

**CARMEL VALLEY COMMUNITY PLANNING BOARD
MEETING MINUTES**

7 p.m., 13 January 2016

Cathedral Catholic High School, Community Room
3919 Townsgate Drive, San Diego, CA 92130

CALL TO ORDER AND ATTENDANCE

At 7:03, Chairman Frisco White gave an opening statement. Sherri Lightner spoke from the audience and wanted to thank the school, Cathedral Catholic for hosting the special meeting. At 7:07, roll was taken and it was noted that Allen Kashani and Kimberly Elliot recused themselves.

Board Member	Representing	Present	Absent
1. VACANT	Neighborhood 1		
2. Ken Farinsky	Neighborhood 3	X	
3. VACANT	Neighborhood 4/4A		
4. Debbie Lokanc	Neighborhood 5	X	
5. Christopher Moore	Neighborhood 6	X	
6. VACANT	Neighborhood 7		
7. Frisco White, Chair	Neighborhood 8	X	
8. Anne Harvey	Neighborhood 8A & 8B	X	
9. Steve Davison	Neighborhood 9	X	
10. Monique Chen	Neighborhood 10	X	
11. Shreya Sasaki	Pacific Highlands Ranch, District 11	X	
12. Jonathan Tedesco, Vice Chair	Pacific Highlands Ranch, District 12	X	
13. VACANT	Business Representative		
14. Victor Manoushakian	Business Representative		X
15. Allen Kashani, Secretary	Developer Representative		R
16. Christian Clews	Investor Representative	X	
17. Kimberly Elliot	Investor Representative		R

ACTION AGENDA

1. One Paseo - James Gwilliam, Kilroy Properties.

Mr. Gwilliam spoke on the new One Paseo project. Differences stem from the community engagement, and include reducing traffic in half, and reducing the apparent bulk and scale of the project. The new project will have 95,000 SF of retail, 608 attached dwelling units, and 280,000 SF of office space. The redesign of the project was driven by Average Daily Trips, which was reduced by 40 percent. Setbacks were increased to more than 30 feet, with a linear park around the site for pedestrian activity. Landscaping design features heritage trees and sustainable low water usage. The site includes a network of plazas linked together and will be used for civic events.

The 95,000-square feet of retail includes single-story buildings near the roads, and encourages a car-free environment with a “park-once” strategy and multiple walking paths. The predominant vehicular access to the landscaped and screened parking structure will be from Del Mar Heights Road.

The residential portion of the project includes 608 dwelling units. Amenities include fire pits, rooftop lounges, fitness center, and will be pet-friendly. The heights of the buildings will be varied in order to increase visual interest, and the design is sensitive to project edges, by reducing heights near the public roads. The architecture is a coastal modern design.

The office portion of the project is 280,000 square feet, and is designed to make the project an anchoring combination of work and public space. Transit Demand Management strategies, including a shuttle to encourage public transportation will be a part of the project and a benefit for the public and employers. The building heights vary between four to six stories, with underground and structured parking. Access to the office area will be mainly from El Camino Real. The offices will be designed to LEED Gold standards.

The project's redesign was an effort to respond to the settlement agreement in May. Since then there were over 200 comments from the public, from the two community workshops and two virtual workshops. The applicant updated the Community Planning Group multiple time, and from August to December consolidated the feedback. In October, the applicant resubmitted the updated design to the City, and is currently revising plans based on City comments. The project is still being covered from the EIR certified in February 2015, since there will be no new or more severe impacts. The City is preparing an addendum to the certified EIR.

The mitigation measures from the previous certified EIR will be included in the new project.

Frisco White asked City Staff when the EIR Addendum will be finalized. Martha Blake responded that a date was not set, and Paul Godwin said that it is in flux, but tentatively at the end of February, and that there were no substantial issues. Frisco White asked why the EIR is not being circulated again, and Martha Blake responded that there are no new greater impacts with the project. Addendums are not required to be recirculated, and the EIR certification stays in place.

