediate vicinity
- the relationship with other U.S. military installations in San Diego County and the Pacific rim
- the long-lasting effects of past military activities on current land uses and environmental conditions

CAMP CALLAN

*Theme #2: Torrey Pines City Park showcases unique geological and biological elements of California's coastal bluffs.*
Subthemes - Possible Objectives for Visitor

**Bluff physical features**
- Understanding of how the site's physical features allow it to be used for gliding
- Understanding of bluff soils and beach evolution
- Understanding of things that affect bluff stability

**Biological resources**
- Understanding of different coastal scrub habitats and why they are increasingly rare
- Understanding of importance of native habitats
- Understanding of traditional Native American use of local plant and animal resources

Rufous Crowned Sparrow

Peregrine Falcon

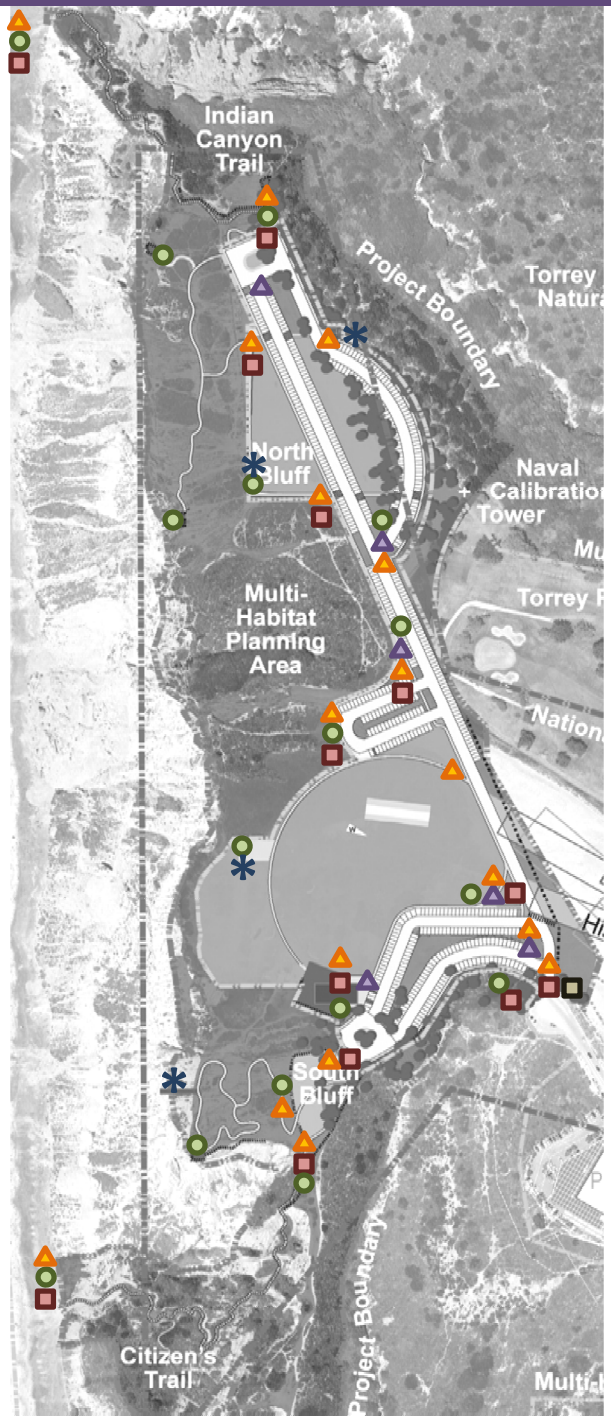
Sea Dahlia

San Diego Barrel Cactus

**Objectives for Signage**

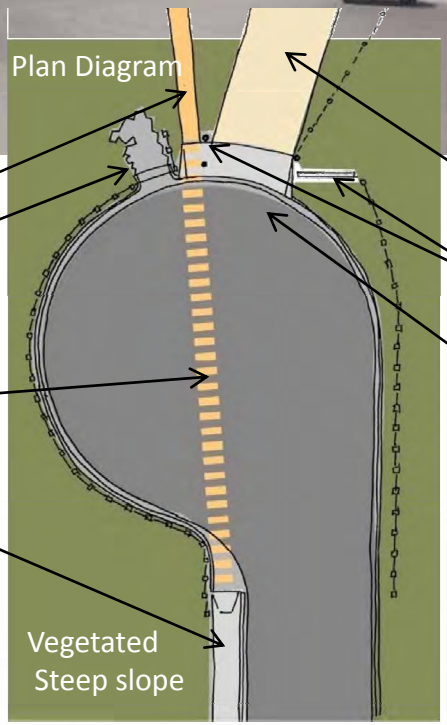
- Create an image and sense of place through themed signage program
- Identify TPCP to entering visitors
- Direct vehicle circulation to parking and drop-off areas
- Facilitate pedestrian way-finding around park and direct visitors to facilities and points of interest
- Support interpretation as appropriate
- Group and integrate signage to minimize its impact to the site. Information will be designed into elements such as pavement, fencing, buildings, seating
- Make sign posts within the flight zone flexible, and carefully locate them to minimize hazard to pilots.
- Install removable signs within the emergency runway for fixed-wing aircraft for flight days.
- Show the variety of physical challenges, facilities, seating, seating and interpretive areas on trail maps.

Flexible sign-posts as used by Calif. State Parks




Sign Locations:

- Park identity
- Park rules
- Vehicle direction
- Pedestrian direction
- Facility marker
- Interpretive exhibit




New pedestrian entry trail with new access

Existing drainage

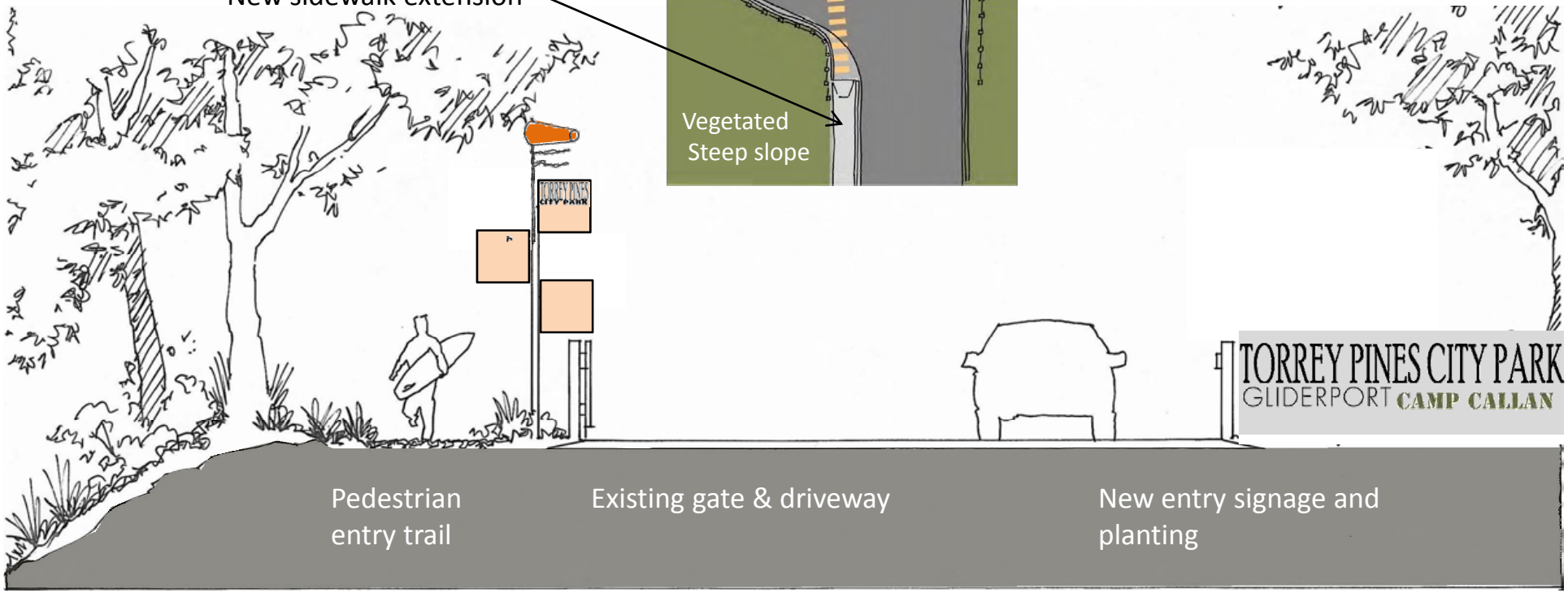
Pedestrian route on asphalt

New sidewalk extension

New park road & fence

New entry signs

Existing driveway & barriers




Pedestrian entry trail

Existing gate & driveway

New entry signage and planting

Trail to the beach

Park trails –ADA accessible, linked to parking and the park entry. Maps and signage will indentify the park features, trail routes and challenges.

