

CALIFORNIA COASTAL COMMISSION

SAN DIEGO AREA

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September 18, 2003

Thu 8a**TO: COMMISSIONERS AND INTERESTED PERSONS****FROM: DEBORAH LEE, SOUTH COAST DEPUTY DIRECTOR
SHERILYN SARB, DISTRICT MANAGER, SAN DIEGO AREA OFFICE
ELLEN LIRLEY, COASTAL PROGRAM ANALYST, SAN DIEGO AREA
OFFICE****SUBJECT: STAFF RECOMMENDATION ON CITY OF SAN DIEGO MAJOR
AMENDMENT NO. 1-03B (SORRENTO VALLEY ROAD CLOSURE) For Public
Hearing and Possible Final Action at the Coastal Commission Hearing of October 7-10,
2003**

SYNOPSIS

The proposed LCP amendment (component B) was submitted on June 10, 2003. The entire submittal includes (A/Tierra Alta) a rezone in the Mira Mesa community and (C/Affordable Housing) addressing the ordinance related to affordable housing. The fourth component is being processed as a de minimis LCP Amendment #2-03 addressing chrome-plating businesses in Barrio Logan. The entire submittal has not been deemed complete and is, therefore, not subject to timing constraints at this time.

SUMMARY OF AMENDMENT REQUEST

The City is proposing to amend the Torrey Pines Community Plan to delete the portion of Sorrento Valley Road between Carmel Valley Road and Carmel Mountain Road from the circulation element. The City then proposes to close that portion of the road to all but emergency vehicles and reuse the area as a bicycle/pedestrian path. The land use plan already designates the area as open space. The local approvals include the subject Local Coastal Program (LCP) amendment, a street vacation, Coastal Development Permit, and certification of an Environmental Impact Report (EIR). The associated City-issued coastal development permit is appealable to the Coastal Commission.

SUMMARY OF STAFF RECOMMENDATION

Staff recommends that the LCP amendment be approved as submitted. The amended land use plan (LUP) language replaces the term "Sorrento Valley Road" with "Sorrento Valley Road bicycle/pedestrian path" or similar language. It also modifies the document exhibits to remove that portion of Sorrento Valley Road from the public road system as a two-lane arterial. The amendment does not change the development standards or any actual policy language of the LUP, or change any land use designations.

The appropriate resolution and motion begins on page 4. The findings for approval of the Land Use Plan Amendment, as submitted, begin on page 5.

BACKGROUND

The City of San Diego Local Coastal Program (LCP) was segmented into twelve geographic areas, corresponding to community plan boundaries, with separate land use plans submitted and certified (or certified with suggested modifications) for each segment. The Implementing Ordinances were submitted and certified with suggested modifications, first in March of 1984, and again in January of 1988. Subsequent to the 1988 action on the implementation plan, the City of San Diego incorporated the suggested modifications and assumed permit authority for the majority of its coastal zone on October 17, 1988. Isolated areas of deferred certification remain, and will be submitted for Commission certification once local planning is complete. There have been numerous amendments to the certified LCP; these are discussed further under LCP History in the report.

ADDITIONAL INFORMATION

Further information on the City of San Diego/Sorrento Valley Road LCP Amendment No. 1-03B may be obtained from Ellen Lirley, Coastal Planner, at (619) 767-2370.

PART I. OVERVIEW

A. LCP HISTORY

The City of San Diego has a long history of involvement with the community planning process; as a result, in 1977, the City requested that the Coastal Commission permit segmentation of its Land Use Plan (LUP) into twelve parts in order to have the LCP process conform, to the maximum extent feasible, with the City's various community plan boundaries. In the intervening years, the City has intermittently submitted all of its LUP segments, which are all presently certified, in whole or in part. The earliest LUP approval occurred in May 1979, with others occurring in 1988, in concert with the implementation plan. The final segment, Mission Bay Park, was certified in November 1996. Since 1988, a number of community plans (LUP segments) have been updated and certified by the Commission.

When the Commission approved segmentation of the LUP, it found that the implementation phase of the City's LCP would represent a single unifying element. This was achieved in January 1988, and the City of San Diego assumed permit authority on October 17, 1988 for the majority of its coastal zone. Several isolated areas of deferred certification remained at that time; some of these have been certified since through the LCP amendment process. Other areas of deferred certification remain today and are completing planning at a local level; they will be acted on by the Coastal Commission in the future.

Since effective certification of the City's LCP, there have been numerous major and minor amendments processed. These have included everything from land use revisions in several segments, to the rezoning of single properties, and to modifications of citywide ordinances. In November 1999, the Commission certified the City's Land Development Code (LDC), and associated documents, as the City's IP, replacing the original IP adopted in 1988. The LDC has been in effect within the City's coastal zone since January 1, 2000.

B. STANDARD OF REVIEW

The standard of review for land use plans, or their amendments, is found in Section 30512 of the Coastal Act. This section requires the Commission to certify an LUP or LUP amendment if it finds that it meets the requirements of Chapter 3 of the Coastal Act. Specifically, it states:

Section 30512

(c) The Commission shall certify a land use plan, or any amendments thereto, if it finds that a land use plan meets the requirements of, and is in conformity with, the policies of Chapter 3 (commencing with Section 30200). Except as provided in paragraph (1) of subdivision (a), a decision to certify shall require a majority vote of the appointed membership of the Commission.

C. PUBLIC PARTICIPATION

The City has held Planning Commission and City Council meetings with regard to the subject amendment request. All of those local hearings were duly noticed to the public. Notice of the subject amendment has been distributed to all known interested parties.

PART II. LOCAL COASTAL PROGRAM SUBMITTAL - RESOLUTIONS

Following a public hearing, staff recommends the Commission adopt the following resolutions and findings. The appropriate motion to introduce the resolution and a staff recommendation are provided just prior to the resolution.

MOTION: *I move that the Commission certify Land Use Plan Amendment No. 1-03B for the City of San Diego North City/Torrey Pines Land Use Plan Amendment, as submitted.*

STAFF RECOMMENDATION TO CERTIFY:

Staff recommends a YES vote. Passage of this motion will result in certification of the land use plan amendment as submitted and adoption of the following resolution and findings. The motion to certify as submitted passes only upon an affirmative vote of a majority of the appointed Commissioners.

RESOLUTION TO CERTIFY LAND USE PLAN AMENDMENT AS SUBMITTED:

The Commission hereby certifies the Land Use Plan Amendment for the *City of San Diego North City/Torrey Pines Land Use Plan* as submitted and adopts the findings set forth below on grounds that the land use plan will meet the requirements of and be in conformity with the policies of Chapter 3 of the Coastal Act. Certification of the land use plan complies with the California Environmental Quality Act because either 1) feasible mitigation measures and/or alternatives have been incorporated to substantially lessen any significant adverse effects of the plan on the environment, or 2) there are no further feasible alternatives and mitigation measures that would substantially lessen any significant adverse impacts on the environment that will result from certification of the land use plan.

PART III. FINDINGS FOR APPROVAL OF THE CITY OF SAN DIEGO NORTH CITY/TORREY PINES LAND USE PLAN AMENDMENT (Sorrento Valley Road closure), AS SUBMITTED

A. AMENDMENT DESCRIPTION/HISTORY

The current LCP amendment consists of changes to the language and exhibits of the Torrey Pines Community Plan/LCP Land Use Plan (LUP). Torrey Pines is one of several subareas of the North City LCP segment. This community extends from Via de la Valle on the north to the I-5/I-805 split on the south, and from just east of I-805 on the east to the Pacific Ocean on the west. Sorrento Valley Road is currently depicted, on all plan exhibits showing roads, as running from Carmel Valley Road south to the I-805 underpass, at which point it becomes Mira Mesa Boulevard and extends eastward into that community. The northern portion between Carmel Valley Road and Carmel Mountain Road runs in a north-south alignment between I-5 and Los Penasquitos Lagoon, following the eastern shoreline of the lagoon for most of the distance.

The City of San Diego was required to close a portion of Sorrento Valley Road between Carmel Valley Road and Carmel Mountain Road in the mid-90's to accommodate construction of the I-5/SR56 westbound to southbound flyover. The closure also accommodated the construction of Pump Station 65 along with various sewer pipe connections and replacements, some of which were within the roadbed itself. This portion of the road remains closed to this day.

The proposed amendment would make the closure permanent. Other traffic improvements have been completed on surrounding surface streets and the freeway system that appear to make any reopening of Sorrento Valley Road to general vehicular traffic unnecessary. Therefore, the City proposes to delete this segment from the area's circulation system (i.e., vacate the street). The amendment would also modify existing policies and standards of the LUP addressing this road segment to acknowledge reuse of this area as a bicycle/pedestrian path that can also be used for emergency and maintenance vehicles.

In addition to the various maps/exhibits in the LUP, a number of language changes are also proposed. For the most part, these changes will replace the term "Sorrento Valley Road" with "the Sorrento Valley Road bicycle/pedestrian path." Other language changes add new traffic information and reference the specific improvement project that is the subject of coastal development permit (CDP) applications, which must be processed by both the City of San Diego and the California Coastal Commission. Two CDPs are required because a portion of the road is in the City's jurisdiction, and appealable to the Commission, and a portion is within the Commission's original jurisdiction. No policy language standards or development parameters are changed in the subject LCP amendment request, nor does the modification of the circulation element require a change to the existing open space land use designation.

B. CONFORMANCE WITH SECTION 30001.5 OF THE COASTAL ACT

The Commission finds, pursuant to Section 30512.2b of the Coastal Act, that the Land Use Plan as set forth in the preceding resolution, is in conformance with the policies and requirements of Chapter 3 of the Coastal Act to the extent necessary to achieve the basic state goals specified in Section 30001.5 of the Coastal Act which states:

The legislature further finds and declares that the basic goals of the state for the Coastal Zone are to:

- a) Protect, maintain and, where feasible, enhance and restore the overall quality of the coastal zone environment and its natural and manmade resources.
- b) Assure orderly, balanced utilization and conservation of coastal zone resources taking into account the social and economic needs of the people of the state.
- c) Maximize public access to and along the coast and maximize public recreational opportunities in the coastal zone consistent with sound resource conservation principles and constitutionally protected rights of private property owners.
- (d) Assure priority for coastal-dependent and coastal-related development over other development on the coast.
- (e) Encourage state and local initiatives and cooperation in preparing procedures to implement coordinated planning and development for mutually beneficial uses, including educational uses, in the coastal zone.

The Commission therefore finds, for the specific reasons detailed below, that the land use plan, as amended herein, conforms with Chapter 3 of the Coastal Act and the goals of the state for the coastal zone.

C. CONFORMITY OF THE NORTH CITY/TORREY PINES LAND USE PLAN WITH CHAPTER 3

The proposed modifications raise a number of Coastal Act concerns. These are discussed in the following findings:

1. **Public Access and Recreation.** The following Chapter 3 policies are most applicable to this area of concern, and state, in part:

Section 30210.

In carrying out the requirement of Section 4 of Article X of the California Constitution, maximum access, which shall be conspicuously posted, and recreational opportunities shall be provided for all the people consistent with public safety needs and the need to protect public rights, rights of private property owners, and natural resource areas from overuse.

Section 30212.

- (a) Public access from the nearest public roadway to the shoreline and along the coast shall be provided in new development projects except where:

- (1) it is inconsistent with public safety, military security needs, or the protection of fragile coastal resources, ...

Section 30213.

Lower cost visitor and recreational facilities shall be protected, encouraged, and, where feasible, provided. Developments providing public recreational opportunities are preferred. ...

Section 30214.

(a) The public access policies of this article shall be implemented in a manner that takes into account the need to regulate the time, place, and manner of public access depending on the facts and circumstances in each case including, but not limited to, the following:

- (1) Topographic and geologic site characteristics.

- (2) The capacity of the site to sustain use and at what level of intensity.

- (3) The appropriateness of limiting public access to the right to pass and repass depending on such factors as the fragility of the natural resources in the area and the proximity of the access area to adjacent residential uses.

Section 30220.

Coastal areas suited for water-oriented recreational activities that cannot readily be provided at inland water areas shall be protected for such uses.

Section 30223.

Upland areas necessary to support coastal recreational uses shall be reserved for such uses, where feasible.

Section 30604(c)

(c) Every coastal development permit issued for any development between the nearest public road and the sea or the shoreline of any body of water located within the coastal zone shall include a specific finding that the development is in conformity with the public access and public recreation policies of Chapter 3 (commencing with Section 30200).

Prior to temporary closure several years ago, vehicles traveling along this road moved at relatively high speeds, which was incompatible with the narrow width, winding nature and physical condition of the roadway. Since the road separated inland areas from the lagoon, high speeds were also detrimental to wildlife attempting to cross the road, particularly at night. Additionally, with no real shoulders or pullouts, there is no area for

the public to view and enjoy the natural beauty and activity of the lagoon habitat. Those who walked or rode bicycles found the road fairly dangerous, as it was a 26-foot wide, two-lane arterial, and bikers especially were forced to share the road with motorists. Since the road has been closed to vehicular traffic, it has become very popular with bicyclists and pedestrians. Birders, naturalists, and people looking for open space or exercise frequent the area and have registered support for making the road closure permanent. The wildlife agencies are also supportive, as several endangered species have established territories in this eastern portion of the lagoon, some in very close proximity to the closed road. Moreover, public recreational use will help promote public education about the lagoon's resources.

The Coastal Act supports all forms of public access to the coast and, in Southern California, this often means automobile access. In the past, Sorrento Valley Road provided a north-south link to Carmel Valley Road, a major public beach access route, and provided an alternative for persons wishing to avoid freeway driving. However, most traffic on Sorrento Valley Road has been commuter-related, not recreational. Although this proposal will curtail automobile access in this area, it will greatly enhance access for walkers and bicyclists. As stated earlier, there has never been a safe place for vehicles to pull off Sorrento Valley Road to enjoy the lagoon; it has always been just a drive-by experience, with average vehicular speeds of 40-50 miles per hour. The Commission finds the vastly improved pedestrian and bicycle access along the lagoon's edge far outweighs the recreational benefits of a paved public road in this location. The path will provide a low-cost recreational opportunity and will provide maximum access consistent with the need to protect resource areas. Reuse of Sorrento Valley Road as a pedestrian/bicycle path is the more appropriate access opportunity within this sensitive resource area. Therefore, the Commission finds the proposed LUP amendments consistent with the cited public access and recreation policies of the Coastal Act.

2. Traffic Circulation. The following Coastal Act policies are most applicable to the proposed LUP amendments, and state, in part:

Section 30252.

The location and amount of new development should maintain and enhance public access to the coast by ... (3) providing nonautomobile circulation within the development,

Section 30253.

New development shall:

... (4) Minimize energy consumption and vehicle miles traveled.

(5) Where appropriate, protect special communities and neighborhoods which, because of their unique characteristics, are popular visitor destination points for recreational uses.

For the most part, traffic circulation concerns go hand in hand with public access issues. The previous finding showed that the proposed LUP amendment adequately addresses public access as required in the Coastal Act (i.e., beach and recreational access).

However, some business owners in the Sorrento Valley industrial area to the south of the proposed road closure believe that road congestion during commuter hours is so severe in this area that Sorrento Valley Road should be repaired and reopened to full vehicular use to try and relieve this situation. They claim that the historic circulation patterns have been disrupted by the temporary, seven year closure of the road, making it difficult both for their employees and customers to access the work place. A lawsuit has been filed objecting to the City's certification of the EIR.

During the EIR preparation, the City conducted a new traffic study to demonstrate that Sorrento Valley Road is no longer needed for commuter purposes due to major traffic improvements on I-5, SR56, and surrounding surface streets. The I-5 widening project, portions of which have been under construction for approximately ten years, continues to improve the freeway system by adding additional lanes. This project will include construction of a diamond interchange at Carmel Mountain Road, which serves the Sorrento Valley industrial area and acts as an alternative to Carmel Valley Road to connect Sorrento Valley Road with El Camino Real. Significant improvements have also occurred on El Camino Real, which runs north-south parallel to Sorrento Valley Road, but on the east side of I-5, whereas Sorrento Valley Road is on the west. Further south, Vista Sorrento Parkway has also been completed; this road is also a north-south connector, and runs along the east side of I-805/I-5 in roughly the same alignment that El Camino Real follows further north.

All of these improvements have occurred during the time the northern portion of Sorrento Valley Road has been closed to traffic, and time and use have proven that they provide viable alternatives to Sorrento Valley Road itself. Although only Sorrento Valley Road provides direct access to the businesses fronting it, the alternative route system makes Sorrento Valley Road unnecessary for through traffic. All but a very few of the businesses on Sorrento Valley Road are located south of Carmel Mountain Road. Because of the nearness of Los Penasquitos Lagoon to Sorrento Valley Road, there are no private properties on the west side of Sorrento Valley Road, north of Carmel Mountain Road; there are, however, three or four businesses on the east side of Sorrento Valley Road north of Carmel Mountain Road. These few businesses north of the intersection of Sorrento Valley Road and Carmel Mountain Road will retain their private rights of access even if the fronting street (Sorrento Valley Road) is closed to through traffic. The Coastal Act doesn't address access to non-coast-related businesses except to the extent that such access has indirect impacts on coastal access or requires significant increases in vehicle miles traveled or energy consumption. As discussed above, the proposed amendment results in a significant overall improvement to coastal access. Moreover, with VISTA Sorrento Parkway and El Camino Real providing alternative north-south connections just east of I-5, the closure won't result in significant increases in energy consumption or vehicle miles traveled.

In summary, the Commission finds that, on the whole, traffic circulation in this area of the greater San Diego community is much improved over what existed a decade ago. Although both business and residential growth in the area continues to occur at a rapid pace, additional road improvements are currently being constructed, or have been approved/permitted for construction in the near future. The proposed deletion of the northern portion of Sorrento Valley Road from the Torrey Pines LUP's circulation element will not result in any loss of direct access to private properties. Legal access rights to any private properties otherwise affected by this action have been specifically preserved through the City Council's action, which is not modified in any way by the action recommended herein. Access to these businesses located south of Pump Station 65 and immediately north of Carmel Valley Road will result in a minimal automobile use of the southernmost portion of the Sorrento Valley Road pedestrian/bicycle path. This small portion of the path will remain paved as far north as Pump Station 65 in any case, to provide for the pump station's maintenance needs. The Commission finds the proposed LUP amendment fully consistent with Chapter 3 of the Coastal Act.

4. Environmentally Sensitive Habitats. The following Coastal Act policies are most applicable to the proposed LUP amendment, and state, in part:

Section 30233.

(a) The diking, filling, or dredging of open coastal waters, wetlands, estuaries, and lakes shall be permitted in accordance with other applicable provisions of this division, where there is no feasible less environmentally damaging alternative, and where feasible mitigation measures have been provided to minimize adverse environmental effects, and shall be limited to the following:

(1) New or expanded port, energy, and coastal-dependent industrial facilities, including commercial fishing facilities.

(2) Maintaining existing, or restoring previously dredged, depths in existing navigational channels, turning basins, vessel berthing and mooring areas, and boat launching ramps.

(3) In wetland areas only, entrance channels for new or expanded boating facilities; and in a degraded wetland, identified by the Department of Fish and Game pursuant to subdivision (b) of Section 30411, for boating facilities if, in conjunction with such boating facilities, a substantial portion of the degraded wetland is restored and maintained as a biologically productive wetland. The size of the wetland area used for boating facilities, including berthing space, turning basins, necessary navigation channels, and any necessary support service facilities, shall not exceed 25 percent of the degraded wetland.

(4) In open coastal waters, other than wetlands, including streams, estuaries, and lakes, new or expanded boating facilities and the placement of structural pilings for public recreational piers that provide public access and recreational opportunities.

(5) Incidental public service purposes, including but not limited to, burying cables and pipes or inspection of piers and maintenance of existing intake and outfall lines.

(6) Mineral extraction, including sand for restoring beaches, except in environmentally sensitive areas.

(7) Restoration purposes.

(8) Nature study, aquaculture, or similar resource dependent activities.

(b) Dredging and spoils disposal shall be planned and carried out to avoid significant disruption to marine and wildlife habitats and water circulation. Dredge spoils suitable for beach replenishment should be transported for such purposes to appropriate beaches or into suitable long shore current systems. ...

Section 30240.

