



Torrey Pines Community Planning Board

PO Box 603, Del Mar, CA 92014

www.torreypinescommunity.org

BOARD MEMBERS: Morton Printz, Chair, tpcb1@hotmail.com; Diana Scheffler, Secretary; Carole Larson, Treasurer; Faye Detsky-Weil, Past Chair; Michael Belch; Barbara Cerny; Cliff Hanna; Greg Heinzinger; Janie Killermann; Lawrence Lansdale; Debbie Carpenter; Philip Raphael; Tom Slipper.

REGULAR MONTHLY MEETING THURSDAY, DECEMBER 13, 2007 at 7:00 PM

MINUTES

Present: Morton Printz, Chair; Diana Scheffler, Secretary; Carole Larson, Treasurer; Faye Detsky-Weil, Past Chair; Michael Belch; Barbara Cerny; Cliff Hanna; Greg Heinzinger; Janie Killermann; Lawrence Lansdale; Debbie Carpenter; Philip Raphael; Tom Slipper.

Absent: None

ITEM #1 **CALL TO ORDER** The Chair called the meeting to order at 7:05 pm. He welcomed the approximately 170 people in attendance.

ITEM #2 **NON-AGENDA PUBLIC COMMENT** Sherri Lightner of 8551 La Jolla Shores Drive, La Jolla, addressed the audience, informing them of her candidacy for the City Council District 1 seat currently held by Scott Peters.

ITEM #3 **GENERAL ANNOUNCEMENTS** Lesley Henegar, Senior Planner, Long Range Planning, City Planning & Community Investment Department introduced herself as the Department's representative to our Board. She invited anyone in the community to contact her with questions. She can respond to queries on development issues and will direct other questions to the appropriate City staff. Her telephone number is 619 235 5208; e-mail is lhenegar@sandiego.gov.

Betsy Kinsley, standing in for Chanelle Hawken, introduced herself as Scott Peters' Chief of Staff.

ITEM #4 **HANNA RESIDENCE** The project under consideration was the Hanna Residence, Project No. 130273, Job Order No. 42-7837, requiring a Coastal Development Permit and Neighborhood Development Permit for Environmentally Sensitive Lands to construct a 3,551 sq. ft. single family residence on a vacant, 7,189 square foot site at 2570 Carmel Valley Road in the RS-1-7-Zone within the Torrey Pines Community Plan, Coastal Overlay (non-appealable), Coastal Height Limit, 100 Year Floodplain.

Janie Killermann spoke for the Project Review Committee to recommend approval as submitted, subject to compliance with City requirements, and with the following recommendations:

- Use of native plants in front landscaped yard due to sensitive nature of the location on the Carmel Valley Road corridor bordering the Penasquitos Lagoon.
- Use of subdued, shaded exterior lighting to reduce light spillage to Penasquitos Lagoon.
- Selection of warm, darker earth tone colors on exterior of residence consistent with community guidelines to reduce perceived bulk and scale.

- Inclusion of a functional turn around area adjoining driveway in order to allow safe egress to Carmel Valley Road

The item passed on consent.

ITEM #5

MODIFICATIONS TO THE AGENDA Greg Heinzinger moved and Janie Killermann seconded that Item 9 (Presentation of the SR 56 – I5 connectors issue) be moved up to accommodate the large number of people in attendance for that item, that discussion be limited to one hour after which the regular agenda be followed, returning to Item 9 at the end of the Board meeting. The Chair intervened, pointing out that it was important to keep to the schedule. In fact City staff was not yet present to begin Item 9. It was agreed however, that Items 6 and 7 would be passed over initially for Items 8 and 9, and that the proposal of spending one hour on Item 9 would be adopted. No vote was taken.

ITEM # 8

ROOMING HOUSE ORDINANCE Ms. Marianne Greene, Deputy City Attorney, City Attorney’s Office, San Diego made a presentation on the Rooming House Ordinance and its relevance to the Torrey Pines Community. The aim of the ordinance is to control excessive commercialization in Residential Single Unit zones (RS). A rooming house in an RS zone would be limited to a certain number of leases within the unit - 3 or 5 have been proposed. Units with a higher number of leases would be permitted only in a Residential Multiple Unit zone (RM) where in fact the formation of a rooming house is permitted by right – a permit is not required. Parking limitations are also envisaged. The Community Planners’ Committee has recommended one parking space per lessee (room not roomer). The ordinance would not affect the operation of fraternity houses, senior residential facilities, transitional housing, or sober living facilities, etc., as they are separately regulated.

