

Torrey Pines Community Planning Board Regular Meeting

Thursday, April 15, 2021 **DRAFT R1** Minutes

Zoom Meeting

| Board Member | Term Expiration | Continuous Service | Present | Absent | Total Absences* |
|------------------------------|-----------------|--------------------|---------|--------|-----------------|
| Troy Van Horst, Chair | 3/2022 | 5 | x | | |
| Elizabeth Shopes, Vice Chair | 3/2023 | 2 | x | | |
| James Smith, Treasurer | 3/2023 | 1 | x | | |
| Susan Lyon, Secretary | 3/2024 | 3 | x | | |
| Eduardo Savigliano | 3/2023 | 1 | x | | |
| Jeff Harasha | 3/2022 | 1 | x | | |
| Jake Mumma | 3/2022 | 7 | | x | 1 |
| Brad Remy | 3/2024 | 3 | x | | |
| Mike Hastings | 3/2024 | 3 | | x | 1 |
| Deborah Currier | 3/2024 | 1 | x | | |
| Jeff Burges | 3/2022 | 0 | x | | |
| (OPEN) | 3/2021 | | | | |
| (OPEN) | 3/2021 | | | | |

*Per our bylaws, a fourth cumulative, or a third consecutive, absence in the board year (April-March) will result in a written report from the secretary documenting the seat’s vacancy. The absence tally, above, will serve as said report.

There is no excused absence, thus the generous policy for our volunteers. Secretary notes attendance at start of Zoom meeting, confirms all attendees still in attendance after each vote to get numbers correct.

There should be 13 board members on the TPCPB.
 PRC public members: Daniel Jensvold (not present); Adam Gevanthor (present)

CALL TO ORDER at 7:03 pm: Troy Van Horst, Chair

Del Mar Heights Pedestrian Tragedy. Continued conversation regarding safety issues and historical traffic calming efforts. Office Briggs below addressed the SDPD update. Troy Van Horst covered the long-time planning that went into options that have been explored by a long-standing subcommittee in the past, but we did not receive the grants. We were awarded the grant, but the City was not willing to make the \$85,000 match to SANDAG's planning funds and our DIF funds had gone missing. The City has now said that we could no longer apply for grants as the City was no longer doing that. (The board should revisit this subcommittee.) The board has approved a traffic signal and listed it as a priority request in 2021 but the City has not been able to fund. Brian Elliott from Councilmember Joe LaCava's office did submit the light as a budget priority, but it

remains unfunded. More next steps will come soon. Circulate SD has also been an advocate and was suggested as another partner to bring to the table. Diana Scheffler also advised that in 1994 we began having these discussions. We've had an offer from a prior councilmember for a median, but there was a vote to provide money for the annual maintenance for a planted median and it was voted down, November 14, 2019. The light is approved, comments were consistently proposing new, other calming features, which the board welcomes, but light is approved and awaits funding. The board believes this was preventable and greatly fears it will happen again if the City does not respond to our pleas for help in calming traffic on Del Mar Heights Rd, west of the freeway.

The board offers our sincere condolences to the family and friends of Dr. John Sack. We are heartbroken that we were unable to prevent his untimely death.

Visiting Speakers

Officer Briggs, SDPD: Fire in parking lot by Beachside Starbucks/Von's of DMH, gentleman fell asleep smoking in his car after dental work, no suspicious activity. There were some popping sounds, no explanation for that at this time. Fatal car crash on DMH/Durango. 70-year-old pedestrian, Dr. John Sack, was killed crossing Del Mar Heights Rd. a few days ago. The driver was arrested at the crash. At this time, the cause appears to be inattention on the part of the driver. There will be five more officers trained on radar by end of April. Traffic, the number one concern for our division, will go into

Contact for Officer Briggs: jbriggs@pd.sandiego.gov.

District 1 Councilmember Joe LaCava (contact info at end of minutes):
Representative: Brian Elliott.

-See also earlier discussion about the recent fatality on Del Mar Heights.

Miller Saltzman, District 39 State Senator Atkins' office (contact info at end of minutes): Budget priorities. Governor hired a \$536 million package for fire, watershed, etc. efforts. Estimated that every dollar we spend on fire prevention saves us \$7.

Information on Senate Housing Package <https://focus.senate.ca.gov/housing>
Extended eviction moratorium to June 30, 2021: FAQ

https://www.bcsh.ca.gov/covidrelief/tenant_relief_faq.html

California Small Business COVID-19 Relief Grant Program <https://careliefgrant.com/>

CalEITC <https://www.caleitc4me.org/>

Golden State Stimulus eligibility

<https://www.ftb.ca.gov/about-ftb/newsroom/golden-state-stimulus/index.html>

City of San Diego COVID-19 Housing Stability Assistance Program:

<https://covidassistance.sdhc.org/>

Cody Petterson, County District 3 Supervisor Terra Lawson-Remer's office:
Not Present.

Rachel Granadino, Christopher Ward, 78th District Assemblymember representative. COVID-19 update. June 15 is expected to be our state modified re-opening date, assuming numbers see in place. As of today, smaller gatherings with vaccinated people, AB180 aligning PPP loans with federal guidance, this will pass within days, language is in agreement. More info on everything here. <https://a78.asmdc.org>

- A. Non-Agenda Public Comment: Issues not on the Board Agenda but with the Jurisdiction of the Community Planning Board. Time limit, 3 minutes per speaker. (Board does not respond to speaker per City Council Policy.)

-Sheryl Adams spoke regarding paving for Mira Montana which has experienced a tremendous amount of digging up due to SDG&E work, that broke a water main, so more repairs have happened. Children on motorized bikes with no helmets seem to be a concern. Rosanna Martin echoed in chat that "Mira Montana looks like a war zone."

-Susan LYON reported that motorized scooters are also coming back and have some similar issues, with drivers with no "rules of the road" education, being under the automobile driving age. Perhaps something should be considered at the state level, but the City may also need to consider this issue.

- B. Report by Treasurer: No new information from Jim Smith. We have annual Zoom licenses to reimburse (PRC and board each have one). **\$299.80**
- C. General Announcements: Conduct at meetings follows City Council 600-24. The planning group is encouraged to work on the document presented for the 600 - 24 document to be returned to CPC.
- D. Motion to Approve the March Agenda passed unanimously, 9-0.

OFFICIAL INFORMATION CONTACTS (reports handled earlier in meeting):

1. District 1 Councilmember Joe LaCava, Policy Advisor Brian Elliott (belliot@sandiego.gov), (619) 510-6874 (cell), <https://www.sandiego.gov/citycouncil/cd1>

Facebook: <https://www.facebook.com/joelacavad1>

Twitter: [@JoeLaCavaD1](https://twitter.com/JoeLaCavaD1)

Instagram: [@JoeLaCava_D1](https://www.instagram.com/JoeLaCava_D1)

2. SD County District 3 Supervisor Terra Lawson-Remer's representative, Cody Petterson (cody.petterson@sdcountry.ca.gov) (858) 289-9206

3. District 39 State Senator Toni Atkins' representative, Miller Saltzman, Miller.Saltzman@sen.ca.gov
4. 78th District Assemblymember Christopher Ward's representative, Rachel Granadino Rachel.Granadino@asm.ca.gov, cell: (619) 431-0674, District Office: 619-645-3090
<https://a78.asmdc.org>

ACTION ITEMS

1. **Action to approve March minute.** Passed, 9-0
2. **Crest Canyon Emergency Storm Drain Project Update** Andrea Medina (AndreaMedina@hillintl.com) By close of business on Friday, April 15, 2021 the trails will be open to the community. Maintenance will continue, there's a punch list that will be resolved in the upcoming weeks. This was a \$9 million project. Parks & Rec's Natural Resource Manager, Mark Berninger, MBerninger@sandiego.gov, reported. Trail map follows at end of minutes. Reminder that dogs are permitted but should be leashed. (Please pick up their waste.) Catch basins do seem to be holding water, another subdrain has been added, other adjustments have been put in place, fine tuning will continue. All of that will be part of the coming adjustments to irrigation. Monitoring is in process. Small video taken this morning to show a virtual trail tour can be viewed at: <https://www.youtube.com/watch?v=UNgWntJeTI0>. Black Mountain Senior Ranger is Edward Christensen, EdwardC@sandiego.gov. Crest Canyon Emergency Storm Drain Project Construction Project Info Line: 619-533-4207, Email: ENGINEERING@sandiego.gov
3. **SANDAG Rail Realignment Update Presentation:** Linda Culp, Principal Planner, SANDAG. (Linda.Culp@sandag.org) PDF of presentation follows minutes, presented by several SANDAG experts. Answers to questions in chat and on camera follow: Noise and vibration for residents above tunnel would be studied. Quite a bit of cover over tunnel before houses, track can be isolated to reduce vibration. Ventilation study currently trying for having fans at portals, no intermediate openings, to minimize impact. Pollution would be mitigated, more of an issue if we stay w diesel engines at the time we have this realignment. Eduardo Savigliano raises concerns that we're looking at patches, not the big picture, which is really international. Echoed in chat by Adam Gevanthor to consider realignment from Oceanside to SD. Linda noted that there are overarching guiding state documents that SANDAG must look to in making their investments. Questions about yellow alternative (p.15) coming out in preserve which would require significant elevated structure but free up current berm. Notes on interpreting PDF (stars on page 15 are the portals where the