Public Comment

John Matthews commented that emergency services should be taken into account, and shared a personal anecdote, concluding that the project will exponentially increase waiting times on Del Mar Heights.

Barbara Bry felt that the project was a triumph and felt that Carmel Valley pulled together to compromise on the project. She wants increased affordable housing to 15% like Pacific Highlands Ranch, to establish an emergency response team west of I-5, and explore public transit to Carmel Valley more expeditiously.

Jessica Fogg commented about emissions and the effect on surrounding neighbors, especially mixed-use project that is not near public transit.

Janie Emerson commented about traffic onto I-5 from Del Mar Heights Road, and supports the double-right onto the freeway.

Penny Davis commented about the density not going down, the height not going down, or the traffic not going down, emergency vehicle response times.

John Fiscella wants to see the project scaled down or amended, and commented about public transit from UCSD to Via de la Valle.

Dirk Bartsch commented that he felt the project was too big.

Rey Vrabel likes the new look but still thinks the project is too big, and it doesn't address the western community safety. He is glad that there will be a transit connection to Del Mar/Solana Beach, but wonders about more people coming.

Karen Snyder commented about traffic northbound on I-5.

Arlene Kosakoff commented about emergency services response times, and suggested a small fire house west of I-5.

Karen Henderson commented about traffic, people cutting through neighborhoods, and that this will be more of a problem with an oversized project. Also commented about wanting better architecture.

Chuck Danna commented about density in Carmel Valley, traffic, emergency services, and citizens being able to enjoy the community, and heights of buildings being too tall.

Eleanor Batho commented that she felt a vote was not ready, there were too many loose ends, such as emergency vehicles, traffic, and scale of buildings.

Andrea Mintz commented about lack of public transit, and that an urban village requires transit but there is nothing planned, and the increased ADTs compared to what the site was planned for.

Alex Nevelson felt that the attractiveness of the project to the community was taken away when reducing the retail, while the office and residential portion was not reduced. Would like to see more retail as a community benefit. Compared the project to Pacific Highlands Ranch Village, which has half as many units.

Chuck Dumbrell wants the Board to oppose the project.

Nancy Novak thinks the project is still way too big, out of character with community, will increase traffic and time delays.

Deanna Rich commented about emergency services and traffic, and wants the 2-man response squad during construction to remain.

Stephen and Becky Sitkovsky commented about traffic gridlock, emergency response times, and that the project is way too big.

Marissa Marsala felt that the project is detrimental and wants synchronized lights on El Camino Real.

Jill Lamour commented about school capacity.

Bob Freund appreciated the revisions to the project and suggested conditions including building the office parking underneath to allow residential to spread more and reduce heights, and to increase the amount of workforce affordable housing from 10% to 20%.

Bob Fuchs was part of the litigant in the settlement with Kilroy, and felt that the applicant honored their commitments.

Jean Wilson feels that the roads are still impacted, and traffic is already barely moving, the mitigation isn't improving emergency response times, and feels that it is not fair for smaller landowners who can't double their density even though they would like to. She feels that this site should only support 500,000 square feet instead of 1.2 million.

Gerri Retman commented about honoring the existing zoning, and the project is still twice as much as it is zoned for, lack of public transit, schools, and public safety.

Alyssa Sepinwall wanted to comment that the Solana Beach School Board urged the Council to rescind project, and that the settlement agreement isn't binding for the Carmel Valley Planning Board. Thinks the project is still too big, although she appreciated the reduction in ADTs.

Stacie Green commented about the project bringing in more young people and dwelling units as a positive for the Carmel Valley community.

C. Swensla commented about there being too much density, too many residents and too much office, and is worried about low-income housing, excessive parking problems.

Jimmy Silverwood likes the updated design, size of retail, and thinks the reduction in ADTs is impressive. He feels the project will bring in great retailers and likes the options to walk, eat, live, work and play.

Sol Allen commented about the gradual historic growth of Carmel Valley, and is worried about the construction impacts to the roads and traffic. Likes the retail but doesn't like the residential or office.