Further discussion and any decision on a Board position were deferred.

ITEM #9

PLANNING STATUS OF SR-56 – I-5 CONNECTORS

Marnell Gibson, Deputy Director of the Right of Way Design Division for the City of San Diego, introduced the topic, giving some history of the work with Caltrans on the interchange, and noting the creation of a Steering Committee to allow for Planning Committee input and a transparent process.

Alan Kosup, I-5 Corridor Director for Caltrans acknowledged that information exchange with the communities has not always worked, but he emphasized that no decisions have been made. His charge is to plan for an increase in traffic projected over the next twenty years for the whole I-5 corridor. The planning process, expected to be completed by 2009, entails brainstorming to identify various alternatives. The alternatives are analyzed, sometime rejected, sometimes resurrected again after determining that other alternatives are unworkable. For example, it became clear in recent months that one of the alternatives being studied would result in the loss of some homes along Portofino Drive. This could result in a reopening of previously discarded alternatives that would impact parking on the east side of the freeway instead.

Joining Mr. Kosup in the presentation was Chris Johnson of Dokken Engineering and Project Manager and Consultant to the City and to Caltrans. Responding to questions and challenges from the audience, they explained:

- The three alternatives currently under consideration are direct connectors, local street improvement, and “no build”. The latter will always be an option as the process always requires that any solution be compared to that of taking no action.
- The connectors were not installed initially because the cost out-weighed the benefit. With increased traffic volume, that balance changes.

- Quite apart from the connectors issue, the I-5 corridor will be widened by 4 central managed lanes, allowing for future technological developments to occur along the center of the freeway.
- It is premature to identify specific homes that would be taken in the direct connector alternative or to post specific proposals on the web. Information changes daily and misinformation is dangerous.
- Some confusion exists about whether Federal regulations require that if one connector is built, there must be another for the other direction of travel. Approval may be more difficult, but an alternative involving only one flyover could be considered.
- No answer was offered to the audience member who pointed out that it was irrational and unfair to use the I-5 corridor to solve a regional traffic problem. Other parallel freeways have been proposed in the past, but seem not to be considered now. A 20-lane freeway is unconscionable.

Council President Scott Peters was in attendance and asked for the floor. He expressed his view that it would be “rank stupid” to build flyovers. His goal is to see a plan in place by the end of 2008 that would not impact houses. He emphasized that this is an opportunity to improve the situation and that “leaving it alone” is not the answer. He agreed that the development of a public transportation system is part of the answer but he sees two battles to be fought: the larger transportation battle which must be fought separately from the more urgent connectors issue. He agreed to think about the suggestion that the Steering Committee is not working and that planning groups should have a greater role in the planning.

The following members of the public had completed speaker slips and were called on for their comments:

Diane Bloechel of 13155 Portofino Drive, Del Mar
 Mike Boyle of 13482 Caminito Carmel, Del Mar
 Karin Foster of 12923 Biscayne Cove, Del Mar
 Dave Henderson of 2770 Caminito El Dorado, Del Mar
 Mary Hochleutnel of 13160 Portofino Drive, Del Mar
 Lisa Kakone of 13403 Portofino Drive, Del Mar
 Dorothy “Muffie” Knox of 13019 Long Boat Way, Del Mar
 Carla La Porte of 2746 Caminito Cedros, Del Mar
 Steven Lawson of 2758 Caminito El Dorado, Del Mar
 Steven H. Olsher of 13163 Portofino Drive, Del Mar
 Rolf Silbert, 13395 Portofino Drive, Del Mar
 David Weil of 13464 Calais Drive
 Jonas Weiland of 13390 Portofino Drive, Del Mar
 Suzanne Williamson of 2747 Caminito Verdugo, Del Mar

There were written submissions from:

Michael Foster on Biscayne Cove, Del Mar
 Mike Kilcoin of 13505 Portofino Drive, Del Mar

Concerns expressed in these presentations were:

- apparent failure to consider other alternatives
- diminished value of homes along Portofino; inability of long-time residents to afford a move to a like property
- currently barely tolerable noise levels despite engineered sound barriers
- noise level that is apparently already above federal guidelines with no retrofit solution
- additional noise and visibility of flyovers
- note that so far 135 members of the community have signed a petition asking for a plan for noise mitigation