train tunnel comes up and runs above ground, typically on elevated structure. Goal is to minimize impact. Earthquakes are considered and studied during design. We do have the Rose Canyon fault, seismic activity considered, but tunnels are safely designed and built in earthquake-prone areas. Dee Rich asked if it was possible to get the community on the SANDAG board, as the City of Del Mar has one, but as the City has seats on the board, more seats not being created. In the technical process (preliminary stage right now), much more analysis is done as regards environmental, seismic, residential impacts (pending funding). As to more aligning with freeway, SANDAG appreciated the comments and will consider. Caltrans prefers tunnels that intersect rather than run parallel to freeways—doesn't mean it's not done. Trains do not honk when they come up from tunnels. Del Mar tunnel has been prioritized over Miramar tunnel.

4. **11330 Sorrento Valley Rd. Cookies CO Bakery Sorrento Retail, Cannabis Outlet-PTS-0665588**

Project Review Committee Motion: Recommended a denial. Board moved to approve the motion exactly as presented in PRC (sent to board for review prior to meeting) with no discussion as project has come before the board many times already. Attached at the end of these minutes. Passed 9-0.

CPC update Due to time, this was not covered.

Motion to extend the Meeting: Extend the meeting for a few minutes. Passed 9-0.

Information Items and TPCPB Reports (As available, maximum 5 minutes)

NON-AGENDA ITEMS (Constituting new or future business) NONE

Chair adjourned the meeting. 9:43 pm.

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Addendum

TPCPB is happy to add information from government and other representatives that supplement the meeting minutes above in order to make our minutes a more valuable resource for the community. Any notes below are printed as supplied.

If you present to us, we will happily add your slide deck to the end of the presentation, please post it in the chat on Zoom.

LOSSAN Los Angeles
San Diego
San Luis Obispo
Coastal Rail Corridor
San Diego Segment



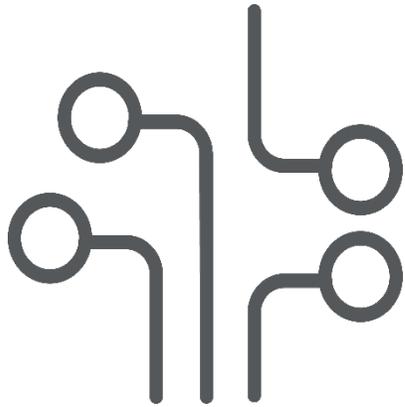
SD-LOSSAN Regional Rail Corridor Improvements Study Update

Torrey Pines Community Planning Board | April 15, 2021

1 Study Background

Expected Study Results

The study will result in:



Alternative Alignments



Proposed Improvements



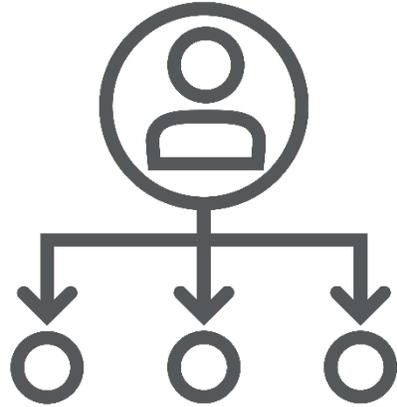
**Supporting Analysis for Passenger
and Freight Rail Services**

Consistent with the 5 Big Moves, recommended improvements will support future investments to reduce travel times, increase capacity, and enhance safety

Scope of Work

- Existing Conditions
- Corridor Resiliency
- Operational Feasibility –
Sorrento Mesa Branch Analysis
- Basis of Design (Track)
- Basis of Design (Tunnel)
- Del Mar/Miramar Hill Alternatives Analysis
- Service Plans
- Corridor Wide Higher Speed Analysis
- Project Phasing/Implementation Plan
- Final Report

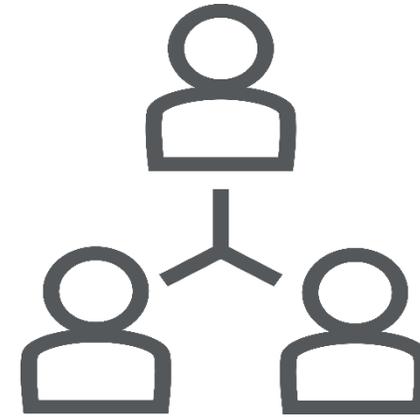
Reporting Structure



PROJECT DEVELOPMENT TEAM

SANDAG
NCTD
MTS
LOSSAN

Metrolink
BNSF Railway
FRA
Caltrans

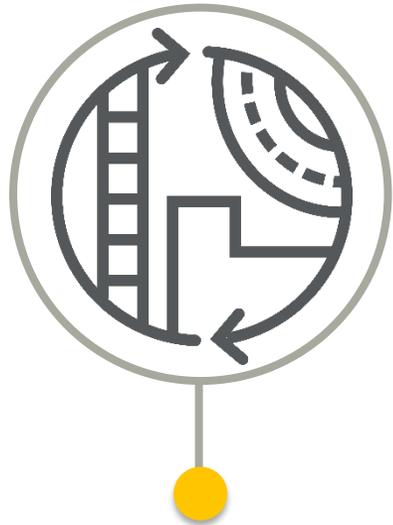


EXECUTIVE LEADERSHIP TASK FORCE

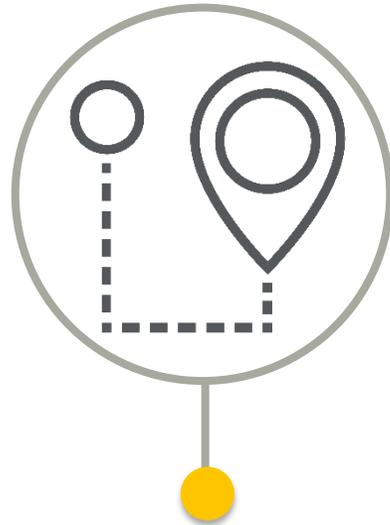
SANDAG BOARD OF DIRECTORS

2 Operational Feasibility

Objectives



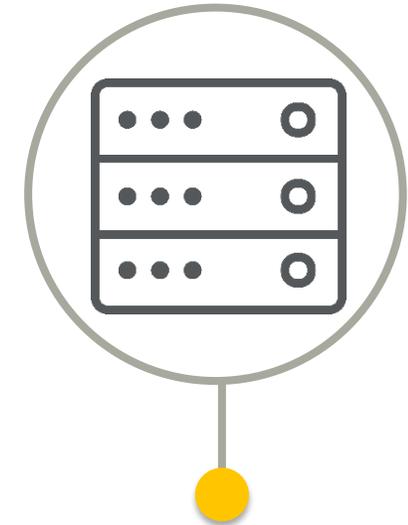
Evaluate technology, including higher speed diesel locomotives and electrification



Identify freight and passenger service acceleration within context of LOSSAN Optimization Study



Assess changes to communications and signaling system and risks to current and near-term operations



Test a planning-level service concept for future service to proposed Sorrento Mesa Mobility Hub (in coordination with South Bay to Sorrento CMCP)

Infrastructure Assumptions

SANDAG's Infrastructure Development Plan¹



New stations at

- Del Mar Events platform
- UTC/Nobel Station
- San Diego International Airport

Double track rail corridor from the County Line to Downtown San Diego. The preliminary results assume Del Mar and Miramar Hill tunnels

Upgraded line speeds to support 110 mph operations

(1) Also recommended in the LOSSAN Optimization Study

Equipment Tested

NEW DIESEL



Key Parameters

Speed
[mph]

Siemens Charger

125

Pacific Surfliner (Limited Stop) service

110

COASTER (All Stop) service

90

Operating speeds are limited by trailer car design speeds

ZERO EMISSIONS



Key Parameters

Speed
[mph]