Marcia Asbeck is worried about traffic, and doesn't think synchronization of lights won't help. Mary Carrol is concerned about noise from trucks and music.

Public Testimony was closed at 9:06pm

Monique Chen met with Jamas and John Boarman, and reviewed the Traffic Study, and felt it was done to standards. Jason Stack mentioned that there was not Adaptive Operation, but there was Synchronized Operation, and there could be a 10-20% improvement, which was observed on similar roads.

Christian Clews was concerned about stacking on a dual lane, and that the turn pockets aren't long enough for the stacking of vehicles. Anne French Gonzalves commented that the option LLG is showing will probably work. Mr. Clews also commented about the Solana Beach Transit Station, and wondered if any study had been done on shuttle service/ridership compared to Sorrento Valley. Jamas Gwilliam commented that such a study had not been done, but the impetus for the shuttle was to provide a east/west connection.

Frisco White wanted to float a motion per handout, that the Carmel Valley Planning Board would recommend approval with certain requirements. Monique Chen seconded the motion.

Following discussion consisted of worker housing and traffic signalization as a project condition.

Mr. Clews also suggested that the City of San Diego would not allow a two-man fire/emergency response team, or to share a station with Del Mar. Mr White suggested that the thought was to support Del Mar.

Christopher Moore commented on the shuttle and suggested that Kilroy provide analysis on various options that could serve the community the best. Mr. White commented that he would like a report if feasible.

Shreya Sasaki commented about increasing the percentage of affordable housing to 20%.

Debbie Lokanc is concerned with the size of the project and doesn't want to support the motion.

Christopher Moore wanted to look at parking underneath the office, but Jamas Gwilliam said that undergrounding parking would inhibit shared parking between uses.

Anne Harvey felt that she could not vote for the project, and that it abused the concept of City of Villages, would make it harder to get to public facilities, and that the project started from a baseline that wasn't fair to the community. Increasing density should require exceptional public benefits.

Ken Farinsky felt he could now support the project since the reduction in ADTs. He felt that it was pragmatic to vote for the project now. The street improvements will make traffic better. He mentioned that the Precise Plan Amendment is approved before the rezone, and that the project is a part of a larger Village in the Precise Plan Amendment.

Jonathan Tedesco felt that the project will impact the reasons people live in Carmel Valley: Safety, home values, schools and family. He suggested the housing be converted to a senior facility to cut ADTs.

Steve Davison is concerned about traffic, size of the project and the surrounding infrastructure, emergency response times.

Based on the discussion, Frisco White reworded some of the conditions in the motion.

The reworded motion was voted on to approve the project with conditions. The Final Vote was 5-5 with 2 recusing.

Vote to approve project, with conditions:

Board Member	Representing	Yes	No
18. VACANT	Neighborhood 1		
19. Ken Farinsky	Neighborhood 3	Y	
20. VACANT	Neighborhood 4/4A		
21. Debbie Lokanc	Neighborhood 5		N
22. Christopher Moore	Neighborhood 6		N
23. VACANT	Neighborhood 7		
24. Frisco White, Chair	Neighborhood 8	Y	
25. Anne Harvey	Neighborhood 8A & 8B		N
26. Steve Davison	Neighborhood 9		N
27. Monique Chen	Neighborhood 10	Y	
28. Shreya Sasaki	Pacific Highlands Ranch, District 11	Y	
29. Jonathan Tedesco, Vice Chair	Pacific Highlands Ranch, District 12		N
30. VACANT	Business Representative		
31. Victor Manoushakian	Business Representative		
32. Allen Kashani, Secretary	Developer Representative		
33. Christian Clews	Investor Representative	Y	
34. Kimberly Elliot	Investor Representative		

Anne Harvey made a motion to send a letter to encapsulate the discussion, which was seconded by Christian Clews. The vote to send a letter to the City was approved 10-0.

ADJOURNMENT

The meeting was adjourned at 10:13 PM.