- who benefits from the plan at the obvious expense of the residents of the eastern part of Del Mar?
- observation that traffic is already backed up again after the newly widened I-5 and local bypass, leading to the conclusion that new connectors will also not help
- lack of consideration to mass transit alternatives
- failure to identify a responsible agency that will ensure that decisions are made in the public interest without undue influence of special interests, and which the public can hold accountable
- sense that information is being held back from open discussion, such as the separate issue of 4 managed lanes in the center of the freeway
- strong preference for a low impact or no build solution; certainly no flyovers
- possible influence of Pardee Company in the planning, since Pardee is prohibited from further development until access is provided for; and request for a legal opinion as to the implications of Proposition M
- question as to why the Shell station east of the interchange should remain untouched
- sense of betrayal by Scott Peters who in a recent local news article seemed not to be concerned about the issue (Scott Peters Chief of Staff, Betsy Kinsley, responded to this point that Council Member Peters had been misquoted.)
- appreciation for all the residents who attended the meeting, giving encouragement that some action can be taken in a case where the public authorities appear to be protecting business rather than homes

Chair Mort Printz suspended discussion at this point, thanking all for coming, and indicating his intention to make the Board a funnel for information, and a full partner in the planning process. Attendees were encouraged to use the sign-in sheets so that they could become the nucleus of an e-mail communication system to be managed by Faye Detsky-Weil.

ITEM #10

TRAFFIC CIRCLE AT DURANGO AND EL AMIGO

The Chair explained that at the last meeting, the Board had approved a motion requesting the City to prepare an intersection design study to construct a traffic circle at the intersection of Durango Drive and El Amigo Road to slow traffic. Since then, neighbors have expressed concern that this plan will take time to implement, that there is no certain outcome, and that the danger to pedestrians is an issue that must be addressed urgently. The opposing argument is that the installation of stop signs could result in the failure of the better, long term solution.

Betsy Kinsley, Chief of Staff to Scott Peters, had spoken to Gary Pence, Traffic Engineer, and Scott Peters, and received assurance that if the Board supports the action, the City would place stop signs at the intersection in the interim, and plan for the circle. She referred to the traffic circle installation in La Jolla at Bird Rock, and indicated that the stop signs are now being removed as the circle installation is complete.

Adrian Marine of 13842 Mercado Drive, Del Mar spoke to the issue. He opposes the expense of a traffic circle when other critical maintenance issues, such as pot holes, are not addressed.

Motion: Board member Michael Belch made the point that safety for children should take precedence over aesthetics. He moved, and Janie Killermann seconded a motion that the Board amend its previous motion and request that the City install stop signs as soon as possible, on an interim basis, while continuing to study the traffic circle option.

Philip Raphael asked how much input local residents had had. Chris Forrester submitted a map of the neighborhood in response, with residences shaded to show which ones had signed the petition.

The motion passed unanimously (13, 0, 0)

- ITEM #6 **NOMINATIONS AND BALLOT** of Board for replacement of member Don Billings (TPCPB Bylaws Article IV, Section 1, Item 1 & Section 2).
- Motion:* Debbie Carpenter moved and Faye Detsky-Weil seconded the nomination of Patrick Stewart as Board member to fill Don Billing’s position for the remainder of Don’s term. Pat represents the Terraces Area, Area 1, as did Don. The motion passed unanimously (13, 0, 0)
- Mort Printz noted that there are potentially two candidates for business positions.
- ITEM #7 **NOMINATIONS AND BALLOT** of Board for position of Vice-Chair previously held by Don Billings (TPCPB Bylaws Article IV, Section 4). This item was continued to the next meeting in order to give Board members more time to consider nominations.
- ITEM #11 **APPROVAL OF THE MINUTES OF November 8, 2007**
- Motion:* Diana Scheffler moved and Carole Larson seconded that the minutes be approved as distributed, with the 3 corrections submitted to the Secretary. The motion passed (11,0,3, with Tom Slipper, Cliff Hanna, abstaining because they were absent at the November 8 meeting, and Pat Stewart abstaining because he was not a member of the Board at the time of the meeting.)
- ITEM #12 **TREASURER’S REPORT** – Carole Larson - no report.
- ITEM #13 **PUBLIC INFORMATION UPDATES** (Presentations as presenter is present)
City Council District 1, Council President Scott Peters Office – Chanelle Hawken – no report
Mayor Sanders’ Office – Stephen Lew – not present
County Supervisor Pam Slater-Price’s Office – Aaron Byzak – not present
State Senator Kehoe’s 39th Senate District Office – Andrew Kennerly – not present
Assemblyman Garrick’s 74th Assembly District Office – no representative present
Congressmember Brian Bilbray’s District Office – Marc Schaefer – not present
City of San Diego City Planning & Community Investment Department – Lesley Henegar – no report
San Diego Police Department Community Relations Office – Officer Gaylon Sells – not present
- ITEM #14 **INFORMATION ITEMS**
Noise and Urban Environment – Philip Raphael – no report
SR56 / I-5 Connectors– Barbara Cerny – no report
Pedestrian & School Safety – Faye Detsky-Weil, Tom Slipper – no report
Railroads & Mass Transit – no report
Web Site – Carole Larson – no report
Telecommunications in an Urban Setting – Greg Heinzinger – no report
Parks & Recreation – Faye Detsky-Weil – no report
COMPACT –Morton Printz – no report
County Service Agency 17 Representative – Barbara Cerny / Tom Slipper – no report
Carmel Valley Road Enhancement Project - Cliff Hanna – no report
“Bulk & Scale” – Diana Scheffler – no report
- ITEM #15 **NEW BUSINESS** – None