Stadler KISS

110

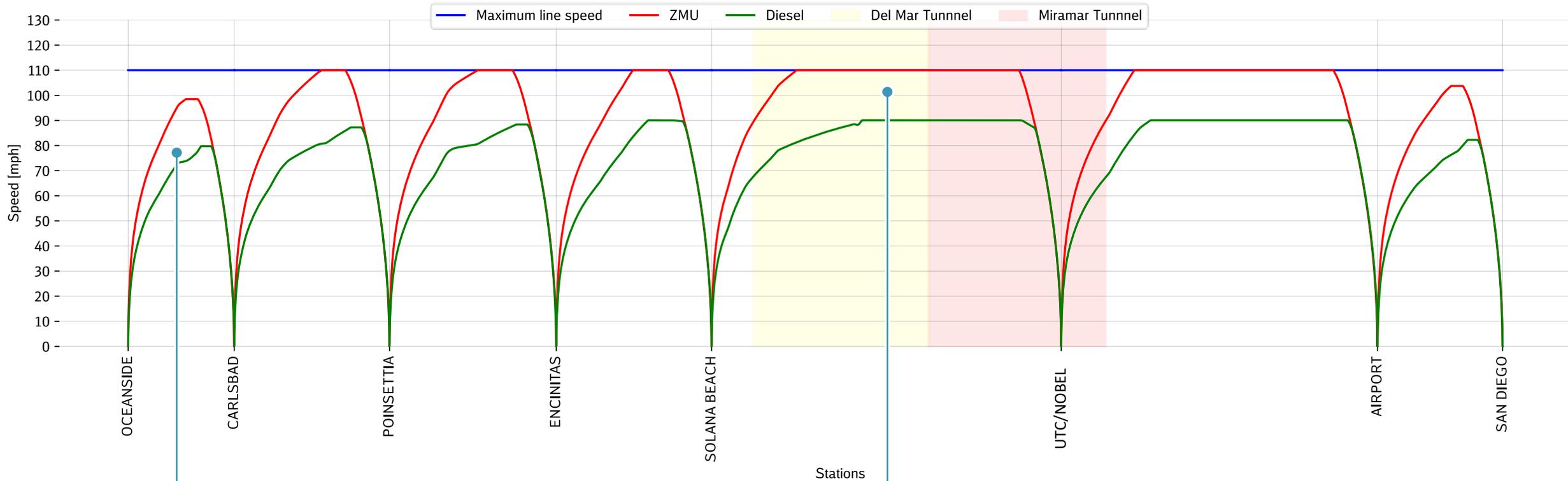
Equipment Performance



Oceanside to San Diego

PRELIMINARY RESULTS

All-stop service speed-distance diagram using Track Class 6 (110 mph)



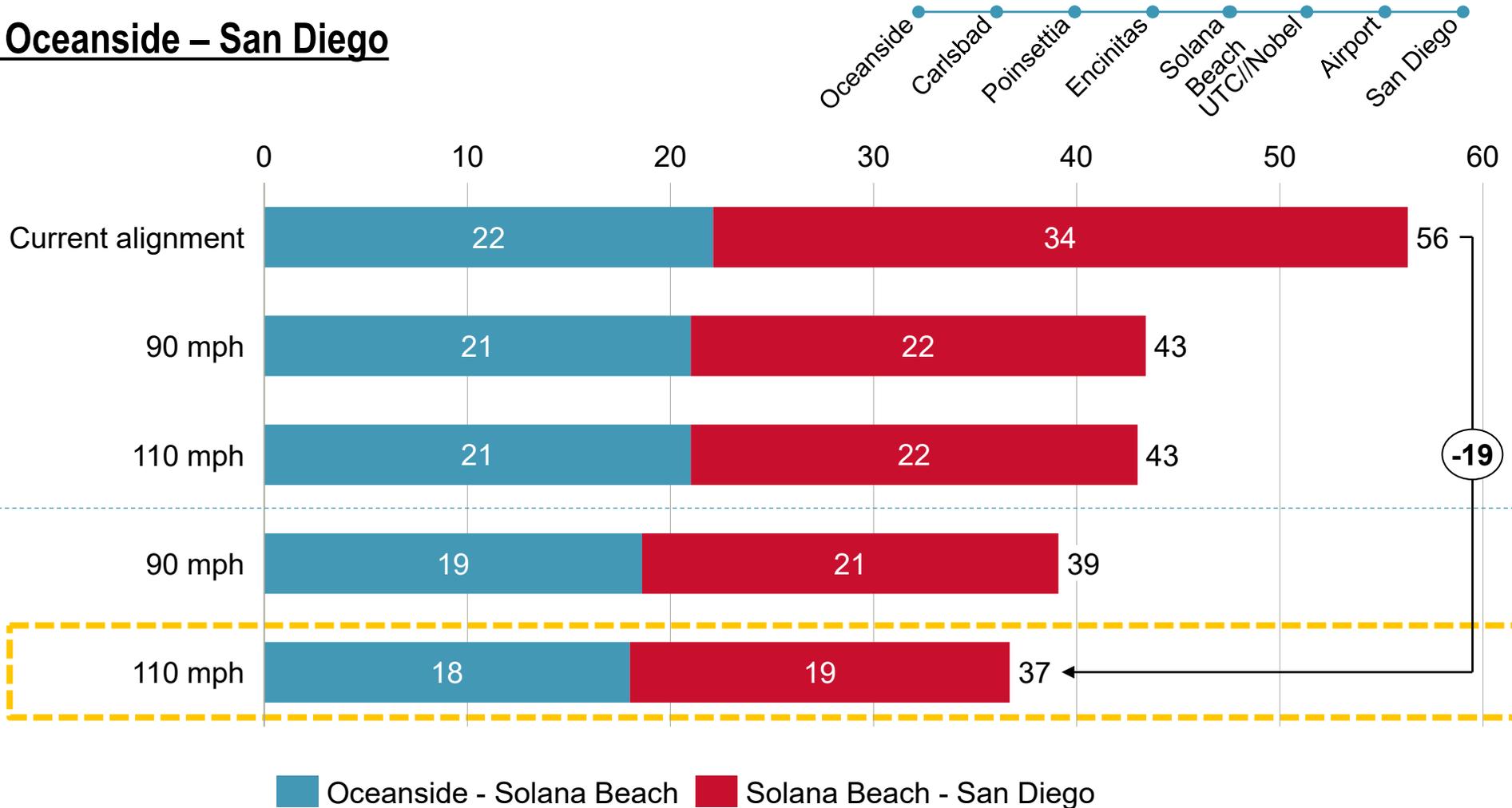
ZMU has better acceleration characteristics and performs better than diesel on gradients

ZMU can utilize maximum line speeds

Preliminary Travel Time

(IN MINUTES)