(a) Environmentally sensitive habitat areas shall be protected against any significant disruption of habitat values, and only uses dependent on those resources shall be allowed within those areas.

(b) Development in areas adjacent to environmentally sensitive habitat areas and parks and recreation areas shall be sited and designed to prevent impacts which would significantly degrade those areas, and shall be compatible with the continuance of those habitat and recreation areas.

Removal of Sorrento Valley Road as a vehicular through street will have long-term beneficial impacts on the existing environmentally sensitive wetland and upland habitats of Los Penasquitos Lagoon. Los Penasquitos Lagoon is one of 19 listed coastal lagoons/waterways as being extremely sensitive and as necessary to the area's long-term environmental health. The lagoon not only contains most types of wetlands found in Southern California, but several sensitive upland habitats as well. Because of these sensitive resources, the lagoon is home to a number of endangered and threatened species listed by the state and/or federal governments, as well as many more common species of plants and animals. Carmel Creek, which crosses Sorrento Valley Road within the subject area, provides one of only two remaining wildlife corridors between the lagoon and highly productive lowland and upland habitats east of #I-5. Large mammals known to use this corridor include mule deer, bobcat, coyote and mountain lion.

The proposal to delete this portion of Sorrento Valley Road from the LUP Circulation Element will remove a relatively high-speed traffic corridor from the lagoon's perimeter, and replace it with a passive public bicycle and pedestrian access trail. Such trails are typically allowable uses in inland portions of buffer areas, and serve to formalize trail delineation and enhance opportunities for public education and recreation. Moreover, provision of formal trails generally reduces the public's desire to informally intrude directly into lagoon resources. Right now, no habitat buffers exist at all, since sensitive

resources go right up to fragments of the former road. Although use of this area as a pedestrian/bicycle trail will result in less than a 100-foot buffer in many locations, it will still represent a great improvement in buffering over what currently exists, or what could exist if the four-lane major arterial identified in earlier versions of the Torrey Pines LUP were implemented.

At this time, the Commission is reviewing only the proposed amendment to the Torrey Pines LUP, and not an actual development proposal. Therefore, the Commission must identify any potential impacts that could occur to the lagoon from a full range of possible projects based on the change proposed herein. In doing this, the Commission recognizes that this proposed amendment does not change any existing LUP policies that protect resources, nor is anything in the implementation program modified. All requirements of the Environmentally Sensitive Lands Ordinance, along with LUP policies addressing preservation of open space and those applying specifically to Los Penasquitos Lagoon, would apply to any future improvements undertaken. Thus, any future project would be reviewed under all the existing standards of the certified LCP, unless the Commission certified changes to these standards in the future. As such, a range of project alternatives must be explored to determine the least environmentally-damaging alternative, and adequate mitigation for any unavoidable impacts must be proposed. Moreover, pursuant to Section 30233, only eight specific types of projects can be allowed at all if wetlands are directly impacted. The Torrey Pines LUP implements this Coastal Act policy and further restricts allowable uses to only four types: incidental public services, mineral extraction, restoration and nature study.

In the EIR for this LUP amendment request, the City also reviewed a specific redevelopment plan for the northern portion of Sorrento Valley Road. The proposed trail alignment, however, is not entirely within the City's coastal permitting jurisdiction, and the Coastal Commission will also be reviewing a coastal development permit for portions of the project. Neither permit review has begun at this time, and the City's permit will be appealable to the Commission. There is no reason to believe that a project cannot be proposed that will be fully consistent with the LUP changes proposed herein. This amendment doesn't require any particular alignment or foreclose any options related to alignment or design of the path. Thus, the Commission finds the proposed LUP amendment consistent with the cited Coastal Act provisions.

5. Water Quality. The following two Chapter 3 policies are most applicable to the proposed LUP amendment, and state in part:

Section 30230.

Marine resources shall be maintained, enhanced, and where feasible, restored. Special protection shall be given to areas and species of special biological or economic significance. Uses of the marine environment shall be carried out in a manner that will sustain the biological productivity of coastal waters and that will maintain healthy populations of all species of marine organisms adequate for long-term commercial, recreational, scientific, and educational purposes.

Section 30231.

The biological productivity and the quality of coastal waters, streams, wetlands, estuaries, and lakes appropriate to maintain optimum populations of marine organisms and for the protection of human health shall be maintained and, where feasible, restored through, among other means, minimizing adverse effects of waste water discharges and entrainment, controlling runoff, preventing depletion of ground water supplies and substantial interference with surface water flow, encouraging waste water reclamation, maintaining natural vegetation buffer areas that protect riparian habitats, and minimizing alteration of natural streams.

The proposed LUP amendment to delete the northern portion of Sorrento Valley Road from the Torrey Pines LUP circulation element will result in improvements to water quality in the lagoon, as will the continuing projects associated with the widening of I-5/I-805. The measure requires the road to be deleted by the Commission from all the plan's maps delineating the circulation element, and modifies all text language referring to "Sorrento Valley Road" to read instead "bicycle/pedestrian path on Sorrento Valley Road."

The effect of this action will be to move the line of vehicles further away from the eastern perimeter of the lagoon. By itself, this should improve air quality, and stormwater flows will have further to travel on pervious surfaces before reaching the lagoon. In addition, any future bicycle/pedestrian path improvement project will include both pre- and post-construction BMPs, and will have to address the treatment and conveyance of stormwater from I-5 to the lagoon. Caltrans will be replacing three existing culverts with an actual bridge over Carmel Creek, just south of Carmel Valley Road, as part of the I-5 widening project. This segment has been on hold until it is determined whether a vehicular, or just bicycle/pedestrian, bridge is needed. Approval of the subject LUP amendment will allow that project to go forward to final design and construction. The Carmel Creek bridge represents the single most significant water quality improvement in this area, as the culverts are choked with sediment and this traditional wildlife corridor does not function well at this time.

Therefore, although the LUP language changes approved herein will not themselves improve water quality, resulting future projects will. An existing sediment basin on the east side of Sorrento Valley Road, will continue to function. With the pedestrian path/bicycle trail option, most of the existing pavement of Sorrento Valley Road can be removed, leading to less impervious surfaces and allowing room for additional vegetative treatment of runoff to occur. Finally, with all but emergency/maintenance vehicles and bicycles removed from the road, there will be far fewer hydrocarbons deposited in the sediments. The Commission thus finds the proposed LUP amendments fully consistent with the cited sections of the Coastal Act.

6. Visual Resources. Section 30251 of the Act addresses the issue of visual resources, and states:

Section 30251.

The scenic and visual qualities of coastal areas shall be considered and protected as a resource of public importance. Permitted development shall be sited and designed to protect views to and along the ocean and scenic coastal areas, to minimize the alteration of natural land forms, to be visually compatible with the character of surrounding areas, and, where feasible, to restore and enhance visual quality in visually degraded areas. New development in highly scenic areas such as those designated in the California Coastline Preservation and Recreation Plan prepared by the Department of Parks and Recreation and by local government shall be subordinate to the character of its setting.

This area of North City is highly scenic with public views across the lagoon available in several locations along I-5 and from surrounding surface streets. The proposed LUP amendment will reduce the intensity of use of Sorrento Valley Road to a significant degree, enhancing the natural setting of the lagoon. In addition, travel along this portion of Sorrento Valley Road will be reduced in speed to a level where the walkers and riders can actually enjoy the beauty of the area. In addition, future plans indicate the City may acquire a knoll between existing Sorrento Valley Road and I-5. If so, this area will be improved with a trail and lookout point at the highest elevation of the knoll. Some temporary impacts will result with whatever project ultimately implements this LUP change, but these impacts will be short-lived and will not result in any permanent adverse impacts. Therefore, the Commission finds the proposed amendment fully consistent with the cited Coastal Act policy.

PART VII. CONSISTENCY WITH THE CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Section 21080.5 of the California Environmental Quality Act (CEQA) exempts local government from the requirement of preparing an environmental impact report (EIR) in connection with its local coastal program. Instead, the CEQA responsibilities are assigned to the Coastal Commission and the Commission's LCP review and approval program has been found by the Resources Agency to be functionally equivalent to the EIR process. Thus, under CEQA Section 21080.5, the Commission is relieved of the responsibility to prepare an EIR for each LCP.

Nevertheless, the Commission is required in an LCP submittal or, as in this case, an LCP amendment submittal, to find that the LCP, or LCP, as amended, does conform with CEQA provisions. The Commission has reviewed the amendment submittal for conformance with many Coastal Act policies, including those addressing public access, environmental and visual resources, traffic and water quality. In this particular case, the Commission finds the LUP amendment certifiable as submitted, and therefore, fully consistent with CEQA. There are no feasible alternatives or mitigation measures that would substantially lessen any significant adverse impact of the LUP amendment on the environment.

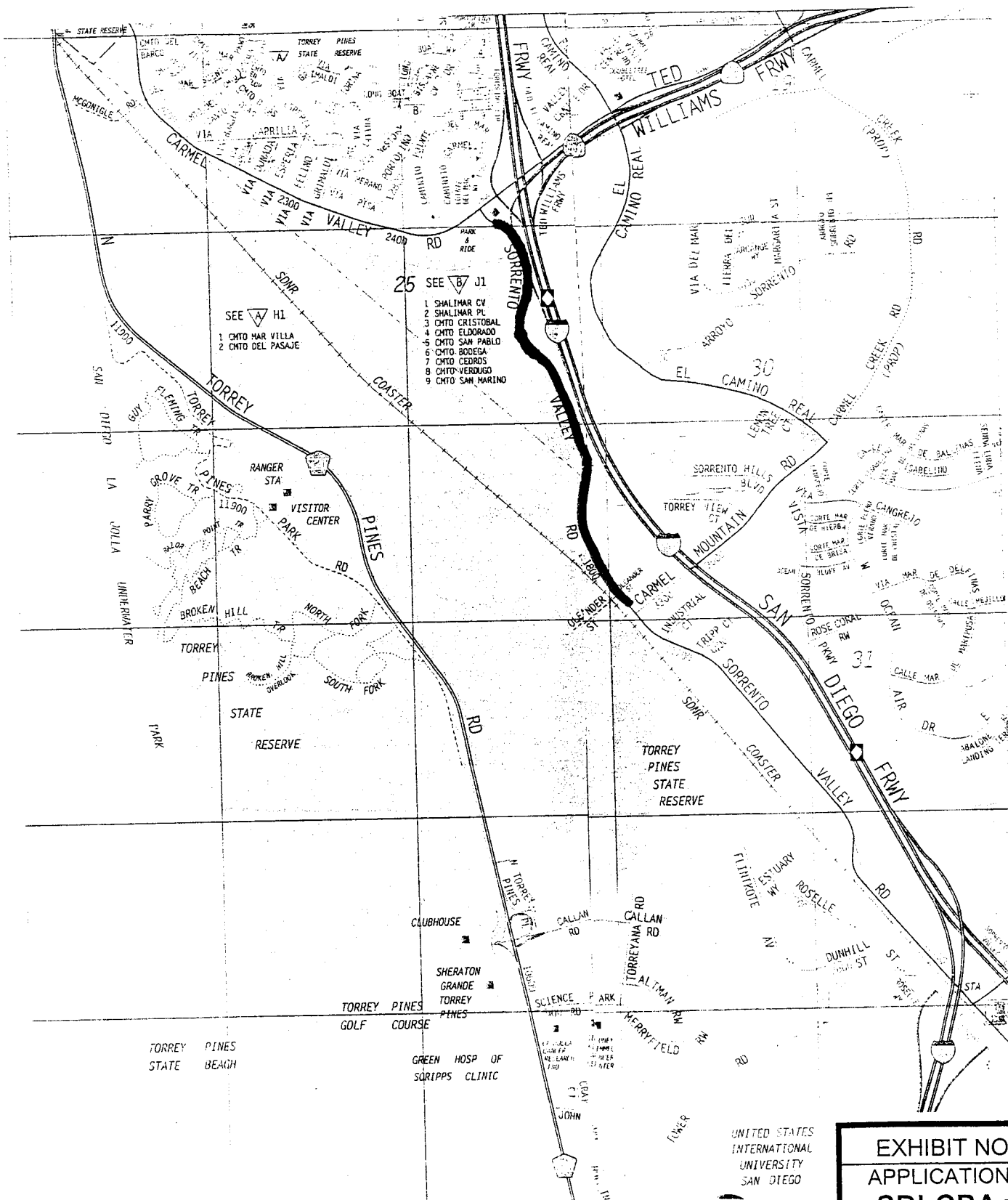


EXHIBIT NO. 1
APPLICATION NO.
SDLCPA #1-03B
Location Map

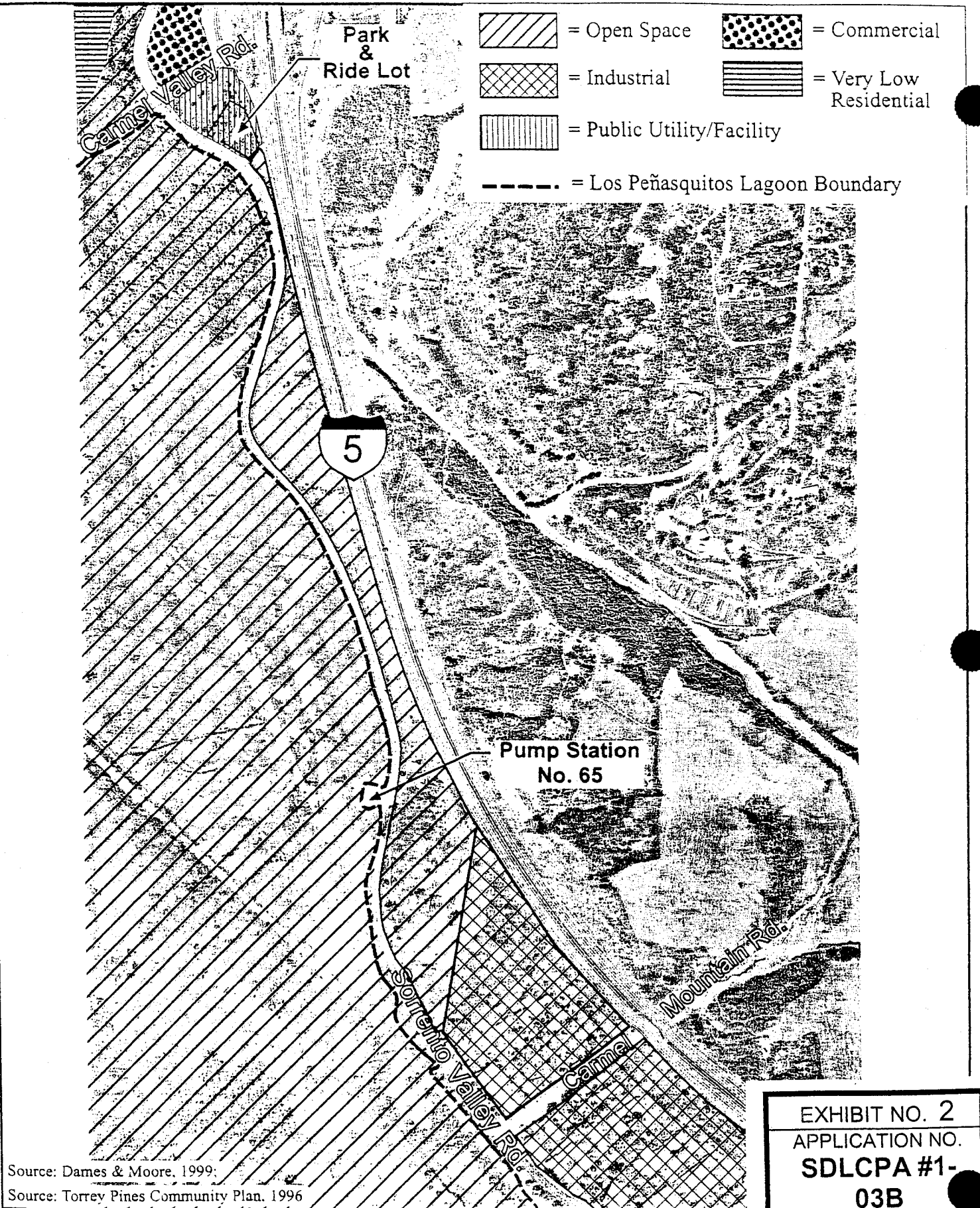


Figure 2-3
Existing Land Uses & Facilities

EXHIBIT NO. 2
APPLICATION NO.
SDLCPA #1-
03B
Aerial Photo with
Land Uses

California Coastal Commission

PLANNING COMMISSION RESOLUTION NO. 3348-PC

RECOMMENDING TO THE CITY COUNCIL APPROVAL STREET VACATION
NO. 9422 AND COMMUNITY PLAN AND LOCAL COASTAL PROGRAM AMENDMENT

WHEREAS, on January 30, 2003, the Planning Commission of the City of San Diego held a public hearing for the purpose of considering and recommending to the Council of The City of San Diego approval of Street Vacation No. 9422 and Community Plan Amendment and Local Coastal Program Amendment and Progress Guide and General Plan Amendment; and

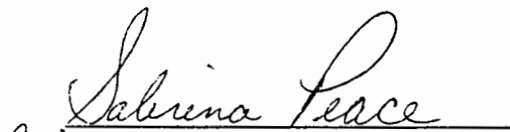
WHEREAS, The City of San Diego, a Municipal Corporation, requested a Street Vacation, Community Plan and Local Coastal Program Amendment Progress Guide and General Plan Amendment to remove Sorrento Valley Road from the circulation element between Carmel Valley Road and Carmel Mountain Road and implementation of the pedestrian/multi use path option, located in the Torrey Pines Community Plan area; and

WHEREAS, the Planning Commission of the City of San Diego has considered all maps, exhibits, and written documents contained in the file for this project on record in the City of San Diego, and has considered the oral presentations given at the public hearing; NOW
THEREFORE,

BE IT RESOLVED, by the Planning Commission of the City of San Diego that it hereby recommends approval of a Street Vacation No. 9422, Community Plan and Local Coastal Program Amendment and Progress Guide and General Plan Amendment and incorporate all other listed actions.



Derrick Johnson
Development Project Manager
Planning and Development Review



for Linda Lugano
Secretary to the Planning
Commission

February 19, 2003
By a vote of: 5:0:0

EXHIBIT NO. 3
APPLICATION NO.
SDLCPA #1-03B
Planning Commission Resolution
 California Coastal Commission

Derrick Johnson
302

(R-2003-896)

RESOLUTION NUMBER R- **297637**

ADOPTED ON **FEB 11 2003**

BE IT RESOLVED, by the Council of the City of San Diego, as follows:

1. That the City Council declares that it intends to vacate a portion of Sorrento Valley Road, as more particularly shown on Drawing No. 19781-B, and described in the legal description marked as Exhibit "A", both of which are on file in the office of the City Clerk as Document No.

297637
RR-_____.

2. That the vacation of the above-mentioned portion of Sorrento Valley Road is being conducted under Chapter 3 of the California Streets and Highways Code, and Chapter 12, Article 5, Division 9, of the San Diego Municipal Code.

3. That the City Council will hold a public hearing for the vacation of the above-mentioned portion of Sorrento Valley Road on February 25, 2003, 10:00 a.m., at the City Council Chambers located at 202 "C" Street, San Diego, CA 92101.

APPROVED: CASEY GWINN, City Attorney

By *William W. Witt*
William W. Witt
Deputy City Attorney

WWW:cdk
01/17/03
Orig.Dept.:Dev.Svcs.
W.O. 119451
Drawing No. 19781-1, 2, 3-B
R-2003-896

-PAGE 1 OF 1-

EXHIBIT NO. 4
APPLICATION NO.
SDLCPA #1-03B
Street Vacation Process Resolution
Page 1 of 3
 California Coastal Commission

521 L

(R-2003-976)

RESOLUTION NUMBER R- 297683

ADOPTED ON FEB 25 2003

WHEREAS, on FEB 25 2003, the City Council of the City of San Diego held a public hearing for the purpose of considering an amendment to the Progress and Guide and General Plan and the Torrey Pines Community Plan and Local Coastal Program Land Use Plan, to remove the segment of Sorrento Valley Road between Carmel Valley Road and Carmel Mountain Road from the circulation element; and

WHEREAS, the segment of Sorrento Valley Road between Carmel Valley Road and Carmel Mountain Road will be reused as a pedestrian/multi-use path and associated features; and

WHEREAS, the Planning Commission of the City of San Diego found the proposed amendment consistent with the Progress Guide and General Plan; and

WHEREAS, the Council of the City of San Diego has considered all maps, exhibits, and written documents contained in the file for this project on record in the City of San Diego, and has considered the oral presentations given at the public hearing; NOW, THEREFORE,

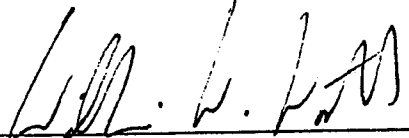
BE IT RESOLVED, by the Council of The City of San Diego, that it adopts the amendments to the Torrey Pines Community Plan and Local Coastal Program Land Use Plan, a copy of which is on file in the office of the City Clerk as Document No. RR- 297683.