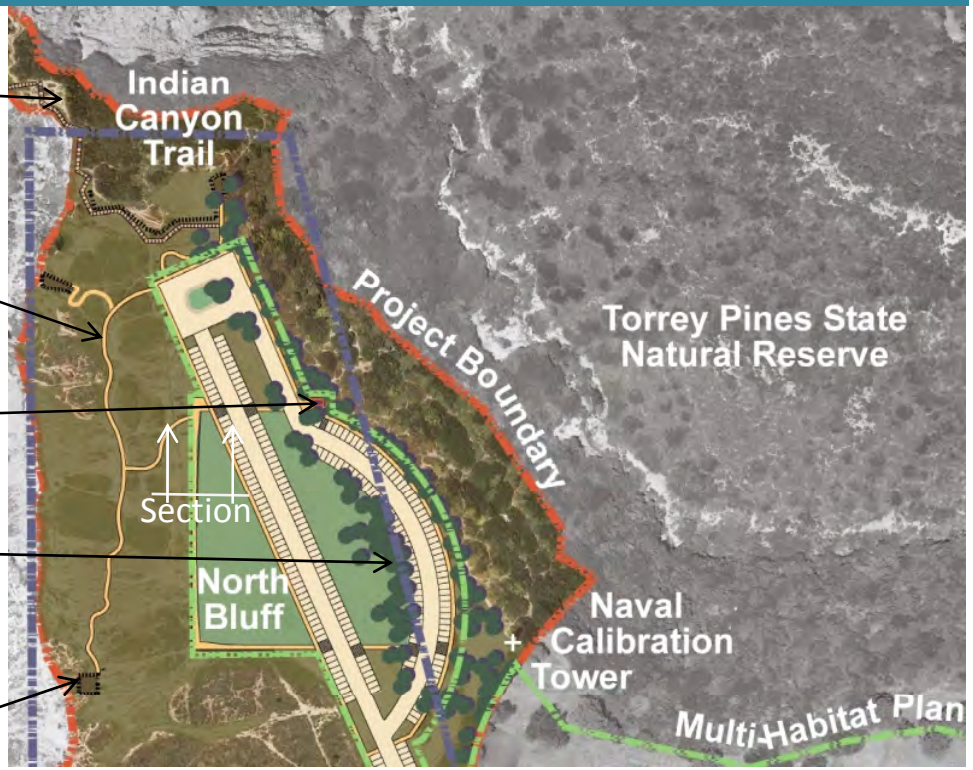
Restroom building

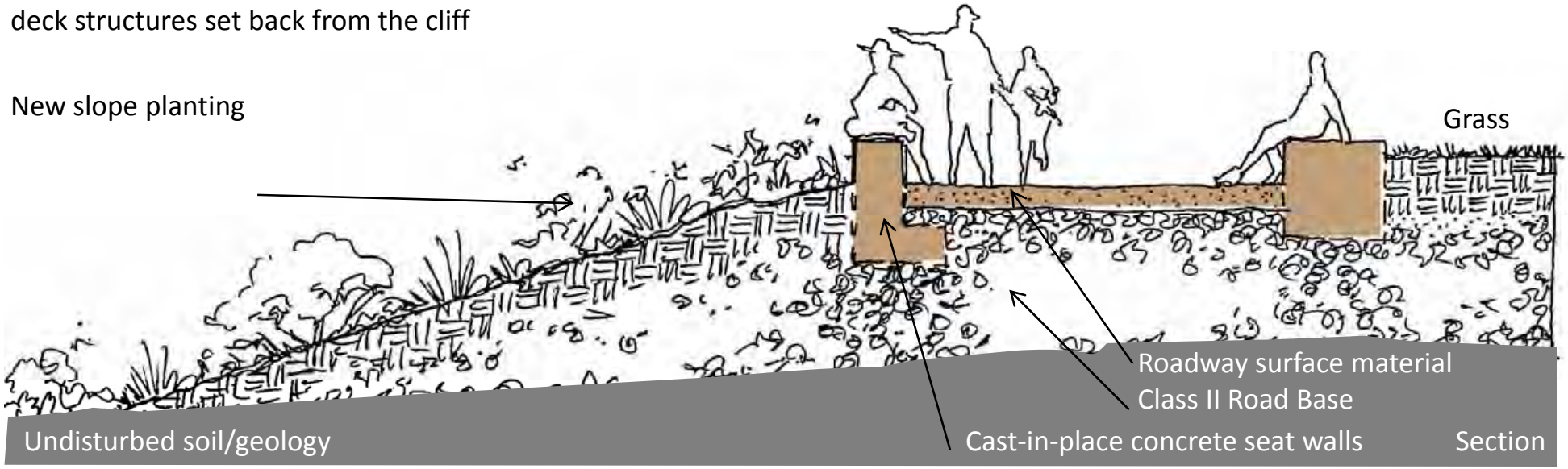
North Bluff picnic areas:

- On the open grass rising above the coastal bluff
- In the trees along the canyon rim

View points may be further enhanced with deck structures set back from the cliff

New slope planting



Park trails –ADA accessible, linked to parking and the park entry. Maps and signage will indentify the park features, trail routes and challenges.