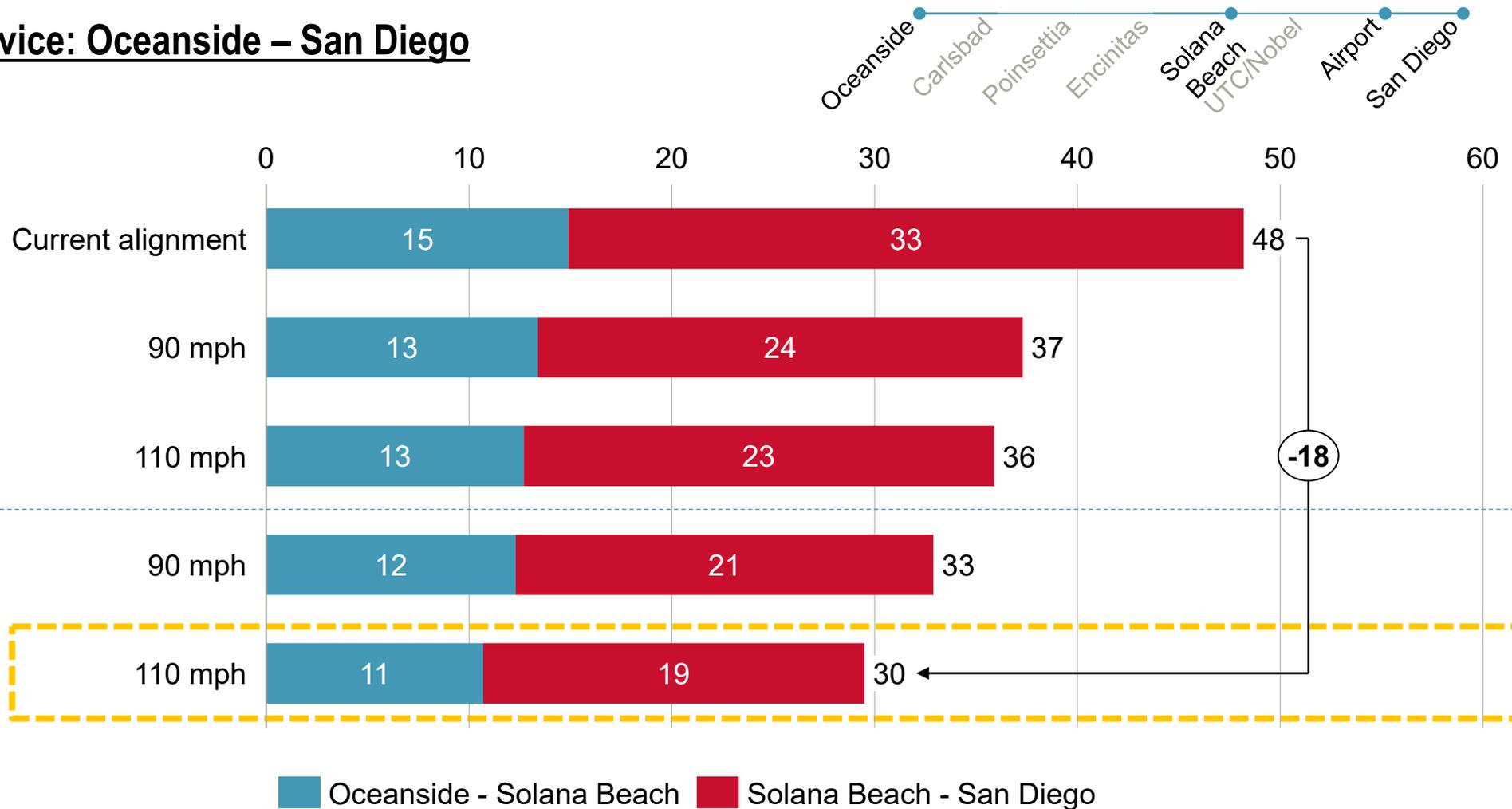
All-stop service: Oceanside – San Diego



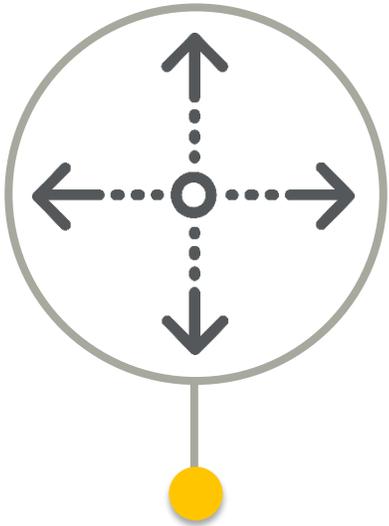
Preliminary Travel Time

(IN MINUTES)

Limited-stop service: Oceanside – San Diego



Preliminary Operational Findings



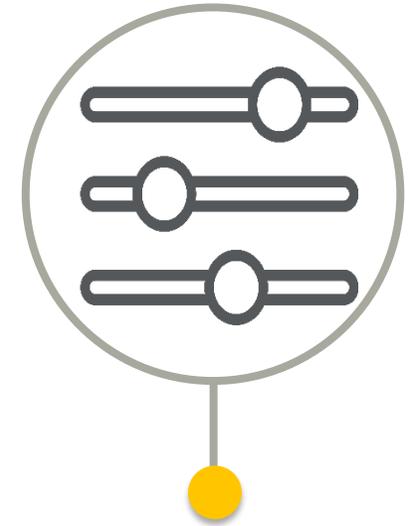
No measurable benefits for running 125 mph over 110mph due to station spacing



ZMU offers acceleration and braking benefits over diesel locomotive



Freight service safety concerns for running in shared corridor at more than 110 mph



Speed improvements in SD County highlight critical infrastructure constraints at San Clemente

Existing fleet cannot operate beyond 90 mph due to coach restrictions

3

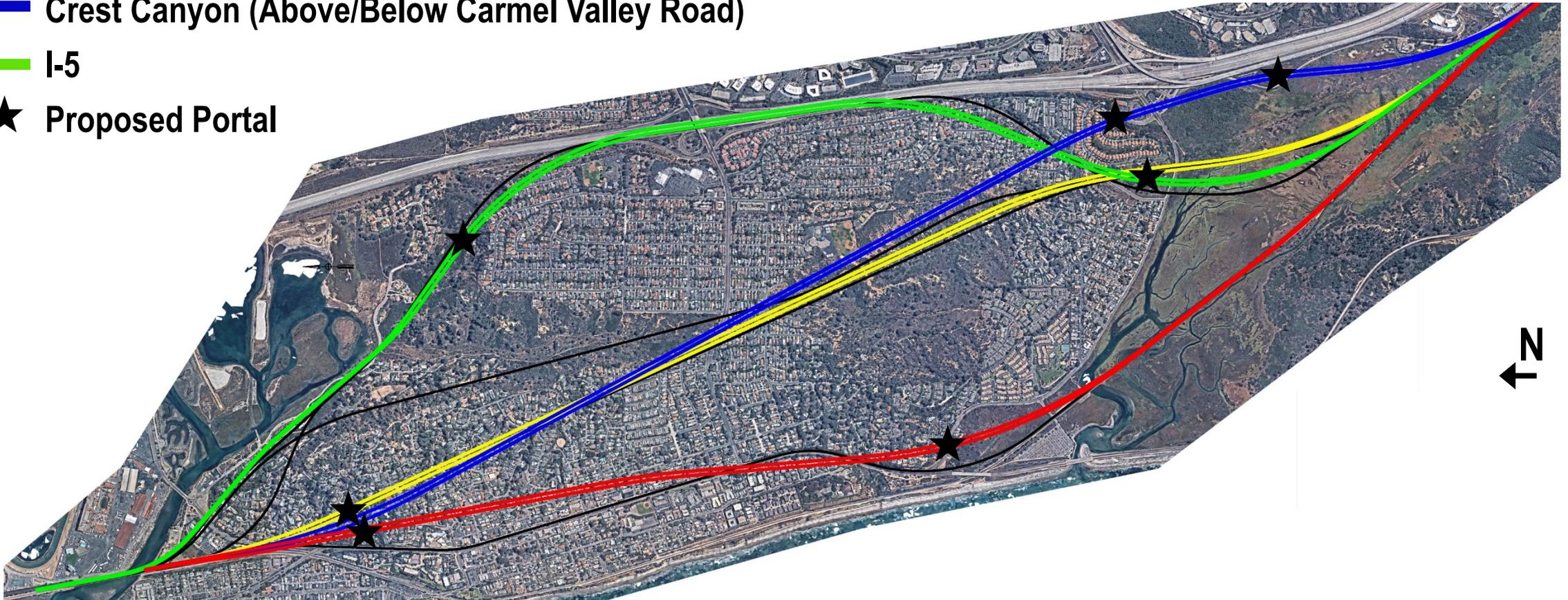
Realignment

Alternatives Analysis

Del Mar Realignment

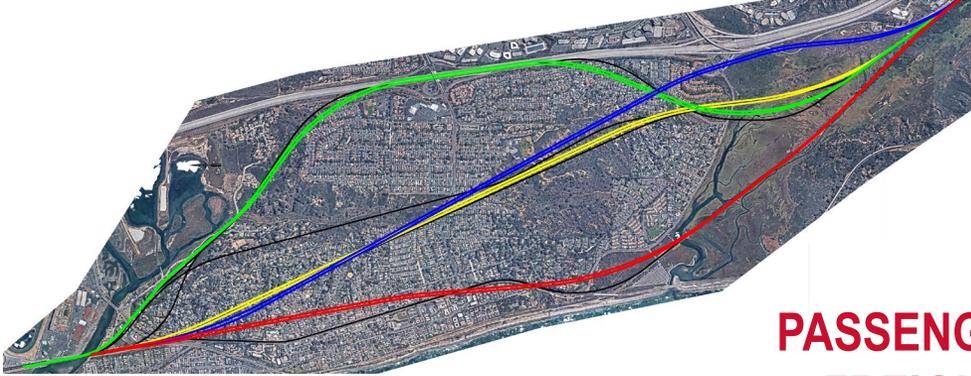
REVISED ALTERNATIVES

- Camino Del Mar
- Crest Canyon Higher Speed
- Crest Canyon (Above/Below Carmel Valley Road)
- I-5
- ★ Proposed Portal



Del Mar Realignment

REVISED ALTERNATIVES



ALIGNMENT

Today

 Camino Del Mar

 Crest Canyon Higher Speed

 Crest Canyon (Above CVR)

 Crest Canyon (Below CVR)

 I-5

PASSENGER/ FREIGHT MAX SPEED (MPH)