BE IT FURTHER RESOLVED, that the Council adopts an amendment to the Progress Guide and General Plan for the City of San Diego to incorporate the above amended plan.

EXHIBIT NO. 5
APPLICATION NO. SDLCPA #1-03B
Torrey Pines LUP Resolution
 California Coastal Commission

BE IT FURTHER RESOLVED, that this amendment is not effective until
unconditionally certified by the California Coastal Commission.

APPROVED: CASEY GWINN, City Attorney

By 
William W. Witt
Deputy City Attorney

WWW:pev:cdk
02/13/03
Or.Dept:DSD
R-2003-976
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911 221 C

OPTION 1

(R-2003-977)(COR. COPY)
(REV. 1)

RESOLUTION NUMBER R-297684

ADOPTED ON FEBRUARY 25, 2003


WHEREAS, on March 27, 2001, the Council of the City of San Diego, pursuant to Resolution No. R-294697, directed the City Manager to return with information regarding the future redevelopment of Sorrento Valley Road between Carmel Valley Road and Carmel Mountain Road for its consideration; and

WHEREAS, on October 4, 2001, the Sorrento Valley Road Re-use Project Task Force voted to recommend a concept to reuse Sorrento Valley Road as a pedestrian trail and multi-use path with no vehicular access, maintenance and emergency vehicles excepted; and

WHEREAS, on January 30, 2003, the Planning Commission of the City of San Diego considered Street Vacation No. 9422, and pursuant to Resolution No. 3348-PC, voted to recommend City Council approval of the vacation; and

WHEREAS, Section 8330 et seq. of the California Streets and Highways Code provides a procedure for the vacation of public street easements by City Council resolution where the easement is no longer required; and

WHEREAS, the owners of any property abutting the street have, in addition to the rights of the public, certain private rights which belong to them as owners of the abutting property, including rights-of-way for ingress and egress to the general system of public streets and

EXHIBIT NO. 6
APPLICATION NO. SDLCPA #1-03B
Road Vacation and Reuse Resolution
 California Coastal Commission

WHEREAS, pursuant to the California Streets and Highways Code sections 8352 and 8353 the vacation will not affect nor extinguish the abutting property owners' private easements of ingress or egress; and

WHEREAS, the recording of a certified copy of this resolution shall serve as the verified notice referred to in the California Streets and Highways Code sections 8352 and 8353 for private easements, other than private easement of ingress and egress, claimed by reason of the purchase of a lot; and

WHEREAS, access to all private property will be preserved pursuant to California Streets and Highways Code section 8352(a) in that private access easements will be reserved by and for the adjacent landowners adjoining the vacated street; NOW, THEREFORE,

BE IT RESOLVED, by the Council of the City of San Diego, that it adopts the following findings with respect to Street Vacation No. 9422:

1. **That there is no present or prospective public use for the public right-of-way, either for the facility for which is was originally acquired or for any other public use of a like nature that can be anticipated.** The I-5 corridor where this portion of Sorrento Valley Road is located is currently impacted by the existing 286,000 average daily traffic [ADT]. North/south traffic operation is at a level of service [LOS] F during peak hours. Approximately 382,000 ADT is projected to travel through this corridor in the future. In 2002, CalTrans started construction to widen I-5 by ten additional lanes between I-5/I-805 and SR-56. CalTrans also plans to construct the Carmel Mountain Road interchange at I-5 by 2004-2007. These improvements are estimated to improve peak hour traffic operation in the area to LOS E at buildout. Maintaining Sorrento Valley Road will not improve peak hour traffic operation in the area beyond the estimated improvements created by planned CalTrans projects.

In addition to these planned traffic improvements, construction of Vista Sorrento Parkway was completed in January, 2003, parallel to this portion of Sorrento Valley Road on the east side of I-5. This project, accelerated by two years to obviate the need for this portion of Sorrento Valley Road, added four additional collector lanes. Also, the Freeway Congestion Strike Team, a coalition including the City of San Diego, SANDAG, MTDB, North County Transit, and CalTrans, has launched a five year, five million dollar Transportation Demand Management Program in Sorrento Valley. This program will expand the Sorrento Valley Coaster train station, offer free vanpools from the Coaster train station to Sorrento Valley businesses, and encourage employees of local businesses to carpool, tele-commute and work flexible hours.

As a result of the above efforts to improve traffic congestion in the area, this portion of Sorrento Valley Road will not significantly benefit traffic circulation in the area.

2. **The public will benefit from the action through improved use of the land made available by the vacation.** The proposed project will contribute to the protection of the sensitive Los Penasquitos Lagoon ecosystem immediately adjacent to this portion of Sorrento Valley Road. This flat wetland area, part of the Torrey Pines State Reserve, contains over 90 documented species of wildlife, including species considered sensitive by the U. S. Fish and Wildlife Service and the California Department of Fish and Game. Eliminating through-traffic on this portion of Sorrento Valley Road will avoid potential impacts to sensitive wildlife within the lagoon. These environmental impacts outweigh any benefits to traffic circulation derived from using this portion of Sorrento Valley Road for through-traffic.

In addition, the proposed project will retain an easement for public access to the open space area, and will provide a safe and improved multi-use path for pedestrians and bicyclists that meets the requirements of a Class I bikeway. As a result, the project will enhance public recreational opportunities for nature viewing and interpretation of the Los Penasquitos Lagoon.

Based on both the increased public recreational opportunities the proposed project will create, and the environmental impacts that will result from continued through-traffic on the road, the public will benefit from the action through improved use of the land made available by the vacation.

3. **The vacation does not adversely affect any applicable land use plan.** The proposed project implements several of the adopted goals, policies and recommendations of the Torrey Pines Community Plan, Local Coastal Program and General Plan. A component of the proposed project includes an amendment to the Community Plan, Local Coastal Program and General Plan to remove Sorrento Valley Road from the Circulation Element.

4. **The public facility for which the public right-of-way was originally acquired, will not be detrimentally affected by the vacation.** The vacation of this portion of Sorrento Valley Road will not detrimentally affect a public facility. Access to the current City of San Diego Pump Station No. 65 will be preserved with this action through the reservation of a general utility easement.

The above findings are supported by, and are in addition to, the minutes, oral testimony and maps and exhibits, all of which are herein incorporated by reference.

BE IT FURTHER RESOLVED, as follows:

1. That based on the above findings, the recommendation of the Planning Commission is sustained, and the street as more particularly shown on Drawing No. 19781-B,

and described in the legal description marked as Exhibit "A," on file in the office of the City Clerk as Document No. RR-_____, which is by this reference incorporated herein and made a part hereof, is ordered vacated, reserving therefrom the following easements across the entire area of the vacated street: (1) a pedestrian and non-motor vehicular right-of-way for public ingress and egress together with the right to construct, operate and repair facilities to enhance the enjoyment and safety of such use; (2) a general utility easement for the construction, operation and repair of utility facilities such as, but not limited to, water, drainage, and sewer facilities together with the right of ingress and egress for that purpose; (3) an emergency access easement for ingress and egress of emergency vehicles of all kinds; (4) the rights of any public utility, pursuant to any existing franchise agreement or renewals thereof, at any time, or from time to time, to construct, maintain, operate, and repair overhead or underground lines or pipes, conduits, cables, wires, poles, and other structures, equipment for the transportation of communication signals, and for the transportation and distribution of electrical energy and natural gas, together with all appurtenances thereto, including the right of ingress and egress to such facilities across the above-described portions of the street to be vacated.

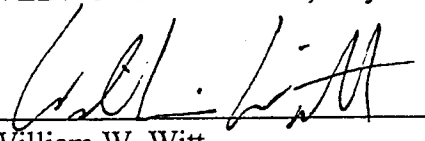
2. That the City Engineer shall advise the City Clerk of the completion of the aforementioned public improvement, and the City Clerk shall cause a certified copy of this resolution, with drawing and exhibit, attested by him under seal, to be recorded in the office of the County Recorder.

BE IT FURTHER RESOLVED, that a deceleration lane on El Camino Real into the San Rafael development be added as part of the scope of work for the reuse design.

BE IT FURTHER RESOLVED, that the City Manager be directed to work with CalTrans
in the planning of the interchange for Carmel Mountain Road to promote bicycle and pedestrian
access to the proposed project area.

APPROVED: CASEY GWINN, City Attorney

By


William W. Witt
Deputy City Attorney

WWW:pev:cdk

02/11/03

02/24/03 COR. COPY

02/25/03 REV. 1

Or.Dept:DSD

SA:02-505

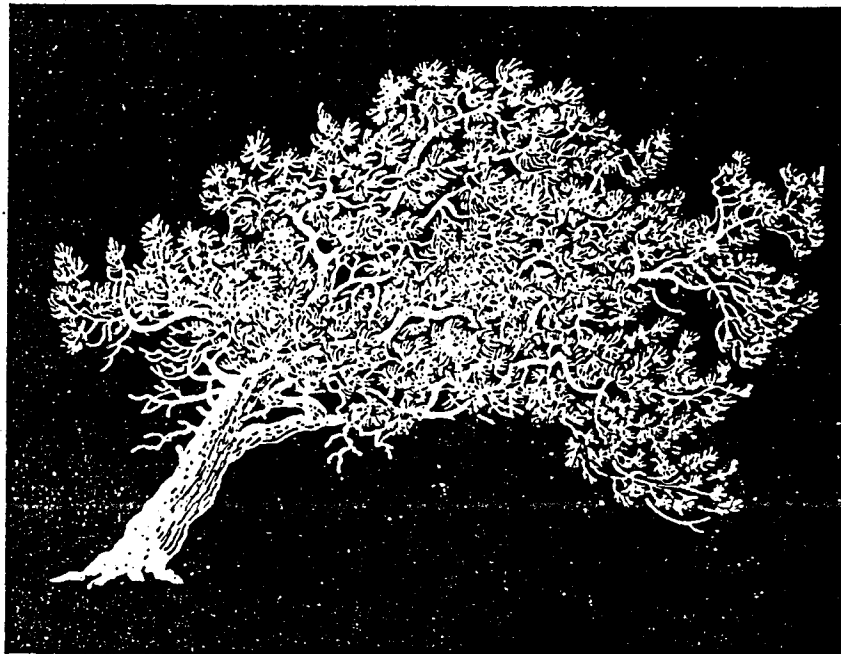
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R-2003-977

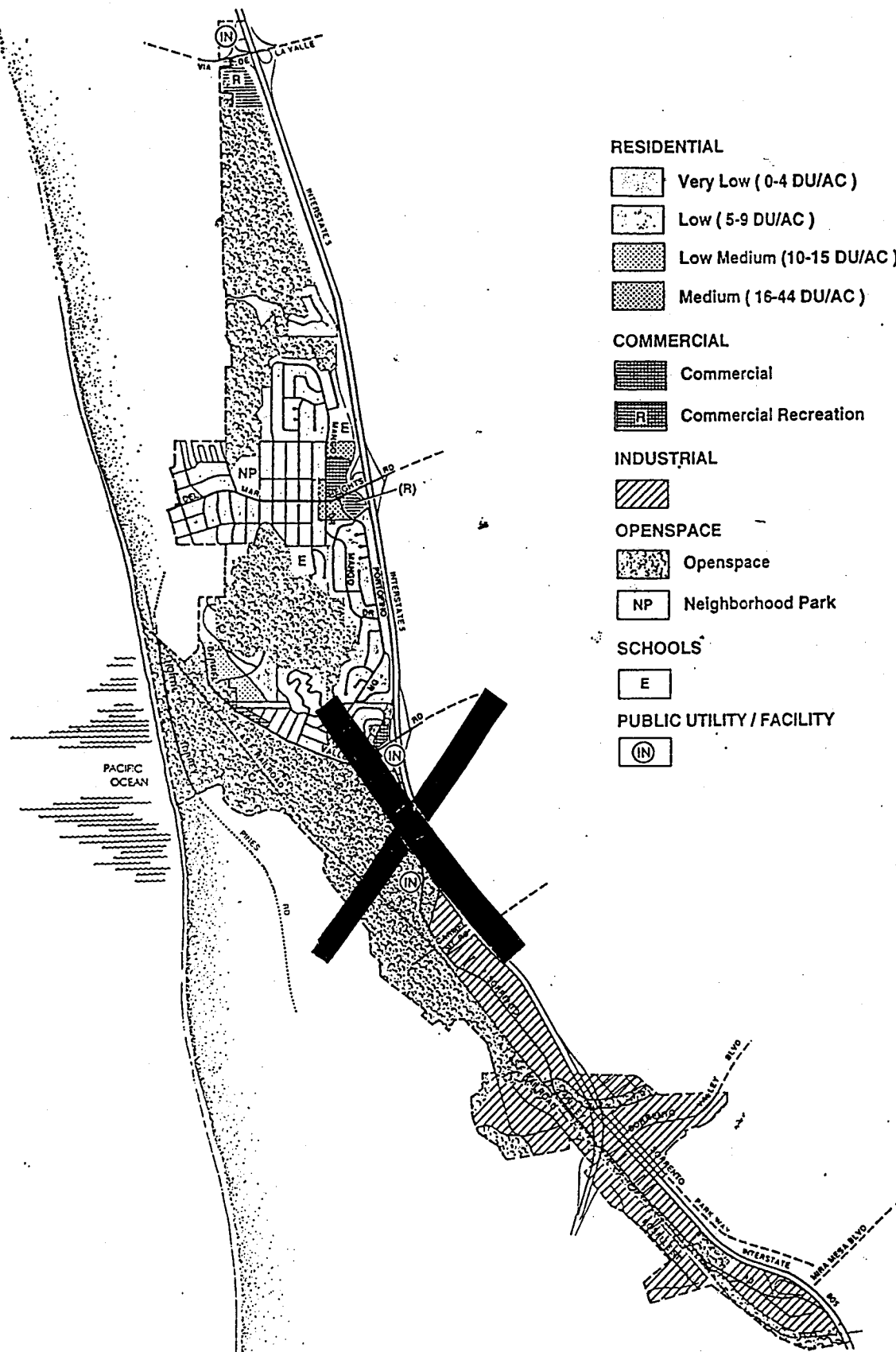
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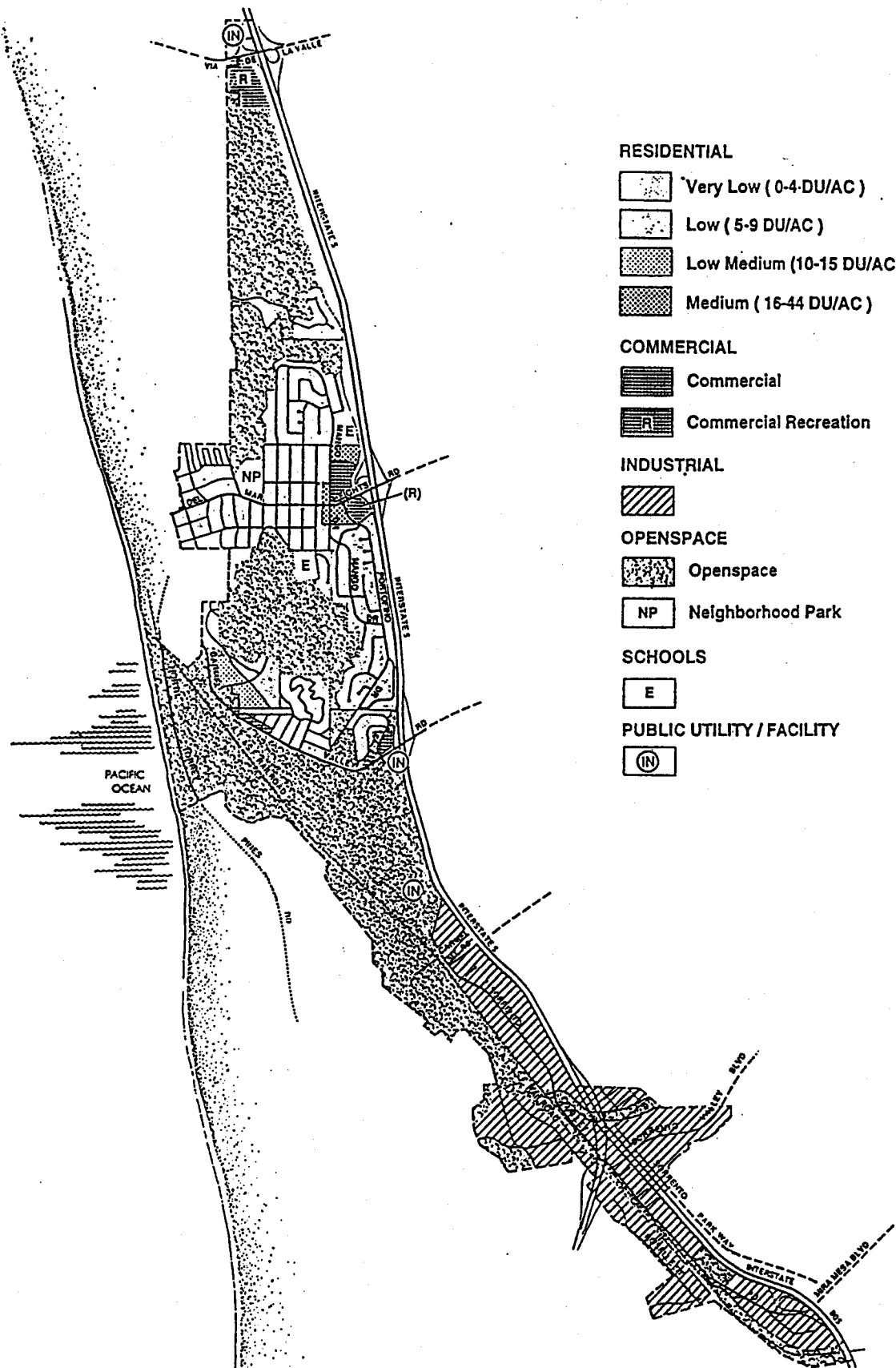
TORREY PINES COMMUNITY PLAN