ITEM #9 (Cont.) **PLANNING STATUS OF SR-56 – I-5 CONNECTORS**

Discussion on the Connectors issue was taken up again at this point.

Various Board members expressed the opinion that the Connectors Steering Committee is not an effective group for public input, and that elected officials are our best hope to gain some responsiveness to public opinion. On the other hand, it was suggested that elected officials are not universally trusted and that flooding the Steering Committee meetings with members of the public could pressure them to remove the option of taking homes on Portofino from the table.

Attempting to develop an effective motion for the Board to pass, it was pointed out that the history of the development of SR 56 has been a series of compromises and that it is important that we address the complexity of the issue and avoid short-sighted decisions. For example, mass transit has to be part of the solution. On the other hand, our voice is more likely to be heard if we keep the issue simple.

Litigation is a possibility but must originate from the community, not the Board.

Motion: Cliff Hanna moved and Michael Belch seconded that:

1. The Torrey Pines Community Planning Board will oppose any SR56 – I5 connector options that result in the taking of any homes, and
2. The Community Planning Board will develop a frequently asked questions (FAQ) page on the connector options and issues surrounding them, will post the page on the Planning Board web site, and request it be posted on the City web site.

During discussion of the first part of the motion, Faye Detsky-Weil read from the Community Plan, the sections that apply to the connectors issue. The Community Plan, on page 43, describes the challenge of “developing a transportation system that accommodates future traffic volumes, emphasizing mass transit, without disrupting the community’s unique environment and the lifestyle of its residents”. Goal #7 of the Transportation Element, page 46, is, “Provide a transportation system that encourages the use of mass transit, rather than building and/or widening roads and freeways.” Policy #5 on the same page is, “Provide improvements to the road network that will facilitate traffic circulation without negatively impacting adjacent open space areas and residential neighborhoods”.

Faye offered a friendly amendment to include the expression of opposition to any further expansion of the I-5 corridor between Carmel Valley Road and Del Mar Heights road, of opposition to the taking of homes or land, and a reiteration of our opposition to flyover connectors between SE 56 and I-5 and of our support for the further study of the local streets alternative. The amendment was not accepted.

Part 1 of the motion passed (11, 1, 2, Pat Stewart abstaining as a newly elected member who had not been part of previous discussion, and Philip Raphael and Faye Detsky-Weil opposed).

Part 2 of the motion passed unanimously (13,1,0, Pat Stewart abstaining as above).

Action item: Cliff Hanna will take the lead in the development of the FAQ page.

Further comments on the issue were:

- Attendance at the Steering Committee meetings is important to put pressure on Caltrans
- Political representatives must be enlisted in the effort, including Scott Peters, Brian Bilbray, Christine Kehoe, and neighboring planning groups.
- Carmel Valley residents in particular must be involved

- The option of one connector on the east side of I-5 and none on the west side should be pursued
- Current public awareness of sustainability issues could be helpful in mitigating the goals and impact of the solution
- The legal implications of Proposition M are relevant
- The FAQ page can be the start of a position paper for the Board

ITEM #16

ADJOURNMENT

Motion: Michael Belch moved and Janie Killermann seconded that the meeting be adjourned. The motion passed unanimously (14, 0, 0) and the meeting was adjourned at 10:05 p.m.

DS 1-12-08