90/60

110/60

110/60

110/60

110/60

80/60

CAPITAL COSTS COMPARISONS

-

Base

+5%

+5%

+10%

+30%

TRAVEL TIMES (MINUTES) Solana Beach to Old Town

All Stop

Limited Stop

Charger + 5
Coaches

ZMU

Charger + 7
Coaches

ZMU

31

-

32

-

28.2

26.9

27.3

25.2

28.2

26.9

27.4

25.2

28.2

26.9

27.4

25.2

28.2

26.9

27.4

25.2

29.6

28.9

28.6

27.3

Del Mar Realignment

REVISED EVALUATION CRITERIA

| Evaluation Criteria | Weight (%) |
|---------------------|------------|
|---------------------|------------|

| | |
|--------------------|-----------|
| Travel Time | 14 |
|--------------------|-----------|

| | |
|----------------------------|---|
| Environmental Consequences | 9 |
|----------------------------|---|

| | |
|------------------------------|---|
| ROW Impacts and Acquisitions | 6 |
|------------------------------|---|

| | |
|---------------------------------------|-----------|
| Connectivity and Travel Demand | 13 |
|---------------------------------------|-----------|

| | |
|----------------------------|-----------|
| Safety Improvements | 15 |
|----------------------------|-----------|

| | |
|--|---|
| Constructability, Construction Impacts, and Duration | 7 |
|--|---|

| | |
|---|---|
| Capital Costs (includes construction, right-of-way, and design) | 8 |
|---|---|

| | |
|--|---|
| Railroad Operation Impacts (during construction) | 5 |
|--|---|

| | |
|--|---|
| Operational Complexity (post-construction) | 9 |
|--|---|

| | |
|----------------------|-----------|
| O&M Costs | 10 |
|----------------------|-----------|

| | |
|----------------------|---|
| Community Acceptance | 4 |
|----------------------|---|

Del Mar Realignment

REVISED COMPARATIVE ANALYSIS



| Evaluation Criteria | Weight (%) | Camino Del Mar | Crest Canyon | | | I-5 |
|---|------------|----------------|--------------|-------------------------|-------------------------|------------|
| | | | Higher Speed | Above Carmel Valley Rd. | Below Carmel Valley Rd. | |
| Travel Time | 14 | 5 | 5 | 5 | 4 | 1 |
| Environmental Consequences | 9 | 1 | 4 | 4 | 3 | 2 |
| ROW Impacts and Acquisitions | 6 | 4 | 3 | 1 | 3 | 1 |
| Connectivity and Travel Demand | 13 | 3 | 3 | 3 | 3 | 2 |
| Safety Improvements | 15 | 5 | 5 | 5 | 4 | 5 |
| Constructability, Construction Impacts, and Duration | 7 | 2 | 4 | 1 | 2 | 1 |
| Capital Costs (includes construction, right-of-way, and design) | 8 | 5 | 4 | 3 | 2 | 1 |
| Railroad Operation Impacts (during construction) | 5 | 2 | 4 | 4 | 4 | 1 |
| Operational Complexity (post-construction) | 9 | 4 | 4 | 4 | 1 | 4 |
| O&M Costs | 10 | 2 | 3 | 3 | 1 | 2 |
| Community Acceptance | 4 | 2 | 3 | 1 | 3 | 1 |
| Total Score | | 345 | 396 | 347 | 281 | 223 |

RATING **5** **4** **3** **2** **1**
Best ————— Worst

Del Mar Realignment

Preliminary Summary



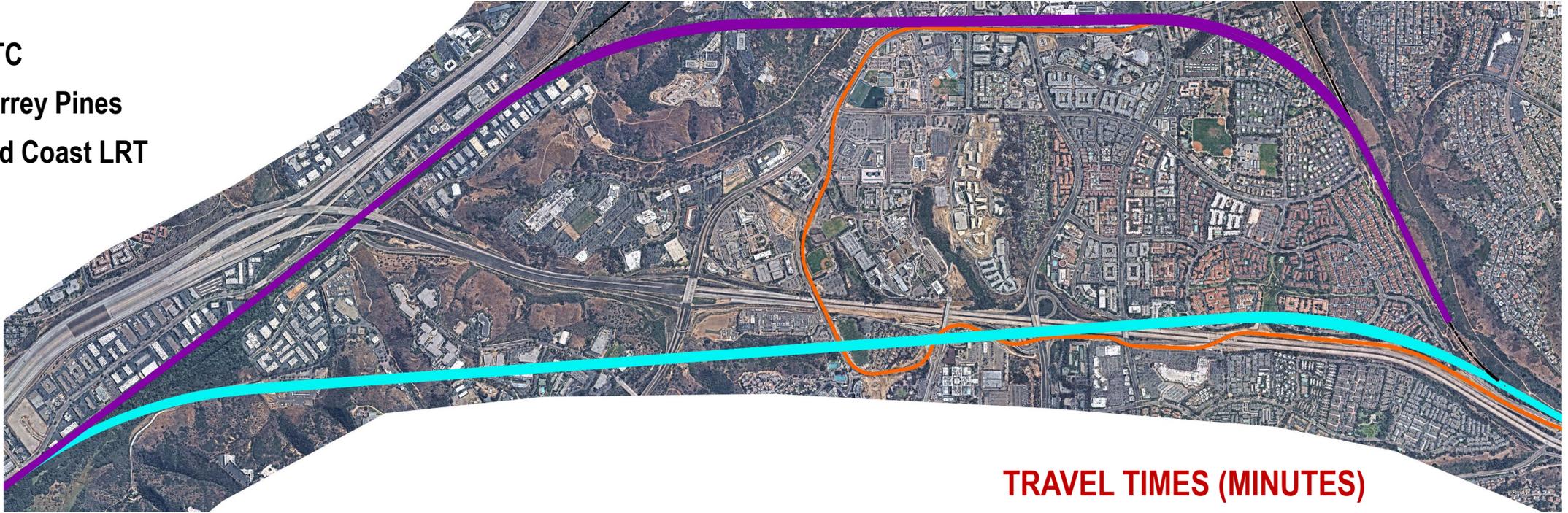
| Issue Area | Camino Del Mar | Crest Canyon | | | I-5 |
|-------------------------|----------------|--------------|--------------------------|--------------------------|----------|
| | | Higher Speed | Above Carmel Valley Road | Below Carmel Valley Road | |
| Total Cost | Base | +5% | +5% | +10% | +30% |
| Total Length (mi) | 4.9 | 4.8 | 4.5 | 4.5 | 5 |
| Tunnel Length (ft) | 1.8 | 2.5 | 2.5 | 3.1 | 2.2 |
| Tunnel Depth (ft)* | 35 - 120 | 35 - 275 | 35 - 365 | 35 - 480 | 35 - 210 |
| Elevated Structure (ft) | 8,000 | 4,800 | 4,600 | 130 | 5,300 |

* top of tunnel to existing ground; minimum – maximum depth

Miramar Realignment

REVISED ALTERNATIVES

- █ UTC
- █ Torrey Pines
- █ Mid Coast LRT



TRAVEL TIMES (MINUTES) Solana Beach to Old Town

| ALIGNMENT | PASSENGER/ FREIGHT MAX SPEED (MPH) | CAPITAL COSTS COMPARISONS | All Stop | | Limited Stop | |
|--|--|---------------------------------|------------------------|------|------------------------|------|
| | | | Charger + 5 Coaches | ZMU | Charger + 7 Coaches | ZMU |
| Base Condition | 90/60 | - | 31 | - | 32 | - |
| █ Torrey Pines | 110/60 | Base | 19.7 | 18.4 | 21 | 18.4 |
| █ UTC | 110/60 | +2% | 20.3 | 18.9 | 21.8 | 19 |

Miramar Realignment

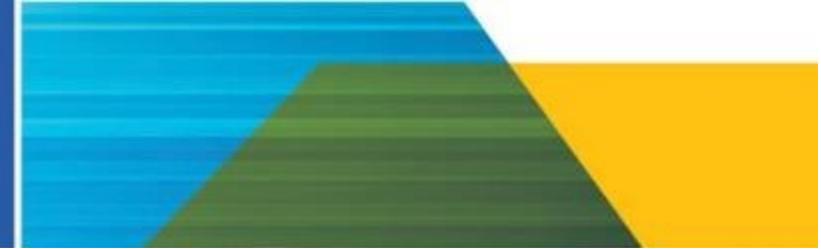
COMPARATIVE ANALYSIS

| Evaluation Criteria | Weight (%) | Torrey Pines | UTC |
|---|------------|--------------|------------|
| Travel Time | 14 | 5 | 4 |
| Environmental Consequences | 9 | 2 | 4 |
| ROW Impacts and Acquisitions | 6 | 1 | 3 |
| Connectivity and Travel Demand | 13 | 3 | 5 |
| Safety Improvements | 15 | 4 | 4 |
| Constructability, Construction Impacts, and Duration | 7 | 2 | 3 |
| Capital Costs (includes construction, right-of-way, and design) | 8 | 3 | 2 |
| Railroad Operation Impacts (during construction) | 5 | 3 | 2 |
| Operational Complexity (post-construction) | 9 | 2 | 3 |
| O&M Costs | 10 | 2 | 3 |
| Community Acceptance | 4 | 2 | 3 |
| Total Score | | 292 | 351 |