Extend sidewalk along Torrey Pines Scenic Drive to the park entrance

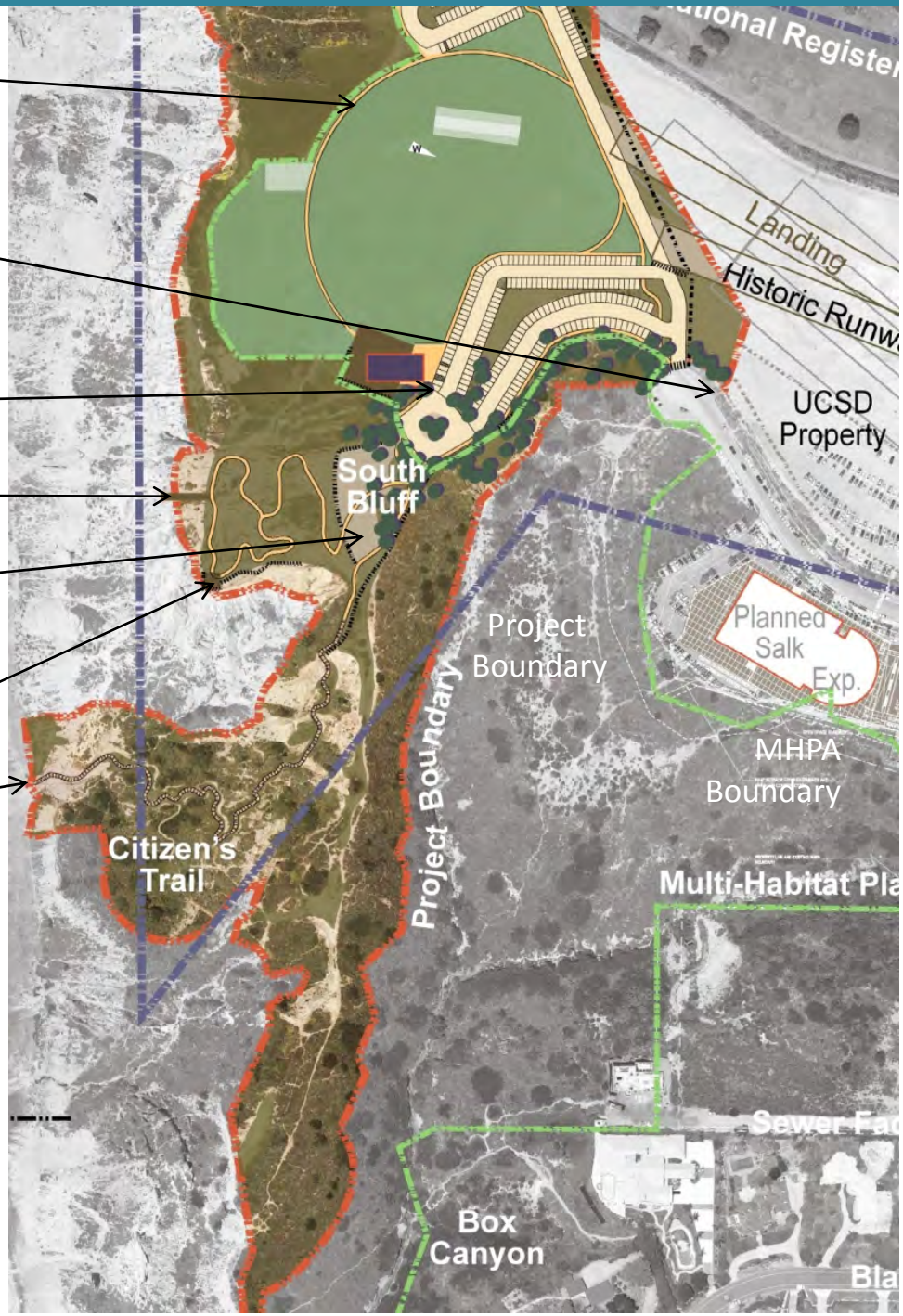
Restroom building

Lifeguard Platform "Perch"

South Bluff picnic area on open area with tables on decomposed granite surface

View points may be further enhanced with deck structures set back from the cliff

Citizen's Trail to the beach

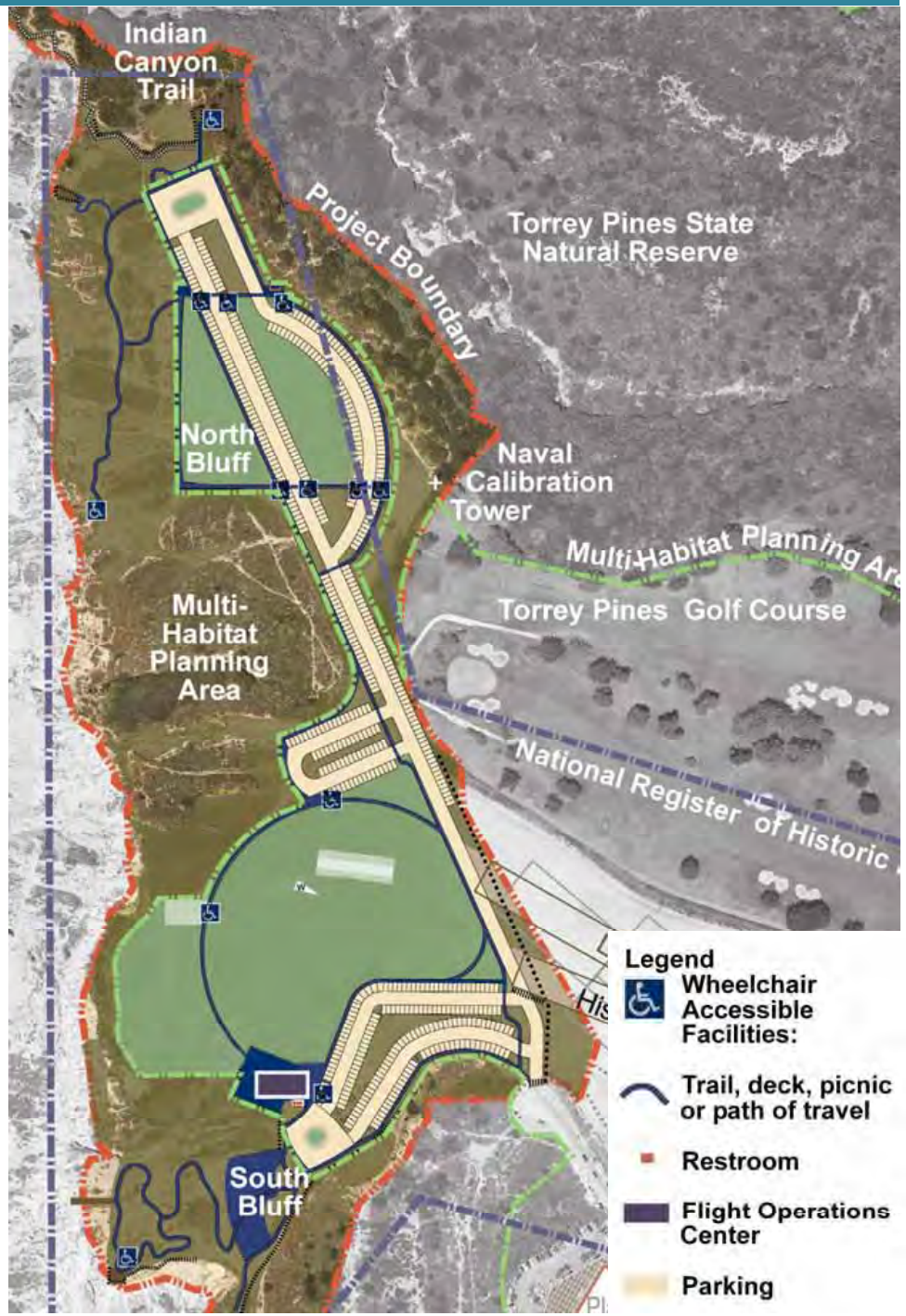


Park trails –ADA accessible, linked to parking and the park entry. Maps and signage will indentify the park features, trail routes and challenges.

All new parking, facilities and trails on the bluff top will meet the Barrier Free Trail Design and ADA Recommendations.

Individual picnic tables will be sited near trails in a variety of settings. Tables and seating should be vandal resistant and in keeping with the natural character of the park.

Seating along the trail and at gathering areas are designed to allow for wheelchair users to sit shoulder-to-shoulder with ambulatory companions.