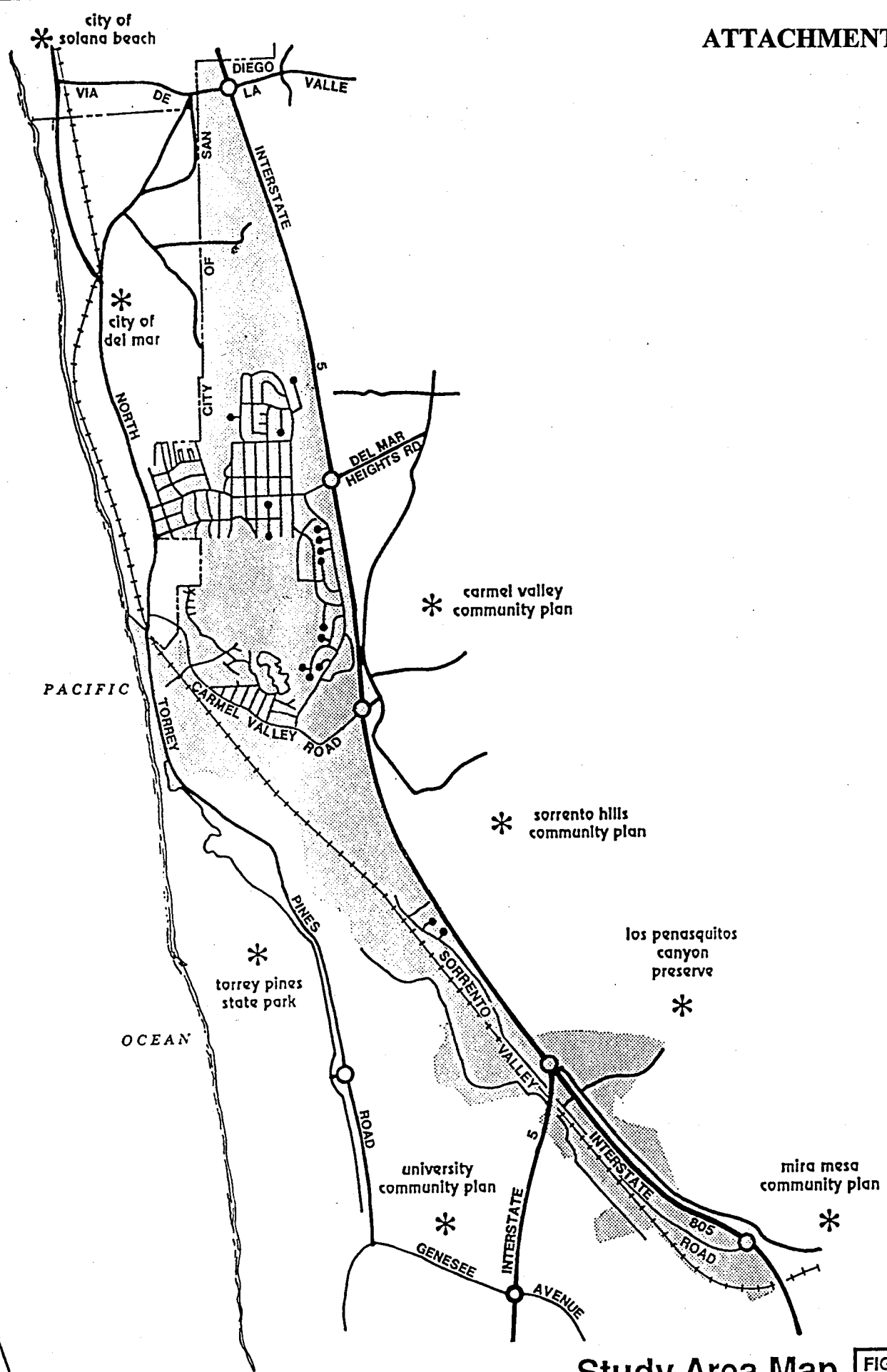


Proposed Sorrento Valley Road Reuse Project
Plan Amendment 9/30/02

Applicant: City of San Diego Engineering and
Capital Projects Department

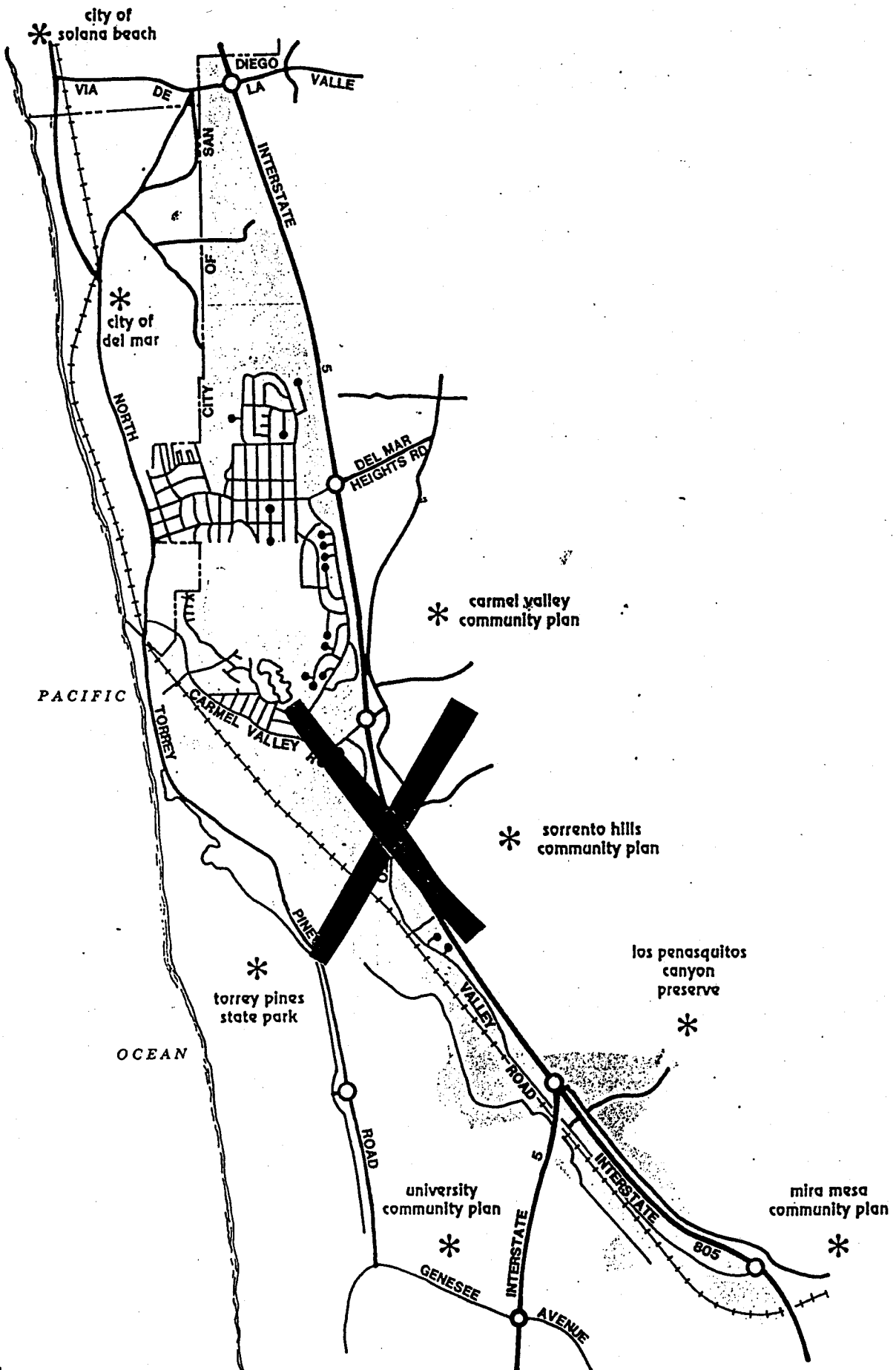






Study Area Map

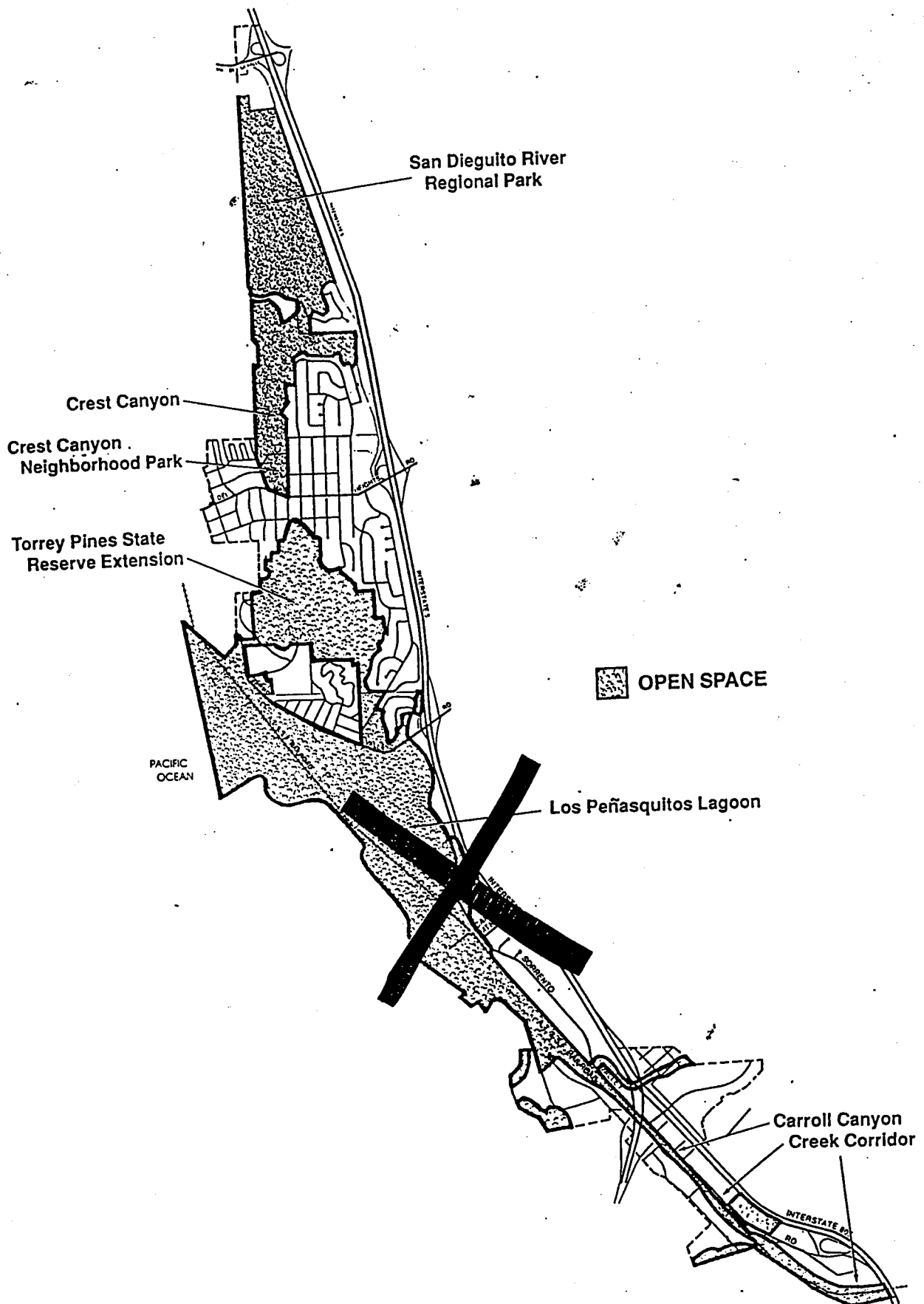
FIGURE 3

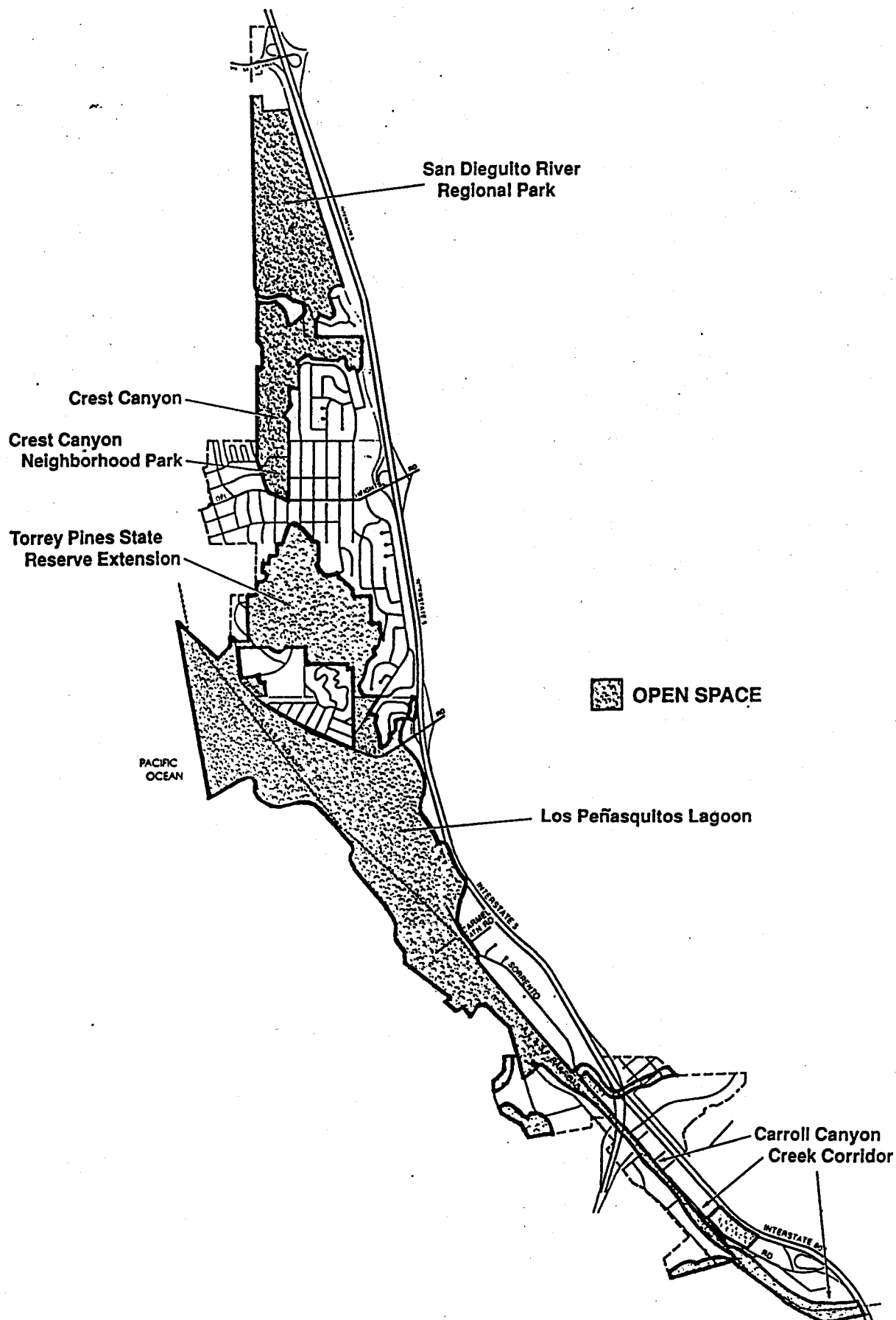


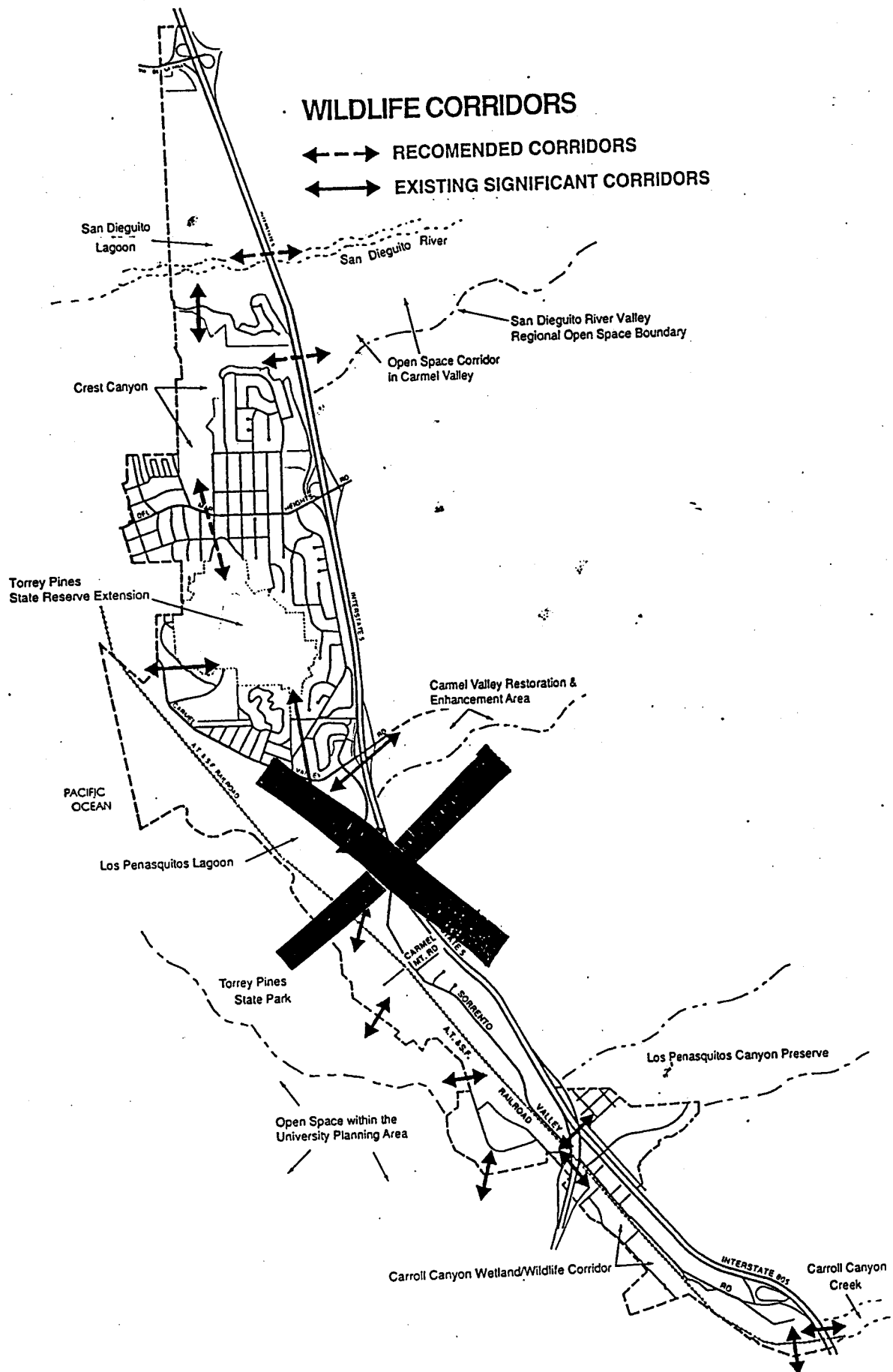
Study Area Map

FIGURE 3









Value of the lagoon, as recommended in the Los Penasquitos Lagoon Enhancement Plan and Program.

3. Any improvements to roadways, including development of the Sorrento Valley Road Bicycle/Pedestrian Path, adjacent to or bordering the lagoon (Carmel Valley Road, ~~Sorrento Valley Road~~, North Torrey Pines Road) shall not encroach within the wetland area of the lagoon, unless specifically authorized herein.
4. All wetland/wildlife corridor links to the lagoon including the links from Los Penasquitos Canyon Preserve, Carroll Canyon and the Torrey Pines Reserve Extension area shall be enhanced and protected.
5. Plans for future removal or rerouting of the electrical utility lines that transect Los Penasquitos Lagoon shall be given high priority.
6. Public access and education opportunities shall be provided consistent with resource protection.
7. The lagoon mouth shall be opened regularly (or as recommended in the Los Penasquitos Lagoon Restoration and Enhancement Plan) to enhance the health and ecological value of the lagoon.
8. Erosion and siltation control measures shall be required for all developments proposed within the total watershed of Los Penasquitos Lagoon.
9. Any future changes in the design of the North Torrey Pines Road and bridge shall be designed such that the ecosystem of the lagoon is maintained and, if possible, enhanced.
10. Applicants for coastal development permits for projects located in the watershed of Los Penasquitos Lagoon shall, in addition to meeting all other requirements, enter into an agreement with the City of San Diego and the State Coastal Conservancy as a condition of development approval to pay a Los Penasquitos watershed restoration and enhancement fee to the Los Penasquitos Lagoon Fund for restoration of the Los Penasquitos Lagoon and watershed.

Carroll Canyon Wetland/Wildlife Corridor

This open space corridor runs the length of Sorrento Valley, and provides an important linkage between Carroll Canyon and Los Penasquitos Lagoon. The majority of this corridor is privately owned, and consists primarily of wetlands containing riparian vegetation. Some portions of this corridor have been channelized, and most of it has experienced urban encroachment. However, this area continues to support riparian habitat and provides a significant linkage for many plant and animal species between two significant open space resource areas.

Bus Service

MTDB's Short Range Transit Plan identifies a need for one new bus service line to serve the Torrey Pines area. Route 961, while currently unfounded, would operate from Carmel Valley to University Towne Centre, with service to Sorrento Valley and Sorrento Mesa (see figure 11).

Transit Stations

Transit stations should provide shelter for pedestrians, convenient passenger loading zones, telephones, adequate lighting and secure bike storage. Retail shops and services should also be integrated with transit stations. Pedestrians and feeder/shuttle bus users should not have to walk across parking lots in order to board the rail lines. The intent is to provide comfortable, safe, convenient stations. The commercial uses can help alleviate the need for before or after work auto trips to do errands.