RATING
 Best ———— Worst

Miramar Realignment

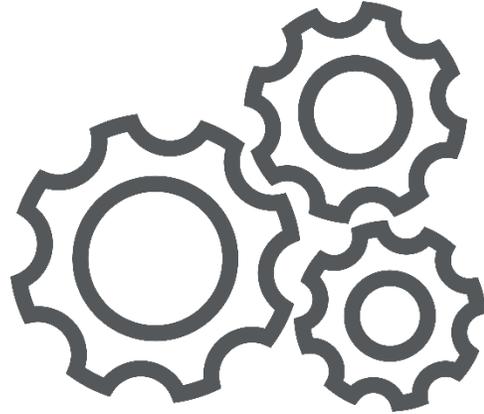
Preliminary Summary



| Issue Area | University Town Center | Torrey Pines |
|---|------------------------|--------------|
| Total Cost | Base | +2% |
| Total Length (mi) | 4.9 | 5.1 |
| Tunnel Length (ft) | 3.2 | 2.1 |
| Tunnel Depth (ft)* | 35 - 245 | 35 - 150 |
| Elevated Structure (ft) | 3,000 | 4,900 |
| * top of tunnel to existing ground; minimum – maximum depth | | |

4 Tunneling and Fire Life Safety (FLS)

Tunneling and Fire Life Safety



TUNNELING CONSIDERATIONS

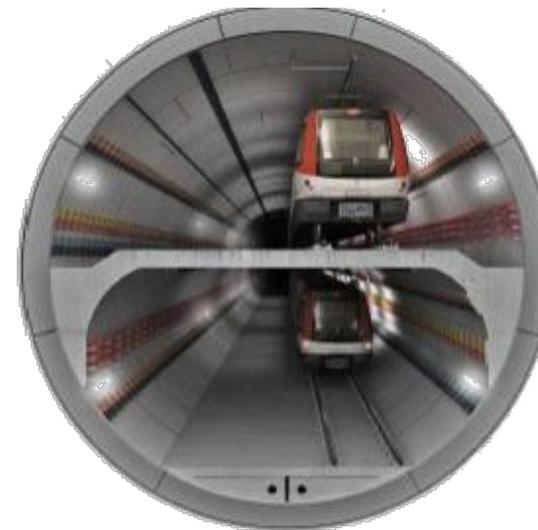
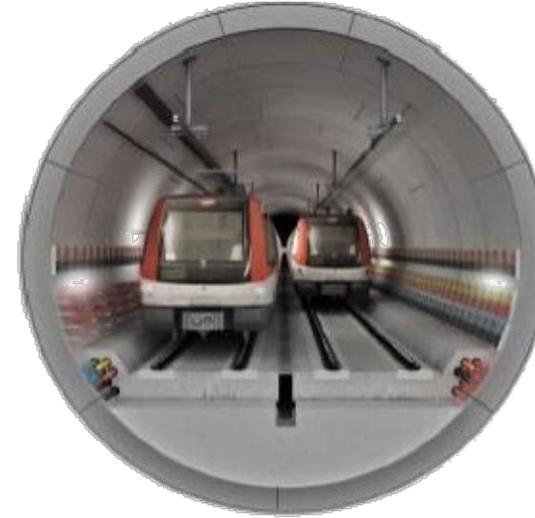
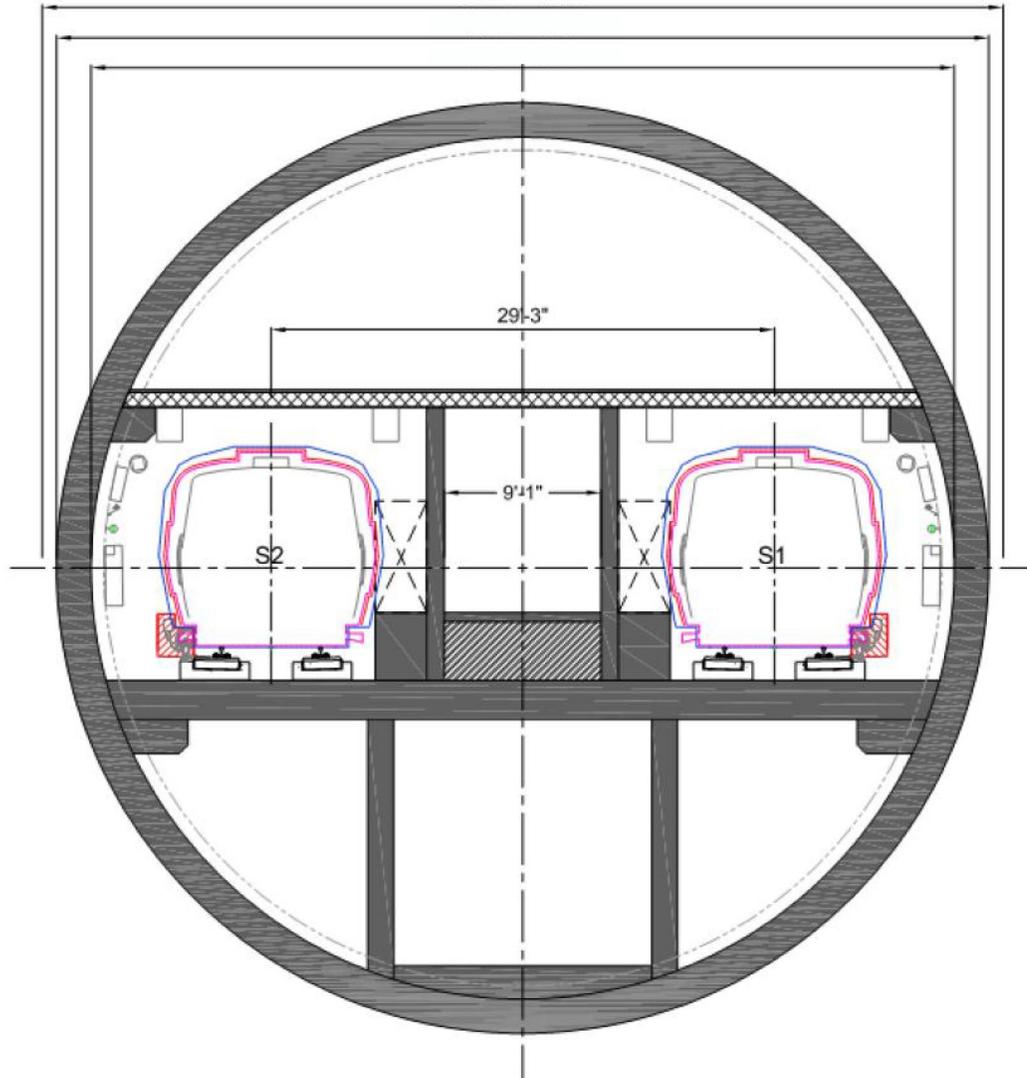
- Tunnel Configurations
- Tunnels in Similar Ground Conditions