Indian Canyon Trail

North Bluff Parking for 231 vehicles

Restroom

Parking for 85 vehicles

Parking for 69 vehicles

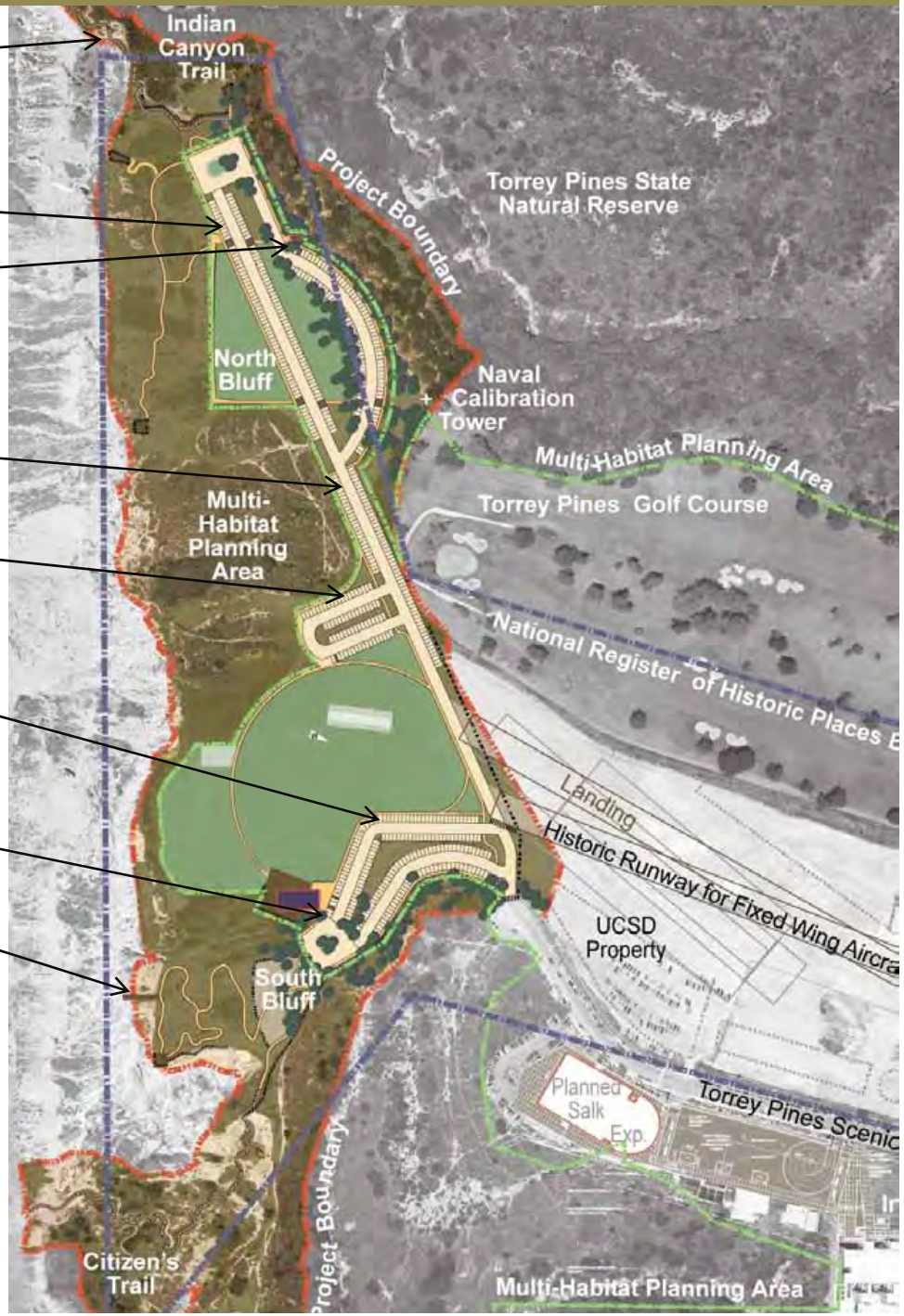
South Bluff Parking for 180 vehicles

Restroom

Lifeguard Platform “Perch”

Receptacles for trash and recyclable materials with lids to minimize bird access.

Bicycle Racks



Emergency vehicle access route
The proposed roads, parking and trails are designed to minimize impact to existing native vegetation, soil, geology and cultural resources.

Restroom

North Bluff Parking for 231 vehicles

Parking for 85 vehicles

Parking for 69 vehicles

Removable bollards for seasonal fixed-wing sailplane runway

Gate for flight days

Existing vehicular gate

South Bluff Parking for 180 vehicles
Flight Operations Center
Observation Area

Restroom

Lifeguard Platform "Perch"
Lifeguard storage in new restroom building

South Bluff observation deck

# **Support Facilities** – *components to be shared by all users*



Rail at stair segments as necessary on Beach Trails

Railing at the north observation decks

Adjust existing chain link fence along the golf course to original alignment

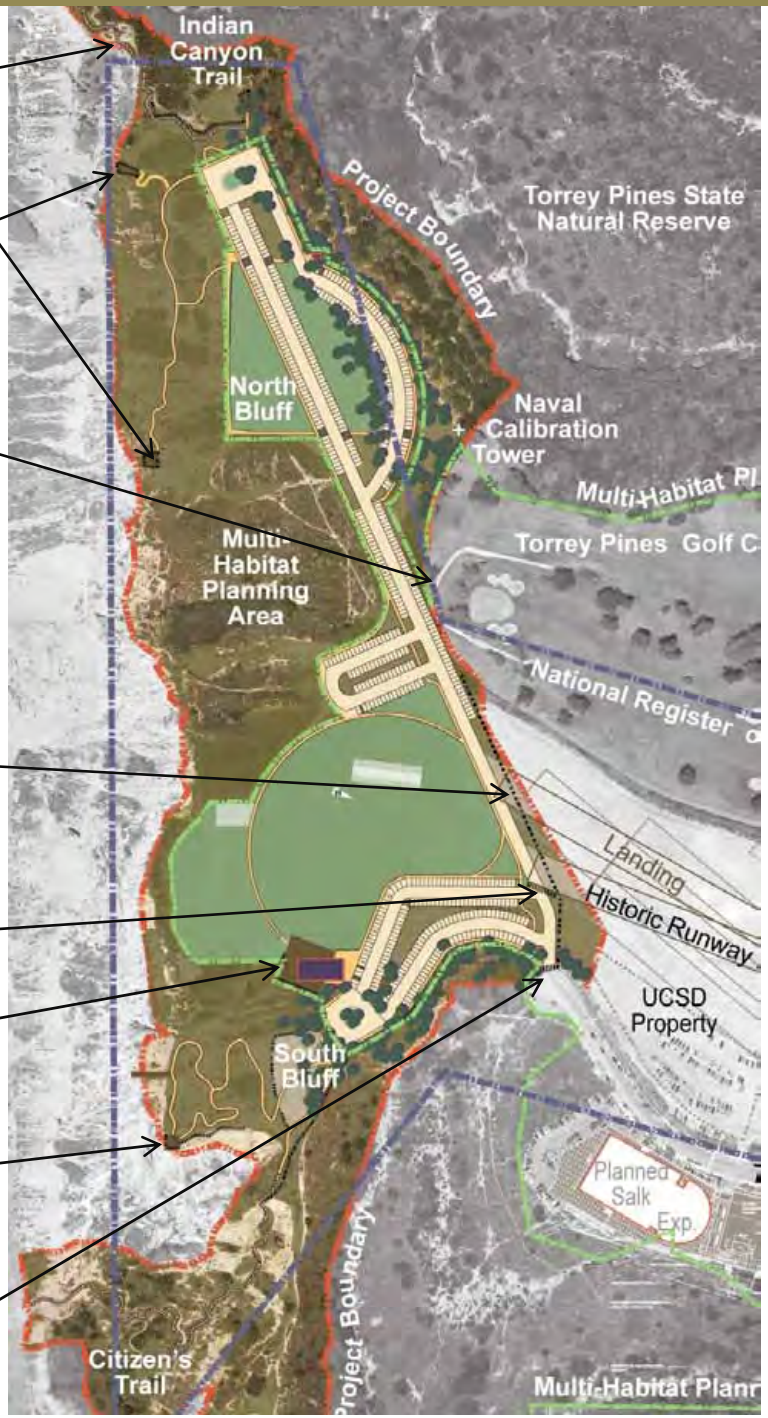
Removable bollards for seasonal fixed-wing sailplane runway