Scenic Routes

Since 1964, the City has maintained a 52-mile scenic route extending from Mount Soledad on the north to Cabrillo National Monument on the south and traversing such in-between areas of attraction as Balboa Park and Mission Bay Park. This route was designed to provide scenic views of the San Diego Community as well as to link points of visitor interest.

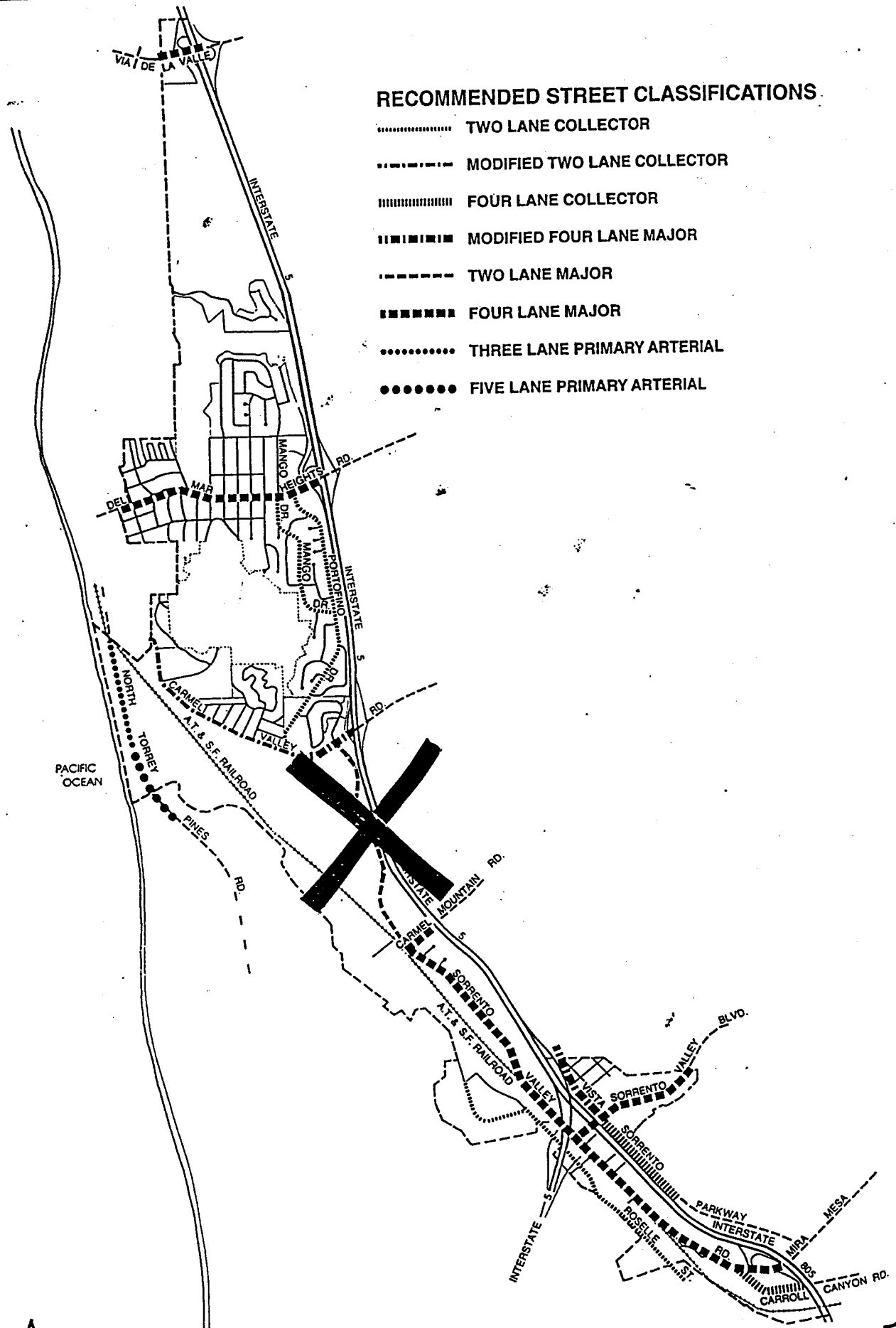
In addition to the 52-mile Scenic Route, the Torrey Pines Community has a number of road segments that have scenic qualities worthy of formal recognition and protection. Three road segments within the community are currently recommended for a Scenic Route designation including North Torrey Pines Road, Carmel Valley Road, and the Sorrento Valley Road Bicycle/Pedestrian Path.

Specific Road Improvements

The following specific road improvements are recommended primarily to: 1) protect the health and safety of pedestrians, bicyclists and motorists; 2) accommodate existing and future traffic with minimum disruption to residents and businesses; and 3) protect the sensitive environmental resources contained within the community planning area.

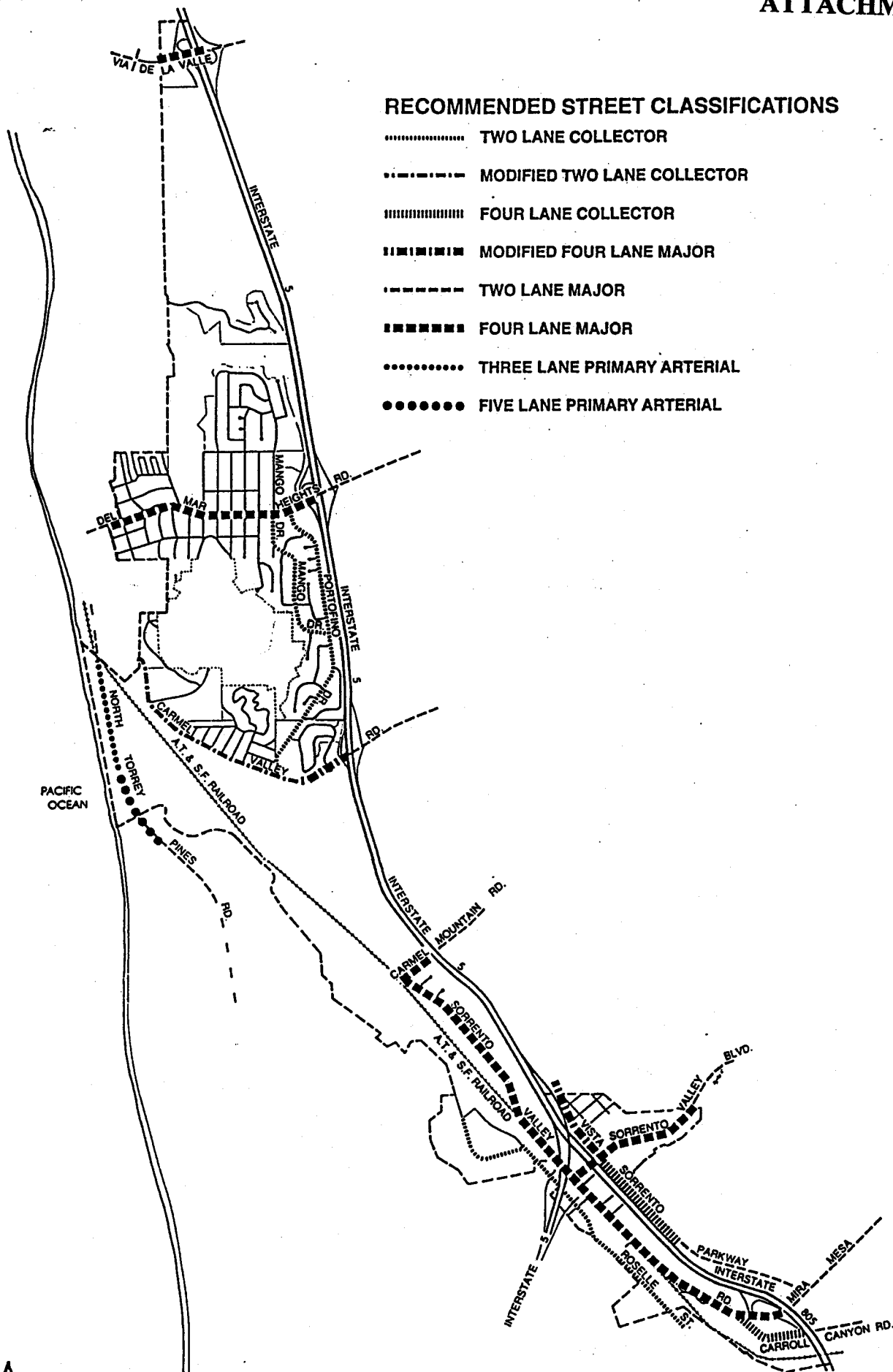
North Torrey Pines Road

North Torrey Pines Road is a five-lane primary arterial which narrows to two lanes as it passes about half-way through the Torrey Pines Community Planning Area. In order to improve the level of service at the intersection of North Torrey Pines Road and Carmel Valley Road, an additional north bound lane will be provided from Torrey Pines park Road to the boundary of the City's jurisdiction. Improvements north of the City of San Diego's boundary can only occur subsequent to approval by the City of Del Mar.



RECOMMENDED STREET CLASSIFICATIONS

- TWO LANE COLLECTOR
- - - - - MODIFIED TWO LANE COLLECTOR
- ||||| FOUR LANE COLLECTOR
- ||||| MODIFIED FOUR LANE MAJOR
- - - - - TWO LANE MAJOR
- ||||| FOUR LANE MAJOR
- THREE LANE PRIMARY ARTERIAL
- FIVE LANE PRIMARY ARTERIAL



Street Classifications

FIGURE 7

Some of the potential problems associated with levels of service D or greater include congestion, delay and air quality impacts.

Intersection level of service analyses were then performed using project traffic at buildout of the Torrey Pines Community Plan and surrounding communities and jurisdictions. Analyses assumed existing road geometrics. Six intersections had LOS greater than C:

- Carmel Valley Road/Sorrento Valley Road (LOS D/E)
- Del Mar Heights Road/Mango Drive (LOS D)
- Sorrento Valley Road/Sorrento Valley Boulevard (LOS D)
- Sorrento Valley Boulevard/Vista Sorrento Parkway (LOS E)
- Carmel Valley Road/North Torrey Pines Road (LOS F)
- Del Mar Heights Road/Camino Del Mar (LOS D)

Because of the potential impacts associated with locations where LOS is greater than D, the intersection of Carmel Valley Road/North Torrey Pines Road, Carmel Valley Road/Sorrento Valley Road, and Sorrento Valley Road/Vista Sorrento Parkway were reanalyzed with transportation improvements. These recommended transportation improvements caused the Carmel Valley Road/North Torrey Pines Road intersection (located in the City of Del Mar) to improve from F to D/E, and the Carmel Valley Road/Sorrento Valley Road intersection to improve from D/E to C and the Sorrento Valley Road/Boulevard/Vista Sorrento Parkway intersection to improve from E to C.

On [insert date of CC action], the City Council voted to close Sorrento Valley Road to through traffic and to redesignate the street from a two-lane major road to a Class I Bicycle and Pedestrian Path. This action was based on a new traffic study, which concluded that the road was no longer needed as a result of further road improvements identified in the surrounding area. These road improvements, as well as all other recommended improvements to the community's transportation system, can be found in the Specific Proposals section of this element.

Due to the City Council action to close Sorrento Valley Road, the projected level of service for the year 2020, at the intersection of Sorrento Valley Road and Carmel Valley Road improved from D to A. The projected level of service at the Sorrento Valley Road/Sorrento Valley Boulevard intersection has changed to F, as has the intersection at Sorrento Valley Boulevard and Vista Sorrento Parkway. In addition, the intersection of Carmel Valley Road/Interstate 5 southbound ramps project a level of service E during the a.m. peak, and D during the p.m. peak, and the intersection of Carmel Mountain Road/Interstate 5 southbound ramps are projected at LOS C.

GOALS

1. Provide an efficient, safe and environmentally sensitive transportation system.

Bikeways

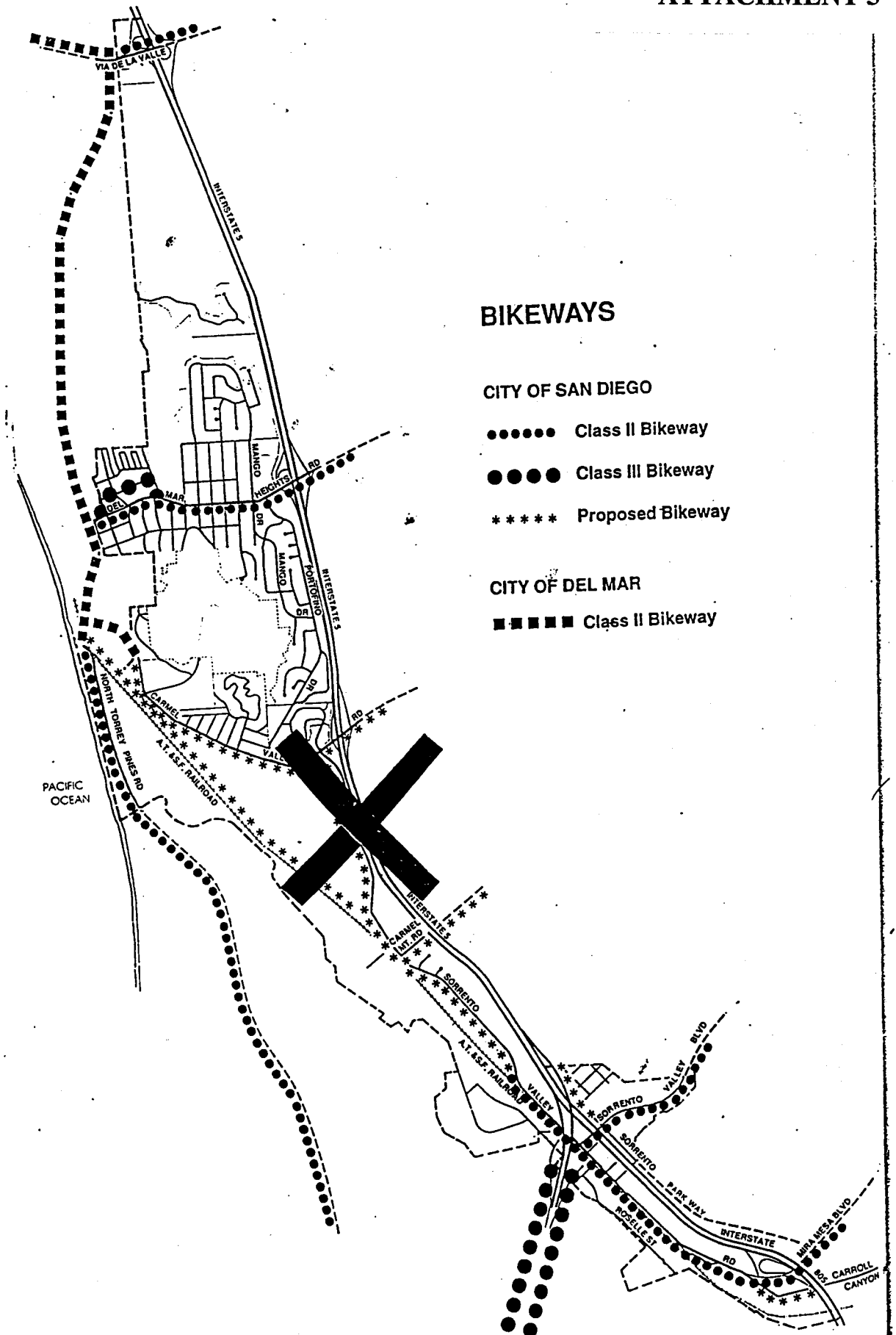
The City of San Diego has actively pursued the establishment of a commuter oriented bikeway system in the City. The purpose of the bikeway system is to encourage the use of bicycles as a transportation mode especially in place of single occupant motor vehicles. It is expected that the increased use of bicycles as a transportation mode will help reduce air pollution and traffic congestion.

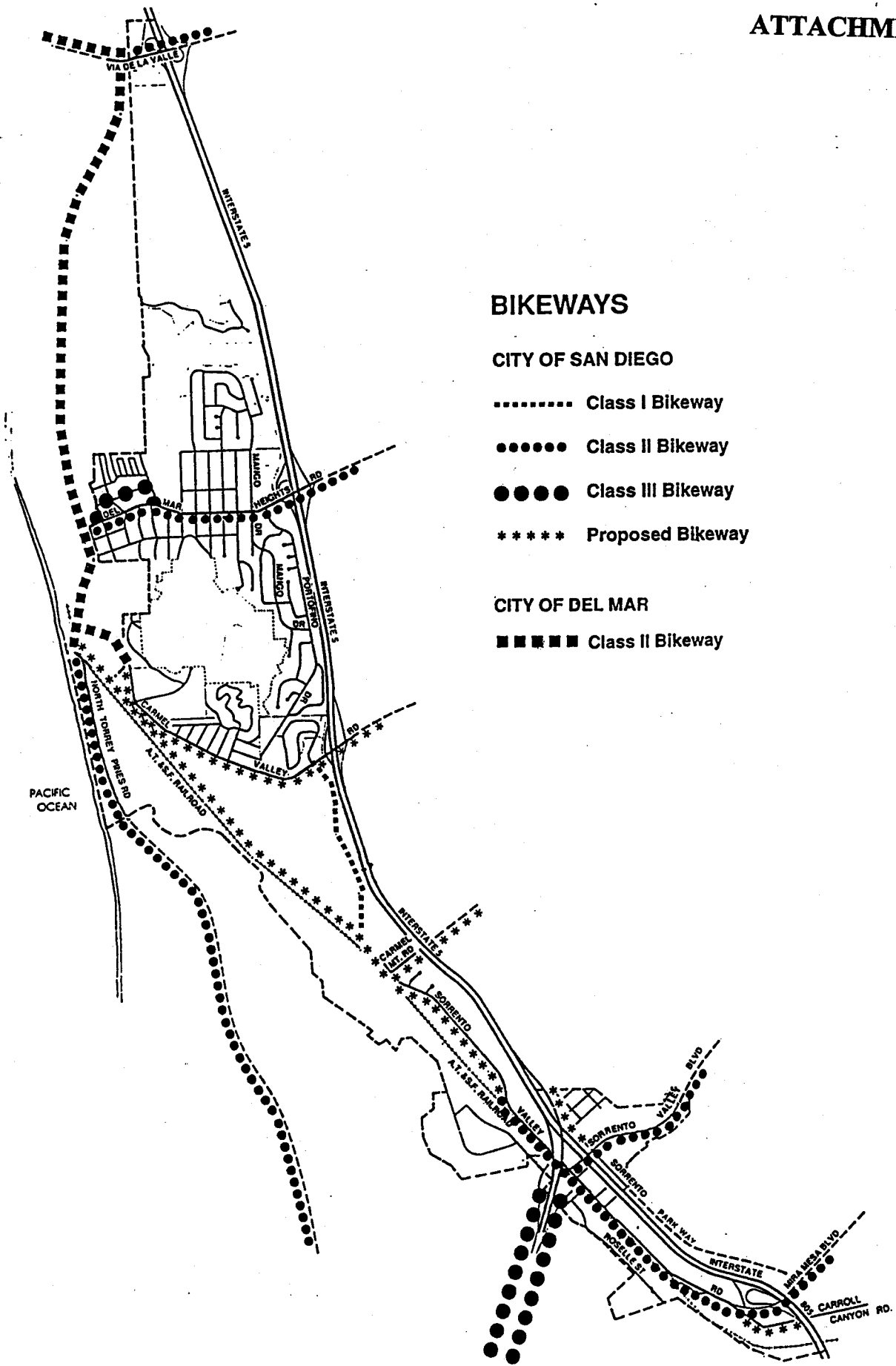
There are three classifications of bikeway facilities. Class I (bike paths), Class II (bike lanes) and Class III (bike routes). See Figures 10 and 12 for details.

The majority of the existing bikeways in the Torrey Pines Community are Class II bike lanes. Bicyclists are allowed to use I-5 shoulders between the Genesee Avenue and Sorrento Valley Road interchanges.