FIRE LIFE SAFETY (FLS) CONSIDERATIONS

- Egress
- Ventilation

Tunnel Configurations

SINGLE BORE



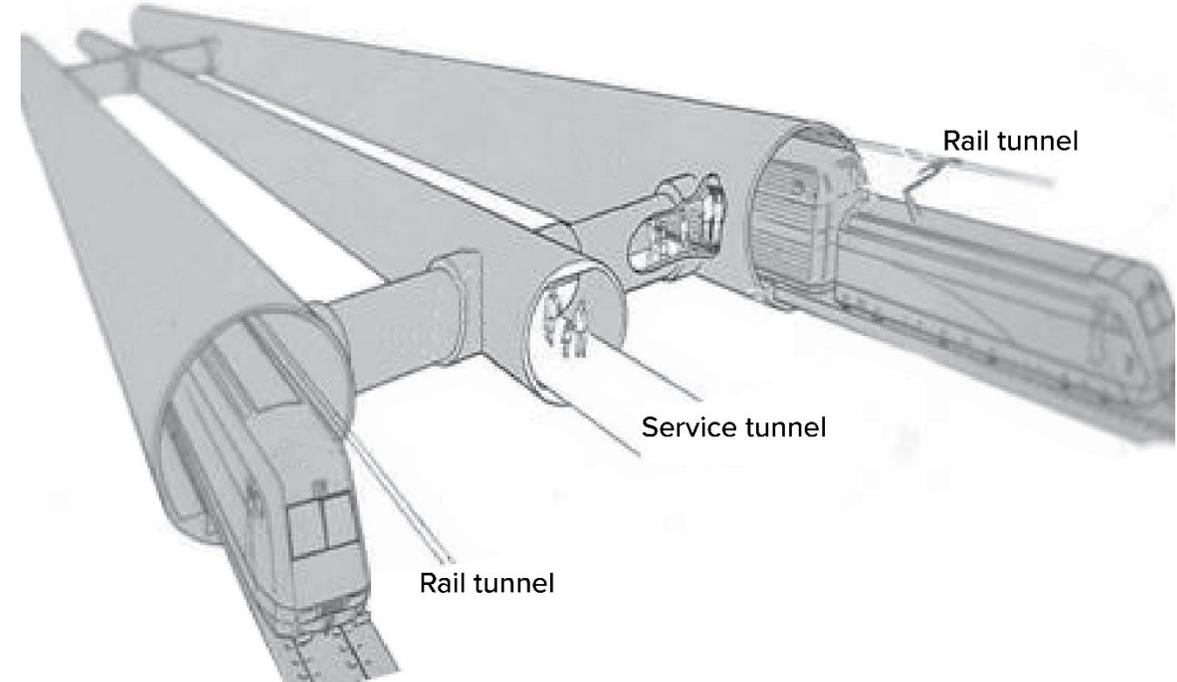
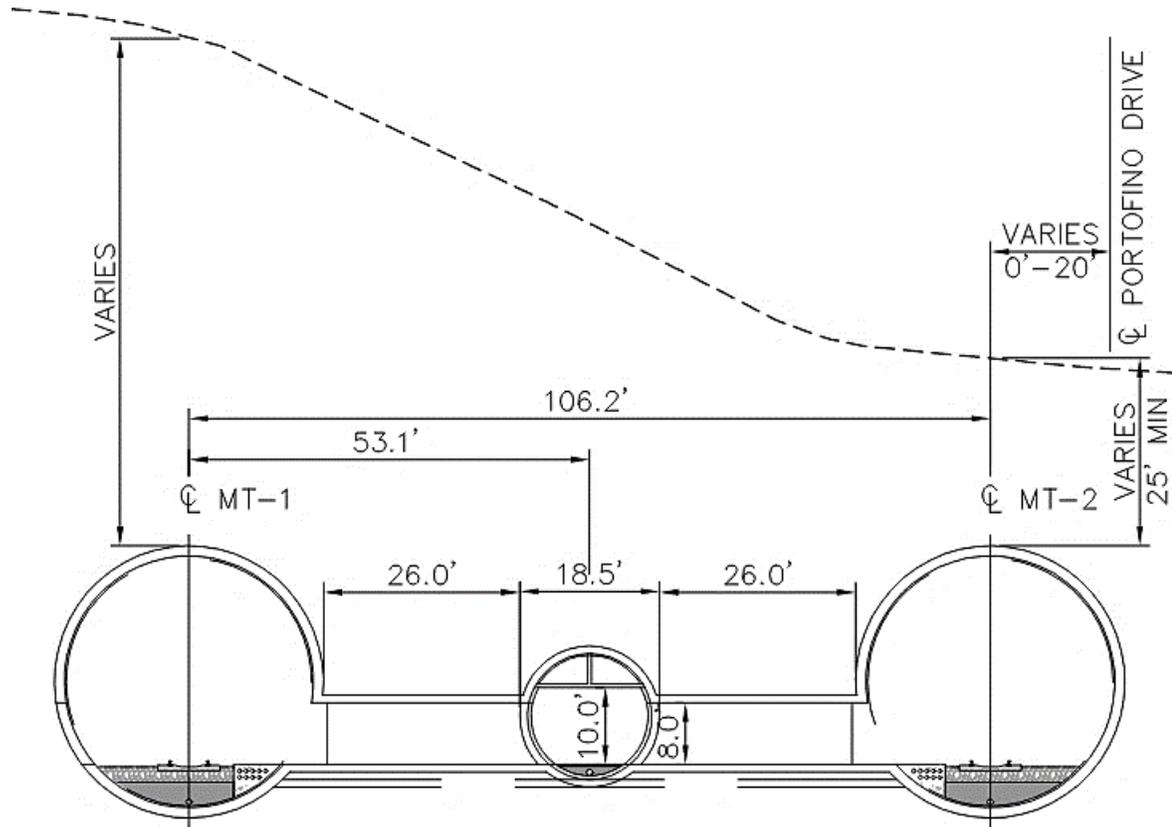
Tunnel Configurations

TWIN BORE



Tunnel Configurations

TRIPLE BORE



Tunnels in Similar Ground Conditions



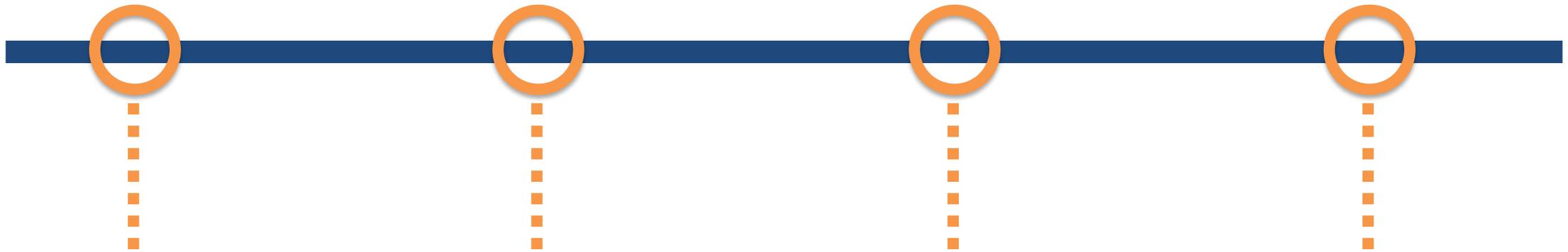
- **Mission Valley East Tunnel** – *San Diego, CA*
- **Courthouse Commons Tunnel** – *San Diego, CA*
- **Regional Connector** – *Los Angeles, CA*
- **Channel Tunnel** – **Between England and France**
- **Alaskan Way Viaduct** – **Seattle, WA**
- **BART to Silicon Valley Phase 2** (design in progress) – **San Jose, CA**