Gate for flight days

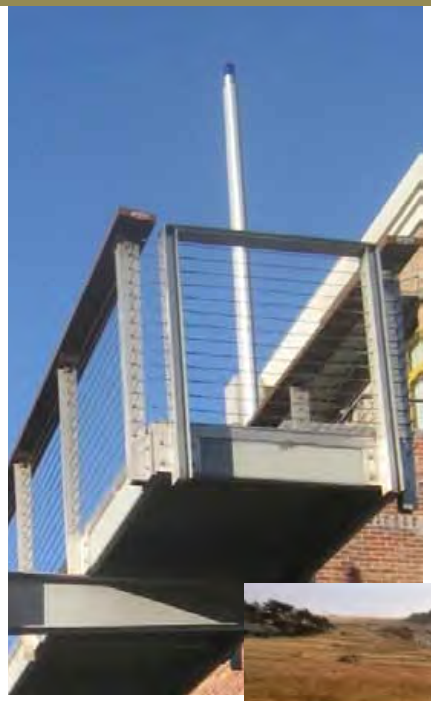
Seat rail on the observation area

Railing at the south observation deck

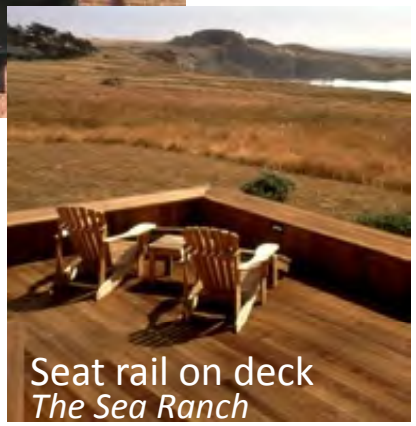
Existing vehicular gate




View Point Structures



*Luce et Studio*

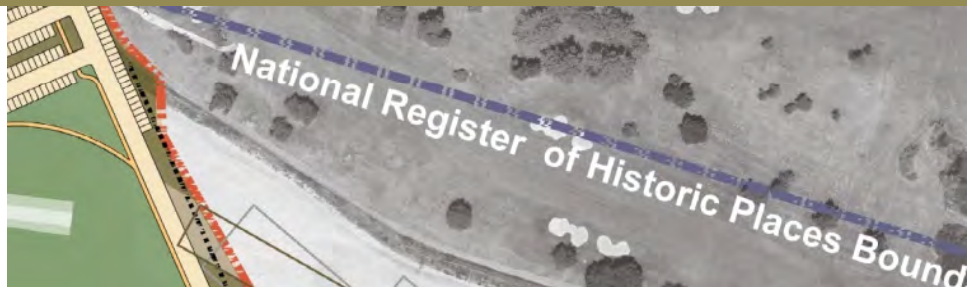


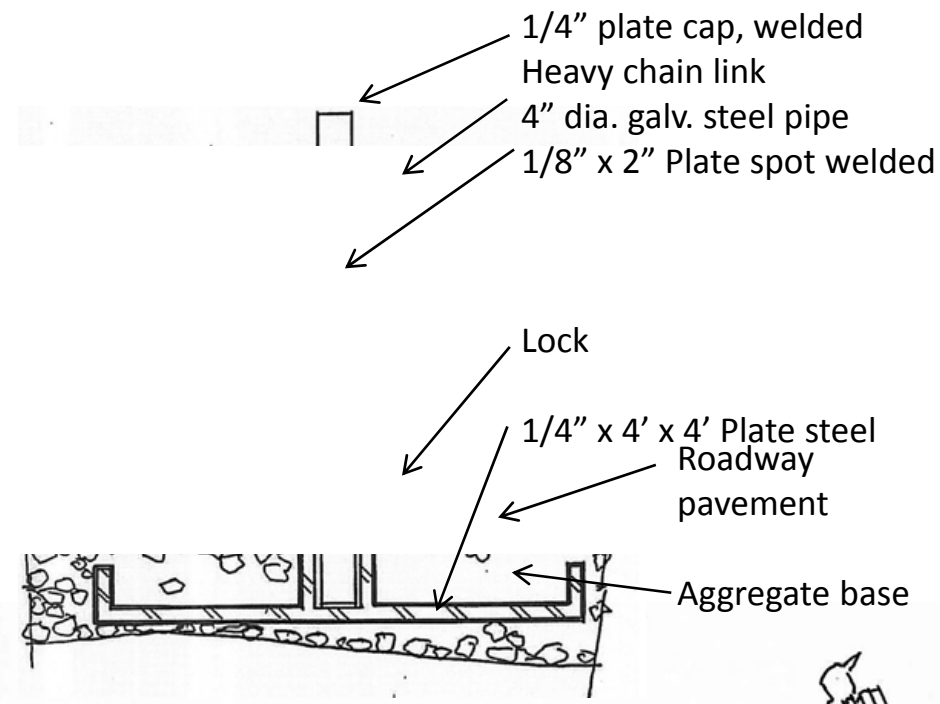
Seat rail on deck
*The Sea Ranch*

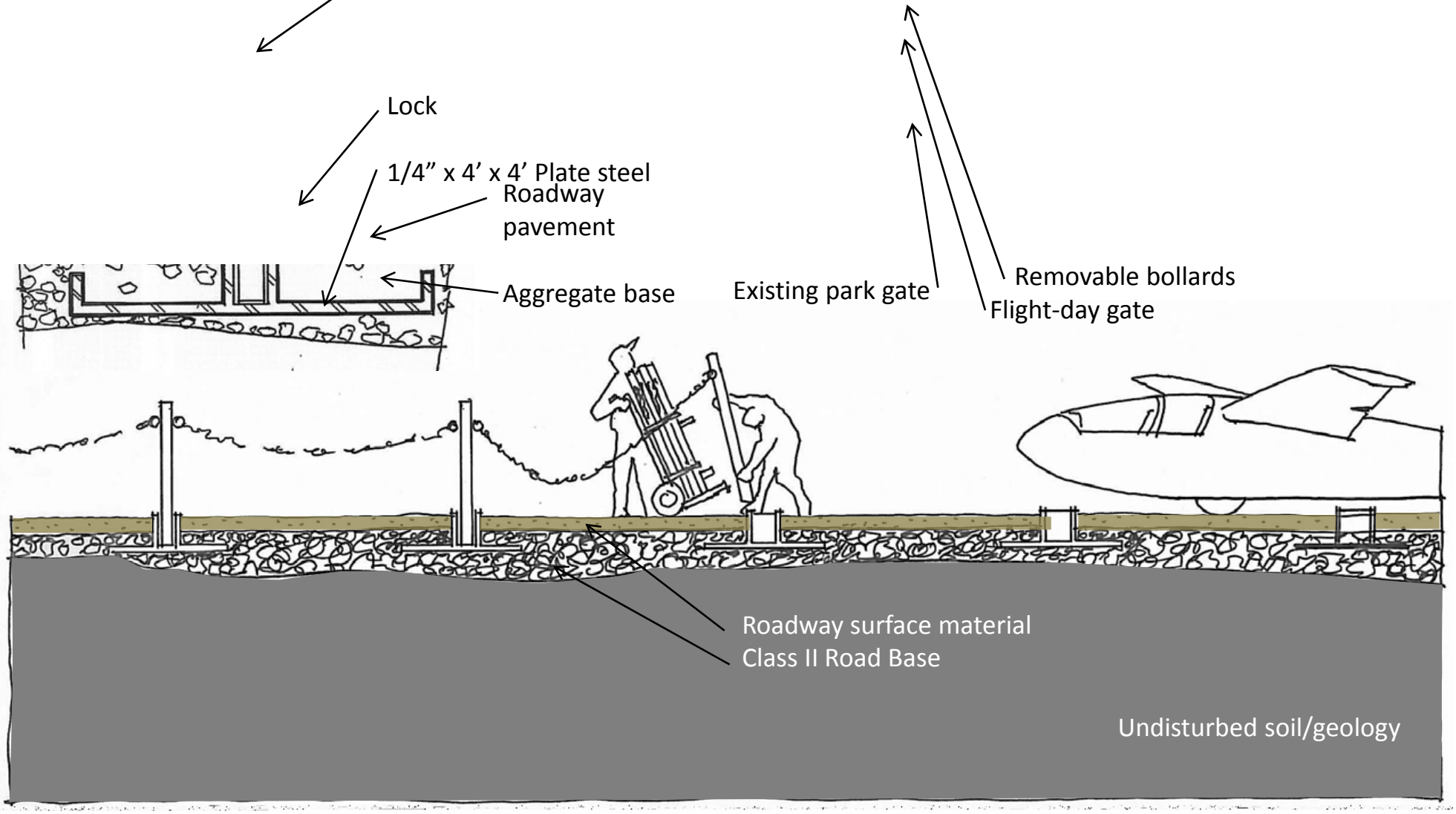
Observation Deck

La Jolla Coastwalk, Goldfish Point

Removable bollards for seasonal fixed-wing sailplane runway



# TORREY PINES CITY PARK
# GENERAL DEVELOPMENT PLAN

DRAFT

Appendices page


A. Bibliography 46
B. Cultural Resources 47

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# Cultural Resources

## Brief Site History (DRAFT)

**Kumeyaay Period:**

*In 1769 the Spanish documented the aboriginal territory of the Kumeyaay to reach from the San Luis Rey River south into Mexico, from the coast to the desert. This area is recognized by the state of California and the U.S. government to have been continuously occupied by the Kumeyaay, with particular concentrations within the San Dieguito River corridor and Torrey Pines Mesa.*