The following Class I bicycle path projects have been proposed within the Torrey Pines Community. The Carmel Valley Road bicycle path is proposed to be constructed along the south side of Carmel Valley Road between McGonigle Road and Sorrento Valley Road. The Sorrento Valley Road bicycle path is proposed on the vacated portion of Sorrento Valley Road from Carmel Mountain Road to Carmel Valley Road. A concept plan for the bicycle path, the Sorrento Valley Road Reuse Project, has been proposed by a Task Force comprised of interested community members and agency representatives (see Appendix J). The San Dieguito River Valley bicycle path, a planned 55 mile regional bicycle path, will parallel the San Dieguito River. The Coastal bicycle path is proposed to be built within the A.T.&S.F. Railroad right-of-way between downtown San Diego and Oceanside.

~~Class II bicycle lanes are planned along the northern portion of Sorrento Valley Road between Carmel Valley Road and the Sorrento Valley Industrial Park.~~





Recommended Mass Transit Facilities

-  Bus Routes
-  Light Rail Transit Line
-  --- Commuter Rail Line
-  T Rail Station Under Study

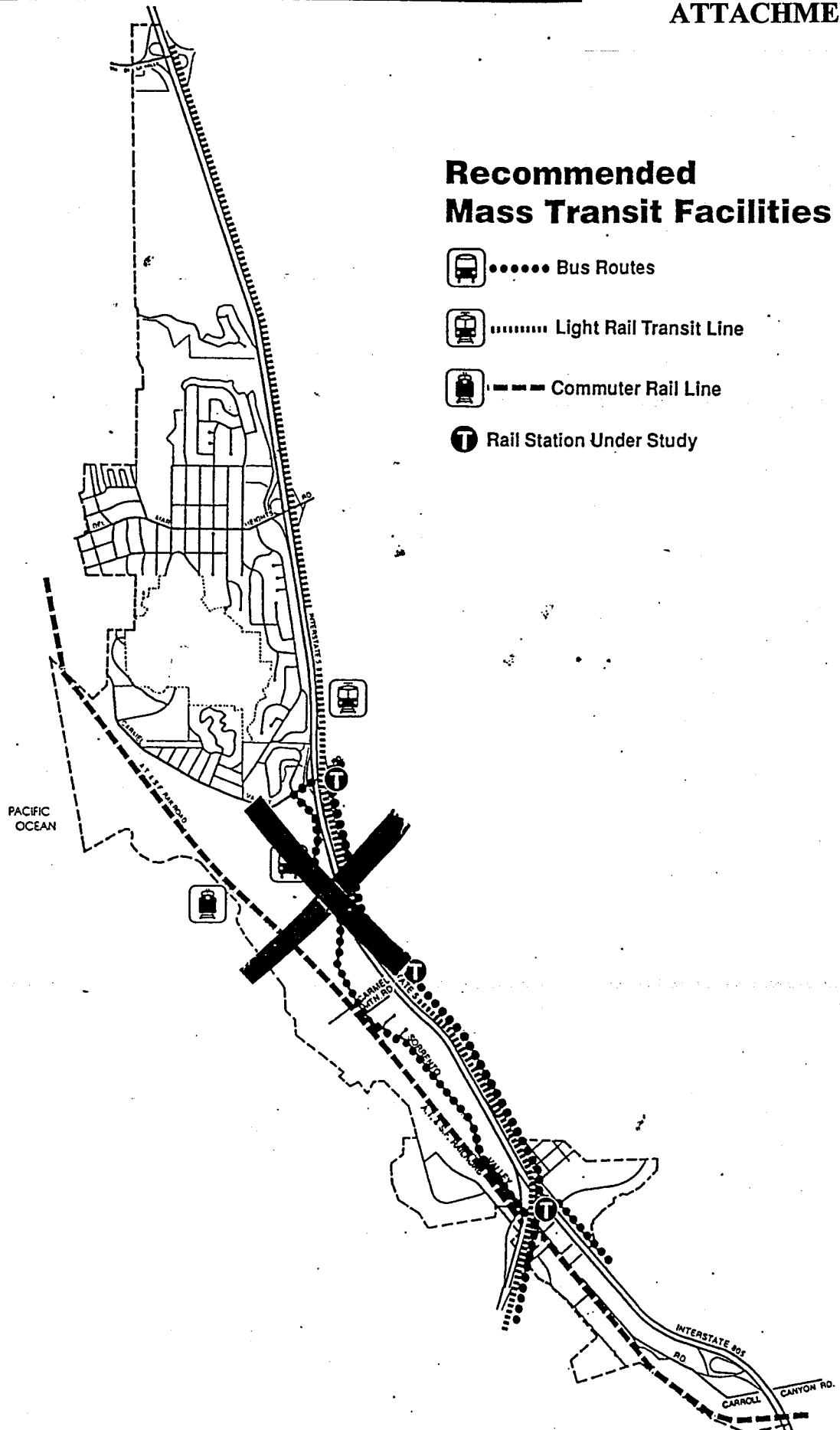






FIGURE 10

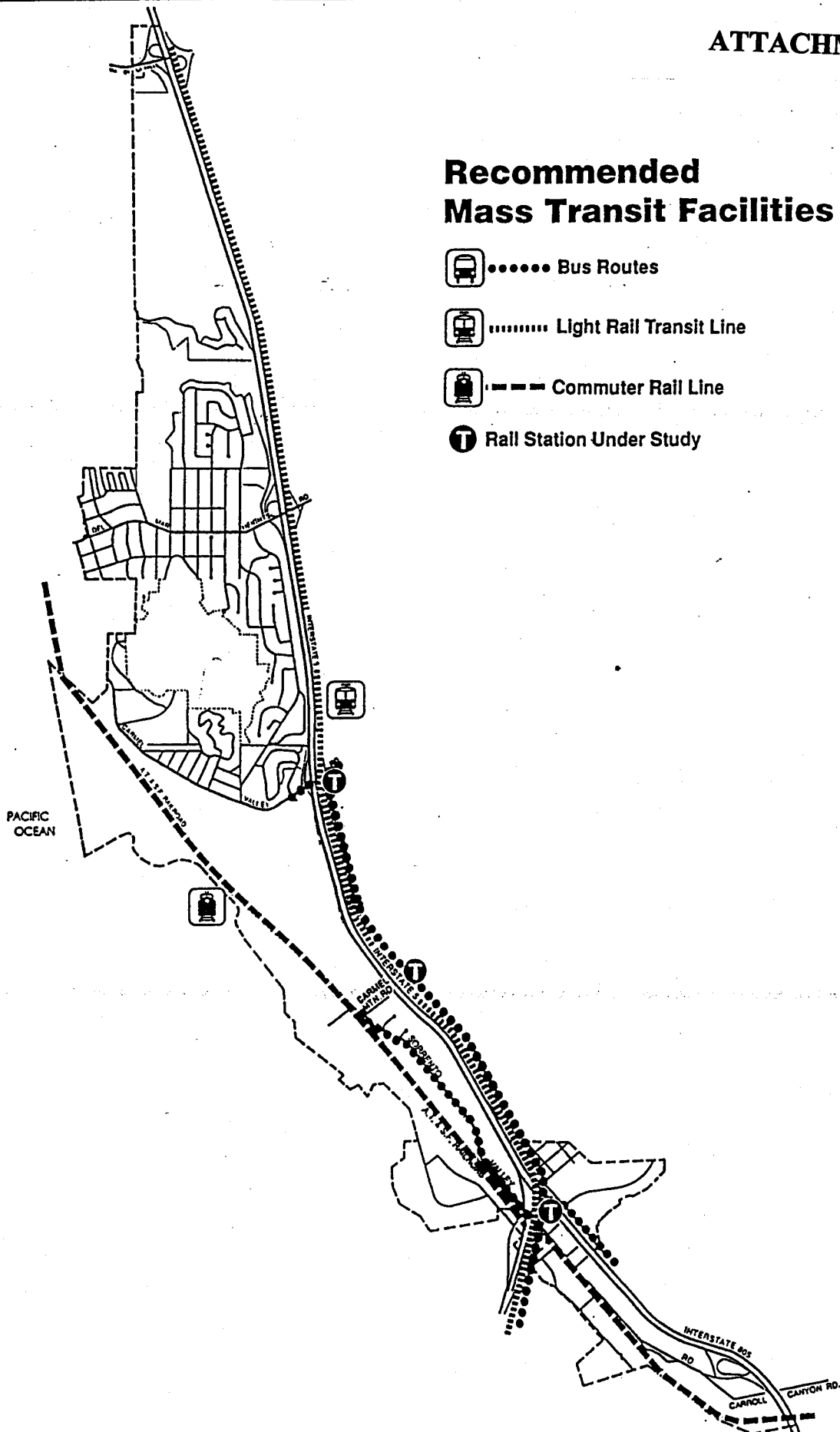


Recommended Mass Transit Facilities

TORREY PINES Community Plan

Recommended Mass Transit Facilities

-  Bus Routes
-  Light Rail Transit Line
-  --- Commuter Rail Line
-  Rail Station Under Study



Recommended Mass Transit Facilities

TORREY PINES Community Plan

Improvements to Carmel Valley Road include retaining this road as a modified two-lane collector street with a center turn lane. Carmel Valley Road should remain a modified four-lane major between I-5 and just west of Sorrento Valley Road. A traffic signal will be provided at Portofino Drive and Carmel Valley Road, with intersection improvements as needed there and at Sorrento Valley Road.

Bicycle and pedestrian circulation should be provided along the south side of the Carmel Valley Road within the Bicycle/Pedestrian Pathway (see Carmel Valley Road Bicycle/Pedestrian Pathway discussion below). Parking for residents and businesses should be provided along the north side of the Carmel Valley Road, and a sidewalk should also be provided along the north side with appropriate street lighting. The ultimate design of Carmel Valley Road should also include the following improvements provided that adequate right-of-way exists:

- A. A parking lane should be provided along the south side of Carmel Valley Road between Via Donada and Via Aprilia;
- B. The existing curblin, sidewalk, landscaping and patios along the north side of Carmel Valley Road between Via Donada and Del Mar Scenic Parkway should be preserved.

Future improvements to Carmel Valley Road should include all measures necessary to eliminate silt and/or pollutants from entering/draining into Los Penasquitos Lagoon. The speed limit on Carmel Valley Road should be aggressively enforced.

Various types and levels of traffic control methods and devices (i.e., traffic signals, stop signs, etc.) shall be utilized in order to provide the greatest degree of safety and efficiency for pedestrians, bicyclists and motorists on Carmel Valley Road.

Carmel Valley Road Bicycle/Pedestrian Pathway

A bicycle/pedestrian pathway should be provided in the existing disturbed, upland area along the south side of Carmel Valley Road. A variety of design options should be considered; however, in no case shall the bicycle/pedestrian pathway involve wetland fill. An appropriate buffer between the bicycle/pedestrian pathway and the lagoon shall be established after full consultation with the U.S. Fish and Wildlife Service, the State Department of Fish and Game and the State Department of Parks and Recreation. The pathway should be wide enough to be shared by bicyclists and pedestrians, and should be physically separated from Carmel Valley Road (see Carmel Valley Road Bicycle/Pedestrian Path Concept Sketch). The pathway should be constructed with a combination of concrete and wood. The concrete portion would be used for the previously disturbed areas where the path is located immediately adjacent to the road, the wooden or boardwalk portions would be constructed where the path meandered closer to sensitive resource areas.

The path should meander along the lagoon, and in several places provide sitting areas and

viewpoints into the lagoon. Interpretive displays describing the marsh and lagoon ecosystem should be included at these viewpoint areas. Safe access to the pathway from the north should be provided at regular intervals.

Del Mar Heights Road

Del Mar Heights Road shall remain a four lane major street, but shall include improvements to facilitate pedestrian safety and traffic flow. Improvements should include a raised center median; a traffic signal with pedestrian crossing indications at Crest Way; a protected left turn signal for north/south bound traffic on Mango; adequate storage for left turns at Mango Drive; and sidewalks along the entire length of Del Mar Heights Road. The raised center median should be landscaped when funding becomes available. Funding sources include but are not limited to a landscape maintenance district.

Sorrento Valley Road

Sorrento Valley Road, from ~~Industrial Court~~ to Carmel Valley Mountain Road to Carmel Valley Road, is a two lane major road that will be closed to through traffic and be that is scheduled for realignment improvements reconstructed into a bicycle/pedestrian path extending along the Los Penasquitos Lagoon (Appendix J).

The existing roadbed and bicycle/pedestrian path area lies immediately adjacent to wetlands and other sensitive habitat areas at several points. Any improvements to Sorrento Valley Road, including development of the bicycle/pedestrian path, shall require the issuance of coastal development permits, and shall be permitted only if consistent with the specific development standards in the WETLANDS/ENVIRONMENTALLY SENSITIVE RESOURCES policies contained in Appendix E. Riparian impacts shall be mitigated at a ratio of 3:1 and saltmarsh impacts shall be mitigated at a ratio of 4:1.

Mitigation for impacts to the lagoon must include restoration and enhancement of all areas ~~previously~~ disturbed by activities associated with the construction and operation of the Sorrento Valley Road bicycle/pedestrian path. The Torrey Pines Community Planning Group shall be provided the opportunity to review and provide input regarding the mitigation, restoration and enhancement efforts associated with ~~this road improvement~~ development of the bicycle/pedestrian path.

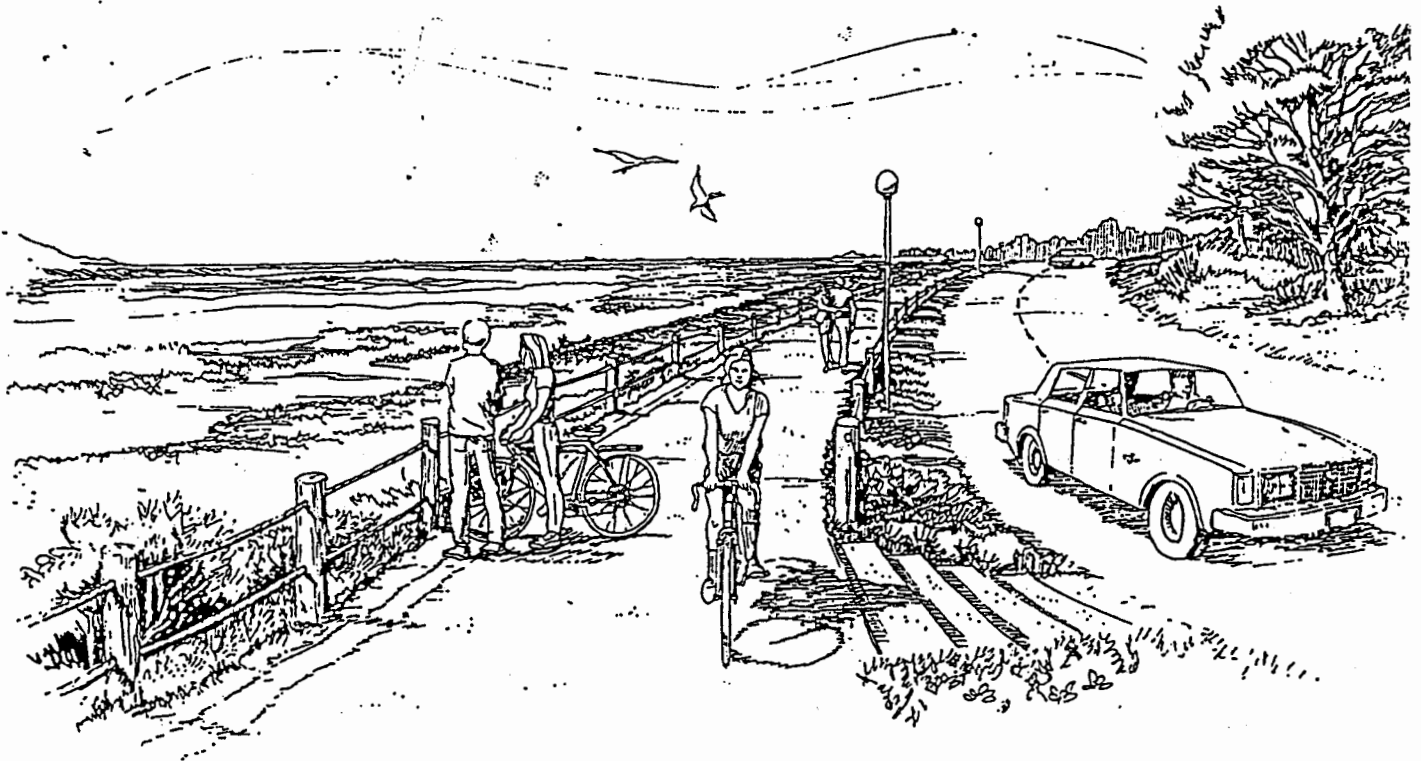
Carmel Mountain Road/Interstate 5 Interchange

This project will construct a diamond interchange at I-5 and Carmel Mountain Road. Design and construction is to be completed by CALTRANS. Although the cost of this improvement is being paid by the Carmel Valley Facilities Benefit Assessment District and Sorrento Hills Development Agreement, it is immediately adjacent to the Torrey Pines Community. A strong benefit of this improvement is the reduction of traffic that would otherwise need to be using Sorrento Valley Road between Carmel Mountain and Carmel Valley Roads.

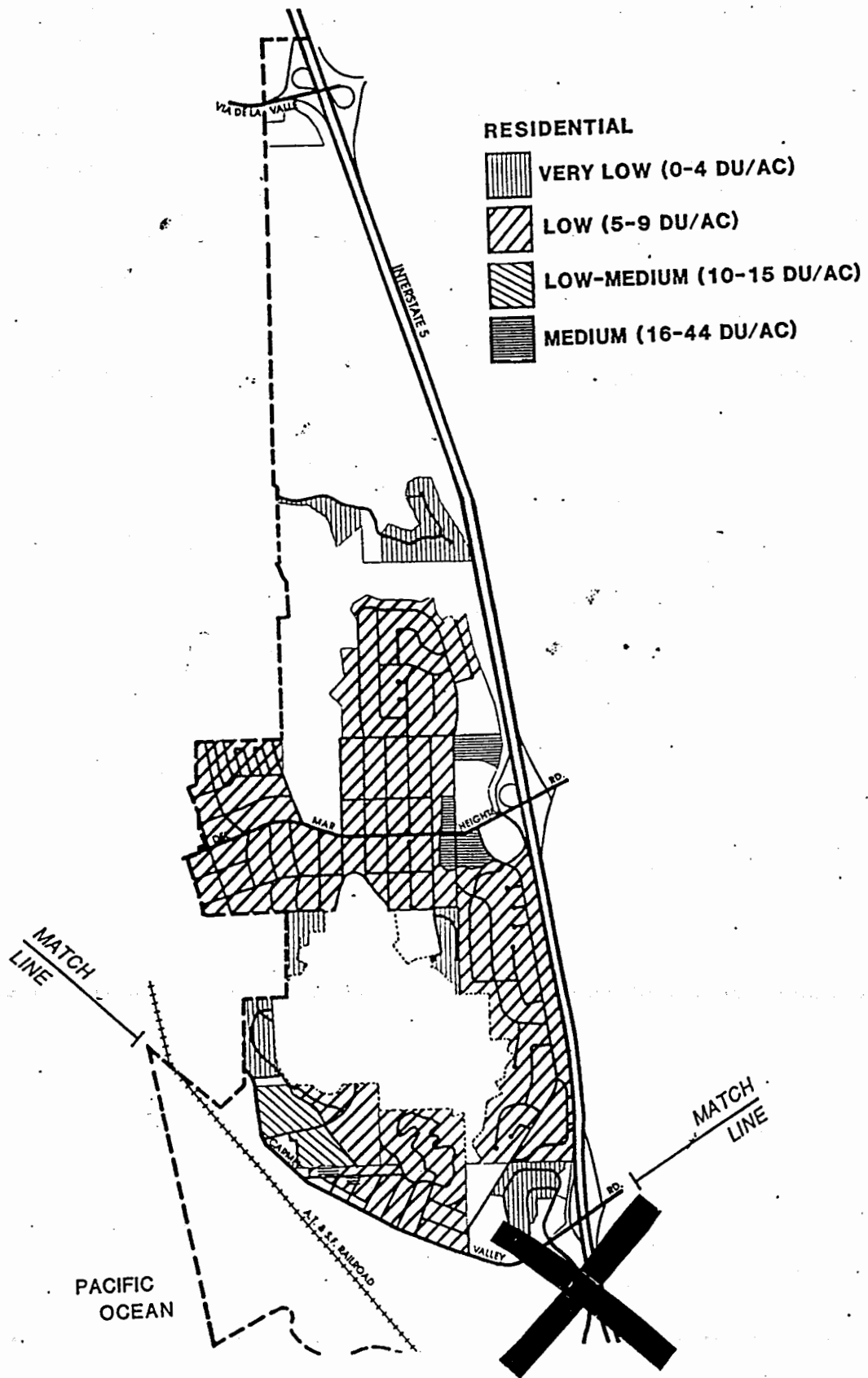
Impacts to wetlands are attributable to bridge piers, temporary work areas, and shading from bridge structures. It is considered biologically important to treat the creeks and lagoon as an ecosystem, therefore, mitigation for impacts to wetlands are included in the Carmel Valley Restoration and Enhancement Project (CVREP).