Tunnels in Similar Ground Conditions



Fire Life Safety Egress

REASONS FOR EGRESS



**Escaping from
a fire on train
or in tunnel**

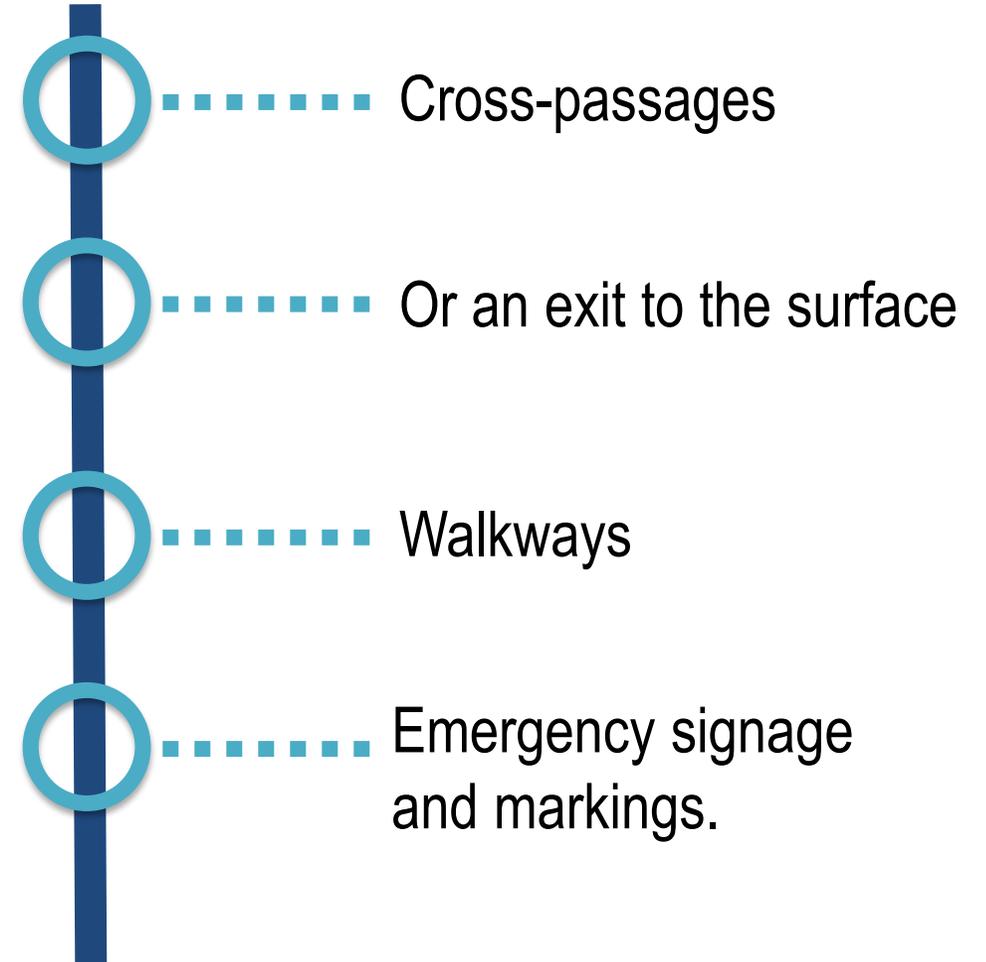
**Leaving train
during power
outage**

Derailment

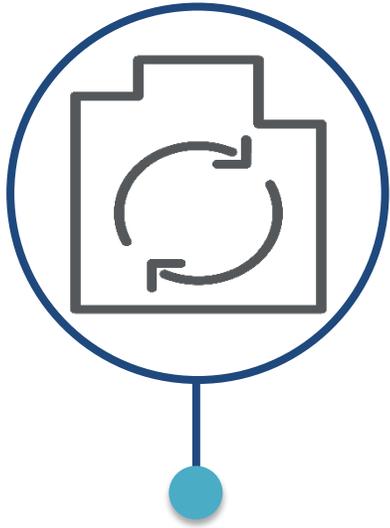
Train breakdown

Fire Life Safety Egress

MEANS OF EGRESS



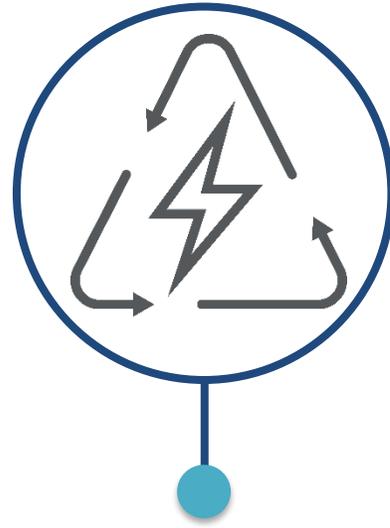
Need for Ventilation Systems



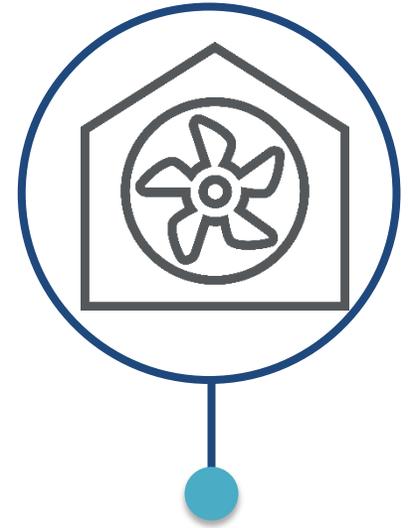
**Acceptable
temperatures**



**Decrease
pollutants**



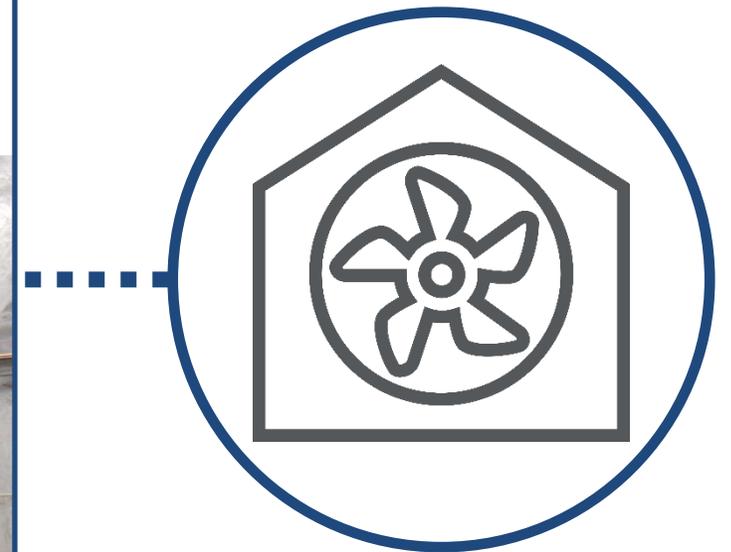
Control smoke



Code Requirement

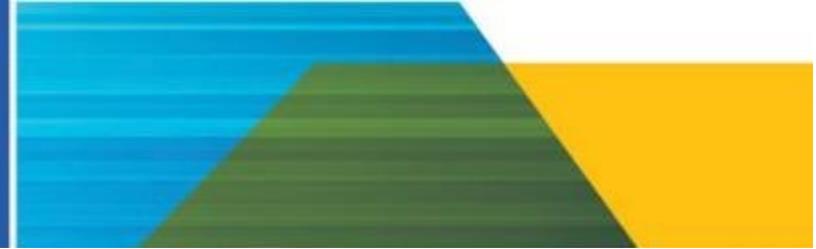
Ventilation System Components

- Ventilation fans
- Sound attenuators



5 Operations

Operations

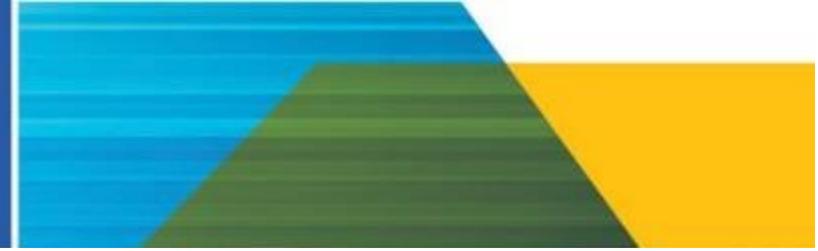


TUNNELS WITH SIMILAR OPERATIONS

O&M FOR RAIL TUNNELS



Tunnels with Similar Operations



US Tunnels

- Moffat Tunnel – Colorado
- B&P Tunnel – Maryland
- Cascade Tunnel – Washington
- Flathead Tunnel - Montana

International Tunnels

- Channel Tunnel – between England and France
- Gotthard Base Tunnel – Switzerland
- Brenner Pass Tunnel – between Austria and Italy (under construction)
- Loetschberg Tunnel - Switzerland

O&M for Rail Tunnels



Key Operations Considerations

- Operating tunnel lighting
- Operating fans for ventilation
- Operating pumps for track drains

Key Maintenance Considerations

- Water ingress (leaks)
- Checking and maintaining track
- Checking and maintaining train control and systems

Meeting Schedule

- April 8: Project Development Team
- April 12: Executive Leadership Task Force
- April 15: Torrey Pines Community Planning Board**
- April 16: SANDAG Transportation Committee
- April 22: NCTD Board of Directors
- May 14: SANDAG Board of Directors (tentative)
- June 7: Del Mar City Council

Study Schedule

| Baseline Documents* | Del Mar Tunnel Alternatives Analysis | Miramar Hill Tunnel Alternatives Analysis | Corridor Wide Higher Speed Evaluation | Cost Estimates, Phasing and Implementation Plan |
|---------------------|--------------------------------------|---|---------------------------------------|---|
| Summer 2021 | Summer 2021 | Fall 2021 | Fall 2021 | Spring 2022 |
| Public Outreach | | | | |

**Baseline Documents are Existing Conditions, Higher Speed Operational Feasibility, Track and Tunnel Basis of Design, Corridor Resiliency*

Study to conclude in April 2022

Linda Culp
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San Diego Association of Governments
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Linda.culp@sandag.org

Thank you!

SANDAG



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.



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.](#)



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.

1,000 Radius Map

Cookies Co.
Retail Cannabis Outlet

After School Learning Center 11526 Sorrento Valley Rd

Coast Volleyball 11526 Sorrento Valley Rd

Touche Fencing Club 11468 Sorrento Valley Rd

Frozen Ropes Baseball 11436 Sorrento Valley Rd.

Cookies Cannabis 11330 Sorrento Valley Rd

DM Soccer Club 11230 Sorrento Valley Rd

Torrey Hills

Google Earth

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2000 ft

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