**Spanish Period:**

18th century Spanish sailors used the landmark of the Torrey Pines bluffs for navigation, naming it 'Punta de los Arboles'—Point of Trees. (Schaelchlin)

1850 *Pinus Torreyana* was identified by botanist Dr. Parry during an international boundary survey expedition. He named the genus after his noted botany professor at Columbia University, Dr. John Torrey. (Schaelchlin)

1889 The *Coast Pilot* publication referred to the same area as 'Pine Hill'. *As this is the only pine-covered hillock for miles along this coastline, it is an important landmark to vessels that are running close along shore in foggy weather.* (Schaelchlin)

1899 The first Torrey Pines City Park reservation consisted of 369 acres of Pueblo lands by city ordinance; subsequent ordinances added another 600 acres. (Marston)

Ordinance 648 declared Pueblo Lots 1332, 1333, 1336, and 1337: *the same shall forever be held in trust by the municipal authorities as a free and public park.* (Schaelchlin) (Note: Does not include current City Park Pueblo Lots 1325 and 1324.)

1908-12 A tract of 200 acres, Pueblo Lots 1338 and 1339, containing the choicest Torrey pines was purchased and bequeathed to the city in the will of Miss Ellen B. Scripps,1836-1932. (Marston) (Schaelchlin)

1921 Botanist, and naturalist, Guy Fleming was appointed by Miss Scripps and the City Park Commission as the first custodian of the park. (Marston)

1922 Noted Los Angeles landscape architect, Ralph D. Cornell, was commissioned by Miss Scripps to generate a master plan for the Torrey Pines City Park. His emphasis was: design "Restraint", respect for the natural landscape and open spaces, and great deference to the rare species, *Pinus Torreyana*. (Marston)

1922-23 Torrey Pines Lodge built, funded by Miss Scripps and designed by architects Requa & Jackson. (State Parks)

1924 Pueblo lot 1340 was added at the recommendation of the City Park Commission, bringing the total to approximately 1000+ acres. (Schaelchlin) The boundary covered the area from approximately the bluffs above the San Dieguito Lagoon to south of what is now Genesee Avenue.

Further to the south the City passed Ordinance #0-9549 that included Pueblo Lots 1324 and 1325 as City Park (current City Park land), *"to reserve forever the said lands and the (unreadable) frontage thereof within said limits for the public use and enjoyment and to that end to have said lands reserved and dedicated forever to the public use as and for a public park as an addition to and extension of Torrey Pines Park. . . "*

# Cultural Resources

1920-30 Lands along Highway #101 (Torrey Pines Road) were leased by various owners for agricultural interests in annual crops.

1930 Charles Lindbergh and his sailplane, the *Good Ship Anne*, launched off Mount Soledad, flew over La Jolla Shores and then flew north landing on the beach at Del Mar. He set a 'Western Regional Distance Record' and the flight was regarded as, 'the most spectacular glider flight ever made in this section'. *"Most significantly, Lindbergh's flight represented the earliest recorded use of the lift along the cliffs at Torrey Pines by a pilot in a true sailplane."* (Fogel)

1937 The City of San Diego issued the first lease of the gliderport to the Associated Glider Clubs of Southern California, AGCSC. (Fogel)

1938 The first annual glider meet of the Associated Glider Clubs of Southern California. At the three-day dedication event 2000 feet of dirt runways were graded. More than 1000 spectators were on scene. (Fogel)

1939 The gliderport land was dedicated by then City of San Diego Mayor Percy Benbough. (Fogel)

1940-45 WWII - Camp Callan built for anti-aircraft artillery training. Named in honor of Major General Robert E. Callan (1864-1936), a distinguished Coast Artillery Officer who served during the Spanish American War. The camp was approximately 1200 acres located between Genesee Avenue and Torrey Pines Road adjacent to Highway 101. It consisted of 297 buildings, covering 23 blocks, with 5 post exchanges, 3 theatres, and 5 chapels serving about 15,000 personnel at one time. (Coast Defenses) Gliderport activities were suspended during this installation.

After the war the camp buildings and infrastructure were bought by the City and moved to various sites. All materials were recycled, sold, or salvaged. A few remnants can be found on site.

1949 Landscape Architect Ralph Cornell returns and authors a second plan that would concentrate of programmatic issues, which included; the formation of a Board of Counselors; the preparation of a master plan; establishment of a maintenance policy; a financial plan; and an enforcement plan.

Guy Fleming generates a map outlining areas of protection for the Torrey Pines tree clusters and areas of open space.

1950 The Torrey Pines Association (TPA) was founded by Guy Fleming for the conservation and protection of Torrey pines. (State Parks)

1956 The Regents of the University of California authorized a San Diego campus. By a vote of the citizens of San Diego 59 acres closest to the Scripps Institute was transferred to the Regents. The Regents subsequently requested an additional 550 acres of land northeast of Scripps and 500 acres of Camp Matthews, a U.S. Marine Corps rifle range adjacent to the site. (Stadtman)

Ballot measure Propositions 'I' and 'M' conveyed portions of Pueblo Lot 1324. Prop 'I' conveyed 1000 acres to the state for the Torrey Pines State Park. Prop 'M', a smaller portion went to UCSD without a requirement for park use, which included the gliderport, often referred to as the 'Torrey Flight Park'. Both measures passed with a 2/3 thirds vote. (City Attorney letter to Fogel 1992)

# Cultural Resources

1956-59 Guy Fleming becomes the new Torrey Pines state park's first superintendant. 100 acres to the south were retained by the city for the Torrey Pines Golf Course. (Stadtman)

1958-60 The election in 1958 secured the Regent's request for additional property. In 1960 the City of San Diego and UC Regents approved construction for the new campus. (Stadtman)

1981 A Park Master Plan was generated for the remaining acreage of Torrey Pines City Park south of the State Park encompassing the Torrey Pines Gliderport. The plan was never executed. (City of San Diego)

1992 Torrey Pines Gliderport was designated a National Landmark by the National Soaring Museum and Soaring Society of America. (Fogel)

1992 Torrey Pines Gliderport listed on the City of San Diego Historic Register, Site #315. (HRB)

1993 Torrey Pines Gliderport listed on the National Register of Historic Places. (NPS-NHRP)

1998 Torrey Pines Lodge listed on the National Register of Historic Places. (NPS-NRHP)

2007 Torrey Pines State Park name was changed to Torrey Pines State Natural Reserve. (State Parks)

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San Diego County Cartography Department
San Diego Historical Society Archives