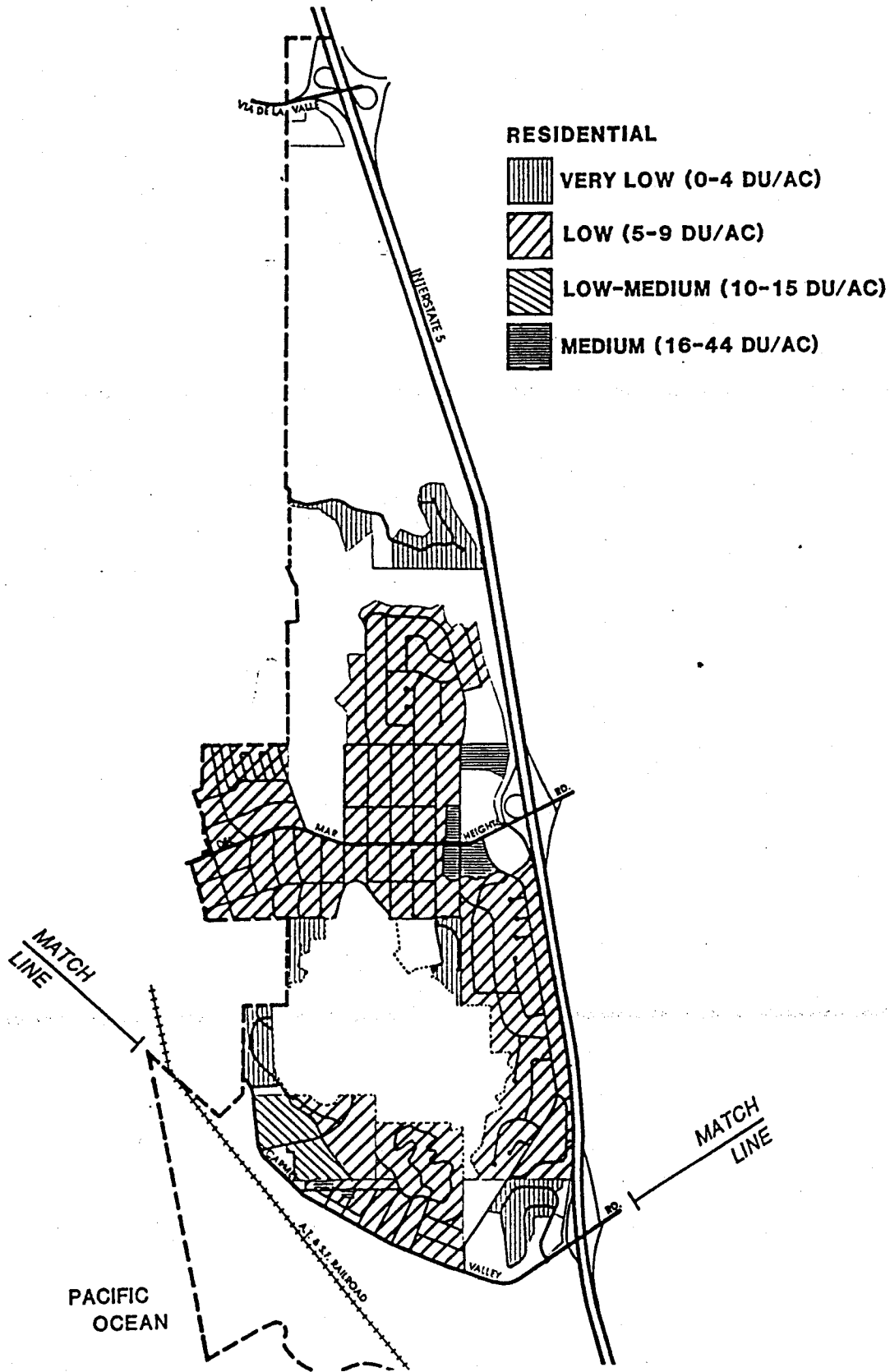
Existing noise levels at some points within the Torrey Pines area along I-5 exceed Federal guidelines. The proposed projects will increase noise from one to four additional decibels over today's level. It should be noted that a threedecibel change is hardly discernible to the human ear. Sound walls at several locations are proposed as mitigation measures.

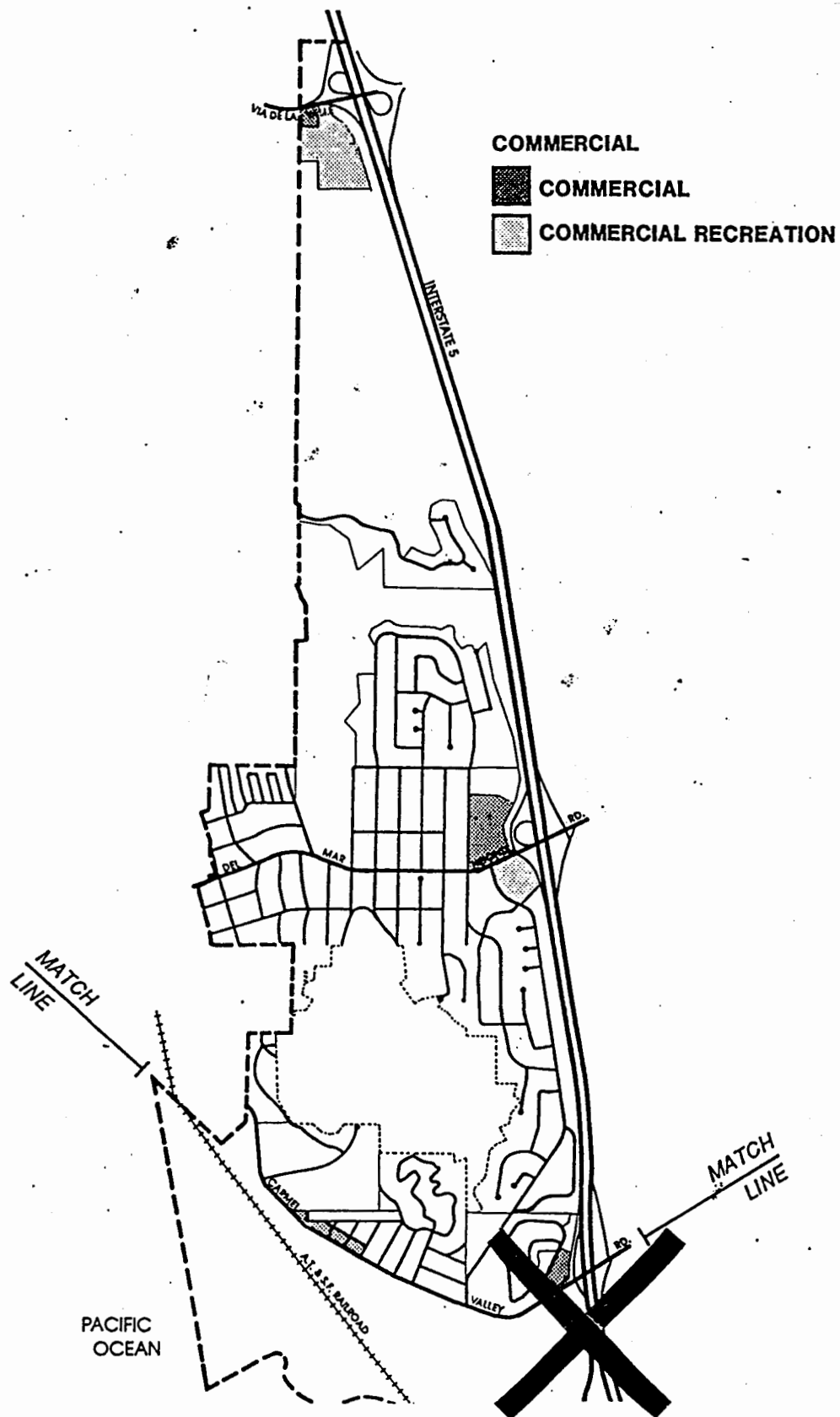
There will be increased erosion caused by grading. A detailed erosion control plan has been prepared. This plan includes immediately seeding new slopes and other abatement measures. Due to the sensitivity of Los Penasquitos Lagoon, every reasonable precaution will be taken to protect watershed flow into the lagoon to avoid or minimize muddying and silting, before, during and after construction.

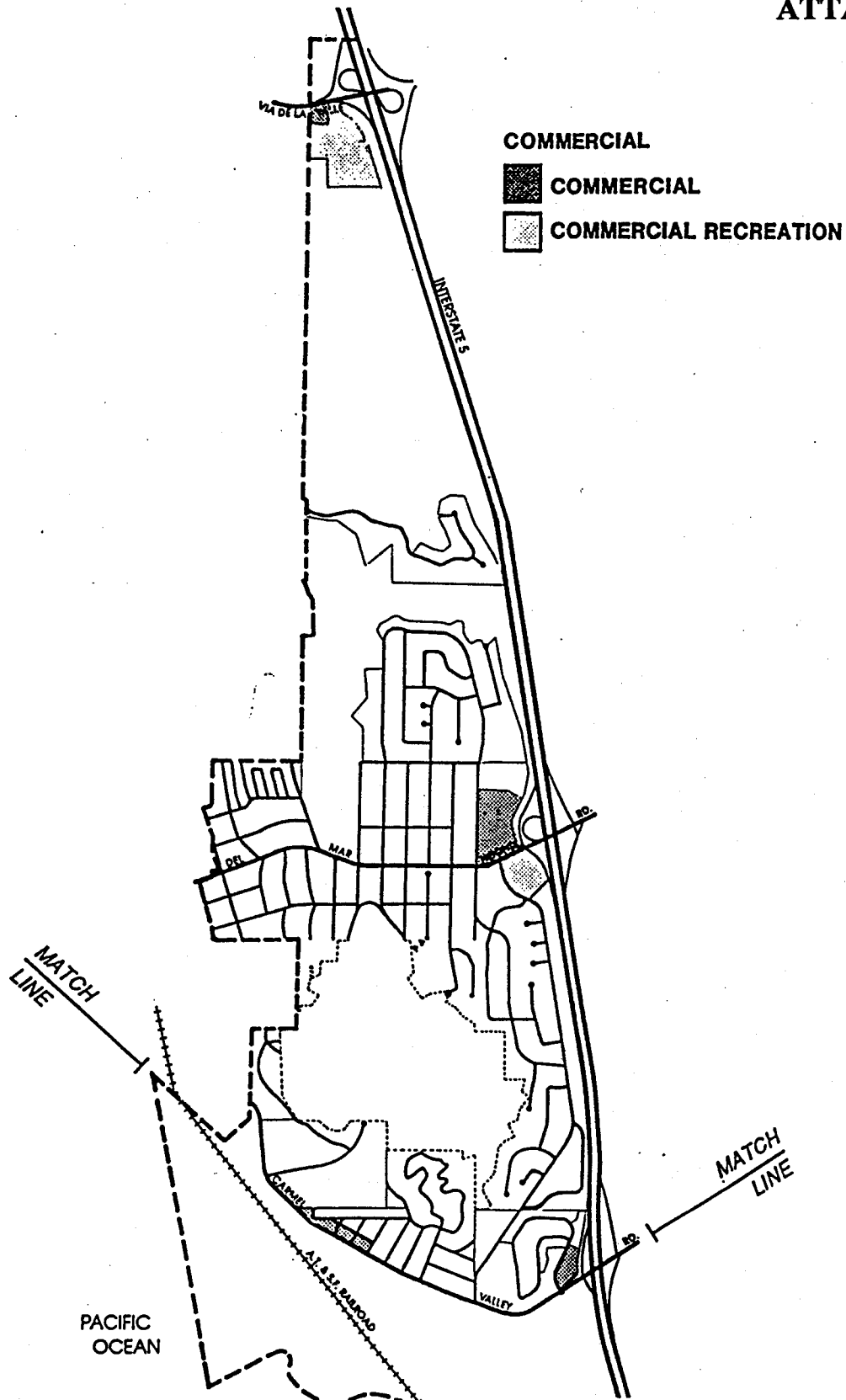


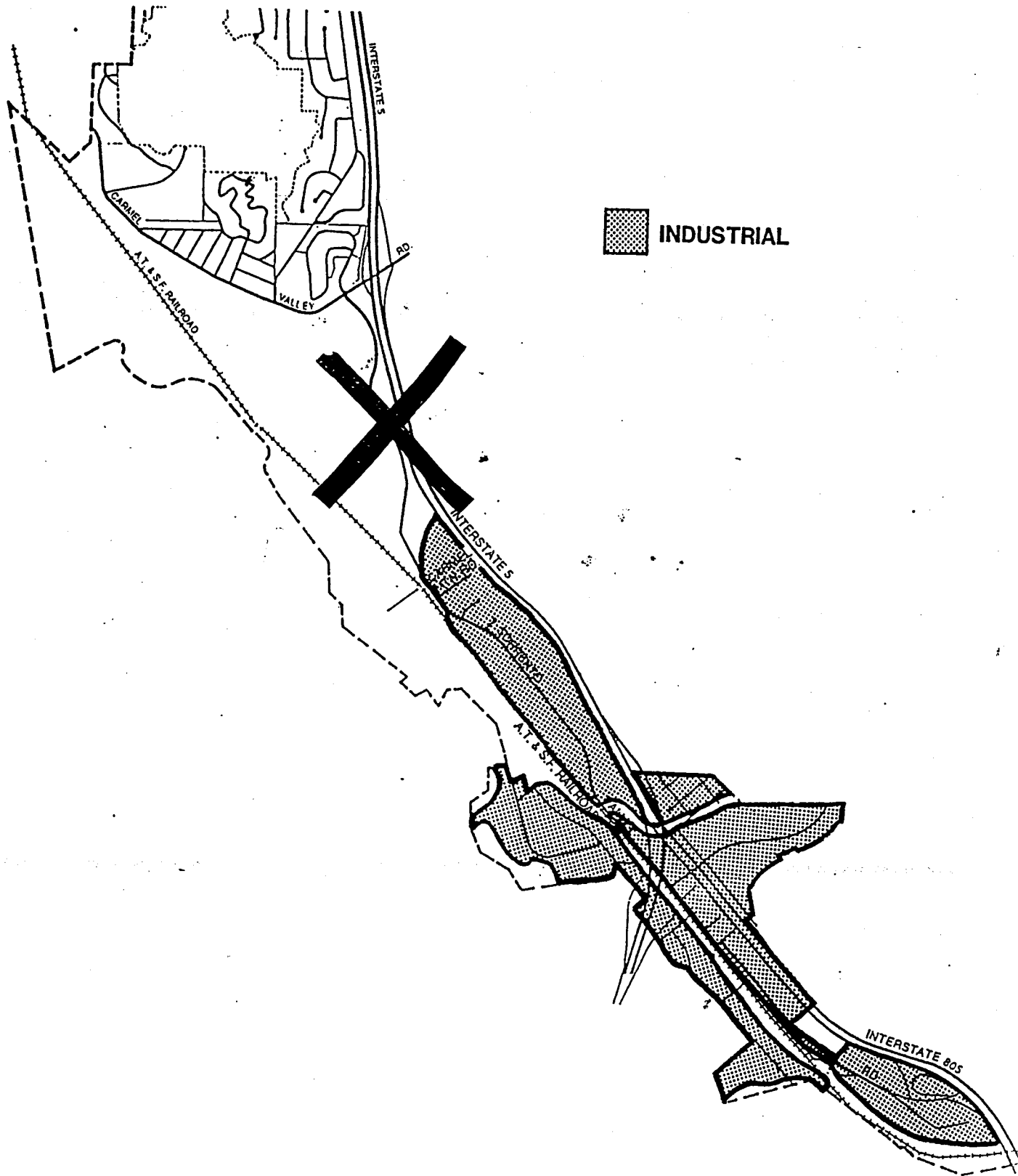
Carmel Valley Road Bicycle/Pedestrian Path Concept Sketch