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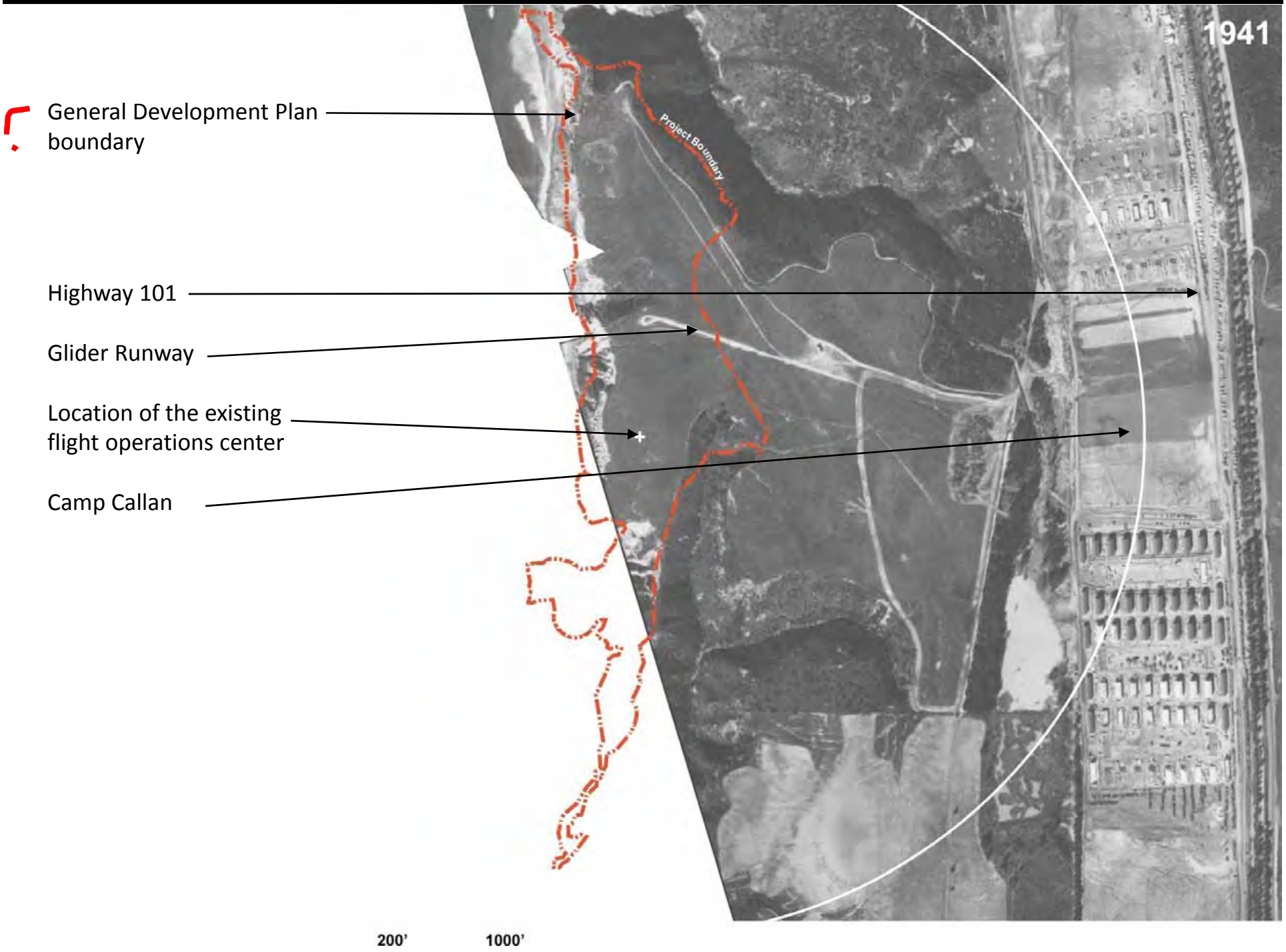
General Development Plan boundary

Highway 101

Location of the existing flight operations center

*Anne Morrow Lindbergh in a Model A Albatross, (Charles on the ground) launched from Mt. Soledad Pines, January 1930.*


1941
General Development Plan boundary
Project Boundary
Highway 101
Glider Runway
Location of the existing flight operations center
Camp Callan
200'
1000'

General Development Plan boundary

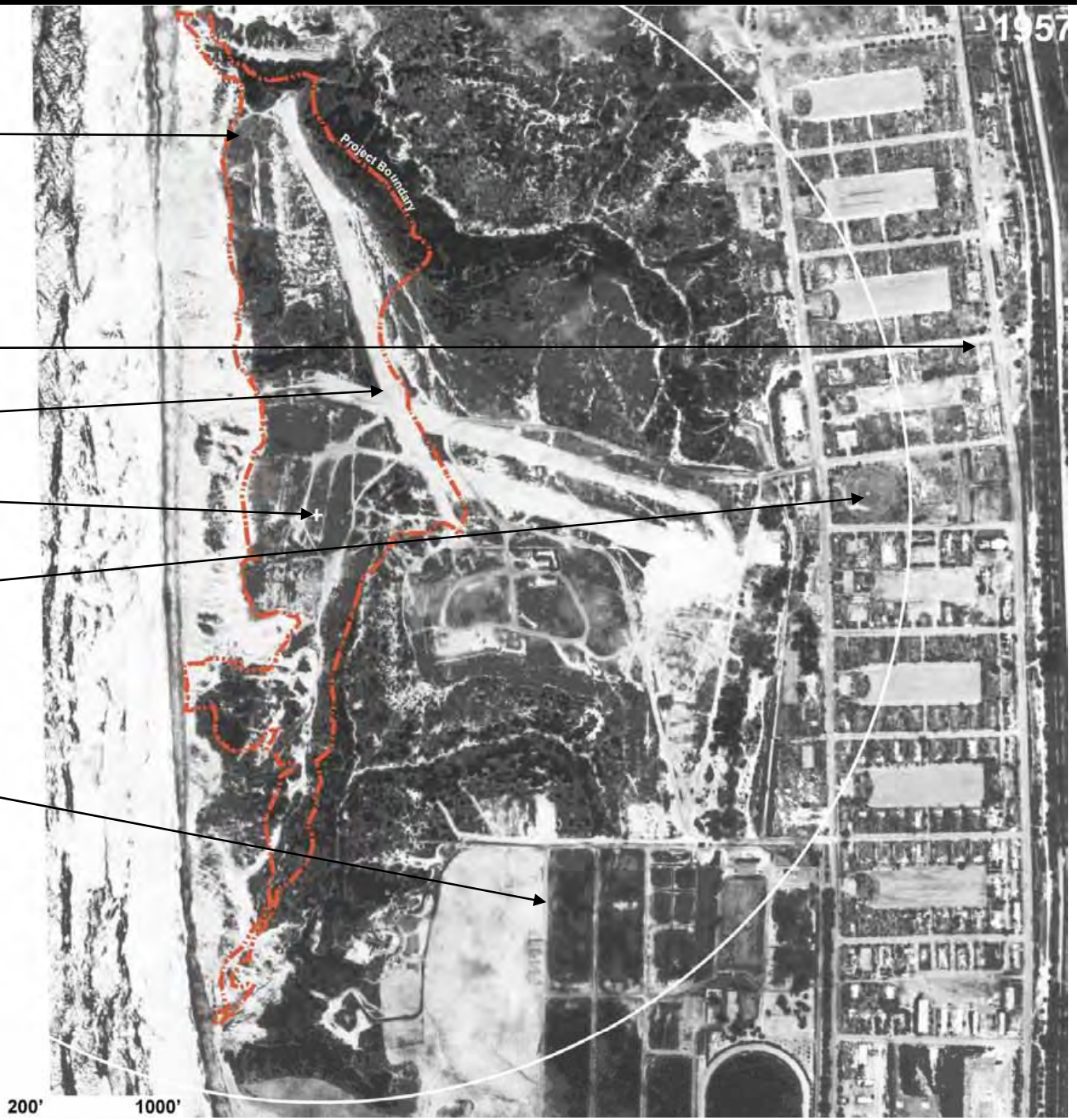
Highway 101

Glider Runway

Location of the existing flight operations center

Camp Callan water tank, amphitheater

Military Secrets Camp Callan Artillery Battalion




General Development Plan boundary

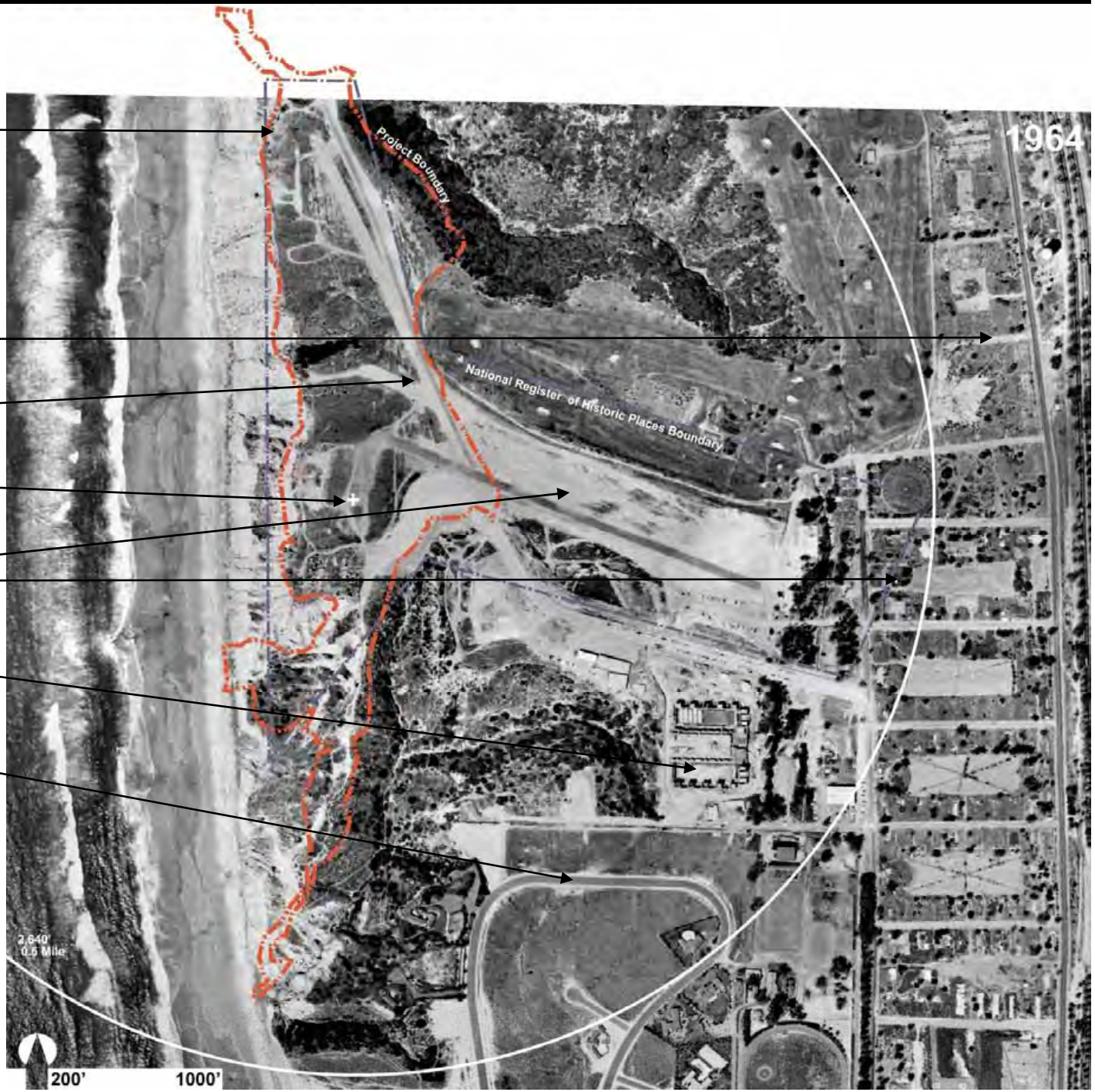
Highway 101

Glider Runway

Location of the existing flight operations center

Camp Callan

Black Horse Farms


General Development Plan boundary
Highway 101
Glider Runway
Location of the existing flight operations center
UCSD
Salk Institute
Black Horse Farms
Project Boundary
National Register of Historic Places Boundary
1964
2,640'
0.5 Mile
200'
1000'

General Development Plan boundary

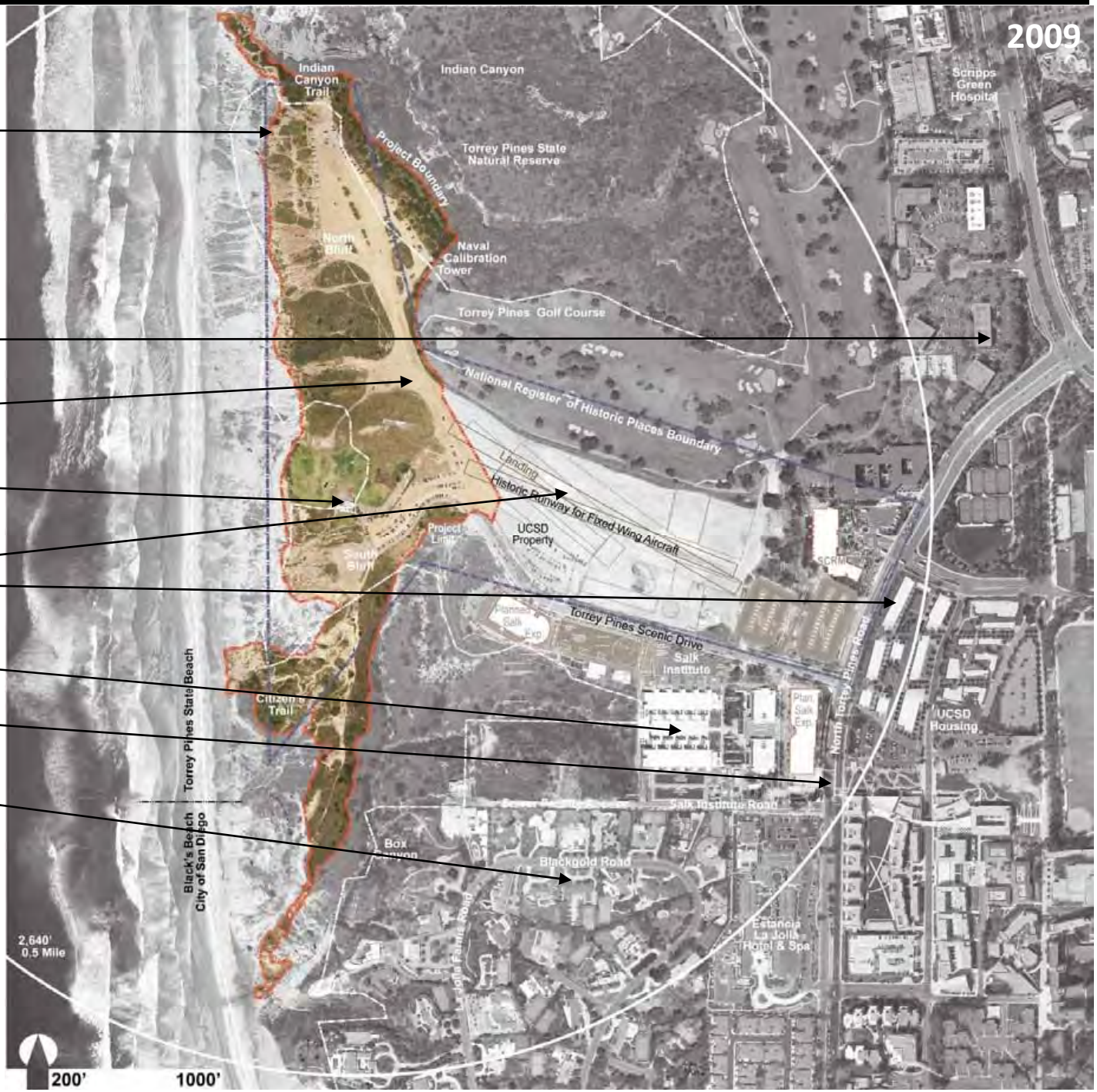
Highway 101

Glider Runway

Location of the existing flight operations center

UCSD

Salk Institute

North Torrey Pines Rd.

Black Horse Farms