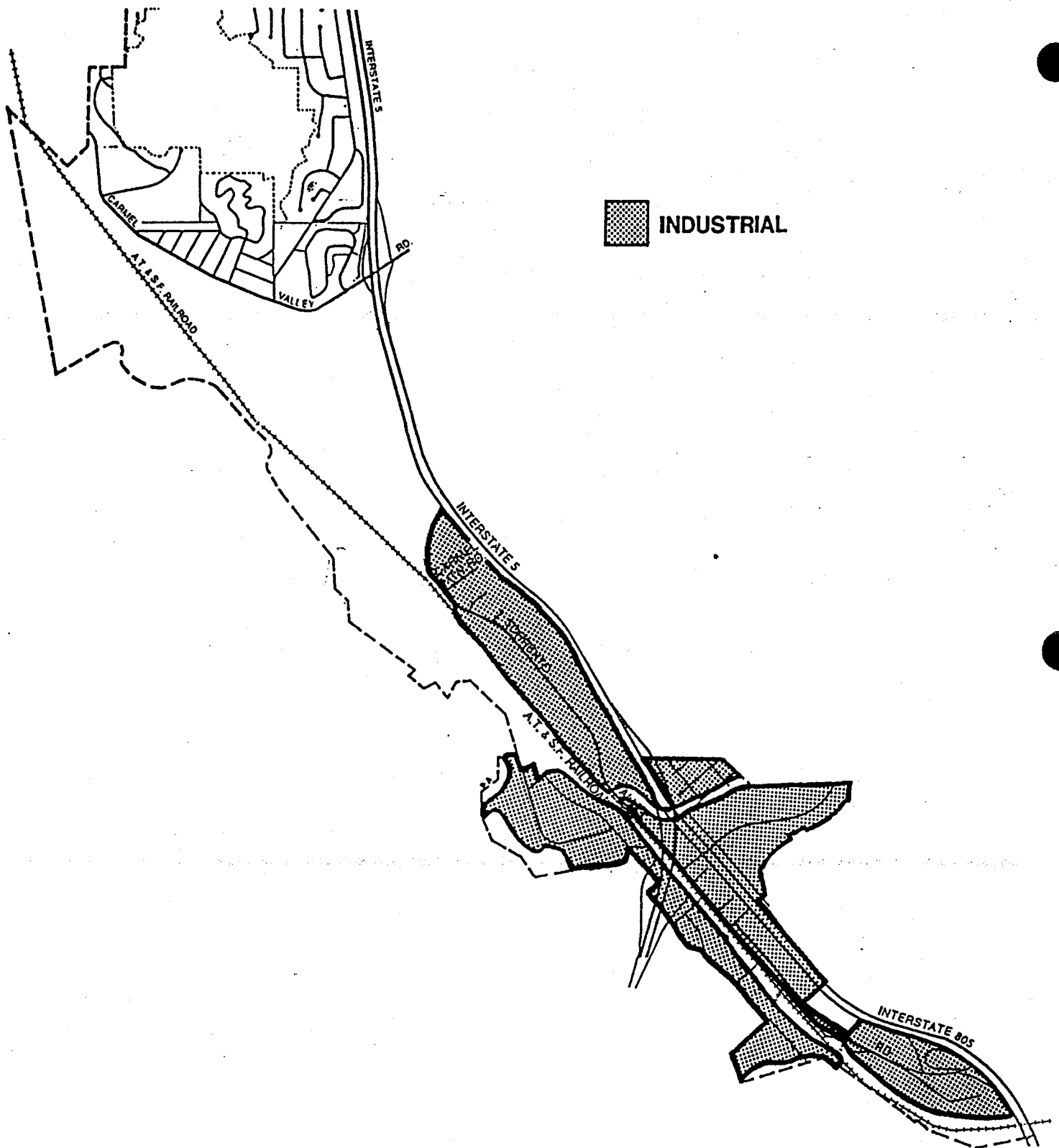






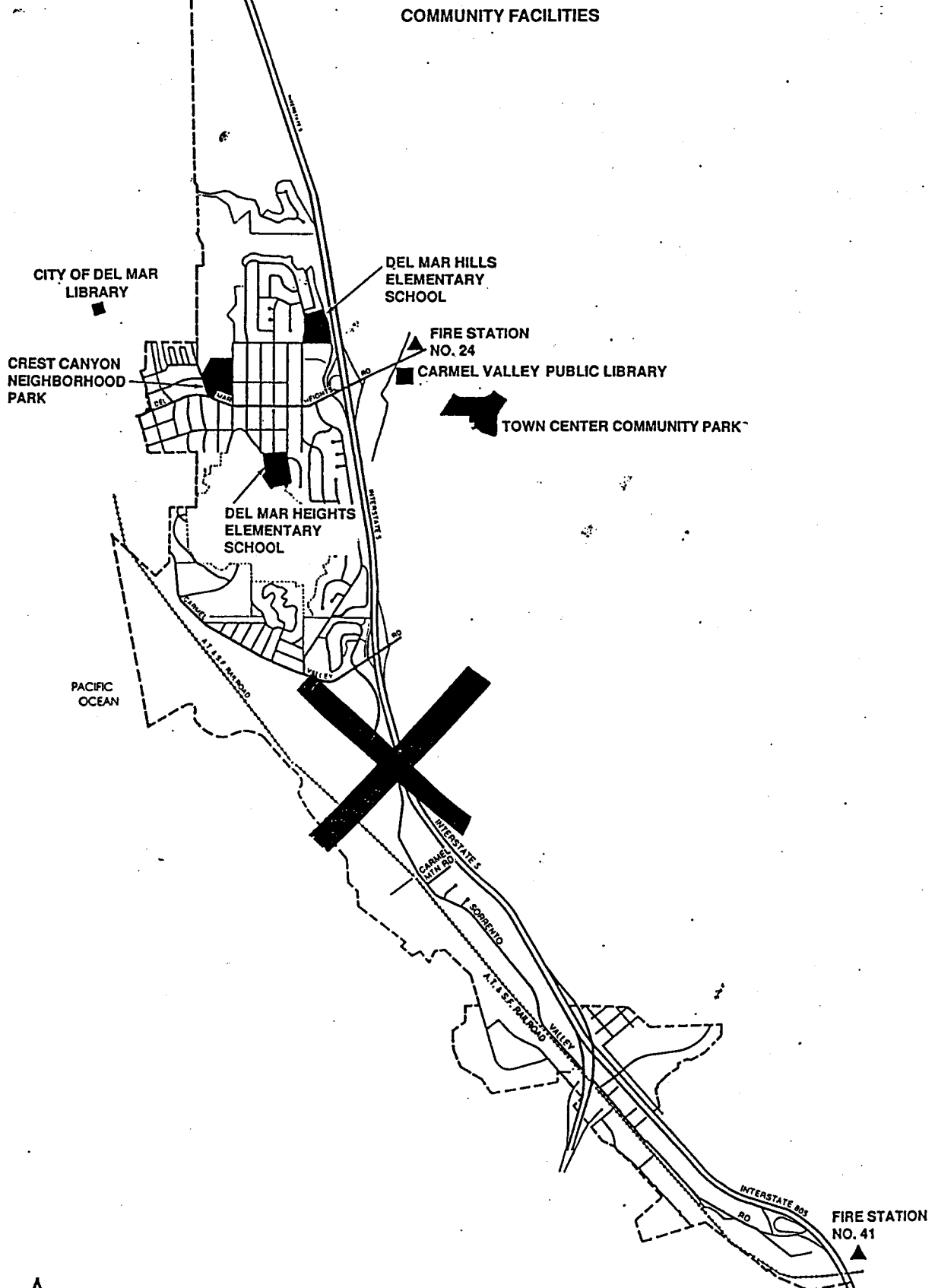


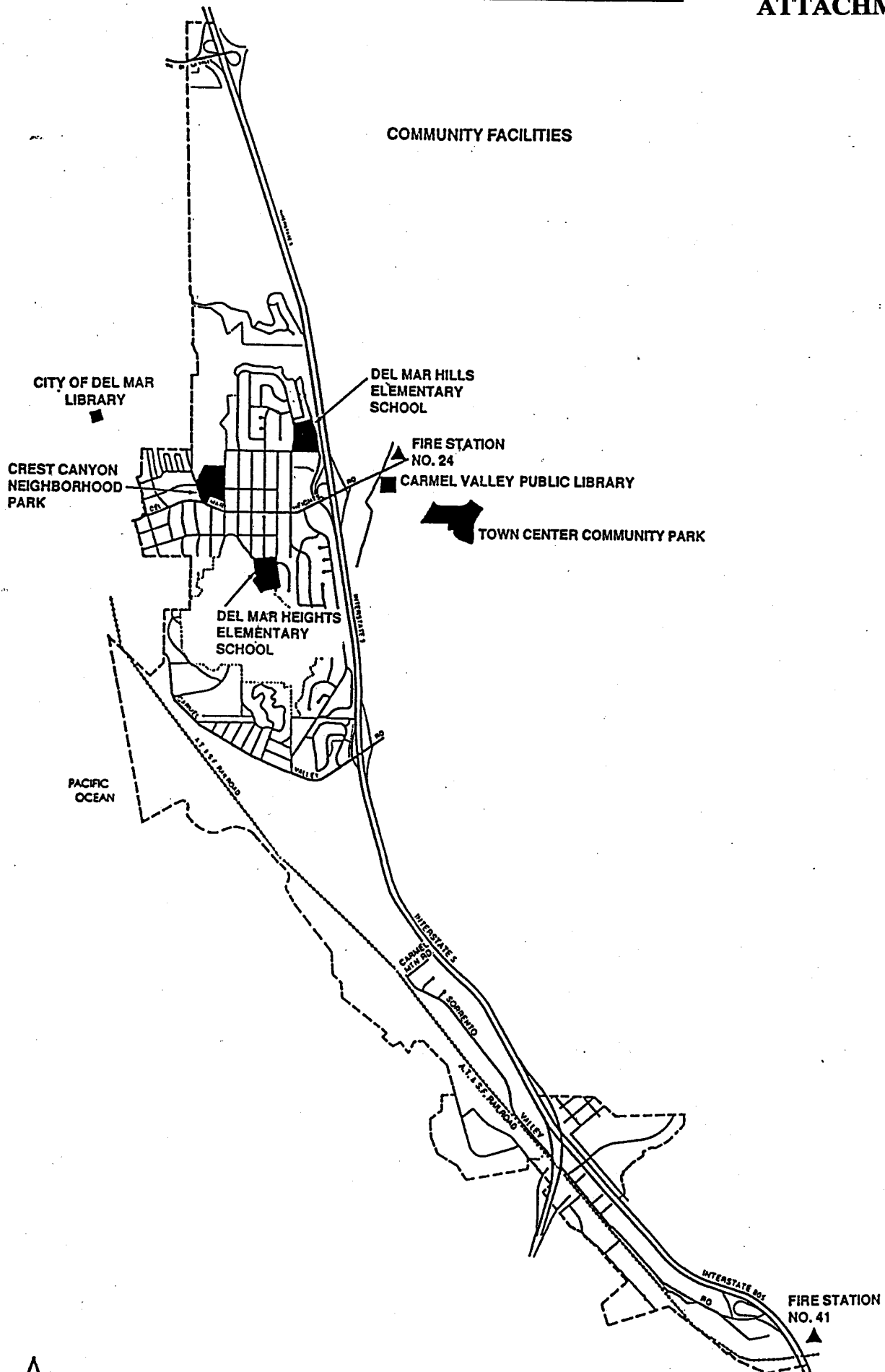




Industrial Land Use Plan

TORREY PINES Community Plan





Sewer improvements are planned or under construction in the portion of the Torrey Pines Community south of Carmel Valley Road to accommodate growth in several adjacent communities and to solve technical problems. These improvement projects could affect road planning, environmental protection and land use.

The most critical project planned is the relocation of Pump Station 65 out of Penasquitos Lagoon along with associated relocation and upgrading of major trunk sewers. This series of facilities must be coordinated with the realignment of Sorrento Valley Road, the development of the Sorrento Valley Road Bicycle/Pedestrian Path, upgrading of protection for Penasquitos Lagoon, and land use planning for northern Sorrento Valley. Sewer projects related directly to development of Carmel Valley and Sorrento Hills are planned or under construction along Carmel Valley Road and Sorrento Valley Boulevard.

Reclaimed Water

City Ordinance No. 0-17327, adopted in July 1989, mandates that no person or public agency shall use potable water for irrigation of greenbelt areas, or other uses where use of reclaimed water is suitable, when reclaimed water is available. Reclaimed water uses can include, but are not limited to, the irrigation of greenbelt and agricultural areas, filling of artificial uses, and appropriate industrial and commercial uses. The ordinance further requires that tentative maps, subdivision maps, land use permits, or other development projects, if falling within an existing or proposed reclaimed water service area based on the Water Reclamation Master Plan, be served with reclaimed water or include facilities designed to accommodate the reclaimed water in the future.

The Torrey Pines Community Planning Area is located within the service area of the proposed North City Water Reclamation Plant. Therefore, facilities to accommodate future reclaimed water use will be a condition of approval of all developments in the area. The use of reclaimed water will include irrigation of greenbelt areas in commercial and industrial areas, schools, parks, multifamily residential and street medians and slopes.

Utilities

Major SDG&E land use within the community plan area include the Del Mar substation and five overhead 69KV transmission lines. The Del Mar substation is an electric distribution substation which provides service to areas customers within and outside the Torrey Pines Community Planning Area.

Future expansion of the Del Mar substation will occur as customer growth occurs. Reconductoring of a portion of TL 666 and TL 662, enlarging the existing wire size, is planned in 1994. The underground reconductor of portions of TL 662 and TL 666 has been scheduled for 1994. No improvements are presently contemplated for the other identified transmission lines.

The design of the development incorporates the findings and recommendations of both a site-specific and coastal watershed hydrologic study in order that the development either assures that there will be no increase in the peak runoff rate from the fully developed site over the greatest discharge that would occur from the existing undeveloped site as result of the intensity of rainfall expected during a six-hour period once every ten years, and neither significantly increases nor contributes to downstream bank erosion and sedimentation, including wetlands, lagoons, and other environmentally sensitive habitat areas.

Development in Areas of Sensitive Vegetation

In addition, to the extent applicable, all new development within the coastal zone shall be designed to be consistent with multi-species and multi-habitat preservation goals and requirements as established in the statewide Natural Communities Conservation Planning (NCCP) Program, and shall comply with the City of San Diego MSCP Interim Habitat Loss Permit Process, or shall obtain an incidental take permit under Section 4d, Section 7 or Section 10a of the Endangered Species Act related to the California Gnatcatcher. Compliance with these goals and requirements shall be implemented in consultation with the United States Fish and Wildlife Service and California Department of Fish and Game.

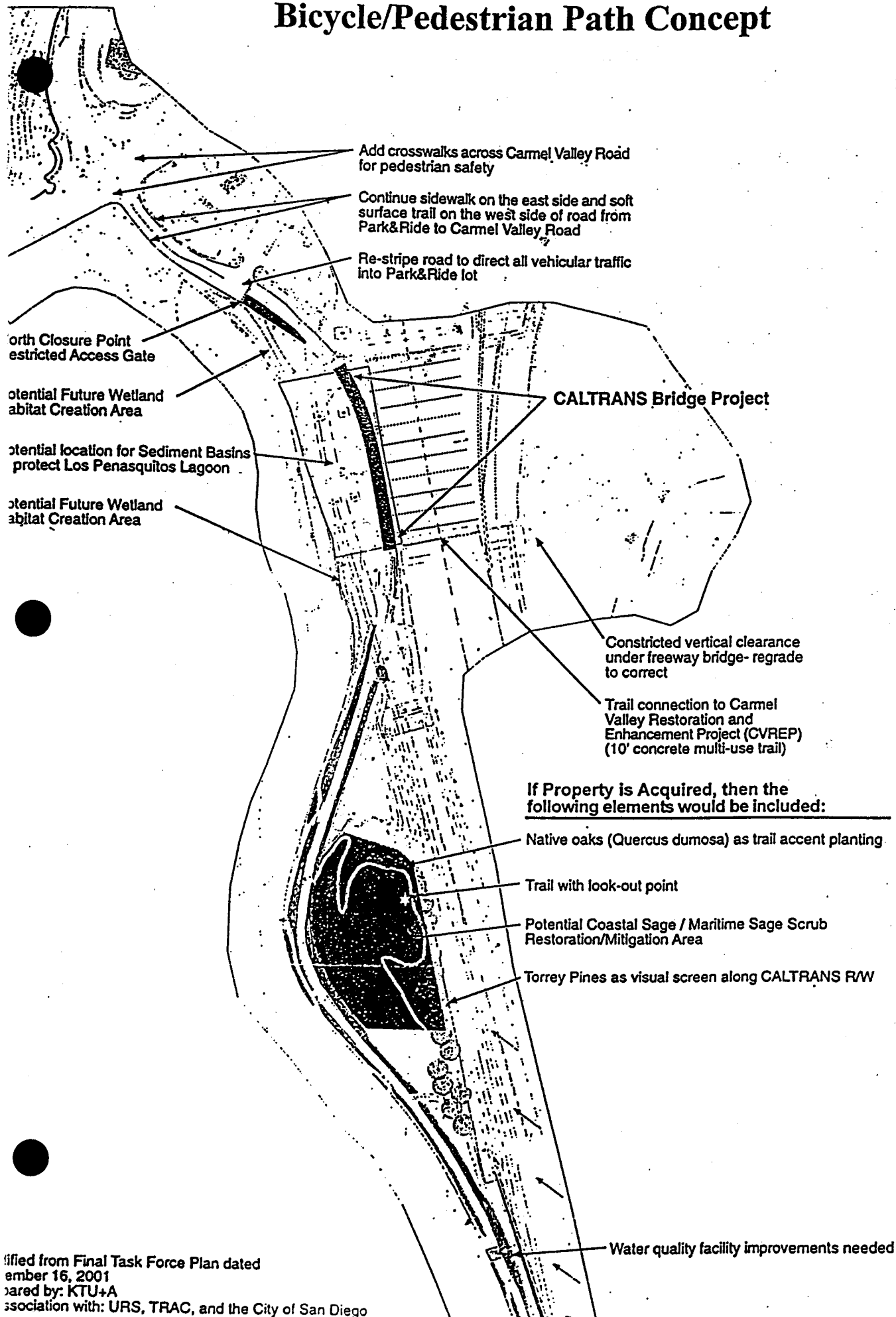
VISUAL RESOURCES

The State Coastal Act states that the scenic and visual qualities of the coastal areas shall be considered and protected as a resource of public importance. The Torrey Pines Community Planning Area possesses many highly scenic open space areas and dramatic vistas. Torrey Pines also has a number of road segments that have scenic qualities worthy of formal recognition and protection. This community plan contains numerous recommendations, policies and implementing actions focusing on the preservation of these visual resources including:

1. Significant scenic resource areas including San Dieguito River Regional Park, Crest Canyon, Torrey Pines State Reserve Extension, Los Penasquitos Lagoon, and the Carroll Canyon Creek Corridor have been designated and rezoned to open space.
2. Three road segments possessing dramatic vistas are recommended for a Scenic Route designation including North Torrey Pines Road, Carmel Valley Road, and the Sorrento Valley Road Bicycle/Pedestrian Path.
3. Power distribution lines and utilities along Sorrento Valley Road and within Los Penasquitos Lagoon are recommended to be relocated underground.
4. Future development adjacent to the Torrey Pines Reserve Extension, San Dieguito Lagoon, and Crest Canyon areas shall provide for adequate buffer areas. Development proposals shall provide adequate setbacks to avoid significant erosion, visual or sediment impacts from construction. Setbacks also shall be required to prevent fire breaks from being constructed on reserve property or into off-site sensitive areas. No clear-cutting or removal of vegetation shall

Sorrento Valley Road Reuse Project ATTACHMENT 5

Bicycle/Pedestrian Path Concept



Sorrento Valley Road Reuse Project Bicycle/Pedestrian Path Concept

ATTACHMENT 5

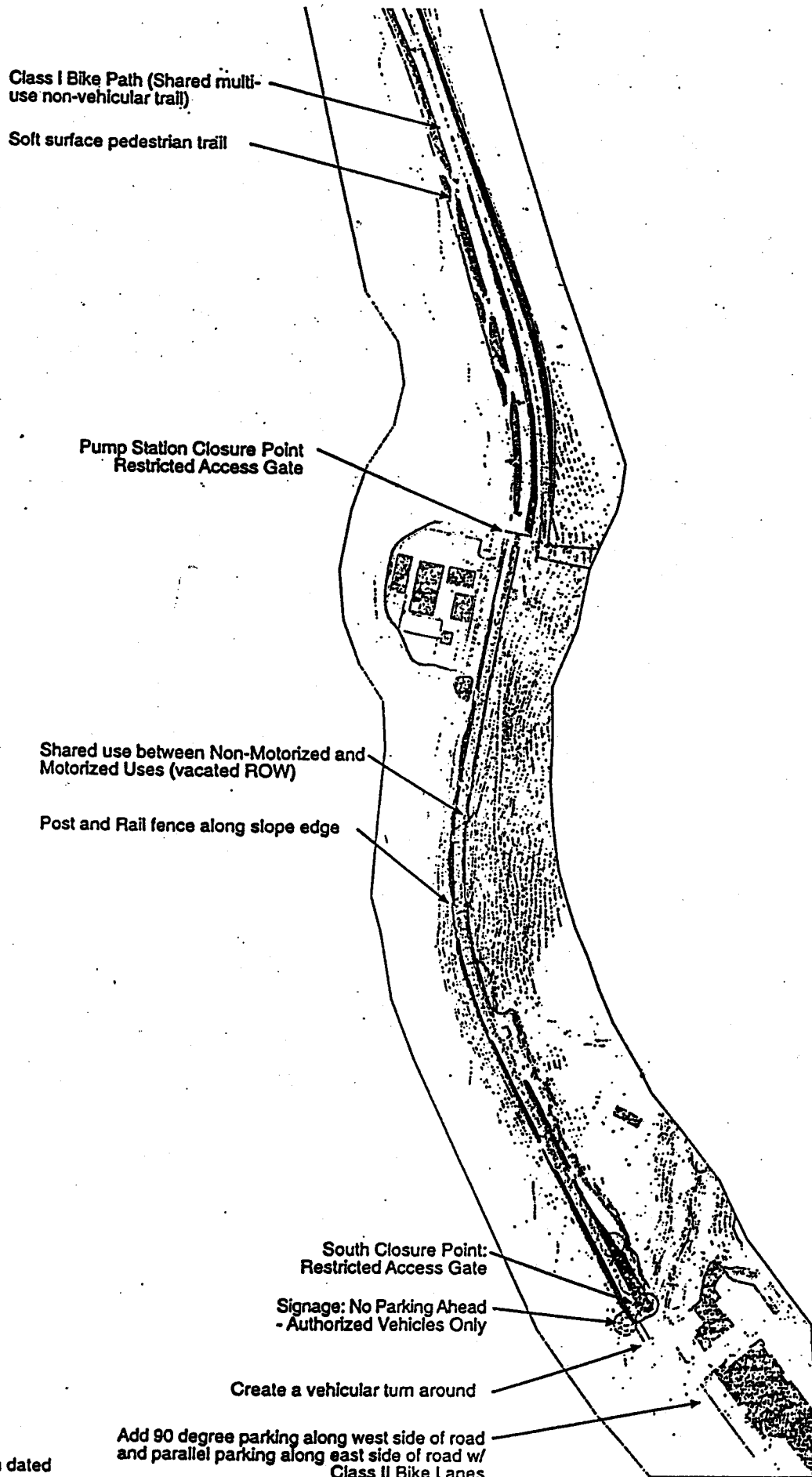


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